

Tuesday, May 13, 2025  
City Council Meeting - Hybrid (In-Person & Electronic)

7:00 P.M.

#2160 Regular City Council Meeting - Hybrid (In-Person & Electronic)

Agenda: <https://go.boarddocs.com/wa/cocp/Board.nsf/goto?open&id=DFDVME816691>

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](https://www.youtube.com/channel/UCbx3qrqzLDL_05NusReSI-g/featured)

Zoom Attendee Link: <https://us06web.zoom.us/j/81414974405>

Or you may call this number to listen: 1-669-900-9128 ID#81414974405

Phone controls: \*6 - toggle mute/un-mute and \*9 - raise hand

## 1. Opening Items.

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|            |                                                                       |
|------------|-----------------------------------------------------------------------|
| Subject :  | 1.01 Call To Order                                                    |
| Meeting :  | May 13, 2025 - 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 :  | May 13, 2025 - 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,  
Melodie Williams,  
Heather Schermann,  
Monica Boyle

Administrator, Mike Rizzitiello;  
City Attorney, Eric Ferguson;  
City Prosecutor, Michael Rio;  
Finance Director, Brian Carleton;  
Public Works Director, Robert McAndrews;  
Police Chief, Troy Tomaras;  
Fire Chief, David Winter;  
Community Development Director, Jon Rickard;  
HR Manager, Shawn Doering;  
City Clerk, Maryelizabeth Garcia

|            |                                                                       |
|------------|-----------------------------------------------------------------------|
| Subject :  | 1.03 Pledge of Allegiance                                             |
| Meeting :  | May 13, 2025 - City Council Meeting - Hybrid (In-Person & Electronic) |
| Category : | 1. Opening Items.                                                     |
| Access :   | Public                                                                |
| Type :     | Procedural                                                            |

# Public Content

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

|            |                                                                       |
|------------|-----------------------------------------------------------------------|
| Subject :  | 1.04 Public Comment -                                                 |
| Meeting :  | May 13, 2025 - City Council Meeting - Hybrid (In-Person & Electronic) |
| Category : | 1. Opening Items.                                                     |
| Access :   | Public                                                                |
| Type :     | Information                                                           |



# 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.**

## 2. Consent Agenda.

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|                      |                                                                       |
|----------------------|-----------------------------------------------------------------------|
| Subject :            | 2.01 AB 25116 - Approve Agenda for May 13, 2025                       |
| Meeting :            | May 13, 2025 - City Council Meeting - Hybrid (In-Person & Electronic) |
| Category :           | 2. Consent Agenda.                                                    |
| Access :             | Public                                                                |
| Type :               | Action (Consent)                                                      |
| Recommended Action : | Motion to approve the agenda for 05/13 /2025.                         |

### 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 25117 - Approve Council Minutes from April 22, 2025 |
| Meeting : | May 13, 2025 - City Council Meeting - Hybrid (In-           |

Person & Electronic)

Category :

2. Consent Agenda.

Access :

Public

Type :

Action (Consent), Minutes

Recommended Action :

Motion to approve Council Meeting Minutes from 04/22 /2025.

Minutes :

[View Minutes](#) for Apr 22, 2025 - City Council Meeting - Hybrid (In-Person & Electro

## File Attachments

[4-22-2025 Council Meeting Minutes.pdf \(737 KB\)](#)

## Consent

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Subject :

2.03 AB 25118 - Approve Council Workshop Minutes from May 6, 2025

Meeting :

May 13, 2025 - City Council Meeting - Hybrid (In-Person & Electronic)

Category :

2. Consent Agenda.

Access :

Public

Type :

Action (Consent), Minutes

Recommended Action :

Motion to approve Council Workshop Minutes from 05 /06/2025.

Minutes :

[View Minutes](#) for May 6, 2025 - City Council Workshop - Hybrid (In-Person & Electr

## File Attachments

[5-6-2025 Council Workshop Minutes.pdf \(716 KB\)](#)

## Consent

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Subject :

2.04 AB 25119 - Fund Consolidation/Rename Fund - Mr. Carleton

|                      |                                                                                                       |
|----------------------|-------------------------------------------------------------------------------------------------------|
| Meeting :            | May 13, 2025 - City Council Meeting - Hybrid (In-Person & Electronic)                                 |
| Category :           | 2. Consent Agenda.                                                                                    |
| Access :             | Public                                                                                                |
| Type :               | Action (Consent)                                                                                      |
| Preferred Date :     | May 13, 2025                                                                                          |
| Absolute Date :      | May 13, 2025                                                                                          |
| Fiscal Impact :      | No                                                                                                    |
| Budgeted :           | No                                                                                                    |
| Recommended Action : | Motion to authorize the finance department to consolidate funds 425,426, and 431 and rename fund 413. |

## Public Content

Currently our proprietary funds consist of Water Funds (5) and Waste Water Funds (4). Our goal in finance is to have within each proprietary fund; an operation fund, a capital project fund and a debt service fund. In a effort to reduce the number of funds and the frequency of interfund transfers we would like to eliminate and consolidate three funds:

1. Fund 425- Water Revenue Bond. This tracks the payments for the 2017 revenue bond. It's not required to have a separate fund, so we would like to consolidate this fund in with the other Waste Water debt funds in fund 412 and deactivate fund Fund 425.

2. Fund 426 - Water Bond Reserve Fund. This fund is used to track debt payments in the water utility and is not currently being used. We would transfer this to fund 413 which is currently used to the water utility debt payments. We would rename fund 413 and deactivate fund 426:

- Currently - Water Capital Improvement Reserve Fund
- Proposed - Water Capital Debt Fund

3. Fund 431 - Water System Construction Fund. This fund was used to track specific projects. Currently this fund is not used. All the capital costs for the water system are tracking in Fund 410. We would transfer the balance in fund 431 to 410 and deactivate fund 431.

This changes will have to go to council for approval.

## Consent

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|           |                                                       |
|-----------|-------------------------------------------------------|
| Subject : | 2.05 AB 25120 - Purchase of Ram 1500 for Public Works |
|-----------|-------------------------------------------------------|

|                      |                                                                                                                                                               |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Meeting :            | May 13, 2025 - City Council Meeting - Hybrid (In-Person & Electronic)                                                                                         |
| Category :           | 2. Consent Agenda.                                                                                                                                            |
| Access :             | Public                                                                                                                                                        |
| Type :               | Action (Consent)                                                                                                                                              |
| Preferred Date :     | May 13, 2025                                                                                                                                                  |
| Absolute Date :      | May 13, 2025                                                                                                                                                  |
| Fiscal Impact :      | Yes                                                                                                                                                           |
| Dollar Amount :      | \$49,103.95                                                                                                                                                   |
| Budgeted :           | Yes                                                                                                                                                           |
| Budget Source :      | Equipment Capital Reserve                                                                                                                                     |
| Recommended Action : | Motion to authorize the Fleet Manager or designee to order a new Ram 1500 quad cab pickup truck for the Public Works Department for the amount of \$49,103.95 |

## Public Content

### Historical Perspective:

The ER&R Plan was previously approved by Council and included a 2500 pickup for a new streets position.

### Information for Consideration:

The City plans to purchase a 1500 instead of the 2500. The cost through state contract is \$49,103.95 after tax.

### File Attachments

[2025Budget\\_FY2025to2030ERR\\_SummarySheet.pdf \(586 KB\)](#)

### Consent

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|            |                                                                       |
|------------|-----------------------------------------------------------------------|
| Subject :  | 2.06 AB 25121 - December 2024 Financials                              |
| Meeting :  | May 13, 2025 - City Council Meeting - Hybrid (In-Person & Electronic) |
| Category : | 2. Consent Agenda.                                                    |
| Access :   | Public                                                                |

|                      |                                                                           |
|----------------------|---------------------------------------------------------------------------|
| Type :               | Action (Consent)                                                          |
| Preferred Date :     | May 13, 2025                                                              |
| Absolute Date :      | May 13, 2025                                                              |
| Recommended Action : | Motion to approve the December 2024 check register and financial reports. |

## Public Content

### Information for Consideration:

Claims & Benefits: \$6,386,527.99  
Payroll: \$316,411.23  
Total Expenses Paid: \$6,702,939.22

### File Attachments

[December 2025 Financials.pdf \(8,188 KB\)](#)

### Consent

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|                      |                                                                       |
|----------------------|-----------------------------------------------------------------------|
| Subject :            | 2.07 AB 25135 - Excusing the Absence of Council Member Boyle          |
| Meeting :            | May 13, 2025 - 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 : | 2.08 Approve Consent Agenda - Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing |
|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|

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

Meeting : May 13, 2025 - 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.

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Subject : 3.01 AB 25122 - National Public Works Week Proclamation - Mayor Hernández

Meeting : May 13, 2025 - City Council Meeting - Hybrid (In-Person & Electronic)

Category : 3. Presentations.

Access : Public

Type : Information

## Public Content

Mayor Hernández will read the National Public Works Week Proclamation.

### File Attachments

[Public Works Week Proclamation.png \(5,949 KB\)](#)  
[Public Works Week 2025.pdf \(338 KB\)](#)  
[Banner.png \(29,005 KB\)](#)

Subject : 3.02 AB 25123 - Lions Park Project Funding - Mr. Carleton

Meeting : May 13, 2025 - City Council Meeting - Hybrid (In-Person & Electronic)

|            |                   |
|------------|-------------------|
| Category : | 3. Presentations. |
| Access :   | Public            |
| Type :     | Discussion        |

## Public Content

During the processing of 2024 year-end it was identified that the REET II (fund 306 - Real Estate Excise Tax) had a negative fund balance of -1,447,167.05. REET II is the fund that is tacking the Lions Park Project.

Upon analysis the variance was associated to the Lions Park project. The main factor is associated to expenditures incurred in 2024 that were not reimbursed by grants until 2025.This includes grants submitted to DOE for Stormwater work totaling \$241,525 and RCO grants for \$934,737, for a totaling \$1,176,262. In addition there were expenditures paid in the 13th period (Jan 20,2025) to the Nelson Construction that had \$438,008 in costs expensed in 2024 that were reimbursable. The total of grants receivable as for expenditures incurred through 12/31 /2024 was \$1,614,270.

Based on Washington State RCW the fund cannot close in 2024 with a negative fund balance. There is not a lot of options for transferring funds to bring this fund out of a negative balance. Of the allowable transfers one would be from the Current Expense fund, but there balance is subject to some policy requirements and is not available at 12/31/2024. The other option is an interfund transfer from another 300 level fund. The only fund available for this transfer would be the TIF fund (360), which had a balance of \$8.3 million at 12/31/2024.

This transfer would have to be set up as a interfund loan and approved by council. The interfund loan process will be discussed in section 5.07

### 4. Public Hearings - None.

### 5. Action Items.

|                      |                                                                                                                                                                     |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Subject :            | 5.01 AB 25124 - SE 8th St Design - Mr. McAndrews                                                                                                                    |
| Meeting :            | May 13, 2025 - City Council Meeting - Hybrid (In-Person & Electronic)                                                                                               |
| Category :           | 5. Action Items.                                                                                                                                                    |
| Access :             | Public                                                                                                                                                              |
| Type :               | Action                                                                                                                                                              |
| Preferred Date :     | May 13, 2025                                                                                                                                                        |
| Absolute Date :      | May 13, 2025                                                                                                                                                        |
| Fiscal Impact :      | Yes                                                                                                                                                                 |
| Dollar Amount :      | \$41,500.00                                                                                                                                                         |
| Budgeted :           | Yes                                                                                                                                                                 |
| Recommended Action : | Motion to authorize Public Works Director or designee to sign contract amendment number 2 with JUB Engineers increasing the SE 8th St Sidewalk - SE Birch Ave to SE |

Larch design costs by \$41,500.

# Public Content

## Historical Perspective:

JUB Engineers have been working on design for the the SE 8th St sidewalk project. The portion of the project from Elm - Larch is incredibly narrow and needs to be widened to the north. The City already has right of way but the road improvements still need to be designed.

## Information for Consideration:

This amendment will add \$41,500 to the contract so JUB can complete design, surveying, and have that part of the project bid ready. The construction of this phase likely will not take place at the same time the sidewalks will be installed.

## File Attachments

[07-24-058\\_8thSidewalkBirch-LarchAmendment2.pdf \(402 KB\)](#)

|                      |                                                                                                                                                                           |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Subject :            | 5.02 AB 25125 - Final Parks Plan - Mr. Rickard                                                                                                                            |
| Meeting :            | May 13, 2025 - City Council Meeting - Hybrid (In-Person & Electronic)                                                                                                     |
| Category :           | 5. Action Items.                                                                                                                                                          |
| Access :             | Public                                                                                                                                                                    |
| Type :               | Action                                                                                                                                                                    |
| Preferred Date :     | Apr 25, 2025                                                                                                                                                              |
| Absolute Date :      | Apr 25, 2025                                                                                                                                                              |
| Budgeted :           | No                                                                                                                                                                        |
| Recommended Action : | Motion to adopt Resolution 25-032 which acknowledges the April 2025 Parks, Open Space, and Recreation Plan as an official guiding document for the City of College Place. |

# Public Content

The April 2025 Parks, Open Space, and Recreation Plan reflects extensive community input, current and projected recreational needs and strategic priorities for maintaining and improving the city's parks and open spaces.

## Rationale:

Adopting this plan will:

- Ensure continued eligibility for state and federal funding opportunities;
- Support long-term sustainability and stewardship of city parks;



- Reflect the community's vision and values related to parks and recreation.

### **Requested Action:**

Staff requests the City Council adopt the final draft of the *April 2025 Parks, Open Space, and Recreation Plan* as an official guiding document for the City of College Place.

### **Next Steps:**

Staff will complete a self certification form and file the final plan with RCO to ensure continued eligibility for state and federal funding.

### **File Attachments**

[2025.04.25 COCP-ParksPlan FINAL DRAFT.pdf \(41.529 KB\)](#)

[Resolution No. 25 032 Adoption of 2025 College Place Park, Open Space, and Recreation Plan .pdf \(159 KB\)](#)

|                      |                                                                                                                                                                      |
|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Subject :            | 5.03 AB 25126 - Diligent Community Implementation - Ms. Garcia                                                                                                       |
| Meeting :            | May 13, 2025 - City Council Meeting - Hybrid (In-Person & Electronic)                                                                                                |
| Category :           | 5. Action Items.                                                                                                                                                     |
| Access :             | Public                                                                                                                                                               |
| Type :               | Action                                                                                                                                                               |
| Preferred Date :     | May 13, 2025                                                                                                                                                         |
| Absolute Date :      | May 13, 2025                                                                                                                                                         |
| Fiscal Impact :      | Yes                                                                                                                                                                  |
| Dollar Amount :      | \$19,500.00                                                                                                                                                          |
| Budgeted :           | Yes                                                                                                                                                                  |
| Budget Source :      | IT Fund (012) Reserves                                                                                                                                               |
| Recommended Action : | Motion to adopt Resolution #25-033 which authorizes City Administrator to sign the contract with Diligent to replace the BoardDocs software with Diligent Community. |

## **Public Content**

### Historical Perspective:

The City has been a customer of BoardDocs since at least 2018 and uses it for city governance. BoardDocs was originally created in 2002 and is now being retired.

### Information for Consideration:

The company that owns BoardDocs has created a new system, Diligent Community, that was built to work in a very similar way, and proposed an offer to the City for implementation and

migration of their follow-up software: Diligent Community. Some key upgrades will include a "user-friendly interface" which should make the transition simple, access to the platform from any device including smart phones and tablets, the ability to receive agendas through text or email, and it's super accessible- it's ADA compliant and the public can subscribe to meeting notifications themselves.

**File Attachments**

[Diligent Community Implementation Guide for BoardDocs Migrations.pdf \(3.439 KB\)](#)  
[Committees.pdf \(150 KB\)](#)  
[Community.pdf \(42 KB\)](#)  
[Diligent Proposal City of College Place.pdf \(7.715 KB\)](#)  
[Resolution No. 25-033 Diligent Community Implementation .pdf \(147 KB\)](#)

|                      |                                                                                                                                                                                                                                                                                   |
|----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Subject :            | 5.04 AB 25127 - Sister City Committee with Jungapeo, Mexico - Ms. Garcia & Mr. Everett                                                                                                                                                                                            |
| Meeting :            | May 13, 2025 - City Council Meeting - Hybrid (In-Person & Electronic)                                                                                                                                                                                                             |
| Category :           | 5. Action Items.                                                                                                                                                                                                                                                                  |
| Access :             | Public                                                                                                                                                                                                                                                                            |
| Type :               | Action                                                                                                                                                                                                                                                                            |
| Preferred Date :     | May 13, 2025                                                                                                                                                                                                                                                                      |
| Absolute Date :      | May 13, 2025                                                                                                                                                                                                                                                                      |
| Fiscal Impact :      | Yes                                                                                                                                                                                                                                                                               |
| Budgeted :           | No                                                                                                                                                                                                                                                                                |
| Budget Source :      | 001-573-90-41-00                                                                                                                                                                                                                                                                  |
| Recommended Action : | Make a motion to authorize Resolution #25-033 which formally adopts, on behalf of College Place, Jungapeo, Michoacan, Mexico, as the Sister City of the City of College Place and allows the Mayor to sign any further documents ratifying the official Sister City relationship. |

**Public Content**

**Historical Perspective:**

The Youth Advisory Commission would like to pursue creating a Sister City Committee, open to the public, establishing a strong connection between College Place and Jungapeo youth, mutual art exchanges, regularly sending gifts, and completing a sports & recreation activity together via zoom.

The current Mayor of Jungapeo is La Presidenta Municipal de Jungapeo Norma Angélica Yañez Sierra. The community of Jungapeo prepared an inspiring video for us which can be viewed on YouTube:[https://youtu.be/\\_51kAUwY8HM?si=AaBHJ76eygf0mHgV](https://youtu.be/_51kAUwY8HM?si=AaBHJ76eygf0mHgV)

Mr. Isaac Chakis prepared for the Commission photos of Jungapeo which are attached. Mr. Chakis can be reached at [cervechakis@hotmail.com](mailto:cervechakis@hotmail.com)

## **Information for Consideration:**

### **Walla Walla & Sasayama, Japan Sister City Relationship Research**

Attached are documents relating to Walla Walla's Sister City relationship formation with Japan and Italy.

From Walla Walla's archives, here is a synopsis of the timeline of their Sister City relationship progress:

- 5/24/1972: The Mayor of Yokohama, Japan presented the Mayor of WW with a silk scarf as a gift
- 8/23/1972: Council passed the official Sister City Resolution
- 10/25/1972: It was reported that the Sister City organization had requested financial support from the City in the amount of \$500/month for six months
- 11/8/1972: Sister City organization formed to promote Sister City Relationships- the City paid the group a \$100 membership fee to become a Member- the group was formed outside of the City but the City created an additional committee to be part of that group. I wonder if this was in an effort to support the organization without giving it the requested \$3000, which would have been a lot of money in 1972. Earlier in this same meeting, they discussed being over budget in seemingly all areas which might have influenced this decision.
- 8/22/1973: it was reported that the Mayors of each city had visited one another, a Sister City Committee had been established, a partnership with Japan Airlines had been formed which provided one free airline ticket if 15 were sold. Japan sent two representatives from their city; City of WW wanted to send their Mayor if the free airline ticket was available; Council considered providing \$1200 for expenses/meals for the trip.

## **Possible Action Plan:**

### **1. Objectives**

- Mutual cultural exchanges, a pen pal program, youth art exchanges and displays, gift giving, tourism/economic development, and completing recreational activities together using Zoom or other technology.
- Strong connection between youth in schools and adults who love to visit each other's cities.

### **2. Form a "Steering" Committee**

- Have City Council create and sanction Sister City Committee- assign a budget for supporting this program in years going forward.
- Include stakeholders such as all College Place schools including Walla Walla University, local businesses, and nonprofits in the area.
- Assign roles and responsibilities.

### **3. Engage Stakeholders and the Public**

- Host informal community meetings to gain support and input, and invite stakeholders to the meetings.

### **4. Reciprocate Contact with Jungapeo**

- Propose an initial meeting to discuss mutual interests to determine compatibility.
- Write formal letters, send an official gift, and/or make a video.

### **5. Draft a Memorandum of Understanding (MOU)**

- Outline mutual goals, areas of cooperation, and expected commitments.
- Include provisions for governance, funding, and evaluation.

### **6. Formalize the Relationship**

- Sign an official agreement in a public ceremony. It would be amazing if someone from Jungapeo could join us virtually or physically!

### **7. Develop Exchange Programs and Initiatives**

- Launch projects in areas like the pen pal program, virtual youth gathering, art exchange, youth exchange, and gift giving.
- Plan and execute reciprocal visits, joint events, and virtual exchanges.

## 8. Monitor and Sustain

- Sister City Committee consists of at least 3 individuals that includes the public who executes the program.
- Committee sets metrics for success and conducts annual reviews.
- Committee secures sustaining funding and community involvement; City commits to supporting the group (including fiscally).

## File Attachments

[DSC\\_0342.jpg \(511 KB\)](#)

[DSC\\_0343.jpg \(475 KB\)](#)

[DSC\\_0348.jpg \(469 KB\)](#)

[DSC\\_0350.jpg \(406 KB\)](#)

[DSC\\_0351.jpg \(562 KB\)](#)

[DSC\\_0352.jpg \(540 KB\)](#)

[DSC\\_0355.jpg \(577 KB\)](#)

[DSC\\_0357.jpg \(447 KB\)](#)

[DSC\\_0359.jpg \(412 KB\)](#)

[DSC\\_0363.jpg \(404 KB\)](#)

[DSC\\_0378.jpg \(475 KB\)](#)

[Min 05241972.pdf \(89 KB\)](#)

[Min 08221973.pdf \(94 KB\)](#)

[Min 08231972.pdf \(80 KB\)](#)

[Min 11081972.pdf \(70 KB\)](#)

[Minutes 10-25-1972 - 12-17-1973.pdf \(405 KB\)](#)

[Resolution 3471A.pdf \(44 KB\)](#)

[Sister City Agreement\\_Final.pdf \(100 KB\)](#)

[Agenda Bill- Jungapeo Sister City.pdf \(73 KB\)](#)

[Draft Sister City Month Proclamation.pdf \(931 KB\)](#)

[Resolution No. 25-034 Adopting Jungapeo, Mexico As Sister City.pdf \(152 KB\)](#)

|                      |                                                                                                                                                                                    |
|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Subject :            | 5.05 AB 25128 - Fire Station Renovation ESCO Work<br>- Mr. Rizzitiello                                                                                                             |
| Meeting :            | May 13, 2025 - City Council Meeting - Hybrid (In-Person & Electronic)                                                                                                              |
| Category :           | 5. Action Items.                                                                                                                                                                   |
| Access :             | Public                                                                                                                                                                             |
| Type :               | Action                                                                                                                                                                             |
| Recommended Action : | Make a motion to adopt Resolution No. 25-035 awarding the Fire Station Energy Efficiency Project Contract to McKinstry and authorizing City Administrator to execute the contract. |

## Public Content

### Historical Perspective:

In 2024 the City got a legislative earmark grant out of the Climate Commitment Act for \$1,137,000. McKinstry has been the city's designated ESCO after a competitive RSQ process for ESCO back in 2019. This project concept has been languishing since that time. This is funded from the Climate Commitment Act.

**Information for Consideration:**

The proposal includes new water source heat pumps, cooling tower/pump, condenser water plant, restroom exhaust fan, engine bay exhaust fan, gas-fired radiant heater, and electric unit heater. We want to get under contract now to secure equipment pricing but actual construction work won't occur till the Fall so the Fire Station HVAC isn't offline during the hot summer.

**File Attachments**

[ESP\\_City of College Place Fire Station HVAC & Controls.pdf \(3,300 KB\)](#)  
[Grant Agreement.pdf \(1,269 KB\)](#)  
[Resolution No. 25-035 Fire Station ESCO.pdf \(156 KB\)](#)

|                      |                                                                                                                                   |
|----------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| Subject :            | 5.06 AB 25129 - Martin Airfield Area Planning Study - Mr. Rizzitiello                                                             |
| Meeting :            | May 13, 2025 - City Council Meeting - Hybrid (In-Person & Electronic)                                                             |
| Category :           | 5. Action Items.                                                                                                                  |
| Access :             | Public                                                                                                                            |
| Type :               | Action                                                                                                                            |
| Preferred Date :     | May 05, 2025                                                                                                                      |
| Absolute Date :      | May 05, 2025                                                                                                                      |
| Fiscal Impact :      | No                                                                                                                                |
| Recommended Action : | Motion to authorize Resolution # 25-036 which adopts the Martin Airfield Planning Study to the Comprehensive Plan as an Appendix. |

**Public Content**

**Historical Perspective:**

The City obtained a State Community Economic Revitalization Board grant for \$100,000 to conduct a site development plan for around the Martin Airfield area back in January 2024.

**Information for Consideration:**

Mr. Rizzitiello will present the final iteration of the Martin Airfield Planning Study created by J-U-B Engineers.

**File Attachments**

[MartinAirfieldMP\\_March2025\\_Final.pdf \(21,413 KB\)](#)  
[MartinAirfieldMP\\_March2025\\_Final\\_reduced.pdf \(12,715 KB\)](#)

[Resolution No. 25-036 Martin Airfield Area Planning Study.pdf \(151 KB\)](#)

|                      |                                                                                           |
|----------------------|-------------------------------------------------------------------------------------------|
| Subject :            | 5.07 AB 25130 - Interfund Loan Policy - Mr. Carleton                                      |
| Meeting :            | May 13, 2025 - City Council Meeting - Hybrid (In-Person & Electronic)                     |
| Category :           | 5. Action Items.                                                                          |
| Access :             | Public                                                                                    |
| Type :               | Action                                                                                    |
| Preferred Date :     | May 13, 2025                                                                              |
| Absolute Date :      | May 13, 2025                                                                              |
| Fiscal Impact :      | No                                                                                        |
| Recommended Action : | Motion to approve resolution #25-037 establishing an Interfund Loan Policy and Procedure. |

## Public Content

### Interfund Loan Policy

Currently the city does not have an interfund loan policy. Due to timing of cash flows at 12/31 /2024, the REET II has a negative cash balance of \$1.4mil. The only available source of revenue to correct this timing is to loan the funds from the TIF fund. In order to facilitate this transaction, a interfund loan policy needs to be created and adopted by resolution.

Attached is the interfund loan policy and procedure. The interfund policy and procedure was discussed at the Finance Committee meeting held on May 5th, 2025.

The minimum requirements from the State Auditors office is attached.

### File Attachments

[Interfund Loans.pdf \(213 KB\)](#)

[COCP Interfund Loans 2025.pdf \(139 KB\)](#)

[Resolution No. 25-037 Interfund Loan Policy and Procedure .pdf \(151 KB\)](#)

|                  |                                                                       |
|------------------|-----------------------------------------------------------------------|
| Subject :        | 5.08 AB 25131 - Interfund Loan to REET II Fund - Mr. Carleton         |
| Meeting :        | May 13, 2025 - City Council Meeting - Hybrid (In-Person & Electronic) |
| Category :       | 5. Action Items.                                                      |
| Access :         | Public                                                                |
| Type :           | Action                                                                |
| Preferred Date : | May 13, 2025                                                          |
| Absolute Date :  | May 13, 2025                                                          |
| Fiscal Impact :  | Yes                                                                   |

|                      |                                                                                                                                                                                   |
|----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Dollar Amount :      | \$1,500,000.00                                                                                                                                                                    |
| Budgeted :           | No                                                                                                                                                                                |
| Budget Source :      | TIF (Tax Increment Financing) Fund                                                                                                                                                |
| Recommended Action : | Motion to authorize an interfund loan from the TIF fund (360) to the REET II Fund (306) in the amount of \$1,500,000 in compliance with the Interfund Loan Policy and Procedures. |

## Public Content

During the year end closing process the REET II fund was identified as having negative fund balance of -\$1,447,167. The reason for this variance was discussed in Section 3.02. In order to remedy this position it was the recommendation of the Finance Director to establish an interfund loan between the TIF fund (360) and REET II fund (306) in the amount of \$1,500,000. The maximum term for a interfund loan is 3 years, although the amount may be paid off early without penalty. the interest rate was determine according to the interfund loan policy at LGIP current rate of 4.36% non-compounding.

The terms of the loan are as follows:

Maximum term - 3 years with no early payment penalty

Amount - \$1,500,000 with \$500,000 minimum payment due each year at 12/31

Interest Rate - 4.36% charged quarterly

Effective Date of Loan - 12/31/2024

## 6. Administrative Reports.

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|            |                                                                       |
|------------|-----------------------------------------------------------------------|
| Subject :  | 6.01 AB 25132 - Lions Park Dedication Ceremony - Ms. Garcia           |
| Meeting :  | May 13, 2025 - City Council Meeting - Hybrid (In-Person & Electronic) |
| Category : | 6. Administrative Reports.                                            |
| Access :   | Public                                                                |
| Type :     | Reports                                                               |

## Public Content

### Historical Perspective:

The Lions Park renovation project has been in the works for 8 years. Thanks to the people and staff of the City of College Place, granting organizations, and many community partners, this project is now nearing completion.

### **Information for Consideration:**

Mr. Rizzitiello and Ms. Garcia are planning a special opening day at Lions Park which will include a Ribbon Cutting by the WW Valley Chamber of Commerce, swag bags with gift certificates for Kettle Corn and The Soda Stop, a dessert grazing table from Lennie Loo, a beautiful balloon arch by De Colores, and a Land Welcome from Tribal leader, Jeanine Gordon. Council Member Espinoza is sponsoring \$1000 worth of tacos at the Happy Wanderer Food Truck.

### **File Attachments**

[General Invite.png \(1,348 KB\)](#)  
[All events Espanol.png \(1,032 KB\)](#)  
[All events.png \(1,006 KB\)](#)  
[Invite Espanol.png \(634 KB\)](#)  
[Invite.png \(629 KB\)](#)

|            |                                                                       |
|------------|-----------------------------------------------------------------------|
| Subject :  | 6.02 AB 25133 - Chamber Charette Report - Mr. Rizzitiello & Ms. Alen  |
| Meeting :  | May 13, 2025 - City Council Meeting - Hybrid (In-Person & Electronic) |
| Category : | 6. Administrative Reports.                                            |
| Access :   | Public                                                                |
| Type :     | Information                                                           |

## **Public Content**

### **Historical Perspective:**

### **Information for Consideration:**

Notes from a Community Charette about local governments that the Walla Walla Valley Chamber of Commerce hosted. In general City of College Place had the most aggregated accolades for going the right direction and being a good place to live.

### **File Attachments**

[Charrette Report.pdf \(103 KB\)](#)  
[Charrettee Aggregated Scriber Data HERO.pdf \(119 KB\)](#)  
[Executive Summary Hero.pdf \(43 KB\)](#)

## **7. Informational Reports - None.**

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|            |                                                                       |
|------------|-----------------------------------------------------------------------|
| Subject :  | 7.01 Community Development Informational Report                       |
| Meeting :  | May 13, 2025 - City Council Meeting - Hybrid (In-Person & Electronic) |
| Category : | 7. Informational Reports - None.                                      |
| Access :   | Public                                                                |
| Type :     |                                                                       |



# Public Content

## File Attachments

[04-2025 Permit Report CP Year to Date.pdf \(109 KB\)](#)  
[2025.04 IC Hoffer.pdf \(32 KB\)](#)  
[2025.04 Inspection Count Hall.pdf \(109 KB\)](#)  
[2025.04 Permit Statistics Walla Walla Area.pdf \(14 KB\)](#)

## 8. Executive Session.

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|            |                                                                                          |
|------------|------------------------------------------------------------------------------------------|
| Subject :  | 8.01 AB 25134 - Potential Litigation - Executive Session pursuant to RCW 42.30.110(1)(i) |
| Meeting :  | May 13, 2025 - City Council Meeting - Hybrid (In-Person & Electronic)                    |
| Category : | 8. Executive Session.                                                                    |
| Access :   | Public                                                                                   |
| Type :     | Discussion                                                                               |

# Public Content

Council will adjourn to Executive Session to discuss potential litigation pursuant to RCW 42.30.110(1)(i)  
RCW 42.30.110(1)(i) can be viewed here: <https://app.leg.wa.gov/rcw/default.aspx?cite=42.30.110>

# Executive Content

## 9. Closing Items.

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|                      |                                                                       |
|----------------------|-----------------------------------------------------------------------|
| Subject :            | 9.01 Good of the Order?                                               |
| Meeting :            | May 13, 2025 - 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 :            | May 13, 2025 - 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, April 22, 2025)***Generated by Maryelizabeth Garcia on Friday, April 18, 2025***1. Opening Items.**Procedural: 1.01 Call To Order**Mayor Hernández called the meeting to order at 7:00 PM**Procedural: 1.02 Roll Call

PRESENT:

Mayor - Norma L. Hernández

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

Staff- City Administrator, Michael Rizzitiello; Interim City Attorney, Eric Ferguson; City Clerk, Maryelizabeth E. Garcia;

Also Present -

MEMBERS EXCUSED:

MEMBERS ABSENT:

Procedural: 1.03 Pledge of AllegianceInformation: 1.04 Public Comment - None.**2. Consent Agenda.**Action (Consent): 2.01 AB 25104 - Approve Agenda for April 22, 2025Action (Consent), Minutes: 2.02 AB 25105 - Approve Council Minutes April 8, 2025Action (Consent): 2.03 AB 25106 - November 2024 FinancialsAction (Consent): 2.04 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 7-0.****3. Presentations.**Information: 3.01 AB 25107 - Earth Day Proclamation - Mayor Hernández

Mayor Hernández delivered the annual Earth Day Proclamation and encouraged all residents to commit to lowering their carbon footprint and engaging in efforts to protect and heal the planet we call home.

Information: 3.02 AB 25114 - Unity & Diversity Day Proclamation - Mayor Hernández

Mayor Hernández delivered the Unity &amp; Diversity Day Proclamation and urged all residents to commit to recognize the oneness of the Human Race.

**4. Public Hearings** - None.**5. Action Items.**Action: 5.01 AB 25108 - Contract Amendment for WWTP Phase 1B Construction Management - Mr. Rizzitiello

Mr. Rizzitiello informed the Council of updates to the WWTP project which is currently in the Construction Management phase 1B. Mr. Rizzitiello clarified funding sources.

**Council Member Jessup made a motion to authorize City Administrator or designee to approve and sign contract amendment with J-U-B Engineers for time and materials not to exceed \$1,500,000 for**

**construction management services for the Wastewater Treatment Plant Phase 1B Project. Second by Member Williams and the motion passed 7-0.**

Action: 5.02 AB 25109 - Surplus Equipment - Ms. Garcia

Ms. Garcia informed the Council of supplies and equipment that are being stored on the premises which are no longer in use or needed including 11 sandwich boards, 60 chairs that used to be in Council Chambers, and 1 piece of Public Works equipment. Mr. Rizzitiello clarified the surplus process and stated that if the buyback group does not provide an outlet for the items, they can be donated.

**Council Member Cleveland made a motion to approve Resolution #25-029 which authorizes the surplus of 60 chairs, 11 sandwich boards, and one 511 Tack Machine. Second by Member Peterson and the motion passed 7-0.**

Action: 5.03 AB 25110 - Agreement between Smokin' Bandits and City of College Place - Ms. Garcia

Ms. Garcia informed the Council that Daniel and Richelle Juarez who own Smokin' Bandits food truck have requested to rent a space with electricity and access to dump their garbage. Ms. Garcia got approval from City Administrator Mike Rizzitiello and agreed on a the price of \$350/month for rent and \$25/month for garbage. Ms. Garcia then provided Smokin' Bandits with a contract to review and wrote a resolution for the rental. Mr. Rizzitiello reported having explored the property for food truck placement and stated that four food trucks could fit in the parking lot comfortably. Mr. Rizzitiello also discussed the downtown parking lot project having 4-5 spots for food trucks as well.

Discussion ensued.

**Council Member Boyle made a motion to approve Resolution #25-030 which authorizes the Mayor to sign an agreement with Smokin' Bandits to use the City Municipal Complex parking lot. Second by Member Williams and the motion passed 7-0.**

Action: 5.04 AB 25111 - Agreement between Kerry's Trinidadian Cuisine and City of College Place - Ms. Garcia

Ms. Garcia was approached by Kerry Ali of Kerry's Trinidadian Cuisines food truck who has also requested to rent space with electricity from the City. Ms. Garcia got approval from City Administrator Mike Rizzitiello and agreed on a price of \$350/month for rent. Ms. Garcia provided Kerry's Trinidadian Cuisine with a contract and wrote another resolution for the rental. Council Member Espinoza suggested the City create a criteria for selection of food tucks and that further food truck recruitment could be advertised. Council Member Schermann requested that the City encourages offering a vegetarian option to boost sales and serve the community.

**Council Member Schermann made a motion to approve Resolution #25-031 which authorizes the Mayor to sign an agreement with Kerry's Trinidadian Cuisine to use the City Municipal Complex parking lot. Second by Member Espinoza and the motion passed 7-0.**

## **6. Administrative Reports.**

Reports: 6.01 AB 25112 - Lions Park Ribbon Cutting Event - Ms. Garcia

Ms. Garcia presented to Council the early phase plans for the upcoming Lions Park Ribbon Cutting Event. Mr. Rizzitiello has agreed to a Ribbon Cutting by the Walla Walla Valley Chamber of Commerce, swag bags with gift certificates to Kettle Corn and Soda Stop, a dessert grazing table, a balloon arch display by De Colores, and a Land Welcome from Jeanine Gordon. Anderson Perry has been contacted for financial support in hopes of receiving about \$4250 for the event.

Discussion: 6.02 AB 25113 - Youth Advisory Commission Sister City Update - Ms. Garcia

Ms. Garcia informed the Council of updates to the Sister City Committee project the Youth Advisory Commission is working on. The Commission would like to undertake including establishing a strong connection between the youth in the schools, a Pen Pal Exchange, mutual art exchanges, sending gifts on a regular basis, and completing a sports & recreation activity together. The Commission will hold a special meeting on April 30, 2025 to discuss an action plan and will come to Council about creating an officially sanctioned Sister City Committee. Council Member Peterson advocated for College Place to form a sister city relationship in Sardinia where the Walla Walla Sweets originated from. Council Member Williams suggested using film majors at the University to create a movie for Jungapeo.

## **7. Informational Reports.**

Information: 7.01 CPPD Monthly Report

**8. Executive Session.**

Discussion: 8.01 AB 25115 - Potential Litigation - Executive Session pursuant to RCW 42.30.110(1)(i).

The Council adjourned to Executive Session.

**Mayor Hernández opened the Executive Session at 7:47 PM.**

The Council discussed potential litigation pursuant to RCW 42.30.110(1)(i)

**Mayor Hernández called the Regular Meeting back to order at 8:32 PM.****9. Closing Items.**

Discussion, Information: 9.01 Good of the Order?

Action: 9.02 Conclusion - Motion to Conclude the Meeting.

**Council Member Espinoza made a motion to conclude the meeting at 8:35 PM. Second by Member Williams and with no objection, the meeting concluded.**

Approved:

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Norma L. Hernández – Mayor

Attest:

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Maryelizabeth E. Garcia - City Clerk

The foregoing minutes are the official record of the City Council meeting that occurred April 22, 2025. Further detail may be obtained by reviewing the actual audio recording made during this session.

## **City Council Workshop - Hybrid (In-Person & Electronic) Template (Tuesday, May 6, 2025)**

*Generated by Maryelizabeth Garcia on Wednesday, April 30, 2025*

### 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 - Mayor, Norma L. Hernández

Council Members - Paul Jessup; Michael Cleveland; Tito Espinoza Jr.; Loren Peterson; Melodie Williams; Heather Schermann; Monica Boyle

Staff - City Administrator, Michael Rizzitiello; Jon Rickard, Community Development Director; Eric Ferguson, City Attorney; Brian Carleton, Finance Director; City Clerk, Maryelizabeth E. Garcia; Chief of Police Troy Tomaras;

Also Present - Justin Baerlocher, J-U-B Engineers; Kirk Everett, Youth Advisory Commission Chair; Richard Best & Associates, ALTC Board

MEMBERS EXCUSED:

MEMBERS ABSENT:

#### Procedural: 1.03 Pledge of Allegiance

Information: 1.04 Public Comment - None.

### **2. Workshop Topics.**

#### Information: 2.01 Older Americans Month Proclamation - Mayor Hernández

Mayor Hernández delivered the Older Americans Month Proclamation, noting this was requested by community members. Mayor Hernández presented the signed document to Mr. Richard Best.

#### Information: 2.02 National Police Week Proclamation - Mayor Hernández

Mayor Hernández delivered the National Police Week Proclamation and presented the signed document to College Place Chief of Police Troy Tomaras.

#### Information: 2.03 Bike Month Proclamation - Mayor Hernández

Mayor Hernández delivered the Bike Month Proclamation to Executive Director of the Walla Walla Valley Metropolitan Planning Organization, Andy Gomez.

#### Discussion, Information: 2.04 State of the City - Mayor Hernández

Mayor Hernández delivered the annual State of the City Address and thanked all staff for working hard to accomplish goals.

#### Information: 2.05 Sister City Committee with Jungapeo, Mexico - Ms. Garcia & Mr. Everett

Ms. Garcia and Mr. Kirk Everett Ms. Garcia informed the Council of the Youth Advisory Commission's initiative to create a Sister City relationship with Jungapeo, Mexico and their plan to present to Council for consideration of adoption at the May 6, 2025 Council Workshop. Mr. Everett informed the Council of his recommendation to reach out to Melfi, Italy to establish a Sister City relationship based on their population size, agricultural lifestyle, and wine tourism.

Discussion ensued.

#### Discussion, Information, Procedural: 2.06 Final Park Plan - Mr. Rickard & Ms. Smith

Mr. Rickard reviewed the Final Park Plan with Council to include development on current and future parks Stone Creek Park, Lead Better Park, Maple/Whitman Park, and Sunset Villas. Mr. Rickard stated the planned park developments focus on underserved areas and complies with ADA improvements.

#### Discussion, Information, Procedural: 2.07 Comprehensive Plan Periodic Update - Mr. Rickard & Mr. Baerlocher

Mr. Rickard introduced Mr. Justin Baerlocher from J-U-B Engineers who presented the land capacity analysis update and stated the County is anticipated to adopt the plan this week. Mr. Baerlocher noted that College Place is growing faster than other areas in the region with 18.2% of county growth attributed to College Place.

Discussion ensued.

Discussion, Information, Procedural: 2.08 Fire Station Renovation ESCO Work - Mr. Rizzitiello

Mr. Rizzitiello reviewed past history with the Fire Station Renovation project and informed Council of updates since the last presentation. Mr. Rizzitiello stated the City would like to complete this project now for the price savings as funding is currently secured and the updated proposal will be presented to Council at the next Council meeting.

Discussion, Information: 2.09 Diligent Community Implementation - Ms. Garcia

Ms. Garcia informed the Council that BoardDocs is being replaced with Diligent Community meeting software. A proposal was sent by the BoardDocs/Diligent Community parent Company, Diligent, outlining the digital migration. Ms. Garcia recommends migration to this new system to provide continuity and preserve historic data from BoardDocs.

Discussion ensued.

Discussion, Information: 2.10 Takeaways from FY 2025 State Legislative Session - Mr. Rizzitiello

Mr. Rizzitiello reviewed key takeaways from the 2025 State Legislative session including investment in housing and the transfer of money from the Public Works Trust Fund, which could have ramifications on future grant opportunities for the City. Mr. Rizzitiello stated the Police Station project received \$1M in earmarked funds.

Discussion ensued.

**3. Closing Items.**

Discussion, Information: 3.01 Good of the Order

Procedural: 3.02 Conclusion

**Mayor Hernández concluded the workshop at 7:33 PM.**

Approved:

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Norma L. Hernández – Mayor

Attest:

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Maryelizabeth E. Garcia - City Clerk

The foregoing minutes are the official record of the City Council Workshop that occurred May 6, 2025. Further detail may be obtained by reviewing the actual audio recording made during this session.

| City of College Place: Equipment Replacent Plan (FY 2025 to 2030) (\$5,000 ER&R Threshold) |            |                |                                                                                  |          |                     |               |                 |               |               |               |               |                    |                                                        |
|--------------------------------------------------------------------------------------------|------------|----------------|----------------------------------------------------------------------------------|----------|---------------------|---------------|-----------------|---------------|---------------|---------------|---------------|--------------------|--------------------------------------------------------|
| Name of Project                                                                            | Project ID | Prioritization | Project Description                                                              | Status   | First Year Budgeted | FY 2025       | FY 2026         | FY 2027       | FY 2028       | FY 2029       | FY 2030       | Total Project Cost | How is project funded?                                 |
| <b>Administration/Community Development</b>                                                |            |                |                                                                                  |          |                     |               |                 |               |               |               |               |                    |                                                        |
| Addition for Planner position                                                              |            | Low            | Addition for Planner position                                                    | Budgeted | 2025                | \$ 45,000.00  |                 |               |               |               |               | \$ 45,000.00       | Equipment Replacement Fund                             |
| Replace #803 - Vehicle                                                                     | 1020       | Low            | Replace Vehicle #803 2011 Ford Escape, Building Department. Possible EV Vehicle. | Planned  | 2026                |               | \$ 55,000.00    |               |               |               |               | \$ 55,000.00       | Equipment Replacement Fund                             |
| Replace #804 - Vehicle                                                                     | 1021       | Low            | Replace Vehicle #804 2011 Ford Escape, Building Department. Possible EV Vehicle. | Planned  | 2026                |               | \$ 55,000.00    |               |               |               |               | \$ 55,000.00       | Equipment Replacement Fund                             |
| Replace #102 - Administration Car                                                          |            | low            | Replace #102 Jeep Compass, Administration Car                                    | Planned  | 2029                |               |                 |               |               | \$ 45,000.00  |               | \$ 45,000.00       | Equipment Replacement Fund                             |
| <b>Total: Administration/Community Development</b>                                         |            |                |                                                                                  |          |                     | \$ 45,000.00  | \$ 110,000.00   | \$ -          | \$ -          | \$ 45,000.00  | \$ -          | \$ 200,000.00      |                                                        |
| <b>Fire Department</b>                                                                     |            |                |                                                                                  |          |                     |               |                 |               |               |               |               |                    |                                                        |
| Replace #UT306 Pick up                                                                     |            | Low            | Replace #UT306 2011 Ford F150 Pick Up.                                           | Planned  | 2026                |               | \$ 75,000.00    |               |               |               |               | \$ 75,000.00       | Equipment Replacement Fund                             |
| Add New Ambulance                                                                          |            | Medium         | Add New Ambulance for increase medical calls.                                    | Planned  | 2026                |               | \$ 400,000.00   |               |               |               |               | \$ 400,000.00      | Ambulance Utility                                      |
| Replace #E3041 - Brush Truck                                                               |            | Medium         | Replace #E3041 2001 IH 4800, MOB Type 4 Brush Truck.                             | Planned  | 2026                |               | \$ 500,000.00   |               |               |               |               | \$ 500,000.00      | Equipment Replacement Fund                             |
| Replace #TR3081 - Trailer                                                                  |            | Low            | Replace #TR3081 - 2008 Edith House Training Trailer.                             | Planned  | 2028                |               |                 |               | \$ 175,000.00 |               |               | \$ 175,000.00      | Equipment Replacement Fund                             |
| Replace #UT301 - Pick up                                                                   |            | Low            | Replace #UT301 Fire Chiefs Pick up                                               | Planned  | 2029                |               |                 |               |               | \$ 80,000.00  |               | \$ 80,000.00       | Equipment Replacement Fund                             |
| Replace #TR3083/808 - Fire/Police Incident Command Trailer                                 |            | Low            | Replace #TR3083/808 - Fire/Police Incident Command Trailer                       | Planned  | 2030                |               |                 |               |               |               | \$ 60,000.00  | \$ 60,000.00       | Ambulance Utility - 50% / Equipment Replacement Fund   |
| Turnouts                                                                                   | 2001       | High           | Annual replacement of turnouts                                                   | Budgeted | Perpetual           | \$ 40,000.00  | \$ 40,000.00    | \$ 40,000.00  | \$ 40,000.00  | \$ 40,000.00  | \$ 40,000.00  | \$ 240,000.00      | Current Expense (Fire Budget)                          |
| <b>Total: Fire Department</b>                                                              |            |                |                                                                                  |          |                     | \$ 40,000.00  | \$ 1,015,000.00 | \$ 40,000.00  | \$ 215,000.00 | \$ 120,000.00 | \$ 100,000.00 | \$ 1,530,000.00    |                                                        |
| <b>Police Department</b>                                                                   |            |                |                                                                                  |          |                     |               |                 |               |               |               |               |                    |                                                        |
| Police Vehicle Leasing Program                                                             | 3005       | High           | Police Vehicle Leasing Program                                                   | Budgeted | 2025                | \$ 200,000.00 | \$ 200,000.00   | \$ 200,000.00 | \$ 200,000.00 | \$ 200,000.00 | \$ 200,000.00 | \$ 1,200,000.00    | Equipment Replacement Fund                             |
| Taser Replacement                                                                          | 3006       | High           | Tasers need to be replaced as they are now out of warrantee.                     | Budgeted | 2025                | \$ 17,000.00  | \$ 17,000.00    |               |               |               |               | \$ 34,000.00       | Equipment Replacement Fund                             |
| Replace #474 - Cone Trailer                                                                |            | Low            | Replace #474 Cone Trailer.                                                       | Planned  | 2026                |               | \$ 15,000.00    |               |               |               |               | \$ 15,000.00       | Equipment Replacement Fund                             |
| Replace #400 - Unmarked Chiefs Car                                                         |            | Medium         | Replace #400 2021 Dodge Charger.                                                 | Planned  | 2027                |               |                 | \$ 75,000.00  |               |               |               | \$ 75,000.00       | Equipment Replacement Fund                             |
| Replace #411 - Unmarked Detectives Car                                                     |            | Medium         | Replace #411 2021 Dodge Charger.                                                 | Planned  | 2027                |               |                 | \$ 75,000.00  |               |               |               | \$ 75,000.00       | Equipment Replacement Fund                             |
| Purchase (4) four of the Leased vehicles for Replacement of back up Vehicles               |            | Medium         | Replace (4) four older back up vehicles.                                         | Planned  | 2028                |               |                 |               | \$ 72,000.00  |               |               | \$ 72,000.00       | Equipment Replacement Fund                             |
| Replace #408 - Dodge Charger Unmarked Unit                                                 |            | Low            | Replace #408 Dodge Charger Unmarked Unit                                         | Planned  | 2029                |               |                 |               |               | \$ 70,000.00  |               | \$ 70,000.00       | Equipment Replacement Fund                             |
| Replace #420 - Dodge Durango Marked Unit                                                   |            | High           | Replace #420 Dodge Durango Marked Unit.                                          | Planned  | 2030                |               |                 |               |               |               | \$ 90,000.00  | \$ 90,000.00       | Equipment Replacement Fund                             |
| Replace #421 - Dodge Durango Marked Unit                                                   |            | High           | Replace #421 Dodge Durango Marked Unit.                                          | Planned  | 2030                |               |                 |               |               |               | \$ 90,000.00  | \$ 90,000.00       | Equipment Replacement Fund                             |
| <b>Total: Police Department</b>                                                            |            |                |                                                                                  |          |                     | \$ 217,000.00 | \$ 232,000.00   | \$ 350,000.00 | \$ 272,000.00 | \$ 270,000.00 | \$ 380,000.00 | \$ 1,721,000.00    |                                                        |
| <b>Public Works Department - Parks</b>                                                     |            |                |                                                                                  |          |                     |               |                 |               |               |               |               |                    |                                                        |
| Add Utility Gator - #307                                                                   |            | Low            | Add Utility Gator                                                                | Budgeted | 2025                | \$ 45,000.00  |                 |               |               |               |               | \$ 45,000.00       | Equipment Replacement Fund                             |
| Replace #306 - Lawn Mower                                                                  |            | Medium         | Replace #306 lawn mower. Need more professional one for efficient operations.    | Budgeted | 2025                | \$ 25,000.00  |                 |               |               |               |               | \$ 25,000.00       | Equipment Replacement Fund                             |
| Add 1/2 ton Pickup                                                                         |            | Low            | Add 1/2 ton Pickup for new Parks Personel                                        | Budgeted | 2025                | \$ 55,000.00  |                 |               |               |               |               | \$ 55,000.00       | Equipment Replacement Fund                             |
| Replace #305 - Trailer                                                                     | 4011       | Low            | Replace #305 2007 Tilt Trailer.                                                  | Budgeted | 2025                | \$ 30,000.00  |                 |               |               |               |               | \$ 30,000.00       | Equipment Replacement Fund                             |
| <b>Total: Public Works Department - Parks</b>                                              |            |                |                                                                                  |          |                     | \$ 155,000.00 | \$ -            | \$ -          | \$ -          | \$ -          | \$ -          | \$ 155,000.00      |                                                        |
| <b>Public Works Department - Stormwater</b>                                                |            |                |                                                                                  |          |                     |               |                 |               |               |               |               |                    |                                                        |
| Additional Stormwater 2500 Pickup                                                          |            | Medium         | Add 2500 Pickup for new Stormwater Position                                      | Budgeted | 2025                | \$ 55,000.00  |                 |               |               |               |               | \$ 55,000.00       | Stormwater Utility                                     |
| Power Washer                                                                               |            | High           | Power washer needed. Half in Streets. Half in Storm.                             | Budgeted | 2025                | \$ 12,000.00  |                 |               |               |               |               | \$ 12,000.00       | 50% Storm Utility, 50% Equipment Replacement - Streets |
| Replace Vehicle #909                                                                       |            | Low            | Replace Vehicle #909 2017 - Chevrolet Colorado Pick Up.                          | Planned  | 2027                |               |                 | \$ 60,000.00  |               |               |               | \$ 60,000.00       | Stormwater Utility                                     |
| <b>Total: Public Works Department - Stormwater</b>                                         |            |                |                                                                                  |          |                     | \$ 67,000.00  | \$ -            | \$ 60,000.00  | \$ -          | \$ -          | \$ -          | \$ 127,000.00      |                                                        |

|                                                                                                                                    |      |        |                                                                                                                                              |          |      |                        |                        |                      |                      |                        |                      |                        |                                                  |
|------------------------------------------------------------------------------------------------------------------------------------|------|--------|----------------------------------------------------------------------------------------------------------------------------------------------|----------|------|------------------------|------------------------|----------------------|----------------------|------------------------|----------------------|------------------------|--------------------------------------------------|
| <b>Public Works Department - Streets</b>                                                                                           |      |        |                                                                                                                                              |          |      |                        |                        |                      |                      |                        |                      |                        |                                                  |
| Replace Vehicle #547 - Tilt Trailer                                                                                                | 6037 | Medium | Replace Vehicle #547 Walton 24,000 lb. Tilt Trailer.                                                                                         | Budgeted | 2025 | \$ 45,000.00           |                        |                      |                      |                        |                      | \$ 45,000.00           | Equipment Replacement Fund                       |
| Replace #534 Dump Truck                                                                                                            | 6070 | High   | Replace #534 Dump Truck                                                                                                                      | Budgeted | 2025 | \$ 325,000.00          |                        |                      |                      |                        |                      | \$ 325,000.00          | 25% Equipment Replacement Street, 25% Water, 25% |
| Additional Travel Vehicle                                                                                                          |      | Low    | Possibly an EV Vehicle                                                                                                                       | Budgeted | 2025 | \$ 45,000.00           |                        |                      |                      |                        |                      | \$ 45,000.00           | Equipment Replacement Fund                       |
| Traffic Counters                                                                                                                   |      | Medium | Replacement Traffic Counters. Helps for grant opportunities and economic development.                                                        | Budgeted | 2025 | \$ 12,000.00           |                        |                      |                      |                        |                      | \$ 12,000.00           | Equipment Replacement Fund                       |
| Additional Street Dept. 2500 Pickup                                                                                                |      | Low    | Add 2500 Pickup for new Street Position                                                                                                      | Budgeted | 2025 | \$ 55,000.00           |                        |                      |                      |                        |                      | \$ 55,000.00           | Equipment Replacement Fund                       |
| Replace Vehicle #507 - Bucket Truck                                                                                                | 6034 | High   | Replace Vehicle #507 Ford F550 Utility Bucket Truck.                                                                                         | Planned  | 2026 |                        | \$ 300,000.00          |                      |                      |                        |                      | \$ 300,000.00          | Equipment Replacement Fund                       |
| Replace #211                                                                                                                       |      | Low    | Replace Unit #211 2007 Napa Shop Air Compressor.                                                                                             | Planned  | 2026 |                        | \$ 15,000.00           |                      |                      |                        |                      | \$ 15,000.00           | Equipment Replacement Fund                       |
| Replace #503                                                                                                                       |      | Low    | Replace #503 2010 Dynapac 48" Roller / Compactor.                                                                                            | Planned  | 2026 |                        | \$ 100,000.00          |                      |                      |                        |                      | \$ 100,000.00          | Equipment Replacement Fund                       |
| Replace #512 - Trailer                                                                                                             | 6066 | Low    | Replace #512 2007 Tilt Trailer.                                                                                                              | Planned  | 2027 |                        |                        | \$ 20,000.00         |                      |                        |                      | \$ 20,000.00           | Equipment Replacement Fund                       |
| Replace #529 - Tractor                                                                                                             | 6067 | Low    | Replace #529 2012 Tractor.                                                                                                                   | Planned  | 2027 |                        |                        | \$ 50,000.00         |                      |                        |                      | \$ 50,000.00           | Equipment Replacement Fund                       |
| Replace #208 - ER&R Vehicle                                                                                                        |      | Low    | Replace #208 ER&R Vehicle.                                                                                                                   | Planned  | 2027 |                        |                        | \$ 60,000.00         |                      |                        |                      | \$ 60,000.00           | Equipment Replacement Fund                       |
| Replace #511 - Tack Machine                                                                                                        |      | Low    | Replace #511 - Tack Machine                                                                                                                  | Planned  | 2028 |                        |                        |                      | \$ 30,000.00         |                        |                      | \$ 30,000.00           | Equipment Replacement Fund                       |
| Replace #519 - Walk behind Paint Sprayer                                                                                           | 6069 | Low    | Replace #519 2017 Walk Behind Paint Sprayer.                                                                                                 | Planned  | 2028 |                        |                        |                      | \$ 8,000.00          |                        |                      | \$ 8,000.00            | Equipment Replacement Fund                       |
| Replace #532 - Dump Truck                                                                                                          |      | Low    | Replace #532 Dump Truck.                                                                                                                     | Planned  | 2028 |                        |                        |                      | \$ 350,000.00        |                        |                      | \$ 350,000.00          | Equipment Replacement Fund                       |
| Replace #530 - Street Sweeper                                                                                                      |      | Low    | Replace #530 Street Sweeper.                                                                                                                 | Planned  | 2029 |                        |                        |                      |                      | \$ 500,000.00          |                      | \$ 500,000.00          | Equipment Replacement Fund                       |
| Replace #204 - Travel Vehicle                                                                                                      |      | Low    | Replace #204 Travel Vehicle.                                                                                                                 | Planned  | 2029 |                        |                        |                      |                      | \$ 45,000.00           |                      | \$ 45,000.00           | Equipment Replacement Fund                       |
| Replace #205 - Travel Vehicle                                                                                                      |      | Low    | Replace #205 Travel Vehicle.                                                                                                                 | Planned  | 2030 |                        |                        |                      |                      |                        | \$ 45,000.00         | \$ 45,000.00           | Equipment Replacement Fund                       |
| Replace #514 - Sign Board                                                                                                          |      | Low    | Replace #514 Sign Board.                                                                                                                     | Planned  | 2030 |                        |                        |                      |                      |                        | \$ 50,000.00         | \$ 50,000.00           | Equipment Replacement Fund                       |
| Replace #525 - Pick up                                                                                                             |      | Low    | Replace #525 Pick up.                                                                                                                        | Planned  | 2030 |                        |                        |                      |                      |                        | \$ 70,000.00         | \$ 70,000.00           | Equipment Replacement Fund                       |
| Replace #528 - Weed Sprayer                                                                                                        |      | Low    | Replace #528 Weed Sprayer.                                                                                                                   | Planned  | 2030 |                        |                        |                      |                      |                        | \$ 10,000.00         | \$ 10,000.00           | Equipment Replacement Fund                       |
| <b>Total: Public Works Department - Streets</b>                                                                                    |      |        |                                                                                                                                              |          |      | <b>\$ 482,000.00</b>   | <b>\$ 415,000.00</b>   | <b>\$ 130,000.00</b> | <b>\$ 388,000.00</b> | <b>\$ 545,000.00</b>   | <b>\$ 175,000.00</b> | <b>\$ 2,135,000.00</b> |                                                  |
| <b>Public Works Department - Wastewater (Moving all items in here to all inclusive contract with Jacobs Group - WWTP Operator)</b> |      |        |                                                                                                                                              |          |      |                        |                        |                      |                      |                        |                      |                        |                                                  |
| Jacobs Contract Addendum Cost (Equipment Portion)                                                                                  | 7018 | High   | The equipment portion of the Jacobs contract addendum will put all equipment needs on Jacobs Group, the Wastewater Treatment Plant operator. | Budgeted | 2020 | \$ 122,412.00          | \$ 123,636.12          | \$ 124,872.48        | \$ 124,074.80        | \$ 124,074.80          | \$ 124,074.80        | \$ 743,145.00          | Wastewater Capital Reserve Fund                  |
| Replaces #722 - Sewer Line Rodder Trailer                                                                                          |      | Low    | Replaces #722 - Sewer Line Rodder Trailer                                                                                                    | Planned  | 2027 |                        |                        | \$ 175,000.00        |                      |                        |                      | \$ 175,000.00          | Wastewater Capital Reserve Fund                  |
| <b>Total: Public Works Department - Wastewater</b>                                                                                 |      |        |                                                                                                                                              |          |      | <b>\$ 122,412.00</b>   | <b>\$ 123,636.12</b>   | <b>\$ 299,872.48</b> | <b>\$ 124,074.80</b> | <b>\$ 124,074.80</b>   | <b>\$ 124,074.80</b> | <b>\$ 918,145.00</b>   |                                                  |
| <b>Public Works Department - Water</b>                                                                                             |      |        |                                                                                                                                              |          |      |                        |                        |                      |                      |                        |                      |                        |                                                  |
| Utility Box for Stellar 601                                                                                                        |      | High   | Utility Box for Stellar 601                                                                                                                  | Budgeted | 2025 | \$ 25,000.00           |                        |                      |                      |                        |                      | \$ 25,000.00           | Water Capital Reserve Fund                       |
| Replace #607 - Backhoe                                                                                                             |      | Low    | Replace #607 2011 Backhoe.                                                                                                                   | Planned  | 2026 |                        | \$ 225,000.00          |                      |                      |                        |                      | \$ 225,000.00          | Water Capital Reserve Fund                       |
| Replace #628 - Pick up                                                                                                             |      | Medium | Replace #628 Pick up, possible EV Pick up.                                                                                                   | Planned  | 2027 |                        |                        | \$ 70,000.00         |                      |                        |                      | \$ 70,000.00           | Water Capital Reserve Fund                       |
| Replace #612 - Flatbed Pick up                                                                                                     |      | Medium | Replace #612 Flatbed Pick up, possible EV Pick up.                                                                                           | Planned  | 2030 |                        |                        |                      |                      |                        | \$ 80,000.00         | \$ 80,000.00           | Water Capital Reserve Fund                       |
| <b>Total: Public Works Department - Water</b>                                                                                      |      |        |                                                                                                                                              |          |      | <b>\$ 25,000.00</b>    | <b>\$ 225,000.00</b>   | <b>\$ 70,000.00</b>  | <b>\$ -</b>          | <b>\$ -</b>            | <b>\$ 80,000.00</b>  | <b>\$ 400,000.00</b>   |                                                  |
| <b>Grand Total: All Equipment Replacements</b>                                                                                     |      |        |                                                                                                                                              |          |      | <b>\$ 1,153,412.00</b> | <b>\$ 2,120,636.12</b> | <b>\$ 949,872.48</b> | <b>\$ 999,074.80</b> | <b>\$ 1,104,074.80</b> | <b>\$ 859,074.80</b> | <b>\$ 7,186,145.00</b> |                                                  |



## 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**

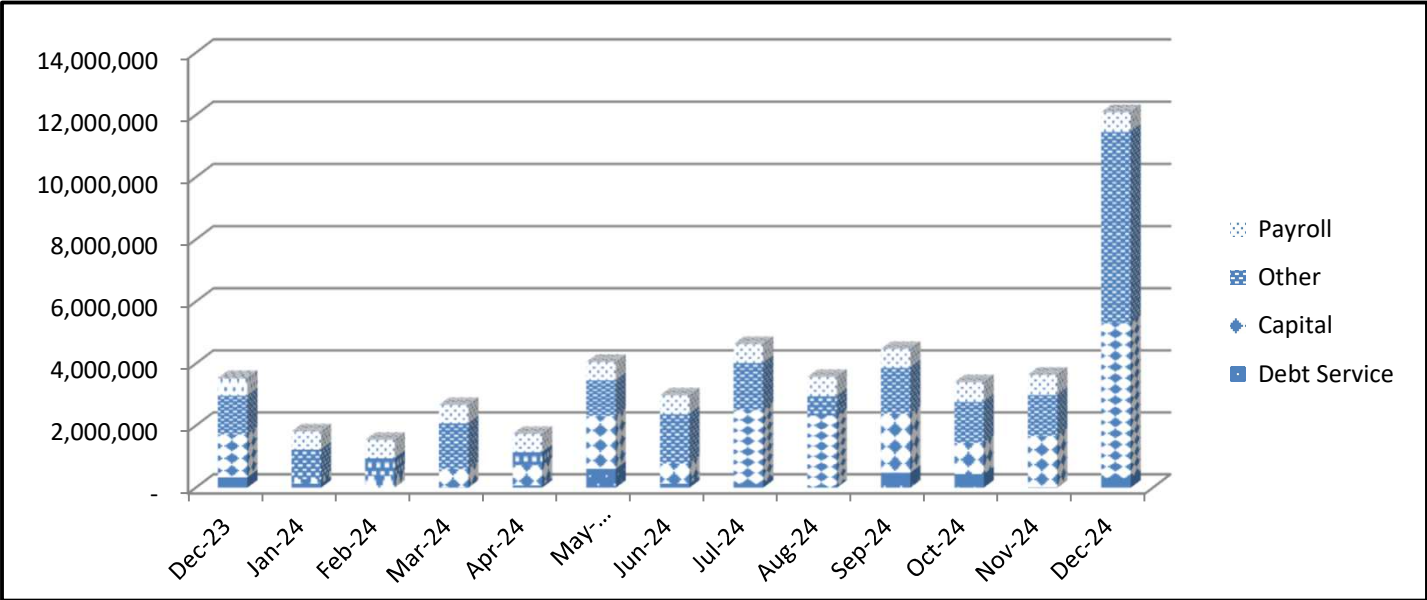
Detail of credit account transactions for the period. Reported by vendor and subtotaled by department.

City of College Place

Monthly Expenditure Analysis

Dec-24

| Month  | Operating Expenses |           | Capital   | Debt Service | Total      |
|--------|--------------------|-----------|-----------|--------------|------------|
|        | Payroll            | Other     |           |              |            |
| Dec-24 | 631,254            | 6,151,685 | 4,992,845 | 314,080      | 12,089,864 |
| Nov-24 | 649,498            | 1,317,664 | 1,658,272 | 13,503       | 3,638,937  |
| Oct-24 | 633,324            | 1,319,761 | 1,006,528 | 439,760      | 3,399,373  |
| Sep-24 | 605,734            | 1,474,179 | 1,907,382 | 483,466      | 4,470,762  |
| Aug-24 | 623,167            | 620,863   | 2,322,751 | 624          | 3,567,405  |
| Jul-24 | 613,750            | 1,506,299 | 2,384,445 | 125,106      | 4,629,600  |
| Jun-24 | 603,743            | 1,587,640 | 653,747   | 129,696      | 2,974,825  |
| May-24 | 591,698            | 1,147,827 | 1,700,103 | 610,707      | 4,050,335  |
| 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  |



| Other Detail - Significant Expenditures and Related Party Transactions |    |           |
|------------------------------------------------------------------------|----|-----------|
| Interfund Transfers                                                    | \$ | 3,849,997 |
| 4th Qrt ER&R O&M                                                       |    | 167,286   |
| Interfund Loan                                                         |    | 1,500,000 |
| Related Party Transactions: None                                       |    |           |
| Total Other Detail                                                     | \$ | 5,517,283 |



City of College Place, WA

# CP Check Register

By Check Number

Date Range: 12/01/2024 - 12/31/2024

| Vendor Number                        | Vendor Name                                 | Payment Date | Payment Type    | Discount Amount | Payment Amount | Number    |
|--------------------------------------|---------------------------------------------|--------------|-----------------|-----------------|----------------|-----------|
| <b>Bank Code: Bank #28-Bank #28</b>  |                                             |              |                 |                 |                |           |
| <b>Payment Type: Virtual Payment</b> |                                             |              |                 |                 |                |           |
| 443                                  | 123 Printing                                | 12/10/2024   | Virtual Payment | 0.00            | 94.74          | APA002359 |
| 11369                                | Abadan Tri-Cities                           | 12/10/2024   | Virtual Payment | 0.00            | 5.44           | APA002360 |
| VEN01272                             | Adobe Inc                                   | 12/10/2024   | Virtual Payment | 0.00            | 65.24          | APA002361 |
| 13458                                | Alison Mckinney                             | 12/10/2024   | Virtual Payment | 0.00            | 1,791.00       | APA002362 |
| 348                                  | Anatek Labs Inc                             | 12/10/2024   | Virtual Payment | 0.00            | 1,640.00       | APA002363 |
| 54                                   | Anderson-Perry & Associates, Inc.           | 12/10/2024   | Virtual Payment | 0.00            | 56,145.65      | APA002364 |
| 3637                                 | Apollo Inc.                                 | 12/10/2024   | Virtual Payment | 0.00            | 364,705.39     | APA002365 |
| 8191                                 | Association Of Washington Cities            | 12/10/2024   | Virtual Payment | 0.00            | 3,810.00       | APA002366 |
| 43                                   | ATCO International Inc.                     | 12/10/2024   | Virtual Payment | 0.00            | 207.50         | APA002367 |
| 68                                   | Beeline Auto Center                         | 12/10/2024   | Virtual Payment | 0.00            | 60.01          | APA002368 |
| VEN01270                             | Big Foot Signs                              | 12/10/2024   | Virtual Payment | 0.00            | 43.56          | APA002369 |
| 11139                                | Blue Mountain Humane Society                | 12/10/2024   | Virtual Payment | 0.00            | 1,000.00       | APA002370 |
| VEN01352                             | Brandon Hammond                             | 12/10/2024   | Virtual Payment | 0.00            | 200.00         | APA002371 |
| 14045                                | Car Wash Partners, LLC                      | 12/10/2024   | Virtual Payment | 0.00            | 108.00         | APA002372 |
| 14059                                | Cascade Fire Equipment Company              | 12/10/2024   | Virtual Payment | 0.00            | 13,837.18      | APA002373 |
| 13621                                | CBS Reporting Inc                           | 12/10/2024   | Virtual Payment | 0.00            | 174.50         | APA002374 |
| 6157                                 | CI Shred                                    | 12/10/2024   | Virtual Payment | 0.00            | 103.11         | APA002375 |
| 299                                  | City of Walla Walla                         | 12/10/2024   | Virtual Payment | 0.00            | 1,658.87       | APA002376 |
| 12933                                | Cole, Tanner C                              | 12/10/2024   | Virtual Payment | 0.00            | 298.91         | APA002377 |
| 95                                   | College Place Fire Fighters Assn.           | 12/10/2024   | Virtual Payment | 0.00            | 500.00         | APA002378 |
| 10080                                | Connell Oil, Inc                            | 12/10/2024   | Virtual Payment | 0.00            | 365.22         | APA002379 |
| VEN01316                             | Culton Consulting LLC                       | 12/10/2024   | Virtual Payment | 0.00            | 3,000.00       | APA002380 |
| 12229                                | Diaz, Salvador M                            | 12/10/2024   | Virtual Payment | 0.00            | 157.80         | APA002381 |
| VEN01020                             | Duncan, Jarrod                              | 12/10/2024   | Virtual Payment | 0.00            | 179.40         | APA002382 |
| VEN01023                             | EverBank, NA                                | 12/10/2024   | Virtual Payment | 0.00            | 233.96         | APA002383 |
| 11806                                | Fortin, Brian R                             | 12/10/2024   | Virtual Payment | 0.00            | 121.73         | APA002384 |
| 13879                                | GNAT Enterprises                            | 12/10/2024   | Virtual Payment | 0.00            | 240.00         | APA002385 |
| 139                                  | Grainger, Inc.                              | 12/10/2024   | Virtual Payment | 0.00            | 537.38         | APA002386 |
| 934                                  | Graphic Apparel                             | 12/10/2024   | Virtual Payment | 0.00            | 226.30         | APA002387 |
| 831                                  | Grassi Refrigeration HVAC, Inc.             | 12/10/2024   | Virtual Payment | 0.00            | 39.20          | APA002388 |
| VEN01288                             | Gunnerson Consulting and Communication Site | 12/10/2024   | Virtual Payment | 0.00            | 1,355.00       | APA002389 |
| 14832                                | Guse, Wyatt                                 | 12/10/2024   | Virtual Payment | 0.00            | 197.51         | APA002390 |
| 144                                  | Hach Company                                | 12/10/2024   | Virtual Payment | 0.00            | 697.30         | APA002391 |
| 11810                                | Harris, Tanner M                            | 12/10/2024   | Virtual Payment | 0.00            | 300.00         | APA002392 |
| 864                                  | IBS Inc.                                    | 12/10/2024   | Virtual Payment | 0.00            | 344.50         | APA002393 |
| VEN01357                             | Insituform Technologies, LLC                | 12/10/2024   | Virtual Payment | 0.00            | 572,320.66     | APA002394 |
| VEN01326                             | James E Sauers                              | 12/10/2024   | Virtual Payment | 0.00            | 21,342.21      | APA002395 |
| 332                                  | Jones Truck & Implement                     | 12/10/2024   | Virtual Payment | 0.00            | 44.76          | APA002396 |
| 10444                                | J-U-B Engineers, Inc.                       | 12/10/2024   | Virtual Payment | 0.00            | 235,298.40     | APA002397 |
| VEN01358                             | Lakewood Municipal Court                    | 12/10/2024   | Virtual Payment | 0.00            | 243.00         | APA002398 |
| 12736                                | LeRoy Survey Consulting                     | 12/10/2024   | Virtual Payment | 0.00            | 250.00         | APA002399 |
| 950                                  | Lightfoot's Inc.                            | 12/10/2024   | Virtual Payment | 0.00            | 92.57          | APA002400 |
| 183                                  | McLoughlin & Eardley Corporation            | 12/10/2024   | Virtual Payment | 0.00            | 214.98         | APA002401 |
| VEN01262                             | Miriam Technologies Inc                     | 12/10/2024   | Virtual Payment | 0.00            | 70.73          | APA002402 |
| 194                                  | Napa Of Walla Walla                         | 12/10/2024   | Virtual Payment | 0.00            | 783.31         | APA002403 |
| 200                                  | One Call Concepts Inc.                      | 12/10/2024   | Virtual Payment | 0.00            | 36.27          | APA002404 |
| 13072                                | O'Reilly Auto Parts                         | 12/10/2024   | Virtual Payment | 0.00            | 1,015.78       | APA002405 |
| 9612                                 | Outwest Printing                            | 12/10/2024   | Virtual Payment | 0.00            | 327.80         | APA002406 |
| 6034                                 | Pepsi Cola Bottling of Walla Walla          | 12/10/2024   | Virtual Payment | 0.00            | 194.50         | APA002407 |
| 207                                  | Pitney Bowes Global Financial Serv. LLC.    | 12/10/2024   | Virtual Payment | 0.00            | 389.72         | APA002408 |
| 181                                  | Ponti & Wernette PS                         | 12/10/2024   | Virtual Payment | 0.00            | 500.00         | APA002409 |
| 8689                                 | Port Of Walla Walla                         | 12/10/2024   | Virtual Payment | 0.00            | 1,200.00       | APA002410 |
| 5547                                 | Postal Annex #397                           | 12/10/2024   | Virtual Payment | 0.00            | 18.32          | APA002411 |

| CP Check Register |                                                |              |                 | Date Range: 12/01/2024 - 12/31/2024 |                |           |
|-------------------|------------------------------------------------|--------------|-----------------|-------------------------------------|----------------|-----------|
| Vendor Number     | Vendor Name                                    | Payment Date | Payment Type    | Discount Amount                     | Payment Amount | Number    |
| VEN01311          | PROCOM LLC                                     | 12/10/2024   | Virtual Payment | 0.00                                | 144.00         | APA002412 |
| 12480             | Pyro Spectaculars North                        | 12/10/2024   | Virtual Payment | 0.00                                | 2,900.00       | APA002413 |
| 216               | Quality Petroleum Products Inc.                | 12/10/2024   | Virtual Payment | 0.00                                | 7,936.94       | APA002414 |
| 12467             | Schmick, DaShari C                             | 12/10/2024   | Virtual Payment | 0.00                                | 39.97          | APA002415 |
| 14039             | Smarsh Inc.                                    | 12/10/2024   | Virtual Payment | 0.00                                | 26.71          | APA002416 |
| VEN01349          | Tactical RC LLC                                | 12/10/2024   | Virtual Payment | 0.00                                | 4,443.52       | APA002417 |
| 13837             | Tampa Enterprises LLC                          | 12/10/2024   | Virtual Payment | 0.00                                | 91.41          | APA002418 |
| 14616             | Tyler Technologies Inc                         | 12/10/2024   | Virtual Payment | 0.00                                | 10,465.00      | APA002419 |
| 9436              | Valley Science and Engineering Inc.            | 12/10/2024   | Virtual Payment | 0.00                                | 1,012.00       | APA002420 |
| 302               | WA Association Of Building Officials           | 12/10/2024   | Virtual Payment | 0.00                                | 109.00         | APA002421 |
| 12489             | WA St. Consolidated Tech. Services             | 12/10/2024   | Virtual Payment | 0.00                                | 285.00         | APA002422 |
| 5732              | WA St. Criminal Justice                        | 12/10/2024   | Virtual Payment | 0.00                                | 100.00         | APA002423 |
| 308               | WA St. Dept Of Ecology                         | 12/10/2024   | Virtual Payment | 0.00                                | 129,632.37     | APA002424 |
| 565               | WA St. Dept Of Transportation - SCR            | 12/10/2024   | Virtual Payment | 0.00                                | 595.91         | APA002425 |
| 324               | WA St. Patrol, Accounts Receivable             | 12/10/2024   | Virtual Payment | 0.00                                | 26.50          | APA002426 |
| 11489             | Walla Walla County Corrections Dept            | 12/10/2024   | Virtual Payment | 0.00                                | 4,852.28       | APA002427 |
| 291               | Walla Walla Electric                           | 12/10/2024   | Virtual Payment | 0.00                                | 1,044.12       | APA002428 |
| 10141             | Walla Walla Regional Water Testing Services LL | 12/10/2024   | Virtual Payment | 0.00                                | 630.00         | APA002429 |
| 11236             | Walt's Plumbing & Septic Tank Service LL       | 12/10/2024   | Virtual Payment | 0.00                                | 75.00          | APA002430 |
| 119               | Wesley Group, The                              | 12/10/2024   | Virtual Payment | 0.00                                | 4,350.00       | APA002431 |
| 333               | Wilbur-Ellis Company                           | 12/10/2024   | Virtual Payment | 0.00                                | 151.92         | APA002432 |
| 14010             | ZOLL Medical Corporation                       | 12/10/2024   | Virtual Payment | 0.00                                | 1,324.80       | APA002433 |
| 11369             | Abadan Tri-Cities                              | 12/24/2024   | Virtual Payment | 0.00                                | 79.23          | APA002434 |
| 3637              | Apollo Inc.                                    | 12/24/2024   | Virtual Payment | 0.00                                | 732,492.70     | APA002435 |
| 13740             | BD College Place I LLC, Regency At The Park    | 12/24/2024   | Virtual Payment | 0.00                                | 12,000.00      | APA002436 |
| 188               | Byrnes Oil                                     | 12/24/2024   | Virtual Payment | 0.00                                | 263.16         | APA002437 |
| 5700              | CH2M Hill OMI                                  | 12/24/2024   | Virtual Payment | 0.00                                | 113,770.17     | APA002438 |
| 299               | City of Walla Walla                            | 12/24/2024   | Virtual Payment | 0.00                                | 1,689.02       | APA002439 |
| 100               | Crown Paper & Janitorial Supply Inc            | 12/24/2024   | Virtual Payment | 0.00                                | 215.42         | APA002440 |
| VEN01360          | David T Creek                                  | 12/24/2024   | Virtual Payment | 0.00                                | 154.00         | APA002441 |
| 13964             | Eastern Oregon Contracting LLC                 | 12/24/2024   | Virtual Payment | 0.00                                | 212,553.16     | APA002442 |
| 12983             | EMG2, LLC                                      | 12/24/2024   | Virtual Payment | 0.00                                | 1,048.00       | APA002443 |
| 7182              | Fort Walla Walla Museum                        | 12/24/2024   | Virtual Payment | 0.00                                | 5,000.00       | APA002444 |
| 839               | Gem Body Shop, Inc.                            | 12/24/2024   | Virtual Payment | 0.00                                | 2,946.73       | APA002445 |
| 11879             | George Bennett                                 | 12/24/2024   | Virtual Payment | 0.00                                | 232.96         | APA002446 |
| 12465             | GHA Technologies, Inc.                         | 12/24/2024   | Virtual Payment | 0.00                                | 387.60         | APA002447 |
| 13879             | GNAT Enterprises                               | 12/24/2024   | Virtual Payment | 0.00                                | 160.00         | APA002448 |
| 652               | Hays Electric, LLC                             | 12/24/2024   | Virtual Payment | 0.00                                | 1,476.42       | APA002449 |
| 332               | Jones Truck & Implement                        | 12/24/2024   | Virtual Payment | 0.00                                | 187.02         | APA002450 |
| 10444             | J-U-B Engineers, Inc.                          | 12/24/2024   | Virtual Payment | 0.00                                | 5,034.50       | APA002451 |
| 159               | KIE Supply Corporation                         | 12/24/2024   | Virtual Payment | 0.00                                | 24.34          | APA002452 |
| 14082             | Language Line Services Inc                     | 12/24/2024   | Virtual Payment | 0.00                                | 2.96           | APA002453 |
| VEN01348          | Lemons Law Firm, PLLC                          | 12/24/2024   | Virtual Payment | 0.00                                | 4,487.09       | APA002454 |
| 12736             | LeRoy Survey Consulting                        | 12/24/2024   | Virtual Payment | 0.00                                | 300.00         | APA002455 |
| 9680              | Les Schwab Tire Center - CP                    | 12/24/2024   | Virtual Payment | 0.00                                | 1,335.07       | APA002456 |
| VEN01031          | Marques Harrer                                 | 12/24/2024   | Virtual Payment | 0.00                                | 1,163.99       | APA002457 |
| VEN01271          | Miguel Ruiz                                    | 12/24/2024   | Virtual Payment | 0.00                                | 163.35         | APA002458 |
| 8622              | Moreno & Nelson Construction Corp.             | 12/24/2024   | Virtual Payment | 0.00                                | 979,322.90     | APA002459 |
| 194               | Napa Of Walla Walla                            | 12/24/2024   | Virtual Payment | 0.00                                | 477.04         | APA002460 |
| VEN01318          | Nicholas Zachary Albert Ratkai                 | 12/24/2024   | Virtual Payment | 0.00                                | 11,100.00      | APA002461 |
| 13072             | O'Reilly Auto Parts                            | 12/24/2024   | Virtual Payment | 0.00                                | 12.66          | APA002462 |
| 202               | OXARC Inc                                      | 12/24/2024   | Virtual Payment | 0.00                                | 39.00          | APA002463 |
| 6750              | Pacific Office Automation                      | 12/24/2024   | Virtual Payment | 0.00                                | 238.42         | APA002464 |
| VEN01365          | Patrick Evensen                                | 12/24/2024   | Virtual Payment | 0.00                                | 88.52          | APA002465 |
| 12124             | PBS Engineering and Environmental LLC          | 12/24/2024   | Virtual Payment | 0.00                                | 68,450.44      | APA002466 |
| 3330              | PocketiNet Communications Inc                  | 12/24/2024   | Virtual Payment | 0.00                                | 200.00         | APA002467 |
| 5547              | Postal Annex #397                              | 12/24/2024   | Virtual Payment | 0.00                                | 161.81         | APA002468 |
| 12508             | Public Safety Testing, Inc                     | 12/24/2024   | Virtual Payment | 0.00                                | 148.00         | APA002469 |
| 10275             | RH2 Engineering, Inc.                          | 12/24/2024   | Virtual Payment | 0.00                                | 24,835.50      | APA002470 |
| 14390             | Rhodes, Brandon L                              | 12/24/2024   | Virtual Payment | 0.00                                | 225.01         | APA002471 |
| VEN01341          | Rhomar Industries, Inc.                        | 12/24/2024   | Virtual Payment | 0.00                                | 700.62         | APA002472 |

| CP Check Register |                                                |              |                 | Date Range: 12/01/2024 - 12/31/2024 |                |           |
|-------------------|------------------------------------------------|--------------|-----------------|-------------------------------------|----------------|-----------|
| Vendor Number     | Vendor Name                                    | Payment Date | Payment Type    | Discount Amount                     | Payment Amount | Number    |
| 13966             | Scherger, Kristi                               | 12/24/2024   | Virtual Payment | 0.00                                | 29.12          | APA002473 |
| VEN01014          | Schindler Elevator Corporation                 | 12/24/2024   | Virtual Payment | 0.00                                | 946.38         | APA002474 |
| 13213             | Systems Design West LLC                        | 12/24/2024   | Virtual Payment | 0.00                                | 1,063.64       | APA002475 |
| 13837             | Tampa Enterprises LLC                          | 12/24/2024   | Virtual Payment | 0.00                                | 113.86         | APA002476 |
| 14405             | Titan Truck Equipment, Inc                     | 12/24/2024   | Virtual Payment | 0.00                                | 579.91         | APA002477 |
| 258               | Total Office Concepts                          | 12/24/2024   | Virtual Payment | 0.00                                | 542.91         | APA002478 |
| 14616             | Tyler Technologies Inc                         | 12/24/2024   | Virtual Payment | 0.00                                | 2,860.00       | APA002479 |
| 9436              | Valley Science and Engineering Inc.            | 12/24/2024   | Virtual Payment | 0.00                                | 455.00         | APA002480 |
| 315               | WA St. Auditor's Office                        | 12/24/2024   | Virtual Payment | 0.00                                | 8,123.44       | APA002481 |
| VEN01356          | WA St. Dept Of Labor & Industries              | 12/24/2024   | Virtual Payment | 0.00                                | 508.20         | APA002482 |
| 291               | Walla Walla Electric                           | 12/24/2024   | Virtual Payment | 0.00                                | 2,369.67       | APA002483 |
| 13591             | Walla Walla Motors Inc.                        | 12/24/2024   | Virtual Payment | 0.00                                | 657.69         | APA002484 |
| 10141             | Walla Walla Regional Water Testing Services LL | 12/24/2024   | Virtual Payment | 0.00                                | 225.00         | APA002485 |
| 298               | Walla Walla Union-Bulletin                     | 12/24/2024   | Virtual Payment | 0.00                                | 1,496.11       | APA002486 |
| 6997              | Wenzel Nursery LLC                             | 12/24/2024   | Virtual Payment | 0.00                                | 369.92         | APA002487 |
| 572               | Western States Equipment Co.                   | 12/24/2024   | Virtual Payment | 0.00                                | 724.43         | APA002488 |
| 14010             | ZOLL Medical Corporation                       | 12/24/2024   | Virtual Payment | 0.00                                | 1,511.32       | APA002489 |
| 14541             | Braun NW, Inc                                  | 12/31/2024   | Virtual Payment | 0.00                                | 243.34         | APA002490 |
| 188               | Byrnes Oil                                     | 12/31/2024   | Virtual Payment | 0.00                                | 349.98         | APA002491 |
| 299               | City of Walla Walla                            | 12/31/2024   | Virtual Payment | 0.00                                | 443.25         | APA002492 |
| VEN01023          | EverBank, NA                                   | 12/31/2024   | Virtual Payment | 0.00                                | 255.96         | APA002493 |
| 11163             | Jim's Precision Fab & Machine LLC              | 12/31/2024   | Virtual Payment | 0.00                                | 10,684.34      | APA002494 |
| 332               | Jones Truck & Implement                        | 12/31/2024   | Virtual Payment | 0.00                                | 52.88          | APA002495 |
| VEN01264          | Les Schwab Tire Center - WW                    | 12/31/2024   | Virtual Payment | 0.00                                | 224.31         | APA002496 |
| 6257              | Life Assist, Inc.                              | 12/31/2024   | Virtual Payment | 0.00                                | 424.31         | APA002497 |
| 183               | McLoughlin & Eardley Corporation               | 12/31/2024   | Virtual Payment | 0.00                                | 1,268.72       | APA002498 |
| VEN01364          | Power House Theatre Walla Walla                | 12/31/2024   | Virtual Payment | 0.00                                | 10,000.00      | APA002499 |
| 216               | Quality Petroleum Products Inc.                | 12/31/2024   | Virtual Payment | 0.00                                | 1,738.03       | APA002500 |
| VEN01341          | Rhomar Industries, Inc.                        | 12/31/2024   | Virtual Payment | 0.00                                | 623.74         | APA002501 |
| 11679             | Schermann, Heather                             | 12/31/2024   | Virtual Payment | 0.00                                | 84.84          | APA002502 |
| VEN01329          | Walla Walla Valley Mobile, LLC                 | 12/31/2024   | Virtual Payment | 0.00                                | 300.00         | APA002503 |
| 11139             | Blue Mountain Humane Society                   | 12/31/2024   | Virtual Payment | 0.00                                | 1,000.00       | APA002504 |
| 11566             | Corwin Ford - Tri Cities                       | 12/31/2024   | Virtual Payment | 0.00                                | 230.56         | APA002505 |
| 14106             | Dax Moreno Construction Company, LLC           | 12/31/2024   | Virtual Payment | 0.00                                | 18,044.62      | APA002506 |
| 11163             | Jim's Precision Fab & Machine LLC              | 12/31/2024   | Virtual Payment | 0.00                                | 8,951.75       | APA002507 |
| 332               | Jones Truck & Implement                        | 12/31/2024   | Virtual Payment | 0.00                                | 601.64         | APA002508 |
| 10444             | J-U-B Engineers, Inc.                          | 12/31/2024   | Virtual Payment | 0.00                                | 99,127.70      | APA002509 |
| 12878             | Kent D. Bruce Co. LLC                          | 12/31/2024   | Virtual Payment | 0.00                                | 233.22         | APA002510 |
| 14616             | Tyler Technologies Inc                         | 12/31/2024   | Virtual Payment | 0.00                                | 195.00         | APA002511 |
| 14010             | ZOLL Medical Corporation                       | 12/31/2024   | Virtual Payment | 0.00                                | 633.01         | APA002512 |
| 13458             | Alison Mckinney                                | 12/31/2024   | Virtual Payment | 0.00                                | 1,791.00       | APA002527 |
| 54                | Anderson-Perry & Associates, Inc.              | 12/31/2024   | Virtual Payment | 0.00                                | 22,944.43      | APA002528 |
| 3637              | Apollo Inc.                                    | 12/31/2024   | Virtual Payment | 0.00                                | 548,886.81     | APA002529 |
| 13740             | BD College Place I LLC, Regency At The Park    | 12/31/2024   | Virtual Payment | 0.00                                | 12,400.00      | APA002530 |
| 14045             | Car Wash Partners, LLC                         | 12/31/2024   | Virtual Payment | 0.00                                | 132.00         | APA002531 |
| 13621             | CBS Reporting Inc                              | 12/31/2024   | Virtual Payment | 0.00                                | 149.00         | APA002532 |
| 6157              | CI Shred                                       | 12/31/2024   | Virtual Payment | 0.00                                | 103.11         | APA002533 |
| 299               | City of Walla Walla                            | 12/31/2024   | Virtual Payment | 0.00                                | 1,109.59       | APA002534 |
| 11354             | Corrosion Solutions Inc.                       | 12/31/2024   | Virtual Payment | 0.00                                | 2,000.00       | APA002535 |
| 12983             | EMG2, LLC                                      | 12/31/2024   | Virtual Payment | 0.00                                | 324.00         | APA002536 |
| 13879             | GNAT Enterprises                               | 12/31/2024   | Virtual Payment | 0.00                                | 80.00          | APA002537 |
| 332               | Jones Truck & Implement                        | 12/31/2024   | Virtual Payment | 0.00                                | 365.91         | APA002538 |
| 10444             | J-U-B Engineers, Inc.                          | 12/31/2024   | Virtual Payment | 0.00                                | 106,201.10     | APA002539 |
| 14082             | Language Line Services Inc                     | 12/31/2024   | Virtual Payment | 0.00                                | 32.76          | APA002540 |
| 9680              | Les Schwab Tire Center - CP                    | 12/31/2024   | Virtual Payment | 0.00                                | 14.69          | APA002541 |
| VEN01031          | Marques Harrer                                 | 12/31/2024   | Virtual Payment | 0.00                                | 25.00          | APA002542 |
| VEN01262          | Miriam Technologies Inc                        | 12/31/2024   | Virtual Payment | 0.00                                | 183.88         | APA002543 |
| 200               | One Call Concepts Inc.                         | 12/31/2024   | Virtual Payment | 0.00                                | 16.38          | APA002544 |
| 9612              | Outwest Printing                               | 12/31/2024   | Virtual Payment | 0.00                                | 327.52         | APA002545 |
| 181               | Ponti & Wernette PS                            | 12/31/2024   | Virtual Payment | 0.00                                | 5,000.00       | APA002546 |
| 216               | Quality Petroleum Products Inc.                | 12/31/2024   | Virtual Payment | 0.00                                | 851.66         | APA002547 |

## CP Check Register

Date Range: 12/01/2024 - 12/31/2024

| Vendor Number                 | Vendor Name                              | Payment Date | Payment Type    | Discount Amount | Payment Amount      | Number    |
|-------------------------------|------------------------------------------|--------------|-----------------|-----------------|---------------------|-----------|
| 208                           | Rexel USA Inc.(dba Platt Electric)       | 12/31/2024   | Virtual Payment | 0.00            | 188.75              | APA002548 |
| 10275                         | RH2 Engineering, Inc.                    | 12/31/2024   | Virtual Payment | 0.00            | 5,036.34            | APA002549 |
| 14039                         | Smash Inc.                               | 12/31/2024   | Virtual Payment | 0.00            | 26.71               | APA002550 |
| 324                           | WA St. Patrol, Accounts Receivable       | 12/31/2024   | Virtual Payment | 0.00            | 66.25               | APA002551 |
| 491                           | Walla Walla Valley Chamber Of Commerce   | 12/31/2024   | Virtual Payment | 0.00            | 5,325.80            | APA002552 |
| 11236                         | Walt's Plumbing & Septic Tank Service LL | 12/31/2024   | Virtual Payment | 0.00            | 75.00               | APA002553 |
| 119                           | Wesley Group, The                        | 12/31/2024   | Virtual Payment | 0.00            | 7,950.00            | APA002554 |
| 3637                          | Apollo Inc.                              | 12/31/2024   | Virtual Payment | 0.00            | 109,543.85          | APA002555 |
| 349                           | Associated Appraisers of Walla Walla LLC | 12/31/2024   | Virtual Payment | 0.00            | 8,900.00            | APA002556 |
| 8732                          | Basin Disposal Of Walla Walla            | 12/31/2024   | Virtual Payment | 0.00            | 55.95               | APA002557 |
| VEN01316                      | Culton Consulting LLC                    | 12/31/2024   | Virtual Payment | 0.00            | 3,000.00            | APA002558 |
| VEN01020                      | Duncan, Jarrod                           | 12/31/2024   | Virtual Payment | 0.00            | 179.40              | APA002559 |
| 11879                         | George Bennett                           | 12/31/2024   | Virtual Payment | 0.00            | 60.66               | APA002560 |
| 139                           | Grainger, Inc.                           | 12/31/2024   | Virtual Payment | 0.00            | 365.14              | APA002561 |
| VEN01328                      | Interpath Laboratory, Inc.               | 12/31/2024   | Virtual Payment | 0.00            | 71.11               | APA002562 |
| 10444                         | J-U-B Engineers, Inc.                    | 12/31/2024   | Virtual Payment | 0.00            | 90,001.72           | APA002563 |
| 866                           | Kilmer's Auto Parts Inc.                 | 12/31/2024   | Virtual Payment | 0.00            | 70.37               | APA002564 |
| 8622                          | Moreno & Nelson Construction Corp.       | 12/31/2024   | Virtual Payment | 0.00            | 636,114.37          | APA002565 |
| 194                           | Napa Of Walla Walla                      | 12/31/2024   | Virtual Payment | 0.00            | 204.02              | APA002566 |
| 9883                          | Natural Selection Farms, Inc.            | 12/31/2024   | Virtual Payment | 0.00            | 12,578.61           | APA002567 |
| 436                           | Norco                                    | 12/31/2024   | Virtual Payment | 0.00            | 204.86              | APA002568 |
| 12124                         | PBS Engineering and Environmental LLC    | 12/31/2024   | Virtual Payment | 0.00            | 37,723.60           | APA002569 |
| 6034                          | Pepsi Cola Bottling of Walla Walla       | 12/31/2024   | Virtual Payment | 0.00            | 439.50              | APA002570 |
| 216                           | Quality Petroleum Products Inc.          | 12/31/2024   | Virtual Payment | 0.00            | 9,818.74            | APA002571 |
| 10275                         | RH2 Engineering, Inc.                    | 12/31/2024   | Virtual Payment | 0.00            | 20,542.03           | APA002572 |
| VEN01341                      | Rhomar Industries, Inc.                  | 12/31/2024   | Virtual Payment | 0.00            | 239.70              | APA002573 |
| 14616                         | Tyler Technologies Inc                   | 12/31/2024   | Virtual Payment | 0.00            | 15.00               | APA002574 |
| 565                           | WA St. Dept Of Transportation - SCR      | 12/31/2024   | Virtual Payment | 0.00            | 1,815.82            | APA002575 |
| 298                           | Walla Walla Union-Bulletin               | 12/31/2024   | Virtual Payment | 0.00            | 436.58              | APA002576 |
| 572                           | Western States Equipment Co.             | 12/31/2024   | Virtual Payment | 0.00            | 366.44              | APA002577 |
| VEN01362                      | WSP/ Tricare                             | 12/31/2024   | Virtual Payment | 0.00            | 94.41               | APA002578 |
| 9493                          | Young's Heating And Cooling, LLC         | 12/31/2024   | Virtual Payment | 0.00            | 22,571.70           | APA002579 |
| VEN01351                      | Economic Growth Strategies, LLC          | 12/31/2024   | Virtual Payment | 0.00            | 16,000.00           | APA002580 |
| 10444                         | J-U-B Engineers, Inc.                    | 12/31/2024   | Virtual Payment | 0.00            | 17,226.16           | APA002581 |
| 950                           | Lightfoot's Inc.                         | 12/31/2024   | Virtual Payment | 0.00            | 185.14              | APA002582 |
| VEN01370                      | Tami Judge                               | 12/31/2024   | Virtual Payment | 0.00            | 136.72              | APA002583 |
| 287                           | Walla Walla County                       | 12/31/2024   | Virtual Payment | 0.00            | 729.74              | APA002584 |
| 298                           | Walla Walla Union-Bulletin               | 12/31/2024   | Virtual Payment | 0.00            | 531.20              | APA002585 |
| 572                           | Western States Equipment Co.             | 12/31/2024   | Virtual Payment | 0.00            | 286.00              | APA002586 |
| 299                           | City of Walla Walla                      | 12/31/2024   | Virtual Payment | 0.00            | 1,677.44            | APA002587 |
| 10444                         | J-U-B Engineers, Inc.                    | 12/31/2024   | Virtual Payment | 0.00            | 115,476.26          | APA002588 |
| <b>Total Virtual Payment:</b> |                                          |              |                 | <b>0.00</b>     | <b>5,649,748.40</b> |           |

| CP Check Register        |                                      |              |              | Date Range: 12/01/2024 - 12/31/2024 |                |            |
|--------------------------|--------------------------------------|--------------|--------------|-------------------------------------|----------------|------------|
| Vendor Number            | Vendor Name                          | Payment Date | Payment Type | Discount Amount                     | Payment Amount | Number     |
| Payment Type: Bank Draft |                                      |              |              |                                     |                |            |
| 14795                    | PORAC Legal Defense Fund             | 12/04/2024   | Bank Draft   | 0.00                                | 300.00         | DFT0001857 |
| 14312                    | Empower Retirement, LLC              | 12/04/2024   | Bank Draft   | 0.00                                | 744.20         | DFT0002626 |
| 14312                    | Empower Retirement, LLC              | 12/04/2024   | Bank Draft   | 0.00                                | 5,607.15       | DFT0002627 |
| 14312                    | Empower Retirement, LLC              | 12/04/2024   | Bank Draft   | 0.00                                | 2,508.40       | DFT0002628 |
| 14312                    | Empower Retirement, LLC              | 12/04/2024   | Bank Draft   | 0.00                                | 4,299.37       | DFT0002629 |
| 14312                    | Empower Retirement, LLC              | 12/04/2024   | Bank Draft   | 0.00                                | 480.50         | DFT0002630 |
| 3271                     | American Family Life Ins             | 12/04/2024   | Bank Draft   | 0.00                                | 676.87         | DFT0002631 |
| 3271                     | American Family Life Ins             | 12/04/2024   | Bank Draft   | 0.00                                | 1,642.19       | DFT0002632 |
| 60                       | Association Of Washington Cities     | 12/04/2024   | Bank Draft   | 0.00                                | 5,306.38       | DFT0002633 |
| 60                       | Association Of Washington Cities     | 12/04/2024   | Bank Draft   | 0.00                                | 29.75          | DFT0002634 |
| 60                       | Association Of Washington Cities     | 12/04/2024   | Bank Draft   | 0.00                                | 16.66          | DFT0002635 |
| 60                       | Association Of Washington Cities     | 12/04/2024   | Bank Draft   | 0.00                                | 577.50         | DFT0002636 |
| 60                       | Association Of Washington Cities     | 12/04/2024   | Bank Draft   | 0.00                                | 616.30         | DFT0002637 |
| 60                       | Association Of Washington Cities     | 12/04/2024   | Bank Draft   | 0.00                                | 1,226.04       | DFT0002638 |
| 14312                    | Empower Retirement, LLC              | 12/04/2024   | Bank Draft   | 0.00                                | 154.42         | DFT0002639 |
| 3278                     | City Of College Place                | 12/04/2024   | Bank Draft   | 0.00                                | 1,872.22       | DFT0002640 |
| 60                       | Association Of Washington Cities     | 12/04/2024   | Bank Draft   | 0.00                                | 21,323.58      | DFT0002641 |
| 60                       | Association Of Washington Cities     | 12/04/2024   | Bank Draft   | 0.00                                | 13,934.96      | DFT0002642 |
| 60                       | Association Of Washington Cities     | 12/04/2024   | Bank Draft   | 0.00                                | 12,687.28      | DFT0002643 |
| 60                       | Association Of Washington Cities     | 12/04/2024   | Bank Draft   | 0.00                                | 36,565.86      | DFT0002644 |
| 3270                     | State Of Washington                  | 12/04/2024   | Bank Draft   | 0.00                                | 30,072.75      | DFT0002645 |
| 3543                     | Washington State Support Registry    | 12/04/2024   | Bank Draft   | 0.00                                | 100.00         | DFT0002646 |
| 3270                     | State Of Washington                  | 12/04/2024   | Bank Draft   | 0.00                                | 21,601.14      | DFT0002647 |
| 3270                     | State Of Washington                  | 12/04/2024   | Bank Draft   | 0.00                                | 4,414.04       | DFT0002648 |
| 3270                     | State Of Washington                  | 12/04/2024   | Bank Draft   | 0.00                                | 1,128.09       | DFT0002649 |
| 3270                     | State Of Washington                  | 12/04/2024   | Bank Draft   | 0.00                                | 630.99         | DFT0002650 |
| 3270                     | State Of Washington                  | 12/04/2024   | Bank Draft   | 0.00                                | 2,183.70       | DFT0002651 |
| 3270                     | State Of Washington                  | 12/04/2024   | Bank Draft   | 0.00                                | 1,482.52       | DFT0002652 |
| 3269                     | Washington Teamsters Welfare Trust   | 12/04/2024   | Bank Draft   | 0.00                                | 1,687.00       | DFT0002653 |
| 3269                     | Washington Teamsters Welfare Trust   | 12/04/2024   | Bank Draft   | 0.00                                | 22,191.77      | DFT0002654 |
| 3269                     | Washington Teamsters Welfare Trust   | 12/04/2024   | Bank Draft   | 0.00                                | 252.00         | DFT0002655 |
| 3269                     | Washington Teamsters Welfare Trust   | 12/04/2024   | Bank Draft   | 0.00                                | 239.40         | DFT0002656 |
| 60                       | Association Of Washington Cities     | 12/04/2024   | Bank Draft   | 0.00                                | 167.90         | DFT0002658 |
| 60                       | Association Of Washington Cities     | 12/04/2024   | Bank Draft   | 0.00                                | 75.00          | DFT0002659 |
| 501                      | WA St. Dept Of Labor & Industries    | 12/04/2024   | Bank Draft   | 0.00                                | 3,609.51       | DFT0002660 |
| 151                      | Internal Revenue Service (Payroll)   | 12/04/2024   | Bank Draft   | 0.00                                | 11,243.04      | DFT0002661 |
| 501                      | WA St. Dept Of Labor & Industries    | 12/04/2024   | Bank Draft   | 0.00                                | 180.95         | DFT0002662 |
| 501                      | WA St. Dept Of Labor & Industries    | 12/04/2024   | Bank Draft   | 0.00                                | 563.89         | DFT0002663 |
| 151                      | Internal Revenue Service (Payroll)   | 12/04/2024   | Bank Draft   | 0.00                                | 40,220.32      | DFT0002664 |
| 501                      | WA St. Dept Of Labor & Industries    | 12/04/2024   | Bank Draft   | 0.00                                | 4,569.54       | DFT0002665 |
| 13177                    | ESD - PFMLA                          | 12/04/2024   | Bank Draft   | 0.00                                | 1,948.93       | DFT0002666 |
| 501                      | WA St. Dept Of Labor & Industries    | 12/04/2024   | Bank Draft   | 0.00                                | 271.29         | DFT0002667 |
| 501                      | WA St. Dept Of Labor & Industries    | 12/04/2024   | Bank Draft   | 0.00                                | 2,208.76       | DFT0002668 |
| 570                      | Oregon Department Of Revenue         | 12/04/2024   | Bank Draft   | 0.00                                | 767.95         | DFT0002669 |
| 501                      | WA St. Dept Of Labor & Industries    | 12/04/2024   | Bank Draft   | 0.00                                | 666.53         | DFT0002670 |
| 13120                    | Oregon Department Of Revenue-Transit | 12/04/2024   | Bank Draft   | 0.00                                | 12.76          | DFT0002671 |
| 151                      | Internal Revenue Service (Payroll)   | 12/04/2024   | Bank Draft   | 0.00                                | 31,550.78      | DFT0002672 |
| 13177                    | ESD - PFMLA                          | 12/04/2024   | Bank Draft   | 0.00                                | 2,271.93       | DFT0002673 |
| 501                      | WA St. Dept Of Labor & Industries    | 12/04/2024   | Bank Draft   | 0.00                                | 576.07         | DFT0002674 |
| 13177                    | ESD - PFMLA                          | 12/04/2024   | Bank Draft   | 0.00                                | 906.19         | DFT0002675 |
| 60                       | Association Of Washington Cities     | 12/04/2024   | Bank Draft   | 0.00                                | 775.14         | DFT0002676 |
| 60                       | Association Of Washington Cities     | 12/04/2024   | Bank Draft   | 0.00                                | 8.75           | DFT0002677 |
| 151                      | Internal Revenue Service (Payroll)   | 12/13/2024   | Bank Draft   | 0.00                                | 1,495.00       | DFT0002678 |
| 151                      | Internal Revenue Service (Payroll)   | 12/13/2024   | Bank Draft   | 0.00                                | 5,496.30       | DFT0002679 |
| 570                      | Oregon Department Of Revenue         | 12/13/2024   | Bank Draft   | 0.00                                | 72.52          | DFT0002680 |
| 151                      | Internal Revenue Service (Payroll)   | 12/13/2024   | Bank Draft   | 0.00                                | 3,469.32       | DFT0002681 |
| 14083                    | Amazon Business Prime                | 12/10/2024   | Bank Draft   | 0.00                                | 1,167.31       | DFT0002691 |
| 82                       | Cascade Natural Gas Corporation      | 12/10/2024   | Bank Draft   | 0.00                                | 2,745.72       | DFT0002692 |
| 270                      | Centurylink Communications LLC       | 12/10/2024   | Bank Draft   | 0.00                                | 769.90         | DFT0002693 |
| 270                      | Centurylink Communications LLC       | 12/10/2024   | Bank Draft   | 0.00                                | -769.90        | DFT0002693 |

CP Check Register

Date Range: 12/01/2024 - 12/31/2024

| Vendor Number     | Vendor Name                        | Payment Date | Payment Type | Discount Amount | Payment Amount | Number     |
|-------------------|------------------------------------|--------------|--------------|-----------------|----------------|------------|
| 11452             | CenturyLink Communications LLC     | 12/10/2024   | Bank Draft   | 0.00            | 8.61           | DFT0002694 |
| 103               | Columbia Rural Electric            | 12/10/2024   | Bank Draft   | 0.00            | 4,186.60       | DFT0002695 |
| 5629              | Home Depot Credit Services         | 12/10/2024   | Bank Draft   | 0.00            | 1,278.44       | DFT0002696 |
| 204               | Pacific Power & Light              | 12/10/2024   | Bank Draft   | 0.00            | 18.98          | DFT0002697 |
| 218               | Quill Corporation                  | 12/10/2024   | Bank Draft   | 0.00            | 502.98         | DFT0002698 |
| 270               | Centurylink Communications LLC     | 12/10/2024   | Bank Draft   | 0.00            | 761.29         | DFT0002703 |
| 14312             | Empower Retirement, LLC            | 12/18/2024   | Bank Draft   | 0.00            | 68.16          | DFT0002709 |
| 3270              | State Of Washington                | 12/18/2024   | Bank Draft   | 0.00            | 236.02         | DFT0002717 |
| 151               | Internal Revenue Service (Payroll) | 12/18/2024   | Bank Draft   | 0.00            | 49.42          | DFT0002719 |
| 13177             | ESD - PFMLA                        | 12/18/2024   | Bank Draft   | 0.00            | 9.88           | DFT0002721 |
| 151               | Internal Revenue Service (Payroll) | 12/18/2024   | Bank Draft   | 0.00            | 249.98         | DFT0002722 |
| 13177             | ESD - PFMLA                        | 12/18/2024   | Bank Draft   | 0.00            | 9.02           | DFT0002723 |
| 13177             | ESD - PFMLA                        | 12/18/2024   | Bank Draft   | 0.00            | 3.60           | DFT0002724 |
| 14083             | Amazon Business Prime              | 12/24/2024   | Bank Draft   | 0.00            | 1,086.53       | DFT0002725 |
| 204               | Pacific Power & Light              | 12/24/2024   | Bank Draft   | 0.00            | 15,193.00      | DFT0002726 |
| 218               | Quill Corporation                  | 12/24/2024   | Bank Draft   | 0.00            | 913.80         | DFT0002727 |
| 8712              | Verizon Wireless                   | 12/24/2024   | Bank Draft   | 0.00            | 2,894.72       | DFT0002728 |
| 318               | WA St. Dept Of Revenue             | 12/24/2024   | Bank Draft   | 0.00            | 45,708.68      | DFT0002729 |
| 5629              | Home Depot Credit Services         | 12/31/2024   | Bank Draft   | 0.00            | 2,098.36       | DFT0002732 |
| 14083             | Amazon Business Prime              | 12/31/2024   | Bank Draft   | 0.00            | 968.17         | DFT0002734 |
| 11452             | CenturyLink Communications LLC     | 12/31/2024   | Bank Draft   | 0.00            | 8.61           | DFT0002735 |
| 7404              | Banner Bank Credit Cards           | 12/31/2024   | Bank Draft   | 0.00            | 9,110.06       | DFT0002788 |
| 7404              | Banner Bank Credit Cards           | 12/31/2024   | Bank Draft   | 0.00            | 978.99         | DFT0002789 |
| 14083             | Amazon Business Prime              | 12/31/2024   | Bank Draft   | 0.00            | 984.72         | DFT0002796 |
| 7404              | Banner Bank Credit Cards           | 12/31/2024   | Bank Draft   | 0.00            | 4,228.09       | DFT0002797 |
| 5629              | Home Depot Credit Services         | 12/31/2024   | Bank Draft   | 0.00            | -366.40        | DFT0002798 |
| 5629              | Home Depot Credit Services         | 12/31/2024   | Bank Draft   | 0.00            | 366.40         | DFT0002798 |
| 218               | Quill Corporation                  | 12/31/2024   | Bank Draft   | 0.00            | 570.34         | DFT0002799 |
| 310               | WA St. Dept Of Licensing           | 12/31/2024   | Bank Draft   | 0.00            | 64.26          | DFT0002801 |
| 218               | Quill Corporation                  | 12/31/2024   | Bank Draft   | 0.00            | 52.86          | DFT0002802 |
| 5629              | Home Depot Credit Services         | 12/31/2024   | Bank Draft   | 0.00            | 364.24         | DFT0002804 |
| 14083             | Amazon Business Prime              | 12/31/2024   | Bank Draft   | 0.00            | 352.40         | DFT0002805 |
| 501               | WA St. Dept Of Labor & Industries  | 12/31/2024   | Bank Draft   | 0.00            | 1.38           | DFT0002806 |
| 8962              | Community Bank                     | 12/31/2024   | Bank Draft   | 0.00            | 313,200.00     | DFT0003120 |
| Total Bank Draft: |                                    |              |              | 0.00            | 719,756.62     |            |

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             | 0             | 0.00     | 0.00         |
| Bank Drafts      | 238           | 94            | 0.00     | 719,756.62   |
| EFT's            | 0             | 0             | 0.00     | 0.00         |
| Virtual Payments | 380           | 216           | 0.00     | 5,649,748.40 |
|                  | 618           | 310           | 0.00     | 6,369,505.02 |



CP Check Register

Date Range: 12/01/2024 - 12/31/2024

| Vendor Number                              | Vendor Name                                   | Payment Date | Payment Type | Discount Amount | Payment Amount | Number |
|--------------------------------------------|-----------------------------------------------|--------------|--------------|-----------------|----------------|--------|
| Bank Code: Bank #36-Bank #36 Manual Checks |                                               |              |              |                 |                |        |
| Payment Type: Regular                      |                                               |              |              |                 |                |        |
| VEN01327                                   | Cynthia Montes de Oca-Romero                  | 12/05/2024   | Regular      | 0.00            | 435.60         | 80469  |
| 13150                                      | Gilmore, Gwyn Ann                             | 12/05/2024   | Regular      | 0.00            | 150.00         | 80470  |
| 13693                                      | Hudgins, Charles                              | 12/05/2024   | Regular      | 0.00            | 175.00         | 80471  |
| 13270                                      | American Legal Services                       | 12/06/2024   | Regular      | 0.00            | 7.24           | 80472  |
| 95                                         | College Place Fire Fighters Assn.             | 12/06/2024   | Regular      | 0.00            | 340.00         | 80473  |
| 5215                                       | IAFF Local 4203, C/O BMCU Acct. 59881001      | 12/06/2024   | Regular      | 0.00            | 640.00         | 80474  |
| 5218                                       | IAFF- MERP                                    | 12/06/2024   | Regular      | 0.00            | 600.00         | 80475  |
| 14041                                      | Life Flight Network Foundation                | 12/06/2024   | Regular      | 0.00            | 6.25           | 80476  |
| 3275                                       | Marianne Barr C/O CPPD Emp Donations          | 12/06/2024   | Regular      | 0.00            | 175.00         | 80477  |
| 3273                                       | Teamsters - Public Employees                  | 12/06/2024   | Regular      | 0.00            | 2,409.00       | 80478  |
| 12901                                      | United Way of The Blue Mountains              | 12/06/2024   | Regular      | 0.00            | 5.00           | 80479  |
| 92                                         | City Of College Place-General                 | 12/24/2024   | Regular      | 0.00            | 7,053.77       | 80480  |
| 92                                         | City Of College Place-General                 | 12/24/2024   | Regular      | 0.00            | 1,150.00       | 80481  |
| 211                                        | Postmaster                                    | 12/30/2024   | Regular      | 0.00            | 1,101.42       | 80482  |
| 92                                         | City Of College Place-General                 | 12/31/2024   | Regular      | 0.00            | 2,400.00       | 80490  |
| 326                                        | WA St. Treasurer (Bldg. Code Fees), Office Of | 12/31/2024   | Regular      | 0.00            | 238.50         | 80491  |
| 912                                        | WA St. Treasurer                              | 12/31/2024   | Regular      | 0.00            | 36.19          | 80493  |
| 92                                         | City Of College Place-General                 | 12/31/2024   | Regular      | 0.00            | 100.00         | 80494  |
| Total Regular:                             |                                               |              |              | 0.00            | 17,022.97      |        |

Bank Code Bank #36 Summary

| Payment Type   | Payable Count | Payment Count | Discount | Payment   |
|----------------|---------------|---------------|----------|-----------|
| Regular Checks | 24            | 18            | 0.00     | 17,022.97 |
| 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      |
|                | 24            | 18            | 0.00     | 17,022.97 |

All Bank Codes Check Summary

| Payment Type     | Payable Count | Payment Count | Discount | Payment      |
|------------------|---------------|---------------|----------|--------------|
| Regular Checks   | 24            | 18            | 0.00     | 17,022.97    |
| Manual Checks    | 0             | 0             | 0.00     | 0.00         |
| Voided Checks    | 0             | 0             | 0.00     | 0.00         |
| Bank Drafts      | 238           | 94            | 0.00     | 719,756.62   |
| EFT's            | 0             | 0             | 0.00     | 0.00         |
| Virtual Payments | 380           | 234           | 0.00     | 5,649,748.40 |
|                  | 642           | 328           | 0.00     | 6,386,527.99 |

Fund Summary

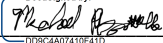
| Fund | Name                  | Period  | Amount       |
|------|-----------------------|---------|--------------|
| 997  | Pooled Cash Operating | 12/2024 | 6,386,527.99 |
|      |                       |         | 6,386,527.99 |

Authorization Signatures

Check Register

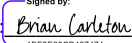
WE, the City Administrator and the City Finance Director of the City of College Place, Walla Walla County, Washington, DO HEREBY certify that the merchandise and services listed above have been received, are appropriate business expenditures of the City of College Place, are an accounting of all expenditures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

DocuSigned by:



City Administrator:

Signed by:



Finance Director:

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: 12/1/2024 - 12/31/2024

Payroll Set: 01 - Payroll Set 01

| Payment Number | Payment Date | Payment Type | Employee Number | Employee Name              | Check Amount | Direct Deposit Amount | Total Payment |
|----------------|--------------|--------------|-----------------|----------------------------|--------------|-----------------------|---------------|
| 2166           | 12/04/2024   | Regular      | 13529           | Adams, Eric H              | 0.00         | 4,563.61              | 4,563.61      |
| 2167           | 12/04/2024   | Regular      | EMP14850        | Anthes, Jonathan M         | 0.00         | 4,206.38              | 4,206.38      |
| 2168           | 12/04/2024   | Regular      | 57              | Antle, M Wade              | 0.00         | 4,936.98              | 4,936.98      |
| 2169           | 12/04/2024   | Regular      | 14494           | Barker, Kyle A             | 0.00         | 4,053.93              | 4,053.93      |
| 2170           | 12/04/2024   | Regular      | 8573            | Barr, Marianne K           | 0.00         | 3,960.57              | 3,960.57      |
| 2171           | 12/04/2024   | Regular      | 14649           | Bartlett, Logan K          | 0.00         | 4,695.80              | 4,695.80      |
| 2172           | 12/04/2024   | Regular      | 11879           | Bennett, George R          | 0.00         | 5,783.63              | 5,783.63      |
| 2173           | 12/04/2024   | Regular      | 14767           | Betancourt, Juan C         | 0.00         | 2,852.22              | 2,852.22      |
| 2174           | 12/04/2024   | Regular      | 13939           | Bollinger, Tanner R        | 0.00         | 143.80                | 143.80        |
| 2175           | 12/04/2024   | Regular      | 11916           | Boose, John A              | 0.00         | 4,065.98              | 4,065.98      |
| 2176           | 12/04/2024   | Regular      | 14222           | Boyle, Monica H            | 0.00         | 341.66                | 341.66        |
| 2177           | 12/04/2024   | Regular      | 14483           | Broxson, Dalton J          | 0.00         | 2,501.67              | 2,501.67      |
| 2178           | 12/04/2024   | Regular      | EMP14878        | Burt, Stephen E            | 0.00         | 311.58                | 311.58        |
| 2179           | 12/04/2024   | Regular      | 14696           | Bushkovskiy, Anton P       | 0.00         | 5,319.69              | 5,319.69      |
| 2180           | 12/04/2024   | Regular      | 13390           | Calkins, Noelle E          | 0.00         | 1,162.10              | 1,162.10      |
| 2181           | 12/04/2024   | Regular      | 13662           | Carleton, Brian J          | 0.00         | 5,509.79              | 5,509.79      |
| 2182           | 12/04/2024   | Regular      | EMP14867        | Chabre, Brayden M          | 0.00         | 2,966.03              | 2,966.03      |
| 2183           | 12/04/2024   | Regular      | 13271           | Chamberlain, Randall J     | 0.00         | 220.71                | 220.71        |
| 2184           | 12/04/2024   | Regular      | 13924           | Charnley-Ovens, Caitlin    | 0.00         | 178.77                | 178.77        |
| 2185           | 12/04/2024   | Regular      | 14606           | Clark, Camron J            | 0.00         | 4,369.61              | 4,369.61      |
| 2186           | 12/04/2024   | Regular      | 12104           | Cleveland, Michael A       | 0.00         | 341.66                | 341.66        |
| 2187           | 12/04/2024   | Regular      | 12933           | Cole, Tanner C             | 0.00         | 6,689.96              | 6,689.96      |
| 2188           | 12/04/2024   | Regular      | 13453           | Cota De La Cruz, Laurencio | 0.00         | 2,000.25              | 2,000.25      |
| 2189           | 12/04/2024   | Regular      | EMP14866        | Craik, Heidi L             | 0.00         | 1,741.71              | 1,741.71      |
| 2190           | 12/04/2024   | Regular      | 14842           | Creek, David T             | 0.00         | 3,382.34              | 3,382.34      |
| 2191           | 12/04/2024   | Regular      | 14213           | Culwell, Rea L             | 0.00         | 4,808.66              | 4,808.66      |
| 2192           | 12/04/2024   | Regular      | 14848           | Dennis, Austin R           | 0.00         | 4,346.27              | 4,346.27      |
| 2193           | 12/04/2024   | Regular      | 12229           | Diaz, Salvador M           | 0.00         | 6,861.07              | 6,861.07      |
| 2194           | 12/04/2024   | Regular      | 13858           | Dill, Benjamin G           | 0.00         | 3.98                  | 3.98          |
| 2195           | 12/04/2024   | Regular      | 8544            | Doering, Shawn R           | 0.00         | 5,493.52              | 5,493.52      |
| 2196           | 12/04/2024   | Regular      | 13992           | Downs, Emily A             | 0.00         | 5,978.10              | 5,978.10      |
| 2197           | 12/04/2024   | Regular      | 11920           | Drury, Charles O           | 0.00         | 4,942.39              | 4,942.39      |
| 2198           | 12/04/2024   | Regular      | 14650           | Erb, Brittney E            | 0.00         | 4,027.65              | 4,027.65      |
| 2199           | 12/04/2024   | Regular      | 14423           | Espinoza JR, Tito          | 0.00         | 341.66                | 341.66        |
| 2200           | 12/04/2024   | Regular      | 12851           | Evensen, Patrick J         | 0.00         | 2,574.13              | 2,574.13      |
| 2201           | 12/04/2024   | Regular      | 11806           | Fortin, Brian R            | 0.00         | 6,651.02              | 6,651.02      |
| 2202           | 12/04/2024   | Regular      | EMP14877        | Garcia, Maryelizabeth E    | 0.00         | 1,933.27              | 1,933.27      |
| 2203           | 12/04/2024   | Regular      | EMP14865        | Gonzalez-Cazares, Estela A | 0.00         | 4,481.27              | 4,481.27      |
| 2204           | 12/04/2024   | Regular      | 11862           | Goodson, Jeffrey R         | 0.00         | 3,986.10              | 3,986.10      |
| 2205           | 12/04/2024   | Regular      | 13870           | Graham, Jayme L            | 0.00         | 17.96                 | 17.96         |
| 2206           | 12/04/2024   | Regular      | 14768           | Graham, Jayme L            | 0.00         | 562.93                | 562.93        |
| 2207           | 12/04/2024   | Regular      | 12611           | Grove, Travis B            | 0.00         | 2,371.63              | 2,371.63      |
| 2208           | 12/04/2024   | Regular      | 13236           | Guse, Neosha K             | 0.00         | 13.98                 | 13.98         |
| 2209           | 12/04/2024   | Regular      | 13230           | Guse, Richard F            | 0.00         | 31.94                 | 31.94         |
| 2210           | 12/04/2024   | Regular      | 14832           | Guse, Wyatt R              | 0.00         | 3,205.64              | 3,205.64      |
| 2211           | 12/04/2024   | Regular      | 11934           | Hall, Scott W              | 0.00         | 4,786.20              | 4,786.20      |
| 2212           | 12/04/2024   | Regular      | EMP14861        | Hammond, Brandon A         | 0.00         | 1,771.28              | 1,771.28      |
| 2213           | 12/04/2024   | Regular      | 13237           | Hanson, Scott A            | 0.00         | 31.94                 | 31.94         |
| 2214           | 12/04/2024   | Regular      | 11810           | Harris, Tanner M           | 0.00         | 5,703.98              | 5,703.98      |
| 2215           | 12/04/2024   | Regular      | 13427           | Hernandez, Norma L         | 0.00         | 904.63                | 904.63        |
| 2216           | 12/04/2024   | Regular      | 14648           | Hoffer, Zackery A          | 0.00         | 5,296.38              | 5,296.38      |
| 2217           | 12/04/2024   | Regular      | 11735           | Holden, Michael C          | 0.00         | 3,936.35              | 3,936.35      |
| 2218           | 12/04/2024   | Regular      | EMP14876        | Hutchens, Grady G          | 0.00         | 619.18                | 619.18        |
| 2219           | 12/04/2024   | Regular      | 13240           | Jackson, Nattilie E        | 0.00         | 786.50                | 786.50        |
| 2220           | 12/04/2024   | Regular      | 13241           | James, Jason C             | 0.00         | 828.91                | 828.91        |
| 2221           | 12/04/2024   | Regular      | 14460           | Jessup, Paul T             | 0.00         | 341.66                | 341.66        |
| 2222           | 12/04/2024   | Regular      | EMP14863        | Kates, Courtney J          | 0.00         | 5,770.39              | 5,770.39      |

| Payment |              |              | Employee |                            | Direct Deposit |          |               |
|---------|--------------|--------------|----------|----------------------------|----------------|----------|---------------|
| Number  | Payment Date | Payment Type | Number   | Employee Name              | Check Amount   | Amount   | Total Payment |
| 2223    | 12/04/2024   | Regular      | 13242    | Kelly, William P           | 0.00           | 27.96    | 27.96         |
| 2224    | 12/04/2024   | Regular      | 14299    | Laizure, Michael A         | 0.00           | 136.80   | 136.80        |
| 2225    | 12/04/2024   | Regular      | 12241    | Langlois, Joseph T         | 0.00           | 4,942.27 | 4,942.27      |
| 2226    | 12/04/2024   | Regular      | EMP14872 | Loe, Zachary G             | 0.00           | 398.48   | 398.48        |
| 2227    | 12/04/2024   | Regular      | 14268    | McAndrews, Robert A        | 0.00           | 4,810.87 | 4,810.87      |
| 2228    | 12/04/2024   | Regular      | EMP14880 | Mink, Taytan R             | 0.00           | 1,646.27 | 1,646.27      |
| 2229    | 12/04/2024   | Regular      | EMP14856 | Nelson, Aaron M            | 0.00           | 619.18   | 619.18        |
| 2230    | 12/04/2024   | Regular      | 14651    | Nilsson, Trenton M         | 0.00           | 4,920.45 | 4,920.45      |
| 2231    | 12/04/2024   | Regular      | 13128    | Nordman, Ronald A          | 0.00           | 3,538.40 | 3,538.40      |
| 2232    | 12/04/2024   | Regular      | EMP14883 | Ortiz-Leyva, Isla          | 0.00           | 3,777.31 | 3,777.31      |
| 2233    | 12/04/2024   | Regular      | 14766    | Peal, Benjamin O           | 0.00           | 1,742.29 | 1,742.29      |
| 2234    | 12/04/2024   | Regular      | 11756    | Peterson, Loren D          | 0.00           | 341.66   | 341.66        |
| 2235    | 12/04/2024   | Regular      | EMP14882 | Peterson, Taylar M         | 0.00           | 157.79   | 157.79        |
| 2236    | 12/04/2024   | Regular      | EMP14857 | Read, Cooper P             | 0.00           | 1,183.89 | 1,183.89      |
| 2237    | 12/04/2024   | Regular      | 14757    | Reid, Athen A              | 0.00           | 606.07   | 606.07        |
| 2238    | 12/04/2024   | Regular      | EMP14862 | Renwick, Aidan T           | 0.00           | 3.98     | 3.98          |
| 2239    | 12/04/2024   | Regular      | 14390    | Rhodes, Brandon L          | 0.00           | 6,427.81 | 6,427.81      |
| 2240    | 12/04/2024   | Regular      | 11826    | Rickard, Jonathan J        | 0.00           | 6,520.57 | 6,520.57      |
| 2241    | 12/04/2024   | Regular      | 12346    | Rizzitiello, Michael J     | 0.00           | 5,699.81 | 5,699.81      |
| 2242    | 12/04/2024   | Regular      | 13966    | Scherger, Kristi J         | 0.00           | 3,619.11 | 3,619.11      |
| 2243    | 12/04/2024   | Regular      | 11804    | Schermann, Heather M       | 0.00           | 341.66   | 341.66        |
| 2244    | 12/04/2024   | Regular      | 13161    | Schild, Andrew D           | 0.00           | 5,198.52 | 5,198.52      |
| 2245    | 12/04/2024   | Regular      | 12467    | Schmick, DaShari C         | 0.00           | 5,354.78 | 5,354.78      |
| 2246    | 12/04/2024   | Regular      | 12672    | Schmick, Dylan E           | 0.00           | 6,527.03 | 6,527.03      |
| 2247    | 12/04/2024   | Regular      | 14300    | Scholl, Richard Ian E      | 0.00           | 157.79   | 157.79        |
| 2248    | 12/04/2024   | Regular      | EMP14860 | Schroetlin, Ian H          | 0.00           | 570.25   | 570.25        |
| 2249    | 12/04/2024   | Regular      | 14806    | Siviter, David J           | 0.00           | 3.98     | 3.98          |
| 2250    | 12/04/2024   | Regular      | 14057    | St Clair, Andrea M         | 0.00           | 3,376.82 | 3,376.82      |
| 2251    | 12/04/2024   | Regular      | 14691    | Starcher, Johna R          | 0.00           | 171.77   | 171.77        |
| 2252    | 12/04/2024   | Regular      | 14302    | Swopes, Hunter S           | 0.00           | 3.98     | 3.98          |
| 2253    | 12/04/2024   | Regular      | 12466    | Tomaras, Troy E            | 0.00           | 6,767.23 | 6,767.23      |
| 2254    | 12/04/2024   | Regular      | EMP14881 | Walker, Isaac H            | 0.00           | 486.36   | 486.36        |
| 2255    | 12/04/2024   | Regular      | 12666    | Watkins, Daniel I          | 0.00           | 5,273.19 | 5,273.19      |
| 2256    | 12/04/2024   | Regular      | 14781    | West, Robert R             | 0.00           | 325.56   | 325.56        |
| 2257    | 12/04/2024   | Regular      | EMP14864 | Wexler, Benjamin A         | 0.00           | 290.61   | 290.61        |
| 2258    | 12/04/2024   | Regular      | 12193    | Williams, Melodie A        | 0.00           | 336.66   | 336.66        |
| 2259    | 12/04/2024   | Regular      | 13517    | Williams, Troy J           | 0.00           | 3,704.56 | 3,704.56      |
| 2260    | 12/04/2024   | Regular      | 11790    | Winter, David W            | 0.00           | 8,181.06 | 8,181.06      |
| 2261    | 12/04/2024   | Regular      | 11760    | Wolpert, Kevin E           | 0.00           | 3,994.94 | 3,994.94      |
| 2262    | 12/13/2024   | Regular      | 13529    | Adams, Eric H              | 0.00           | 1,521.62 | 1,521.62      |
| 2263    | 12/13/2024   | Regular      | 14494    | Barker, Kyle A             | 0.00           | 1,768.67 | 1,768.67      |
| 2264    | 12/13/2024   | Regular      | 14767    | Betancourt, Juan C         | 0.00           | 1,847.00 | 1,847.00      |
| 2265    | 12/13/2024   | Regular      | 11916    | Boose, John A              | 0.00           | 1,619.04 | 1,619.04      |
| 2266    | 12/13/2024   | Regular      | 13662    | Carleton, Brian J          | 0.00           | 2,606.33 | 2,606.33      |
| 2267    | 12/13/2024   | Regular      | 13453    | Cota De La Cruz, Laurencio | 0.00           | 1,338.09 | 1,338.09      |
| 2268    | 12/13/2024   | Regular      | EMP14866 | Craik, Heidi L             | 0.00           | 1,356.92 | 1,356.92      |
| 2269    | 12/13/2024   | Regular      | 14213    | Culwell, Rea L             | 0.00           | 1,653.00 | 1,653.00      |
| 2270    | 12/13/2024   | Regular      | 12229    | Diaz, Salvador M           | 0.00           | 1,662.30 | 1,662.30      |
| 2271    | 12/13/2024   | Regular      | 14650    | Erb, Brittney E            | 0.00           | 591.30   | 591.30        |
| 2272    | 12/13/2024   | Regular      | 12851    | Evensen, Patrick J         | 0.00           | 1,962.70 | 1,962.70      |
| 2273    | 12/13/2024   | Regular      | EMP14877 | Garcia, Maryelizabeth E    | 0.00           | 2,294.60 | 2,294.60      |
| 2274    | 12/13/2024   | Regular      | EMP14865 | Gonzalez-Cazares, Estela A | 0.00           | 1,108.20 | 1,108.20      |
| 2275    | 12/13/2024   | Regular      | 11862    | Goodson, Jeffrey R         | 0.00           | 230.87   | 230.87        |
| 2276    | 12/13/2024   | Regular      | 12611    | Grove, Travis B            | 0.00           | 1,227.16 | 1,227.16      |
| 2277    | 12/13/2024   | Regular      | EMP14861 | Hammond, Brandon A         | 0.00           | 1,480.44 | 1,480.44      |
| 2278    | 12/13/2024   | Regular      | 11735    | Holden, Michael C          | 0.00           | 1,120.46 | 1,120.46      |
| 2279    | 12/13/2024   | Regular      | 12241    | Langlois, Joseph T         | 0.00           | 1,477.60 | 1,477.60      |
| 2280    | 12/13/2024   | Regular      | 14268    | McAndrews, Robert A        | 0.00           | 3,486.35 | 3,486.35      |
| 2281    | 12/13/2024   | Regular      | EMP14880 | Mink, Taytan R             | 0.00           | 1,521.62 | 1,521.62      |
| 2282    | 12/13/2024   | Regular      | 14651    | Nilsson, Trenton M         | 0.00           | 886.95   | 886.95        |
| 2283    | 12/13/2024   | Regular      | EMP14883 | Ortiz-Leyva, Isla          | 0.00           | 1,356.92 | 1,356.92      |
| 2284    | 12/13/2024   | Regular      | 14766    | Peal, Benjamin O           | 0.00           | 1,241.75 | 1,241.75      |
| 2285    | 12/13/2024   | Regular      | 14757    | Reid, Athen A              | 0.00           | 1,439.27 | 1,439.27      |
| 2286    | 12/13/2024   | Regular      | 12346    | Rizzitiello, Michael J     | 0.00           | 3,190.03 | 3,190.03      |

| Payment |              | Employee     |        |                   | Direct Deposit |            | Total Payment |
|---------|--------------|--------------|--------|-------------------|----------------|------------|---------------|
| Number  | Payment Date | Payment Type | Number | Employee Name     | Check Amount   | Amount     |               |
| 2287    | 12/13/2024   | Regular      | 12672  | Schmick, Dylan E  | 0.00           | 1,156.38   | 1,156.38      |
| 2288    | 12/13/2024   | Regular      | 12666  | Watkins, Daniel I | 0.00           | 1,593.04   | 1,593.04      |
| 2289    | 12/13/2024   | Regular      | 13517  | Williams, Troy J  | 0.00           | 1,773.90   | 1,773.90      |
| Total:  |              |              |        |                   | 0.00           | 316,411.23 | 316,411.23    |



City of College Place, WA

# Treasurers Report Summary

Date Range: 12/01/2024 - 12/31/2024

| Fund                                            | Beginning<br>Cash Balance | Revenues     | Expenses     | Net Change<br>Assets | Net Change<br>Liabilities | Calculated<br>Ending Balance | Actual<br>Ending Balance | Calculated -<br>Actual Ending |
|-------------------------------------------------|---------------------------|--------------|--------------|----------------------|---------------------------|------------------------------|--------------------------|-------------------------------|
| 001 - Current Expense Fund                      | 1,142,664.02              | 1,254,480.98 | 883,228.86   | 0.00                 | 0.00                      | 1,513,916.14                 | 1,517,445.15             | -3,529.01                     |
| 005 - Current Expense Reserve Fund              | 497,116.00                | 747.09       | 2.36         | 0.00                 | 0.00                      | 497,860.73                   | 497,860.73               | 0.00                          |
| 012 - Technology Reserve Fund                   | 110,792.79                | 578.81       | 29,137.68    | 0.00                 | 0.00                      | 82,233.92                    | 82,233.92                | 0.00                          |
| 061 - Employee Benefit Reserve Fund             | 228,767.35                | 602.09       | 25,657.14    | 0.00                 | 0.00                      | 203,712.30                   | 203,712.30               | 0.00                          |
| 100 - Street Fund                               | 36,158.83                 | 273,871.88   | 146,304.29   | 0.00                 | 0.00                      | 163,726.42                   | 161,910.60               | 1,815.82                      |
| 120 - Criminal Justice Fund                     | 32,863.31                 | 42.82        | 1,249.35     | 0.00                 | 0.00                      | 31,656.78                    | 31,656.78                | 0.00                          |
| 121 - Forfeited Proceeds Fund                   | 2,129.61                  | 3.20         | 0.01         | 0.00                 | 0.00                      | 2,132.80                     | 2,132.80                 | 0.00                          |
| 130 - Hotel/Motel Tax                           | 130,834.08                | 4,446.33     | 20,326.15    | 0.00                 | 0.00                      | 114,954.26                   | 114,954.26               | 0.00                          |
| 201 - ULTGO Bond Fund                           | 66,861.84                 | -49,989.41   | 0.00         | 0.00                 | 0.00                      | 16,872.43                    | 16,872.43                | 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          | 2,131.09                  | 0.00         | 0.00         | 0.00                 | 0.00                      | 2,131.09                     | 2,131.09                 | 0.00                          |
| 305 - Capital Improvement Fund (REET)           | 144,707.49                | 24,576.94    | 6,329.58     | 0.00                 | 0.00                      | 162,954.85                   | 162,954.85               | 0.00                          |
| 306 - Capital Improvement Fund (REET 2)         | 28,978.81                 | 1,718,387.75 | 1,694,533.61 | 0.00                 | 0.00                      | 52,832.95                    | 52,832.95                | 0.00                          |
| 309 - CDBG Projects Fund                        | 2,449.19                  | 0.04         | 0.00         | 0.00                 | 0.00                      | 2,449.23                     | 2,449.23                 | 0.00                          |
| 311 - Street Improvement Fund                   | 6,386.01                  | 550,377.62   | 513,576.95   | 0.00                 | 0.00                      | 43,186.68                    | 43,186.68                | 0.00                          |
| 315 - Facility Maintenance Reserve Fund (CE)    | 595,113.95                | 1,456.35     | 551.80       | 0.00                 | 0.00                      | 596,018.50                   | 596,018.50               | 0.00                          |
| 320 - Equipment Reserve Fund                    | 31,715.01                 | 101,220.02   | 22,615.22    | 0.00                 | 0.00                      | 110,319.81                   | 110,319.81               | 0.00                          |
| 330 - Economic Development Fund                 | 46,231.63                 | 400,529.85   | 432,858.12   | 0.00                 | 0.00                      | 13,903.36                    | 13,903.36                | 0.00                          |
| 340 - Economic Development Reserve Fund         | 74.55                     | 0.01         | 0.00         | 0.00                 | 0.00                      | 74.56                        | 74.56                    | 0.00                          |
| 350 - Tax Benefit District Construction Fund    | 0.00                      | 22,272.35    | 61,683.40    | 0.00                 | 0.00                      | -39,411.05                   | 0.00                     | -39,411.05                    |
| 360 - Tax Increment Financing Construction Fund | 8,390,403.03              | 901.14       | 1,500,000.00 | 0.00                 | 0.00                      | 6,891,304.17                 | 8,391,296.49             | -1,499,992.32                 |
| 400 - Water Fund                                | 187,808.48                | 370,809.25   | 212,783.86   | 0.00                 | 0.00                      | 345,833.87                   | 345,814.16               | 19.71                         |
| 401 - Wastewater Fund                           | 2,754,799.72              | 258,289.76   | 1,024,463.23 | 0.00                 | 0.00                      | 1,988,626.25                 | 1,988,626.25             | 0.00                          |
| 402 - Stormwater Fund                           | 343,137.61                | 60,339.58    | 111,962.59   | 0.00                 | 0.00                      | 291,514.60                   | 291,514.60               | 0.00                          |
| 403 - Stormwater Capital Reserve Fund           | 17,410.52                 | 60,326.89    | 36,563.65    | 0.00                 | 0.00                      | 41,173.76                    | 41,173.76                | 0.00                          |
| 410 - Water Capital Reserve Fund                | 1,517,408.91              | 798,132.19   | 268,624.55   | 0.00                 | 0.00                      | 2,046,916.55                 | 2,046,916.55             | 0.00                          |
| 411 - Wastewater Capital Reserve Fund           | 1,972,505.39              | 818,620.95   | 2,728,283.74 | 0.00                 | 0.00                      | 62,842.60                    | 62,842.60                | 0.00                          |
| 412 - Wastewater Debt Service Fund              | 1,646,551.03              | 51,975.21    | 3.27         | 0.00                 | 0.00                      | 1,698,522.97                 | 1,568,890.60             | 129,632.37                    |
| 413 - Water Debt Service Fund                   | 937,792.65                | 247,108.49   | 4.43         | 0.00                 | 0.00                      | 1,184,896.71                 | 1,184,896.71             | 0.00                          |
| 425 - Water Revenue Bond Fund                   | 726,484.58                | 1,060.74     | 727,545.32   | 0.00                 | 0.00                      | 0.00                         | 0.00                     | 0.00                          |
| 426 - Water Bond Reserve Fund                   | 157,190.43                | 415.83       | 157,606.26   | 0.00                 | 0.00                      | 0.00                         | 0.00                     | 0.00                          |
| 431 - Water System Construction Fund            | 716,274.27                | 1,778.64     | 718,052.91   | 0.00                 | 0.00                      | 0.00                         | 0.00                     | 0.00                          |
| 440 - Ambulance                                 | 646,019.46                | 90,373.08    | 686,972.65   | 0.00                 | 0.00                      | 49,419.89                    | 50,543.84                | -1,123.95                     |
| 500 - Equipment Rental & Replacement            | 143,510.45                | 167,934.19   | 76,765.80    | 0.00                 | 0.00                      | 234,678.84                   | 234,055.10               | 623.74                        |
| 625 - Flexible Benefits Plan Fund               | 3,519.55                  | 0.16         | 2,177.14     | 0.00                 | 0.00                      | 1,342.57                     | 1,342.57                 | 0.00                          |

Treasurers Report

Date Range: 12/01/2024 - 12/31/2024

| Fund                              | Beginning<br>Cash Balance | Revenues     | Expenses      | Net Change<br>Assets | Net Change<br>Liabilities | Calculated<br>Ending Balance | Actual<br>Ending Balance | Calculated -<br>Actual Ending |
|-----------------------------------|---------------------------|--------------|---------------|----------------------|---------------------------|------------------------------|--------------------------|-------------------------------|
| 997 - Pooled Cash Operating       | 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                          |
| 999 - Investment Pool Safekeeping | 0.00                      | 0.00         | 0.00          | 0.00                 | 0.00                      | 0.00                         | 0.00                     | 0.00                          |
| Report Total:                     | 23,266,791.64             | 7,231,670.82 | 12,089,863.92 | 0.00                 | 0.00                      | 18,408,598.54                | 19,820,563.23            | -1,411,964.69                 |



City of College Place, WA

## Monthly Bank Statement Balances

Period Ending Date 12/31/2024

| Bank Account Number                                                                              | Bank Account Name           | Beginning Balance | Ending Balance | Statement Balance | Is Closed |
|--------------------------------------------------------------------------------------------------|-----------------------------|-------------------|----------------|-------------------|-----------|
| 04                                                                                               | 4 LGIP                      | 2,646,156         | 2,656,498      | 2,656,498         | Yes       |
| 12                                                                                               | 12 Banner Gen Acct          | 327,511           | 327,511        | 327,511           | Yes       |
| 24                                                                                               | 24 US Bank Safekeeping Inv  | 6,290,541         | 6,279,021      | 6,279,021         | Yes       |
| 25                                                                                               | 25 US Bank MIA              | 379,038           | 411,341        | 411,341           | Yes       |
| 26                                                                                               | 26 CB CDBG Project          | 1,016             | 1,016          | 1,016             | Yes       |
| 27                                                                                               | 27 CB Farm Market           | 7,143             | 7,144          | 7,144             | Yes       |
| 28                                                                                               | 28 CB Public Funds Checking | 4,717,748         | 921,189        | 921,189           | Yes       |
| 29                                                                                               | 29 CB Travel Adv            | 4,165             | 4,758          | 4,758             | Yes       |
| 30                                                                                               | 30 CB Flex Spend            | 3,515             | 1,223          | 1,223             | Yes       |
| 32                                                                                               | 32 CB Dev Escrow Acct       | 8,141             | 45,017         | 45,017            | Yes       |
| 33                                                                                               | 33 CB Pub Funds Inc         | 569,542           | 569,836        | 569,836           | Yes       |
| 35                                                                                               | 35 CB Projects              | 1,014,857         | 115,369        | 115,369           | Yes       |
| 36                                                                                               | 36 CB Checking              | 50,000            | 50,000         | 50,000            | Yes       |
| 37                                                                                               | 37 CB Projects              | 5,017,123         | 5,018,017      | 5,018,017         | Yes       |
| 38                                                                                               | 38 CB Checking              | 3,373,280         | 3,373,280      | 3,373,280         | Yes       |
|                                                                                                  |                             | 24,409,776        | 19,781,218     | 19,781,218        |           |
| Difference between Treasurers Report Calculated Ending Balance and Bank Statement Ending Balance |                             |                   |                |                   | 1,372,620 |
| Difference between Treasurers Report Actual Ending Balance and Bank Statement Ending Balance     |                             |                   |                |                   | 39,345    |
| Tie out to Treasurers Report Calculated Actual Ending Difference                                 |                             |                   |                |                   | 1,411,965 |





City of College Place, WA

# Detail Report Account Summary

Date Range: 12/01/2024 - 12/31/2024

| Account                                                   | Name                     | Beginning Balance  | Total Activity    | Ending Balance     |
|-----------------------------------------------------------|--------------------------|--------------------|-------------------|--------------------|
| <b>Fund: 001 - Current Expense Fund</b>                   |                          |                    |                   |                    |
| <a href="#">001-111-15</a>                                | Claim On Cash            | -409,096.65        | 333,886.70        | -75,209.95         |
| <a href="#">001-111-27</a>                                | CB #2255 Farm Market     | 7,143.35           | 0.48              | 7,143.83           |
| <a href="#">001-111-29</a>                                | CB #2263 Travel Adv      | 4,060.91           | 697.28            | 4,758.19           |
| <a href="#">001-111-32</a>                                | CB #2174 Dev Escrow Acct | 8,141.21           | 36,875.55         | 45,016.76          |
| <a href="#">001-111-33</a>                                | CB #2298 Pub Funds Inc   | 569,541.57         | 294.07            | 569,835.64         |
| <b>Total Fund: 001 - Current Expense Fund:</b>            |                          | <b>179,790.39</b>  | <b>371,754.08</b> | <b>551,544.47</b>  |
| <b>Fund: 005 - Current Expense Reserve Fund</b>           |                          |                    |                   |                    |
| <a href="#">005-111-15</a>                                | Claim On Cash            | 274,884.11         | 43.52             | 274,927.63         |
| <b>Total Fund: 005 - Current Expense Reserve Fund:</b>    |                          | <b>274,884.11</b>  | <b>43.52</b>      | <b>274,927.63</b>  |
| <b>Fund: 012 - Technology Reserve Fund</b>                |                          |                    |                   |                    |
| <a href="#">012-111-15</a>                                | Claim On Cash            | -75,821.85         | -29,147.70        | -104,969.55        |
| <b>Total Fund: 012 - Technology Reserve Fund:</b>         |                          | <b>-75,821.85</b>  | <b>-29,147.70</b> | <b>-104,969.55</b> |
| <b>Fund: 061 - Employee Benefit Reserve Fund</b>          |                          |                    |                   |                    |
| <a href="#">061-111-15</a>                                | Claim On Cash            | 40,622.49          | -25,648.71        | 14,973.78          |
| <b>Total Fund: 061 - Employee Benefit Reserve Fund:</b>   |                          | <b>40,622.49</b>   | <b>-25,648.71</b> | <b>14,973.78</b>   |
| <b>Fund: 100 - Street Fund</b>                            |                          |                    |                   |                    |
| <a href="#">100-111-15</a>                                | Claim On Cash            | -35,186.52         | 125,526.65        | 90,340.13          |
| <b>Total Fund: 100 - Street Fund:</b>                     |                          | <b>-35,186.52</b>  | <b>125,526.65</b> | <b>90,340.13</b>   |
| <b>Fund: 120 - Criminal Justice Fund</b>                  |                          |                    |                   |                    |
| <a href="#">120-111-15</a>                                | Claim On Cash            | 20,358.38          | -1,246.00         | 19,112.38          |
| <b>Total Fund: 120 - Criminal Justice Fund:</b>           |                          | <b>20,358.38</b>   | <b>-1,246.00</b>  | <b>19,112.38</b>   |
| <b>Fund: 121 - Forfeited Proceeds Fund</b>                |                          |                    |                   |                    |
| <a href="#">121-111-15</a>                                | Claim On Cash            | 1,175.80           | 0.19              | 1,175.99           |
| <b>Total Fund: 121 - Forfeited Proceeds Fund:</b>         |                          | <b>1,175.80</b>    | <b>0.19</b>       | <b>1,175.99</b>    |
| <b>Fund: 130 - Hotel/Motel Tax</b>                        |                          |                    |                   |                    |
| <a href="#">130-111-15</a>                                | Claim On Cash            | 97,740.05          | -15,984.25        | 81,755.80          |
| <b>Total Fund: 130 - Hotel/Motel Tax:</b>                 |                          | <b>97,740.05</b>   | <b>-15,984.25</b> | <b>81,755.80</b>   |
| <b>Fund: 201 - ULTGO Bond Fund</b>                        |                          |                    |                   |                    |
| <a href="#">201-111-15</a>                                | Claim On Cash            | 66,861.84          | -49,989.41        | 16,872.43          |
| <b>Total Fund: 201 - ULTGO Bond Fund:</b>                 |                          | <b>66,861.84</b>   | <b>-49,989.41</b> | <b>16,872.43</b>   |
| <b>Fund: 305 - Capital Improvement Fund (REET)</b>        |                          |                    |                   |                    |
| <a href="#">305-111-15</a>                                | Claim On Cash            | -116,830.01        | 17,422.12         | -99,407.89         |
| <b>Total Fund: 305 - Capital Improvement Fund (REET):</b> |                          | <b>-116,830.01</b> | <b>17,422.12</b>  | <b>-99,407.89</b>  |

**Detail Report**

**Date Range: 12/01/2024 - 12/31/2024**

| Account                                                             | Name          | Beginning Balance   | Total Activity       | Ending Balance      |
|---------------------------------------------------------------------|---------------|---------------------|----------------------|---------------------|
| <b>Fund: 306 - Capital Improvement Fund (REET 2)</b>                |               |                     |                      |                     |
| <a href="#">306-111-15</a>                                          | Claim On Cash | -560,253.25         | 21,994.91            | -538,258.34         |
| <b>Total Fund: 306 - Capital Improvement Fund (REET 2):</b>         |               | <b>-560,253.25</b>  | <b>21,994.91</b>     | <b>-538,258.34</b>  |
| <b>Fund: 311 - Street Improvement Fund</b>                          |               |                     |                      |                     |
| <a href="#">311-111-15</a>                                          | Claim On Cash | -118,832.03         | 36,405.57            | -82,426.46          |
| <b>Total Fund: 311 - Street Improvement Fund:</b>                   |               | <b>-118,832.03</b>  | <b>36,405.57</b>     | <b>-82,426.46</b>   |
| <b>Fund: 315 - Facility Maintenance Reserve Fund (CE)</b>           |               |                     |                      |                     |
| <a href="#">315-111-15</a>                                          | Claim On Cash | 142,227.20          | -524.47              | 141,702.73          |
| <b>Total Fund: 315 - Facility Maintenance Reserve Fund (CE):</b>    |               | <b>142,227.20</b>   | <b>-524.47</b>       | <b>141,702.73</b>   |
| <b>Fund: 320 - Equipment Reserve Fund</b>                           |               |                     |                      |                     |
| <a href="#">320-111-15</a>                                          | Claim On Cash | -372,256.12         | 77,330.14            | -294,925.98         |
| <b>Total Fund: 320 - Equipment Reserve Fund:</b>                    |               | <b>-372,256.12</b>  | <b>77,330.14</b>     | <b>-294,925.98</b>  |
| <b>Fund: 330 - Economic Development Fund</b>                        |               |                     |                      |                     |
| <a href="#">330-111-15</a>                                          | Claim On Cash | -968,625.65         | 867,160.00           | -101,465.65         |
| <a href="#">330-111-35</a>                                          | Cash          | 1,014,857.28        | -899,488.27          | 115,369.01          |
| <b>Total Fund: 330 - Economic Development Fund:</b>                 |               | <b>46,231.63</b>    | <b>-32,328.27</b>    | <b>13,903.36</b>    |
| <b>Fund: 340 - Economic Development Reserve Fund</b>                |               |                     |                      |                     |
| <a href="#">340-111-15</a>                                          | Claim On Cash | 74.55               | 0.01                 | 74.56               |
| <b>Total Fund: 340 - Economic Development Reserve Fund:</b>         |               | <b>74.55</b>        | <b>0.01</b>          | <b>74.56</b>        |
| <b>Fund: 350 - Tax Benefit District Construction Fund</b>           |               |                     |                      |                     |
| <a href="#">350-111-15</a>                                          | Claim on Cash | 42,006.40           | -39,411.05           | 2,595.35            |
| <b>Total Fund: 350 - Tax Benefit District Construction Fund:</b>    |               | <b>42,006.40</b>    | <b>-39,411.05</b>    | <b>2,595.35</b>     |
| <b>Fund: 360 - Tax Increment Financing Construction Fund</b>        |               |                     |                      |                     |
| <a href="#">360-111-15</a>                                          | Claim on Cash | -166,485.30         | -1,499,992.32        | -1,666,477.62       |
| <a href="#">360-111-37</a>                                          | Cash In Bank  | 5,017,123.28        | 893.46               | 5,018,016.74        |
| <b>Total Fund: 360 - Tax Increment Financing Construction Fund:</b> |               | <b>4,850,637.98</b> | <b>-1,499,098.86</b> | <b>3,351,539.12</b> |
| <b>Fund: 400 - Water Fund</b>                                       |               |                     |                      |                     |
| <a href="#">400-111-15</a>                                          | Claim On Cash | 96,239.19           | 157,715.88           | 253,955.07          |
| <b>Total Fund: 400 - Water Fund:</b>                                |               | <b>96,239.19</b>    | <b>157,715.88</b>    | <b>253,955.07</b>   |
| <b>Fund: 401 - Wastewater Fund</b>                                  |               |                     |                      |                     |
| <a href="#">401-111-15</a>                                          | Claim On Cash | 2,295,205.47        | -767,623.65          | 1,527,581.82        |
| <b>Total Fund: 401 - Wastewater Fund:</b>                           |               | <b>2,295,205.47</b> | <b>-767,623.65</b>   | <b>1,527,581.82</b> |
| <b>Fund: 402 - Stormwater Fund</b>                                  |               |                     |                      |                     |
| <a href="#">402-111-15</a>                                          | Claim On Cash | -143,906.73         | -53,158.93           | -197,065.66         |
| <b>Total Fund: 402 - Stormwater Fund:</b>                           |               | <b>-143,906.73</b>  | <b>-53,158.93</b>    | <b>-197,065.66</b>  |
| <b>Fund: 403 - Stormwater Capital Reserve Fund</b>                  |               |                     |                      |                     |
| <a href="#">403-111-15</a>                                          | Claim On Cash | -90,360.72          | 23,423.19            | -66,937.53          |
| <b>Total Fund: 403 - Stormwater Capital Reserve Fund:</b>           |               | <b>-90,360.72</b>   | <b>23,423.19</b>     | <b>-66,937.53</b>   |
| <b>Fund: 410 - Water Capital Reserve Fund</b>                       |               |                     |                      |                     |

| Detail Report                                      |               | Date Range: 12/01/2024 - 12/31/2024 |                |                |
|----------------------------------------------------|---------------|-------------------------------------|----------------|----------------|
| Account                                            | Name          | Beginning Balance                   | Total Activity | Ending Balance |
| <a href="#">410-111-15</a>                         | Claim On Cash | 907,370.57                          | 527,123.34     | 1,434,493.91   |
| Total Fund: 410 - Water Capital Reserve Fund:      |               | 907,370.57                          | 527,123.34     | 1,434,493.91   |
| Fund: 411 - Wastewater Capital Reserve Fund        |               |                                     |                |                |
| <a href="#">411-111-15</a>                         | Claim On Cash | 654,364.95                          | -1,913,821.96  | -1,259,457.01  |
| Total Fund: 411 - Wastewater Capital Reserve Fund: |               | 654,364.95                          | -1,913,821.96  | -1,259,457.01  |
| Fund: 412 - Wastewater Debt Service Fund           |               |                                     |                |                |
| <a href="#">412-111-15</a>                         | Claim On Cash | 933,004.05                          | -80,449.29     | 852,554.76     |
| Total Fund: 412 - Wastewater Debt Service Fund:    |               | 933,004.05                          | -80,449.29     | 852,554.76     |
| Fund: 413 - Water Debt Service Fund                |               |                                     |                |                |
| <a href="#">413-111-15</a>                         | Claim On Cash | -28,779.23                          | 243,326.27     | 214,547.04     |
| Total Fund: 413 - Water Debt Service Fund:         |               | -28,779.23                          | 243,326.27     | 214,547.04     |
| Fund: 425 - Water Revenue Bond Fund                |               |                                     |                |                |
| <a href="#">425-111-15</a>                         | Claim On Cash | 474,609.03                          | -727,469.03    | -252,860.00    |
| Total Fund: 425 - Water Revenue Bond Fund:         |               | 474,609.03                          | -727,469.03    | -252,860.00    |
| Fund: 426 - Water Bond Reserve Fund                |               |                                     |                |                |
| <a href="#">426-111-15</a>                         | Claim On Cash | 53,067.67                           | -157,597.38    | -104,529.71    |
| Total Fund: 426 - Water Bond Reserve Fund:         |               | 53,067.67                           | -157,597.38    | -104,529.71    |
| Fund: 431 - Water System Construction Fund         |               |                                     |                |                |
| <a href="#">431-111-15</a>                         | Claim On Cash | 162,604.79                          | -718,021.29    | -555,416.50    |
| Total Fund: 431 - Water System Construction Fund:  |               | 162,604.79                          | -718,021.29    | -555,416.50    |
| Fund: 440 - Ambulance                              |               |                                     |                |                |
| <a href="#">440-111-15</a>                         | Claim On Cash | 646,325.86                          | -595,475.62    | 50,850.24      |
| Total Fund: 440 - Ambulance:                       |               | 646,325.86                          | -595,475.62    | 50,850.24      |
| Fund: 500 - Equipment Rental & Replacement         |               |                                     |                |                |
| <a href="#">500-111-15</a>                         | Claim On Cash | 81,822.83                           | 90,350.05      | 172,172.88     |
| Total Fund: 500 - Equipment Rental & Replacement:  |               | 81,822.83                           | 90,350.05      | 172,172.88     |
| Fund: 625 - Flexible Benefits Plan Fund            |               |                                     |                |                |
| <a href="#">625-111-15</a>                         | Claim On Cash | 4.56                                | 115.00         | 119.56         |
| <a href="#">625-111-30</a>                         | Cash          | 3,514.99                            | -2,291.98      | 1,223.01       |
| Total Fund: 625 - Flexible Benefits Plan Fund:     |               | 3,519.55                            | -2,176.98      | 1,342.57       |
| Grand Totals:                                      |               | 10,528,518.32                       | -5,016,756.93  | 5,511,761.39   |

## Detail Report

Date Range: 12/01/2024 - 12/31/2024

## Fund Summary

| Fund                                        | Beginning Balance    | Total Activity       | Ending Balance      |
|---------------------------------------------|----------------------|----------------------|---------------------|
| 001 - Current Expense Fund                  | 179,790.39           | 371,754.08           | 551,544.47          |
| 005 - Current Expense Reserve Fund          | 274,884.11           | 43.52                | 274,927.63          |
| 012 - Technology Reserve Fund               | -75,821.85           | -29,147.70           | -104,969.55         |
| 061 - Employee Benefit Reserve Fund         | 40,622.49            | -25,648.71           | 14,973.78           |
| 100 - Street Fund                           | -35,186.52           | 125,526.65           | 90,340.13           |
| 120 - Criminal Justice Fund                 | 20,358.38            | -1,246.00            | 19,112.38           |
| 121 - Forfeited Proceeds Fund               | 1,175.80             | 0.19                 | 1,175.99            |
| 130 - Hotel/Motel Tax                       | 97,740.05            | -15,984.25           | 81,755.80           |
| 201 - ULTGO Bond Fund                       | 66,861.84            | -49,989.41           | 16,872.43           |
| 305 - Capital Improvement Fund (REET)       | -116,830.01          | 17,422.12            | -99,407.89          |
| 306 - Capital Improvement Fund (REET 2)     | -560,253.25          | 21,994.91            | -538,258.34         |
| 311 - Street Improvement Fund               | -118,832.03          | 36,405.57            | -82,426.46          |
| 315 - Facility Maintenance Reserve Fund (   | 142,227.20           | -524.47              | 141,702.73          |
| 320 - Equipment Reserve Fund                | -372,256.12          | 77,330.14            | -294,925.98         |
| 330 - Economic Development Fund             | 46,231.63            | -32,328.27           | 13,903.36           |
| 340 - Economic Development Reserve Fur      | 74.55                | 0.01                 | 74.56               |
| 350 - Tax Benefit District Construction Fur | 42,006.40            | -39,411.05           | 2,595.35            |
| 360 - Tax Increment Financing Constructic   | 4,850,637.98         | -1,499,098.86        | 3,351,539.12        |
| 400 - Water Fund                            | 96,239.19            | 157,715.88           | 253,955.07          |
| 401 - Wastewater Fund                       | 2,295,205.47         | -767,623.65          | 1,527,581.82        |
| 402 - Stormwater Fund                       | -143,906.73          | -53,158.93           | -197,065.66         |
| 403 - Stormwater Capital Reserve Fund       | -90,360.72           | 23,423.19            | -66,937.53          |
| 410 - Water Capital Reserve Fund            | 907,370.57           | 527,123.34           | 1,434,493.91        |
| 411 - Wastewater Capital Reserve Fund       | 654,364.95           | -1,913,821.96        | -1,259,457.01       |
| 412 - Wastewater Debt Service Fund          | 933,004.05           | -80,449.29           | 852,554.76          |
| 413 - Water Debt Service Fund               | -28,779.23           | 243,326.27           | 214,547.04          |
| 425 - Water Revenue Bond Fund               | 474,609.03           | -727,469.03          | -252,860.00         |
| 426 - Water Bond Reserve Fund               | 53,067.67            | -157,597.38          | -104,529.71         |
| 431 - Water System Construction Fund        | 162,604.79           | -718,021.29          | -555,416.50         |
| 440 - Ambulance                             | 646,325.86           | -595,475.62          | 50,850.24           |
| 500 - Equipment Rental & Replacement        | 81,822.83            | 90,350.05            | 172,172.88          |
| 625 - Flexible Benefits Plan Fund           | 3,519.55             | -2,176.98            | 1,342.57            |
| <b>Grand Total:</b>                         | <b>10,528,518.32</b> | <b>-5,016,756.93</b> | <b>5,511,761.39</b> |



City of College Place, WA

# Detail Report

## Account Summary

Date Range: 12/01/2024 - 12/31/2024

| Account                                                     | Name                     | Beginning Balance   | Total Activity   | Ending Balance      |
|-------------------------------------------------------------|--------------------------|---------------------|------------------|---------------------|
| <b>Fund: 001 - Current Expense Fund</b>                     |                          |                     |                  |                     |
| <a href="#">001-111-17</a>                                  | Claim on Investments     | 959,345.69          | 3,027.05         | 962,372.74          |
| <a href="#">001-111-27</a>                                  | CB #2255 Farm Market     | 7,143.35            | 0.48             | 7,143.83            |
| <a href="#">001-111-29</a>                                  | CB #2263 Travel Adv      | 4,060.91            | 697.28           | 4,758.19            |
| <a href="#">001-111-32</a>                                  | CB #2174 Dev Escrow Acct | 8,141.21            | 36,875.55        | 45,016.76           |
| <a href="#">001-111-33</a>                                  | CB #2298 Pub Funds Inc   | 569,541.57          | 294.07           | 569,835.64          |
| <b>Total Fund: 001 - Current Expense Fund:</b>              |                          | <b>1,548,232.73</b> | <b>40,894.43</b> | <b>1,589,127.16</b> |
| <b>Fund: 005 - Current Expense Reserve Fund</b>             |                          |                     |                  |                     |
| <a href="#">005-111-17</a>                                  | Claim On Investments     | 222,231.89          | 701.21           | 222,933.10          |
| <b>Total Fund: 005 - Current Expense Reserve Fund:</b>      |                          | <b>222,231.89</b>   | <b>701.21</b>    | <b>222,933.10</b>   |
| <b>Fund: 012 - Technology Reserve Fund</b>                  |                          |                     |                  |                     |
| <a href="#">012-111-17</a>                                  | Claim On Investments     | 186,614.64          | 588.83           | 187,203.47          |
| <b>Total Fund: 012 - Technology Reserve Fund:</b>           |                          | <b>186,614.64</b>   | <b>588.83</b>    | <b>187,203.47</b>   |
| <b>Fund: 061 - Employee Benefit Reserve Fund</b>            |                          |                     |                  |                     |
| <a href="#">061-111-17</a>                                  | Claim On Investments     | 188,144.86          | 593.66           | 188,738.52          |
| <b>Total Fund: 061 - Employee Benefit Reserve Fund:</b>     |                          | <b>188,144.86</b>   | <b>593.66</b>    | <b>188,738.52</b>   |
| <b>Fund: 100 - Street Fund</b>                              |                          |                     |                  |                     |
| <a href="#">100-111-17</a>                                  | Claim On Investments     | 71,345.35           | 225.12           | 71,570.47           |
| <b>Total Fund: 100 - Street Fund:</b>                       |                          | <b>71,345.35</b>    | <b>225.12</b>    | <b>71,570.47</b>    |
| <b>Fund: 120 - Criminal Justice Fund</b>                    |                          |                     |                  |                     |
| <a href="#">120-111-17</a>                                  | Claim On Investments     | 12,504.93           | 39.47            | 12,544.40           |
| <b>Total Fund: 120 - Criminal Justice Fund:</b>             |                          | <b>12,504.93</b>    | <b>39.47</b>     | <b>12,544.40</b>    |
| <b>Fund: 121 - Forfeited Proceeds Fund</b>                  |                          |                     |                  |                     |
| <a href="#">121-111-17</a>                                  | Claim On Investments     | 953.81              | 3.00             | 956.81              |
| <b>Total Fund: 121 - Forfeited Proceeds Fund:</b>           |                          | <b>953.81</b>       | <b>3.00</b>      | <b>956.81</b>       |
| <b>Fund: 130 - Hotel/Motel Tax</b>                          |                          |                     |                  |                     |
| <a href="#">130-111-17</a>                                  | Claim On Investments     | 33,094.03           | 104.43           | 33,198.46           |
| <b>Total Fund: 130 - Hotel/Motel Tax:</b>                   |                          | <b>33,094.03</b>    | <b>104.43</b>    | <b>33,198.46</b>    |
| <b>Fund: 305 - Capital Improvement Fund (REET)</b>          |                          |                     |                  |                     |
| <a href="#">305-111-17</a>                                  | Claim On Investments     | 261,537.50          | 825.24           | 262,362.74          |
| <b>Total Fund: 305 - Capital Improvement Fund (REET):</b>   |                          | <b>261,537.50</b>   | <b>825.24</b>    | <b>262,362.74</b>   |
| <b>Fund: 306 - Capital Improvement Fund (REET 2)</b>        |                          |                     |                  |                     |
| <a href="#">306-111-17</a>                                  | Claim On Investments     | 589,232.06          | 1,859.23         | 591,091.29          |
| <b>Total Fund: 306 - Capital Improvement Fund (REET 2):</b> |                          | <b>589,232.06</b>   | <b>1,859.23</b>  | <b>591,091.29</b>   |

## Detail Report

Date Range: 12/01/2024 - 12/31/2024

| Account                                                             | Name                 | Beginning Balance   | Total Activity     | Ending Balance      |
|---------------------------------------------------------------------|----------------------|---------------------|--------------------|---------------------|
| <b>Fund: 309 - CDBG Projects Fund</b>                               |                      |                     |                    |                     |
| <a href="#">309-111-17</a>                                          | Claim On Investments | 12.37               | 0.04               | 12.41               |
| <b>Total Fund: 309 - CDBG Projects Fund:</b>                        |                      | <b>12.37</b>        | <b>0.04</b>        | <b>12.41</b>        |
| <b>Fund: 311 - Street Improvement Fund</b>                          |                      |                     |                    |                     |
| <a href="#">311-111-17</a>                                          | Claim On Investments | 125,218.04          | 395.10             | 125,613.14          |
| <b>Total Fund: 311 - Street Improvement Fund:</b>                   |                      | <b>125,218.04</b>   | <b>395.10</b>      | <b>125,613.14</b>   |
| <b>Fund: 315 - Facility Maintenance Reserve Fund (CE)</b>           |                      |                     |                    |                     |
| <a href="#">315-111-17</a>                                          | Claim On Investments | 452,886.75          | 1,429.02           | 454,315.77          |
| <b>Total Fund: 315 - Facility Maintenance Reserve Fund (CE):</b>    |                      | <b>452,886.75</b>   | <b>1,429.02</b>    | <b>454,315.77</b>   |
| <b>Fund: 320 - Equipment Reserve Fund</b>                           |                      |                     |                    |                     |
| <a href="#">320-111-17</a>                                          | Claim On Investments | 403,971.13          | 1,274.66           | 405,245.79          |
| <b>Total Fund: 320 - Equipment Reserve Fund:</b>                    |                      | <b>403,971.13</b>   | <b>1,274.66</b>    | <b>405,245.79</b>   |
| <b>Fund: 330 - Economic Development Fund</b>                        |                      |                     |                    |                     |
| <a href="#">330-111-35</a>                                          | Cash                 | 1,014,857.28        | -899,488.27        | 115,369.01          |
| <b>Total Fund: 330 - Economic Development Fund:</b>                 |                      | <b>1,014,857.28</b> | <b>-899,488.27</b> | <b>115,369.01</b>   |
| <b>Fund: 360 - Tax Increment Financing Construction Fund</b>        |                      |                     |                    |                     |
| <a href="#">360-111-37</a>                                          | Cash In Bank         | 5,017,123.28        | 893.46             | 5,018,016.74        |
| <b>Total Fund: 360 - Tax Increment Financing Construction Fund:</b> |                      | <b>5,017,123.28</b> | <b>893.46</b>      | <b>5,018,016.74</b> |
| <b>Fund: 400 - Water Fund</b>                                       |                      |                     |                    |                     |
| <a href="#">400-111-17</a>                                          | Claim On Investments | 91,569.29           | 289.80             | 91,859.09           |
| <b>Total Fund: 400 - Water Fund:</b>                                |                      | <b>91,569.29</b>    | <b>289.80</b>      | <b>91,859.09</b>    |
| <b>Fund: 401 - Wastewater Fund</b>                                  |                      |                     |                    |                     |
| <a href="#">401-111-17</a>                                          | Claim On Investments | 459,594.25          | 1,450.18           | 461,044.43          |
| <b>Total Fund: 401 - Wastewater Fund:</b>                           |                      | <b>459,594.25</b>   | <b>1,450.18</b>    | <b>461,044.43</b>   |
| <b>Fund: 402 - Stormwater Fund</b>                                  |                      |                     |                    |                     |
| <a href="#">402-111-17</a>                                          | Claim On Investments | 487,044.34          | 1,535.92           | 488,580.26          |
| <b>Total Fund: 402 - Stormwater Fund:</b>                           |                      | <b>487,044.34</b>   | <b>1,535.92</b>    | <b>488,580.26</b>   |
| <b>Fund: 403 - Stormwater Capital Reserve Fund</b>                  |                      |                     |                    |                     |
| <a href="#">403-111-17</a>                                          | Claim On Investments | 107,771.24          | 340.05             | 108,111.29          |
| <b>Total Fund: 403 - Stormwater Capital Reserve Fund:</b>           |                      | <b>107,771.24</b>   | <b>340.05</b>      | <b>108,111.29</b>   |
| <b>Fund: 410 - Water Capital Reserve Fund</b>                       |                      |                     |                    |                     |
| <a href="#">410-111-16</a>                                          | Claim On LGIP        | 610,038.34          | 2,384.30           | 612,422.64          |
| <b>Total Fund: 410 - Water Capital Reserve Fund:</b>                |                      | <b>610,038.34</b>   | <b>2,384.30</b>    | <b>612,422.64</b>   |
| <b>Fund: 411 - Wastewater Capital Reserve Fund</b>                  |                      |                     |                    |                     |
| <a href="#">411-111-17</a>                                          | Claim On Investments | 1,318,140.44        | 4,159.17           | 1,322,299.61        |
| <b>Total Fund: 411 - Wastewater Capital Reserve Fund:</b>           |                      | <b>1,318,140.44</b> | <b>4,159.17</b>    | <b>1,322,299.61</b> |
| <b>Fund: 412 - Wastewater Debt Service Fund</b>                     |                      |                     |                    |                     |
| <a href="#">412-111-16</a>                                          | Claim On LGIP        | 713,546.98          | 2,788.86           | 716,335.84          |
| <b>Total Fund: 412 - Wastewater Debt Service Fund:</b>              |                      | <b>713,546.98</b>   | <b>2,788.86</b>    | <b>716,335.84</b>   |

| Detail Report                                     |                      | Date Range: 12/01/2024 - 12/31/2024 |                |                |
|---------------------------------------------------|----------------------|-------------------------------------|----------------|----------------|
| Account                                           | Name                 | Beginning Balance                   | Total Activity | Ending Balance |
| Fund: 413 - Water Debt Service Fund               |                      |                                     |                |                |
| <a href="#">413-111-16</a>                        | Claim On LGIP        | 966,571.88                          | 3,777.79       | 970,349.67     |
| Total Fund: 413 - Water Debt Service Fund:        |                      | 966,571.88                          | 3,777.79       | 970,349.67     |
| Fund: 425 - Water Revenue Bond Fund               |                      |                                     |                |                |
| <a href="#">425-111-16</a>                        | Claim On LGIP        | 251,875.55                          | 984.45         | 252,860.00     |
| Total Fund: 425 - Water Revenue Bond Fund:        |                      | 251,875.55                          | 984.45         | 252,860.00     |
| Fund: 426 - Water Bond Reserve Fund               |                      |                                     |                |                |
| <a href="#">426-111-16</a>                        | Claim On LGIP        | 104,122.76                          | 406.95         | 104,529.71     |
| Total Fund: 426 - Water Bond Reserve Fund:        |                      | 104,122.76                          | 406.95         | 104,529.71     |
| Fund: 431 - Water System Construction Fund        |                      |                                     |                |                |
| <a href="#">431-111-17</a>                        | Claim On Investments | 553,669.48                          | 1,747.02       | 555,416.50     |
| Total Fund: 431 - Water System Construction Fund: |                      | 553,669.48                          | 1,747.02       | 555,416.50     |
| Fund: 500 - Equipment Rental & Replacement        |                      |                                     |                |                |
| <a href="#">500-111-17</a>                        | Claim On Investments | 61,687.62                           | 194.60         | 61,882.22      |
| Total Fund: 500 - Equipment Rental & Replacement: |                      | 61,687.62                           | 194.60         | 61,882.22      |
| Fund: 625 - Flexible Benefits Plan Fund           |                      |                                     |                |                |
| <a href="#">625-111-30</a>                        | Cash                 | 3,514.99                            | -2,291.98      | 1,223.01       |
| Total Fund: 625 - Flexible Benefits Plan Fund:    |                      | 3,514.99                            | -2,291.98      | 1,223.01       |
| Grand Totals:                                     |                      | 15,857,107.81                       | -831,894.26    | 15,025,213.55  |

## Detail Report

Date Range: 12/01/2024 - 12/31/2024

## Fund Summary

| Fund                                      | Beginning Balance    | Total Activity     | Ending Balance       |
|-------------------------------------------|----------------------|--------------------|----------------------|
| 001 - Current Expense Fund                | 1,548,232.73         | 40,894.43          | 1,589,127.16         |
| 005 - Current Expense Reserve Fund        | 222,231.89           | 701.21             | 222,933.10           |
| 012 - Technology Reserve Fund             | 186,614.64           | 588.83             | 187,203.47           |
| 061 - Employee Benefit Reserve Fund       | 188,144.86           | 593.66             | 188,738.52           |
| 100 - Street Fund                         | 71,345.35            | 225.12             | 71,570.47            |
| 120 - Criminal Justice Fund               | 12,504.93            | 39.47              | 12,544.40            |
| 121 - Forfeited Proceeds Fund             | 953.81               | 3.00               | 956.81               |
| 130 - Hotel/Motel Tax                     | 33,094.03            | 104.43             | 33,198.46            |
| 305 - Capital Improvement Fund (REET)     | 261,537.50           | 825.24             | 262,362.74           |
| 306 - Capital Improvement Fund (REET 2)   | 589,232.06           | 1,859.23           | 591,091.29           |
| 309 - CDBG Projects Fund                  | 12.37                | 0.04               | 12.41                |
| 311 - Street Improvement Fund             | 125,218.04           | 395.10             | 125,613.14           |
| 315 - Facility Maintenance Reserve Fund ( | 452,886.75           | 1,429.02           | 454,315.77           |
| 320 - Equipment Reserve Fund              | 403,971.13           | 1,274.66           | 405,245.79           |
| 330 - Economic Development Fund           | 1,014,857.28         | -899,488.27        | 115,369.01           |
| 360 - Tax Increment Financing Constructic | 5,017,123.28         | 893.46             | 5,018,016.74         |
| 400 - Water Fund                          | 91,569.29            | 289.80             | 91,859.09            |
| 401 - Wastewater Fund                     | 459,594.25           | 1,450.18           | 461,044.43           |
| 402 - Stormwater Fund                     | 487,044.34           | 1,535.92           | 488,580.26           |
| 403 - Stormwater Capital Reserve Fund     | 107,771.24           | 340.05             | 108,111.29           |
| 410 - Water Capital Reserve Fund          | 610,038.34           | 2,384.30           | 612,422.64           |
| 411 - Wastewater Capital Reserve Fund     | 1,318,140.44         | 4,159.17           | 1,322,299.61         |
| 412 - Wastewater Debt Service Fund        | 713,546.98           | 2,788.86           | 716,335.84           |
| 413 - Water Debt Service Fund             | 966,571.88           | 3,777.79           | 970,349.67           |
| 425 - Water Revenue Bond Fund             | 251,875.55           | 984.45             | 252,860.00           |
| 426 - Water Bond Reserve Fund             | 104,122.76           | 406.95             | 104,529.71           |
| 431 - Water System Construction Fund      | 553,669.48           | 1,747.02           | 555,416.50           |
| 500 - Equipment Rental & Replacement      | 61,687.62            | 194.60             | 61,882.22            |
| 625 - Flexible Benefits Plan Fund         | 3,514.99             | -2,291.98          | 1,223.01             |
| <b>Grand Total:</b>                       | <b>15,857,107.81</b> | <b>-831,894.26</b> | <b>15,025,213.55</b> |





City of College Place, WA

# Detail Report Account Summary

Date Range: 12/01/2024 - 12/31/2024

| Account                                                 | Name                     | Beginning Balance   | Total Activity    | Ending Balance      |
|---------------------------------------------------------|--------------------------|---------------------|-------------------|---------------------|
| <b>Fund: 001 - Current Expense Fund</b>                 |                          |                     |                   |                     |
| <a href="#">001-111-15</a>                              | Claim On Cash            | -409,096.65         | 333,886.70        | -75,209.95          |
| <a href="#">001-111-17</a>                              | Claim on Investments     | 959,345.69          | 3,027.05          | 962,372.74          |
| <a href="#">001-111-27</a>                              | CB #2255 Farm Market     | 7,143.35            | 0.48              | 7,143.83            |
| <a href="#">001-111-29</a>                              | CB #2263 Travel Adv      | 4,060.91            | 697.28            | 4,758.19            |
| <a href="#">001-111-32</a>                              | CB #2174 Dev Escrow Acct | 8,141.21            | 36,875.55         | 45,016.76           |
| <a href="#">001-111-33</a>                              | CB #2298 Pub Funds Inc   | 569,541.57          | 294.07            | 569,835.64          |
| <b>Total Fund: 001 - Current Expense Fund:</b>          |                          | <b>1,139,136.08</b> | <b>374,781.13</b> | <b>1,513,917.21</b> |
| <b>Fund: 005 - Current Expense Reserve Fund</b>         |                          |                     |                   |                     |
| <a href="#">005-111-15</a>                              | Claim On Cash            | 274,884.11          | 43.52             | 274,927.63          |
| <a href="#">005-111-17</a>                              | Claim On Investments     | 222,231.89          | 701.21            | 222,933.10          |
| <b>Total Fund: 005 - Current Expense Reserve Fund:</b>  |                          | <b>497,116.00</b>   | <b>744.73</b>     | <b>497,860.73</b>   |
| <b>Fund: 012 - Technology Reserve Fund</b>              |                          |                     |                   |                     |
| <a href="#">012-111-15</a>                              | Claim On Cash            | -75,821.85          | -29,147.70        | -104,969.55         |
| <a href="#">012-111-17</a>                              | Claim On Investments     | 186,614.64          | 588.83            | 187,203.47          |
| <b>Total Fund: 012 - Technology Reserve Fund:</b>       |                          | <b>110,792.79</b>   | <b>-28,558.87</b> | <b>82,233.92</b>    |
| <b>Fund: 061 - Employee Benefit Reserve Fund</b>        |                          |                     |                   |                     |
| <a href="#">061-111-15</a>                              | Claim On Cash            | 40,622.49           | -25,648.71        | 14,973.78           |
| <a href="#">061-111-17</a>                              | Claim On Investments     | 188,144.86          | 593.66            | 188,738.52          |
| <b>Total Fund: 061 - Employee Benefit Reserve Fund:</b> |                          | <b>228,767.35</b>   | <b>-25,055.05</b> | <b>203,712.30</b>   |
| <b>Fund: 100 - Street Fund</b>                          |                          |                     |                   |                     |
| <a href="#">100-111-15</a>                              | Claim On Cash            | -35,186.52          | 125,526.65        | 90,340.13           |
| <a href="#">100-111-17</a>                              | Claim On Investments     | 71,345.35           | 225.12            | 71,570.47           |
| <b>Total Fund: 100 - Street Fund:</b>                   |                          | <b>36,158.83</b>    | <b>125,751.77</b> | <b>161,910.60</b>   |
| <b>Fund: 120 - Criminal Justice Fund</b>                |                          |                     |                   |                     |
| <a href="#">120-111-15</a>                              | Claim On Cash            | 20,358.38           | -1,246.00         | 19,112.38           |
| <a href="#">120-111-17</a>                              | Claim On Investments     | 12,504.93           | 39.47             | 12,544.40           |
| <b>Total Fund: 120 - Criminal Justice Fund:</b>         |                          | <b>32,863.31</b>    | <b>-1,206.53</b>  | <b>31,656.78</b>    |
| <b>Fund: 121 - Forfeited Proceeds Fund</b>              |                          |                     |                   |                     |
| <a href="#">121-111-15</a>                              | Claim On Cash            | 1,175.80            | 0.19              | 1,175.99            |
| <a href="#">121-111-17</a>                              | Claim On Investments     | 953.81              | 3.00              | 956.81              |
| <b>Total Fund: 121 - Forfeited Proceeds Fund:</b>       |                          | <b>2,129.61</b>     | <b>3.19</b>       | <b>2,132.80</b>     |
| <b>Fund: 130 - Hotel/Motel Tax</b>                      |                          |                     |                   |                     |
| <a href="#">130-111-15</a>                              | Claim On Cash            | 97,740.05           | -15,984.25        | 81,755.80           |
| <a href="#">130-111-17</a>                              | Claim On Investments     | 33,094.03           | 104.43            | 33,198.46           |

**Detail Report**

**Date Range: 12/01/2024 - 12/31/2024**

| Account                                                          | Name                 | Beginning Balance | Total Activity    | Ending Balance    |
|------------------------------------------------------------------|----------------------|-------------------|-------------------|-------------------|
| <b>Total Fund: 130 - Hotel/Motel Tax:</b>                        |                      | <b>130,834.08</b> | <b>-15,879.82</b> | <b>114,954.26</b> |
| <b>Fund: 201 - ULTGO Bond Fund</b>                               |                      |                   |                   |                   |
| <a href="#">201-111-15</a>                                       | Claim On Cash        | 66,861.84         | -49,989.41        | 16,872.43         |
| <b>Total Fund: 201 - ULTGO Bond Fund:</b>                        |                      | <b>66,861.84</b>  | <b>-49,989.41</b> | <b>16,872.43</b>  |
| <b>Fund: 305 - Capital Improvement Fund (REET)</b>               |                      |                   |                   |                   |
| <a href="#">305-111-15</a>                                       | Claim On Cash        | -116,830.01       | 17,422.12         | -99,407.89        |
| <a href="#">305-111-17</a>                                       | Claim On Investments | 261,537.50        | 825.24            | 262,362.74        |
| <b>Total Fund: 305 - Capital Improvement Fund (REET):</b>        |                      | <b>144,707.49</b> | <b>18,247.36</b>  | <b>162,954.85</b> |
| <b>Fund: 306 - Capital Improvement Fund (REET 2)</b>             |                      |                   |                   |                   |
| <a href="#">306-111-15</a>                                       | Claim On Cash        | -560,253.25       | 21,994.91         | -538,258.34       |
| <a href="#">306-111-17</a>                                       | Claim On Investments | 589,232.06        | 1,859.23          | 591,091.29        |
| <b>Total Fund: 306 - Capital Improvement Fund (REET 2):</b>      |                      | <b>28,978.81</b>  | <b>23,854.14</b>  | <b>52,832.95</b>  |
| <b>Fund: 309 - CDBG Projects Fund</b>                            |                      |                   |                   |                   |
| <a href="#">309-111-17</a>                                       | Claim On Investments | 12.37             | 0.04              | 12.41             |
| <b>Total Fund: 309 - CDBG Projects Fund:</b>                     |                      | <b>12.37</b>      | <b>0.04</b>       | <b>12.41</b>      |
| <b>Fund: 311 - Street Improvement Fund</b>                       |                      |                   |                   |                   |
| <a href="#">311-111-15</a>                                       | Claim On Cash        | -118,832.03       | 36,405.57         | -82,426.46        |
| <a href="#">311-111-17</a>                                       | Claim On Investments | 125,218.04        | 395.10            | 125,613.14        |
| <b>Total Fund: 311 - Street Improvement Fund:</b>                |                      | <b>6,386.01</b>   | <b>36,800.67</b>  | <b>43,186.68</b>  |
| <b>Fund: 315 - Facility Maintenance Reserve Fund (CE)</b>        |                      |                   |                   |                   |
| <a href="#">315-111-15</a>                                       | Claim On Cash        | 142,227.20        | -524.47           | 141,702.73        |
| <a href="#">315-111-17</a>                                       | Claim On Investments | 452,886.75        | 1,429.02          | 454,315.77        |
| <b>Total Fund: 315 - Facility Maintenance Reserve Fund (CE):</b> |                      | <b>595,113.95</b> | <b>904.55</b>     | <b>596,018.50</b> |
| <b>Fund: 320 - Equipment Reserve Fund</b>                        |                      |                   |                   |                   |
| <a href="#">320-111-15</a>                                       | Claim On Cash        | -372,256.12       | 77,330.14         | -294,925.98       |
| <a href="#">320-111-17</a>                                       | Claim On Investments | 403,971.13        | 1,274.66          | 405,245.79        |
| <b>Total Fund: 320 - Equipment Reserve Fund:</b>                 |                      | <b>31,715.01</b>  | <b>78,604.80</b>  | <b>110,319.81</b> |
| <b>Fund: 330 - Economic Development Fund</b>                     |                      |                   |                   |                   |
| <a href="#">330-111-15</a>                                       | Claim On Cash        | -968,625.65       | 867,160.00        | -101,465.65       |
| <a href="#">330-111-35</a>                                       | Cash                 | 1,014,857.28      | -899,488.27       | 115,369.01        |
| <b>Total Fund: 330 - Economic Development Fund:</b>              |                      | <b>46,231.63</b>  | <b>-32,328.27</b> | <b>13,903.36</b>  |
| <b>Fund: 340 - Economic Development Reserve Fund</b>             |                      |                   |                   |                   |
| <a href="#">340-111-15</a>                                       | Claim On Cash        | 74.55             | 0.01              | 74.56             |
| <b>Total Fund: 340 - Economic Development Reserve Fund:</b>      |                      | <b>74.55</b>      | <b>0.01</b>       | <b>74.56</b>      |
| <b>Fund: 350 - Tax Benefit District Construction Fund</b>        |                      |                   |                   |                   |
| <a href="#">350-111-15</a>                                       | Claim on Cash        | 42,006.40         | -39,411.05        | 2,595.35          |
| <b>Total Fund: 350 - Tax Benefit District Construction Fund:</b> |                      | <b>42,006.40</b>  | <b>-39,411.05</b> | <b>2,595.35</b>   |
| <b>Fund: 360 - Tax Increment Financing Construction Fund</b>     |                      |                   |                   |                   |
| <a href="#">360-111-15</a>                                       | Claim on Cash        | -166,485.30       | -1,499,992.32     | -1,666,477.62     |
| <a href="#">360-111-37</a>                                       | Cash In Bank         | 5,017,123.28      | 893.46            | 5,018,016.74      |

**Detail Report**

**Date Range: 12/01/2024 - 12/31/2024**

| Account                                                             | Name                 | Beginning Balance   | Total Activity       | Ending Balance      |
|---------------------------------------------------------------------|----------------------|---------------------|----------------------|---------------------|
| <b>Total Fund: 360 - Tax Increment Financing Construction Fund:</b> |                      | <b>4,850,637.98</b> | <b>-1,499,098.86</b> | <b>3,351,539.12</b> |
| <b>Fund: 400 - Water Fund</b>                                       |                      |                     |                      |                     |
| <a href="#">400-111-15</a>                                          | Claim On Cash        | 96,239.19           | 157,715.88           | 253,955.07          |
| <a href="#">400-111-17</a>                                          | Claim On Investments | 91,569.29           | 289.80               | 91,859.09           |
| <b>Total Fund: 400 - Water Fund:</b>                                |                      | <b>187,808.48</b>   | <b>158,005.68</b>    | <b>345,814.16</b>   |
| <b>Fund: 401 - Wastewater Fund</b>                                  |                      |                     |                      |                     |
| <a href="#">401-111-15</a>                                          | Claim On Cash        | 2,295,205.47        | -767,623.65          | 1,527,581.82        |
| <a href="#">401-111-17</a>                                          | Claim On Investments | 459,594.25          | 1,450.18             | 461,044.43          |
| <b>Total Fund: 401 - Wastewater Fund:</b>                           |                      | <b>2,754,799.72</b> | <b>-766,173.47</b>   | <b>1,988,626.25</b> |
| <b>Fund: 402 - Stormwater Fund</b>                                  |                      |                     |                      |                     |
| <a href="#">402-111-15</a>                                          | Claim On Cash        | -143,906.73         | -53,158.93           | -197,065.66         |
| <a href="#">402-111-17</a>                                          | Claim On Investments | 487,044.34          | 1,535.92             | 488,580.26          |
| <b>Total Fund: 402 - Stormwater Fund:</b>                           |                      | <b>343,137.61</b>   | <b>-51,623.01</b>    | <b>291,514.60</b>   |
| <b>Fund: 403 - Stormwater Capital Reserve Fund</b>                  |                      |                     |                      |                     |
| <a href="#">403-111-15</a>                                          | Claim On Cash        | -90,360.72          | 23,423.19            | -66,937.53          |
| <a href="#">403-111-17</a>                                          | Claim On Investments | 107,771.24          | 340.05               | 108,111.29          |
| <b>Total Fund: 403 - Stormwater Capital Reserve Fund:</b>           |                      | <b>17,410.52</b>    | <b>23,763.24</b>     | <b>41,173.76</b>    |
| <b>Fund: 410 - Water Capital Reserve Fund</b>                       |                      |                     |                      |                     |
| <a href="#">410-111-15</a>                                          | Claim On Cash        | 907,370.57          | 527,123.34           | 1,434,493.91        |
| <a href="#">410-111-16</a>                                          | Claim On LGIP        | 610,038.34          | 2,384.30             | 612,422.64          |
| <b>Total Fund: 410 - Water Capital Reserve Fund:</b>                |                      | <b>1,517,408.91</b> | <b>529,507.64</b>    | <b>2,046,916.55</b> |
| <b>Fund: 411 - Wastewater Capital Reserve Fund</b>                  |                      |                     |                      |                     |
| <a href="#">411-111-15</a>                                          | Claim On Cash        | 654,364.95          | -1,913,821.96        | -1,259,457.01       |
| <a href="#">411-111-17</a>                                          | Claim On Investments | 1,318,140.44        | 4,159.17             | 1,322,299.61        |
| <b>Total Fund: 411 - Wastewater Capital Reserve Fund:</b>           |                      | <b>1,972,505.39</b> | <b>-1,909,662.79</b> | <b>62,842.60</b>    |
| <b>Fund: 412 - Wastewater Debt Service Fund</b>                     |                      |                     |                      |                     |
| <a href="#">412-111-15</a>                                          | Claim On Cash        | 933,004.05          | -80,449.29           | 852,554.76          |
| <a href="#">412-111-16</a>                                          | Claim On LGIP        | 713,546.98          | 2,788.86             | 716,335.84          |
| <b>Total Fund: 412 - Wastewater Debt Service Fund:</b>              |                      | <b>1,646,551.03</b> | <b>-77,660.43</b>    | <b>1,568,890.60</b> |
| <b>Fund: 413 - Water Debt Service Fund</b>                          |                      |                     |                      |                     |
| <a href="#">413-111-15</a>                                          | Claim On Cash        | -28,779.23          | 243,326.27           | 214,547.04          |
| <a href="#">413-111-16</a>                                          | Claim On LGIP        | 966,571.88          | 3,777.79             | 970,349.67          |
| <b>Total Fund: 413 - Water Debt Service Fund:</b>                   |                      | <b>937,792.65</b>   | <b>247,104.06</b>    | <b>1,184,896.71</b> |
| <b>Fund: 425 - Water Revenue Bond Fund</b>                          |                      |                     |                      |                     |
| <a href="#">425-111-15</a>                                          | Claim On Cash        | 474,609.03          | -727,469.03          | -252,860.00         |
| <a href="#">425-111-16</a>                                          | Claim On LGIP        | 251,875.55          | 984.45               | 252,860.00          |
| <b>Total Fund: 425 - Water Revenue Bond Fund:</b>                   |                      | <b>726,484.58</b>   | <b>-726,484.58</b>   | <b>0.00</b>         |
| <b>Fund: 426 - Water Bond Reserve Fund</b>                          |                      |                     |                      |                     |
| <a href="#">426-111-15</a>                                          | Claim On Cash        | 53,067.67           | -157,597.38          | -104,529.71         |
| <a href="#">426-111-16</a>                                          | Claim On LGIP        | 104,122.76          | 406.95               | 104,529.71          |

Detail Report

Date Range: 12/01/2024 - 12/31/2024

| Account                                           | Name                 | Beginning Balance | Total Activity | Ending Balance |
|---------------------------------------------------|----------------------|-------------------|----------------|----------------|
| Total Fund: 426 - Water Bond Reserve Fund:        |                      | 157,190.43        | -157,190.43    | 0.00           |
| Fund: 431 - Water System Construction Fund        |                      |                   |                |                |
| <a href="#">431-111-15</a>                        | Claim On Cash        | 162,604.79        | -718,021.29    | -555,416.50    |
| <a href="#">431-111-17</a>                        | Claim On Investments | 553,669.48        | 1,747.02       | 555,416.50     |
| Total Fund: 431 - Water System Construction Fund: |                      | 716,274.27        | -716,274.27    | 0.00           |
| Fund: 440 - Ambulance                             |                      |                   |                |                |
| <a href="#">440-111-15</a>                        | Claim On Cash        | 646,325.86        | -595,475.62    | 50,850.24      |
| Total Fund: 440 - Ambulance:                      |                      | 646,325.86        | -595,475.62    | 50,850.24      |
| Fund: 500 - Equipment Rental & Replacement        |                      |                   |                |                |
| <a href="#">500-111-15</a>                        | Claim On Cash        | 81,822.83         | 90,350.05      | 172,172.88     |
| <a href="#">500-111-17</a>                        | Claim On Investments | 61,687.62         | 194.60         | 61,882.22      |
| Total Fund: 500 - Equipment Rental & Replacement: |                      | 143,510.45        | 90,544.65      | 234,055.10     |
| Fund: 625 - Flexible Benefits Plan Fund           |                      |                   |                |                |
| <a href="#">625-111-15</a>                        | Claim On Cash        | 4.56              | 115.00         | 119.56         |
| <a href="#">625-111-30</a>                        | Cash                 | 3,514.99          | -2,291.98      | 1,223.01       |
| Total Fund: 625 - Flexible Benefits Plan Fund:    |                      | 3,519.55          | -2,176.98      | 1,342.57       |
| Grand Totals:                                     |                      | 19,761,243.54     | -4,985,631.78  | 14,775,611.76  |

## Detail Report

Date Range: 12/01/2024 - 12/31/2024

## Fund Summary

| Fund                                        | Beginning Balance    | Total Activity       | Ending Balance       |
|---------------------------------------------|----------------------|----------------------|----------------------|
| 001 - Current Expense Fund                  | 1,139,136.08         | 374,781.13           | 1,513,917.21         |
| 005 - Current Expense Reserve Fund          | 497,116.00           | 744.73               | 497,860.73           |
| 012 - Technology Reserve Fund               | 110,792.79           | -28,558.87           | 82,233.92            |
| 061 - Employee Benefit Reserve Fund         | 228,767.35           | -25,055.05           | 203,712.30           |
| 100 - Street Fund                           | 36,158.83            | 125,751.77           | 161,910.60           |
| 120 - Criminal Justice Fund                 | 32,863.31            | -1,206.53            | 31,656.78            |
| 121 - Forfeited Proceeds Fund               | 2,129.61             | 3.19                 | 2,132.80             |
| 130 - Hotel/Motel Tax                       | 130,834.08           | -15,879.82           | 114,954.26           |
| 201 - ULTGO Bond Fund                       | 66,861.84            | -49,989.41           | 16,872.43            |
| 305 - Capital Improvement Fund (REET)       | 144,707.49           | 18,247.36            | 162,954.85           |
| 306 - Capital Improvement Fund (REET 2)     | 28,978.81            | 23,854.14            | 52,832.95            |
| 309 - CDBG Projects Fund                    | 12.37                | 0.04                 | 12.41                |
| 311 - Street Improvement Fund               | 6,386.01             | 36,800.67            | 43,186.68            |
| 315 - Facility Maintenance Reserve Fund (   | 595,113.95           | 904.55               | 596,018.50           |
| 320 - Equipment Reserve Fund                | 31,715.01            | 78,604.80            | 110,319.81           |
| 330 - Economic Development Fund             | 46,231.63            | -32,328.27           | 13,903.36            |
| 340 - Economic Development Reserve Fur      | 74.55                | 0.01                 | 74.56                |
| 350 - Tax Benefit District Construction Fur | 42,006.40            | -39,411.05           | 2,595.35             |
| 360 - Tax Increment Financing Constructic   | 4,850,637.98         | -1,499,098.86        | 3,351,539.12         |
| 400 - Water Fund                            | 187,808.48           | 158,005.68           | 345,814.16           |
| 401 - Wastewater Fund                       | 2,754,799.72         | -766,173.47          | 1,988,626.25         |
| 402 - Stormwater Fund                       | 343,137.61           | -51,623.01           | 291,514.60           |
| 403 - Stormwater Capital Reserve Fund       | 17,410.52            | 23,763.24            | 41,173.76            |
| 410 - Water Capital Reserve Fund            | 1,517,408.91         | 529,507.64           | 2,046,916.55         |
| 411 - Wastewater Capital Reserve Fund       | 1,972,505.39         | -1,909,662.79        | 62,842.60            |
| 412 - Wastewater Debt Service Fund          | 1,646,551.03         | -77,660.43           | 1,568,890.60         |
| 413 - Water Debt Service Fund               | 937,792.65           | 247,104.06           | 1,184,896.71         |
| 425 - Water Revenue Bond Fund               | 726,484.58           | -726,484.58          | 0.00                 |
| 426 - Water Bond Reserve Fund               | 157,190.43           | -157,190.43          | 0.00                 |
| 431 - Water System Construction Fund        | 716,274.27           | -716,274.27          | 0.00                 |
| 440 - Ambulance                             | 646,325.86           | -595,475.62          | 50,850.24            |
| 500 - Equipment Rental & Replacement        | 143,510.45           | 90,544.65            | 234,055.10           |
| 625 - Flexible Benefits Plan Fund           | 3,519.55             | -2,176.98            | 1,342.57             |
| <b>Grand Total:</b>                         | <b>19,761,243.54</b> | <b>-4,985,631.78</b> | <b>14,775,611.76</b> |

## 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          | \$ 1,121,771        | \$ 815,424          | \$ 735,620          | \$ 550,137          | \$ 762,338          | \$ 522,935          | 1,195,296           | \$ 1,254,481        | \$8,674,332          |
| 5      | Current Expense Fund Reserve              | 611                 | (775)              | 1,786              | (649)               | 1,948               | 2,230               | 2,317               | 2,776               | 2,893               | (2,717)             | 642                 | 747                 | 11,809               |
| 12     | Technology Reserve Fund                   | 64,170              | 99,348             | 64,694             | 99,068              | 50,893              | 21,429              | 1,501               | 1,646               | 101,670             | (2,339)             | 631                 | 579                 | 503,290              |
| 61     | Employee Benefit Reserve Fund             | 409                 | (656)              | 13,832             | (689)               | 1,355               | 14,174              | 1,742               | 2,084               | 2,174               | (2,330)             | 602                 | 602                 | 33,299               |
| 100    | Street Fund                               | 13,540              | 13,591             | 193,716            | 1,870               | 73,710              | 134,666             | 22,486              | 181,459             | 38,821              | 15,679              | 238,808             | 273,872             | 1,202,218            |
| 120    | Criminal Justice Fund                     | 4,190               | (44)               | 104                | (33)                | 4,244               | 132                 | 135                 | 4,572               | 171                 | 4,263               | 34                  | 43                  | 17,811               |
| 121    | Forfeited Proceeds Fund                   | 3                   | (3)                | 8                  | (3)                 | 8                   | 10                  | 10                  | 12                  | 12                  | (12)                | 3                   | 3                   | 51                   |
| 130    | Hotel/Motel Tax                           | 2,517               | 1,716              | 2,845              | (54)                | 3,746               | 6,173               | 4,801               | 5,828               | 12,687              | 4,370               | 5,206               | 4,446               | 54,281               |
| 201    | ULTGO Bond Fund                           | 27                  | 0                  | 33                 | 29                  | 79,833              | 24                  | 34                  | 35                  | 33                  | 489,053             | (22)                | (49,989)            | 519,089              |
| 235    | Commercial Drive Bond Debt Service Fund   | -                   | -                  | -                  | -                   | -                   | 0                   | 0                   | -                   | -                   | -                   | -                   | -                   | -                    |
| 240    | Local Improvement District Fund           | -                   | -                  | -                  | -                   | -                   | 0                   | 220,995             | -                   | -                   | -                   | -                   | -                   | -                    |
| 301    | Street Capital Contribution Fund          | 0                   | 0                  | 40,001             | 1                   | 1                   | 1                   | 1                   | 1                   | 1                   | -                   | -                   | -                   | 40,010               |
| 305    | Capital Improvement Fund (REET)           | 18,578              | 27,676             | 8,721              | 10,366              | 16,549              | 21,784              | 14,019              | (23,238)            | 13,011              | 31,296              | 8,966               | 24,577              | 172,305              |
| 306    | Capital Improvement Fund (REET 2)         | 1,536               | (2,056)            | 119,234            | (1,823)             | 4,040               | 5,095               | 16,324              | 76,194              | 290,756             | 277,140             | 752,954             | 1,718,388           | 3,257,782            |
| 309    | CDBG Projects Fund                        | 0                   | (0)                | 0                  | 1,000               | 10,000              | 0                   | 395,576             | 0                   | 0                   | (0)                 | 32,858              | 0                   | 439,434              |
| 311    | Street Improvement Fund                   | 31                  | 29,886             | 90,075             | 129,274             | 696                 | 935                 | 408,612             | 1,168,299           | 257,435             | 78,457              | 470,059             | 550,378             | 3,184,138            |
| 315    | Facility Maintenance Reserve Fund (CE)    | 711                 | (1,401)            | 53,045             | (1,592)             | 3,286               | 54,049              | 4,300               | 5,131               | 5,337               | (5,597)             | 1,445               | 1,456               | 120,171              |
| 320    | Equipment Reserve Fund                    | 251                 | 99,270             | 240,687            | (2,020)             | 226,636             | 292,687             | 3,655               | 4,210               | 3,717               | 44,900              | 158,988             | 101,220             | 1,174,200            |
| 330    | Economic Development Fund                 | 17                  | 16                 | 41,158             | 131,647             | 1,703               | 1,650               | 1,707               | 1,708               | 1,051               | 521                 | 625                 | 400,530             | 582,333              |
| 340    | Economic Development Reserve Fund         | 0                   | -                  | 0                  | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | (0)                 | 0                   | 1                    |
| 360    | Tax Increment Financing Construction Fund | -                   | -                  | -                  | -                   | -                   | -                   | -                   | -                   | -                   | -                   | 27,654              | 901                 | -                    |
| 400    | Water Fund                                | 118,128             | 136,127            | 134,452            | 137,344             | 141,405             | 172,445             | 206,920             | 248,953             | 255,627             | 224,503             | 188,056             | 370,809             | 2,334,769            |
| 401    | Wastewater Fund                           | 236,233             | 262,755            | 271,230            | 248,002             | 256,317             | 328,400             | 272,485             | 279,200             | 275,560             | 251,130             | 263,198             | 258,290             | 3,202,800            |
| 402    | Stormwater Fund                           | 56,523              | 51,216             | 62,871             | 54,351              | 58,263              | 59,768              | 59,572              | 62,642              | 177,455             | 48,045              | 56,271              | 60,340              | 807,317              |
| 403    | Stormwater Capital Reserve Fund           | 369                 | (376)              | 8,832              | (247)               | 379,583             | 827                 | 743                 | 13,743              | 987                 | (1,357)             | 50,385              | 60,327              | 513,816              |
| 410    | Water Capital Reserve Fund                | 4,043               | 3,275              | 524,249            | 23,191              | 5,184               | 304,540             | 929,210             | 35,549              | 6,071               | 149,499             | 2,314               | 798,132             | 2,785,258            |
| 411    | Wastewater Capital Reserve Fund           | 3,327               | 100,070            | 224,721            | 3,765               | 446,221             | 429,940             | 431,599             | 153,220             | 91,044              | 194,715             | 4,092               | 818,621             | 2,901,332            |
| 412    | Wastewater Debt Service Fund              | 52,665              | 51,638             | 55,003             | 52,880              | 54,157              | 53,466              | 54,883              | 53,910              | 53,812              | 52,588              | 52,685              | 51,975              | 639,660              |
| 413    | Water Capital Improvement Reserve Fund    | 89,917              | 88,804             | 181,194            | 89,679              | 90,559              | 177,655             | 92,549              | 91,126              | 179,078             | 90,419              | 92,033              | 247,108             | 1,510,121            |
| 425    | Water & Sewer Revenue Bond Fund           | 1,321               | 1,038              | 1,382              | 1,321               | 1,498               | 1,364               | 1,412               | 1,422               | 333,439             | 1,134               | 819                 | 1,061               | 347,212              |
| 426    | 2007 Water/Sewer Bond Reserve Fund        | 537                 | 429                | 560                | 536                 | 604                 | 553                 | 572                 | 576                 | 542                 | 443                 | 386                 | 416                 | 6,155                |
| 431    | Water System Construction Fund            | 1,132               | (1,932)            | 3,961              | (2,202)             | 3,937               | 4,892               | 4,923               | 6,045               | 6,389               | (6,863)             | 1,771               | 1,779               | 23,831               |
| 440    | Ambulance Fund                            | 71,419              | 90,878             | 70,448             | 129,245             | 274,063             | 124,320             | 92,899              | 48,119              | 102,898             | 174,095             | 238,070             | 90,373              | 1,506,827            |
| 500    | Equipment Rental & Replacement            | 427                 | 4,935              | 214,398            | 112                 | 469                 | 151,311             | 955                 | 10,785              | 152,386             | (737)               | 162                 | 167,934             | 703,137              |
| 625    | Flexible Benefits Plan Fund               | 0                   | 3,558              | 1,873              | 1                   | 1,873               | 1,873               | 1,873               | 0                   | 0                   | 0                   | 0                   | 0                   | 11,053               |
|        |                                           | <u>\$ 1,125,700</u> | <u>\$1,464,582</u> | <u>\$3,171,801</u> | <u>\$ 1,485,347</u> | <u>\$ 3,314,553</u> | <u>\$ 3,181,820</u> | <u>\$ 3,984,430</u> | <u>\$ 2,986,146</u> | <u>\$ 3,127,393</u> | <u>\$ 2,633,232</u> | <u>\$ 3,844,990</u> | <u>\$ 7,209,398</u> | <u>\$ 37,279,842</u> |

CASH FLOW REPORT

City of College Place  
YTD 2024

|              |                                           |               |              |              |              |              |              |              |              |                |              |              |                |                |
|--------------|-------------------------------------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|--------------|--------------|----------------|----------------|
| s totaling   |                                           | \$ 20,105,269 |              |              |              |              |              |              |              |                |              |              |                |                |
| EXPENDITURES |                                           |               |              |              |              |              |              |              |              |                |              |              |                |                |
| Fund #       | Fund Name                                 | January       | February     | March        | April        | May          | June         | July         | August       | September      | October      | November     | December       | YTD            |
| 001          | Current Expense Fund                      | \$ 792,761    | \$ 635,417   | \$ 1,075,035 | \$ 570,778   | \$ 882,078   | \$ 958,235   | \$ 921,732   | \$ 598,093   | \$ 615,601     | \$ 1,017,465 | \$ 579,742   | \$ 883,229     | \$ 9,530,166   |
| 5            | Current Expense Reserve Fund              | 2             | 4            | 2            | 2            | 31           | 15           | 2            | 19           | 20             | 2            | 4            | 2              | 106            |
| 12           | Technology Reserve Fund                   | 66,536        | 69,622       | 93,429       | 106,817      | 43,972       | 17,439       | 116,684      | 58,296       | 13,700         | (38,486)     | 28,114       | 29,138         | 605,261        |
| 61           | Employee Benefit Reserve Fund             | 1,017         | 1,098        | 21,149       | 15,262       | 13,110       | 13,582       | 20,485       | 13,584       | 19,150         | 12,937       | 13,658       | 25,657         | 170,690        |
| 100          | Street Fund                               | 70,348        | 39,615       | 185,732      | 55,922       | 57,497       | 153,671      | 63,767       | 53,724       | 71,865         | 86,933       | 235,041      | 146,304        | 1,220,420      |
| 120          | Criminal Justice Fund                     | 1,189         | 19,385       | 1,262        | 1,256        | 1,264        | 1,264        | 1,259        | 1,261        | 1,239          | 1,250        | 1,245        | 1,249          | 33,124         |
| 121          | Forfeited Proceeds Fund                   | 0             | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0              | 0            | 0            | 0              | 0              |
| 130          | Hotel/Motel Tax                           | 0             | 1,531        | 0            | 0            | 7            | 3,804        | 4,735        | 1,246        | 5              | 0            | 1            | 20,326         | 31,656         |
| 201          | ULTGO Bond Fund                           | 27            | 350          | -            | -            | 79,572       | 27           | -            | 1            | 1              | 439,526      | 48           | -              | 519,551        |
| 235          | Commercial Drive Bond Debt Service Fund   | -             | -            | -            | -            | -            | -            | -            | -            | -              | -            | -            | -              | -              |
| 240          | Local Improvement District Fund           | -             | -            | -            | -            | -            | 220,995      | -            | -            | -              | -            | -            | -              | 220,995        |
| 301          | Street Capital Contribution Fund          | -             | -            | 40,000       | -            | -            | -            | -            | -            | -              | -            | -            | -              | 40,000         |
| 305          | Capital Improvement Fund (REET)           | 3             | 4            | 3            | 3            | 44           | 23           | 600,003      | (3)          | (8)            | 3            | 4            | 6,330          | 606,409        |
| 306          | Capital Improvement Fund (REET 2)         | 6             | 100,781      | 21,310       | 57,864       | 304,029      | 20,328       | 791,052      | 78,855       | 357,906        | 252,105      | 763,331      | 1,694,534      | 4,442,101      |
| 309          | CDBG Projects Fund                        | -             | -            | -            | 1,782        | 8,112        | 655          | 395,576      | -            | -              | 2            | 32,858       | -              | 438,985        |
| 311          | Street Improvement Fund                   | 23,196        | 1,897        | 64,487       | 67,851       | 11,557       | 89,124       | 26,900       | 831,777      | 786,088        | 286,516      | 469,353      | 513,577        | 3,172,322      |
| 315          | Facility Maintenance Reserve Fund (CE)    | 4             | 7,775        | 59,818       | 11,637       | 86,674       | 7,152        | 46,828       | 34,385       | 37,225         | 83,135       | 690          | 552            | 375,873        |
| 320          | Equipment Reserve Fund                    | 7,177         | 104,672      | 87,083       | 192,386      | 27,549       | 82,153       | 131,527      | 401,413      | 72,731         | 14,110       | 173,470      | 22,615         | 1,316,887      |
| 330          | Economic Development Fund                 | -             | 30,000       | 60,012       | 130,608      | (584)        | 7,512        | 5,868        | 29,908       | 7,108          | 18,518       | 18           | 432,858        | 721,826        |
| 340          | Economic Development Reserve Fund         | -             | -            | -            | -            | -            | -            | -            | -            | -              | 0            | (0)          | 0              | -              |
| 360          | Tax Increment Financing Construction Fund | -             | -            | -            | -            | -            | -            | -            | -            | -              | -            | 86,380       | 1,500,000      | -              |
| 400          | Water Fund                                | 167,444       | 105,720      | 160,159      | 148,829      | 120,396      | 266,242      | 179,331      | 195,820      | 194,312        | 168,959      | 226,813      | 212,784        | 2,146,810      |
| 401          | Wastewater Fund                           | 264,220       | 146,682      | 227,466      | 312,699      | 115,387      | 252,884      | 178,868      | 176,982      | 256,749        | 191,233      | 197,532      | 1,024,463      | 3,345,165      |
| 402          | Stormwater Fund                           | 67,131        | 41,055       | 62,316       | 49,167       | 423,880      | 40,239       | 37,631       | 35,165       | 75,545         | 48,377       | 156,339      | 111,963        | 1,148,807      |
| 403          | Stormwater Capital Reserve Fund           | 1             | 7,851        | 8,076        | 10,593       | 539,004      | 62,539       | 9,686        | 28,991       | (4,879)        | 7,447        | 50,218       | 36,564         | 756,090        |
| 410          | Water Capital Reserve Fund                | 3             | 23,057       | 107,532      | 221,018      | 272,267      | 130,877      | 245,303      | 25,367       | 486,036        | 6,332        | 394,330      | 268,625        | 2,180,745      |
| 411          | Wastewater Capital Reserve Fund           | 77,873        | 63,724       | 156,073      | (18,030)     | 397,253      | 62,189       | 469,309      | 868,857      | 428,701        | 129,740      | 111,357      | 2,728,284      | 5,475,330      |
| 412          | Wastewater Debt Service Fund              | 88,521        | 3            | 4            | 80,764       | 12,647       | 80,794       | 3            | 43           | 53             | 3            | 3            | 3              | 262,843        |
| 413          | Water Capital Improvement Reserve Fund    | 5             | 4            | 5            | 5            | 517,967      | 11           | 4            | 23           | 815,665        | 5            | 4            | 4              | 1,333,702      |
| 425          | Water & Sewer Revenue Bond Fund           | 1             | 1            | 1            | 1            | 16           | 7            | 1            | 9            | 10             | 1            | 1            | 727,545        | 727,596        |
| 426          | 2007 Water/Sewer Bond Reserve Fund        | 1             | 0            | 1            | 0            | 6            | 3            | 0            | 3            | 4              | 1            | 0            | 157,606        | 157,625        |
| 431          | Water System Construction Fund            | 6             | 9            | 87,506       | 6            | 41           | 87,521       | 6            | 23           | 87,522         | 6            | 9            | 718,053        | 980,708        |
| 440          | Ambulance Fund                            | 69,208        | 92,350       | 86,217       | 71,019       | 76,147       | 373,908      | 314,047      | 88,720       | 94,769         | 97,066       | 73,893       | 686,973        | 2,124,317      |
| 500          | Equipment Rental & Replacement            | 112,025       | 44,719.26    | 57,260       | 52,876       | 59,156       | 38,399       | 57,877       | 40,792       | 52,761         | 47,275       | 43,243       | 76,766         | 683,148        |
| 625          | Flexible Benefits Plan Fund               | 3,012         | 1,607        | 1,312        | 1,613        | 1,255        | 3,236        | 3,764        | 431          | 883            | 64           | 650          | 2,177          | 20,004         |
|              |                                           | \$ 1,811,716  | \$ 1,538,936 | \$ 2,663,250 | \$ 2,142,730 | \$ 4,050,335 | \$ 2,974,825 | \$ 4,622,250 | \$ 3,563,785 | \$ 4,470,762   | \$ 2,870,526 | \$ 3,638,346 | \$ 12,028,181  | \$ 46,375,642  |
| GAIN/(LOSS)  |                                           | \$ (686,016)  | \$ (74,354)  | \$ 508,552   | \$ (657,384) | \$ (735,782) | \$ 206,995   | \$ (637,820) | \$ (577,639) | \$ (1,343,370) | \$ (237,294) | \$ 206,644   | \$ (4,818,782) | \$ (9,095,800) |

# CASH FLOW REPORT

City of College Place  
YTD 2024

## NET

| Fund # | Fund Name                               | January             | February           | March             | April               | May                 | June              | July                | August              | September             | October             | November          | December              | YTD                   |
|--------|-----------------------------------------|---------------------|--------------------|-------------------|---------------------|---------------------|-------------------|---------------------|---------------------|-----------------------|---------------------|-------------------|-----------------------|-----------------------|
| 001    | Current Expense Fund                    | (\$409,691)         | \$ (229,819)       | \$ (528,348)      | \$ (189,803)        | \$ 239,693          | \$ (142,811)      | \$ (186,113)        | \$ (47,956)         | \$ 146,737            | \$ (494,531)        | \$ 615,554        | \$ 371,252            | \$ (855,834)          |
| 5      | Current Expense Fund Reserve            | 608                 | (779)              | 1,783             | (651)               | 1,917               | 2,215             | 2,314               | 2,757               | 2,873                 | (2,719)             | 638               | 745                   | 11,703                |
| 12     | Technology Reserve Fund                 | (2,366)             | 29,726             | (28,735)          | (7,750)             | 6,921               | 3,990             | (115,183)           | (56,650)            | 87,970                | 36,147              | (27,483)          | (28,559)              | (101,971)             |
| 61     | Employee Benefit Reserve Fund           | (608)               | (1,755)            | (7,317)           | (15,951)            | (11,755)            | 592               | (18,742)            | (11,500)            | (16,976)              | (15,267)            | (13,056)          | (25,055)              | (137,391)             |
| 100    | Street Fund                             | (56,808)            | (26,024)           | 7,984             | (54,053)            | 16,213              | (19,004)          | (41,281)            | 127,736             | (33,045)              | (71,254)            | 3,768             | 127,568               | (18,201)              |
| 120    | Criminal Justice Fund                   | 3,001               | (19,429)           | (1,158)           | (1,289)             | 2,980               | (1,132)           | (1,124)             | 3,311               | (1,068)               | 3,012               | (1,211)           | (1,207)               | (15,313)              |
| 121    | Forfeited Proceeds Fund                 | 3                   | (3)                | 8                 | (3)                 | 8                   | 10                | 10                  | 12                  | 12                    | (12)                | 3                 | 3                     | 50                    |
| 130    | Hotel/Motel Tax                         | 2,517               | 185                | 2,844             | (54)                | 3,739               | 2,370             | 66                  | 4,582               | 12,682                | 4,370               | 5,205             | (15,880)              | 22,626                |
| 201    | ULTGO Bond Fund                         | -                   | (350)              | 33                | 29                  | 261                 | (3)               | 34                  | 34                  | 32                    | 49,527              | (70)              | (49,989)              | (463)                 |
| 235    | Commercial Drive Bond Debt Service Fund | -                   | -                  | -                 | -                   | -                   | -                 | -                   | -                   | -                     | -                   | -                 | -                     | -                     |
| 240    | Local Improvement District Fund         | -                   | -                  | -                 | -                   | -                   | (220,995)         | 220,995             | -                   | -                     | -                   | -                 | -                     | -                     |
| 301    | Street Capital Contribution Fund        | 0                   | 0                  | 1                 | 1                   | 1                   | 1                 | 1                   | 1                   | 1                     | -                   | -                 | -                     | 10                    |
| 305    | Capital Improvement Fund (REET)         | 18,575              | 27,671             | 8,718             | 10,363              | 16,505              | 21,761            | (585,984)           | (23,234)            | 13,019                | 31,293              | 8,962             | 18,247                | (434,104)             |
| 306    | Capital Improvement Fund (REET 2)       | 1,530               | (102,837)          | 97,924            | (59,687)            | (299,989)           | (15,233)          | (774,728)           | (2,661)             | (67,151)              | 25,035              | (10,377)          | 23,854                | (1,184,320)           |
| 309    | CDBG Projects Fund                      | 0                   | (0)                | 0                 | (782)               | 1,888               | (655)             | 0                   | 0                   | 0                     | (2)                 | 0                 | 0                     | 449                   |
| 311    | Street Improvement Fund                 | (23,164)            | 27,989             | 25,588            | 61,423              | (10,860)            | (88,189)          | 381,712             | 336,523             | (528,653)             | (208,059)           | 706               | 36,801                | 11,816                |
| 315    | Facility Maintenance Reserve Fund (CE)  | 707                 | (9,176)            | (6,773)           | (13,229)            | (83,388)            | 46,897            | (42,527)            | (29,254)            | (31,888)              | (88,732)            | 756               | 905                   | (255,702)             |
| 320    | Equipment Reserve Fund                  | (6,927)             | (5,401)            | 153,604           | (194,406)           | 199,086             | 210,534           | (127,873)           | (397,203)           | (69,014)              | 30,790              | (14,483)          | 78,605                | (142,687)             |
| 330    | Economic Development Fund               | 17                  | (29,984)           | (18,854)          | 1,039               | 2,287               | (5,862)           | (4,161)             | (28,200)            | (6,057)               | (17,997)            | 607               | (32,328)              | (139,494)             |
| 340    | Economic Development Reserve Fund       | 0                   | -                  | 0                 | 0                   | 0                   | 0                 | 0                   | 0                   | 0                     | -                   | -                 | -                     | 1                     |
| 400    | Water Fund                              | (49,316)            | 30,407             | (25,707)          | (11,485)            | 21,008              | (93,797)          | 27,589              | 53,134              | 61,314                | 55,544              | (38,758)          | 158,025               | 187,959               |
| 401    | Wastewater Fund                         | (27,987)            | 116,073            | 43,764            | (64,696)            | 140,930             | 75,516            | 93,617              | 102,217             | 18,811                | 59,896              | 65,666            | (766,173)             | (142,365)             |
| 402    | Stormwater Fund                         | (10,608)            | 10,161             | 555               | 5,184               | (365,617)           | 19,529            | 21,941              | 27,476              | 101,911               | (332)               | (100,068)         | (51,623)              | (341,490)             |
| 403    | Stormwater Capital Reserve Fund         | 368                 | (8,227)            | 756               | (10,839)            | (159,421)           | (61,712)          | (8,943)             | (15,248)            | 5,866                 | (8,804)             | 167               | 23,763                | (242,274)             |
| 410    | Water Capital Reserve Fund              | 4,040               | (19,782)           | 416,718           | (197,827)           | (267,082)           | 173,663           | 683,908             | 10,182              | (479,965)             | 143,167             | (392,016)         | 529,508               | 604,514               |
| 411    | Wastewater Capital Reserve Fund         | (74,546)            | 36,346             | 68,647            | 21,795              | 48,968              | 367,751           | (37,711)            | (715,637)           | (337,657)             | 64,974              | (107,265)         | (1,909,663)           | (2,573,998)           |
| 412    | Wastewater Debt Service Fund            | (35,857)            | 51,635             | 54,999            | (27,885)            | 41,509              | (27,329)          | 54,880              | 53,867              | 53,759                | 52,585              | 52,682            | 51,972                | 376,817               |
| 413    | Water Capital Improvement Reserve Fund  | 89,912              | 88,800             | 181,189           | 89,675              | (427,409)           | 177,644           | 92,545              | 91,102              | (636,587)             | 90,414              | 92,029            | 247,104               | 176,419               |
| 425    | Water & Sewer Revenue Bond Fund         | 1,320               | 1,037              | 1,381             | 1,320               | 1,483               | 1,357             | 1,411               | 1,413               | 333,428               | 1,133               | 818               | (726,485)             | (380,384)             |
| 426    | 2007 Water/Sewer Bond Reserve Fund      | 537                 | 429                | 560               | 536                 | 598                 | 550               | 572                 | 573                 | 538                   | 442                 | 385               | (157,190)             | (151,471)             |
| 431    | Water System Construction Fund          | 1,126               | (1,941)            | (83,545)          | (2,208)             | 3,896               | (82,629)          | 4,917               | 6,022               | (81,133)              | (6,869)             | 1,761             | (716,274)             | (956,877)             |
| 440    | Ambulance Fund                          | 2,211               | (1,472)            | (15,769)          | 58,226              | 197,916             | (249,588)         | (221,148)           | (40,601)            | 8,129                 | 77,028              | 164,177           | (596,600)             | (617,491)             |
| 500    | Equipment Rental & Replacement          | (111,598)           | (39,785)           | 157,138           | (52,764)            | (58,687)            | 112,913           | (56,923)            | (30,007)            | 99,626                | (48,012)            | (43,080)          | 91,168                | 19,989                |
| 625    | Flexible Benefits Plan Fund             | (3,012)             | 1,951              | 561               | (1,612)             | 618                 | (1,363)           | (1,891)             | (431)               | (883)                 | (64)                | (649)             | (2,177)               | (8,952)               |
|        |                                         | <u>\$ (686,016)</u> | <u>\$ (74,354)</u> | <u>\$ 508,552</u> | <u>\$ (657,384)</u> | <u>\$ (735,782)</u> | <u>\$ 206,995</u> | <u>\$ (637,820)</u> | <u>\$ (577,639)</u> | <u>\$ (1,343,370)</u> | <u>\$ (237,294)</u> | <u>\$ 265,370</u> | <u>\$ (3,319,683)</u> | <u>\$ (7,288,426)</u> |





City of College Place, WA

# Detail vs Budget Report

## Account Summary

Date Range: 12/01/2024 - 12/31/2024

| Account                           | Name                                              | Fiscal Budget | Beginning Balance | Total Activity | Ending Balance | Budget Remaining | % Remaining |
|-----------------------------------|---------------------------------------------------|---------------|-------------------|----------------|----------------|------------------|-------------|
| <b>001 - Current Expense Fund</b> |                                                   |               |                   |                |                |                  |             |
| <a href="#">001-311-10-00-00</a>  | Real & Personal Prop Tax                          | -2,126,555.46 | -2,006,716.85     | -78,741.24     | -2,085,458.09  | -41,097.37       | -1.93%      |
| <a href="#">001-313-11-00-00</a>  | Retail Sales & Use Tax                            | -2,103,000.00 | -1,936,425.03     | -190,504.16    | -2,126,929.19  | 23,929.19        | 1.14%       |
| <a href="#">001-313-15-00-00</a>  | Criminal Justice Tax 3/10th Of 1% C.J.            | -420,000.00   | -374,061.13       | -36,426.15     | -410,487.28    | -9,512.72        | -2.26%      |
| <a href="#">001-313-61-00-00</a>  | Natural Gas Use Tax                               | -25,000.00    | -16,237.70        | -1,159.65      | -17,397.35     | -7,602.65        | -30.41%     |
| <a href="#">001-313-71-00-00</a>  | Criminal Justice Tax                              | -240,000.00   | -216,997.76       | -21,210.09     | -238,207.85    | -1,792.15        | -0.75%      |
| <a href="#">001-316-41-00-00</a>  | Utility Tax - Priv Utils Electric                 | -440,000.00   | -381,227.63       | -32,072.90     | -413,300.53    | -26,699.47       | -6.07%      |
| <a href="#">001-316-43-00-00</a>  | Utility Tax - Priv Utils Gas                      | -145,000.00   | -45,888.15        | -6,627.91      | -52,516.06     | -92,483.94       | -63.78%     |
| <a href="#">001-316-45-00-00</a>  | Utility Tax - Priv Utils Garbage/Solid Waste      | -150,000.00   | -143,053.36       | -13,668.64     | -156,722.00    | 6,722.00         | 4.48%       |
| <a href="#">001-316-46-00-00</a>  | Utility Tax - Priv Utils Cable                    | -85,000.00    | -129,975.57       | -6,523.48      | -136,499.05    | 51,499.05        | 60.59%      |
| <a href="#">001-316-47-00-00</a>  | Utility Tax - Priv Utils Telephone                | -92,000.00    | -94,663.05        | -11,069.04     | -105,732.09    | 13,732.09        | 14.93%      |
| <a href="#">001-316-48-00-00</a>  | Utility Tax - Priv Utils Water                    | -340,000.00   | -284,838.09       | -47,173.76     | -332,011.85    | -7,988.15        | -2.35%      |
| <a href="#">001-316-49-00-00</a>  | Utility Tax - Priv Utils Wastewater               | -372,000.00   | -336,400.69       | -30,504.51     | -366,905.20    | -5,094.80        | -1.37%      |
| <a href="#">001-321-10-00-00</a>  | Alcoholic Beverage Permits                        | 0.00          | 121.73            | 0.00           | 121.73         | -121.73          | 0.00%       |
| <a href="#">001-321-91-00-00</a>  | Franchise Fees                                    | -75,000.00    | -67,443.78        | 0.00           | -67,443.78     | -7,556.22        | -10.07%     |
| <a href="#">001-321-91-00-01</a>  | Franchise Application Fees                        | 0.00          | -5,000.00         | 0.00           | -5,000.00      | 5,000.00         | 0.00%       |
| <a href="#">001-321-99-00-02</a>  | Other Business Licenses And Permits               | -17,000.00    | -30,512.91        | -3,206.25      | -33,719.16     | 16,719.16        | 98.35%      |
| <a href="#">001-322-10-00-00</a>  | Building/Structures/Equip.                        | -200,000.00   | -176,398.25       | -4,906.05      | -181,304.30    | -18,695.70       | -9.35%      |
| <a href="#">001-322-10-00-01</a>  | Building Dept Plan Check / Review Fees            | -150,000.00   | -84,146.19        | -1,792.23      | -85,938.42     | -64,061.58       | -42.71%     |
| <a href="#">001-322-30-00-00</a>  | Animal Licenses                                   | -3,000.00     | -2,101.00         | -415.00        | -2,516.00      | -484.00          | -16.13%     |
| <a href="#">001-322-90-00-00</a>  | Other Non-bus Lic/Permits                         | -4,000.00     | -1,909.25         | -221.75        | -2,131.00      | -1,869.00        | -46.73%     |
| <a href="#">001-322-90-00-01</a>  | Concealed Pistol License State Portion            | -1,200.00     | -1,623.00         | 0.00           | -1,623.00      | 423.00           | 35.25%      |
| <a href="#">001-322-90-00-02</a>  | Vacation/Short Term Rental Permits                | 0.00          | -1,867.00         | 0.00           | -1,867.00      | 1,867.00         | 0.00%       |
| <a href="#">001-333-20-60-00</a>  | Speeding Emphasis Patrols Grant Program           | 0.00          | -1,000.00         | 0.00           | -1,000.00      | 1,000.00         | 0.00%       |
| <a href="#">001-333-20-60-01</a>  | DUI Emphasis Patrols Grant Program                | -1,000.00     | -1,500.00         | 0.00           | -1,500.00      | 500.00           | 50.00%      |
| <a href="#">001-333-20-60-03</a>  | Distracted Driving Emphasis Patrol Grant Program  | -500.00       | -698.56           | 0.00           | -698.56        | 198.56           | 39.71%      |
| <a href="#">001-334-01-10-00</a>  | Criminal Justice Train Comm Reimbursement Gran    | 0.00          | -41,666.00        | 0.00           | -41,666.00     | 41,666.00        | 0.00%       |
| <a href="#">001-334-01-30-00</a>  | WSP Fire Marshall Safety Program                  | -3,000.00     | 0.00              | 0.00           | 0.00           | -3,000.00        | -100.00%    |
| <a href="#">001-334-02-70-00</a>  | Rec'n And Conservation Office Grant - Kiwanis Par | -25,000.00    | 0.00              | 0.00           | 0.00           | -25,000.00       | -100.00%    |
| <a href="#">001-334-03-10-05</a>  | Dept Of Ecology - Solid Waste Enforcement Grant   | -800.00       | 0.00              | -3,504.53      | -3,504.53      | 2,704.53         | 338.07%     |
| <a href="#">001-334-03-20-01</a>  | St Dept Of Archaeology & Hist Preserv Grt - Ceme  | 0.00          | -5,000.00         | -33,000.00     | -38,000.00     | 38,000.00        | 0.00%       |
| <a href="#">001-334-03-50-00</a>  | WASPC-Traffic Safety - State Grant                | 0.00          | -2,500.00         | 0.00           | -2,500.00      | 2,500.00         | 0.00%       |
| <a href="#">001-334-04-20-05</a>  | Dept Of Commerce - Planner Grant                  | 0.00          | -42,625.00        | 0.00           | -42,625.00     | 42,625.00        | 0.00%       |
| <a href="#">001-334-04-20-30</a>  | St Grant Dept Of Commerce - Drug Task Force Gra   | -60,000.00    | -50,000.00        | 0.00           | -50,000.00     | -10,000.00       | -16.67%     |
| <a href="#">001-334-04-98-00</a>  | DOH-EMS Trauma Grant                              | -1,200.00     | 0.00              | 0.00           | 0.00           | -1,200.00        | -100.00%    |
| <a href="#">001-334-06-90-00</a>  | State Grant-Other                                 | -250,000.00   | -10,000.00        | 0.00           | -10,000.00     | -240,000.00      | -96.00%     |
| <a href="#">001-336-00-98-00</a>  | Local Government Assistance Program               | -180,394.00   | -82,821.81        | -35,269.39     | -118,091.20    | -62,302.80       | -34.54%     |
| <a href="#">001-336-06-51-00</a>  | DUI & Other Criminal Justice Assistance           | -1,600.00     | -964.27           | 0.00           | -964.27        | -635.73          | -39.73%     |

## Detail vs Budget Report

Date Range: 12/01/2024 - 12/31/2024

| Account                          | Name                                              | Fiscal Budget | Beginning Balance | Total Activity | Ending Balance | Budget Remaining | % Remaining |
|----------------------------------|---------------------------------------------------|---------------|-------------------|----------------|----------------|------------------|-------------|
| <a href="#">001-336-06-94-00</a> | Liquor Excise Tax                                 | -71,505.00    | -68,306.46        | 0.00           | -68,306.46     | -3,198.54        | -4.47%      |
| <a href="#">001-336-06-95-00</a> | Liquor Control Brd Profit                         | -74,670.00    | -55,748.87        | -18,707.33     | -74,456.20     | -213.80          | -0.29%      |
| <a href="#">001-337-00-00-01</a> | Interlocal Grants - WASP                          | 0.00          | -3,329.90         | 0.00           | -3,329.90      | 3,329.90         | 0.00%       |
| <a href="#">001-342-10-00-00</a> | Law Enforcement Services                          | -3,000.00     | -4,407.52         | -6,219.72      | -10,627.24     | 7,627.24         | 254.24%     |
| <a href="#">001-342-10-00-01</a> | Law Enforcement Services - Non LEOFF              | -2,000.00     | 0.00              | 0.00           | 0.00           | -2,000.00        | -100.00%    |
| <a href="#">001-342-10-00-02</a> | Law Enforcement Services - DUI Restitution        | -2,000.00     | -1,172.56         | 0.00           | -1,172.56      | -827.44          | -41.37%     |
| <a href="#">001-342-21-00-02</a> | Fireworks Permits For Sales                       | -200.00       | 0.00              | 0.00           | 0.00           | -200.00          | -100.00%    |
| <a href="#">001-342-21-51-00</a> | Intergov Fire Serv /MOB Reimbursement - Person    | -50,000.00    | -28,733.44        | 0.00           | -28,733.44     | -21,266.56       | -42.53%     |
| <a href="#">001-342-21-51-01</a> | Intergov Fire Serv /MOB Reimbursement - Equipm    | -10,000.00    | -44,234.23        | 0.00           | -44,234.23     | 34,234.23        | 342.34%     |
| <a href="#">001-342-40-00-01</a> | Building Inspection Fees - Bldg Dept              | -2,000.00     | -527.00           | 0.00           | -527.00        | -1,473.00        | -73.65%     |
| <a href="#">001-343-50-01-99</a> | Sewer Inspection Fee                              | -3,000.00     | -2,904.00         | 0.00           | -2,904.00      | -96.00           | -3.20%      |
| <a href="#">001-345-81-00-04</a> | Boundary Line Adjustment - P&D                    | 0.00          | -200.00           | 0.00           | -200.00        | 200.00           | 0.00%       |
| <a href="#">001-345-81-00-08</a> | Preliminary Plat / PUD - P&D                      | -1,000.00     | 0.00              | 0.00           | 0.00           | -1,000.00        | -100.00%    |
| <a href="#">001-345-81-00-09</a> | Plats, Final P&D                                  | -700.00       | -850.00           | 0.00           | -850.00        | 150.00           | 21.43%      |
| <a href="#">001-345-81-00-10</a> | Plats, Short P&D                                  | -800.00       | -1,600.00         | -400.00        | -2,000.00      | 1,200.00         | 150.00%     |
| <a href="#">001-345-81-00-12</a> | Site Plan Application P&D                         | -3,500.00     | -150.00           | 0.00           | -150.00        | -3,350.00        | -95.71%     |
| <a href="#">001-345-81-00-13</a> | Site Plan Review; SF / MF (Up To 4 Units) P&D     | -2,000.00     | -2,330.00         | -132.00        | -2,462.00      | 462.00           | 23.10%      |
| <a href="#">001-345-81-00-15</a> | Zoning Amendments P&D                             | 0.00          | -69.00            | 0.00           | -69.00         | 69.00            | 0.00%       |
| <a href="#">001-345-83-00-00</a> | Plan Checking Fees - Building Dept - Pass Through | -2,500.00     | 0.00              | 0.00           | 0.00           | -2,500.00        | -100.00%    |
| <a href="#">001-345-83-00-04</a> | Non-Plat - Engineering Review Fees                | -500.00       | 0.00              | 0.00           | 0.00           | -500.00          | -100.00%    |
| <a href="#">001-345-83-00-05</a> | Plan Checking Fees - Engineering - Pass Through   | -5,000.00     | 0.00              | 0.00           | 0.00           | -5,000.00        | -100.00%    |
| <a href="#">001-345-83-00-06</a> | Plan Review - Fire Department                     | -500.00       | -2,000.00         | 0.00           | -2,000.00      | 1,500.00         | 300.00%     |
| <a href="#">001-345-86-00-00</a> | Critical Areas Permit P&D                         | -400.00       | 0.00              | 0.00           | 0.00           | -400.00          | -100.00%    |
| <a href="#">001-345-86-00-01</a> | SEPA Related Mitigation Fees (Checklist) P&D      | -1,000.00     | 0.00              | 0.00           | 0.00           | -1,000.00        | -100.00%    |
| <a href="#">001-345-89-01-20</a> | Planning & Development Costs - Pass Thru Charge   | -20,000.00    | -10,443.08        | -112.25        | -10,555.33     | -9,444.67        | -47.22%     |
| <a href="#">001-345-89-01-25</a> | Planning & Development Pass Thru Cost Admin. F    | -3,500.00     | -3,924.71         | -1,122.50      | -5,047.21      | 1,547.21         | 44.21%      |
| <a href="#">001-345-89-01-27</a> | State Building Code Fee                           | -1,300.00     | -1,603.41         | -103.00        | -1,706.41      | 406.41           | 31.26%      |
| <a href="#">001-347-90-00-00</a> | Farmer's Market Vendor Fees                       | -4,500.00     | -4,281.50         | -10.00         | -4,291.50      | -208.50          | -4.63%      |
| <a href="#">001-347-90-00-01</a> | Vendor Fees - Other Community Events              | -200.00       | -1,499.70         | 0.00           | -1,499.70      | 1,299.70         | 649.85%     |
| <a href="#">001-347-90-00-02</a> | Farmer's Market Pass-through Sales - SNAP/EBT     | -500.00       | -1,508.00         | 0.00           | -1,508.00      | 1,008.00         | 201.60%     |
| <a href="#">001-347-90-00-03</a> | Fireworks Bonds                                   | -100.00       | 0.00              | 0.00           | 0.00           | -100.00          | -100.00%    |
| <a href="#">001-347-90-00-04</a> | Farmer's Market Pass-through Process - State Mat  | 0.00          | -32.76            | 0.00           | -32.76         | 32.76            | 0.00%       |
| <a href="#">001-347-90-00-05</a> | Farmer Market Pass-through Process - DOH Kids C   | 0.00          | -2,785.01         | 0.00           | -2,785.01      | 2,785.01         | 0.00%       |
| <a href="#">001-353-10-05-00</a> | Traffic Infraction Penalties                      | -30,000.00    | -41,281.11        | -3,680.12      | -44,961.23     | 14,961.23        | 49.87%      |
| <a href="#">001-359-90-00-02</a> | Penalty/Non-Bus Licenses                          | 0.00          | -399.24           | 0.00           | -399.24        | 399.24           | 0.00%       |
| <a href="#">001-361-10-00-00</a> | Unrealized Gain/Loss                              | 0.00          | 16,507.99         | 1,677.97       | 18,185.96      | -18,185.96       | 0.00%       |
| <a href="#">001-361-11-00-00</a> | Investment Interest                               | -20,000.00    | -52,059.93        | -4,963.83      | -57,023.76     | 37,023.76        | 185.12%     |
| <a href="#">001-361-30-00-00</a> | Realized Gain/Loss On Investments                 | 0.00          | -9,125.53         | 0.00           | -9,125.53      | 9,125.53         | 0.00%       |
| <a href="#">001-361-40-00-00</a> | Sales Interest                                    | -2,500.00     | -8,552.95         | -877.11        | -9,430.06      | 6,930.06         | 277.20%     |
| <a href="#">001-361-40-00-43</a> | Interest - Contract Bond Non-Rev                  | 0.00          | -1.14             | 0.00           | -1.14          | 1.14             | 0.00%       |
| <a href="#">001-361-41-00-00</a> | Investment Interest - Purchased                   | -10,000.00    | -2,384.66         | 0.00           | -2,384.66      | -7,615.34        | -76.15%     |
| <a href="#">001-362-00-00-02</a> | Lease Payment (Annual) WWU Community Garde        | -1.00         | -1.00             | 0.00           | -1.00          | 0.00             | 0.00%       |
| <a href="#">001-362-00-50-01</a> | Water Tower Space Rental                          | -90,000.00    | -81,324.20        | -9,455.88      | -90,780.08     | 780.08           | 0.87%       |
| <a href="#">001-367-11-00-02</a> | Contributions/Gifts - Fire Dept                   | -10,000.00    | 0.00              | 0.00           | 0.00           | -10,000.00       | -100.00%    |

## Detail vs Budget Report

Date Range: 12/01/2024 - 12/31/2024

| Account                          | Name                                             | Fiscal Budget | Beginning Balance | Total Activity | Ending Balance | Budget Remaining | % Remaining |
|----------------------------------|--------------------------------------------------|---------------|-------------------|----------------|----------------|------------------|-------------|
| <a href="#">001-367-11-00-03</a> | Contributions/Gifts - Police Dept                | -20,000.00    | -6,000.00         | -2,000.00      | -8,000.00      | -12,000.00       | -60.00%     |
| <a href="#">001-367-11-00-04</a> | Contr/Donations - Private                        | -100,000.00   | -12,115.00        | 0.00           | -12,115.00     | -87,885.00       | -87.89%     |
| <a href="#">001-369-10-00-04</a> | Sale Of Surplus - Current Expense                | 0.00          | -25,959.00        | 0.00           | -25,959.00     | 25,959.00        | 0.00%       |
| <a href="#">001-369-30-00-00</a> | Sale Of Confiscated And Forfeited Property       | 0.00          | -361.88           | 0.00           | -361.88        | 361.88           | 0.00%       |
| <a href="#">001-369-81-01-00</a> | Bank's Over / Short                              | 0.00          | 11,432.01         | -12,806.78     | -1,374.77      | 1,374.77         | 0.00%       |
| <a href="#">001-369-91-00-00</a> | Other Misc Revenue                               | -2,000.00     | -6,115.04         | 0.00           | -6,115.04      | 4,115.04         | 205.75%     |
| <a href="#">001-369-91-00-02</a> | Misc - Police Fees                               | -1,000.00     | -4,151.20         | 0.00           | -4,151.20      | 3,151.20         | 315.12%     |
| <a href="#">001-369-91-00-09</a> | NSF Charges Collected                            | 0.00          | -22.22            | 0.00           | -22.22         | 22.22            | 0.00%       |
| <a href="#">001-369-91-00-10</a> | Reimbursements/Refunds                           | -20,000.00    | -70,836.88        | -696.70        | -71,533.58     | 51,533.58        | 257.67%     |
| <a href="#">001-382-10-00-02</a> | Developer Bond / Deposit For Project             | 0.00          | 0.00              | -36,875.00     | -36,875.00     | 36,875.00        | 0.00%       |
| <a href="#">001-389-10-00-03</a> | Building Permit Deposit                          | -10,000.00    | 0.00              | 0.00           | 0.00           | -10,000.00       | -100.00%    |
| <a href="#">001-389-90-00-00</a> | Other Non-Revenues                               | 0.00          | -440.15           | 0.00           | -440.15        | 440.15           | 0.00%       |
| <a href="#">001-389-90-00-04</a> | Deposits To Travel Advance Account               | -3,000.00     | 0.00              | 0.00           | 0.00           | -3,000.00        | -100.00%    |
| <a href="#">001-397-00-00-00</a> | Interfund Transfer To CE                         | -75,000.00    | 0.00              | 0.00           | 0.00           | -75,000.00       | -100.00%    |
| <a href="#">001-397-00-15-23</a> | Interfund Trasnfers - Ambulance                  | -600,000.00   | -520,994.56       | -600,000.00    | -1,120,994.56  | 520,994.56       | 86.83%      |
| <a href="#">001-511-30-44-01</a> | Advertising / Publication                        | 2,000.00      | 1,296.06          | 382.15         | 1,678.21       | 321.79           | 16.09%      |
| <a href="#">001-511-60-10-00</a> | Wages & Overtime                                 | 8,820.00      | 8,085.00          | 735.00         | 8,820.00       | 0.00             | 0.00%       |
| <a href="#">001-511-60-20-00</a> | Personnel Benefits                               | 821.37        | 693.42            | 59.22          | 752.64         | 68.73            | 8.37%       |
| <a href="#">001-511-60-31-00</a> | Operating Supplies - Legislative                 | 150.00        | 68.88             | 326.39         | 395.27         | -245.27          | -163.51%    |
| <a href="#">001-511-60-31-01</a> | Office Supplies - Legislative                    | 150.00        | 0.00              | 0.00           | 0.00           | 150.00           | 100.00%     |
| <a href="#">001-511-60-41-00</a> | Professional Services                            | 100.00        | 0.00              | 0.00           | 0.00           | 100.00           | 100.00%     |
| <a href="#">001-511-60-42-00</a> | Communications                                   | 0.00          | 7.58              | 0.00           | 7.58           | -7.58            | 0.00%       |
| <a href="#">001-511-60-43-00</a> | Travel - Council Pos. 1                          | 100.00        | 0.00              | 0.00           | 0.00           | 100.00           | 100.00%     |
| <a href="#">001-511-60-43-01</a> | Travel - Council Pos. 2                          | 100.00        | 0.00              | 0.00           | 0.00           | 100.00           | 100.00%     |
| <a href="#">001-511-60-43-02</a> | Travel - Council Pos. 3                          | 100.00        | 0.00              | 0.00           | 0.00           | 100.00           | 100.00%     |
| <a href="#">001-511-60-43-03</a> | Travel - Council Pos. 4                          | 100.00        | 0.00              | 0.00           | 0.00           | 100.00           | 100.00%     |
| <a href="#">001-511-60-43-04</a> | Travel - Council Pos. 5                          | 100.00        | 0.00              | 0.00           | 0.00           | 100.00           | 100.00%     |
| <a href="#">001-511-60-43-05</a> | Travel - Council Pos. 6                          | 300.00        | 0.00              | 84.84          | 84.84          | 215.16           | 71.72%      |
| <a href="#">001-511-60-43-06</a> | Travel - Council Pos. 7                          | 100.00        | 0.00              | 0.00           | 0.00           | 100.00           | 100.00%     |
| <a href="#">001-511-60-48-00</a> | Repairs And Maintenance                          | 50.00         | 1.03              | 0.00           | 1.03           | 48.97            | 97.94%      |
| <a href="#">001-511-60-49-00</a> | Misc/Contingency Expense                         | 200.00        | 0.00              | 0.00           | 0.00           | 200.00           | 100.00%     |
| <a href="#">001-511-60-49-01</a> | Miscellaneous                                    | 500.00        | 155.90            | 144.88         | 300.78         | 199.22           | 39.84%      |
| <a href="#">001-511-60-49-02</a> | Misc - Council Pos. 1                            | 150.00        | 0.00              | 0.00           | 0.00           | 150.00           | 100.00%     |
| <a href="#">001-511-60-49-03</a> | Misc - Council Pos. 2                            | 150.00        | 0.00              | 0.00           | 0.00           | 150.00           | 100.00%     |
| <a href="#">001-511-60-49-04</a> | Misc - Council Pos. 3                            | 150.00        | 0.00              | 0.00           | 0.00           | 150.00           | 100.00%     |
| <a href="#">001-511-60-49-05</a> | Misc - Council Pos. 4                            | 150.00        | 0.00              | 0.00           | 0.00           | 150.00           | 100.00%     |
| <a href="#">001-511-60-49-06</a> | Misc - Council Pos. 5                            | 150.00        | 50.00             | 0.00           | 50.00          | 100.00           | 66.67%      |
| <a href="#">001-511-60-49-07</a> | Misc - Council Pos. 6                            | 500.00        | 304.46            | 0.00           | 304.46         | 195.54           | 39.11%      |
| <a href="#">001-511-60-49-08</a> | Misc - Council Pos. 7                            | 150.00        | 0.00              | 0.00           | 0.00           | 150.00           | 100.00%     |
| <a href="#">001-511-60-49-09</a> | Registrations/Fees - Training Classes & Seminars | 300.00        | 0.00              | 0.00           | 0.00           | 300.00           | 100.00%     |
| <a href="#">001-511-70-49-00</a> | Lobbying Agreement - Port                        | 15,600.00     | 13,200.00         | 1,200.00       | 14,400.00      | 1,200.00         | 7.69%       |
| <a href="#">001-511-70-49-01</a> | Lobbying Agreement - Federal                     | 36,000.00     | 33,000.00         | 6,000.00       | 39,000.00      | -3,000.00        | -8.33%      |
| <a href="#">001-512-50-41-02</a> | Professional Services - Other Than Attorneys     | 0.00          | 7,850.00          | 0.00           | 7,850.00       | -7,850.00        | 0.00%       |
| <a href="#">001-512-52-41-02</a> | Professional Services - Other Than Attorneys     | 90,000.00     | 114,473.57        | 0.00           | 114,473.57     | -24,473.57       | -27.19%     |

**Detail vs Budget Report**

**Date Range: 12/01/2024 - 12/31/2024**

| Account                          | Name                                             | Fiscal Budget | Beginning Balance | Total Activity | Ending Balance | Budget Remaining | % Remaining |
|----------------------------------|--------------------------------------------------|---------------|-------------------|----------------|----------------|------------------|-------------|
| <a href="#">001-513-10-10-00</a> | Wages & Overtime                                 | 63,241.65     | 58,924.13         | 5,270.32       | 64,194.45      | -952.80          | -1.51%      |
| <a href="#">001-513-10-20-00</a> | Personnel Benefits                               | 19,550.38     | 18,018.62         | 1,615.48       | 19,634.10      | -83.72           | -0.43%      |
| <a href="#">001-513-10-31-00</a> | Operating Supplies - Executive                   | 1,000.00      | 397.05            | 0.00           | 397.05         | 602.95           | 60.30%      |
| <a href="#">001-513-10-31-01</a> | Office Supplies - Executive                      | 400.00        | 429.66            | 29.25          | 458.91         | -58.91           | -14.73%     |
| <a href="#">001-513-10-41-00</a> | Professional Services                            | 0.00          | 8,461.75          | 8,400.56       | 16,862.31      | -16,862.31       | 0.00%       |
| <a href="#">001-513-10-42-00</a> | Communications                                   | 1,500.00      | 1,437.13          | 128.09         | 1,565.22       | -65.22           | -4.35%      |
| <a href="#">001-513-10-43-00</a> | Travel Expense                                   | 4,000.00      | 3,644.10          | 0.00           | 3,644.10       | 355.90           | 8.90%       |
| <a href="#">001-513-10-43-01</a> | Travel/Training Staff                            | 0.00          | 27.36             | 0.00           | 27.36          | -27.36           | 0.00%       |
| <a href="#">001-513-10-43-02</a> | Travel / Training Mayor                          | 1,700.00      | 830.23            | 0.00           | 830.23         | 869.77           | 51.16%      |
| <a href="#">001-513-10-44-01</a> | Advertising                                      | 420.00        | 405.95            | 376.58         | 782.53         | -362.53          | -86.32%     |
| <a href="#">001-513-10-48-00</a> | Repairs & Maintenance                            | 100.00        | 90.07             | 0.98           | 91.05          | 8.95             | 8.95%       |
| <a href="#">001-513-10-49-00</a> | Miscellaneous                                    | 4,500.00      | 16,986.85         | 11,100.00      | 28,086.85      | -23,586.85       | -524.15%    |
| <a href="#">001-513-10-49-01</a> | Miscellaneous                                    | 0.00          | 50.00             | 0.00           | 50.00          | -50.00           | 0.00%       |
| <a href="#">001-513-10-49-02</a> | Registrations/Fees - Training Classes & Seminars | 2,000.00      | 390.00            | 0.00           | 390.00         | 1,610.00         | 80.50%      |
| <a href="#">001-513-10-49-03</a> | Travel Miscellaneous                             | 50.00         | 0.00              | 0.00           | 0.00           | 50.00            | 100.00%     |
| <a href="#">001-513-10-49-50</a> | Misc. AWC Annual Dues / WWVCC Membership         | 8,300.00      | 8,619.00          | 0.00           | 8,619.00       | -319.00          | -3.84%      |
| <a href="#">001-514-23-10-00</a> | Wages & Overtime - Financial Services            | 74,511.55     | 65,460.75         | 7,449.31       | 72,910.06      | 1,601.49         | 2.15%       |
| <a href="#">001-514-23-20-00</a> | Personnel Benefits                               | 27,353.00     | 23,431.44         | 2,511.23       | 25,942.67      | 1,410.33         | 5.16%       |
| <a href="#">001-514-23-31-00</a> | Operating Supplies - Budgeting, Accounting       | 200.00        | 284.33            | 0.00           | 284.33         | -84.33           | -42.17%     |
| <a href="#">001-514-23-31-01</a> | Office Supplies - Budgeting, Accounting          | 1,000.00      | 962.83            | 414.94         | 1,377.77       | -377.77          | -37.78%     |
| <a href="#">001-514-23-35-00</a> | Small Tools/Minor Equip.                         | 200.00        | 16.10             | 0.00           | 16.10          | 183.90           | 91.95%      |
| <a href="#">001-514-23-41-00</a> | Professional Services                            | 14,616.00     | 9,884.55          | 2,841.57       | 12,726.12      | 1,889.88         | 12.93%      |
| <a href="#">001-514-23-42-00</a> | Communications                                   | 1,300.00      | 1,496.35          | 123.90         | 1,620.25       | -320.25          | -24.63%     |
| <a href="#">001-514-23-43-00</a> | Travel                                           | 2,000.00      | 799.74            | 0.00           | 799.74         | 1,200.26         | 60.01%      |
| <a href="#">001-514-23-44-00</a> | External Taxes                                   | 0.00          | 10,393.14         | 1,162.42       | 11,555.56      | -11,555.56       | 0.00%       |
| <a href="#">001-514-23-44-01</a> | Advertising                                      | 1,000.00      | 508.92            | 636.60         | 1,145.52       | -145.52          | -14.55%     |
| <a href="#">001-514-23-48-00</a> | Repairs & Maintenance                            | 500.00        | 929.29            | 31.92          | 961.21         | -461.21          | -92.24%     |
| <a href="#">001-514-23-49-00</a> | Miscellaneous                                    | 1,000.00      | 237.84            | 0.00           | 237.84         | 762.16           | 76.22%      |
| <a href="#">001-514-23-49-01</a> | Registration Fees / Training Classes & Seminars  | 1,000.00      | 454.91            | 0.00           | 454.91         | 545.09           | 54.51%      |
| <a href="#">001-514-30-10-00</a> | Wages/O.T. Record Services                       | 60,156.02     | 47,190.12         | 3,851.08       | 51,041.20      | 9,114.82         | 15.15%      |
| <a href="#">001-514-30-20-00</a> | Personnel Benefits                               | 22,800.41     | 20,089.77         | 1,582.57       | 21,672.34      | 1,128.07         | 4.95%       |
| <a href="#">001-514-30-31-00</a> | Operating Supplies - Records                     | 350.00        | 333.36            | 0.00           | 333.36         | 16.64            | 4.75%       |
| <a href="#">001-514-30-31-01</a> | Office Supplies - Records                        | 550.00        | 219.00            | 42.15          | 261.15         | 288.85           | 52.52%      |
| <a href="#">001-514-30-35-00</a> | Sm Tools/Minor Equip,                            | 200.00        | 0.00              | 0.00           | 0.00           | 200.00           | 100.00%     |
| <a href="#">001-514-30-41-00</a> | Prof Serv - Codification/Records Destruction     | 5,500.00      | 503.89            | 57.20          | 561.09         | 4,938.91         | 89.80%      |
| <a href="#">001-514-30-42-00</a> | Communication                                    | 1,450.00      | 740.47            | 64.05          | 804.52         | 645.48           | 44.52%      |
| <a href="#">001-514-30-43-00</a> | Travel                                           | 4,210.00      | 4,070.01          | 0.00           | 4,070.01       | 139.99           | 3.33%       |
| <a href="#">001-514-30-44-01</a> | Advertising                                      | 100.00        | 282.20            | 295.00         | 577.20         | -477.20          | -477.20%    |
| <a href="#">001-514-30-48-00</a> | Repairs & Maintenance                            | 425.00        | 254.98            | 16.97          | 271.95         | 153.05           | 36.01%      |
| <a href="#">001-514-30-49-00</a> | Miscellaneous                                    | 700.00        | 807.04            | 0.00           | 807.04         | -107.04          | -15.29%     |
| <a href="#">001-514-30-49-01</a> | Registrations/Fees - Training Classes & Seminars | 4,250.00      | 1,580.70          | 0.00           | 1,580.70       | 2,669.30         | 62.81%      |
| <a href="#">001-514-40-45-00</a> | Intergovernmental Election Costs                 | 12,000.00     | 9,818.00          | 0.00           | 9,818.00       | 2,182.00         | 18.18%      |
| <a href="#">001-514-40-49-00</a> | Intergov. Services - Voter Registration          | 27,000.00     | 29,462.87         | 0.00           | 29,462.87      | -2,462.87        | -9.12%      |
| <a href="#">001-514-81-40-00</a> | Concealed Pistol License Fee                     | 1,000.00      | 1,861.75          | 0.00           | 1,861.75       | -861.75          | -86.18%     |

## Detail vs Budget Report

Date Range: 12/01/2024 - 12/31/2024

| Account                          | Name                                              | Fiscal Budget | Beginning Balance | Total Activity | Ending Balance | Budget Remaining | % Remaining |
|----------------------------------|---------------------------------------------------|---------------|-------------------|----------------|----------------|------------------|-------------|
| <a href="#">001-514-89-40-00</a> | Remit Of Seized & Forfeit Property To WA St. Trea | 0.00          | 0.00              | 36.19          | 36.19          | -36.19           | 0.00%       |
| <a href="#">001-515-31-10-00</a> | Salary & Wages - City Attorney                    | 60,334.98     | 55,132.00         | 5,027.88       | 60,159.88      | 175.10           | 0.29%       |
| <a href="#">001-515-31-20-00</a> | Personnel Benefits                                | 20,934.51     | 19,199.88         | 1,731.64       | 20,931.52      | 2.99             | 0.01%       |
| <a href="#">001-515-31-31-00</a> | Operating Supplies - City Attorney                | 500.00        | 187.79            | 0.00           | 187.79         | 312.21           | 62.44%      |
| <a href="#">001-515-31-31-01</a> | Office Supplies - City Attorney                   | 250.00        | 25.64             | 0.00           | 25.64          | 224.36           | 89.74%      |
| <a href="#">001-515-31-35-00</a> | Small Tools/Minor Equipment                       | 150.00        | 228.02            | 0.00           | 228.02         | -78.02           | -52.01%     |
| <a href="#">001-515-31-41-00</a> | Prof Legal Servs Retainer                         | 8,000.00      | 1,500.00          | 5,500.00       | 7,000.00       | 1,000.00         | 12.50%      |
| <a href="#">001-515-31-41-01</a> | Professional Legal Services                       | 6,000.00      | 20,000.00         | 0.00           | 20,000.00      | -14,000.00       | -233.33%    |
| <a href="#">001-515-31-41-02</a> | Professional Services                             | 0.00          | 3,087.52          | 0.00           | 3,087.52       | -3,087.52        | 0.00%       |
| <a href="#">001-515-31-42-00</a> | Communication - City Attorney                     | 500.00        | 482.46            | 41.30          | 523.76         | -23.76           | -4.75%      |
| <a href="#">001-515-31-43-00</a> | Travel - City Attorney                            | 500.00        | 0.00              | 0.00           | 0.00           | 500.00           | 100.00%     |
| <a href="#">001-515-31-48-00</a> | Repairs & Maintenance - City Attorney             | 250.00        | 100.27            | 0.00           | 100.27         | 149.73           | 59.89%      |
| <a href="#">001-515-31-49-00</a> | Miscellaneous - City Attorney                     | 855.00        | 223.45            | 0.00           | 223.45         | 631.55           | 73.87%      |
| <a href="#">001-515-31-49-01</a> | Reg Fees / Train Classes & Seminars - City Atty   | 500.00        | 72.00             | 0.00           | 72.00          | 428.00           | 85.60%      |
| <a href="#">001-515-91-41-00</a> | Professional Services - Legal - Indigent Defense  | 60,000.00     | 64,427.44         | 4,487.09       | 68,914.53      | -8,914.53        | -14.86%     |
| <a href="#">001-517-90-24-00</a> | Employee Benefit Prg Cost                         | 1,200.00      | 2,285.42          | 100.00         | 2,385.42       | -1,185.42        | -98.79%     |
| <a href="#">001-518-10-10-00</a> | Salaries & Wages - HR                             | 56,511.99     | 52,944.49         | 4,899.96       | 57,844.45      | -1,332.46        | -2.36%      |
| <a href="#">001-518-10-20-00</a> | Personnel Benefits - HR                           | 25,041.76     | 23,181.64         | 2,102.28       | 25,283.92      | -242.16          | -0.97%      |
| <a href="#">001-518-10-31-00</a> | Operating Supplies - HR Administration            | 1,100.00      | 249.38            | 0.00           | 249.38         | 850.62           | 77.33%      |
| <a href="#">001-518-10-31-01</a> | Office Supplies - HR Administration               | 800.00        | 1,102.66          | 25.24          | 1,127.90       | -327.90          | -40.99%     |
| <a href="#">001-518-10-31-02</a> | Operating Supplies - HR Wellness                  | 5,000.00      | 3,449.49          | 286.23         | 3,735.72       | 1,264.28         | 25.29%      |
| <a href="#">001-518-10-31-04</a> | Operating Supplies - HR Wellness Grant Reimburs   | 205.00        | 0.00              | 0.00           | 0.00           | 205.00           | 100.00%     |
| <a href="#">001-518-10-41-00</a> | Prof. Services - Labor Negotiations               | 1,000.00      | 2.40              | 0.00           | 2.40           | 997.60           | 99.76%      |
| <a href="#">001-518-10-41-01</a> | Professional Services                             | 8,048.00      | 7,014.96          | 7.59           | 7,022.55       | 1,025.45         | 12.74%      |
| <a href="#">001-518-10-42-00</a> | Communications - HR                               | 544.00        | 481.97            | 41.30          | 523.27         | 20.73            | 3.81%       |
| <a href="#">001-518-10-43-00</a> | Travel                                            | 1,600.00      | 1,300.00          | 0.00           | 1,300.00       | 300.00           | 18.75%      |
| <a href="#">001-518-10-48-00</a> | Repairs And Maintenance                           | 750.00        | 100.72            | 0.00           | 100.72         | 649.28           | 86.57%      |
| <a href="#">001-518-10-49-00</a> | Miscellaneous                                     | 800.00        | 872.94            | 0.00           | 872.94         | -72.94           | -9.12%      |
| <a href="#">001-518-10-49-01</a> | Training / Class Registration Fees & Charges      | 1,400.00      | 322.60            | 0.00           | 322.60         | 1,077.40         | 76.96%      |
| <a href="#">001-518-10-49-02</a> | Train/Class Reg Fees & Charge - City-wide Educat  | 1,500.00      | 1,073.14          | 0.00           | 1,073.14       | 426.86           | 28.46%      |
| <a href="#">001-518-20-10-00</a> | Wages & Overtime                                  | 104,546.06    | 94,707.05         | 8,713.50       | 103,420.55     | 1,125.51         | 1.08%       |
| <a href="#">001-518-20-20-00</a> | Personnel Benefits                                | 45,749.13     | 49,276.32         | 4,454.53       | 53,730.85      | -7,981.72        | -17.45%     |
| <a href="#">001-518-20-20-01</a> | Personnel Benefits - Uniforms & PPE - Facilities  | 0.00          | 304.91            | 0.00           | 304.91         | -304.91          | 0.00%       |
| <a href="#">001-518-20-31-00</a> | Operating Supplies - Facilities                   | 20,000.00     | 16,910.55         | 2,470.54       | 19,381.09      | 618.91           | 3.09%       |
| <a href="#">001-518-20-31-01</a> | Office Supplies - Facilities                      | 500.00        | 26.25             | 0.00           | 26.25          | 473.75           | 94.75%      |
| <a href="#">001-518-20-35-00</a> | Sm Tools/Minor Equip                              | 10,000.00     | 4,523.15          | 859.55         | 5,382.70       | 4,617.30         | 46.17%      |
| <a href="#">001-518-20-41-00</a> | Professional Services                             | 500.00        | 5,941.12          | 51.90          | 5,993.02       | -5,493.02        | -1,098.60%  |
| <a href="#">001-518-20-42-00</a> | Communication                                     | 500.00        | 855.26            | 81.79          | 937.05         | -437.05          | -87.41%     |
| <a href="#">001-518-20-43-00</a> | Travel / Training                                 | 1,000.00      | 0.00              | 284.21         | 284.21         | 715.79           | 71.58%      |
| <a href="#">001-518-20-44-01</a> | Advertising                                       | 500.00        | 0.00              | 0.00           | 0.00           | 500.00           | 100.00%     |
| <a href="#">001-518-20-45-00</a> | Operating Rentals/Leases                          | 1,500.00      | 0.00              | 0.00           | 0.00           | 1,500.00         | 100.00%     |
| <a href="#">001-518-20-47-00</a> | Public Utility Services                           | 20,000.00     | 20,111.37         | 2,587.46       | 22,698.83      | -2,698.83        | -13.49%     |
| <a href="#">001-518-20-47-01</a> | Utilities - Annex Bldg                            | 6,500.00      | 7,585.66          | 1,119.04       | 8,704.70       | -2,204.70        | -33.92%     |
| <a href="#">001-518-20-48-00</a> | Repairs & Maintenance                             | 15,000.00     | 17,333.69         | 2,422.80       | 19,756.49      | -4,756.49        | -31.71%     |

**Detail vs Budget Report**

**Date Range: 12/01/2024 - 12/31/2024**

| Account                          | Name                                               | Fiscal Budget | Beginning Balance | Total Activity | Ending Balance | Budget Remaining | % Remaining |
|----------------------------------|----------------------------------------------------|---------------|-------------------|----------------|----------------|------------------|-------------|
| <a href="#">001-518-20-48-02</a> | Repairs & Maintenance Annex Bldg                   | 2,000.00      | 0.00              | 0.00           | 0.00           | 2,000.00         | 100.00%     |
| <a href="#">001-518-20-49-00</a> | Miscellaneous                                      | 750.00        | 617.63            | 0.00           | 617.63         | 132.37           | 17.65%      |
| <a href="#">001-518-30-41-00</a> | Professional Services - Janitorial                 | 14,500.00     | 17,825.00         | 3,582.00       | 21,407.00      | -6,907.00        | -47.63%     |
| <a href="#">001-518-30-46-00</a> | Insurance                                          | 100,079.00    | 100,855.49        | 0.00           | 100,855.49     | -776.49          | -0.78%      |
| <a href="#">001-521-10-10-00</a> | Wages & Overtime                                   | 157,805.59    | 146,833.20        | 13,150.05      | 159,983.25     | -2,177.66        | -1.38%      |
| <a href="#">001-521-10-20-00</a> | Personnel Benefits                                 | 47,631.70     | 51,890.83         | 4,334.60       | 56,225.43      | -8,593.73        | -18.04%     |
| <a href="#">001-521-10-31-00</a> | Operating Supplies - Administration                | 1,400.00      | 1,329.50          | 0.00           | 1,329.50       | 70.50            | 5.04%       |
| <a href="#">001-521-10-31-01</a> | Office Supplies - Administration                   | 500.00        | 936.19            | 65.52          | 1,001.71       | -501.71          | -100.34%    |
| <a href="#">001-521-10-35-00</a> | Sm Tools/Minor Equipment                           | 2,500.00      | 769.19            | 0.00           | 769.19         | 1,730.81         | 69.23%      |
| <a href="#">001-521-10-41-00</a> | Professional Services                              | 7,000.00      | 28,739.48         | 148.00         | 28,887.48      | -21,887.48       | -312.68%    |
| <a href="#">001-521-10-41-01</a> | Prof Services - Labor Negotiations.                | 6,500.00      | 0.00              | 3,975.00       | 3,975.00       | 2,525.00         | 38.85%      |
| <a href="#">001-521-10-41-03</a> | Prof Services - Lexipol Consulting Service         | 4,000.00      | 4,107.19          | 0.00           | 4,107.19       | -107.19          | -2.68%      |
| <a href="#">001-521-10-42-00</a> | Communication                                      | 5,000.00      | 5,273.01          | 414.06         | 5,687.07       | -687.07          | -13.74%     |
| <a href="#">001-521-10-43-00</a> | Travel                                             | 3,000.00      | 1,706.96          | 0.00           | 1,706.96       | 1,293.04         | 43.10%      |
| <a href="#">001-521-10-44-01</a> | Advertising                                        | 500.00        | 160.00            | 0.00           | 160.00         | 340.00           | 68.00%      |
| <a href="#">001-521-10-48-00</a> | Repairs & Maintenance                              | 200.00        | 47.42             | 9.03           | 56.45          | 143.55           | 71.78%      |
| <a href="#">001-521-10-49-00</a> | Miscellaneous                                      | 2,500.00      | 2,944.74          | 523.00         | 3,467.74       | -967.74          | -38.71%     |
| <a href="#">001-521-10-49-01</a> | Registrations / Fees Training Classes & Seminars   | 3,000.00      | 2,873.08          | -188.58        | 2,684.50       | 315.50           | 10.52%      |
| <a href="#">001-521-10-49-02</a> | Miscellaneous - PD Donations                       | 6,700.00      | 1,077.70          | 0.00           | 1,077.70       | 5,622.30         | 83.91%      |
| <a href="#">001-521-10-49-03</a> | Miscellaneous - Grant Reimbursed                   | 0.00          | 3,657.19          | 6,153.66       | 9,810.85       | -9,810.85        | 0.00%       |
| <a href="#">001-521-10-49-96</a> | Interfund Rentals O & M                            | 20,000.00     | 92,288.40         | 14,664.36      | 106,952.76     | -86,952.76       | -434.76%    |
| <a href="#">001-521-19-10-00</a> | Wages Support Serv                                 | 137,804.03    | 115,479.73        | 10,438.89      | 125,918.62     | 11,885.41        | 8.62%       |
| <a href="#">001-521-19-20-00</a> | Benefits Support Servs                             | 54,090.77     | 49,342.29         | 4,458.12       | 53,800.41      | 290.36           | 0.54%       |
| <a href="#">001-521-19-20-01</a> | Benefits/Uniforms Support Services                 | 400.00        | 340.26            | 0.00           | 340.26         | 59.74            | 14.94%      |
| <a href="#">001-521-19-31-00</a> | Operating Supplies - Support Services              | 2,400.00      | 149.12            | 0.00           | 149.12         | 2,250.88         | 93.79%      |
| <a href="#">001-521-19-31-01</a> | Office Supplies - Support Services                 | 2,500.00      | 1,061.79          | 131.06         | 1,192.85       | 1,307.15         | 52.29%      |
| <a href="#">001-521-19-35-00</a> | Sm Tools Support Servs                             | 500.00        | 0.00              | 0.00           | 0.00           | 500.00           | 100.00%     |
| <a href="#">001-521-19-41-00</a> | Prof Services Support Ser                          | 5,705.00      | 973.50            | 165.83         | 1,139.33       | 4,565.67         | 80.03%      |
| <a href="#">001-521-19-43-00</a> | Travel Support Services                            | 1,500.00      | 67.85             | 0.00           | 67.85          | 1,432.15         | 95.48%      |
| <a href="#">001-521-19-44-01</a> | Advertising Support Servs                          | 250.00        | 0.00              | 0.00           | 0.00           | 250.00           | 100.00%     |
| <a href="#">001-521-19-45-00</a> | Oper Rentals Support Serv                          | 1,000.00      | 0.00              | 0.00           | 0.00           | 1,000.00         | 100.00%     |
| <a href="#">001-521-19-48-00</a> | Repairs/Maint Support Ser                          | 800.00        | 350.71            | 67.66          | 418.37         | 381.63           | 47.70%      |
| <a href="#">001-521-19-49-00</a> | Misc. Support Services                             | 200.00        | 25.00             | 0.00           | 25.00          | 175.00           | 87.50%      |
| <a href="#">001-521-19-49-01</a> | Registrations / Fees - Training Classes / Seminars | 500.00        | 100.00            | 0.00           | 100.00         | 400.00           | 80.00%      |
| <a href="#">001-521-19-49-02</a> | WW SSMA New World Records Sys Support              | 20,000.00     | 19,261.47         | 0.00           | 19,261.47      | 738.53           | 3.69%       |
| <a href="#">001-521-21-10-00</a> | Wages Investigation                                | 91,054.53     | 90,893.87         | 9,090.76       | 99,984.63      | -8,930.10        | -9.81%      |
| <a href="#">001-521-21-20-00</a> | Benefits - Investigation                           | 29,086.65     | 31,309.59         | 2,936.45       | 34,246.04      | -5,159.39        | -17.74%     |
| <a href="#">001-521-21-31-00</a> | Operating Supplies - Investigation                 | 1,500.00      | 1,939.05          | 112.20         | 2,051.25       | -551.25          | -36.75%     |
| <a href="#">001-521-21-31-01</a> | Office Supplies - Investigation                    | 800.00        | 506.63            | 112.90         | 619.53         | 180.47           | 22.56%      |
| <a href="#">001-521-21-35-00</a> | Sm Tools/Equip Invest                              | 500.00        | 29.74             | 0.00           | 29.74          | 470.26           | 94.05%      |
| <a href="#">001-521-21-41-00</a> | Prof Servs Investigation                           | 1,500.00      | 3,116.79          | 353.37         | 3,470.16       | -1,970.16        | -131.34%    |
| <a href="#">001-521-21-42-00</a> | Communication Invest.                              | 2,300.00      | 2,130.57          | 241.35         | 2,371.92       | -71.92           | -3.13%      |
| <a href="#">001-521-21-43-00</a> | Travel Investigation                               | 1,000.00      | 17.23             | 0.00           | 17.23          | 982.77           | 98.28%      |
| <a href="#">001-521-21-48-00</a> | Repairs/Maint Invest.                              | 75.00         | 1.07              | 0.00           | 1.07           | 73.93            | 98.57%      |



**Detail vs Budget Report**

**Date Range: 12/01/2024 - 12/31/2024**

| Account                          | Name                                              | Fiscal Budget | Beginning Balance | Total Activity | Ending Balance | Budget Remaining | % Remaining |
|----------------------------------|---------------------------------------------------|---------------|-------------------|----------------|----------------|------------------|-------------|
| <a href="#">001-521-21-49-00</a> | Misc Investigation                                | 1,500.00      | 60.00             | 0.00           | 60.00          | 1,440.00         | 96.00%      |
| <a href="#">001-521-21-49-01</a> | Registration Fees - Training Classes & Seminars   | 1,500.00      | 0.00              | 0.00           | 0.00           | 1,500.00         | 100.00%     |
| <a href="#">001-521-22-10-00</a> | Wages Patrol                                      | 1,003,689.13  | 845,164.71        | 89,393.17      | 934,557.88     | 69,131.25        | 6.89%       |
| <a href="#">001-521-22-20-00</a> | Benefits Patrol                                   | 293,169.78    | 288,290.29        | 30,109.55      | 318,399.84     | -25,230.06       | -8.61%      |
| <a href="#">001-521-22-20-01</a> | Benefits Uniforms Patrol                          | 12,000.00     | 11,401.70         | 164.71         | 11,566.41      | 433.59           | 3.61%       |
| <a href="#">001-521-22-20-03</a> | Patrol Equipment & Clothing Allowance             | 5,400.00      | 3,320.15          | 1,214.68       | 4,534.83       | 865.17           | 16.02%      |
| <a href="#">001-521-22-31-00</a> | Operating Supplies - Patrol                       | 5,000.00      | 1,501.79          | 81.61          | 1,583.40       | 3,416.60         | 68.33%      |
| <a href="#">001-521-22-31-01</a> | Office Supplies - Patrol                          | 2,200.00      | 1,856.13          | 281.26         | 2,137.39       | 62.61            | 2.85%       |
| <a href="#">001-521-22-32-00</a> | Fuel Consumed Patrol                              | 1,000.00      | 524.66            | 0.00           | 524.66         | 475.34           | 47.53%      |
| <a href="#">001-521-22-35-00</a> | Sm Tools/Equip Patrol                             | 1,000.00      | 1,079.30          | 0.00           | 1,079.30       | -79.30           | -7.93%      |
| <a href="#">001-521-22-41-00</a> | Prof Services Patrol                              | 3,500.00      | 2,627.03          | 263.72         | 2,890.75       | 609.25           | 17.41%      |
| <a href="#">001-521-22-42-00</a> | Communication Patrol                              | 9,000.00      | 7,377.23          | 582.99         | 7,960.22       | 1,039.78         | 11.55%      |
| <a href="#">001-521-22-42-01</a> | Patrol Air Cards - Communication                  | 7,000.00      | 7,542.58          | 391.62         | 7,934.20       | -934.20          | -13.35%     |
| <a href="#">001-521-22-48-00</a> | Repairs/Maint. Patrol                             | 500.00        | 589.34            | 10.07          | 599.41         | -99.41           | -19.88%     |
| <a href="#">001-521-22-49-00</a> | Miscellaneous Patrol                              | 100.00        | 54.00             | 0.00           | 54.00          | 46.00            | 46.00%      |
| <a href="#">001-521-22-49-01</a> | Intergov Servs Patrol - Dispatch Charges          | 259,411.00    | 261,602.77        | 0.00           | 261,602.77     | -2,191.77        | -0.84%      |
| <a href="#">001-521-22-49-02</a> | WW PD Support/Maint MDT Software                  | 1,000.00      | 0.00              | 0.00           | 0.00           | 1,000.00         | 100.00%     |
| <a href="#">001-521-22-49-96</a> | Interfund Rentals O & M                           | 20,000.00     | 92,288.40         | 14,664.36      | 106,952.76     | -86,952.76       | -434.76%    |
| <a href="#">001-521-23-10-00</a> | Wages Spec Unit                                   | 0.00          | 69,693.37         | 6,363.30       | 76,056.67      | -76,056.67       | 0.00%       |
| <a href="#">001-521-23-20-00</a> | Benefits Spec Unit                                | 0.00          | 24,750.63         | 2,223.89       | 26,974.52      | -26,974.52       | 0.00%       |
| <a href="#">001-521-30-10-01</a> | Wages - Drug Task Force                           | 90,153.00     | 89,723.10         | 8,942.17       | 98,665.27      | -8,512.27        | -9.44%      |
| <a href="#">001-521-30-20-01</a> | Benefits - Drug Task Force                        | 23,975.08     | 31,123.81         | 2,916.44       | 34,040.25      | -10,065.17       | -41.98%     |
| <a href="#">001-521-30-20-02</a> | Uniforms - Drug Task Force                        | 0.00          | 21.76             | 0.00           | 21.76          | -21.76           | 0.00%       |
| <a href="#">001-521-30-31-00</a> | Operating Supplies - Crime Prevention             | 100.00        | 0.00              | 0.00           | 0.00           | 100.00           | 100.00%     |
| <a href="#">001-521-30-31-01</a> | Office Supplies - Crime Prevention                | 100.00        | 0.00              | 0.00           | 0.00           | 100.00           | 100.00%     |
| <a href="#">001-521-30-49-00</a> | Misc Crime Prevention                             | 100.00        | 0.00              | 0.00           | 0.00           | 100.00           | 100.00%     |
| <a href="#">001-521-30-49-06</a> | Registrations/Fees - Training Classes & Seminars  | 300.00        | 0.00              | 0.00           | 0.00           | 300.00           | 100.00%     |
| <a href="#">001-521-40-31-00</a> | Operating Supplies - Training                     | 15,000.00     | 12,148.03         | 106.47         | 12,254.50      | 2,745.50         | 18.30%      |
| <a href="#">001-521-40-31-01</a> | Office Supplies - Training                        | 100.00        | 0.00              | 0.00           | 0.00           | 100.00           | 100.00%     |
| <a href="#">001-521-40-41-00</a> | Prof Services Training                            | 3,000.00      | 825.00            | 150.00         | 975.00         | 2,025.00         | 67.50%      |
| <a href="#">001-521-40-43-00</a> | Travel Training                                   | 10,000.00     | 4,501.91          | 1,010.94       | 5,512.85       | 4,487.15         | 44.87%      |
| <a href="#">001-521-40-48-00</a> | Repairs/Maint Training                            | 1,000.00      | 0.00              | 0.00           | 0.00           | 1,000.00         | 100.00%     |
| <a href="#">001-521-40-49-00</a> | Misc Training                                     | 0.00          | 36.83             | 33.50          | 70.33          | -70.33           | 0.00%       |
| <a href="#">001-521-40-49-01</a> | Registrations/Fees - Training Classes & Seminars  | 20,000.00     | 15,631.05         | 100.00         | 15,731.05      | 4,268.95         | 21.34%      |
| <a href="#">001-521-70-10-00</a> | Wages Traffic                                     | 334,563.03    | 281,813.30        | 29,797.56      | 311,610.86     | 22,952.17        | 6.86%       |
| <a href="#">001-521-70-10-01</a> | Wages - "X52 Sustained Enforce - Speed" Grt Pro   | 0.00          | 871.16            | 0.00           | 871.16         | -871.16          | 0.00%       |
| <a href="#">001-521-70-10-04</a> | Wages - Hwy Safety CFDA#20.600 Grant Program      | 1,500.00      | 1,807.54          | 0.00           | 1,807.54       | -307.54          | -20.50%     |
| <a href="#">001-521-70-20-00</a> | Benefits Traffic                                  | 97,723.27     | 96,101.69         | 10,034.65      | 106,136.34     | -8,413.07        | -8.61%      |
| <a href="#">001-521-70-20-01</a> | Benefits - "X52 Sustain Enforce - Speed" Grt Prog | 0.00          | 170.24            | 0.00           | 170.24         | -170.24          | 0.00%       |
| <a href="#">001-521-70-20-04</a> | Benefits - Impair Driving CFDA#20.600 Grant Prog  | 0.00          | 349.62            | 0.00           | 349.62         | -349.62          | 0.00%       |
| <a href="#">001-521-70-20-06</a> | BVFF Pension & Disability Payments                | 180.00        | 0.00              | 0.00           | 0.00           | 180.00           | 100.00%     |
| <a href="#">001-521-70-31-00</a> | Operating Supplies - Traffic                      | 250.00        | 28.80             | 0.00           | 28.80          | 221.20           | 88.48%      |
| <a href="#">001-521-70-31-01</a> | Office Supplies - Traffic                         | 75.00         | 613.37            | 93.76          | 707.13         | -632.13          | -842.84%    |
| <a href="#">001-521-70-35-00</a> | Sm Tools Traffic                                  | 200.00        | 0.00              | 0.00           | 0.00           | 200.00           | 100.00%     |

## Detail vs Budget Report

Date Range: 12/01/2024 - 12/31/2024

| Account                          | Name                                             | Fiscal Budget | Beginning Balance | Total Activity | Ending Balance | Budget Remaining | % Remaining |
|----------------------------------|--------------------------------------------------|---------------|-------------------|----------------|----------------|------------------|-------------|
| <a href="#">001-521-70-35-01</a> | Small Tools DUI Emphasis Funded                  | 1,000.00      | 0.00              | 0.00           | 0.00           | 1,000.00         | 100.00%     |
| <a href="#">001-521-70-41-00</a> | Prof Services Traffic                            | 250.00        | 0.00              | 0.00           | 0.00           | 250.00           | 100.00%     |
| <a href="#">001-521-70-48-00</a> | Repairs/Maint Traffic                            | 250.00        | 0.00              | 0.00           | 0.00           | 250.00           | 100.00%     |
| <a href="#">001-521-70-49-00</a> | Miscellaneous Traffic                            | 100.00        | 0.00              | 0.00           | 0.00           | 100.00           | 100.00%     |
| <a href="#">001-521-70-49-96</a> | Interfund Rentals - O & M                        | 20,000.00     | 92,288.40         | 14,664.36      | 106,952.76     | -86,952.76       | -434.76%    |
| <a href="#">001-522-10-10-00</a> | Wages & Overtime                                 | 48,102.80     | 52,349.16         | 4,023.49       | 56,372.65      | -8,269.85        | -17.19%     |
| <a href="#">001-522-10-20-00</a> | Personnel Benefits                               | 14,410.57     | 15,440.36         | 1,807.58       | 17,247.94      | -2,837.37        | -19.69%     |
| <a href="#">001-522-10-20-01</a> | Other Benefits - Uniforms                        | 300.00        | 75.18             | 226.30         | 301.48         | -1.48            | -0.49%      |
| <a href="#">001-522-10-31-00</a> | Operating Supplies - Administration              | 500.00        | 2,507.66          | 0.00           | 2,507.66       | -2,007.66        | -401.53%    |
| <a href="#">001-522-10-31-01</a> | Office Supplies - Administration                 | 500.00        | 336.01            | 10.81          | 346.82         | 153.18           | 30.64%      |
| <a href="#">001-522-10-35-00</a> | Sm Tools & Minor Equipmnt                        | 250.00        | 633.06            | 0.00           | 633.06         | -383.06          | -153.22%    |
| <a href="#">001-522-10-41-00</a> | Prof Serv - Comprehens Analysis Of FD Services   | 500.00        | 0.00              | 0.00           | 0.00           | 500.00           | 100.00%     |
| <a href="#">001-522-10-41-02</a> | Professional Services - Admin                    | 6,000.00      | 6,596.30          | 0.00           | 6,596.30       | -596.30          | -9.94%      |
| <a href="#">001-522-10-42-00</a> | Communication                                    | 1,300.00      | 1,970.48          | 120.91         | 2,091.39       | -791.39          | -60.88%     |
| <a href="#">001-522-10-43-00</a> | Travel                                           | 5,000.00      | 0.00              | 0.00           | 0.00           | 5,000.00         | 100.00%     |
| <a href="#">001-522-10-44-01</a> | Advertising                                      | 500.00        | 0.00              | 0.00           | 0.00           | 500.00           | 100.00%     |
| <a href="#">001-522-10-48-00</a> | Repairs & Maintenance                            | 750.00        | 809.24            | 73.79          | 883.03         | -133.03          | -17.74%     |
| <a href="#">001-522-10-49-00</a> | Miscellaneous                                    | 3,500.00      | 5,645.35          | 1,220.32       | 6,865.67       | -3,365.67        | -96.16%     |
| <a href="#">001-522-10-49-01</a> | Registrations/Fees - Training Classes & Seminars | 3,000.00      | 625.25            | 546.00         | 1,171.25       | 1,828.75         | 60.96%      |
| <a href="#">001-522-20-10-00</a> | Wages Fire                                       | 151,625.99    | 155,020.25        | 15,057.94      | 170,078.19     | -18,452.20       | -12.17%     |
| <a href="#">001-522-20-10-01</a> | Stipends (Volunteers)                            | 35,000.00     | 37,008.23         | 3,546.56       | 40,554.79      | -5,554.79        | -15.87%     |
| <a href="#">001-522-20-10-02</a> | Wages - Mobilization                             | 0.00          | 24,057.48         | 0.00           | 24,057.48      | -24,057.48       | 0.00%       |
| <a href="#">001-522-20-20-00</a> | Benefits Fire                                    | 48,801.65     | 59,499.38         | 5,747.71       | 65,247.09      | -16,445.44       | -33.70%     |
| <a href="#">001-522-20-20-01</a> | Benefits (Volunteers)                            | 3,700.00      | 3,228.55          | 285.15         | 3,513.70       | 186.30           | 5.04%       |
| <a href="#">001-522-20-20-02</a> | Benefits - Mobilization                          | 0.00          | 4,676.10          | 0.00           | 4,676.10       | -4,676.10        | 0.00%       |
| <a href="#">001-522-20-20-03</a> | Uniforms - Volunteers                            | 8,000.00      | 7,696.11          | 0.00           | 7,696.11       | 303.89           | 3.80%       |
| <a href="#">001-522-20-20-04</a> | Uniforms - FT Firefighter                        | 4,000.00      | 1,912.50          | 0.00           | 1,912.50       | 2,087.50         | 52.19%      |
| <a href="#">001-522-20-31-00</a> | Operating Supplies - Suppression                 | 3,500.00      | 25,982.17         | 961.14         | 26,943.31      | -23,443.31       | -669.81%    |
| <a href="#">001-522-20-31-01</a> | Office Supplies - Suppression                    | 300.00        | 497.02            | 0.00           | 497.02         | -197.02          | -65.67%     |
| <a href="#">001-522-20-31-02</a> | Fire Mobilization - Protective Equipment         | 2,000.00      | 211.50            | 0.00           | 211.50         | 1,788.50         | 89.43%      |
| <a href="#">001-522-20-31-03</a> | Radios/Pagers - Parts & Supplies                 | 750.00        | 1,256.70          | 0.00           | 1,256.70       | -506.70          | -67.56%     |
| <a href="#">001-522-20-31-04</a> | Oper Supplies - Vehicles                         | 0.00          | 1,282.14          | 0.00           | 1,282.14       | -1,282.14        | 0.00%       |
| <a href="#">001-522-20-31-05</a> | Wildland Fire - Operating Supplies               | 0.00          | 66.36             | 41.78          | 108.14         | -108.14          | 0.00%       |
| <a href="#">001-522-20-32-00</a> | Fuel - Suppression                               | 2,000.00      | 957.64            | 60.01          | 1,017.65       | 982.35           | 49.12%      |
| <a href="#">001-522-20-32-02</a> | Fire Mobilization - Fuel Consumed                | 3,000.00      | 3,213.22          | 0.00           | 3,213.22       | -213.22          | -7.11%      |
| <a href="#">001-522-20-35-00</a> | Sm Tools/Equipment                               | 1,000.00      | 3,470.18          | 0.00           | 3,470.18       | -2,470.18        | -247.02%    |
| <a href="#">001-522-20-35-01</a> | Small Tools Vehicle                              | 500.00        | 2,209.88          | 0.00           | 2,209.88       | -1,709.88        | -341.98%    |
| <a href="#">001-522-20-35-02</a> | Fire Mobilization - Sm Tools / Equipment         | 800.00        | 697.17            | 823.62         | 1,520.79       | -720.79          | -90.10%     |
| <a href="#">001-522-20-41-00</a> | Fire Dept Personnel Physicals                    | 3,000.00      | 1,836.37          | 585.11         | 2,421.48       | 578.52           | 19.28%      |
| <a href="#">001-522-20-42-00</a> | Communication - Air Cards For MDTs               | 2,500.00      | 2,640.66          | 240.06         | 2,880.72       | -380.72          | -15.23%     |
| <a href="#">001-522-20-43-00</a> | Travel - Supression                              | 0.00          | 40.02             | 143.21         | 183.23         | -183.23          | 0.00%       |
| <a href="#">001-522-20-48-00</a> | Repairs/Maintenance                              | 4,500.00      | 2,321.77          | 0.00           | 2,321.77       | 2,178.23         | 48.41%      |
| <a href="#">001-522-20-48-01</a> | Repairs/Maint Vehicle                            | 0.00          | 786.97            | 0.00           | 786.97         | -786.97          | 0.00%       |
| <a href="#">001-522-20-48-02</a> | Fire Mobilization - Repairs & Maint.             | 100.00        | 170.66            | 10.88          | 181.54         | -81.54           | -81.54%     |



## Detail vs Budget Report

Date Range: 12/01/2024 - 12/31/2024

| Account                          | Name                                             | Fiscal Budget | Beginning Balance | Total Activity | Ending Balance | Budget Remaining | % Remaining |
|----------------------------------|--------------------------------------------------|---------------|-------------------|----------------|----------------|------------------|-------------|
| <a href="#">001-522-20-49-00</a> | Misc Fire                                        | 100.00        | 209.02            | 0.00           | 209.02         | -109.02          | -109.02%    |
| <a href="#">001-522-20-49-02</a> | Fire Mobilization - Misc. Expense                | 500.00        | 587.41            | 0.00           | 587.41         | -87.41           | -17.48%     |
| <a href="#">001-522-20-49-04</a> | Intergov Services - Dispatch Charges             | 36,000.00     | 34,484.50         | 1,445.42       | 35,929.92      | 70.08            | 0.19%       |
| <a href="#">001-522-20-49-06</a> | BVFF Pension & Disability Payments               | 1,800.00      | 1,320.00          | 0.00           | 1,320.00       | 480.00           | 26.67%      |
| <a href="#">001-522-20-49-96</a> | Interfund Rentals - O & M                        | 15,000.00     | 30,317.71         | 6,339.64       | 36,657.35      | -21,657.35       | -144.38%    |
| <a href="#">001-522-30-10-00</a> | Wages & OT                                       | 43,914.00     | 41,218.65         | 3,709.50       | 44,928.15      | -1,014.15        | -2.31%      |
| <a href="#">001-522-30-20-00</a> | Benefits                                         | 19,465.47     | 19,936.87         | 1,714.72       | 21,651.59      | -2,186.12        | -11.23%     |
| <a href="#">001-522-30-20-01</a> | Other Benefits/Uniforms                          | 300.00        | 0.00              | 0.00           | 0.00           | 300.00           | 100.00%     |
| <a href="#">001-522-30-31-00</a> | Operating Supplies - Prevention / Investigation  | 2,500.00      | 0.00              | 0.00           | 0.00           | 2,500.00         | 100.00%     |
| <a href="#">001-522-30-31-01</a> | Office Supplies - Prevention / Investigation     | 200.00        | 0.00              | 86.10          | 86.10          | 113.90           | 56.95%      |
| <a href="#">001-522-30-42-00</a> | Communication                                    | 1,000.00      | 453.88            | 41.30          | 495.18         | 504.82           | 50.48%      |
| <a href="#">001-522-30-43-00</a> | Travel                                           | 1,500.00      | 0.00              | 0.00           | 0.00           | 1,500.00         | 100.00%     |
| <a href="#">001-522-30-48-00</a> | Repairs/Maintenance                              | 100.00        | 0.00              | 0.00           | 0.00           | 100.00           | 100.00%     |
| <a href="#">001-522-30-49-00</a> | Miscellaneous                                    | 750.00        | 364.63            | 0.00           | 364.63         | 385.37           | 51.38%      |
| <a href="#">001-522-45-10-00</a> | Wages & OT                                       | 63,229.40     | 68,197.26         | 5,269.10       | 73,466.36      | -10,236.96       | -16.19%     |
| <a href="#">001-522-45-20-00</a> | Benefits                                         | 11,818.64     | 17,764.17         | 1,585.97       | 19,350.14      | -7,531.50        | -63.73%     |
| <a href="#">001-522-45-20-03</a> | Uniforms - FT Firefighter                        | 300.00        | 279.37            | 0.00           | 279.37         | 20.63            | 6.88%       |
| <a href="#">001-522-45-31-00</a> | Operating Supplies - Training                    | 5,000.00      | 5,001.43          | 2,420.98       | 7,422.41       | -2,422.41        | -48.45%     |
| <a href="#">001-522-45-31-01</a> | Office Supplies - Training                       | 250.00        | 5,900.36          | 471.05         | 6,371.41       | -6,121.41        | -2,448.56%  |
| <a href="#">001-522-45-43-00</a> | Travel                                           | 10,000.00     | 181.77            | 211.70         | 393.47         | 9,606.53         | 96.07%      |
| <a href="#">001-522-45-48-00</a> | Repairs/Maintenance                              | 150.00        | 0.00              | 1,658.87       | 1,658.87       | -1,508.87        | -1,005.91%  |
| <a href="#">001-522-45-49-00</a> | Miscellaneous                                    | 2,500.00      | 485.27            | 0.00           | 485.27         | 2,014.73         | 80.59%      |
| <a href="#">001-522-45-49-01</a> | Registrations/Fees - Training Classes & Seminars | 5,000.00      | 12,314.82         | 162.11         | 12,476.93      | -7,476.93        | -149.54%    |
| <a href="#">001-522-50-31-00</a> | Operating Supplies - Facilities                  | 4,000.00      | 4,375.08          | 282.46         | 4,657.54       | -657.54          | -16.44%     |
| <a href="#">001-522-50-31-01</a> | Office Supplies - Facilities                     | 100.00        | 143.65            | 0.00           | 143.65         | -43.65           | -43.65%     |
| <a href="#">001-522-50-35-00</a> | Small Tools/Equipment                            | 150.00        | 440.69            | 0.00           | 440.69         | -290.69          | -193.79%    |
| <a href="#">001-522-50-47-00</a> | Public Utility Services                          | 20,000.00     | 25,358.53         | 2,492.05       | 27,850.58      | -7,850.58        | -39.25%     |
| <a href="#">001-522-50-48-00</a> | Repairs/Maintenance                              | 5,000.00      | 0.00              | 0.00           | 0.00           | 5,000.00         | 100.00%     |
| <a href="#">001-522-50-49-00</a> | Miscellaneous                                    | 150.00        | 259.10            | 0.00           | 259.10         | -109.10          | -72.73%     |
| <a href="#">001-523-60-41-00</a> | Professional Services                            | 1,000.00      | 0.00              | 0.00           | 0.00           | 1,000.00         | 100.00%     |
| <a href="#">001-523-60-49-00</a> | Miscellaneous                                    | 150.00        | 0.00              | 0.00           | 0.00           | 150.00           | 100.00%     |
| <a href="#">001-523-60-49-01</a> | Intergov Services - Cnty Jail Services           | 35,000.00     | 63,074.58         | 4,852.28       | 67,926.86      | -32,926.86       | -94.08%     |
| <a href="#">001-524-10-10-00</a> | Wages - Bldg Clerical                            | 20,425.06     | 19,121.60         | 1,752.94       | 20,874.54      | -449.48          | -2.20%      |
| <a href="#">001-524-10-20-00</a> | Benefits - Bldg Clerical                         | 13,404.73     | 12,431.65         | 1,127.12       | 13,558.77      | -154.04          | -1.15%      |
| <a href="#">001-524-20-10-00</a> | Wages & OT                                       | 129,353.39    | 120,712.45        | 10,779.50      | 131,491.95     | -2,138.56        | -1.65%      |
| <a href="#">001-524-20-20-00</a> | Benefits                                         | 67,512.86     | 64,446.82         | 5,781.59       | 70,228.41      | -2,715.55        | -4.02%      |
| <a href="#">001-524-20-31-00</a> | Operating Supplies - Bldg. Inspection            | 1,200.00      | 348.82            | 6.51           | 355.33         | 844.67           | 70.39%      |
| <a href="#">001-524-20-31-01</a> | Office Supplies - Bldg. Inspection               | 500.00        | 405.98            | 44.25          | 450.23         | 49.77            | 9.95%       |
| <a href="#">001-524-20-35-00</a> | Sm Tools/Equipment                               | 450.00        | 0.00              | 0.00           | 0.00           | 450.00           | 100.00%     |
| <a href="#">001-524-20-41-00</a> | Professional Services                            | 2,000.00      | 115.84            | 25.96          | 141.80         | 1,858.20         | 92.91%      |
| <a href="#">001-524-20-41-01</a> | Plan Check Professional Services                 | 2,000.00      | 0.00              | 0.00           | 0.00           | 2,000.00         | 100.00%     |
| <a href="#">001-524-20-42-00</a> | Communication                                    | 2,893.00      | 2,713.45          | 256.59         | 2,970.04       | -77.04           | -2.66%      |
| <a href="#">001-524-20-43-00</a> | Travel                                           | 4,560.00      | 1,265.17          | 0.00           | 1,265.17       | 3,294.83         | 72.26%      |
| <a href="#">001-524-20-48-00</a> | Repairs/Maintenance                              | 200.00        | 117.95            | 0.00           | 117.95         | 82.05            | 41.03%      |

## Detail vs Budget Report

Date Range: 12/01/2024 - 12/31/2024

| Account                          | Name                                             | Fiscal Budget | Beginning Balance | Total Activity | Ending Balance | Budget Remaining | % Remaining |
|----------------------------------|--------------------------------------------------|---------------|-------------------|----------------|----------------|------------------|-------------|
| <a href="#">001-524-20-49-00</a> | Miscellaneous                                    | 400.00        | 341.38            | 109.00         | 450.38         | -50.38           | -12.60%     |
| <a href="#">001-524-20-49-01</a> | Training Class Registration Costs - Bldg Dept    | 5,000.00      | 1,400.00          | 0.00           | 1,400.00       | 3,600.00         | 72.00%      |
| <a href="#">001-525-60-49-00</a> | Intergov Servs Emergency Management Cnty         | 9,400.00      | 25,025.00         | 0.00           | 25,025.00      | -15,625.00       | -166.22%    |
| <a href="#">001-548-68-49-96</a> | INF ER&R From CE O&M Costs                       | 40,000.00     | 60,463.22         | 34,733.87      | 95,197.09      | -55,197.09       | -137.99%    |
| <a href="#">001-554-30-10-00</a> | Wages Special Enforcement                        | 60,494.91     | 55,296.00         | 5,042.00       | 60,338.00      | 156.91           | 0.26%       |
| <a href="#">001-554-30-20-00</a> | Benefits                                         | 30,683.87     | 35,275.13         | 3,189.48       | 38,464.61      | -7,780.74        | -25.36%     |
| <a href="#">001-554-30-20-01</a> | Uniforms                                         | 500.00        | 177.50            | 0.00           | 177.50         | 322.50           | 64.50%      |
| <a href="#">001-554-30-31-00</a> | Operating Supplies - Special Enforcement         | 500.00        | 781.47            | 0.00           | 781.47         | -281.47          | -56.29%     |
| <a href="#">001-554-30-31-01</a> | Office Supplies - Special Enforcement            | 300.00        | 490.64            | 65.52          | 556.16         | -256.16          | -85.39%     |
| <a href="#">001-554-30-35-00</a> | Sm Tools/Equipment                               | 75.00         | 119.67            | 0.00           | 119.67         | -44.67           | -59.56%     |
| <a href="#">001-554-30-41-00</a> | Professional Services                            | 10,000.00     | 11,000.00         | 2,000.00       | 13,000.00      | -3,000.00        | -30.00%     |
| <a href="#">001-554-30-42-00</a> | Communications - Special Enforcement             | 1,500.00      | 993.19            | 74.79          | 1,067.98       | 432.02           | 28.80%      |
| <a href="#">001-554-30-43-00</a> | Travel                                           | 1,500.00      | 0.00              | 0.00           | 0.00           | 1,500.00         | 100.00%     |
| <a href="#">001-554-30-48-00</a> | Repairs/maintenance                              | 20.00         | 0.00              | 0.00           | 0.00           | 20.00            | 100.00%     |
| <a href="#">001-554-30-49-00</a> | Miscellaneous                                    | 40.00         | 61.25             | 0.00           | 61.25          | -21.25           | -53.13%     |
| <a href="#">001-554-30-49-01</a> | Registrations/Fees - Training Classes & Seminars | 500.00        | 0.00              | 0.00           | 0.00           | 500.00           | 100.00%     |
| <a href="#">001-554-30-49-96</a> | Interfund Rentals - O & M                        | 2,300.00      | 10,926.17         | 1,199.96       | 12,126.13      | -9,826.13        | -427.22%    |
| <a href="#">001-558-50-40-00</a> | State Bldg Code Fee                              | 1,500.00      | 1,668.16          | 238.50         | 1,906.66       | -406.66          | -27.11%     |
| <a href="#">001-558-60-10-00</a> | Wages & OT                                       | 107,916.37    | 90,594.53         | 8,975.21       | 99,569.74      | 8,346.63         | 7.73%       |
| <a href="#">001-558-60-20-00</a> | Personnel Benefits                               | 52,229.35     | 44,235.96         | 4,534.80       | 48,770.76      | 3,458.59         | 6.62%       |
| <a href="#">001-558-60-31-00</a> | Operating Supplies - Planning                    | 500.00        | 113.57            | 385.64         | 499.21         | 0.79             | 0.16%       |
| <a href="#">001-558-60-31-01</a> | Office Supplies - Planning                       | 300.00        | 582.71            | 126.07         | 708.78         | -408.78          | -136.26%    |
| <a href="#">001-558-60-35-00</a> | Small Tools/Minor Equipment                      | 0.00          | 441.14            | 0.00           | 441.14         | -441.14          | 0.00%       |
| <a href="#">001-558-60-41-00</a> | Professional Services                            | 100,000.00    | 86,384.25         | 53,479.77      | 139,864.02     | -39,864.02       | -39.86%     |
| <a href="#">001-558-60-42-00</a> | Communication                                    | 1,500.00      | 2,100.13          | 75.42          | 2,175.55       | -675.55          | -45.04%     |
| <a href="#">001-558-60-43-00</a> | Travel                                           | 1,400.00      | 154.43            | 0.00           | 154.43         | 1,245.57         | 88.97%      |
| <a href="#">001-558-60-44-01</a> | Advertising                                      | 2,500.00      | 1,895.48          | 577.68         | 2,473.16       | 26.84            | 1.07%       |
| <a href="#">001-558-60-48-00</a> | Repairs And Maintenance                          | 1,400.00      | 467.49            | 39.70          | 507.19         | 892.81           | 63.77%      |
| <a href="#">001-558-60-49-00</a> | Miscellaneous                                    | 2,000.00      | 1,034.19          | 516.31         | 1,550.50       | 449.50           | 22.48%      |
| <a href="#">001-558-60-49-01</a> | Registrations/Fees - Training Classes & Seminars | 600.00        | 7.75              | 0.00           | 7.75           | 592.25           | 98.71%      |
| <a href="#">001-558-60-49-02</a> | Intergov Services                                | 5,200.00      | 0.00              | 0.00           | 0.00           | 5,200.00         | 100.00%     |
| <a href="#">001-558-70-41-00</a> | Community Development / Planning Prof Servs      | 10,000.00     | 955.30            | 317.90         | 1,273.20       | 8,726.80         | 87.27%      |
| <a href="#">001-558-70-49-00</a> | Economic Development - Miscellaneous             | 5,000.00      | 44,985.33         | 0.00           | 44,985.33      | -39,985.33       | -799.71%    |
| <a href="#">001-558-75-41-01</a> | Planning & Development Costs - Pass Thru         | 15,000.00     | 13,252.00         | 2,418.12       | 15,670.12      | -670.12          | -4.47%      |
| <a href="#">001-566-00-49-00</a> | Intergovernmentl Services                        | 3,000.00      | 4,799.09          | 729.74         | 5,528.83       | -2,528.83        | -84.29%     |
| <a href="#">001-573-90-31-00</a> | Operating Supplies - Community Events            | 10,000.00     | 7,066.58          | 479.62         | 7,546.20       | 2,453.80         | 24.54%      |
| <a href="#">001-573-90-31-01</a> | Office Supplies - Community Events               | 500.00        | 445.79            | 0.00           | 445.79         | 54.21            | 10.84%      |
| <a href="#">001-573-90-35-00</a> | Sm Tools/Minor Equip.                            | 25,000.00     | 12,336.75         | 0.00           | 12,336.75      | 12,663.25        | 50.65%      |
| <a href="#">001-573-90-40-02</a> | Farmer's Market Pass-through Payments - SNAP/E   | 1,400.00      | 1,513.00          | 0.00           | 1,513.00       | -113.00          | -8.07%      |
| <a href="#">001-573-90-40-03</a> | Farmer Market Pass-through Process - State Matc  | 1,400.00      | 1,183.00          | 0.00           | 1,183.00       | 217.00           | 15.50%      |
| <a href="#">001-573-90-40-05</a> | Farmer Market Pass-through Process - DOH Kid Ca  | 1,400.00      | 1,468.00          | 0.00           | 1,468.00       | -68.00           | -4.86%      |
| <a href="#">001-573-90-41-00</a> | Professional Services - Community Events         | 50,000.00     | 21,439.50         | 21,786.25      | 43,225.75      | 6,774.25         | 13.55%      |
| <a href="#">001-573-90-41-02</a> | Professional Services - Blue Mountain United Way | 10,000.00     | 10,000.00         | 0.00           | 10,000.00      | 0.00             | 0.00%       |
| <a href="#">001-573-90-41-03</a> | Professional Services - Community Grant          | 0.00          | 18,808.00         | 0.00           | 18,808.00      | -18,808.00       | 0.00%       |

**Detail vs Budget Report**

**Date Range: 12/01/2024 - 12/31/2024**

| Account                          | Name                                            | Fiscal Budget | Beginning Balance | Total Activity | Ending Balance | Budget Remaining | % Remaining |
|----------------------------------|-------------------------------------------------|---------------|-------------------|----------------|----------------|------------------|-------------|
| <a href="#">001-573-90-42-00</a> | Communications - Community Events               | 1,000.00      | 893.99            | 81.31          | 975.30         | 24.70            | 2.47%       |
| <a href="#">001-573-90-44-01</a> | Advertising                                     | 10,000.00     | 3,568.98          | 1,504.80       | 5,073.78       | 4,926.22         | 49.26%      |
| <a href="#">001-573-90-48-00</a> | Repairs & Maintenance - Community Events        | 500.00        | 0.00              | 0.00           | 0.00           | 500.00           | 100.00%     |
| <a href="#">001-573-90-49-00</a> | Miscellaneous                                   | 10,000.00     | 1,277.69          | 500.00         | 1,777.69       | 8,222.31         | 82.22%      |
| <a href="#">001-573-90-49-01</a> | Community Assistance Program                    | 15,000.00     | 0.00              | 0.00           | 0.00           | 15,000.00        | 100.00%     |
| <a href="#">001-576-80-10-00</a> | Wages                                           | 60,826.03     | 57,768.67         | 5,054.00       | 62,822.67      | -1,996.64        | -3.28%      |
| <a href="#">001-576-80-20-00</a> | Benefits                                        | 35,008.55     | 39,125.29         | 3,520.04       | 42,645.33      | -7,636.78        | -21.81%     |
| <a href="#">001-576-80-20-01</a> | Uniforms / Other Benefits                       | 250.00        | 488.52            | 0.00           | 488.52         | -238.52          | -95.41%     |
| <a href="#">001-576-80-31-00</a> | Operating Supplies - Parks                      | 12,000.00     | 6,981.25          | 811.16         | 7,792.41       | 4,207.59         | 35.06%      |
| <a href="#">001-576-80-35-00</a> | Sm Tools/Equipment                              | 750.00        | 357.62            | 556.00         | 913.62         | -163.62          | -21.82%     |
| <a href="#">001-576-80-41-00</a> | Professional Services                           | 750.00        | 17,056.04         | -15,752.42     | 1,303.62       | -553.62          | -73.82%     |
| <a href="#">001-576-80-42-00</a> | Communication                                   | 300.00        | 0.00              | 0.00           | 0.00           | 300.00           | 100.00%     |
| <a href="#">001-576-80-45-00</a> | Operating Rentals                               | 300.00        | 549.96            | 0.00           | 549.96         | -249.96          | -83.32%     |
| <a href="#">001-576-80-47-00</a> | Utility Services                                | 31,000.00     | 33,294.86         | 1,615.04       | 34,909.90      | -3,909.90        | -12.61%     |
| <a href="#">001-576-80-48-00</a> | Repairs/Maintenance                             | 5,000.00      | 543.50            | 0.00           | 543.50         | 4,456.50         | 89.13%      |
| <a href="#">001-576-80-49-00</a> | Miscellaneous                                   | 5,000.00      | 24.94             | 51.50          | 76.44          | 4,923.56         | 98.47%      |
| <a href="#">001-576-80-49-01</a> | Intergov Services                               | 1,500.00      | 0.00              | 0.00           | 0.00           | 1,500.00         | 100.00%     |
| <a href="#">001-576-80-49-02</a> | Registration Fees / Training Classes & Seminars | 500.00        | 0.00              | 0.00           | 0.00           | 500.00           | 100.00%     |
| <a href="#">001-576-81-10-00</a> | Wages & OT                                      | 46,968.85     | 39,727.17         | 3,981.97       | 43,709.14      | 3,259.71         | 6.94%       |
| <a href="#">001-576-81-20-00</a> | Personnel Benefits                              | 20,617.67     | 21,811.78         | 2,190.33       | 24,002.11      | -3,384.44        | -16.42%     |
| <a href="#">001-576-81-20-01</a> | Parks Administration - Uniform                  | 0.00          | 47.71             | 0.00           | 47.71          | -47.71           | 0.00%       |
| <a href="#">001-576-81-31-00</a> | Operating Supplies - Parks Administration       | 200.00        | 996.17            | 0.00           | 996.17         | -796.17          | -398.09%    |
| <a href="#">001-576-81-31-01</a> | Office Supplies - Parks Administration          | 200.00        | 144.62            | 7.18           | 151.80         | 48.20            | 24.10%      |
| <a href="#">001-576-81-42-00</a> | Communication                                   | 500.00        | 414.58            | 45.49          | 460.07         | 39.93            | 7.99%       |
| <a href="#">001-576-81-43-00</a> | Travel                                          | 750.00        | 517.35            | 1.69           | 519.04         | 230.96           | 30.79%      |
| <a href="#">001-576-81-44-01</a> | Advertising                                     | 0.00          | 599.02            | 0.00           | 599.02         | -599.02          | 0.00%       |
| <a href="#">001-576-81-49-00</a> | Miscellaneous                                   | 500.00        | 196.89            | 0.00           | 196.89         | 303.11           | 60.62%      |
| <a href="#">001-582-10-00-03</a> | Refund Of Fireworks Bonds                       | 100.00        | 50.00             | 0.00           | 50.00          | 50.00            | 50.00%      |
| <a href="#">001-589-90-00-00</a> | Other Non-Expenditures                          | 500.00        | 1,094.67          | 0.00           | 1,094.67       | -594.67          | -118.93%    |
| <a href="#">001-589-90-00-04</a> | Travel Account Expenditures                     | 5,000.00      | 0.00              | 0.00           | 0.00           | 5,000.00         | 100.00%     |
| <a href="#">001-589-90-00-10</a> | Covid-19 Reimbursement                          | 0.00          | 9,232.46          | 0.00           | 9,232.46       | -9,232.46        | 0.00%       |
| <a href="#">001-594-14-64-00</a> | Machinery & Equipment                           | 500.00        | 0.00              | 0.00           | 0.00           | 500.00           | 100.00%     |
| <a href="#">001-594-14-64-01</a> | Machinery & Equipment                           | 3,000.00      | 0.00              | 0.00           | 0.00           | 3,000.00         | 100.00%     |
| <a href="#">001-594-18-64-16</a> | Machinery And Equipment - HR                    | 250.00        | 0.00              | 0.00           | 0.00           | 250.00           | 100.00%     |
| <a href="#">001-594-18-64-19</a> | Machinery/Equipment                             | 0.00          | 0.00              | 0.00           | 0.00           | 0.00             | 0.00%       |
| <a href="#">001-594-21-64-01</a> | Machinery Investigation                         | 8,700.00      | 0.00              | 0.00           | 0.00           | 8,700.00         | 100.00%     |
| <a href="#">001-594-21-64-02</a> | Machinery/Equip Patrol                          | 20,000.00     | 24,933.72         | 0.00           | 24,933.72      | -4,933.72        | -24.67%     |
| <a href="#">001-594-21-64-05</a> | WASPC TrafficSafety Grant                       | 2,000.00      | 0.00              | 0.00           | 0.00           | 2,000.00         | 100.00%     |
| <a href="#">001-594-21-64-09</a> | Equipment Purchases - Traffic Policing          | 2,500.00      | 4,747.73          | 0.00           | 4,747.73       | -2,247.73        | -89.91%     |
| <a href="#">001-594-21-64-10</a> | Machinery & Equipment - Grant Funded            | 57,793.60     | 57,793.60         | 0.00           | 57,793.60      | 0.00             | 0.00%       |
| <a href="#">001-594-21-64-11</a> | Machinery & Equipment - Support Svcs            | 4,200.00      | 0.00              | 0.00           | 0.00           | 4,200.00         | 100.00%     |
| <a href="#">001-594-21-64-12</a> | Wildhorse Camera Grant                          | 2,000.00      | 25,001.00         | 0.00           | 25,001.00      | -23,001.00       | -1,150.05%  |
| <a href="#">001-594-21-64-55</a> | Machinery/Equipment - Special Enforcement       | 2,000.00      | 0.00              | 0.00           | 0.00           | 2,000.00         | 100.00%     |
| <a href="#">001-594-22-64-10</a> | Equipment - Radios & Pagers (Fire)              | 19,500.00     | 11,906.27         | 0.00           | 11,906.27      | 7,593.73         | 38.94%      |

**Detail vs Budget Report**

**Date Range: 12/01/2024 - 12/31/2024**

| Account                                           | Name                                               | Fiscal Budget     | Beginning Balance   | Total Activity     | Ending Balance    | Budget Remaining   | % Remaining |
|---------------------------------------------------|----------------------------------------------------|-------------------|---------------------|--------------------|-------------------|--------------------|-------------|
| <a href="#">001-594-22-64-20</a>                  | Machinery/Equipment                                | 20,000.00         | 8,193.14            | 13,837.18          | 22,030.32         | -2,030.32          | -10.15%     |
| <a href="#">001-594-22-64-40</a>                  | Train Equip/Software/Matls - WSP FF Train Progra   | 2,000.00          | 0.00                | 0.00               | 0.00              | 2,000.00           | 100.00%     |
| <a href="#">001-594-22-64-50</a>                  | Machinery/Equipment                                | 8,000.00          | 0.00                | 0.00               | 0.00              | 8,000.00           | 100.00%     |
| <a href="#">001-594-58-64-01</a>                  | Machinery & Equipment                              | 300.00            | 0.00                | 0.00               | 0.00              | 300.00             | 100.00%     |
| <a href="#">001-594-76-61-00</a>                  | Land & Land Improvements - Parks                   | 20,000.00         | 0.00                | 0.00               | 0.00              | 20,000.00          | 100.00%     |
| <a href="#">001-594-76-63-00</a>                  | Other Improvements - Parks                         | 150,000.00        | 142,799.31          | 43,277.42          | 186,076.73        | -36,076.73         | -24.05%     |
| <a href="#">001-597-00-00-01</a>                  | Interfund Transfer CE/Sts                          | 700,000.00        | 365,000.00          | 150,000.00         | 515,000.00        | 185,000.00         | 26.43%      |
| <a href="#">001-597-00-00-03</a>                  | Transfers-Out - CE To SCCF #101                    | 0.00              | 40,000.00           | 0.00               | 40,000.00         | -40,000.00         | 0.00%       |
| <a href="#">001-597-00-00-12</a>                  | Transfer To Technology Reserve Fund                | 575,000.00        | 497,750.00          | 0.00               | 497,750.00        | 77,250.00          | 13.43%      |
| <a href="#">001-597-00-00-15</a>                  | Transfers-Out - CE To Bldg Facility Maint. Reserve | 200,000.00        | 100,000.00          | 0.00               | 100,000.00        | 100,000.00         | 50.00%      |
| <a href="#">001-597-00-00-20</a>                  | CARS GO Bond Payment - INF To 201 Bond Fun         | 489,050.00        | 569,050.00          | -50,000.00         | 519,050.00        | -30,000.00         | -6.13%      |
| <a href="#">001-597-00-00-50</a>                  | Transfer To ER&R For Police Vehicle Purchase       | 0.00              | 5,000.00            | 0.00               | 5,000.00          | -5,000.00          | 0.00%       |
| <a href="#">001-597-00-00-61</a>                  | Interfund Transf From CE To Empl Bene Reserv #6    | 50,000.00         | 25,000.00           | 0.00               | 25,000.00         | 25,000.00          | 50.00%      |
| <a href="#">001-597-00-04-04</a>                  | 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%     |
| <a href="#">001-597-00-13-12</a>                  | Transfer to LID                                    | 221,000.00        | 220,994.56          | 0.00               | 220,994.56        | 5.44               | 0.00%       |
| <a href="#">001-597-00-15-21</a>                  | Transfer To 320 For Equipment Replacement          | 473,351.00        | 286,675.50          | 100,000.00         | 386,675.50        | 86,675.50          | 18.31%      |
| <a href="#">001-597-00-15-24</a>                  | Transfer To 320 For Equipment Replacement          | 275,000.00        | 50,000.00           | 0.00               | 50,000.00         | 225,000.00         | 81.82%      |
| <a href="#">001-597-00-15-26</a>                  | Transfer To 320 For Equipment Replacement          | 0.00              | 162,500.00          | 0.00               | 162,500.00        | -162,500.00        | 0.00%       |
| <a href="#">001-597-00-15-76</a>                  | Transfer To 320 For Equipment Replacement          | 0.00              | 225,000.00          | 0.00               | 225,000.00        | -225,000.00        | 0.00%       |
| <b>Totals:</b>                                    |                                                    | <b>278,180.67</b> | <b>1,013,903.64</b> | <b>-371,252.12</b> | <b>642,651.52</b> | <b>-364,470.85</b> |             |
| <b>Totals:</b>                                    |                                                    | <b>278,180.67</b> | <b>1,013,903.64</b> | <b>-371,252.12</b> | <b>642,651.52</b> | <b>-364,470.85</b> |             |
| <b>Totals:</b>                                    |                                                    | <b>278,180.67</b> | <b>1,013,903.64</b> | <b>-371,252.12</b> | <b>642,651.52</b> | <b>-364,470.85</b> |             |
| <b>001 - Current Expense Fund Totals:</b>         |                                                    | <b>278,180.67</b> | <b>1,013,903.64</b> | <b>-371,252.12</b> | <b>642,651.52</b> | <b>-364,470.85</b> |             |
| <b>005 - Current Expense Reserve Fund</b>         |                                                    |                   |                     |                    |                   |                    |             |
| <a href="#">005-361-10-00-05</a>                  | Unrealized Gain/Loss                               | 0.00              | 3,410.24            | 388.70             | 3,798.94          | -3,798.94          | 0.00%       |
| <a href="#">005-361-11-00-05</a>                  | Investment Interest                                | -5,000.00         | -11,734.05          | -1,135.79          | -12,869.84        | 7,869.84           | 157.40%     |
| <a href="#">005-361-30-00-05</a>                  | Realized Gain/Loss On Investments                  | 0.00              | -2,227.05           | 0.00               | -2,227.05         | 2,227.05           | 0.00%       |
| <a href="#">005-361-41-00-05</a>                  | Investment Interest - Purchased                    | 0.00              | -510.63             | 0.00               | -510.63           | 510.63             | 0.00%       |
| <a href="#">005-514-29-41-05</a>                  | Banking Service Fees/Charges                       | 20.00             | 103.48              | 2.36               | 105.84            | -85.84             | -429.20%    |
| <b>Totals:</b>                                    |                                                    | <b>-4,980.00</b>  | <b>-10,958.01</b>   | <b>-744.73</b>     | <b>-11,702.74</b> | <b>6,722.74</b>    |             |
| <b>Totals:</b>                                    |                                                    | <b>-4,980.00</b>  | <b>-10,958.01</b>   | <b>-744.73</b>     | <b>-11,702.74</b> | <b>6,722.74</b>    |             |
| <b>Totals:</b>                                    |                                                    | <b>-4,980.00</b>  | <b>-10,958.01</b>   | <b>-744.73</b>     | <b>-11,702.74</b> | <b>6,722.74</b>    |             |
| <b>005 - Current Expense Reserve Fund Totals:</b> |                                                    | <b>-4,980.00</b>  | <b>-10,958.01</b>   | <b>-744.73</b>     | <b>-11,702.74</b> | <b>6,722.74</b>    |             |
| <b>012 - Technology Reserve Fund</b>              |                                                    |                   |                     |                    |                   |                    |             |
| <a href="#">012-361-10-00-20</a>                  | Unrealized Gain/Loss                               | 0.00              | 2,863.68            | 326.40             | 3,190.08          | -3,190.08          | 0.00%       |
| <a href="#">012-361-11-00-20</a>                  | Interest Earned - Technology Reserve Fund          | -4,000.00         | -5,526.13           | -905.21            | -6,431.34         | 2,431.34           | 60.78%      |
| <a href="#">012-361-30-00-20</a>                  | Realized Gain/Loss On Investments                  | 0.00              | -1,870.12           | 0.00               | -1,870.12         | 1,870.12           | 0.00%       |
| <a href="#">012-361-41-00-20</a>                  | Investment Interest - Purchased                    | 0.00              | -428.79             | 0.00               | -428.79           | 428.79             | 0.00%       |
| <a href="#">012-397-00-00-13</a>                  | Interfund Transfer CE To Tech Reserve Fund         | -575,000.00       | -497,750.00         | 0.00               | -497,750.00       | -77,250.00         | -13.43%     |
| <a href="#">012-514-20-41-00</a>                  | Professional Financial / Banking Costs             | 20.00             | 4.47                | 1.98               | 6.45              | 13.55              | 67.75%      |
| <a href="#">012-518-88-41-00</a>                  | Professional Technology Services                   | 89,236.00         | 26,868.19           | 3,810.00           | 30,678.19         | 58,557.81          | 65.62%      |

**Detail vs Budget Report**

**Date Range: 12/01/2024 - 12/31/2024**

| Account                                            | Name                                             | Fiscal Budget     | Beginning Balance | Total Activity   | Ending Balance    | Budget Remaining  | % Remaining |
|----------------------------------------------------|--------------------------------------------------|-------------------|-------------------|------------------|-------------------|-------------------|-------------|
| <a href="#">012-518-88-41-01</a>                   | Professional Technology Services-Data Storage    | 3,000.00          | 0.00              | 0.00             | 0.00              | 3,000.00          | 100.00%     |
| <a href="#">012-518-89-10-00</a>                   | Salaries & Wages                                 | 63,901.20         | 23,283.73         | 5,325.00         | 28,608.73         | 35,292.47         | 55.23%      |
| <a href="#">012-518-89-20-00</a>                   | Benefits                                         | 40,079.83         | 14,781.92         | 3,339.19         | 18,121.11         | 21,958.72         | 54.79%      |
| <a href="#">012-518-89-31-00</a>                   | Operating Supplies - Data Processing             | 0.00              | 1,481.24          | 0.00             | 1,481.24          | -1,481.24         | 0.00%       |
| <a href="#">012-518-89-31-01</a>                   | Office Supplies - Data Processing                | 500.00            | 0.00              | 0.00             | 0.00              | 500.00            | 100.00%     |
| <a href="#">012-518-89-35-00</a>                   | Sm Tools/Minor Equipment                         | 2,000.00          | 270.47            | 0.00             | 270.47            | 1,729.53          | 86.48%      |
| <a href="#">012-518-89-41-00</a>                   | Professional Services                            | 3,265.00          | 0.00              | 31.54            | 31.54             | 3,233.46          | 99.03%      |
| <a href="#">012-518-89-42-00</a>                   | Communication                                    | 3,268.08          | 2,693.89          | 241.30           | 2,935.19          | 332.89            | 10.19%      |
| <a href="#">012-518-89-43-00</a>                   | Travel / Training                                | 3,000.00          | 709.55            | 0.00             | 709.55            | 2,290.45          | 76.35%      |
| <a href="#">012-518-89-45-00</a>                   | Operating Rentals/Leases                         | 1,500.00          | 0.00              | 0.00             | 0.00              | 1,500.00          | 100.00%     |
| <a href="#">012-518-89-48-00</a>                   | Repairs & Maintenance                            | 1,000.00          | 0.00              | 0.00             | 0.00              | 1,000.00          | 100.00%     |
| <a href="#">012-518-89-49-01</a>                   | Registration Fees - Training Classes & Seminars  | 1,000.00          | 0.00              | 0.00             | 0.00              | 1,000.00          | 100.00%     |
| <a href="#">012-591-18-75-05</a>                   | Cap Leases & Installment Purchas - Postage Meter | 1,558.00          | 1,168.87          | 389.72           | 1,558.59          | -0.59             | -0.04%      |
| <a href="#">012-591-21-75-01</a>                   | Cap Leases & Installment Purchas - Police Dept   | 43,800.00         | 42,133.75         | 0.00             | 42,133.75         | 1,666.25          | 3.80%       |
| <a href="#">012-591-58-75-04</a>                   | Cap Leases & Installment Purchas - CD Copier Lea | 2,805.00          | 2,432.86          | 489.92           | 2,922.78          | -117.78           | -4.20%      |
| <a href="#">012-594-18-64-00</a>                   | Machinery / Equipment                            | 600.00            | 0.00              | 0.00             | 0.00              | 600.00            | 100.00%     |
| <a href="#">012-594-18-64-01</a>                   | Machinery & Equipment - Technology               | 89,204.00         | 87,938.52         | 1,251.19         | 89,189.71         | 14.29             | 0.02%       |
| <a href="#">012-594-18-64-02</a>                   | Machinery & Equipment                            | 34,000.00         | 0.00              | 0.00             | 0.00              | 34,000.00         | 100.00%     |
| <a href="#">012-594-18-64-03</a>                   | Software / Software Update Purchases             | 304,244.00        | 372,355.72        | 14,257.84        | 386,613.56        | -82,369.56        | -27.07%     |
| <b>Totals:</b>                                     |                                                  | <b>108,981.11</b> | <b>73,411.82</b>  | <b>28,558.87</b> | <b>101,970.69</b> | <b>7,010.42</b>   |             |
| <b>Totals:</b>                                     |                                                  | <b>108,981.11</b> | <b>73,411.82</b>  | <b>28,558.87</b> | <b>101,970.69</b> | <b>7,010.42</b>   |             |
| <b>Totals:</b>                                     |                                                  | <b>108,981.11</b> | <b>73,411.82</b>  | <b>28,558.87</b> | <b>101,970.69</b> | <b>7,010.42</b>   |             |
| <b>012 - Technology Reserve Fund Totals:</b>       |                                                  | <b>108,981.11</b> | <b>73,411.82</b>  | <b>28,558.87</b> | <b>101,970.69</b> | <b>7,010.42</b>   |             |
| <b>061 - Employee Benefit Reserve Fund</b>         |                                                  |                   |                   |                  |                   |                   |             |
| <a href="#">061-361-10-00-61</a>                   | Unrealized Gain/Loss                             | 0.00              | 2,887.15          | 329.08           | 3,216.23          | -3,216.23         | 0.00%       |
| <a href="#">061-361-11-00-61</a>                   | Investment Interest-Employee Benefit Reserve     | -4,000.00         | -8,266.63         | -931.17          | -9,197.80         | 5,197.80          | 129.95%     |
| <a href="#">061-361-30-00-61</a>                   | Realized Gain/Loss On Investments                | 0.00              | -1,885.45         | 0.00             | -1,885.45         | 1,885.45          | 0.00%       |
| <a href="#">061-361-41-00-61</a>                   | Investment Interest - Purchased                  | 0.00              | -432.31           | 0.00             | -432.31           | 432.31            | 0.00%       |
| <a href="#">061-397-00-00-61</a>                   | IF Trans From CE Fund To Employe Benefit Resv Fu | -50,000.00        | -25,000.00        | 0.00             | -25,000.00        | -25,000.00        | -50.00%     |
| <a href="#">061-518-10-41-50</a>                   | Professional Services-Banking Fees               | 25.00             | 54.48             | 2.00             | 56.48             | -31.48            | -125.92%    |
| <a href="#">061-518-61-20-01</a>                   | Postemployment Benefits - Med Exp Reimb LEOFF    | 100,000.00        | 136,452.00        | 24,880.00        | 161,332.00        | -61,332.00        | -61.33%     |
| <a href="#">061-518-61-20-02</a>                   | Postemployment Benefits - Ins Premiums LEOFF 1   | 12,450.00         | 8,526.54          | 775.14           | 9,301.68          | 3,148.32          | 25.29%      |
| <b>Totals:</b>                                     |                                                  | <b>58,475.00</b>  | <b>112,335.78</b> | <b>25,055.05</b> | <b>137,390.83</b> | <b>-78,915.83</b> |             |
| <b>Totals:</b>                                     |                                                  | <b>58,475.00</b>  | <b>112,335.78</b> | <b>25,055.05</b> | <b>137,390.83</b> | <b>-78,915.83</b> |             |
| <b>Totals:</b>                                     |                                                  | <b>58,475.00</b>  | <b>112,335.78</b> | <b>25,055.05</b> | <b>137,390.83</b> | <b>-78,915.83</b> |             |
| <b>061 - Employee Benefit Reserve Fund Totals:</b> |                                                  | <b>58,475.00</b>  | <b>112,335.78</b> | <b>25,055.05</b> | <b>137,390.83</b> | <b>-78,915.83</b> |             |
| <b>100 - Street Fund</b>                           |                                                  |                   |                   |                  |                   |                   |             |
| <a href="#">100-322-40-00-00</a>                   | Street & Curb Permits                            | -6,000.00         | -9,750.00         | -1,800.00        | -11,550.00        | 5,550.00          | 92.50%      |
| <a href="#">100-334-02-30-01</a>                   | St Grant From Dept Of Nat Res - Urban Forestry G | 0.00              | -19,026.57        | 0.00             | -19,026.57        | 19,026.57         | 0.00%       |
| <a href="#">100-336-00-71-00</a>                   | Multimodal Transportation à€“ Cities             | -12,812.00        | 0.00              | 0.00             | 0.00              | -12,812.00        | -100.00%    |
| <a href="#">100-336-00-87-00</a>                   | Motor Veh Fuel Tax St.                           | -185,000.00       | -168,761.45       | -19,310.04       | -188,071.49       | 3,071.49          | 1.66%       |

**Detail vs Budget Report**

**Date Range: 12/01/2024 - 12/31/2024**

| Account                          | Name                                         | Fiscal Budget | Beginning Balance | Total Activity | Ending Balance | Budget Remaining | % Remaining |
|----------------------------------|----------------------------------------------|---------------|-------------------|----------------|----------------|------------------|-------------|
| <a href="#">100-361-10-00-01</a> | Unrealized Gain/Loss                         | 0.00          | 1,292.11          | 124.79         | 1,416.90       | -1,416.90        | 0.00%       |
| <a href="#">100-361-11-00-01</a> | Investment Interest                          | -1,500.00     | -2,669.28         | -345.10        | -3,014.38      | 1,514.38         | 100.96%     |
| <a href="#">100-361-30-00-01</a> | Realized Gain/Loss On Investments            | 0.00          | -661.93           | 0.00           | -661.93        | 661.93           | 0.00%       |
| <a href="#">100-361-41-00-01</a> | Investment Interest - Purchased              | 0.00          | -184.05           | 0.00           | -184.05        | 184.05           | 0.00%       |
| <a href="#">100-369-10-00-01</a> | Sale of Surplus - Streets                    | 0.00          | -16,700.00        | 0.00           | -16,700.00     | 16,700.00        | 0.00%       |
| <a href="#">100-369-91-00-01</a> | Other Misc. Revenue                          | 0.00          | -1,086.67         | -2,541.53      | -3,628.20      | 3,628.20         | 0.00%       |
| <a href="#">100-395-20-00-10</a> | Insurance/Other Compensation For Loss        | 0.00          | -2,940.89         | 0.00           | -2,940.89      | 2,940.89         | 0.00%       |
| <a href="#">100-397-00-00-01</a> | Transfer From CE To Sts                      | -700,000.00   | -365,000.00       | -150,000.00    | -515,000.00    | -185,000.00      | -26.43%     |
| <a href="#">100-397-00-00-02</a> | IFT Street Imp to Streets                    | -150,000.00   | -342,857.63       | -100,000.00    | -442,857.63    | 292,857.63       | 195.24%     |
| <a href="#">100-542-30-10-00</a> | Wages & OT                                   | 103,502.18    | 90,612.22         | 8,423.09       | 99,035.31      | 4,466.87         | 4.32%       |
| <a href="#">100-542-30-20-00</a> | Benefits                                     | 50,056.11     | 49,950.94         | 4,929.14       | 54,880.08      | -4,823.97        | -9.64%      |
| <a href="#">100-542-30-20-01</a> | Benefits - Uniforms                          | 500.00        | 642.97            | 140.81         | 783.78         | -283.78          | -56.76%     |
| <a href="#">100-542-30-31-00</a> | Operating Supplies - Traveled Way            | 25,000.00     | 28,800.43         | 34.75          | 28,835.18      | -3,835.18        | -15.34%     |
| <a href="#">100-542-30-35-00</a> | Sm Tools/Equipment                           | 1,000.00      | 1,333.53          | 0.00           | 1,333.53       | -333.53          | -33.35%     |
| <a href="#">100-542-30-41-00</a> | Professional Services                        | 5,000.00      | 36,179.85         | 7,825.46       | 44,005.31      | -39,005.31       | -780.11%    |
| <a href="#">100-542-30-42-00</a> | Communications                               | 2,500.00      | 2,015.61          | 204.70         | 2,220.31       | 279.69           | 11.19%      |
| <a href="#">100-542-30-43-00</a> | Travel                                       | 750.00        | 952.74            | 0.00           | 952.74         | -202.74          | -27.03%     |
| <a href="#">100-542-30-45-00</a> | Operating Rentals                            | 10,000.00     | 9,219.47          | 0.00           | 9,219.47       | 780.53           | 7.81%       |
| <a href="#">100-542-30-48-00</a> | Repairs/Maintenance                          | 15,000.00     | 6,069.72          | 1,253.40       | 7,323.12       | 7,676.88         | 51.18%      |
| <a href="#">100-542-30-49-00</a> | Miscellaneous                                | 500.00        | 1,196.11          | 0.00           | 1,196.11       | -696.11          | -139.22%    |
| <a href="#">100-542-30-49-96</a> | Interfund Rentals - O & M                    | 50,000.00     | 24,420.51         | 26,867.87      | 51,288.38      | -1,288.38        | -2.58%      |
| <a href="#">100-542-63-47-00</a> | Public Util St. Lighting                     | 30,000.00     | 69,607.23         | 5,596.61       | 75,203.84      | -45,203.84       | -150.68%    |
| <a href="#">100-542-64-10-00</a> | Wages & OT                                   | 18,157.81     | 15,151.37         | 1,310.40       | 16,461.77      | 1,696.04         | 9.34%       |
| <a href="#">100-542-64-20-00</a> | Benefits                                     | 9,522.01      | 7,025.97          | 788.81         | 7,814.78       | 1,707.23         | 17.93%      |
| <a href="#">100-542-64-20-01</a> | Benefits - Uniforms                          | 0.00          | 60.00             | 0.00           | 60.00          | -60.00           | 0.00%       |
| <a href="#">100-542-64-31-00</a> | Operating Supplies - Traffic Control Devices | 35,000.00     | 39,018.28         | 608.77         | 39,627.05      | -4,627.05        | -13.22%     |
| <a href="#">100-542-64-35-00</a> | Sm Tools/Equipment                           | 1,000.00      | 580.03            | 0.00           | 580.03         | 419.97           | 42.00%      |
| <a href="#">100-542-64-47-00</a> | Public Utilities                             | 14,000.00     | 9,948.12          | 595.96         | 10,544.08      | 3,455.92         | 24.69%      |
| <a href="#">100-542-64-49-00</a> | Intergovernmentl Services                    | 7,500.00      | 7,828.45          | 595.91         | 8,424.36       | -924.36          | -12.32%     |
| <a href="#">100-542-64-49-01</a> | Miscellaneous                                | 0.00          | 12.60             | 0.00           | 12.60          | -12.60           | 0.00%       |
| <a href="#">100-542-64-49-96</a> | Interfund Rentals - O & M                    | 14,500.00     | 10,680.03         | 6,879.07       | 17,559.10      | -3,059.10        | -21.10%     |
| <a href="#">100-542-66-10-00</a> | Wages & OT                                   | 6,052.60      | 5,050.45          | 436.80         | 5,487.25       | 565.35           | 9.34%       |
| <a href="#">100-542-66-20-00</a> | Benefits                                     | 3,174.02      | 2,342.01          | 262.95         | 2,604.96       | 569.06           | 17.93%      |
| <a href="#">100-542-66-20-01</a> | Benefits - Uniforms                          | 0.00          | 20.00             | 0.00           | 20.00          | -20.00           | 0.00%       |
| <a href="#">100-542-66-31-00</a> | Operating Supplies - Snow & Ice Removal      | 15,000.00     | 21,886.29         | 1,440.12       | 23,326.41      | -8,326.41        | -55.51%     |
| <a href="#">100-542-66-49-00</a> | Miscellaneous                                | 0.00          | 8,295.85          | 0.00           | 8,295.85       | -8,295.85        | 0.00%       |
| <a href="#">100-542-66-49-96</a> | Interfund Rentals - O & M                    | 6,800.00      | 4,374.61          | 4,897.71       | 9,272.32       | -2,472.32        | -36.36%     |
| <a href="#">100-542-67-31-00</a> | Operating Supplies - Street Cleaning         | 0.00          | 80.31             | 0.00           | 80.31          | -80.31           | 0.00%       |
| <a href="#">100-542-70-10-00</a> | Wages & OT                                   | 6,052.60      | 5,050.44          | 436.80         | 5,487.24       | 565.36           | 9.34%       |
| <a href="#">100-542-70-20-00</a> | Benefits                                     | 3,173.96      | 2,341.38          | 262.85         | 2,604.23       | 569.73           | 17.95%      |
| <a href="#">100-542-70-20-01</a> | Benefits - Uniforms                          | 200.00        | 20.00             | 0.00           | 20.00          | 180.00           | 90.00%      |
| <a href="#">100-542-70-31-00</a> | Operating Supplies - Roadside                | 7,500.00      | 11,884.70         | 534.34         | 12,419.04      | -4,919.04        | -65.59%     |
| <a href="#">100-542-70-35-00</a> | Sm Tools/Equipment                           | 500.00        | 2,649.68          | 0.00           | 2,649.68       | -2,149.68        | -429.94%    |
| <a href="#">100-542-70-48-00</a> | Repairs/Maintenance                          | 1,000.00      | 0.00              | 0.00           | 0.00           | 1,000.00         | 100.00%     |



**Detail vs Budget Report**

**Date Range: 12/01/2024 - 12/31/2024**

| Account                            | Name                                             | Fiscal Budget     | Beginning Balance | Total Activity     | Ending Balance   | Budget Remaining  | % Remaining |
|------------------------------------|--------------------------------------------------|-------------------|-------------------|--------------------|------------------|-------------------|-------------|
| <a href="#">100-542-70-48-10</a>   | Road & Street Repairs & Maintenance - Myra Rd    | 3,000.00          | 0.00              | 1,689.02           | 1,689.02         | 1,310.98          | 43.70%      |
| <a href="#">100-542-70-49-00</a>   | Intergovernmntl Services                         | 7,800.00          | 2,886.42          | 1,784.86           | 4,671.28         | 3,128.72          | 40.11%      |
| <a href="#">100-542-70-49-01</a>   | Miscellaneous                                    | 0.00              | 790.77            | 0.00               | 790.77           | -790.77           | 0.00%       |
| <a href="#">100-542-70-49-96</a>   | Interfund Rentals - O & M                        | 9,000.00          | 3,570.30          | 3,606.72           | 7,177.02         | 1,822.98          | 20.26%      |
| <a href="#">100-542-90-10-00</a>   | Wages & OT                                       | 8,635.60          | 7,891.47          | 719.55             | 8,611.02         | 24.58             | 0.28%       |
| <a href="#">100-542-90-20-00</a>   | Benefits                                         | 3,605.87          | 3,308.14          | 297.31             | 3,605.45         | 0.42              | 0.01%       |
| <a href="#">100-543-10-10-00</a>   | Wages & OT                                       | 60,844.30         | 51,352.93         | 4,420.97           | 55,773.90        | 5,070.40          | 8.33%       |
| <a href="#">100-543-10-10-02</a>   | Wages - Clerical                                 | 1,075.01          | 1,006.40          | 92.26              | 1,098.66         | -23.65            | -2.20%      |
| <a href="#">100-543-10-20-00</a>   | Benefits                                         | 20,029.23         | 20,169.48         | 1,689.05           | 21,858.53        | -1,829.30         | -9.13%      |
| <a href="#">100-543-10-20-02</a>   | Benefits - Clerical                              | 705.52            | 654.19            | 59.31              | 713.50           | -7.98             | -1.13%      |
| <a href="#">100-543-10-31-00</a>   | Operating Supplies - Administration              | 2,000.00          | 1,423.50          | 81.81              | 1,505.31         | 494.69            | 24.73%      |
| <a href="#">100-543-10-31-01</a>   | Office Supplies - Administration                 | 500.00            | 370.76            | 67.65              | 438.41           | 61.59             | 12.32%      |
| <a href="#">100-543-10-41-00</a>   | Professional Services                            | 1,500.00          | 721.56            | 2,165.16           | 2,886.72         | -1,386.72         | -92.45%     |
| <a href="#">100-543-10-42-00</a>   | Communication                                    | 400.00            | 541.68            | 38.94              | 580.62           | -180.62           | -45.16%     |
| <a href="#">100-543-10-43-00</a>   | Travel                                           | 0.00              | 1,239.07          | 0.00               | 1,239.07         | -1,239.07         | 0.00%       |
| <a href="#">100-543-10-44-01</a>   | Advertising                                      | 1,500.00          | 259.69            | 0.00               | 259.69           | 1,240.31          | 82.69%      |
| <a href="#">100-543-10-47-00</a>   | Public Services                                  | 2,000.00          | 1,332.91          | 279.63             | 1,612.54         | 387.46            | 19.37%      |
| <a href="#">100-543-10-49-00</a>   | Miscellaneous                                    | 1,500.00          | 457.72            | 3.79               | 461.51           | 1,038.49          | 69.23%      |
| <a href="#">100-543-30-41-00</a>   | Professional Financial / Banking Costs           | 400.00            | 65.89             | 0.76               | 66.65            | 333.35            | 83.34%      |
| <a href="#">100-543-30-43-00</a>   | Travel - Training                                | 500.00            | 603.80            | 0.00               | 603.80           | -103.80           | -20.76%     |
| <a href="#">100-543-30-46-00</a>   | Insurance                                        | 37,967.00         | 38,252.40         | 0.00               | 38,252.40        | -285.40           | -0.75%      |
| <a href="#">100-543-30-49-00</a>   | Miscellaneous                                    | 0.00              | 225.00            | 0.00               | 225.00           | -225.00           | 0.00%       |
| <a href="#">100-543-30-49-01</a>   | Registrations/Fees - Training Classes & Seminars | 1,000.00          | 904.36            | 550.00             | 1,454.36         | -454.36           | -45.44%     |
| <a href="#">100-544-20-10-00</a>   | Salary / Wages - City Engineer                   | 2,280.00          | 0.00              | 0.00               | 0.00             | 2,280.00          | 100.00%     |
| <a href="#">100-544-20-20-00</a>   | Benefits - City Engineer                         | 227.00            | 0.00              | 0.00               | 0.00             | 227.00            | 100.00%     |
| <a href="#">100-544-20-31-00</a>   | Operating Supplies - Engineering                 | 200.00            | 0.00              | 0.00               | 0.00             | 200.00            | 100.00%     |
| <a href="#">100-544-20-31-01</a>   | Office Supplies - Engineering                    | 200.00            | 0.00              | 0.00               | 0.00             | 200.00            | 100.00%     |
| <a href="#">100-544-20-41-00</a>   | Professional Services - Engineering              | 20,000.00         | 51,387.68         | 54,431.18          | 105,818.86       | -85,818.86        | -429.09%    |
| <a href="#">100-544-20-43-00</a>   | Travel Expense - Engineering                     | 200.00            | 0.00              | 0.00               | 0.00             | 200.00            | 100.00%     |
| <a href="#">100-544-20-49-00</a>   | Miscellaneous - Engineering                      | 150.00            | 0.00              | 0.00               | 0.00             | 150.00            | 100.00%     |
| <a href="#">100-544-20-49-01</a>   | Training Registration Fees - Engineering         | 500.00            | 0.00              | 0.00               | 0.00             | 500.00            | 100.00%     |
| <a href="#">100-597-00-00-11</a>   | Transfer To St Imp Resv.                         | 0.00              | 30,000.00         | 0.00               | 30,000.00        | -30,000.00        | 0.00%       |
| <a href="#">100-597-00-01-00</a>   | Transfer To 320 For Equipment Replacement        | 360,000.00        | 337,539.60        | 0.00               | 337,539.60       | 22,460.40         | 6.24%       |
| <a href="#">100-597-00-03-12</a>   | Inter Fund Transfer - 309                        | 0.00              | 43,857.63         | 0.00               | 43,857.63        | -43,857.63        | 0.00%       |
| <b>Totals:</b>                     |                                                  | <b>-64,651.18</b> | <b>147,768.89</b> | <b>-127,567.59</b> | <b>20,201.30</b> | <b>-84,852.48</b> |             |
| <b>Totals:</b>                     |                                                  | <b>-64,651.18</b> | <b>147,768.89</b> | <b>-127,567.59</b> | <b>20,201.30</b> | <b>-84,852.48</b> |             |
| <b>Totals:</b>                     |                                                  | <b>-64,651.18</b> | <b>147,768.89</b> | <b>-127,567.59</b> | <b>20,201.30</b> | <b>-84,852.48</b> |             |
| <b>100 - Street Fund Totals:</b>   |                                                  | <b>-64,651.18</b> | <b>147,768.89</b> | <b>-127,567.59</b> | <b>20,201.30</b> | <b>-84,852.48</b> |             |
| <b>120 - Criminal Justice Fund</b> |                                                  |                   |                   |                    |                  |                   |             |
| <a href="#">120-336-06-21-00</a>   | C.J. Funds - Regular                             | -6,750.00         | -3,786.71         | 0.00               | -3,786.71        | -2,963.29         | -43.90%     |
| <a href="#">120-336-06-26-00</a>   | C.J. - Municipal Criminal Justice Funding        | -13,352.00        | -13,304.15        | 0.00               | -13,304.15       | -47.85            | -0.36%      |
| <a href="#">120-361-10-00-12</a>   | Unrealized Gain/Loss                             | 0.00              | 191.89            | 21.87              | 213.76           | -213.76           | 0.00%       |

## Detail vs Budget Report

Date Range: 12/01/2024 - 12/31/2024

| Account                                      | Name                                            | Fiscal Budget    | Beginning Balance | Total Activity   | Ending Balance    | Budget Remaining  | % Remaining |
|----------------------------------------------|-------------------------------------------------|------------------|-------------------|------------------|-------------------|-------------------|-------------|
| <a href="#">120-361-11-00-12</a>             | Interest Earned - Criminal Justice              | -300.00          | -715.62           | -64.69           | -780.31           | 480.31            | 160.10%     |
| <a href="#">120-361-30-00-12</a>             | Realized Gain/Loss On Investments               | 0.00             | -125.31           | 0.00             | -125.31           | 125.31            | 0.00%       |
| <a href="#">120-361-41-00-12</a>             | Investment Interest - Purchased                 | 0.00             | -28.73            | 0.00             | -28.73            | 28.73             | 0.00%       |
| <a href="#">120-521-10-41-02</a>             | Banking Service Fees/ Charges - CJ Fund         | 0.00             | 5.83              | 0.13             | 5.96              | -5.96             | 0.00%       |
| <a href="#">120-521-30-10-12</a>             | Salaries & Wages - School Programs Officer      | 0.00             | 10,138.63         | 925.70           | 11,064.33         | -11,064.33        | 0.00%       |
| <a href="#">120-521-30-20-12</a>             | Personnel Benefits - School Programs Officer    | 0.00             | 3,600.49          | 323.52           | 3,924.01          | -3,924.01         | 0.00%       |
| <a href="#">120-521-30-49-01</a>             | Misc Criminal Justice                           | 300.00           | 18,130.03         | 0.00             | 18,130.03         | -17,830.03        | -5,943.34%  |
| <a href="#">120-591-18-75-02</a>             | Cap Leases & Installment Purchas - Police Dept  | 20,330.00        | 0.00              | 0.00             | 0.00              | 20,330.00         | 100.00%     |
| <b>Totals:</b>                               |                                                 | <b>228.00</b>    | <b>14,106.35</b>  | <b>1,206.53</b>  | <b>15,312.88</b>  | <b>-15,084.88</b> |             |
| <b>Totals:</b>                               |                                                 | <b>228.00</b>    | <b>14,106.35</b>  | <b>1,206.53</b>  | <b>15,312.88</b>  | <b>-15,084.88</b> |             |
| <b>Totals:</b>                               |                                                 | <b>228.00</b>    | <b>14,106.35</b>  | <b>1,206.53</b>  | <b>15,312.88</b>  | <b>-15,084.88</b> |             |
| <b>120 - Criminal Justice Fund Totals:</b>   |                                                 | <b>228.00</b>    | <b>14,106.35</b>  | <b>1,206.53</b>  | <b>15,312.88</b>  | <b>-15,084.88</b> |             |
| <b>121 - Forfeited Proceeds Fund</b>         |                                                 |                  |                   |                  |                   |                   |             |
| <a href="#">121-361-10-00-02</a>             | Unrealized Gain/Loss                            | 0.00             | 14.62             | 1.67             | 16.29             | -16.29            | 0.00%       |
| <a href="#">121-361-11-00-02</a>             | Investment Interest                             | -20.00           | -50.28            | -4.87            | -55.15            | 35.15             | 175.75%     |
| <a href="#">121-361-30-00-02</a>             | Realized Gain/Loss On Investments               | 0.00             | -9.56             | 0.00             | -9.56             | 9.56              | 0.00%       |
| <a href="#">121-361-41-00-02</a>             | Investment Interest - Purchased                 | 0.00             | -2.19             | 0.00             | -2.19             | 2.19              | 0.00%       |
| <a href="#">121-514-29-41-21</a>             | Bank Service Charges / Costs                    | 0.00             | 0.14              | 0.01             | 0.15              | -0.15             | 0.00%       |
| <b>Totals:</b>                               |                                                 | <b>-20.00</b>    | <b>-47.27</b>     | <b>-3.19</b>     | <b>-50.46</b>     | <b>30.46</b>      |             |
| <b>Totals:</b>                               |                                                 | <b>-20.00</b>    | <b>-47.27</b>     | <b>-3.19</b>     | <b>-50.46</b>     | <b>30.46</b>      |             |
| <b>Totals:</b>                               |                                                 | <b>-20.00</b>    | <b>-47.27</b>     | <b>-3.19</b>     | <b>-50.46</b>     | <b>30.46</b>      |             |
| <b>121 - Forfeited Proceeds Fund Totals:</b> |                                                 | <b>-20.00</b>    | <b>-47.27</b>     | <b>-3.19</b>     | <b>-50.46</b>     | <b>30.46</b>      |             |
| <b>130 - Hotel/Motel Tax</b>                 |                                                 |                  |                   |                  |                   |                   |             |
| <a href="#">130-313-31-00-01</a>             | Hotel/Motel Lodging                             | -20,000.00       | -24,010.01        | -2,163.04        | -26,173.05        | 6,173.05          | 30.87%      |
| <a href="#">130-313-31-00-02</a>             | Transient Rental                                | -20,000.00       | -23,758.90        | -2,163.04        | -25,921.94        | 5,921.94          | 29.61%      |
| <a href="#">130-361-10-00-30</a>             | Unrealized Gain/Loss                            | 0.00             | 507.85            | 57.88            | 565.73            | -565.73           | 0.00%       |
| <a href="#">130-361-11-01-30</a>             | Investment Interest                             | -500.00          | -2,166.34         | -178.13          | -2,344.47         | 1,844.47          | 368.89%     |
| <a href="#">130-361-30-00-30</a>             | Realized Gain/Loss On Investments               | 0.00             | -331.65           | 0.00             | -331.65           | 331.65            | 0.00%       |
| <a href="#">130-361-41-00-30</a>             | Investment Interest - Purchased                 | 0.00             | -76.04            | 0.00             | -76.04            | 76.04             | 0.00%       |
| <a href="#">130-557-30-41-30</a>             | Professional Financial / Banking Costs          | 3.00             | 22.99             | 0.35             | 23.34             | -20.34            | -678.00%    |
| <a href="#">130-557-30-44-30</a>             | Tourism Advertising                             | 1,900.00         | 1,530.00          | 0.00             | 1,530.00          | 370.00            | 19.47%      |
| <a href="#">130-557-30-49-01</a>             | Contributions To Other Agencies - Miscellaneous | 22,500.00        | 0.00              | 20,325.80        | 20,325.80         | 2,174.20          | 9.66%       |
| <a href="#">130-557-30-49-30</a>             | City Event Entertainment                        | 14,000.00        | 9,776.64          | 0.00             | 9,776.64          | 4,223.36          | 30.17%      |
| <b>Totals:</b>                               |                                                 | <b>-2,097.00</b> | <b>-38,505.46</b> | <b>15,879.82</b> | <b>-22,625.64</b> | <b>20,528.64</b>  |             |
| <b>Totals:</b>                               |                                                 | <b>-2,097.00</b> | <b>-38,505.46</b> | <b>15,879.82</b> | <b>-22,625.64</b> | <b>20,528.64</b>  |             |
| <b>Totals:</b>                               |                                                 | <b>-2,097.00</b> | <b>-38,505.46</b> | <b>15,879.82</b> | <b>-22,625.64</b> | <b>20,528.64</b>  |             |
| <b>130 - Hotel/Motel Tax Totals:</b>         |                                                 | <b>-2,097.00</b> | <b>-38,505.46</b> | <b>15,879.82</b> | <b>-22,625.64</b> | <b>20,528.64</b>  |             |
| <b>201 - ULTGO Bond Fund</b>                 |                                                 |                  |                   |                  |                   |                   |             |
| <a href="#">201-361-11-00-21</a>             | Investment Interest                             | -500.00          | -28.30            | -10.59           | -38.89            | -461.11           | -92.22%     |
| <a href="#">201-397-00-00-21</a>             | Transfer CE To ULTGO 201                        | -489,050.00      | -569,050.00       | 50,000.00        | -519,050.00       | 30,000.00         | 6.13%       |



**Detail vs Budget Report**

**Date Range: 12/01/2024 - 12/31/2024**

| Account                                       | Name                                                  | Fiscal Budget     | Beginning Balance | Total Activity    | Ending Balance    | Budget Remaining  | % Remaining |
|-----------------------------------------------|-------------------------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------|
| <a href="#">201-514-29-41-01</a>              | Banking Service Fees/Charges - ULTGO Bond Fund        | 0.00              | 74.10             | 0.00              | 74.10             | -74.10            | 0.00%       |
| <a href="#">201-591-95-71-01</a>              | Principle UTGO 2014 Issue (CARS)                      | 330,000.00        | 439,525.81        | -109,525.81       | 330,000.00        | 0.00              | 0.00%       |
| <a href="#">201-592-95-83-01</a>              | Interest UTGO 2014 Issue (CARS)                       | 159,150.00        | 79,575.00         | 79,575.00         | 159,150.00        | 0.00              | 0.00%       |
| <a href="#">201-592-95-83-02</a>              | Other Debt Service Costs (CARS)                       | 300.00            | 350.00            | 29,950.81         | 30,300.81         | -30,000.81        | -10,000.27% |
|                                               | <b>Totals:</b>                                        | <b>-100.00</b>    | <b>-49,553.39</b> | <b>49,989.41</b>  | <b>436.02</b>     | <b>-536.02</b>    |             |
|                                               | <b>Totals:</b>                                        | <b>-100.00</b>    | <b>-49,553.39</b> | <b>49,989.41</b>  | <b>436.02</b>     | <b>-536.02</b>    |             |
|                                               | <b>Totals:</b>                                        | <b>-100.00</b>    | <b>-49,553.39</b> | <b>49,989.41</b>  | <b>436.02</b>     | <b>-536.02</b>    |             |
|                                               | <b>201 - ULTGO Bond Fund Totals:</b>                  | <b>-100.00</b>    | <b>-49,553.39</b> | <b>49,989.41</b>  | <b>436.02</b>     | <b>-536.02</b>    |             |
| <b>240 - Local Improvement District Fund</b>  |                                                       |                   |                   |                   |                   |                   |             |
| <a href="#">240-397-00-13-12</a>              | Transfer from CE                                      | -221,000.00       | -220,994.56       | 0.00              | -220,994.56       | -5.44             | 0.00%       |
| <a href="#">240-595-69-63-00</a>              | Capital Exp Other                                     | 221,000.00        | 220,994.56        | 0.00              | 220,994.56        | 5.44              | 0.00%       |
|                                               | <b>Totals:</b>                                        | <b>0.00</b>       | <b>0.00</b>       | <b>0.00</b>       | <b>0.00</b>       | <b>0.00</b>       |             |
|                                               | <b>Totals:</b>                                        | <b>0.00</b>       | <b>0.00</b>       | <b>0.00</b>       | <b>0.00</b>       | <b>0.00</b>       |             |
|                                               | <b>Totals:</b>                                        | <b>0.00</b>       | <b>0.00</b>       | <b>0.00</b>       | <b>0.00</b>       | <b>0.00</b>       |             |
|                                               | <b>240 - Local Improvement District Fund Totals:</b>  | <b>0.00</b>       | <b>0.00</b>       | <b>0.00</b>       | <b>0.00</b>       | <b>0.00</b>       |             |
| <b>301 - Street Capital Contribution Fund</b> |                                                       |                   |                   |                   |                   |                   |             |
| <a href="#">301-345-89-01-23</a>              | Street Capital Developer Contributions                | -60,000.00        | 0.00              | 0.00              | 0.00              | -60,000.00        | -100.00%    |
| <a href="#">301-361-11-00-03</a>              | Investment Interest                                   | -10.00            | -9.87             | 0.00              | -9.87             | -0.13             | -1.30%      |
| <a href="#">301-397-00-00-03</a>              | Interfund Transfers - CE To SCCF #101                 | 0.00              | -40,000.00        | 0.00              | -40,000.00        | 40,000.00         | 0.00%       |
| <a href="#">301-597-00-01-01</a>              | Interfund Transfer For CARS Signalization             | 40,000.00         | 40,000.00         | 0.00              | 40,000.00         | 0.00              | 0.00%       |
| <a href="#">301-597-00-03-11</a>              | Interfund Transfer To Street Improvement Fund         | 0.00              | 0.00              | 0.00              | 0.00              | 0.00              | 0.00%       |
|                                               | <b>Totals:</b>                                        | <b>-20,010.00</b> | <b>-9.87</b>      | <b>0.00</b>       | <b>-9.87</b>      | <b>-20,000.13</b> |             |
|                                               | <b>Totals:</b>                                        | <b>-20,010.00</b> | <b>-9.87</b>      | <b>0.00</b>       | <b>-9.87</b>      | <b>-20,000.13</b> |             |
|                                               | <b>Totals:</b>                                        | <b>-20,010.00</b> | <b>-9.87</b>      | <b>0.00</b>       | <b>-9.87</b>      | <b>-20,000.13</b> |             |
|                                               | <b>301 - Street Capital Contribution Fund Totals:</b> | <b>-20,010.00</b> | <b>-9.87</b>      | <b>0.00</b>       | <b>-9.87</b>      | <b>-20,000.13</b> |             |
| <b>305 - Capital Improvement Fund (REET)</b>  |                                                       |                   |                   |                   |                   |                   |             |
| <a href="#">305-318-34-00-00</a>              | Real Estate Excise Tax Local                          | -230,000.00       | -135,528.98       | -23,767.42        | -159,296.40       | -70,703.60        | -30.74%     |
| <a href="#">305-361-10-00-35</a>              | Unrealized Gain/Loss                                  | 0.00              | 4,013.41          | 457.45            | 4,470.86          | -4,470.86         | 0.00%       |
| <a href="#">305-361-11-00-35</a>              | Investment Interest                                   | -4,000.00         | -12,990.28        | -1,266.97         | -14,257.25        | 10,257.25         | 256.43%     |
| <a href="#">305-361-30-00-35</a>              | Realized Gain/Loss On Investments                     | 0.00              | -2,620.95         | 0.00              | -2,620.95         | 2,620.95          | 0.00%       |
| <a href="#">305-361-41-00-35</a>              | Investment Interest - Purchased                       | 0.00              | -600.94           | 0.00              | -600.94           | 600.94            | 0.00%       |
| <a href="#">305-367-00-00-01</a>              | Contrib And Donations From Nongovernmental Se         | -219,656.00       | 0.00              | 0.00              | 0.00              | -219,656.00       | -100.00%    |
| <a href="#">305-514-20-41-35</a>              | Professional Financial / Banking Costs                | 35.00             | 78.99             | 2.78              | 81.77             | -46.77            | -133.63%    |
| <a href="#">305-594-42-63-00</a>              | Street And Path Projects                              | 849,066.15        | 600,000.00        | 6,326.80          | 606,326.80        | 242,739.35        | 28.59%      |
| <a href="#">305-594-42-65-02</a>              | Chipsealing / Walla Walla Cnty PW                     | 100,000.00        | 0.00              | 0.00              | 0.00              | 100,000.00        | 100.00%     |
| <a href="#">305-595-10-63-00</a>              | Professional Services - Engineering Services          | 60,000.00         | 0.00              | 0.00              | 0.00              | 60,000.00         | 100.00%     |
|                                               | <b>Totals:</b>                                        | <b>555,445.15</b> | <b>452,351.25</b> | <b>-18,247.36</b> | <b>434,103.89</b> | <b>121,341.26</b> |             |
|                                               | <b>Totals:</b>                                        | <b>555,445.15</b> | <b>452,351.25</b> | <b>-18,247.36</b> | <b>434,103.89</b> | <b>121,341.26</b> |             |
|                                               | <b>Totals:</b>                                        | <b>555,445.15</b> | <b>452,351.25</b> | <b>-18,247.36</b> | <b>434,103.89</b> | <b>121,341.26</b> |             |

Detail vs Budget Report

Date Range: 12/01/2024 - 12/31/2024

| Account                                                | Name                                             | Fiscal Budget      | Beginning Balance   | Total Activity    | Ending Balance      | Budget Remaining     | % Remaining |
|--------------------------------------------------------|--------------------------------------------------|--------------------|---------------------|-------------------|---------------------|----------------------|-------------|
| <b>305 - Capital Improvement Fund (REET) Totals:</b>   |                                                  | <b>555,445.15</b>  | <b>452,351.25</b>   | <b>-18,247.36</b> | <b>434,103.89</b>   | <b>121,341.26</b>    |             |
| <b>306 - Capital Improvement Fund (REET 2)</b>         |                                                  |                    |                     |                   |                     |                      |             |
| <a href="#">306-318-35-00-00</a>                       | REET 2 - Second Quarter Percent                  | -230,000.00        | -135,407.03         | -16,610.96        | -152,017.99         | -77,982.01           | -33.91%     |
| <a href="#">306-331-11-00-00</a>                       | Fed Direct Grant From The Department Of Comm     | -512,735.90        | 0.00                | 0.00              | 0.00                | -512,735.90          | -100.00%    |
| <a href="#">306-334-02-70-01</a>                       | 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%     |
| <a href="#">306-334-03-10-09</a>                       | State Direct/Indirect Grant From Dept Of Ecology | -866,150.00        | -652,754.70         | 0.00              | -652,754.70         | -213,395.30          | -24.64%     |
| <a href="#">306-361-10-00-36</a>                       | Unrealized Gain/Loss                             | 0.00               | 9,042.03            | 1,030.61          | 10,072.64           | -10,072.64           | 0.00%       |
| <a href="#">306-361-11-00-36</a>                       | Investment Interest                              | -10,000.00         | -23,234.12          | -2,807.40         | -26,041.52          | 16,041.52            | 160.42%     |
| <a href="#">306-361-30-00-36</a>                       | Realized Gain/Loss On Investments                | 0.00               | -5,904.87           | 0.00              | -5,904.87           | 5,904.87             | 0.00%       |
| <a href="#">306-361-41-00-36</a>                       | Investment Interest - Purchased                  | 0.00               | -1,353.89           | 0.00              | -1,353.89           | 1,353.89             | 0.00%       |
| <a href="#">306-367-00-03-06</a>                       | Local Grants - Lions Park Renovation             | -1,025,471.80      | 0.00                | -200,000.00       | -200,000.00         | -825,471.80          | -80.50%     |
| <a href="#">306-367-11-00-06</a>                       | Contr/Donations - Private                        | -1,009,283.08      | 0.00                | 0.00              | 0.00                | -1,009,283.08        | -100.00%    |
| <a href="#">306-381-00-00-00</a>                       | IFT 360 to 306                                   | 0.00               | 0.00                | -1,500,000.00     | -1,500,000.00       | 1,500,000.00         | 0.00%       |
| <a href="#">306-397-00-31-34</a>                       | IFT 306 to 311                                   | -275,000.00        | -675,000.00         | 0.00              | -675,000.00         | 400,000.00           | 145.45%     |
| <a href="#">306-514-20-41-36</a>                       | Professional Financial / Banking Costs           | 0.00               | 77.96               | 6.26              | 84.22               | -84.22               | 0.00%       |
| <a href="#">306-576-00-94-00</a>                       | Other Improvements - Parks (State Grant Funded)  | 0.00               | 592,768.71          | 0.00              | 592,768.71          | -592,768.71          | 0.00%       |
| <a href="#">306-594-76-63-04</a>                       | Other Improvements - Parks REET II               | 3,000,000.00       | 1,779,389.83        | 1,615,437.27      | 3,394,827.10        | -394,827.10          | -13.16%     |
| <a href="#">306-595-30-63-36</a>                       | Other Capital Improvements - REET 2              | 1,000,000.00       | 181,153.03          | 79,090.08         | 260,243.11          | 739,756.89           | 73.98%      |
| <a href="#">306-595-30-63-37</a>                       | Other Capital Improvements - Grant Reimbursed    | 750,000.00         | 194,178.12          | 0.00              | 194,178.12          | 555,821.88           | 74.11%      |
| <b>Totals:</b>                                         |                                                  | <b>-528,190.78</b> | <b>1,208,173.77</b> | <b>-23,854.14</b> | <b>1,184,319.63</b> | <b>-1,712,510.41</b> |             |
| <b>Totals:</b>                                         |                                                  | <b>-528,190.78</b> | <b>1,208,173.77</b> | <b>-23,854.14</b> | <b>1,184,319.63</b> | <b>-1,712,510.41</b> |             |
| <b>Totals:</b>                                         |                                                  | <b>-528,190.78</b> | <b>1,208,173.77</b> | <b>-23,854.14</b> | <b>1,184,319.63</b> | <b>-1,712,510.41</b> |             |
| <b>306 - Capital Improvement Fund (REET 2) Totals:</b> |                                                  | <b>-528,190.78</b> | <b>1,208,173.77</b> | <b>-23,854.14</b> | <b>1,184,319.63</b> | <b>-1,712,510.41</b> |             |
| <b>309 - CDBG Projects Fund</b>                        |                                                  |                    |                     |                   |                     |                      |             |
| <a href="#">309-333-14-00-00</a>                       | Fed Ind Grt Fr Dept Of Hous/Urb Dev-Sidewalk-CD  | -309,400.00        | -397,576.31         | 0.00              | -397,576.31         | 88,176.31            | 28.50%      |
| <a href="#">309-333-14-00-01</a>                       | Fed Ind Grt Fr Dept Of Hous/Urb Dev-Microbusn-   | -15,000.00         | 0.00                | 0.00              | 0.00                | -15,000.00           | -100.00%    |
| <a href="#">309-361-10-00-09</a>                       | Unrealized Gain/Loss                             | 0.00               | 0.20                | 0.02              | 0.22                | -0.22                | 0.00%       |
| <a href="#">309-361-11-00-09</a>                       | Investment Interest - CDBG Project Fund          | 0.00               | -0.56               | -0.06             | -0.62               | 0.62                 | 0.00%       |
| <a href="#">309-361-41-00-09</a>                       | Investment Interest - Purchased                  | 0.00               | -0.03               | 0.00              | -0.03               | 0.03                 | 0.00%       |
| <a href="#">309-397-00-03-12</a>                       | Interfund Transfer Streets                       | 0.00               | -43,857.63          | 0.00              | -43,857.63          | 43,857.63            | 0.00%       |
| <a href="#">309-514-29-00-09</a>                       | Banking Service Fees/Charges - CDBG Project Fun  | 0.00               | 2.00                | 0.00              | 2.00                | -2.00                | 0.00%       |
| <a href="#">309-558-70-40-00</a>                       | Economic Dev - Microbusiness Assistance Progra   | 15,000.00          | 0.00                | 0.00              | 0.00                | 15,000.00            | 100.00%     |
| <a href="#">309-595-61-63-00</a>                       | Capital Expenditures/Expenses - Sidewalks        | 309,400.00         | 440,983.14          | 0.00              | 440,983.14          | -131,583.14          | -42.53%     |
| <b>Totals:</b>                                         |                                                  | <b>0.00</b>        | <b>-449.19</b>      | <b>-0.04</b>      | <b>-449.23</b>      | <b>449.23</b>        |             |
| <b>Totals:</b>                                         |                                                  | <b>0.00</b>        | <b>-449.19</b>      | <b>-0.04</b>      | <b>-449.23</b>      | <b>449.23</b>        |             |
| <b>Totals:</b>                                         |                                                  | <b>0.00</b>        | <b>-449.19</b>      | <b>-0.04</b>      | <b>-449.23</b>      | <b>449.23</b>        |             |
| <b>309 - CDBG Projects Fund Totals:</b>                |                                                  | <b>0.00</b>        | <b>-449.19</b>      | <b>-0.04</b>      | <b>-449.23</b>      | <b>449.23</b>        |             |
| <b>311 - Street Improvement Fund</b>                   |                                                  |                    |                     |                   |                     |                      |             |
| <a href="#">311-331-20-00-00</a>                       | Fed Dir Grt From The Dept Of Transportation.     | -750,000.00        | -254,932.03         | 0.00              | -254,932.03         | -495,067.97          | -66.01%     |
| <a href="#">311-331-97-00-02</a>                       | Fed Dir Grant From The Dept Of Homeland Securit  | -8,500.00          | 0.00                | 0.00              | 0.00                | -8,500.00            | -100.00%    |
| <a href="#">311-334-00-10-11</a>                       | State Grant From Legislature                     | 0.00               | 0.00                | 0.00              | 0.00                | 0.00                 | 0.00%       |

**Detail vs Budget Report**

**Date Range: 12/01/2024 - 12/31/2024**

| Account                                             | Name                                             | Fiscal Budget        | Beginning Balance | Total Activity    | Ending Balance    | Budget Remaining     | % Remaining |
|-----------------------------------------------------|--------------------------------------------------|----------------------|-------------------|-------------------|-------------------|----------------------|-------------|
| <a href="#">311-334-03-80-06</a>                    | TIB C Street Grant                               | -50,000.00           | 0.00              | 0.00              | 0.00              | -50,000.00           | -100.00%    |
| <a href="#">311-334-03-80-08</a>                    | TIB Overlay Grants                               | -2,000,000.00        | -1,636,084.75     | 0.00              | -1,636,084.75     | -363,915.25          | -18.20%     |
| <a href="#">311-361-10-00-11</a>                    | Unrealized Gain/Loss                             | 0.00                 | 1,329.66          | 219.02            | 1,548.68          | -1,548.68            | 0.00%       |
| <a href="#">311-361-11-00-11</a>                    | Investment Interest St. Improvement Fund         | -500.00              | -4,633.10         | -596.64           | -5,229.74         | 4,729.74             | 945.95%     |
| <a href="#">311-361-30-00-11</a>                    | Realized Gain/Loss On Investments                | 0.00                 | -1,413.97         | 0.00              | -1,413.97         | 1,413.97             | 0.00%       |
| <a href="#">311-361-41-00-11</a>                    | Investment Interest - Purchased                  | 0.00                 | -227.36           | 0.00              | -227.36           | 227.36               | 0.00%       |
| <a href="#">311-367-00-03-11</a>                    | Pacific Power Grant                              | -3,400.00            | 0.00              | 0.00              | 0.00              | -3,400.00            | -100.00%    |
| <a href="#">311-397-00-00-11</a>                    | Transfer From Streets > St Res                   | 0.00                 | -30,000.00        | 0.00              | -30,000.00        | 30,000.00            | 0.00%       |
| <a href="#">311-397-00-00-37</a>                    | Interfund Transfer - 350 to 311                  | -150,000.00          | -80,000.00        | -50,000.00        | -130,000.00       | -20,000.00           | -13.33%     |
| <a href="#">311-397-00-00-38</a>                    | Interfund Transfer - 360 to 311                  | -500,000.00          | 0.00              | 0.00              | 0.00              | -500,000.00          | -100.00%    |
| <a href="#">311-397-00-03-11</a>                    | IF Transfer From Street Cap Devr Contribs Fund   | 0.00                 | 0.00              | 0.00              | 0.00              | 0.00                 | 0.00%       |
| <a href="#">311-397-00-03-30</a>                    | Transfer From Economic Development Fund          | -220,000.00          | -220,000.00       | -400,000.00       | -620,000.00       | 400,000.00           | 181.82%     |
| <a href="#">311-397-00-03-31</a>                    | IFT WW Capital to Street Capital                 | -450,000.00          | -407,798.88       | -100,000.00       | -507,798.88       | 57,798.88            | 12.84%      |
| <a href="#">311-543-30-41-11</a>                    | Professional Financial / Banking Costs           | 25.00                | 13.48             | 1.33              | 14.81             | 10.19                | 40.76%      |
| <a href="#">311-595-30-63-12</a>                    | Roads/Streets Const & Other Infrast-St Improv Fu | 11,900.00            | 4,398.45          | 0.00              | 4,398.45          | 7,501.55             | 63.04%      |
| <a href="#">311-595-30-63-20</a>                    | Street Fund Capital Project Roadways             | 1,500,000.00         | 142,305.84        | 413,575.62        | 555,881.46        | 944,118.54           | 62.94%      |
| <a href="#">311-595-30-63-21</a>                    | Street Fund Cap Proj Roadways - TIB Grant Portio | 1,069,088.00         | 1,230,587.30      | 0.00              | 1,230,587.30      | -161,499.30          | -15.11%     |
| <a href="#">311-595-30-63-22</a>                    | Street Fund Capital Project Roadways - DOT Grant | 0.00                 | 254,932.03        | 0.00              | 254,932.03        | -254,932.03          | 0.00%       |
| <a href="#">311-597-00-00-02</a>                    | IFT St Imp to Street Fund                        | 150,000.00           | 342,857.63        | 100,000.00        | 442,857.63        | -292,857.63          | -195.24%    |
| <a href="#">311-597-00-00-39</a>                    | Interfund Account - St Imp Fund                  | 0.00                 | 10,650.40         | 0.00              | 10,650.40         | -10,650.40           | 0.00%       |
| <a href="#">311-597-00-31-34</a>                    | IFT 311 to 306                                   | 275,000.00           | 675,000.00        | 0.00              | 675,000.00        | -400,000.00          | -145.45%    |
| <b>Totals:</b>                                      |                                                  | <b>-1,126,387.00</b> | <b>26,984.70</b>  | <b>-36,800.67</b> | <b>-9,815.97</b>  | <b>-1,116,571.03</b> |             |
| <b>Totals:</b>                                      |                                                  | <b>-1,126,387.00</b> | <b>26,984.70</b>  | <b>-36,800.67</b> | <b>-9,815.97</b>  | <b>-1,116,571.03</b> |             |
| <b>Totals:</b>                                      |                                                  | <b>-1,126,387.00</b> | <b>26,984.70</b>  | <b>-36,800.67</b> | <b>-9,815.97</b>  | <b>-1,116,571.03</b> |             |
| <b>311 - Street Improvement Fund Totals:</b>        |                                                  | <b>-1,126,387.00</b> | <b>26,984.70</b>  | <b>-36,800.67</b> | <b>-9,815.97</b>  | <b>-1,116,571.03</b> |             |
| <b>315 - Facility Maintenance Reserve Fund (CE)</b> |                                                  |                      |                   |                   |                   |                      |             |
| <a href="#">315-334-04-20-15</a>                    | Department Of Commerce Energy Efficiency Grant   | -20,000.00           | 0.00              | 0.00              | 0.00              | -20,000.00           | -100.00%    |
| <a href="#">315-361-10-00-15</a>                    | Unrealized Gain/Loss                             | 0.00                 | 6,620.95          | 792.13            | 7,413.08          | -7,413.08            | 0.00%       |
| <a href="#">315-361-11-00-15</a>                    | Investment Interest- Facility Maint Resv Fund    | -5,000.00            | -19,701.12        | -2,248.48         | -21,949.60        | 16,949.60            | 338.99%     |
| <a href="#">315-361-30-00-15</a>                    | Realized Gain/Loss On Investments                | 0.00                 | -4,626.92         | 0.00              | -4,626.92         | 4,626.92             | 0.00%       |
| <a href="#">315-361-41-00-15</a>                    | Investment Interest - Purchased                  | 0.00                 | -1,007.08         | 0.00              | -1,007.08         | 1,007.08             | 0.00%       |
| <a href="#">315-391-20-04-12</a>                    | Revenue Bond Proceeds                            | 0.00                 | 0.00              | 0.00              | 0.00              | 0.00                 | 0.00%       |
| <a href="#">315-397-00-00-15</a>                    | Operating Transfer From CE To Bldg Fac Reserve   | -200,000.00          | -100,000.00       | 0.00              | -100,000.00       | -100,000.00          | -50.00%     |
| <a href="#">315-514-20-41-15</a>                    | Financial Services / Fees & Charges              | 100.00               | 140.59            | 4.81              | 145.40            | -45.40               | -45.40%     |
| <a href="#">315-594-18-62-16</a>                    | Cap Expend/Expense - Bdgs & Structures (Grt Fun  | 64,900.00            | 65,000.00         | 0.00              | 65,000.00         | -100.00              | -0.15%      |
| <a href="#">315-594-18-62-17</a>                    | Capital Expenditures/Expenses - Bdgs & Structure | 305,944.00           | 306,859.12        | 546.99            | 307,406.11        | -1,462.11            | -0.48%      |
| <a href="#">315-594-18-63-15</a>                    | Capital Expenditures/Expenses - Other Imprvmts   | 94,400.00            | 0.00              | 0.00              | 0.00              | 94,400.00            | 100.00%     |
| <a href="#">315-594-18-64-15</a>                    | Capital Expenditures/Expenses - Equip/Furnishing | 34,458.00            | 3,321.13          | 0.00              | 3,321.13          | 31,136.87            | 90.36%      |
| <b>Totals:</b>                                      |                                                  | <b>274,802.00</b>    | <b>256,606.67</b> | <b>-904.55</b>    | <b>255,702.12</b> | <b>19,099.88</b>     |             |
| <b>Totals:</b>                                      |                                                  | <b>274,802.00</b>    | <b>256,606.67</b> | <b>-904.55</b>    | <b>255,702.12</b> | <b>19,099.88</b>     |             |
| <b>Totals:</b>                                      |                                                  | <b>274,802.00</b>    | <b>256,606.67</b> | <b>-904.55</b>    | <b>255,702.12</b> | <b>19,099.88</b>     |             |

**Detail vs Budget Report**

**Date Range: 12/01/2024 - 12/31/2024**

| Account                                                     | Name                                            | Fiscal Budget      | Beginning Balance | Total Activity    | Ending Balance    | Budget Remaining   | % Remaining  |
|-------------------------------------------------------------|-------------------------------------------------|--------------------|-------------------|-------------------|-------------------|--------------------|--------------|
| <b>315 - Facility Maintenance Reserve Fund (CE) Totals:</b> |                                                 | <b>274,802.00</b>  | <b>256,606.67</b> | <b>-904.55</b>    | <b>255,702.12</b> | <b>19,099.88</b>   |              |
| <b>320 - Equipment Reserve Fund</b>                         |                                                 |                    |                   |                   |                   |                    |              |
| <a href="#">320-361-10-00-04</a>                            | Unrealized Gain/Loss                            | 0.00               | 4,952.35          | 706.58            | 5,658.93          | -5,658.93          | 0.00%        |
| <a href="#">320-361-11-00-04</a>                            | Investment Interest                             | -2,500.00          | -11,032.91        | -1,926.60         | -12,959.51        | 10,459.51          | 418.38%      |
| <a href="#">320-361-30-00-04</a>                            | Realized Gain/Loss On Investments               | -1,050.00          | -4,383.52         | 0.00              | -4,383.52         | 3,333.52           | 317.48%      |
| <a href="#">320-361-41-00-04</a>                            | Investment Interest - Purchased                 | 0.00               | -801.08           | 0.00              | -801.08           | 801.08             | 0.00%        |
| <a href="#">320-397-00-01-00</a>                            | Transfer From Streets For Equipment Replacemen  | -360,000.00        | -337,539.60       | 0.00              | -337,539.60       | -22,460.40         | -6.24%       |
| <a href="#">320-397-00-15-21</a>                            | Transfer From PD For Equipment Replacement      | -473,351.00        | -286,675.50       | -100,000.00       | -386,675.50       | -86,675.50         | -18.31%      |
| <a href="#">320-397-00-15-24</a>                            | Transfer From Bldg/Facilities For Equip Replace | -275,000.00        | -275,000.00       | 0.00              | -275,000.00       | 0.00               | 0.00%        |
| <a href="#">320-397-00-15-26</a>                            | Transfer From EMS For Equipment Replacement     | -325,000.00        | -162,500.00       | 0.00              | -162,500.00       | -162,500.00        | -50.00%      |
| <a href="#">320-514-89-41-20</a>                            | Professional Financial / Banking Costs          | 33.00              | 6.31              | 4.29              | 10.60             | 22.40              | 67.88%       |
| <a href="#">320-591-21-75-03</a>                            | Capital Leases & Installment Purchases - PD     | 185,351.00         | 149,332.02        | 0.00              | 149,332.02        | 36,018.98          | 19.43%       |
| <a href="#">320-594-21-64-32</a>                            | Vehicles/Equip Police Department                | 217,000.00         | 231,451.64        | 0.00              | 231,451.64        | -14,451.64         | -6.66%       |
| <a href="#">320-594-22-64-27</a>                            | Vehicles/Equip EMS                              | 325,000.00         | 333,309.81        | 1,268.72          | 334,578.53        | -9,578.53          | -2.95%       |
| <a href="#">320-594-22-64-31</a>                            | Vehicles/Equip Fire Department                  | 0.00               | 88,670.49         | 0.00              | 88,670.49         | -88,670.49         | 0.00%        |
| <a href="#">320-594-22-64-32</a>                            | Vehicles/Equip Fire Department Mobilization     | 0.00               | 74,113.89         | 0.00              | 74,113.89         | -74,113.89         | 0.00%        |
| <a href="#">320-594-42-64-32</a>                            | Vehicles/Equip Streets                          | 360,000.00         | 284,347.10        | 21,342.21         | 305,689.31        | 54,310.69          | 15.09%       |
| <a href="#">320-594-48-64-03</a>                            | Capital Expenditures/Expenses - Machinery & Equ | 0.00               | 133,040.40        | 0.00              | 133,040.40        | -133,040.40        | 0.00%        |
| <a href="#">320-597-00-00-00</a>                            | Transfer to CE from 320                         | 75,000.00          | 0.00              | 0.00              | 0.00              | 75,000.00          | 100.00%      |
| <b>Totals:</b>                                              |                                                 | <b>-274,517.00</b> | <b>221,291.40</b> | <b>-78,604.80</b> | <b>142,686.60</b> | <b>-417,203.60</b> |              |
| <b>Totals:</b>                                              |                                                 | <b>-274,517.00</b> | <b>221,291.40</b> | <b>-78,604.80</b> | <b>142,686.60</b> | <b>-417,203.60</b> |              |
| <b>Totals:</b>                                              |                                                 | <b>-274,517.00</b> | <b>221,291.40</b> | <b>-78,604.80</b> | <b>142,686.60</b> | <b>-417,203.60</b> |              |
| <b>320 - Equipment Reserve Fund Totals:</b>                 |                                                 | <b>-274,517.00</b> | <b>221,291.40</b> | <b>-78,604.80</b> | <b>142,686.60</b> | <b>-417,203.60</b> |              |
| <b>330 - Economic Development Fund</b>                      |                                                 |                    |                   |                   |                   |                    |              |
| <a href="#">330-361-11-00-30</a>                            | Interest Earned Economic Development            | -375.00            | -11,802.73        | -529.85           | -12,332.58        | 11,957.58          | 3,188.69%    |
| <a href="#">330-397-00-01-01</a>                            | Interfund Transfer For Signalization            | -40,000.00         | -40,000.00        | 0.00              | -40,000.00        | 0.00               | 0.00%        |
| <a href="#">330-397-00-41-33</a>                            | Transfer From Wastewater Fund To Econ Dev Fund  | -130,000.00        | -130,000.00       | -400,000.00       | -530,000.00       | 400,000.00         | 307.69%      |
| <a href="#">330-514-29-41-33</a>                            | Banking Service Fees/Charges - Econ Dev Fund    | 0.00               | 138.34            | 18.12             | 156.46            | -156.46            | 0.00%        |
| <a href="#">330-595-10-63-01</a>                            | Engineering Services                            | 0.00               | 68,830.00         | 32,840.00         | 101,670.00        | -101,670.00        | 0.00%        |
| <a href="#">330-595-20-63-03</a>                            | ROW Acquisition                                 | 40,000.00          | 0.00              | 0.00              | 0.00              | 40,000.00          | 100.00%      |
| <a href="#">330-597-00-03-30</a>                            | Transfer To Street Improvement Fund             | 220,000.00         | 220,000.00        | 400,000.00        | 620,000.00        | -400,000.00        | -181.82%     |
| <b>Totals:</b>                                              |                                                 | <b>89,625.00</b>   | <b>107,165.61</b> | <b>32,328.27</b>  | <b>139,493.88</b> | <b>-49,868.88</b>  |              |
| <b>Totals:</b>                                              |                                                 | <b>89,625.00</b>   | <b>107,165.61</b> | <b>32,328.27</b>  | <b>139,493.88</b> | <b>-49,868.88</b>  |              |
| <b>Totals:</b>                                              |                                                 | <b>89,625.00</b>   | <b>107,165.61</b> | <b>32,328.27</b>  | <b>139,493.88</b> | <b>-49,868.88</b>  |              |
| <b>330 - Economic Development Fund Totals:</b>              |                                                 | <b>89,625.00</b>   | <b>107,165.61</b> | <b>32,328.27</b>  | <b>139,493.88</b> | <b>-49,868.88</b>  |              |
| <b>340 - Economic Development Reserve Fund</b>              |                                                 |                    |                   |                   |                   |                    |              |
| <a href="#">340-361-11-00-32</a>                            | Interest Earned - Econ Development Reserve Fund | 0.00               | -1.13             | -0.01             | -1.14             | 1.14               | 0.00%        |
| <b>Totals:</b>                                              |                                                 | <b>0.00</b>        | <b>-1.13</b>      | <b>-0.01</b>      | <b>-1.14</b>      | <b>1.14</b>        | <b>0.00%</b> |
| <b>Totals:</b>                                              |                                                 | <b>0.00</b>        | <b>-1.13</b>      | <b>-0.01</b>      | <b>-1.14</b>      | <b>1.14</b>        | <b>0.00%</b> |
| <b>Totals:</b>                                              |                                                 | <b>0.00</b>        | <b>-1.13</b>      | <b>-0.01</b>      | <b>-1.14</b>      | <b>1.14</b>        | <b>0.00%</b> |

## Detail vs Budget Report

Date Range: 12/01/2024 - 12/31/2024

| Account                                                        | Name                                         | Fiscal Budget        | Beginning Balance    | Total Activity      | Ending Balance       | Budget Remaining  | % Remaining  |
|----------------------------------------------------------------|----------------------------------------------|----------------------|----------------------|---------------------|----------------------|-------------------|--------------|
| <b>340 - Economic Development Reserve Fund Totals:</b>         |                                              | <b>0.00</b>          | <b>-1.13</b>         | <b>-0.01</b>        | <b>-1.14</b>         | <b>1.14</b>       | <b>0.00%</b> |
| <b>350 - Tax Benefit District Construction Fund</b>            |                                              |                      |                      |                     |                      |                   |              |
| <a href="#">350-313-21-00-00</a>                               | Sales Tax - TBD                              | 0.00                 | 0.00                 | 0.00                | 0.00                 | 0.00              | 0.00%        |
| <a href="#">350-313-21-00-01</a>                               | Public Transportation Tax                    | -155,000.00          | -133,199.45          | -22,272.35          | -155,471.80          | 471.80            | 0.30%        |
| <a href="#">350-397-00-00-39</a>                               | Interfund Transfer - 311 to 350              | 0.00                 | -10,650.40           | 0.00                | -10,650.40           | 10,650.40         | 0.00%        |
| <a href="#">350-595-10-63-30</a>                               | TBD Capital Project Engineering              | 0.00                 | 10,650.40            | 0.00                | 10,650.40            | -10,650.40        | 0.00%        |
| <a href="#">350-595-30-63-30</a>                               | Street Fund Capital Project Roadways - TBD   | 0.00                 | 11,193.05            | 11,683.40           | 22,876.45            | -22,876.45        | 0.00%        |
| <a href="#">350-597-00-00-37</a>                               | Interfund Transfer 350 to 311                | 150,000.00           | 80,000.00            | 50,000.00           | 130,000.00           | 20,000.00         | 13.33%       |
| <b>Totals:</b>                                                 |                                              | <b>-5,000.00</b>     | <b>-42,006.40</b>    | <b>39,411.05</b>    | <b>-2,595.35</b>     | <b>-2,404.65</b>  |              |
| <b>Totals:</b>                                                 |                                              | <b>-5,000.00</b>     | <b>-42,006.40</b>    | <b>39,411.05</b>    | <b>-2,595.35</b>     | <b>-2,404.65</b>  |              |
| <b>Totals:</b>                                                 |                                              | <b>-5,000.00</b>     | <b>-42,006.40</b>    | <b>39,411.05</b>    | <b>-2,595.35</b>     | <b>-2,404.65</b>  |              |
| <b>350 - Tax Benefit District Construction Fund Totals:</b>    |                                              | <b>-5,000.00</b>     | <b>-42,006.40</b>    | <b>39,411.05</b>    | <b>-2,595.35</b>     | <b>-2,404.65</b>  |              |
| <b>360 - Tax Increment Financing Construction Fund</b>         |                                              |                      |                      |                     |                      |                   |              |
| <a href="#">360-311-10-00-01</a>                               | Proerty Tax - TIF                            | 0.00                 | -6,158.30            | -7.68               | -6,165.98            | 6,165.98          | 0.00%        |
| <a href="#">360-361-11-00-40</a>                               | Investment Interest                          | 0.00                 | -25,052.59           | -893.46             | -25,946.05           | 25,946.05         | 0.00%        |
| <a href="#">360-391-10-00-04</a>                               | Revenue Bond Proceeds - TIF                  | -7,000,000.00        | -8,808,678.26        | 0.00                | -8,808,678.26        | 1,808,678.26      | 25.84%       |
| <a href="#">360-514-76-44-01</a>                               | Advertising                                  | 0.00                 | 49.80                | 0.00                | 49.80                | -49.80            | 0.00%        |
| <a href="#">360-514-76-63-07</a>                               | Financial/Bank Costs                         | 0.00                 | 86,330.00            | 0.00                | 86,330.00            | -86,330.00        | 0.00%        |
| <a href="#">360-581-00-00-00</a>                               | IFT 360 to 306                               | 0.00                 | 0.00                 | 1,500,000.00        | 1,500,000.00         | -1,500,000.00     | 0.00%        |
| <a href="#">360-595-65-63-00</a>                               | Capital Expenditures - Parking Facilities    | 0.00                 | 443,214.82           | 0.00                | 443,214.82           | -443,214.82       | 0.00%        |
| <a href="#">360-597-00-00-38</a>                               | Interfund Transfer - 360 to 311              | 500,000.00           | 0.00                 | 0.00                | 0.00                 | 500,000.00        | 100.00%      |
| <b>Totals:</b>                                                 |                                              | <b>-6,500,000.00</b> | <b>-8,310,294.53</b> | <b>1,499,098.86</b> | <b>-6,811,195.67</b> | <b>311,195.67</b> |              |
| <b>Totals:</b>                                                 |                                              | <b>-6,500,000.00</b> | <b>-8,310,294.53</b> | <b>1,499,098.86</b> | <b>-6,811,195.67</b> | <b>311,195.67</b> |              |
| <b>Totals:</b>                                                 |                                              | <b>-6,500,000.00</b> | <b>-8,310,294.53</b> | <b>1,499,098.86</b> | <b>-6,811,195.67</b> | <b>311,195.67</b> |              |
| <b>360 - Tax Increment Financing Construction Fund Totals:</b> |                                              | <b>-6,500,000.00</b> | <b>-8,310,294.53</b> | <b>1,499,098.86</b> | <b>-6,811,195.67</b> | <b>311,195.67</b> |              |
| <b>400 - Water Fund</b>                                        |                                              |                      |                      |                     |                      |                   |              |
| <a href="#">400-341-70-00-00</a>                               | Sale Of Merchandise                          | -10,000.00           | 0.00                 | 0.00                | 0.00                 | -10,000.00        | -100.00%     |
| <a href="#">400-343-40-00-00</a>                               | Water Sales                                  | -1,648,846.00        | -1,597,788.81        | -111,896.45         | -1,709,685.26        | 60,839.26         | 3.69%        |
| <a href="#">400-343-40-00-01</a>                               | Water Sales - Irrigation Only                | 0.00                 | -29.70               | 0.00                | -29.70               | 29.70             | 0.00%        |
| <a href="#">400-343-40-00-02</a>                               | Water Charges For Utility Tax                | -291,445.00          | -284,832.96          | -47,173.76          | -332,006.72          | 40,561.72         | 13.92%       |
| <a href="#">400-343-40-01-70</a>                               | Misc Util Fees/Activation Fees               | -8,214.00            | -269.78              | -27.00              | -296.78              | -7,917.22         | -96.39%      |
| <a href="#">400-343-40-01-85</a>                               | Water - Sale Of Materials & Services         | -15,103.00           | -18,884.25           | -4,657.72           | -23,541.97           | 8,438.97          | 55.88%       |
| <a href="#">400-343-40-01-99</a>                               | Utility Balance on SBX Conversion            | 0.00                 | -14,327.91           | -650.00             | -14,977.91           | 14,977.91         | 0.00%        |
| <a href="#">400-359-90-00-40</a>                               | Penalty/Late Fee                             | -20,000.00           | -21,108.69           | -1,901.55           | -23,010.24           | 3,010.24          | 15.05%       |
| <a href="#">400-361-10-00-40</a>                               | Unrealized Gain/Loss                         | 0.00                 | 1,577.26             | 160.16              | 1,737.42             | -1,737.42         | 0.00%        |
| <a href="#">400-361-11-00-40</a>                               | Investment Interest                          | -10,000.00           | -3,833.79            | -465.31             | -4,299.10            | -5,700.90         | -57.01%      |
| <a href="#">400-361-30-00-40</a>                               | Realized Gain/Loss On Investments            | 0.00                 | -876.15              | 0.00                | -876.15              | 876.15            | 0.00%        |
| <a href="#">400-361-41-00-40</a>                               | Investment Interest - Purchased              | 0.00                 | -228.65              | 0.00                | -228.65              | 228.65            | 0.00%        |
| <a href="#">400-362-00-00-01</a>                               | Water - Hydrant Meter & Backflow Rental Fees | -1,081.00            | -727.00              | 0.00                | -727.00              | -354.00           | -32.75%      |
| <a href="#">400-362-00-50-40</a>                               | Rental Charges / Fees                        | -23,000.00           | -20,075.55           | -4,197.62           | -24,273.17           | 1,273.17          | 5.54%        |
| <a href="#">400-369-10-00-06</a>                               | Sale Of Surplus - Water                      | -5,512.00            | -56.40               | 0.00                | -56.40               | -5,455.60         | -98.98%      |

## Detail vs Budget Report

Date Range: 12/01/2024 - 12/31/2024

| Account                          | Name                                              | Fiscal Budget | Beginning Balance | Total Activity | Ending Balance | Budget Remaining | % Remaining |
|----------------------------------|---------------------------------------------------|---------------|-------------------|----------------|----------------|------------------|-------------|
| <a href="#">400-382-10-00-01</a> | Water - Hydrant Meter DEPOSIT                     | -2,000.00     | -2,530.00         | 0.00           | -2,530.00      | 530.00           | 26.50%      |
| <a href="#">400-397-00-00-32</a> | Interfund Transfer Fund 431 To Fund 400           | -200,000.00   | 0.00              | 0.00           | 0.00           | -200,000.00      | -100.00%    |
| <a href="#">400-397-00-00-37</a> | IFT Fund 410 to 400                               | 0.00          | 0.00              | -200,000.00    | -200,000.00    | 200,000.00       | 0.00%       |
| <a href="#">400-534-10-10-00</a> | Wages & OT                                        | 107,125.32    | 106,327.09        | 8,940.26       | 115,267.35     | -8,142.03        | -7.60%      |
| <a href="#">400-534-10-20-00</a> | Benefits                                          | 36,984.42     | 43,868.97         | 3,515.22       | 47,384.19      | -10,399.77       | -28.12%     |
| <a href="#">400-534-10-20-02</a> | Benefits - Uniforms                               | 0.00          | 43.02             | 30.20          | 73.22          | -73.22           | 0.00%       |
| <a href="#">400-534-10-31-00</a> | Operating Supplies - Administration               | 500.00        | 205.81            | 65.06          | 270.87         | 229.13           | 45.83%      |
| <a href="#">400-534-10-31-01</a> | Office Supplies - Administration                  | 650.00        | 2,011.04          | 203.11         | 2,214.15       | -1,564.15        | -240.64%    |
| <a href="#">400-534-10-35-00</a> | Small Tools/Equipment                             | 500.00        | 1,658.76          | 13.60          | 1,672.36       | -1,172.36        | -234.47%    |
| <a href="#">400-534-10-41-00</a> | Professional Service                              | 42,000.00     | 29,546.95         | 6,864.81       | 36,411.76      | 5,588.24         | 13.31%      |
| <a href="#">400-534-10-42-00</a> | Communication                                     | 4,000.00      | 5,008.54          | 400.65         | 5,409.19       | -1,409.19        | -35.23%     |
| <a href="#">400-534-10-43-00</a> | Travel                                            | 4,000.00      | 4,211.86          | 8.42           | 4,220.28       | -220.28          | -5.51%      |
| <a href="#">400-534-10-44-00</a> | External Taxes                                    | 115,000.00    | 194,235.35        | 22,954.19      | 217,189.54     | -102,189.54      | -88.86%     |
| <a href="#">400-534-10-44-01</a> | Advertising                                       | 1,000.00      | 1,091.37          | 0.00           | 1,091.37       | -91.37           | -9.14%      |
| <a href="#">400-534-10-44-02</a> | Utility Tax                                       | 290,000.00    | 284,838.09        | 47,173.76      | 332,011.85     | -42,011.85       | -14.49%     |
| <a href="#">400-534-10-46-00</a> | Insurance                                         | 78,160.00     | 78,776.31         | 0.00           | 78,776.31      | -616.31          | -0.79%      |
| <a href="#">400-534-10-49-00</a> | Miscellaneous                                     | 6,500.00      | 13,622.27         | 0.00           | 13,622.27      | -7,122.27        | -109.57%    |
| <a href="#">400-534-10-49-01</a> | Registrations/Fees - Training Classes & Seminars  | 3,500.00      | 4,596.50          | 0.00           | 4,596.50       | -1,096.50        | -31.33%     |
| <a href="#">400-534-20-10-00</a> | Salaries & Wages                                  | 26,780.43     | 24,990.94         | 2,231.76       | 27,222.70      | -442.27          | -1.65%      |
| <a href="#">400-534-20-20-00</a> | Benefits                                          | 12,826.02     | 11,776.31         | 1,060.49       | 12,836.80      | -10.78           | -0.08%      |
| <a href="#">400-534-20-49-00</a> | Miscellaneous                                     | 0.00          | 1,696.97          | 0.00           | 1,696.97       | -1,696.97        | 0.00%       |
| <a href="#">400-534-27-10-00</a> | Water Utilities - Salaries & Wages                | 108,135.69    | 95,680.61         | 9,086.06       | 104,766.67     | 3,369.02         | 3.12%       |
| <a href="#">400-534-27-20-00</a> | Water Utilities - Personnel Benefits              | 40,936.28     | 43,965.38         | 4,131.45       | 48,096.83      | -7,160.55        | -17.49%     |
| <a href="#">400-534-27-31-00</a> | Water Utilities - Operating Supplies              | 1,500.00      | 675.95            | 0.00           | 675.95         | 824.05           | 54.94%      |
| <a href="#">400-534-27-31-01</a> | Water Utilities - Office Supplies                 | 3,000.00      | 933.54            | 317.56         | 1,251.10       | 1,748.90         | 58.30%      |
| <a href="#">400-534-27-35-00</a> | Water Utilities - Small Tools And Minor Equipment | 200.00        | 0.00              | 0.00           | 0.00           | 200.00           | 100.00%     |
| <a href="#">400-534-27-41-00</a> | Water Utilities - Professional Services           | 22,704.00     | 60,602.18         | 5,808.84       | 66,411.02      | -43,707.02       | -192.51%    |
| <a href="#">400-534-27-42-00</a> | Water Utilities - Communications                  | 5,000.00      | 3,439.05          | 34.12          | 3,473.17       | 1,526.83         | 30.54%      |
| <a href="#">400-534-27-43-00</a> | Water Utilities - Travel                          | 400.00        | 888.43            | 0.00           | 888.43         | -488.43          | -122.11%    |
| <a href="#">400-534-27-44-01</a> | Advertising                                       | 0.00          | 95.20             | 0.00           | 95.20          | -95.20           | 0.00%       |
| <a href="#">400-534-27-48-00</a> | Water Utilities - Repairs & Maintenance           | 300.00        | 199.00            | 24.16          | 223.16         | 76.84            | 25.61%      |
| <a href="#">400-534-27-49-00</a> | Water Utilities - Miscellaneous                   | 300.00        | 46.50             | 0.00           | 46.50          | 253.50           | 84.50%      |
| <a href="#">400-534-27-49-01</a> | Water Utilities - Reg/Fees - Trainings & Seminars | 500.00        | 593.71            | 0.00           | 593.71         | -93.71           | -18.74%     |
| <a href="#">400-534-41-41-34</a> | Legal Services (External) - Water                 | 0.00          | 7,377.50          | 0.00           | 7,377.50       | -7,377.50        | 0.00%       |
| <a href="#">400-534-50-10-00</a> | Wages & OT                                        | 372,646.82    | 284,281.71        | 29,062.80      | 313,344.51     | 59,302.31        | 15.91%      |
| <a href="#">400-534-50-20-00</a> | Benefits                                          | 184,910.27    | 166,801.21        | 17,577.06      | 184,378.27     | 532.00           | 0.29%       |
| <a href="#">400-534-50-20-01</a> | Benefits Uniforms                                 | 1,500.00      | 2,332.47          | 200.00         | 2,532.47       | -1,032.47        | -68.83%     |
| <a href="#">400-534-50-31-00</a> | Operating Supplies - Maintenance                  | 110,000.00    | 64,099.62         | 880.02         | 64,979.64      | 45,020.36        | 40.93%      |
| <a href="#">400-534-50-35-00</a> | Sm Tools/Equipment                                | 2,000.00      | 7,387.83          | 178.86         | 7,566.69       | -5,566.69        | -278.33%    |
| <a href="#">400-534-50-41-00</a> | Professional Services                             | 3,000.00      | 1,943.18          | 2,000.00       | 3,943.18       | -943.18          | -31.44%     |
| <a href="#">400-534-50-42-00</a> | Communications                                    | 0.00          | 412.36            | 0.00           | 412.36         | -412.36          | 0.00%       |
| <a href="#">400-534-50-43-00</a> | Travel                                            | 2,000.00      | 2,515.24          | 0.00           | 2,515.24       | -515.24          | -25.76%     |
| <a href="#">400-534-50-45-00</a> | Operating Rentals/Leases                          | 1,000.00      | 0.00              | 0.00           | 0.00           | 1,000.00         | 100.00%     |
| <a href="#">400-534-50-48-00</a> | Repairs & Maintenance                             | 10,000.00     | 0.00              | 0.00           | 0.00           | 10,000.00        | 100.00%     |



**Detail vs Budget Report**

**Date Range: 12/01/2024 - 12/31/2024**

| Account                          | Name                                             | Fiscal Budget     | Beginning Balance | Total Activity     | Ending Balance     | Budget Remaining  | % Remaining |
|----------------------------------|--------------------------------------------------|-------------------|-------------------|--------------------|--------------------|-------------------|-------------|
| <a href="#">400-534-50-49-00</a> | County 911 / Dispatch Services                   | 2,096.00          | 2,096.00          | 0.00               | 2,096.00           | 0.00              | 0.00%       |
| <a href="#">400-534-50-49-01</a> | Miscellaneous                                    | 200.00            | 2,761.15          | 0.00               | 2,761.15           | -2,561.15         | -1,280.58%  |
| <a href="#">400-534-50-49-96</a> | Interfund Rentals - O & M                        | 60,000.00         | 40,807.98         | 26,454.78          | 67,262.76          | -7,262.76         | -12.10%     |
| <a href="#">400-534-80-10-00</a> | Wages & OT                                       | 11,522.96         | 11,128.07         | 1,004.02           | 12,132.09          | -609.13           | -5.29%      |
| <a href="#">400-534-80-20-00</a> | Benefits                                         | 5,550.52          | 5,377.36          | 478.15             | 5,855.51           | -304.99           | -5.49%      |
| <a href="#">400-534-80-31-00</a> | Operating Supplies - General                     | 30,000.00         | 21,463.91         | 2,043.53           | 23,507.44          | 6,492.56          | 21.64%      |
| <a href="#">400-534-80-33-00</a> | Water Purchase For Resale                        | 5,000.00          | 0.00              | 0.00               | 0.00               | 5,000.00          | 100.00%     |
| <a href="#">400-534-80-35-00</a> | Small Tools/Equipment                            | 1,000.00          | 744.57            | 0.00               | 744.57             | 255.43            | 25.54%      |
| <a href="#">400-534-80-41-00</a> | Water Utilities - Prof Services - Water Testing  | 17,000.00         | 26,756.67         | 3,807.72           | 30,564.39          | -13,564.39        | -79.79%     |
| <a href="#">400-534-80-43-00</a> | Travel                                           | 0.00              | 674.09            | 0.00               | 674.09             | -674.09           | 0.00%       |
| <a href="#">400-534-80-47-00</a> | Public Utility Services                          | 165,000.00        | 149,770.34        | 11,547.68          | 161,318.02         | 3,681.98          | 2.23%       |
| <a href="#">400-534-80-48-00</a> | Repairs/Maintenance                              | 40,000.00         | 11,296.71         | 28.55              | 11,325.26          | 28,674.74         | 71.69%      |
| <a href="#">400-534-80-49-00</a> | Intergov Maintenance                             | 7,500.00          | 5,239.70          | 0.00               | 5,239.70           | 2,260.30          | 30.14%      |
| <a href="#">400-534-80-49-01</a> | Miscellaneous                                    | 200.00            | 0.00              | 0.00               | 0.00               | 200.00            | 100.00%     |
| <a href="#">400-534-90-41-00</a> | Professional Financial / Banking Costs           | 920.00            | 176.62            | 0.97               | 177.59             | 742.41            | 80.70%      |
| <a href="#">400-594-34-41-00</a> | Capital Expenditures/Expenses - Prof Services    | 0.00              | 0.00              | 4,656.00           | 4,656.00           | -4,656.00         | 0.00%       |
| <a href="#">400-594-34-64-04</a> | Machinery/Equipment                              | 4,500.00          | 11,235.32         | 0.00               | 11,235.32          | -6,735.32         | -149.67%    |
| <a href="#">400-594-34-64-27</a> | Water Utilities - Machinery & Equipment          | 0.00              | 5,068.78          | 0.00               | 5,068.78           | -5,068.78         | 0.00%       |
| <a href="#">400-597-34-00-41</a> | IF Transfer-Revenue Resvd For Rate-Funded Capita | 100,000.00        | 100,000.00        | 0.00               | 100,000.00         | 0.00              | 0.00%       |
| <a href="#">400-597-34-00-95</a> | Interfund Rentals - Repl                         | 100,000.00        | 50,000.00         | 0.00               | 50,000.00          | 50,000.00         | 50.00%      |
| <a href="#">400-597-34-04-32</a> | Interfund Transfer To Capital Projects Fund 431  | 200,000.00        | 0.00              | 0.00               | 0.00               | 200,000.00        | 100.00%     |
| <b>Totals:</b>                   |                                                  | <b>114,847.73</b> | <b>33,381.71</b>  | <b>-158,025.39</b> | <b>-124,643.68</b> | <b>239,491.41</b> |             |
| <b>Totals:</b>                   |                                                  | <b>114,847.73</b> | <b>33,381.71</b>  | <b>-158,025.39</b> | <b>-124,643.68</b> | <b>239,491.41</b> |             |
| <b>Totals:</b>                   |                                                  | <b>114,847.73</b> | <b>33,381.71</b>  | <b>-158,025.39</b> | <b>-124,643.68</b> | <b>239,491.41</b> |             |
| <b>400 - Water Fund Totals:</b>  |                                                  | <b>114,847.73</b> | <b>33,381.71</b>  | <b>-158,025.39</b> | <b>-124,643.68</b> | <b>239,491.41</b> |             |
| <b>401 - Wastewater Fund</b>     |                                                  |                   |                   |                    |                    |                   |             |
| <a href="#">401-343-50-00-00</a> | Wastewater Charges                               | -2,822,565.00     | -2,477,316.07     | -225,348.85        | -2,702,664.92      | -119,900.08       | -4.25%      |
| <a href="#">401-343-50-00-02</a> | Wastewater Charges For Utility Tax               | -383,036.00       | -336,392.22       | -30,504.51         | -366,896.73        | -16,139.27        | -4.21%      |
| <a href="#">401-343-50-00-41</a> | Misc Util Fees & Charges                         | -2,000.00         | -261.00           | -30.00             | -291.00            | -1,709.00         | -85.45%     |
| <a href="#">401-343-50-02-41</a> | Sewer Assessment Charges                         | -1,500.00         | 0.00              | 0.00               | 0.00               | -1,500.00         | -100.00%    |
| <a href="#">401-359-90-00-41</a> | Penalty/Late Fee                                 | -6,000.00         | -6,839.16         | -587.97            | -7,427.13          | 1,427.13          | 23.79%      |
| <a href="#">401-361-10-00-41</a> | Unrealized Gain/Loss                             | 0.00              | 7,532.77          | 803.87             | 8,336.64           | -8,336.64         | 0.00%       |
| <a href="#">401-361-11-00-41</a> | Investment Interest WW                           | -15,000.00        | -50,436.29        | -2,622.30          | -53,058.59         | 38,058.59         | 253.72%     |
| <a href="#">401-361-30-00-41</a> | Realized Gain/Loss On Investments                | 0.00              | -4,479.39         | 0.00               | -4,479.39          | 4,479.39          | 0.00%       |
| <a href="#">401-361-41-00-41</a> | Investment Interest - Purchased                  | 0.00              | -1,104.67         | 0.00               | -1,104.67          | 1,104.67          | 0.00%       |
| <a href="#">401-369-10-00-07</a> | Sale Of Surplus - Wastewater                     | 0.00              | -15,100.00        | 0.00               | -15,100.00         | 15,100.00         | 0.00%       |
| <a href="#">401-369-91-00-41</a> | Other Misc Revenues                              | -50,000.00        | -60,152.02        | 0.00               | -60,152.02         | 10,152.02         | 20.30%      |
| <a href="#">401-535-10-10-00</a> | Wages & OT                                       | 93,868.80         | 92,848.26         | 7,831.82           | 100,680.08         | -6,811.28         | -7.26%      |
| <a href="#">401-535-10-20-00</a> | Benefits                                         | 30,929.83         | 33,247.28         | 2,655.37           | 35,902.65          | -4,972.82         | -16.08%     |
| <a href="#">401-535-10-31-01</a> | Office Supplies - Administration                 | 500.00            | 767.02            | 16.38              | 783.40             | -283.40           | -56.68%     |
| <a href="#">401-535-10-41-00</a> | Professional Services                            | 1,242,036.00      | 1,148,073.39      | 117,832.07         | 1,265,905.46       | -23,869.46        | -1.92%      |
| <a href="#">401-535-10-42-00</a> | Communication                                    | 350.00            | 1,124.92          | 35.16              | 1,160.08           | -810.08           | -231.45%    |

Detail vs Budget Report

| Date Range: 12/01/2024 - 12/31/2024 |                                                   |               |                   |                |                |                  |             |
|-------------------------------------|---------------------------------------------------|---------------|-------------------|----------------|----------------|------------------|-------------|
| Account                             | Name                                              | Fiscal Budget | Beginning Balance | Total Activity | Ending Balance | Budget Remaining | % Remaining |
| <a href="#">401-535-10-43-00</a>    | Travel                                            | 2,000.00      | 3,368.09          | 1.90           | 3,369.99       | -1,369.99        | -68.50%     |
| <a href="#">401-535-10-44-00</a>    | External Taxes                                    | 68,000.00     | 76,808.52         | 13,663.80      | 90,472.32      | -22,472.32       | -33.05%     |
| <a href="#">401-535-10-44-01</a>    | Advertising                                       | 0.00          | 298.80            | 0.00           | 298.80         | -298.80          | 0.00%       |
| <a href="#">401-535-10-44-02</a>    | Utility Tax                                       | 330,000.00    | 336,400.69        | 30,504.51      | 366,905.20     | -36,905.20       | -11.18%     |
| <a href="#">401-535-10-46-00</a>    | Insurance                                         | 118,350.00    | 119,254.80        | 0.00           | 119,254.80     | -904.80          | -0.76%      |
| <a href="#">401-535-10-49-00</a>    | Misc                                              | 11,500.00     | 1,850.22          | 0.00           | 1,850.22       | 9,649.78         | 83.91%      |
| <a href="#">401-535-10-49-01</a>    | Registrations/Fees - Training Classes & Seminars  | 500.00        | 309.00            | 0.00           | 309.00         | 191.00           | 38.20%      |
| <a href="#">401-535-20-10-00</a>    | Salaries & Wages                                  | 27,896.29     | 26,032.23         | 2,324.75       | 28,356.98      | -460.69          | -1.65%      |
| <a href="#">401-535-20-20-00</a>    | Benefits                                          | 13,360.46     | 12,267.01         | 1,104.70       | 13,371.71      | -11.25           | -0.08%      |
| <a href="#">401-535-20-48-00</a>    | Repairs / Maintenance                             | 0.00          | 0.00              | 22,571.70      | 22,571.70      | -22,571.70       | 0.00%       |
| <a href="#">401-535-27-10-00</a>    | Sewer Utilities - Salaries & Wages                | 109,593.45    | 97,518.76         | 9,129.65       | 106,648.41     | 2,945.04         | 2.69%       |
| <a href="#">401-535-27-20-00</a>    | Sewer Utilities - Personnel Benefits              | 41,203.73     | 45,867.18         | 4,297.36       | 50,164.54      | -8,960.81        | -21.75%     |
| <a href="#">401-535-27-31-00</a>    | Sewer Utilities - Operating Supplies              | 500.00        | 944.87            | 0.00           | 944.87         | -444.87          | -88.97%     |
| <a href="#">401-535-27-31-01</a>    | Sewer Utilities - Office Supplies                 | 1,000.00      | 1,030.82          | 311.82         | 1,342.64       | -342.64          | -34.26%     |
| <a href="#">401-535-27-35-00</a>    | Sewer Utilities - Small Tools And Minor Equipment | 200.00        | 0.00              | 0.00           | 0.00           | 200.00           | 100.00%     |
| <a href="#">401-535-27-41-00</a>    | Sewer Utilities - Professional Services           | 30,578.00     | 59,119.39         | 7,850.89       | 66,970.28      | -36,392.28       | -119.01%    |
| <a href="#">401-535-27-42-00</a>    | Sewer Utilities - Communications                  | 500.00        | 6,300.75          | 67.20          | 6,367.95       | -5,867.95        | -1,173.59%  |
| <a href="#">401-535-27-43-00</a>    | Sewer Utilities - Travel                          | 400.00        | 869.65            | 0.00           | 869.65         | -469.65          | -117.41%    |
| <a href="#">401-535-27-44-01</a>    | Advertising                                       | 0.00          | 71.40             | 0.00           | 71.40          | -71.40           | 0.00%       |
| <a href="#">401-535-27-48-00</a>    | Sewer Utilities - Repairs & Maintenance           | 500.00        | 303.68            | 36.61          | 340.29         | 159.71           | 31.94%      |
| <a href="#">401-535-27-49-00</a>    | Sewer Utilities - Miscellaneous                   | 300.00        | 45.50             | 0.00           | 45.50          | 254.50           | 84.83%      |
| <a href="#">401-535-27-49-01</a>    | Sewer Utilities - Reg/Fees - Trainings & Seminars | 500.00        | 620.10            | 0.00           | 620.10         | -120.10          | -24.02%     |
| <a href="#">401-535-50-31-00</a>    | Operating Supplies - Maintenance                  | 500.00        | 263.97            | 0.00           | 263.97         | 236.03           | 47.21%      |
| <a href="#">401-535-50-35-00</a>    | Small Tools / Equipment                           | 500.00        | 580.05            | 0.00           | 580.05         | -80.05           | -16.01%     |
| <a href="#">401-535-50-48-00</a>    | Repairs / Maintenance                             | 1,000.00      | 469.03            | 0.00           | 469.03         | 530.97           | 53.10%      |
| <a href="#">401-535-50-49-00</a>    | Intergov Services                                 | 2,500.00      | 252.62            | 508.20         | 760.82         | 1,739.18         | 69.57%      |
| <a href="#">401-535-50-49-01</a>    | County 911 / Dispatch Services                    | 2,096.00      | 1,048.00          | 0.00           | 1,048.00       | 1,048.00         | 50.00%      |
| <a href="#">401-535-50-49-96</a>    | Interfund Rentals - O & M                         | 30,000.00     | 835.60            | 122.70         | 958.30         | 29,041.70        | 96.81%      |
| <a href="#">401-535-80-41-00</a>    | Professional Services                             | 24,000.00     | 0.00              | 0.00           | 0.00           | 24,000.00        | 100.00%     |
| <a href="#">401-535-80-47-00</a>    | Public Utility Services                           | 31,500.00     | 38,159.66         | 3,469.06       | 41,628.72      | -10,128.72       | -32.15%     |
| <a href="#">401-535-80-48-00</a>    | Repairs / Maintenance Capital Reserve             | 45,000.00     | 1.86              | 0.00           | 1.86           | 44,998.14        | 100.00%     |
| <a href="#">401-535-80-49-00</a>    | Miscellaneous                                     | 13,000.00     | 6,971.71          | 0.00           | 6,971.71       | 6,028.29         | 46.37%      |
| <a href="#">401-535-80-49-96</a>    | Interfund Transfers - O&M                         | 10,000.00     | 835.60            | 122.70         | 958.30         | 9,041.70         | 90.42%      |
| <a href="#">401-535-90-41-00</a>    | Professional Financial / Banking Costs            | 630.00        | 709.59            | 4.88           | 714.47         | -84.47           | -13.41%     |
| <a href="#">401-597-00-41-33</a>    | Transfer From Wastewater Fund To Econ Dev Fund    | 130,000.00    | 130,000.00        | 400,000.00     | 530,000.00     | -400,000.00      | -307.69%    |
| <a href="#">401-597-35-00-95</a>    | Interfund Rentals - Repl.                         | 0.00          | 0.00              | 300,000.00     | 300,000.00     | -300,000.00      | 0.00%       |
| <a href="#">401-597-40-14-11</a>    | Transfer For Rate Funded Capital                  | 300,000.00    | 225,000.00        | 100,000.00     | 325,000.00     | -25,000.00       | -8.33%      |
| Totals:                             |                                                   | -564,808.44   | -474,078.03       | 766,173.47     | 292,095.44     | -856,903.88      |             |
| Totals:                             |                                                   | -564,808.44   | -474,078.03       | 766,173.47     | 292,095.44     | -856,903.88      |             |
| Totals:                             |                                                   | -564,808.44   | -474,078.03       | 766,173.47     | 292,095.44     | -856,903.88      |             |
| 401 - Wastewater Fund Totals:       |                                                   | -564,808.44   | -474,078.03       | 766,173.47     | 292,095.44     | -856,903.88      |             |

402 - Stormwater Fund



## Detail vs Budget Report

Date Range: 12/01/2024 - 12/31/2024

| Account                          | Name                                               | Fiscal Budget | Beginning Balance | Total Activity | Ending Balance | Budget Remaining | % Remaining |
|----------------------------------|----------------------------------------------------|---------------|-------------------|----------------|----------------|------------------|-------------|
| <a href="#">402-334-03-10-04</a> | St Dir/Ind Grt From Dept Of Ecology - SW Capacity  | -120,000.00   | -115,588.73       | 0.00           | -115,588.73    | -4,411.27        | -3.68%      |
| <a href="#">402-334-03-10-06</a> | St Dir/Ind Grt Fr Ecol Dept-Poll Prevent Partner   | 0.00          | -6,009.53         | 0.00           | -6,009.53      | 6,009.53         | 0.00%       |
| <a href="#">402-343-10-00-00</a> | Stormwater Charges                                 | -654,308.00   | -608,907.73       | -58,684.59     | -667,592.32    | 13,284.32        | 2.03%       |
| <a href="#">402-343-10-00-41</a> | Misc Util Fees & Charges - Stormwater              | 0.00          | -304.50           | -30.00         | -334.50        | 334.50           | 0.00%       |
| <a href="#">402-359-90-00-42</a> | Penalty/Late Fee - Stormwater                      | -2,500.00     | -1,146.03         | -105.81        | -1,251.84      | -1,248.16        | -49.93%     |
| <a href="#">402-361-10-04-02</a> | Unrealized Gain/Loss                               | 0.00          | 7,479.53          | 851.88         | 8,331.41       | -8,331.41        | 0.00%       |
| <a href="#">402-361-11-04-02</a> | Investment Interest - Stormwater Fund              | -6,000.00     | -16,471.97        | -2,371.06      | -18,843.03     | 12,843.03        | 214.05%     |
| <a href="#">402-361-30-04-02</a> | Realized Gain/Loss On Investments                  | 0.00          | -4,880.65         | 0.00           | -4,880.65      | 4,880.65         | 0.00%       |
| <a href="#">402-361-41-04-02</a> | Investment Interest - Purchased                    | 0.00          | -1,119.86         | 0.00           | -1,119.86      | 1,119.86         | 0.00%       |
| <a href="#">402-531-10-10-00</a> | Wages & OT - Stormwater Administration             | 98,193.24     | 93,975.56         | 8,251.75       | 102,227.31     | -4,034.07        | -4.11%      |
| <a href="#">402-531-10-20-00</a> | Benefits - Stormwater Administration               | 37,273.59     | 42,224.25         | 3,606.89       | 45,831.14      | -8,557.55        | -22.96%     |
| <a href="#">402-531-10-20-01</a> | Stormwater Administration - Uniform                | 0.00          | 768.29            | 32.49          | 800.78         | -800.78          | 0.00%       |
| <a href="#">402-531-10-31-00</a> | Operating Supplies - Stormwater Administration     | 1,000.00      | 405.44            | 0.00           | 405.44         | 594.56           | 59.46%      |
| <a href="#">402-531-10-31-01</a> | Office Supplies - Stormwater Administration        | 200.00        | 271.92            | 8.33           | 280.25         | -80.25           | -40.13%     |
| <a href="#">402-531-10-41-00</a> | Professional Services - Stormwater Administration  | 10,000.00     | 506.68            | 3,054.20       | 3,560.88       | 6,439.12         | 64.39%      |
| <a href="#">402-531-10-42-00</a> | Communications - Stormwater Administration         | 0.00          | 412.31            | 0.00           | 412.31         | -412.31          | 0.00%       |
| <a href="#">402-531-10-43-00</a> | Travel - Stormwater                                | 2,000.00      | 1,286.26          | 2.53           | 1,288.79       | 711.21           | 35.56%      |
| <a href="#">402-531-10-44-00</a> | External Taxes - Stormwater                        | 0.00          | 71,355.66         | 7,742.16       | 79,097.82      | -79,097.82       | 0.00%       |
| <a href="#">402-531-10-44-01</a> | Advertising - Stormwater                           | 500.00        | 601.36            | 0.00           | 601.36         | -101.36          | -20.27%     |
| <a href="#">402-531-10-46-00</a> | Insurance - Stormwater                             | 26,800.00     | 26,985.66         | 0.00           | 26,985.66      | -185.66          | -0.69%      |
| <a href="#">402-531-10-49-00</a> | Miscellaneous - Stormwater                         | 5,000.00      | 5,638.71          | 51.50          | 5,690.21       | -690.21          | -13.80%     |
| <a href="#">402-531-10-49-01</a> | Reg/Fees - Training Classes Stormwater Admin       | 2,500.00      | 848.39            | 0.00           | 848.39         | 1,651.61         | 66.06%      |
| <a href="#">402-531-20-10-00</a> | Wages & OT - Stormwater Engineering                | 53,932.45     | -5,078.03         | 4,081.85       | -996.18        | 54,928.63        | 101.85%     |
| <a href="#">402-531-20-20-00</a> | Benefits - Stormwater Engineering                  | 22,149.22     | -1,456.97         | 2,940.83       | 1,483.86       | 20,665.36        | 93.30%      |
| <a href="#">402-531-20-31-00</a> | Operating Supplies - Stormwater Engineering        | 0.00          | 328.53            | 0.00           | 328.53         | -328.53          | 0.00%       |
| <a href="#">402-531-20-31-01</a> | Office Supplies - Stormwater Engineering           | 0.00          | 15.99             | 0.00           | 15.99          | -15.99           | 0.00%       |
| <a href="#">402-531-20-41-00</a> | Professional Services - Stormwater Engineering     | 2,000.00      | 7,656.90          | 0.00           | 7,656.90       | -5,656.90        | -282.85%    |
| <a href="#">402-531-20-42-00</a> | Communications - Stormwater Engineering            | 0.00          | 903.99            | 86.31          | 990.30         | -990.30          | 0.00%       |
| <a href="#">402-531-20-43-00</a> | Travel Expense - Stormwater Engineering            | 0.00          | 376.52            | 0.00           | 376.52         | -376.52          | 0.00%       |
| <a href="#">402-531-27-10-00</a> | Stormwater Utilities - Salaries & Wages            | 64,273.51     | 55,999.52         | 5,158.38       | 61,157.90      | 3,115.61         | 4.85%       |
| <a href="#">402-531-27-20-00</a> | Stormwater Utilities - Personnel Benefits          | 24,257.94     | 26,174.27         | 2,405.58       | 28,579.85      | -4,321.91        | -17.82%     |
| <a href="#">402-531-27-31-00</a> | Stormwater Utilities - Operating Supplies          | 500.00        | 347.79            | 0.00           | 347.79         | 152.21           | 30.44%      |
| <a href="#">402-531-27-31-01</a> | Stormwater Utilities - Office Supplies             | 250.00        | 188.72            | 143.40         | 332.12         | -82.12           | -32.85%     |
| <a href="#">402-531-27-41-00</a> | Stormwater Utilities - Professional Services       | 9,110.00      | 18,426.02         | 2,367.47       | 20,793.49      | -11,683.49       | -128.25%    |
| <a href="#">402-531-27-42-00</a> | Stormwater Utilities - Communications              | 2,600.00      | 3,081.97          | 11.19          | 3,093.16       | -493.16          | -18.97%     |
| <a href="#">402-531-27-43-00</a> | Stormwater Utilities - Travel                      | 400.00        | 488.47            | 0.00           | 488.47         | -88.47           | -22.12%     |
| <a href="#">402-531-27-44-01</a> | Advertising                                        | 0.00          | 38.08             | 0.00           | 38.08          | -38.08           | 0.00%       |
| <a href="#">402-531-27-48-00</a> | Stormwater Utilities - Repairs & Maintenance       | 1,000.00      | 66.92             | 8.06           | 74.98          | 925.02           | 92.50%      |
| <a href="#">402-531-27-49-00</a> | Stormwater Utilities - Miscellaneous               | 50.00         | 38.45             | 0.00           | 38.45          | 11.55            | 23.10%      |
| <a href="#">402-531-27-49-01</a> | Stormwater Utilities - Reg/Fees - Train & Seminars | 500.00        | 1,442.34          | 0.00           | 1,442.34       | -942.34          | -188.47%    |
| <a href="#">402-531-50-10-00</a> | Wages & OT - Stormwater Maintenance                | 102,113.18    | 65,326.81         | 4,124.00       | 69,450.81      | 32,662.37        | 31.99%      |
| <a href="#">402-531-50-20-00</a> | Benefits - Stormwater Maintenance                  | 64,315.70     | 42,614.22         | 1,625.00       | 44,239.22      | 20,076.48        | 31.22%      |
| <a href="#">402-531-50-20-01</a> | Benefits - Uniforms                                | 1,000.00      | 348.70            | 197.51         | 546.21         | 453.79           | 45.38%      |
| <a href="#">402-531-50-31-00</a> | Operating Supplies - Stormwater Maintenance        | 500.00        | 726.72            | 244.75         | 971.47         | -471.47          | -94.29%     |

**Detail vs Budget Report**

**Date Range: 12/01/2024 - 12/31/2024**

| Account                                      | Name                                               | Fiscal Budget      | Beginning Balance | Total Activity    | Ending Balance    | Budget Remaining   | % Remaining |
|----------------------------------------------|----------------------------------------------------|--------------------|-------------------|-------------------|-------------------|--------------------|-------------|
| <a href="#">402-531-50-35-00</a>             | Small Tools/Equipment - Stormwater Maintenance     | 5,000.00           | 2,004.69          | 0.00              | 2,004.69          | 2,995.31           | 59.91%      |
| <a href="#">402-531-50-41-00</a>             | Professional Services - Stormwater Maintenance     | 750.00             | 276.50            | 90.00             | 366.50            | 383.50             | 51.13%      |
| <a href="#">402-531-50-43-00</a>             | Travel - Stormwater Maintenance                    | 500.00             | 35.56             | 0.00              | 35.56             | 464.44             | 92.89%      |
| <a href="#">402-531-50-48-00</a>             | Repairs & Maintenance - Stormwater Maintenance     | 1,500.00           | 0.00              | 0.00              | 0.00              | 1,500.00           | 100.00%     |
| <a href="#">402-531-50-49-01</a>             | County 911 / Dispatch Services                     | 1,000.00           | 1,048.00          | 0.00              | 1,048.00          | -48.00             | -4.80%      |
| <a href="#">402-531-50-49-96</a>             | Interfund Rentals - O&M - Stormwater Maintenance   | 25,000.00          | 21,450.41         | 5,728.41          | 27,178.82         | -2,178.82          | -8.72%      |
| <a href="#">402-531-70-10-00</a>             | Wages & OT - Stormwater Capacity Grant DOE         | 0.00               | 61,103.94         | 0.00              | 61,103.94         | -61,103.94         | 0.00%       |
| <a href="#">402-531-70-20-00</a>             | Benefits - Stormwater Capacity Grant DOE           | 0.00               | 32,209.34         | 0.00              | 32,209.34         | -32,209.34         | 0.00%       |
| <a href="#">402-531-70-43-00</a>             | Travel - DOE Inter Agreement - Hazardous Waste     | 500.00             | 0.00              | 0.00              | 0.00              | 500.00             | 100.00%     |
| <a href="#">402-531-70-49-00</a>             | Miscellaneous - Stormwater Capacity Grant DOE      | 0.00               | 23,053.63         | 0.00              | 23,053.63         | -23,053.63         | 0.00%       |
| <a href="#">402-531-80-31-00</a>             | Operating Supplies - Stormwater Operations/General | 200.00             | 1,471.30          | 0.00              | 1,471.30          | -1,271.30          | -635.65%    |
| <a href="#">402-531-80-42-00</a>             | Communications - Stormwater Maintenance            | 500.00             | 0.00              | 0.00              | 0.00              | 500.00             | 100.00%     |
| <a href="#">402-531-80-43-00</a>             | Travel Expense - Stormwater Operations/General     | 500.00             | 687.60            | 0.00              | 687.60            | -187.60            | -37.52%     |
| <a href="#">402-531-80-48-00</a>             | Repairs/Maint - Stormwater Operations/General      | 0.00               | 0.03              | 0.00              | 0.03              | -0.03              | 0.00%       |
| <a href="#">402-531-80-49-01</a>             | Registration/Fees - Training Classes Stormwater    | 3,000.00           | 134.38            | 0.00              | 134.38            | 2,865.62           | 95.52%      |
| <a href="#">402-531-90-41-00</a>             | Professional Financial / Banking Costs             | 225.00             | 32.70             | 0.00              | 32.70             | 192.30             | 85.47%      |
| <a href="#">402-597-00-04-03</a>             | Interfund Transfer - SW Operating To SW Capital    | 100,000.00         | 430,000.00        | 60,000.00         | 490,000.00        | -390,000.00        | -390.00%    |
| <b>Totals:</b>                               |                                                    | <b>-111,714.17</b> | <b>289,895.03</b> | <b>51,623.01</b>  | <b>341,518.04</b> | <b>-453,232.21</b> |             |
| <b>Totals:</b>                               |                                                    | <b>-111,714.17</b> | <b>289,895.03</b> | <b>51,623.01</b>  | <b>341,518.04</b> | <b>-453,232.21</b> |             |
| <b>Totals:</b>                               |                                                    | <b>-111,714.17</b> | <b>289,895.03</b> | <b>51,623.01</b>  | <b>341,518.04</b> | <b>-453,232.21</b> |             |
| <b>402 - Stormwater Fund Totals:</b>         |                                                    | <b>-111,714.17</b> | <b>289,895.03</b> | <b>51,623.01</b>  | <b>341,518.04</b> | <b>-453,232.21</b> |             |
| <b>403 - Stormwater Capital Reserve Fund</b> |                                                    |                    |                   |                   |                   |                    |             |
| <a href="#">403-334-00-10-43</a>             | State Grant From Legislature                       | 0.00               | 0.00              | 0.00              | 0.00              | 0.00               | 0.00%       |
| <a href="#">403-334-03-10-01</a>             | Dept Of Ecology - SFAP                             | -700,000.00        | 0.00              | 0.00              | 0.00              | -700,000.00        | -100.00%    |
| <a href="#">403-334-03-10-02</a>             | St Dir/Ind Grt Fr Dept Of Ecol-Stormwater Capacity | -558,365.00        | 0.00              | 0.00              | 0.00              | -558,365.00        | -100.00%    |
| <a href="#">403-334-03-00-03</a>             | Dept Of Ecology - Decant Facility                  | 0.00               | -20,710.39        | 0.00              | -20,710.39        | 20,710.39          | 0.00%       |
| <a href="#">403-334-03-80-43</a>             | State Grant From TIB                               | -730,000.00        | 0.00              | 0.00              | 0.00              | -730,000.00        | -100.00%    |
| <a href="#">403-361-10-04-03</a>             | Unrealized Gain/Loss                               | 0.00               | 1,653.79          | 188.50            | 1,842.29          | -1,842.29          | 0.00%       |
| <a href="#">403-361-11-04-03</a>             | Investment Interest - Stormwater Capital Resv Fund | -2,000.00          | -3,104.80         | -515.39           | -3,620.19         | 1,620.19           | 81.01%      |
| <a href="#">403-361-30-04-03</a>             | Realized Gain/Loss On Investments                  | 0.00               | -1,080.00         | 0.00              | -1,080.00         | 1,080.00           | 0.00%       |
| <a href="#">403-361-41-04-03</a>             | Investment Interest - Purchased                    | 0.00               | -247.64           | 0.00              | -247.64           | 247.64             | 0.00%       |
| <a href="#">403-397-00-04-03</a>             | Interfund Transfer - SW Operating To SW Capital    | -100,000.00        | -430,000.00       | -60,000.00        | -490,000.00       | 390,000.00         | 390.00%     |
| <a href="#">403-397-00-04-04</a>             | IF Trans From CE For ARPA Expenses (CFDA #21.02    | -7,446.00          | 0.00              | 0.00              | 0.00              | -7,446.00          | -100.00%    |
| <a href="#">403-531-10-41-41</a>             | Banking Service Fee/Charges - SW Cap Res Fund      | 0.00               | -12.29            | 1.15              | -11.14            | 11.14              | 0.00%       |
| <a href="#">403-591-31-70-00</a>             | Principal Payment - Street Sweeper LTGO Bond 20    | 47,305.76          | 47,305.76         | 0.00              | 47,305.76         | 0.00               | 0.00%       |
| <a href="#">403-592-31-80-00</a>             | Interest Payment - Street Sweeper LTGO Bond 201    | 1,395.52           | 1,395.52          | 0.00              | 1,395.52          | 0.00               | 0.00%       |
| <a href="#">403-594-31-61-00</a>             | Stormwater Land And Land Improvements              | 7,366.67           | 2,714.51          | 4,354.20          | 7,068.71          | 297.96             | 4.04%       |
| <a href="#">403-594-31-63-02</a>             | Stormwater System Design Engineering               | 325,302.00         | 111,182.69        | 27,482.00         | 138,664.69        | 186,637.31         | 57.37%      |
| <a href="#">403-594-31-63-03</a>             | Stormwater System Design Eng - Grant Funded        | 733,365.00         | 21,689.34         | 4,726.30          | 26,415.64         | 706,949.36         | 96.40%      |
| <a href="#">403-594-31-64-00</a>             | Stormwater Machinery & Equipment                   | 225,000.00         | 97,500.98         | 0.00              | 97,500.98         | 127,499.02         | 56.67%      |
| <a href="#">403-594-31-64-01</a>             | Stormwater Machinery & Equipment - Grant Fund      | 750,000.00         | 437,750.00        | 0.00              | 437,750.00        | 312,250.00         | 41.63%      |
| <b>Totals:</b>                               |                                                    | <b>-8,076.05</b>   | <b>266,037.47</b> | <b>-23,763.24</b> | <b>242,274.23</b> | <b>-250,350.28</b> |             |

## Detail vs Budget Report

Date Range: 12/01/2024 - 12/31/2024

| Account                                              | Name                                              | Fiscal Budget     | Beginning Balance | Total Activity     | Ending Balance     | Budget Remaining   | % Remaining |
|------------------------------------------------------|---------------------------------------------------|-------------------|-------------------|--------------------|--------------------|--------------------|-------------|
| <b>Totals:</b>                                       |                                                   | <b>-8,076.05</b>  | <b>266,037.47</b> | <b>-23,763.24</b>  | <b>242,274.23</b>  | <b>-250,350.28</b> |             |
| <b>Totals:</b>                                       |                                                   | <b>-8,076.05</b>  | <b>266,037.47</b> | <b>-23,763.24</b>  | <b>242,274.23</b>  | <b>-250,350.28</b> |             |
| <b>403 - Stormwater Capital Reserve Fund Totals:</b> |                                                   | <b>-8,076.05</b>  | <b>266,037.47</b> | <b>-23,763.24</b>  | <b>242,274.23</b>  | <b>-250,350.28</b> |             |
| <b>410 - Water Capital Reserve Fund</b>              |                                                   |                   |                   |                    |                    |                    |             |
| <a href="#">410-321-50-00-40</a>                     | Utility Permits                                   | -300,000.00       | -170,198.35       | 0.00               | -170,198.35        | -129,801.65        | -43.27%     |
| <a href="#">410-331-97-00-00</a>                     | Fed Dir Grt Fr Dept Of Homeland Security          | 0.00              | 0.00              | 0.00               | 0.00               | 0.00               | 0.00%       |
| <a href="#">410-334-00-10-41</a>                     | State Grant From Legislature                      | 0.00              | 0.00              | 0.00               | 0.00               | 0.00               | 0.00%       |
| <a href="#">410-334-04-20-40</a>                     | State Grant From Dept Of Commerce                 | -175,000.00       | -175,000.00       | 0.00               | -175,000.00        | 0.00               | 0.00%       |
| <a href="#">410-361-11-00-42</a>                     | Investment Interest - Water Equip Reserv          | -12,000.00        | -45,499.82        | -2,530.75          | -48,030.57         | 36,030.57          | 300.25%     |
| <a href="#">410-361-42-00-41</a>                     | Interest Income - Private Loans                   | -1,300.00         | -1,100.00         | -100.00            | -1,200.00          | -100.00            | -7.69%      |
| <a href="#">410-362-00-50-13</a>                     | Lease Paym(Annual)-Consol Irrigation District #14 | -75,000.00        | 0.00              | -77,175.00         | -77,175.00         | 2,175.00           | 2.90%       |
| <a href="#">410-362-00-50-14</a>                     | Lease Payment (Annual) - WWU                      | -25,000.00        | -23,353.02        | 0.00               | -23,353.02         | -1,646.98          | -6.59%      |
| <a href="#">410-367-00-00-00</a>                     | Developer Proceeds                                | -50,000.00        | 0.00              | 0.00               | 0.00               | -50,000.00         | -100.00%    |
| <a href="#">410-367-00-04-11</a>                     | Principal Payments On Private Loans For Infrast   | 0.00              | -3,073.51         | -279.41            | -3,352.92          | 3,352.92           | 0.00%       |
| <a href="#">410-391-80-04-10</a>                     | DWSRF Loan From EPA/WA St Dept Of Health          | -1,000,000.00     | -494,691.14       | 0.00               | -494,691.14        | -505,308.86        | -50.53%     |
| <a href="#">410-391-80-04-14</a>                     | DOC PWTF Loan PC22-96103-062                      | -1,200,000.00     | -476,509.28       | 0.00               | -476,509.28        | -723,490.72        | -60.29%     |
| <a href="#">410-391-80-04-16</a>                     | DOC PWTF Loan PR22-96103-011                      | -250,000.00       | -226,371.81       | 0.00               | -226,371.81        | -23,628.19         | -9.45%      |
| <a href="#">410-391-80-04-17</a>                     | DOC PWTF Loan PR24-96103-008                      | -250,000.00       | -221,329.36       | 0.00               | -221,329.36        | -28,670.64         | -11.47%     |
| <a href="#">410-397-00-04-12</a>                     | IFT 431 to 410                                    | 0.00              | 0.00              | -718,047.03        | -718,047.03        | 718,047.03         | 0.00%       |
| <a href="#">410-397-34-00-41</a>                     | IF Trans-Rev Reserved For Rate-funded Capital     | -100,000.00       | -100,000.00       | 0.00               | -100,000.00        | 0.00               | 0.00%       |
| <a href="#">410-397-34-00-95</a>                     | INF Equip/Veh Lease/Repl.                         | -100,000.00       | -50,000.00        | 0.00               | -50,000.00         | -50,000.00         | -50.00%     |
| <a href="#">410-534-10-41-41</a>                     | Banking Service Fees/Charges - W Cap Res Fund     | 280.00            | 354.12            | 2.80               | 356.92             | -76.92             | -27.47%     |
| <a href="#">410-594-34-61-41</a>                     | Water Utility Land And Land Improvements          | 7,366.67          | 2,727.09          | 0.00               | 2,727.09           | 4,639.58           | 62.98%      |
| <a href="#">410-594-34-63-03</a>                     | Water Utility Capital Expenditures                | 1,500,000.00      | 754,872.61        | 68,621.75          | 823,494.36         | 676,505.64         | 45.10%      |
| <a href="#">410-594-34-63-09</a>                     | Water Util Cap Expenditure-DOC PWTF PC22-961      | 750,000.00        | 476,509.28        | 0.00               | 476,509.28         | 273,490.72         | 36.47%      |
| <a href="#">410-594-34-63-13</a>                     | Water Utility Cap Exp - DOC PR22-96103-011        | 500,000.00        | 226,371.81        | 0.00               | 226,371.81         | 273,628.19         | 54.73%      |
| <a href="#">410-594-34-63-14</a>                     | Water Utility Cap Exp - DOC PR24-96103-008        | 500,000.00        | 221,329.36        | 0.00               | 221,329.36         | 278,670.64         | 55.73%      |
| <a href="#">410-594-34-64-41</a>                     | Water Utility Equipment                           | 250,000.00        | 259,578.79        | 0.00               | 259,578.79         | -9,578.79          | -3.83%      |
| <a href="#">410-597-00-00-37</a>                     | IFT Fund 410 to 400                               | 0.00              | 0.00              | 200,000.00         | 200,000.00         | -200,000.00        | 0.00%       |
| <a href="#">410-597-00-04-31</a>                     | Transfer To 431                                   | 140,000.00        | 0.00              | 0.00               | 0.00               | 140,000.00         | 100.00%     |
| <b>Totals:</b>                                       |                                                   | <b>109,346.67</b> | <b>-45,383.23</b> | <b>-529,507.64</b> | <b>-574,890.87</b> | <b>684,237.54</b>  |             |
| <b>Totals:</b>                                       |                                                   | <b>109,346.67</b> | <b>-45,383.23</b> | <b>-529,507.64</b> | <b>-574,890.87</b> | <b>684,237.54</b>  |             |
| <b>Totals:</b>                                       |                                                   | <b>109,346.67</b> | <b>-45,383.23</b> | <b>-529,507.64</b> | <b>-574,890.87</b> | <b>684,237.54</b>  |             |
| <b>410 - Water Capital Reserve Fund Totals:</b>      |                                                   | <b>109,346.67</b> | <b>-45,383.23</b> | <b>-529,507.64</b> | <b>-574,890.87</b> | <b>684,237.54</b>  |             |
| <b>411 - Wastewater Capital Reserve Fund</b>         |                                                   |                   |                   |                    |                    |                    |             |
| <a href="#">411-321-50-00-41</a>                     | Utility Permits                                   | -350,000.00       | -265,000.00       | 0.00               | -265,000.00        | -85,000.00         | -24.29%     |
| <a href="#">411-331-10-04-03</a>                     | Fed Dir Grt Fr Dept Of Agriculture - USDA SWSEW   | -342,032.13       | -342,032.13       | 0.00               | -342,032.13        | 0.00               | 0.00%       |
| <a href="#">411-331-11-00-01</a>                     | Fed Dir Grt Fr The Department Of Commerce.        | -1,000,000.00     | 0.00              | 0.00               | 0.00               | -1,000,000.00      | -100.00%    |
| <a href="#">411-334-00-14-11</a>                     | State Grant From Legislature                      | 0.00              | 0.00              | 0.00               | 0.00               | 0.00               | 0.00%       |
| <a href="#">411-334-03-10-08</a>                     | DOE Grant - WWTP COPLD-00172                      | -750,000.00       | -40,713.47        | 0.00               | -40,713.47         | -709,286.53        | -94.57%     |
| <a href="#">411-334-03-10-09</a>                     | DOE Grant - WQC-2023-COPLD-00138                  | 0.00              | -37,592.05        | 0.00               | -37,592.05         | 37,592.05          | 0.00%       |

**Detail vs Budget Report**

**Date Range: 12/01/2024 - 12/31/2024**

| Account                                              | Name                                           | Fiscal Budget     | Beginning Balance | Total Activity      | Ending Balance      | Budget Remaining     | % Remaining |
|------------------------------------------------------|------------------------------------------------|-------------------|-------------------|---------------------|---------------------|----------------------|-------------|
| <a href="#">411-334-04-20-42</a>                     | State Dir/Ind Grant From Department Of Commer  | -1,740,000.00     | 0.00              | 0.00                | 0.00                | -1,740,000.00        | -100.00%    |
| <a href="#">411-361-10-00-43</a>                     | Unrealized Gain/Loss                           | 0.00              | 19,734.21         | 2,305.53            | 22,039.74           | -22,039.74           | 0.00%       |
| <a href="#">411-361-11-00-43</a>                     | Investment Interest - WW Equip Resev           | -20,000.00        | -65,479.45        | -6,582.31           | -72,061.76          | 52,061.76            | 260.31%     |
| <a href="#">411-361-30-00-43</a>                     | Realized Gain/Loss On Investments              | 0.00              | -13,342.09        | 0.00                | -13,342.09          | 13,342.09            | 0.00%       |
| <a href="#">411-361-41-00-43</a>                     | Investment Interest - Purchased                | 0.00              | -2,978.43         | 0.00                | -2,978.43           | 2,978.43             | 0.00%       |
| <a href="#">411-369-91-00-43</a>                     | Misc Revenue                                   | 0.00              | -94,000.00        | 0.00                | -94,000.00          | 94,000.00            | 0.00%       |
| <a href="#">411-391-20-04-11</a>                     | Revenue Bond Proceeds                          | -500,000.00       | -436,260.73       | 0.00                | -436,260.73         | -63,739.27           | -12.75%     |
| <a href="#">411-391-80-04-11</a>                     | DOE CWSRF Loan                                 | -750,000.00       | -127,822.82       | 0.00                | -127,822.82         | -622,177.18          | -82.96%     |
| <a href="#">411-391-80-04-13</a>                     | DOC PWTF Loan PC22-96103-051                   | -1,237,205.00     | -443,239.75       | 0.00                | -443,239.75         | -793,965.25          | -64.17%     |
| <a href="#">411-391-80-04-14</a>                     | DOE Loan WQC-2023-COPLED-00138                 | 0.00              | -8,984.61         | 0.00                | -8,984.61           | 8,984.61             | 0.00%       |
| <a href="#">411-397-00-04-13</a>                     | IFT 425 to 411                                 | 0.00              | 0.00              | -414,344.17         | -414,344.17         | 414,344.17           | 0.00%       |
| <a href="#">411-397-35-00-95</a>                     | INF Equip/Veh Lease/Repl.                      | 0.00              | 0.00              | -300,000.00         | -300,000.00         | 300,000.00           | 0.00%       |
| <a href="#">411-397-40-14-11</a>                     | Transfer For Rate Funded Capital               | -300,000.00       | -225,000.00       | -100,000.00         | -325,000.00         | 25,000.00            | 8.33%       |
| <a href="#">411-397-41-24-11</a>                     | Transfer Of Surplus To Capital Reserve         | 0.00              | 0.00              | 0.00                | 0.00                | 0.00                 | 0.00%       |
| <a href="#">411-535-10-41-41</a>                     | Banking Service Fees/Charges - WW Cap Res Fund | 0.00              | 484.34            | 14.01               | 498.35              | -498.35              | 0.00%       |
| <a href="#">411-594-35-61-00</a>                     | Wastewater Land And Land Improvements          | 7,366.67          | 2,727.09          | 0.00                | 2,727.09            | 4,639.58             | 62.98%      |
| <a href="#">411-594-35-63-01</a>                     | Other Improvements                             | 100,000.00        | 94,527.58         | 682,152.58          | 776,680.16          | -676,680.16          | -676.68%    |
| <a href="#">411-594-35-63-04</a>                     | Other Improvements                             | 500,000.00        | -198,099.84       | 611,425.25          | 413,325.41          | 86,674.59            | 17.33%      |
| <a href="#">411-594-35-63-05</a>                     | Other Improvements - DOE Grant Funded          | 1,000,000.00      | 504,496.42        | 0.00                | 504,496.42          | 495,503.58           | 49.55%      |
| <a href="#">411-594-35-63-06</a>                     | Other Improvements - DOE Loan Funded           | 500,000.00        | 71,085.30         | 0.00                | 71,085.30           | 428,914.70           | 85.78%      |
| <a href="#">411-594-35-63-07</a>                     | Other Improvements - USDA Grant Funded         | 342,032.13        | 342,032.13        | 0.00                | 342,032.13          | 0.00                 | 0.00%       |
| <a href="#">411-594-35-64-41</a>                     | Wastewater Capital Equipment                   | 3,000,000.00      | 1,114,889.32      | 1,334,691.90        | 2,449,581.22        | 550,418.78           | 18.35%      |
| <a href="#">411-594-35-64-42</a>                     | Wstwtr Cap Equip - DOC PWTFB Loan PC22-96103   | 1,237,205.00      | 414,632.31        | 0.00                | 414,632.31          | 822,572.69           | 66.49%      |
| <a href="#">411-595-35-63-33</a>                     | Other Improvements                             | 0.00              | 6,055.59          | 0.00                | 6,055.59            | -6,055.59            | 0.00%       |
| <a href="#">411-597-00-03-31</a>                     | IFT - Street Captial to WW Captial             | 450,000.00        | 407,798.88        | 100,000.00          | 507,798.88          | -57,798.88           | -12.84%     |
| <b>Totals:</b>                                       |                                                | <b>147,366.67</b> | <b>677,917.80</b> | <b>1,909,662.79</b> | <b>2,587,580.59</b> | <b>-2,440,213.92</b> |             |
| <b>Totals:</b>                                       |                                                | <b>147,366.67</b> | <b>677,917.80</b> | <b>1,909,662.79</b> | <b>2,587,580.59</b> | <b>-2,440,213.92</b> |             |
| <b>Totals:</b>                                       |                                                | <b>147,366.67</b> | <b>677,917.80</b> | <b>1,909,662.79</b> | <b>2,587,580.59</b> | <b>-2,440,213.92</b> |             |
| <b>411 - Wastewater Capital Reserve Fund Totals:</b> |                                                | <b>147,366.67</b> | <b>677,917.80</b> | <b>1,909,662.79</b> | <b>2,587,580.59</b> | <b>-2,440,213.92</b> |             |
| <b>412 - Wastewater Debt Service Fund</b>            |                                                |                   |                   |                     |                     |                      |             |
| <a href="#">412-343-50-00-51</a>                     | LT Debt Collection For Sewer Utility           | -620,000.00       | -542,984.71       | -49,035.37          | -592,020.08         | -27,979.92           | -4.51%      |
| <a href="#">412-361-11-00-44</a>                     | Investment Interest Earned                     | -15,000.00        | -44,687.48        | -2,939.84           | -47,627.32          | 32,627.32            | 217.52%     |
| <a href="#">412-535-10-41-42</a>                     | Banking Service Fees/Charges - WW LTD Res Fund | 25.00             | 4,438.49          | 3.27                | 4,441.76            | -4,416.76            | -17,667.04% |
| <a href="#">412-591-35-78-13</a>                     | Loan Payment PWTF - Principal PC22-96103-051   | 74,985.57         | 10,752.40         | 0.00                | 10,752.40           | 64,233.17            | 85.66%      |
| <a href="#">412-591-35-78-53</a>                     | Loan Payment USDA - SW SEWER Principal         | 57,227.14         | 57,227.14         | 0.00                | 57,227.14           | 0.00                 | 0.00%       |
| <a href="#">412-591-35-78-54</a>                     | Loan Payment DOE SW SEWER Principal            | 106,661.58        | 128,221.83        | 0.00                | 128,221.83          | -21,560.25           | -20.21%     |
| <a href="#">412-591-35-78-55</a>                     | Loan Payment DOE WWTP Design Principal         | 83,753.34         | 0.00              | 0.00                | 0.00                | 83,753.34            | 100.00%     |
| <a href="#">412-592-35-83-13</a>                     | Interest Payment PWTF Loan - PC22-96103-051    | 15,430.10         | 1,819.31          | 0.00                | 1,819.31            | 13,610.79            | 88.21%      |
| <a href="#">412-592-35-83-53</a>                     | Interest Payment USDA Loan - SW SEWER          | 31,290.86         | 31,290.86         | 0.00                | 31,290.86           | 0.00                 | 0.00%       |
| <a href="#">412-592-35-83-54</a>                     | Interest Payment DOE Loan - SW SEWER           | 26,897.52         | 29,089.66         | 0.00                | 29,089.66           | -2,192.14            | -8.15%      |
| <a href="#">412-592-35-83-55</a>                     | Interest Payment DOE Loan - WWTP Design        | 35,657.28         | 0.00              | 0.00                | 0.00                | 35,657.28            | 100.00%     |
| <a href="#">412-597-41-24-11</a>                     | Transfer Of Surplus To Capital Reserve         | 0.00              | 0.00              | 0.00                | 0.00                | 0.00                 | 0.00%       |

## Detail vs Budget Report

Date Range: 12/01/2024 - 12/31/2024

| Account                              | Name                                              | Fiscal Budget      | Beginning Balance  | Total Activity     | Ending Balance     | Budget Remaining  | % Remaining |
|--------------------------------------|---------------------------------------------------|--------------------|--------------------|--------------------|--------------------|-------------------|-------------|
|                                      | <b>Totals:</b>                                    | <b>-203,071.61</b> | <b>-324,832.50</b> | <b>-51,971.94</b>  | <b>-376,804.44</b> | <b>173,732.83</b> |             |
|                                      | <b>Totals:</b>                                    | <b>-203,071.61</b> | <b>-324,832.50</b> | <b>-51,971.94</b>  | <b>-376,804.44</b> | <b>173,732.83</b> |             |
|                                      | <b>Totals:</b>                                    | <b>-203,071.61</b> | <b>-324,832.50</b> | <b>-51,971.94</b>  | <b>-376,804.44</b> | <b>173,732.83</b> |             |
|                                      | <b>412 - Wastewater Debt Service Fund Totals:</b> | <b>-203,071.61</b> | <b>-324,832.50</b> | <b>-51,971.94</b>  | <b>-376,804.44</b> | <b>173,732.83</b> |             |
| <b>413 - Water Debt Service Fund</b> |                                                   |                    |                    |                    |                    |                   |             |
| <a href="#">413-343-40-01-43</a>     | Capital Reserve Fund Collections                  | -1,292,629.20      | -950,686.39        | -85,725.05         | -1,036,411.44      | -256,217.76       | -19.82%     |
| <a href="#">413-361-11-00-13</a>     | Interest - Water Capital Reserve Fund             | -25,000.00         | -49,797.00         | -3,777.66          | -53,574.66         | 28,574.66         | 114.30%     |
| <a href="#">413-397-00-00-43</a>     | IF Trans From Water Const Fund #431 To WCIR #4    | -350,000.00        | -262,500.00        | 0.00               | -262,500.00        | -87,500.00        | -25.00%     |
| <a href="#">413-397-00-04-26</a>     | IFT 426 to 413                                    | 0.00               | 0.00               | -157,605.78        | -157,605.78        | 157,605.78        | 0.00%       |
| <a href="#">413-534-10-41-43</a>     | Banking Service Fees/Charges - W LTD Res Fund     | 35.00              | 128.84             | 4.43               | 133.27             | -98.27            | -280.77%    |
| <a href="#">413-591-34-78-00</a>     | Loan Payment SRF Principal 04-65104-005           | 87,599.40          | 87,835.49          | 0.00               | 87,835.49          | -236.09           | -0.27%      |
| <a href="#">413-591-34-78-01</a>     | Loan Payment PWTF Principal PW-05-691-010         | 168,885.24         | 0.00               | 0.00               | 0.00               | 168,885.24        | 100.00%     |
| <a href="#">413-591-34-78-04</a>     | Principal PWTF Loan 2007 PC08-951-011             | 253,664.48         | 422,549.71         | 0.00               | 422,549.71         | -168,885.23       | -66.58%     |
| <a href="#">413-591-34-78-05</a>     | Loan Payment DOH Well #1 Principal DWL23476       | 65,359.05          | 65,359.05          | 0.00               | 65,359.05          | 0.00              | 0.00%       |
| <a href="#">413-591-34-78-06</a>     | Loan Payment DOH Well #1 Principal DWL23478       | 25,535.73          | 65,250.89          | 0.00               | 65,250.89          | -39,715.16        | -155.53%    |
| <a href="#">413-591-34-78-07</a>     | Loan Payment DOH Well #2 Principal DWL23479       | 89,316.05          | 105,602.78         | 0.00               | 105,602.78         | -16,286.73        | -18.23%     |
| <a href="#">413-591-34-78-08</a>     | Loan Payment DOH Well #2 Principal DWL 24936      | 128,608.04         | 124,091.29         | 0.00               | 124,091.29         | 4,516.75          | 3.51%       |
| <a href="#">413-591-34-78-09</a>     | Loan Payment PWTF Principal PC22-96103-055        | 44,315.80          | 0.00               | 0.00               | 0.00               | 44,315.80         | 100.00%     |
| <a href="#">413-591-34-78-14</a>     | Loan Payment PWTF Principal PC22-96103-062        | 93,779.74          | 7,002.77           | 0.00               | 7,002.77           | 86,776.97         | 92.53%      |
| <a href="#">413-591-34-78-16</a>     | Loan Payment PWTF Principal PR22-96103-011        | 116,120.05         | 30,907.05          | 0.00               | 30,907.05          | 85,213.00         | 73.38%      |
| <a href="#">413-592-34-83-00</a>     | Loan Payment SRF Interest 04-65104-005            | 2,627.98           | 2,635.06           | 0.00               | 2,635.06           | -7.08             | -0.27%      |
| <a href="#">413-592-34-83-01</a>     | Loan Payment PWTF Interest PW-05-691-010          | 1,688.86           | 0.00               | 0.00               | 0.00               | 1,688.86          | 100.00%     |
| <a href="#">413-592-34-83-04</a>     | Interest PWTF Loan 2007 PC08-951-011              | 6,341.61           | 8,030.46           | 0.00               | 8,030.46           | -1,688.85         | -26.63%     |
| <a href="#">413-592-34-83-05</a>     | Interest Payment DOH Well #1 Interest DWL2347     | 12,418.22          | 12,418.22          | 0.00               | 12,418.22          | 0.00              | 0.00%       |
| <a href="#">413-592-34-83-06</a>     | Interest Payment DOH Well #1 Interest DWL2347     | 5,314.21           | 7,487.48           | 0.00               | 7,487.48           | -2,173.27         | -40.90%     |
| <a href="#">413-592-34-83-07</a>     | Interest Payment DOH Well #2 Interest DWL2347     | 24,024.73          | 23,760.63          | 0.00               | 23,760.63          | 264.10            | 1.10%       |
| <a href="#">413-592-34-83-08</a>     | Interest Payment DOH Well #2 Interest DWL2493     | 44,116.17          | 36,917.16          | 0.00               | 36,917.16          | 7,199.01          | 16.32%      |
| <a href="#">413-592-34-83-09</a>     | Loan Payment PWTF Interest PC22-96103-055         | 7,498.23           | 0.00               | 0.00               | 0.00               | 7,498.23          | 100.00%     |
| <a href="#">413-592-34-83-14</a>     | Interest Payment PWTF PC22-96103-062              | 19,297.46          | 1,184.87           | 0.00               | 1,184.87           | 18,112.59         | 93.86%      |
| <a href="#">413-592-34-83-16</a>     | Interest Payment PWTF PR22-96103-011              | 1,645.00           | 435.79             | 0.00               | 435.79             | 1,209.21          | 73.51%      |
| <a href="#">413-597-00-42-50</a>     | Transfer To 425                                   | 332,100.00         | 332,100.00         | 0.00               | 332,100.00         | 0.00              | 0.00%       |
|                                      | <b>Totals:</b>                                    | <b>-137,338.15</b> | <b>70,714.15</b>   | <b>-247,104.06</b> | <b>-176,389.91</b> | <b>39,051.76</b>  |             |
|                                      | <b>Totals:</b>                                    | <b>-137,338.15</b> | <b>70,714.15</b>   | <b>-247,104.06</b> | <b>-176,389.91</b> | <b>39,051.76</b>  |             |
|                                      | <b>Totals:</b>                                    | <b>-137,338.15</b> | <b>70,714.15</b>   | <b>-247,104.06</b> | <b>-176,389.91</b> | <b>39,051.76</b>  |             |
|                                      | <b>413 - Water Debt Service Fund Totals:</b>      | <b>-137,338.15</b> | <b>70,714.15</b>   | <b>-247,104.06</b> | <b>-176,389.91</b> | <b>39,051.76</b>  |             |
| <b>425 - Water Revenue Bond Fund</b> |                                                   |                    |                    |                    |                    |                   |             |
| <a href="#">425-361-11-00-25</a>     | Investment Interest                               | -10,000.00         | -14,051.24         | -1,060.74          | -15,111.98         | 5,111.98          | 51.12%      |
| <a href="#">425-397-00-42-50</a>     | Transfer From 413                                 | -332,100.00        | -332,100.00        | 0.00               | -332,100.00        | 0.00              | 0.00%       |
| <a href="#">425-535-10-41-44</a>     | Banking Service Fees/Charges - W/S Debt Res Fun   | 0.00               | 50.18              | 1.15               | 51.33              | -51.33            | 0.00%       |
| <a href="#">425-591-34-70-17</a>     | Principle Payment On 2017 Revenue Bonds           | 225,000.00         | 0.00               | 225,000.00         | 225,000.00         | 0.00              | 0.00%       |
| <a href="#">425-592-34-83-17</a>     | Interest Payment Of 2017 Revenue Bonds            | 88,200.00          | 0.00               | 88,200.00          | 88,200.00          | 0.00              | 0.00%       |



**Detail vs Budget Report**

**Date Range: 12/01/2024 - 12/31/2024**

| Account                                     | Name                                                | Fiscal Budget     | Beginning Balance  | Total Activity    | Ending Balance    | Budget Remaining     | % Remaining |
|---------------------------------------------|-----------------------------------------------------|-------------------|--------------------|-------------------|-------------------|----------------------|-------------|
| <a href="#">425-597-00-04-13</a>            | IFT 425 to 411                                      | 0.00              | 0.00               | 414,344.17        | 414,344.17        | -414,344.17          | 0.00%       |
|                                             | <b>Totals:</b>                                      | <b>-28,900.00</b> | <b>-346,101.06</b> | <b>726,484.58</b> | <b>380,383.52</b> | <b>-409,283.52</b>   |             |
|                                             | <b>Totals:</b>                                      | <b>-28,900.00</b> | <b>-346,101.06</b> | <b>726,484.58</b> | <b>380,383.52</b> | <b>-409,283.52</b>   |             |
|                                             | <b>Totals:</b>                                      | <b>-28,900.00</b> | <b>-346,101.06</b> | <b>726,484.58</b> | <b>380,383.52</b> | <b>-409,283.52</b>   |             |
|                                             | <b>425 - Water Revenue Bond Fund Totals:</b>        | <b>-28,900.00</b> | <b>-346,101.06</b> | <b>726,484.58</b> | <b>380,383.52</b> | <b>-409,283.52</b>   |             |
| <b>426 - Water Bond Reserve Fund</b>        |                                                     |                   |                    |                   |                   |                      |             |
| <a href="#">426-361-11-00-26</a>            | Interest Earned                                     | -4,000.00         | -5,738.86          | -415.83           | -6,154.69         | 2,154.69             | 53.87%      |
| <a href="#">426-534-10-41-45</a>            | Banking Service Fees/Charges - W/S Bond Res Fun     | 802.20            | 19.18              | 0.48              | 19.66             | 782.54               | 97.55%      |
| <a href="#">426-597-00-04-26</a>            | IFT 426 to 413                                      | 0.00              | 0.00               | 157,605.78        | 157,605.78        | -157,605.78          | 0.00%       |
|                                             | <b>Totals:</b>                                      | <b>-3,197.80</b>  | <b>-5,719.68</b>   | <b>157,190.43</b> | <b>151,470.75</b> | <b>-154,668.55</b>   |             |
|                                             | <b>Totals:</b>                                      | <b>-3,197.80</b>  | <b>-5,719.68</b>   | <b>157,190.43</b> | <b>151,470.75</b> | <b>-154,668.55</b>   |             |
|                                             | <b>Totals:</b>                                      | <b>-3,197.80</b>  | <b>-5,719.68</b>   | <b>157,190.43</b> | <b>151,470.75</b> | <b>-154,668.55</b>   |             |
|                                             | <b>426 - Water Bond Reserve Fund Totals:</b>        | <b>-3,197.80</b>  | <b>-5,719.68</b>   | <b>157,190.43</b> | <b>151,470.75</b> | <b>-154,668.55</b>   |             |
| <b>431 - Water System Construction Fund</b> |                                                     |                   |                    |                   |                   |                      |             |
| <a href="#">431-361-10-00-31</a>            | Unrealized Gain/Loss                                | 0.00              | 8,496.30           | 968.41            | 9,464.71          | -9,464.71            | 0.00%       |
| <a href="#">431-361-11-00-31</a>            | Investment Interest                                 | -10,000.00        | -23,728.04         | -2,747.05         | -26,475.09        | 16,475.09            | 164.75%     |
| <a href="#">431-361-30-00-31</a>            | Realized Gain/Loss On Investments                   | 0.00              | -5,548.49          | 0.00              | -5,548.49         | 5,548.49             | 0.00%       |
| <a href="#">431-361-41-00-31</a>            | Investment Interest - Purchased                     | 0.00              | -1,272.18          | 0.00              | -1,272.18         | 1,272.18             | 0.00%       |
| <a href="#">431-397-00-04-31</a>            | Transfer From 410                                   | -140,000.00       | 0.00               | 0.00              | 0.00              | -140,000.00          | -100.00%    |
| <a href="#">431-397-00-04-32</a>            | Transfer From Water Fund 400                        | -200,000.00       | 0.00               | 0.00              | 0.00              | -200,000.00          | -100.00%    |
| <a href="#">431-534-10-49-31</a>            | Banking Service Fees/Charges - W Const Fund         | 0.00              | 154.89             | 5.88              | 160.77            | -160.77              | 0.00%       |
| <a href="#">431-597-00-00-32</a>            | Interfund Transfer Fund 310 To Fund 400             | -85,000.00        | 0.00               | 0.00              | 0.00              | -85,000.00           | 100.00%     |
| <a href="#">431-597-00-00-43</a>            | IF Trans To WCIR #413 From Water Const Fund #4      | 350,000.00        | 262,500.00         | 0.00              | 262,500.00        | 87,500.00            | 25.00%      |
| <a href="#">431-597-00-04-12</a>            | IFT 431 to 410                                      | 0.00              | 0.00               | 718,047.03        | 718,047.03        | -718,047.03          | 0.00%       |
|                                             | <b>Totals:</b>                                      | <b>-85,000.00</b> | <b>240,602.48</b>  | <b>716,274.27</b> | <b>956,876.75</b> | <b>-1,041,876.75</b> |             |
|                                             | <b>Totals:</b>                                      | <b>-85,000.00</b> | <b>240,602.48</b>  | <b>716,274.27</b> | <b>956,876.75</b> | <b>-1,041,876.75</b> |             |
|                                             | <b>Totals:</b>                                      | <b>-85,000.00</b> | <b>240,602.48</b>  | <b>716,274.27</b> | <b>956,876.75</b> | <b>-1,041,876.75</b> |             |
|                                             | <b>431 - Water System Construction Fund Totals:</b> | <b>-85,000.00</b> | <b>240,602.48</b>  | <b>716,274.27</b> | <b>956,876.75</b> | <b>-1,041,876.75</b> |             |
| <b>440 - Ambulance</b>                      |                                                     |                   |                    |                   |                   |                      |             |
| <a href="#">440-332-93-40-10</a>            | Ground Emerg Med Transport (GEMT) Payment Pr        | -65,000.00        | -87,341.65         | 0.00              | -87,341.65        | 22,341.65            | 34.37%      |
| <a href="#">440-334-04-98-10</a>            | Department Of Health - EMS Trauma Grant             | 0.00              | -766.00            | 0.00              | -766.00           | 766.00               | 0.00%       |
| <a href="#">440-342-21-41-02</a>            | Emergency Medical Services                          | -400,000.00       | -456,869.10        | -13,923.50        | -470,792.60       | 70,792.60            | 17.70%      |
| <a href="#">440-342-60-00-06</a>            | Ambulance Utility Charges                           | -700,000.00       | -514,173.70        | -50,098.01        | -564,271.71       | -135,728.29          | -19.39%     |
| <a href="#">440-342-60-00-07</a>            | Misc Util Fees/Activation Fees                      | -500.00           | -300.00            | -30.00            | -330.00           | -170.00              | -34.00%     |
| <a href="#">440-342-60-00-10</a>            | Ambulance Services - Commercial/State Insuranc      | -120,000.00       | -144,932.90        | -12,788.53        | -157,721.43       | 37,721.43            | 31.43%      |
| <a href="#">440-342-60-00-20</a>            | Ambulance Services - Medicare                       | -130,000.00       | -167,519.45        | -9,396.21         | -176,915.66       | 46,915.66            | 36.09%      |
| <a href="#">440-342-60-00-30</a>            | Ambulance Services - Medicaid                       | -25,000.00        | -14,111.82         | -419.28           | -14,531.10        | -10,468.90           | -41.88%     |
| <a href="#">440-342-60-00-40</a>            | Ambulance Services - Self Pay                       | -50,000.00        | -19,896.69         | -3,541.99         | -23,438.68        | -26,561.32           | -53.12%     |
| <a href="#">440-342-60-00-50</a>            | Ambulance Services - Restitution                    | -100.00           | -7.60              | 0.00              | -7.60             | -92.40               | -92.40%     |
| <a href="#">440-359-90-00-43</a>            | Penalty/Late Fee - Ambulance                        | -200.00           | -750.91            | -73.24            | -824.15           | 624.15               | 312.08%     |

**Detail vs Budget Report**

**Date Range: 12/01/2024 - 12/31/2024**

| Account                                         | Name                                              | Fiscal Budget    | Beginning Balance | Total Activity    | Ending Balance    | Budget Remaining   | % Remaining |
|-------------------------------------------------|---------------------------------------------------|------------------|-------------------|-------------------|-------------------|--------------------|-------------|
| <a href="#">440-361-11-00-24</a>                | Investment Interest - EMS                         | -3,000.00        | -9,783.75         | -102.32           | -9,886.07         | 6,886.07           | 229.54%     |
| <a href="#">440-522-24-10-00</a>                | Wages & OT - EMS Admin                            | 100,280.57       | 116,051.03        | 8,367.69          | 124,418.72        | -24,138.15         | -24.07%     |
| <a href="#">440-522-24-10-80</a>                | Wages & OT - EMS Rescue & Emergency               | 374,469.18       | 376,983.86        | 38,453.37         | 415,437.23        | -40,968.05         | -10.94%     |
| <a href="#">440-522-24-10-81</a>                | Stipends (Volunteers) - EMS                       | 85,000.00        | 72,991.77         | 6,453.44          | 79,445.21         | 5,554.79           | 6.54%       |
| <a href="#">440-522-24-20-00</a>                | Benefits - EMS Admin                              | 29,111.82        | 35,558.03         | 3,604.55          | 39,162.58         | -10,050.76         | -34.52%     |
| <a href="#">440-522-24-20-80</a>                | Benefits - EMS Rescue & Emergency                 | 123,835.58       | 153,455.01        | 14,327.76         | 167,782.77        | -43,947.19         | -35.49%     |
| <a href="#">440-522-24-20-81</a>                | Benefits - (Volunteers) - EMS                     | 8,855.00         | 6,462.50          | 518.35            | 6,980.85          | 1,874.15           | 21.16%      |
| <a href="#">440-522-24-31-00</a>                | Operating Supplies - EMS Administration           | 1,000.00         | 80.59             | 0.00              | 80.59             | 919.41             | 91.94%      |
| <a href="#">440-522-24-31-01</a>                | Office Supplies - EMS Administration              | 0.00             | 64.78             | 0.00              | 64.78             | -64.78             | 0.00%       |
| <a href="#">440-522-24-31-03</a>                | Operating Supplies - EMS Training                 | 5,000.00         | 1,605.84          | 0.00              | 1,605.84          | 3,394.16           | 67.88%      |
| <a href="#">440-522-24-31-80</a>                | Operating Supplies - EMS Rescue & Emergency       | 11,000.00        | 11,477.81         | 2,936.16          | 14,413.97         | -3,413.97          | -31.04%     |
| <a href="#">440-522-24-31-81</a>                | Office Supplies - EMS Rescue & Emergency          | 0.00             | 259.79            | 0.00              | 259.79            | -259.79            | 0.00%       |
| <a href="#">440-522-24-31-83</a>                | Radios/Pagers - Parts & Supplies - EMS            | 300.00           | 0.00              | 0.00              | 0.00              | 300.00             | 100.00%     |
| <a href="#">440-522-24-35-80</a>                | Sm Tools / Equipment - EMS Rescue & Emergency     | 50,000.00        | 4,629.88          | 1,511.32          | 6,141.20          | 43,858.80          | 87.72%      |
| <a href="#">440-522-24-41-80</a>                | Professional Services - EMS Rescue & Emergency    | 15,000.00        | 34,299.43         | 1,294.77          | 35,594.20         | -20,594.20         | -137.29%    |
| <a href="#">440-522-24-41-81</a>                | Professional Financial / Banking Costs            | 200.00           | 1,201.06          | 0.00              | 1,201.06          | -1,001.06          | -500.53%    |
| <a href="#">440-522-24-42-80</a>                | Communication - EMS Rescue & Emergency            | 200.00           | 310.96            | 34.12             | 345.08            | -145.08            | -72.54%     |
| <a href="#">440-522-24-43-00</a>                | Travel - EMS                                      | 3,000.00         | 341.28            | 271.46            | 612.74            | 2,387.26           | 79.58%      |
| <a href="#">440-522-24-49-00</a>                | Miscellaneous - EMS Admin                         | 100.00           | 137.40            | 0.00              | 137.40            | -37.40             | -37.40%     |
| <a href="#">440-522-24-49-01</a>                | Reg/Fees - Training Classes & Seminars - EMS      | 5,000.00         | 95.30             | 0.00              | 95.30             | 4,904.70           | 98.09%      |
| <a href="#">440-522-24-49-02</a>                | Intergov Services - Dispatch Charges - EMS        | 36,000.00        | 34,484.50         | 0.00              | 34,484.50         | 1,515.50           | 4.21%       |
| <a href="#">440-522-24-49-80</a>                | Miscellaneous - EMS Rescue & Emergency            | 100.00           | 0.00              | 0.00              | 0.00              | 100.00             | 100.00%     |
| <a href="#">440-522-24-49-96</a>                | Interfund Rentals - O & M                         | 30,000.00        | 30,317.71         | 6,339.64          | 36,657.35         | -6,657.35          | -22.19%     |
| <a href="#">440-522-27-10-00</a>                | Ambulance Utilities - Salaries & Wages            | 16,387.32        | 13,944.03         | 1,234.30          | 15,178.33         | 1,208.99           | 7.38%       |
| <a href="#">440-522-27-20-00</a>                | Ambulance Utilities - Personnel Benefits          | 6,192.07         | 6,452.92          | 570.14            | 7,023.06          | -830.99            | -13.42%     |
| <a href="#">440-522-27-31-00</a>                | Ambulance Utilities - Operating Supplies          | 0.00             | 112.01            | 0.00              | 112.01            | -112.01            | 0.00%       |
| <a href="#">440-522-27-31-01</a>                | Ambulance Utilities - Office Supplies             | 0.00             | 36.37             | 26.33             | 62.70             | -62.70             | 0.00%       |
| <a href="#">440-522-27-41-00</a>                | Ambulance Utilities - Professional Services       | 5,650.00         | 11,344.97         | 1,024.86          | 12,369.83         | -6,719.83          | -118.94%    |
| <a href="#">440-522-27-42-00</a>                | Ambulance Utilities - Communications              | 0.00             | 840.55            | 0.00              | 840.55            | -840.55            | 0.00%       |
| <a href="#">440-522-27-43-00</a>                | Ambulance Utilities - Travel                      | 0.00             | 111.98            | 0.00              | 111.98            | -111.98            | 0.00%       |
| <a href="#">440-522-27-44-01</a>                | Advertising                                       | 0.00             | 4.76              | 0.00              | 4.76              | -4.76              | 0.00%       |
| <a href="#">440-522-27-48-00</a>                | Ambulance Utilities - Repairs & Maintenanc        | 0.00             | 38.62             | 4.39              | 43.01             | -43.01             | 0.00%       |
| <a href="#">440-522-27-49-00</a>                | Ambulance Utilities - Miscellaneous               | 0.00             | 11.00             | 0.00              | 11.00             | -11.00             | 0.00%       |
| <a href="#">440-522-27-49-01</a>                | Ambulance Utilities - Reg/Fees - Train & Seminars | 0.00             | 70.94             | 0.00              | 70.94             | -70.94             | 0.00%       |
| <a href="#">440-594-22-64-80</a>                | Equipment - Radios & Pagers (EMS)                 | 2,000.00         | 2,573.42          | 0.00              | 2,573.42          | -573.42            | -28.67%     |
| <a href="#">440-597-00-15-23</a>                | Interfund Transfer                                | 600,000.00       | 520,994.56        | 600,000.00        | 1,120,994.56      | -520,994.56        | -86.83%     |
| <b>Totals:</b>                                  |                                                   | <b>14,881.54</b> | <b>20,891.09</b>  | <b>596,599.57</b> | <b>617,490.66</b> | <b>-602,609.12</b> |             |
| <b>Totals:</b>                                  |                                                   | <b>14,881.54</b> | <b>20,891.09</b>  | <b>596,599.57</b> | <b>617,490.66</b> | <b>-602,609.12</b> |             |
| <b>Totals:</b>                                  |                                                   | <b>14,881.54</b> | <b>20,891.09</b>  | <b>596,599.57</b> | <b>617,490.66</b> | <b>-602,609.12</b> |             |
| <b>440 - Ambulance Totals:</b>                  |                                                   | <b>14,881.54</b> | <b>20,891.09</b>  | <b>596,599.57</b> | <b>617,490.66</b> | <b>-602,609.12</b> |             |
| <b>500 - Equipment Rental &amp; Replacement</b> |                                                   |                  |                   |                   |                   |                    |             |
| <a href="#">500-348-65-00-01</a>                | INF - O & M                                       | -690,000.00      | -515,865.05       | -167,286.15       | -683,151.20       | -6,848.80          | -0.99%      |

**Detail vs Budget Report**

**Date Range: 12/01/2024 - 12/31/2024**

| Account                                                 | Name                                             | Fiscal Budget    | Beginning Balance | Total Activity    | Ending Balance    | Budget Remaining | % Remaining |
|---------------------------------------------------------|--------------------------------------------------|------------------|-------------------|-------------------|-------------------|------------------|-------------|
| <a href="#">500-361-10-00-50</a>                        | Unrealized Gain/Loss                             | 0.00             | 947.09            | 107.90            | 1,054.99          | -1,054.99        | 0.00%       |
| <a href="#">500-361-11-00-50</a>                        | Investment Interest                              | -1,500.00        | -3,362.17         | -316.13           | -3,678.30         | 2,178.30         | 145.22%     |
| <a href="#">500-361-30-00-50</a>                        | Realized Gain/Loss On Investments                | 0.00             | -617.99           | 0.00              | -617.99           | 617.99           | 0.00%       |
| <a href="#">500-361-41-00-50</a>                        | Investment Interest - Purchased                  | 0.00             | -142.36           | 0.00              | -142.36           | 142.36           | 0.00%       |
| <a href="#">500-362-00-00-00</a>                        | Equip & Vehicle Rental                           | -3,000.00        | -1,362.69         | -439.81           | -1,802.50         | -1,197.50        | -39.92%     |
| <a href="#">500-369-10-00-08</a>                        | Sale Of Surplus - ER&R                           | 0.00             | -9,800.00         | 0.00              | -9,800.00         | 9,800.00         | 0.00%       |
| <a href="#">500-397-00-00-50</a>                        | Transfer From CE For Police Vehicle Purchase     | 0.00             | -5,000.00         | 0.00              | -5,000.00         | 5,000.00         | 0.00%       |
| <a href="#">500-548-68-10-00</a>                        | Wages & OT                                       | 123,175.64       | 118,262.63        | 10,339.00         | 128,601.63        | -5,425.99        | -4.41%      |
| <a href="#">500-548-68-20-00</a>                        | Benefits                                         | 65,661.93        | 75,452.16         | 6,302.01          | 81,754.17         | -16,092.24       | -24.51%     |
| <a href="#">500-548-68-20-01</a>                        | Benefits - Uniforms                              | 1,000.00         | 477.80            | 163.34            | 641.14            | 358.86           | 35.89%      |
| <a href="#">500-548-68-31-00</a>                        | Operating Supplies - General                     | 90,000.00        | 73,731.20         | 10,052.90         | 83,784.10         | 6,215.90         | 6.91%       |
| <a href="#">500-548-68-32-00</a>                        | Fuel Consumed                                    | 120,000.00       | 98,974.71         | 20,239.07         | 119,213.78        | 786.22           | 0.66%       |
| <a href="#">500-548-68-35-00</a>                        | Small Tools / Equipment                          | 15,000.00        | 15,641.85         | 442.67            | 16,084.52         | -1,084.52        | -7.23%      |
| <a href="#">500-548-68-44-00</a>                        | External Taxes                                   | 700.00           | 60.80             | 64.26             | 125.06            | 574.94           | 82.13%      |
| <a href="#">500-548-68-48-00</a>                        | Repairs / Maintenance                            | 90,000.00        | 51,191.47         | 24,599.47         | 75,790.94         | 14,209.06        | 15.79%      |
| <a href="#">500-548-68-49-00</a>                        | Miscellaneous                                    | 0.00             | 194.00            | 106.30            | 300.30            | -300.30          | 0.00%       |
| <a href="#">500-548-70-10-00</a>                        | Wages & OT                                       | 19,274.08        | 17,665.20         | 1,607.43          | 19,272.63         | 1.45             | 0.01%       |
| <a href="#">500-548-70-20-00</a>                        | Personnel Benefits                               | 6,881.45         | 7,956.37          | 718.19            | 8,674.56          | -1,793.11        | -26.06%     |
| <a href="#">500-548-70-31-00</a>                        | Operating Supplies - ER&R Administration         | 100.00           | 94.61             | 0.00              | 94.61             | 5.39             | 5.39%       |
| <a href="#">500-548-70-31-01</a>                        | Office Supplies - ER&R Administration            | 500.00           | 1,242.50          | 130.18            | 1,372.68          | -872.68          | -174.54%    |
| <a href="#">500-548-70-35-00</a>                        | Small Tools / Equipment                          | 150.00           | 0.00              | 0.00              | 0.00              | 150.00           | 100.00%     |
| <a href="#">500-548-70-41-00</a>                        | Professional Services                            | 800.00           | 92.08             | 846.50            | 938.58            | -138.58          | -17.32%     |
| <a href="#">500-548-70-42-00</a>                        | Communication                                    | 600.00           | 421.53            | 201.17            | 622.70            | -22.70           | -3.78%      |
| <a href="#">500-548-70-43-00</a>                        | Travel                                           | 4,000.00         | 2,381.21          | 2.74              | 2,383.95          | 1,616.05         | 40.40%      |
| <a href="#">500-548-70-44-01</a>                        | Advertising                                      | 500.00           | 0.00              | 31.54             | 31.54             | 468.46           | 93.69%      |
| <a href="#">500-548-70-46-00</a>                        | Insurance                                        | 89,500.00        | 90,179.34         | 0.00              | 90,179.34         | -679.34          | -0.76%      |
| <a href="#">500-548-70-47-00</a>                        | Public Utility Services                          | 7,000.00         | 6,557.22          | 918.36            | 7,475.58          | -475.58          | -6.79%      |
| <a href="#">500-548-70-49-00</a>                        | Miscellaneous                                    | 500.00           | 7.42              | 0.00              | 7.42              | 492.58           | 98.52%      |
| <a href="#">500-548-70-49-01</a>                        | Registrations/Fees - Training Classes & Seminars | 4,000.00         | 3,553.98          | 0.00              | 3,553.98          | 446.02           | 11.15%      |
| <a href="#">500-548-79-41-00</a>                        | Professional Financial / Banking Costs           | 400.00           | 87.49             | 0.67              | 88.16             | 311.84           | 77.96%      |
| <a href="#">500-594-22-64-76</a>                        | Fire Mobilization Equipment                      | 500.00           | 0.00              | 0.00              | 0.00              | 500.00           | 100.00%     |
| <a href="#">500-594-48-64-00</a>                        | Machinery / Equipment                            | 6,875.94         | 6,875.94          | 0.00              | 6,875.94          | 0.00             | 0.00%       |
| <a href="#">500-594-48-64-01</a>                        | Machinery / Equipment                            | 22,000.00        | 19,208.48         | 0.00              | 19,208.48         | 2,791.52         | 12.69%      |
| <a href="#">500-594-48-64-02</a>                        | Machinery / Equipment                            | 20,000.00        | 16,075.45         | 0.00              | 16,075.45         | 3,924.55         | 19.62%      |
| <b>Totals:</b>                                          |                                                  | <b>-5,380.96</b> | <b>71,182.27</b>  | <b>-91,168.39</b> | <b>-19,986.12</b> | <b>14,605.16</b> |             |
| <b>Totals:</b>                                          |                                                  | <b>-5,380.96</b> | <b>71,182.27</b>  | <b>-91,168.39</b> | <b>-19,986.12</b> | <b>14,605.16</b> |             |
| <b>Totals:</b>                                          |                                                  | <b>-5,380.96</b> | <b>71,182.27</b>  | <b>-91,168.39</b> | <b>-19,986.12</b> | <b>14,605.16</b> |             |
| <b>500 - Equipment Rental &amp; Replacement Totals:</b> |                                                  | <b>-5,380.96</b> | <b>71,182.27</b>  | <b>-91,168.39</b> | <b>-19,986.12</b> | <b>14,605.16</b> |             |
| <b>625 - Flexible Benefits Plan Fund</b>                |                                                  |                  |                   |                   |                   |                  |             |
| <a href="#">625-361-11-00-65</a>                        | Investment Interest                              | 0.00             | -4.59             | -0.16             | -4.75             | 4.75             | 0.00%       |
| <a href="#">625-389-40-00-73</a>                        | Trust Contribs Employee                          | -12,000.00       | -11,046.95        | 0.00              | -11,046.95        | -953.05          | -7.94%      |
| <a href="#">625-389-60-00-01</a>                        | Investment Interest                              | 0.00             | -0.91             | 0.00              | -0.91             | 0.91             | 0.00%       |



Detail vs Budget Report

|                                           |                           | Date Range: 12/01/2024 - 12/31/2024 |                   |                |                |                  |             |
|-------------------------------------------|---------------------------|-------------------------------------|-------------------|----------------|----------------|------------------|-------------|
| Account                                   | Name                      | Fiscal Budget                       | Beginning Balance | Total Activity | Ending Balance | Budget Remaining | % Remaining |
| <a href="#">625-589-40-00-73</a>          | Unreimbursed Medical Pays | 12,000.00                           | 17,827.29         | 2,177.14       | 20,004.43      | -8,004.43        | -66.70%     |
|                                           | Totals:                   | 0.00                                | 6,774.84          | 2,176.98       | 8,951.82       | -8,951.82        |             |
|                                           | Totals:                   | 0.00                                | 6,774.84          | 2,176.98       | 8,951.82       | -8,951.82        |             |
|                                           | Totals:                   | 0.00                                | 6,774.84          | 2,176.98       | 8,951.82       | -8,951.82        |             |
| 625 - Flexible Benefits Plan Fund Totals: |                           | 0.00                                | 6,774.84          | 2,176.98       | 8,951.82       | -8,951.82        |             |
| Report Total:                             |                           | -7,921,260.60                       | -4,336,443.03     | 4,858,193.10   | 521,750.07     | -8,443,010.67    |             |

## Detail vs Budget Report

Date Range: 12/01/2024 - 12/31/2024

## Fund Summary

| Fund                                         | Fiscal Budget        | Beginning Balance    | Total Activity      | Ending Balance    | Budget Remaining     | % Remaining |
|----------------------------------------------|----------------------|----------------------|---------------------|-------------------|----------------------|-------------|
| 001 - Current Expense Fund                   | 278,180.67           | 1,013,903.64         | -371,252.12         | 642,651.52        | -364,470.85          |             |
| 005 - Current Expense Reserve Fund           | -4,980.00            | -10,958.01           | -744.73             | -11,702.74        | 6,722.74             |             |
| 012 - Technology Reserve Fund                | 108,981.11           | 73,411.82            | 28,558.87           | 101,970.69        | 7,010.42             |             |
| 061 - Employee Benefit Reserve Fund          | 58,475.00            | 112,335.78           | 25,055.05           | 137,390.83        | -78,915.83           |             |
| 100 - Street Fund                            | -64,651.18           | 147,768.89           | -127,567.59         | 20,201.30         | -84,852.48           |             |
| 120 - Criminal Justice Fund                  | 228.00               | 14,106.35            | 1,206.53            | 15,312.88         | -15,084.88           |             |
| 121 - Forfeited Proceeds Fund                | -20.00               | -47.27               | -3.19               | -50.46            | 30.46                |             |
| 130 - Hotel/Motel Tax                        | -2,097.00            | -38,505.46           | 15,879.82           | -22,625.64        | 20,528.64            |             |
| 201 - ULTGO Bond Fund                        | -100.00              | -49,553.39           | 49,989.41           | 436.02            | -536.02              |             |
| 240 - Local Improvement District Fund        | 0.00                 | 0.00                 | 0.00                | 0.00              | 0.00                 |             |
| 301 - Street Capital Contribution Fund       | -20,010.00           | -9.87                | 0.00                | -9.87             | -20,000.13           |             |
| 305 - Capital Improvement Fund (REET)        | 555,445.15           | 452,351.25           | -18,247.36          | 434,103.89        | 121,341.26           |             |
| 306 - Capital Improvement Fund (REET 2)      | -528,190.78          | 1,208,173.77         | -23,854.14          | 1,184,319.63      | -1,712,510.41        |             |
| 309 - CDBG Projects Fund                     | 0.00                 | -449.19              | -0.04               | -449.23           | 449.23               |             |
| 311 - Street Improvement Fund                | -1,126,387.00        | 26,984.70            | -36,800.67          | -9,815.97         | -1,116,571.03        |             |
| 315 - Facility Maintenance Reserve Fund (CE  | 274,802.00           | 256,606.67           | -904.55             | 255,702.12        | 19,099.88            |             |
| 320 - Equipment Reserve Fund                 | -274,517.00          | 221,291.40           | -78,604.80          | 142,686.60        | -417,203.60          |             |
| 330 - Economic Development Fund              | 89,625.00            | 107,165.61           | 32,328.27           | 139,493.88        | -49,868.88           |             |
| 340 - Economic Development Reserve Fund      | 0.00                 | -1.13                | -0.01               | -1.14             | 1.14                 | 0.00%       |
| 350 - Tax Benefit District Construction Fund | -5,000.00            | -42,006.40           | 39,411.05           | -2,595.35         | -2,404.65            |             |
| 360 - Tax Increment Financing Construction   | -6,500,000.00        | -8,310,294.53        | 1,499,098.86        | -6,811,195.67     | 311,195.67           |             |
| 400 - Water Fund                             | 114,847.73           | 33,381.71            | -158,025.39         | -124,643.68       | 239,491.41           |             |
| 401 - Wastewater Fund                        | -564,808.44          | -474,078.03          | 766,173.47          | 292,095.44        | -856,903.88          |             |
| 402 - Stormwater Fund                        | -111,714.17          | 289,895.03           | 51,623.01           | 341,518.04        | -453,232.21          |             |
| 403 - Stormwater Capital Reserve Fund        | -8,076.05            | 266,037.47           | -23,763.24          | 242,274.23        | -250,350.28          |             |
| 410 - Water Capital Reserve Fund             | 109,346.67           | -45,383.23           | -529,507.64         | -574,890.87       | 684,237.54           |             |
| 411 - Wastewater Capital Reserve Fund        | 147,366.67           | 677,917.80           | 1,909,662.79        | 2,587,580.59      | -2,440,213.92        |             |
| 412 - Wastewater Debt Service Fund           | -203,071.61          | -324,832.50          | -51,971.94          | -376,804.44       | 173,732.83           |             |
| 413 - Water Debt Service Fund                | -137,338.15          | 70,714.15            | -247,104.06         | -176,389.91       | 39,051.76            |             |
| 425 - Water Revenue Bond Fund                | -28,900.00           | -346,101.06          | 726,484.58          | 380,383.52        | -409,283.52          |             |
| 426 - Water Bond Reserve Fund                | -3,197.80            | -5,719.68            | 157,190.43          | 151,470.75        | -154,668.55          |             |
| 431 - Water System Construction Fund         | -85,000.00           | 240,602.48           | 716,274.27          | 956,876.75        | -1,041,876.75        |             |
| 440 - Ambulance                              | 14,881.54            | 20,891.09            | 596,599.57          | 617,490.66        | -602,609.12          |             |
| 500 - Equipment Rental & Replacement         | -5,380.96            | 71,182.27            | -91,168.39          | -19,986.12        | 14,605.16            |             |
| 625 - Flexible Benefits Plan Fund            | 0.00                 | 6,774.84             | 2,176.98            | 8,951.82          | -8,951.82            |             |
| <b>Report Total:</b>                         | <b>-7,921,260.60</b> | <b>-4,336,443.03</b> | <b>4,858,193.10</b> | <b>521,750.07</b> | <b>-8,443,010.67</b> |             |



City of College Place, WA

# Vendor History Report

## By Vendor Name

Posting Date Range -

Payment Date Range 12/01/2024 - 12/31/2024

| Payable Number                        | Description                                | Units  | Price  | Post Date  | 1099             | Payment Number                       | Payment Date | Amount      | Shipping | Tax    | Discount | Net      | Payment  |
|---------------------------------------|--------------------------------------------|--------|--------|------------|------------------|--------------------------------------|--------------|-------------|----------|--------|----------|----------|----------|
| Item Description                      |                                            |        |        | Amount     | Account Number   | Account Name                         |              | Dist Amount |          |        |          |          |          |
| <b>Vendor Set: 01 - Vendor Set 01</b> |                                            |        |        |            |                  |                                      |              |             |          |        |          |          |          |
| <b>14083 - Amazon Business Prime</b>  |                                            |        |        |            |                  |                                      |              |             |          |        |          |          |          |
| #111-8755524-1826626                  | Office Supplies - Projects Manager         |        |        | 12/24/2024 |                  | DFT0002725                           | 12/24/2024   | 4,198.11    | 0.00     | 361.02 | 0.00     | 4,559.13 | 4,559.13 |
| Office Supplies - J.Betan             | 1.00                                       | 30.77  | 33.48  |            | 001-576-81-31-01 | Office Supplies - Parks Administrati |              | 30.77       | 0.00     | 2.71   | 0.00     | 33.48    | 33.48    |
|                                       |                                            |        |        |            | 100-543-10-31-01 | Office Supplies - Administration     |              |             | 4.18     |        |          |          |          |
|                                       |                                            |        |        |            | 400-534-10-31-01 | Office Supplies - Administration     |              |             | 8.38     |        |          |          |          |
|                                       |                                            |        |        |            | 402-531-10-31-01 | Office Supplies - Administration     |              |             | 16.74    |        |          |          |          |
|                                       |                                            |        |        |            |                  | Office Supplies - Stormwater Admi    |              |             | 4.18     |        |          |          |          |
| #112-0179819-8332248                  | PD Phone Case & Protector - B. Fortin      |        |        | 12/31/2024 |                  | DFT0002734                           | 12/31/2024   | 15.81       | 0.00     | 1.40   | 0.00     | 17.21    | 17.21    |
| PD Phone Case & Protec                | 1.00                                       | 15.81  | 17.21  |            | 001-521-22-31-00 | Operating Supplies - Patrol          |              |             | 17.21    |        |          |          |          |
| #112-1015033-6418622                  | CH General Supplies & Sr. Planner Door Sig |        |        | 12/31/2024 |                  | DFT0002734                           | 12/31/2024   | 28.66       | 0.00     | 2.51   | 0.00     | 31.17    | 31.17    |
| DND Door Sign for Sr. Pl              | 2.00                                       | 9.59   | 20.86  |            | 001-558-60-31-01 | Office Supplies - Planning           |              |             | 20.86    |        |          |          |          |
| CH General - Door Hook                | 1.00                                       | 9.48   | 10.31  |            | 001-513-10-31-01 | Office Supplies - Executive          |              |             | 1.36     |        |          |          |          |
|                                       |                                            |        |        |            | 001-514-23-31-01 | Office Supplies - Budgeting, Accour  |              |             | 1.82     |        |          |          |          |
|                                       |                                            |        |        |            | 001-514-30-31-01 | Office Supplies - Records            |              |             | 0.58     |        |          |          |          |
|                                       |                                            |        |        |            | 001-518-10-31-01 | Office Supplies - HR Administration  |              |             | 1.17     |        |          |          |          |
|                                       |                                            |        |        |            | 100-543-10-31-01 | Office Supplies - Administration     |              |             | 0.10     |        |          |          |          |
|                                       |                                            |        |        |            | 400-534-10-31-01 | Office Supplies - Administration     |              |             | 0.50     |        |          |          |          |
|                                       |                                            |        |        |            | 400-534-27-31-01 | Water Utilities - Office Supplies    |              |             | 2.03     |        |          |          |          |
|                                       |                                            |        |        |            | 401-535-10-31-01 | Office Supplies - Administration     |              |             | 0.38     |        |          |          |          |
|                                       |                                            |        |        |            | 401-535-27-31-01 | Sewer Utilities - Office Supplies    |              |             | 2.27     |        |          |          |          |
|                                       |                                            |        |        |            | 402-531-27-31-01 | Stormwater Utilities - Office Suppli |              |             | 0.10     |        |          |          |          |
| #112-9526842-4065035                  | Shop Supplies                              |        |        | 12/31/2024 |                  | DFT0002734                           | 12/31/2024   | 23.44       | 0.00     | 2.06   | 0.00     | 25.50    | 25.50    |
| Shop Supplies                         | 1.00                                       | 23.44  | 25.50  |            | 500-548-68-31-00 | Operating Supplies - General         |              |             | 25.50    |        |          |          |          |
| 112-2877064-5202601                   | FD Training Supplies                       |        |        | 12/31/2024 |                  | DFT0002796                           | 12/31/2024   | 282.43      | 0.00     | 24.85  | 0.00     | 307.28   | 307.28   |
| FD Training Supplies                  | 1.00                                       | 282.43 | 307.28 |            | 001-522-45-31-00 | Operating Supplies - Training        |              |             | 307.28   |        |          |          |          |
| 112-4165664-9421814)                  | Headset for Sr. Planner                    |        |        | 12/31/2024 |                  | DFT0002734                           | 12/31/2024   | 67.64       | 0.00     | 5.95   | 0.00     | 73.59    | 73.59    |
| Headset for Sr. Planner               | 1.00                                       | 67.64  | 73.59  |            | 001-558-60-31-01 | Office Supplies - Planning           |              |             | 73.59    |        |          |          |          |
| 112-9583623-2177017                   | Supplies                                   |        |        | 12/24/2024 |                  | DFT0002725                           | 12/24/2024   | 16.99       | 0.00     | 1.50   | 0.00     | 18.49    | 18.49    |
| Supplies                              | 1.00                                       | 16.99  | 18.49  |            | 440-522-24-31-80 | Operating Supplies - EMS Rescue &    |              |             | 18.49    |        |          |          |          |
| 113-8674689-3206630                   | Portable Power Station for Drone Team      |        |        | 12/10/2024 |                  | DFT0002691                           | 12/10/2024   | 479.00      | 0.00     | 42.15  | 0.00     | 521.15   | 521.15   |
| Portable Power Station                | 1.00                                       | 479.00 | 521.15 |            | 001-521-10-49-03 | Miscellaneous - Grant Reimbursed     |              |             | 521.15   |        |          |          |          |
| 1146-HJDG-4WGP                        | PW Supplies - USB C to HDMI Adapter        |        |        | 12/31/2024 |                  | DFT0002796                           | 12/31/2024   | 11.99       | 0.00     | 1.06   | 0.00     | 13.05    | 13.05    |
| PW Supplies - USB C to I              | 1.00                                       | 11.99  | 13.05  |            | 400-534-10-31-01 | Office Supplies - Administration     |              |             | 13.05    |        |          |          |          |
| 134V-DN6J-K7XY                        | Parts                                      |        |        | 12/24/2024 |                  | DFT0002725                           | 12/24/2024   | 59.95       | 0.00     | 5.28   | 0.00     | 65.23    | 65.23    |

Vendor History Report

|                           |                                            |        |            |                  |                                      |              |             |          |      | Posting Date Range - |               |
|---------------------------|--------------------------------------------|--------|------------|------------------|--------------------------------------|--------------|-------------|----------|------|----------------------|---------------|
| Payable Number            | Description                                |        | Post Date  | 1099             | Payment Number                       | Payment Date | Amount      | Shipping | Tax  | Discount             |               |
| Item Description          | Units                                      | Price  | Amount     | Account Number   | Account Name                         |              | Dist Amount |          |      |                      | Net Payment   |
| Parts                     | 1.00                                       | 59.95  | 65.23      | 500-548-68-31-00 | Operating Supplies - General         |              | 65.23       |          |      |                      |               |
| 13FG-JN1M-661H            | Shop Supplies - Auto SPDT Relay            |        | 12/10/2024 | DFT0002691       | 12/10/2024                           | 16.99        | 0.00        | 1.50     | 0.00 |                      | 18.49 18.49   |
| Shop Supplies - Auto SP   | 1.00                                       | 16.99  | 18.49      | 500-548-68-31-00 | Operating Supplies - General         |              | 18.49       |          |      |                      |               |
| 13L4-VVCW-41PC            | Supplies for Veh #E3061 & #628             |        | 12/31/2024 | DFT0002796       | 12/31/2024                           | 169.09       | 0.00        | 14.88    | 0.00 |                      | 183.97 183.97 |
| Supplies for Veh #E3061   | 1.00                                       | 101.95 | 110.92     | 500-548-68-31-00 | Operating Supplies - General         |              | 110.92      |          |      |                      |               |
| Supplies for Veh #E3061   | 1.00                                       | 30.99  | 33.72      | 500-548-68-31-00 | Operating Supplies - General         |              | 33.72       |          |      |                      |               |
| Supplies for Veh #E3061   | 1.00                                       | 20.56  | 22.37      | 500-548-68-31-00 | Operating Supplies - General         |              | 22.37       |          |      |                      |               |
| Supplies for Veh #E3061   | 1.00                                       | 15.59  | 16.96      | 500-548-68-31-00 | Operating Supplies - General         |              | 16.96       |          |      |                      |               |
| 14HD-DT3P-CLLK            | FD - Tech Supplies                         |        | 12/24/2024 | DFT0002725       | 12/24/2024                           | 432.95       | 0.00        | 38.10    | 0.00 |                      | 471.05 471.05 |
| FD - Tech Supplies        | 1.00                                       | 432.95 | 471.05     | 001-522-45-31-01 | Office Supplies - Training           |              | 471.05      |          |      |                      |               |
| 16MC-HDGV-XXX3            | Training Supplies                          |        | 12/24/2024 | DFT0002725       | 12/24/2024                           | 65.86        | 0.00        | 5.80     | 0.00 |                      | 71.66 71.66   |
| Training Supplies         | 1.00                                       | 65.86  | 71.66      | 001-522-45-31-00 | Operating Supplies - Training        |              | 71.66       |          |      |                      |               |
| 19V9-JD1W-6XD3            | Solar School Lights                        |        | 12/31/2024 | DFT0002734       | 12/31/2024                           | 139.99       | 0.00        | 12.32    | 0.00 |                      | 152.31 152.31 |
| Solar School Lights       | 1.00                                       | 139.99 | 152.31     | 100-542-64-31-00 | Operating Supplies - Traffic Control |              | 152.31      |          |      |                      |               |
| 1FTL-31KC-1JMJ            | Supplies for E3061                         |        | 12/31/2024 | DFT0002796       | 12/31/2024                           | 240.11       | 0.00        | 21.13    | 0.00 |                      | 261.24 261.24 |
| Supplies for E306: Wate   | 1.00                                       | 240.11 | 261.24     | 500-548-68-31-00 | Operating Supplies - General         |              | 261.24      |          |      |                      |               |
| 1GWD-CHYG-11CT            | Shop Tools                                 |        | 12/10/2024 | DFT0002691       | 12/10/2024                           | 107.87       | 0.00        | 9.49     | 0.00 |                      | 117.36 117.36 |
| Shop Tools                | 1.00                                       | 107.87 | 117.36     | 500-548-68-35-00 | Small Tools / Equipment              |              | 117.36      |          |      |                      |               |
| 1H64-1K7J-3CKM            | Shop Supplies - Shop Towels                |        | 12/10/2024 | DFT0002691       | 12/10/2024                           | 33.09        | 0.00        | 2.91     | 0.00 |                      | 36.00 36.00   |
| Shop Supplies - Shop To   | 1.00                                       | 33.09  | 36.00      | 400-534-10-31-01 | Office Supplies - Administration     |              | 36.00       |          |      |                      |               |
| 1HDK-6LWQ-J361            | Shop Supplies                              |        | 12/24/2024 | DFT0002725       | 12/24/2024                           | 44.72        | 0.00        | 3.94     | 0.00 |                      | 48.66 48.66   |
| Shop Supplies             | 1.00                                       | 44.72  | 48.66      | 500-548-68-31-00 | Operating Supplies - General         |              | 48.66       |          |      |                      |               |
| 1HWG-1FDY-4H4T            | Air Filter Replacement                     |        | 12/24/2024 | DFT0002725       | 12/24/2024                           | 17.04        | 0.00        | 1.50     | 0.00 |                      | 18.54 18.54   |
| Air Filter Replacement    | 1.00                                       | 17.04  | 18.54      | 001-522-50-31-00 | Operating Supplies - Facilities      |              | 18.54       |          |      |                      |               |
| 1J6T-77YP-Y174            | CD Office Supplies - Noise Cancelling Head |        | 12/31/2024 | DFT0002805       | 12/31/2024                           | 79.00        | 0.00        | 6.95     | 0.00 |                      | 85.95 85.95   |
| CD Office Supplies - Noi: | 1.00                                       | 79.00  | 85.95      | 001-524-20-31-01 | Office Supplies - Bldg. Inspection   |              | 32.66       |          |      |                      |               |
|                           |                                            |        |            | 001-558-60-31-01 | Office Supplies - Planning           |              | 35.24       |          |      |                      |               |
|                           |                                            |        |            | 100-543-10-31-01 | Office Supplies - Administration     |              | 1.72        |          |      |                      |               |
|                           |                                            |        |            | 400-534-10-31-01 | Office Supplies - Administration     |              | 8.60        |          |      |                      |               |
|                           |                                            |        |            | 401-535-10-31-01 | Office Supplies - Administration     |              | 6.02        |          |      |                      |               |
|                           |                                            |        |            | 402-531-10-31-01 | Office Supplies - Stormwater Admi    |              | 0.85        |          |      |                      |               |
|                           |                                            |        |            | 500-548-70-31-01 | Office Supplies - ER&R Administra    |              | 0.86        |          |      |                      |               |
| 1JHG-3FKX-66JP            | PD Supplies - Phone Case - E. Adams        |        | 12/10/2024 | DFT0002691       | 12/10/2024                           | 9.95         | 0.00        | 0.88     | 0.00 |                      | 10.83 10.83   |
| PD Supplies - Phone Cas   | 1.00                                       | 9.95   | 10.83      | 001-521-22-31-00 | Operating Supplies - Patrol          |              | 10.83       |          |      |                      |               |
| 1JHR-DX9Y-47D7            | FD Supplies                                |        | 12/10/2024 | DFT0002691       | 12/10/2024                           | 212.96       | 0.00        | 18.76    | 0.00 |                      | 231.72 231.72 |
| FD Supplies               | 1.00                                       | 212.96 | 231.72     | 001-522-20-31-00 | Operating Supplies - Suppression     |              | 231.72      |          |      |                      |               |
| 1JJQ-PWCQ-6T3F            | Supplies for Vehicles 505 and 604          |        | 12/31/2024 | DFT0002734       | 12/31/2024                           | 412.70       | 0.00        | 38.62    | 0.00 |                      | 451.32 451.32 |
| Supplies for Vehicle 604  | 1.00                                       | 206.35 | 225.66     | 500-548-68-31-00 | Operating Supplies - General         |              | 225.66      |          |      |                      |               |

Vendor History Report

| Vendor History Report     |                                            |        |            |                  |                                      |              |             |          |      |          | Posting Date Range - |         |
|---------------------------|--------------------------------------------|--------|------------|------------------|--------------------------------------|--------------|-------------|----------|------|----------|----------------------|---------|
| Payable Number            | Description                                |        | Post Date  | 1099             | Payment Number                       | Payment Date | Amount      | Shipping | Tax  | Discount | Net                  | Payment |
| Item Description          | Units                                      | Price  | Amount     | Account Number   | Account Name                         |              | Dist Amount |          |      |          |                      |         |
| Supplies for Vehicle 505  | 1.00                                       | 206.35 | 225.66     | 500-548-68-31-00 | Operating Supplies - General         |              | 225.66      |          |      |          |                      |         |
| 1KNR-NVRJ-4YXF            | PW Office Supplies                         |        | 12/31/2024 | DFT0002796       | 12/31/2024                           | 13.99        | 0.00        | 1.23     | 0.00 | 15.22    | 15.22                |         |
| PW Office Supplies        | 1.00                                       | 13.99  | 15.22      | 400-534-10-31-01 | Office Supplies - Administration     |              | 15.22       |          |      |          |                      |         |
| 1KX4-K996-4J33            | Council Chambers Vacuum                    |        | 12/24/2024 | DFT0002725       | 12/24/2024                           | 299.99       | 0.00        | 26.40    | 0.00 | 326.39   | 326.39               |         |
| Council Chambers Vacui    | 1.00                                       | 299.99 | 326.39     | 001-511-60-31-00 | Operating Supplies - Legislative     |              | 326.39      |          |      |          |                      |         |
| 1L4P-HDV4-436C            | Supplies - 2" Bolt On Receiver Tube        |        | 12/10/2024 | DFT0002691       | 12/10/2024                           | 57.88        | 0.00        | 5.09     | 0.00 | 62.97    | 62.97                |         |
| Supplies - 2" Bolt On Re  | 1.00                                       | 57.88  | 62.97      | 500-548-68-31-00 | Operating Supplies - General         |              | 62.97       |          |      |          |                      |         |
| 1L73-XYT4-11DY            | Office Supplies - Projects Manager         |        | 12/10/2024 | DFT0002691       | 12/10/2024                           | 22.10        | 0.00        | 1.94     | 0.00 | 24.04    | 24.04                |         |
| Office Supplies - M.Hold  | 1.00                                       | 22.10  | 24.04      | 001-576-81-31-01 | Office Supplies - Parks Administrati |              | 3.00        |          |      |          |                      |         |
|                           |                                            |        |            | 100-543-10-31-01 | Office Supplies - Administration     |              | 6.02        |          |      |          |                      |         |
|                           |                                            |        |            | 400-534-10-31-01 | Office Supplies - Administration     |              | 12.02       |          |      |          |                      |         |
|                           |                                            |        |            | 402-531-10-31-01 | Office Supplies - Stormwater Admi    |              | 3.00        |          |      |          |                      |         |
| 1LFR-RDNL-H7YH            | PD Supplies - Phone Case - S. Diaz         |        | 12/10/2024 | DFT0002691       | 12/10/2024                           | 9.95         | 0.00        | 0.88     | 0.00 | 10.83    | 10.83                |         |
| PD Supplies - Phone Cas   | 1.00                                       | 9.95   | 10.83      | 001-521-22-31-00 | Operating Supplies - Patrol          |              | 10.83       |          |      |          |                      |         |
| 1MPR-LLV4-73XM            | Work Gloves                                |        | 12/31/2024 | DFT0002734       | 12/31/2024                           | 59.52        | 0.00        | 5.24     | 0.00 | 64.76    | 64.76                |         |
| Work Gloves               | 1.00                                       | 59.52  | 64.76      | 100-542-30-20-01 | Benefits - Uniforms                  |              | 64.76       |          |      |          |                      |         |
| 1NLJ-RDPF-3K1P            | Office Supplies - Tape Cartridge           |        | 12/10/2024 | DFT0002691       | 12/10/2024                           | 48.54        | 0.00        | 4.26     | 0.00 | 52.80    | 52.80                |         |
| Office Supplies - Tape C  | 1.00                                       | 48.54  | 52.80      | 500-548-70-31-01 | Office Supplies - ER&R Administra    |              | 52.80       |          |      |          |                      |         |
| 1PN6-HJMF-K9T9            | Supplies - Pacer Pumps, ACE Repair Kit     |        | 12/31/2024 | DFT0002796       | 12/31/2024                           | 122.06       | 0.00        | 0.00     | 0.00 | 122.06   | 122.06               |         |
| Supplies - Pacer Pumps,   | 1.00                                       | 122.06 | 122.06     | 400-534-80-31-00 | Operating Supplies - General         |              | 122.06      |          |      |          |                      |         |
| 1T7X-PQWL-JGPW            | Shop Supplies - Labelmaker Tape            |        | 12/10/2024 | DFT0002691       | 12/10/2024                           | 74.55        | 0.00        | 6.57     | 0.00 | 81.12    | 81.12                |         |
| Shop Supplies - Labelma   | 1.00                                       | 74.55  | 81.12      | 500-548-68-31-00 | Operating Supplies - General         |              | 81.12       |          |      |          |                      |         |
| 1TDC-CYJJ-4LNL            | PW Office Supplies                         |        | 12/31/2024 | DFT0002796       | 12/31/2024                           | 35.99        | 0.00        | 3.17     | 0.00 | 39.16    | 39.16                |         |
| PW Office Supplies        | 1.00                                       | 35.99  | 39.16      | 400-534-10-31-01 | Office Supplies - Administration     |              | 39.16       |          |      |          |                      |         |
| 1TL4-RMPC-44J4            | PW Supplies - Gloves                       |        | 12/24/2024 | DFT0002725       | 12/24/2024                           | 30.36        | 0.00        | 2.67     | 0.00 | 33.03    | 33.03                |         |
| PW Supplies - Gloves      | 1.00                                       | 30.36  | 33.03      | 100-542-30-20-01 | Benefits - Uniforms                  |              | 33.03       |          |      |          |                      |         |
| 1TL4-RMPC-RJDP            | PD - Crush Washer & Streamlight Remote     |        | 12/31/2024 | DFT0002796       | 12/31/2024                           | 39.28        | 0.00        | 3.46     | 0.00 | 42.74    | 42.74                |         |
| PD - Streamlight Remoti   | 1.00                                       | 32.29  | 35.13      | 001-521-22-31-00 | Operating Supplies - Patrol          |              | 35.13       |          |      |          |                      |         |
| PD - Crush Washers for    | 1.00                                       | 6.99   | 7.61       | 001-521-22-31-00 | Operating Supplies - Patrol          |              | 7.61        |          |      |          |                      |         |
| 1W7F-TG9W-6MXJ            | Solar School Flashing Lights               |        | 12/31/2024 | DFT0002734       | 12/31/2024                           | 139.99       | 0.00        | 12.32    | 0.00 | 152.31   | 152.31               |         |
| Solar School Flashing Lig | 1.00                                       | 139.99 | 152.31     | 100-542-64-31-00 | Operating Supplies - Traffic Control |              | 152.31      |          |      |          |                      |         |
| 1XJC-H7HL-6NLL            | PW Supplies - First Aid Kit, Whiteboards & |        | 12/31/2024 | DFT0002805       | 12/31/2024                           | 244.91       | 0.00        | 21.54    | 0.00 | 266.45   | 266.45               |         |
| Supplies - First Aid Kits | 5.00                                       | 23.23  | 126.37     | 001-518-20-31-00 | Operating Supplies - Facilities      |              | 126.37      |          |      |          |                      |         |
| Supplies - Walkie Talkie  | 1.00                                       | 75.19  | 81.81      | 100-543-10-31-00 | Operating Supplies - Administrator   |              | 81.81       |          |      |          |                      |         |
| Supplies - Expo Markers   | 3.00                                       | 9.86   | 32.17      | 100-543-10-31-01 | Office Supplies - Administration     |              | 32.17       |          |      |          |                      |         |
| Supplies - Whiteboard C   | 1.00                                       | 23.99  | 26.10      | 001-518-20-31-00 | Operating Supplies - Facilities      |              | 26.10       |          |      |          |                      |         |

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|                                 |                                        |          |            |                  |                                      |              |             |          |        |          | Posting Date Range - |           |
|---------------------------------|----------------------------------------|----------|------------|------------------|--------------------------------------|--------------|-------------|----------|--------|----------|----------------------|-----------|
| Payable Number                  | Description                            |          | Post Date  | 1099             | Payment Number                       | Payment Date | Amount      | Shipping | Tax    | Discount | Net                  | Payment   |
| Item Description                | Units                                  | Price    | Amount     | Account Number   | Account Name                         |              | Dist Amount |          |        |          |                      |           |
| 7404 - Banner Bank Credit Cards |                                        |          |            |                  |                                      |              | 13,772.91   | 118.57   | 425.66 | 0.00     | 14,317.14            | 14,317.14 |
| 0169 - 12.31.24                 | 0169 - 12.31.24                        |          | 12/31/2024 |                  | DFT0002797                           | 12/31/2024   | 51.50       | 0.00     | 0.00   | 0.00     | 51.50                | 51.50     |
| WSDA License Renewal            | 1.00                                   | 50.00    | 50.00      | 402-531-10-49-00 | Miscellaneous - Stormwater           |              |             | 50.00    |        |          |                      |           |
| WSDA License Renewal            | 1.00                                   | 1.50     | 1.50       | 402-531-10-49-00 | Miscellaneous - Stormwater           |              |             | 1.50     |        |          |                      |           |
| 0169 - 12.31.24 (PW0039)        | Wyatt IMSA Class                       |          | 12/31/2024 |                  | DFT0002797                           | 12/31/2024   | 550.00      | 0.00     | 0.00   | 0.00     | 550.00               | 550.00    |
| Wyatt IMSA Class                | 0.00                                   | 0.00     | 550.00     | 100-543-30-49-01 | Registrations/Fees - Training Classe |              |             | 550.00   |        |          |                      |           |
| 2169 - 12.13.24                 | 2169.12.13.24 - UCC Lunch R. McAndrews |          | 12/31/2024 |                  | DFT0002788                           | 12/31/2024   | 21.07       | 0.00     | 0.00   | 0.00     | 21.07                | 21.07     |
| UCC Lunch - R. McAndre          | 1.00                                   | 21.07    | 21.07      | 001-576-81-43-00 | Travel                               |              |             | 1.69     |        |          |                      |           |
|                                 |                                        |          |            | 100-543-10-49-00 | Miscellaneous                        |              |             | 3.79     |        |          |                      |           |
|                                 |                                        |          |            | 400-534-10-43-00 | Travel                               |              |             | 8.42     |        |          |                      |           |
|                                 |                                        |          |            | 401-535-10-43-00 | Travel                               |              |             | 1.90     |        |          |                      |           |
|                                 |                                        |          |            | 402-531-10-43-00 | Travel - Stormwater                  |              |             | 2.53     |        |          |                      |           |
|                                 |                                        |          |            | 500-548-70-43-00 | Travel                               |              |             | 2.74     |        |          |                      |           |
| 3647 - 12.13.24                 | 3647 - 12.13.24                        |          | 12/31/2024 |                  | DFT0002788                           | 12/31/2024   | 239.37      | 0.00     | 21.07  | 0.00     | 260.44               | 260.44    |
| Parts for Well #3               | 1.00                                   | 239.37   | 260.44     | 400-534-80-31-00 | Operating Supplies - General         |              |             | 260.44   |        |          |                      |           |
| 3647 - 12.31.24                 | 3647 - 12.31.24                        |          | 12/31/2024 |                  | DFT0002797                           | 12/31/2024   | 149.99      | 0.00     | 13.35  | 0.00     | 163.34               | 163.34    |
| Work Boots - J. Goodsor         | 1.00                                   | 149.99   | 163.34     | 500-548-68-20-01 | Benefits - Uniforms                  |              |             | 163.34   |        |          |                      |           |
| 3647 - 12.31.24 (FD00121        | Appreciation mugs                      |          | 12/31/2024 |                  | DFT0002797                           | 12/31/2024   | 1,140.00    | 0.00     | 100.32 | 0.00     | 1,240.32             | 1,240.32  |
| Appreciation mugs               | 48.00                                  | 23.75    | 1,240.32   | 001-522-10-49-00 | Miscellaneous                        |              |             | 1,240.32 |        |          |                      |           |
| 4551 - 12.13.24                 | 4551 - 12.13.24                        |          | 12/31/2024 |                  | DFT0002788                           | 12/31/2024   | 644.24      | 0.00     | 1.90   | 0.00     | 646.14               | 646.14    |
| Hotel Reservation - Trav        | 1.00                                   | 242.88   | 242.88     | 001-522-20-43-00 | Travel - Supression                  |              |             | 55.86    |        |          |                      |           |
|                                 |                                        |          |            | 001-522-45-43-00 | Travel                               |              |             | 82.58    |        |          |                      |           |
|                                 |                                        |          |            | 440-522-24-43-00 | Travel - EMS                         |              |             | 104.44   |        |          |                      |           |
| Hotel Reservation - Trav        | 1.00                                   | 152.03   | 152.03     | 001-522-20-43-00 | Travel - Supression                  |              |             | 34.97    |        |          |                      |           |
|                                 |                                        |          |            | 001-522-45-43-00 | Travel                               |              |             | 51.69    |        |          |                      |           |
|                                 |                                        |          |            | 440-522-24-43-00 | Travel - EMS                         |              |             | 65.37    |        |          |                      |           |
| Hotel Reservation - M. L        | 1.00                                   | 121.44   | 121.44     | 001-522-20-43-00 | Travel - Supression                  |              |             | 27.93    |        |          |                      |           |
|                                 |                                        |          |            | 001-522-45-43-00 | Travel                               |              |             | 41.29    |        |          |                      |           |
|                                 |                                        |          |            | 440-522-24-43-00 | Travel - EMS                         |              |             | 52.22    |        |          |                      |           |
| Fuel - Travel D. Winter         | 1.00                                   | 106.29   | 106.29     | 001-522-20-43-00 | Travel - Supression                  |              |             | 24.45    |        |          |                      |           |
|                                 |                                        |          |            | 001-522-45-43-00 | Travel                               |              |             | 36.14    |        |          |                      |           |
|                                 |                                        |          |            | 440-522-24-43-00 | Travel - EMS                         |              |             | 45.70    |        |          |                      |           |
| Misc. Supplies                  | 1.00                                   | 21.60    | 23.50      | 001-522-50-31-00 | Operating Supplies - Facilities      |              |             | 23.50    |        |          |                      |           |
| 4551 - 12.13.24 (FD00096        | Wildland Hose                          |          | 12/31/2024 |                  | DFT0002788                           | 12/31/2024   | 823.62      | 0.00     | 0.00   | 0.00     | 823.62               | 823.62    |
| Wildland Hose                   | 1.00                                   | 823.62   | 823.62     | 001-522-20-35-02 | Fire Mobilization - Sm Tools / Equip |              |             | 823.62   |        |          |                      |           |
| 4551 - 12.13.24 (FD00117        | Firefighter recruit manuals            |          | 12/31/2024 |                  | DFT0002788                           | 12/31/2024   | 1,116.30    | 0.00     | 0.00   | 0.00     | 1,116.30             | 1,116.30  |
| Books                           | 1.00                                   | 1,116.30 | 1,116.30   | 001-522-45-31-00 | Operating Supplies - Training        |              |             | 1,116.30 |        |          |                      |           |
| 5296 - 12.13.24                 | 5296 - 12.13.24                        |          | 12/31/2024 |                  | DFT0002788                           | 12/31/2024   | 366.49      | 0.00     | 32.25  | 0.00     | 398.74               | 398.74    |
| Software for Sr. Planner        | 1.00                                   | 330.00   | 359.04     | 001-558-60-49-00 | Miscellaneous                        |              |             | 359.04   |        |          |                      |           |
| Supplies - Batteries for F      | 1.00                                   | 36.49    | 39.70      | 001-558-60-48-00 | Repairs And Maintenance              |              |             | 39.70    |        |          |                      |           |

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|                             |                                         |          |            |                  |                                      |              |          |          |        |          | Posting Date Range - |          |
|-----------------------------|-----------------------------------------|----------|------------|------------------|--------------------------------------|--------------|----------|----------|--------|----------|----------------------|----------|
| Payable Number              | Description                             |          | Post Date  | 1099             | Payment Number                       | Payment Date | Amount   | Shipping | Tax    | Discount | Net                  | Payment  |
| Item Description            | Units                                   | Price    | Amount     | Account Number   | Account Name                         | Dist Amount  |          |          |        |          |                      |          |
| 5296 - 12.31.24             | 5296 - 12.31-24                         |          | 12/31/2024 |                  | DFT0002797                           | 12/31/2024   | 129.00   | 15.95    | 0.00   | 0.00     | 144.95               | 144.95   |
| US Flags for City Hall      | 1.00                                    | 129.00   | 144.95     | 001-518-20-31-00 | Operating Supplies - Facilities      | 144.95       |          |          |        |          |                      |          |
| 5296 - 12.31.24 (IT00025)   | ASUS Zenbook S 16 Laptop - Mayor Hernar |          | 12/31/2024 |                  | DFT0002797                           | 12/31/2024   | 1,149.99 | 0.00     | 101.20 | 0.00     | 1,251.19             | 1,251.19 |
| ASUS Zenbook S 16 Lapt      | 1.00                                    | 1,149.99 | 1,251.19   | 012-594-18-64-01 | Machinery & Equipment - Technok      | 1,251.19     |          |          |        |          |                      |          |
| 6464 - 12.13.24             | 6464 - 12.13.24                         |          | 12/31/2024 |                  | DFT0002788                           | 12/31/2024   | 59.94    | 0.00     | 5.27   | 0.00     | 65.21                | 65.21    |
| Lights for Light Parade     | 1.00                                    | 59.94    | 65.21      | 001-573-90-31-00 | Operating Supplies - Community Ev    | 65.21        |          |          |        |          |                      |          |
| 6464 - 12.13.24 (PW0038)    | 6464 - 12.24 - Walk Behind Edger        |          | 12/31/2024 |                  | DFT0002788                           | 12/31/2024   | 1,112.00 | 0.00     | 0.00   | 0.00     | 1,112.00             | 1,112.00 |
| 6464 - 12.24 - Walk Beh     | 1.00                                    | 1,112.00 | 1,112.00   | 001-518-20-35-00 | Sm Tools/Minor Equip                 | 556.00       |          |          |        |          |                      |          |
|                             |                                         |          |            | 001-576-80-35-00 | Sm Tools/Equipment                   | 556.00       |          |          |        |          |                      |          |
| 6464 - 12.13.24 (PW0039)    | 6464 - 12.24 - Rapid PTT 2 Way Radios   |          | 12/31/2024 |                  | DFT0002789                           | 12/31/2024   | 978.99   | 0.00     | 0.00   | 0.00     | 978.99               | 978.99   |
| 6464 - 12.24 - Rapid PTT    | 1.00                                    | 978.99   | 978.99     | 100-542-64-31-00 | Operating Supplies - Traffic Control | 244.75       |          |          |        |          |                      |          |
|                             |                                         |          |            | 100-542-66-31-00 | Operating Supplies - Snow & Ice Re   | 244.76       |          |          |        |          |                      |          |
|                             |                                         |          |            | 400-534-50-31-00 | Operating Supplies - Maintenance     | 244.73       |          |          |        |          |                      |          |
|                             |                                         |          |            | 402-531-50-31-00 | Operating Supplies - Stormwater IV   | 244.75       |          |          |        |          |                      |          |
| 6577 - 12.13.24             | 6577 -12.13.24                          |          | 12/31/2024 |                  | DFT0002788                           | 12/31/2024   | 400.28   | 9.99     | 0.22   | 0.00     | 410.49               | 410.49   |
| Starlink Monthly Subscri    | 1.00                                    | 120.00   | 120.00     | 001-521-10-49-00 | Miscellaneous                        | 120.00       |          |          |        |          |                      |          |
| Travel Meals - B. Fortin    | 1.00                                    | 79.10    | 79.10      | 001-521-40-43-00 | Travel Training                      | 79.10        |          |          |        |          |                      |          |
| Travel Parking - B. Fortin  | 1.00                                    | 60.00    | 60.00      | 001-521-40-43-00 | Travel Training                      | 60.00        |          |          |        |          |                      |          |
| Detective Holster - B. RF   | 1.00                                    | 49.99    | 59.98      | 001-521-21-31-00 | Operating Supplies - Investigation   | 59.98        |          |          |        |          |                      |          |
| Travel Meal Tickets- B. F   | 1.00                                    | 50.59    | 50.59      | 001-521-40-43-00 | Travel Training                      | 50.59        |          |          |        |          |                      |          |
| Travel Meals - B. Fortin    | 1.00                                    | 40.80    | 40.80      | 001-521-40-43-00 | Travel Training                      | 40.80        |          |          |        |          |                      |          |
| Travel Meals - B. Fortin    | 1.00                                    | 37.18    | 37.18      | 001-521-40-43-00 | Travel Training                      | 37.18        |          |          |        |          |                      |          |
| Travel Meals - B. Fortin    | 1.00                                    | 36.48    | 36.48      | 001-521-40-43-00 | Travel Training                      | 36.48        |          |          |        |          |                      |          |
| Travel Training - B. fortin | 1.00                                    | 35.00    | 35.00      | 001-521-40-43-00 | Travel Training                      | 35.00        |          |          |        |          |                      |          |
| Travel Training - J. Langl  | 1.00                                    | 35.00    | 35.00      | 001-521-40-43-00 | Travel Training                      | 35.00        |          |          |        |          |                      |          |
| Travel Meals - B. Fortin    | 1.00                                    | 25.29    | 25.29      | 001-521-40-43-00 | Travel Training                      | 25.29        |          |          |        |          |                      |          |
| Travel Fuel - B. Fortin &   | 1.00                                    | 12.25    | 12.25      | 001-521-40-43-00 | Travel Training                      | 12.25        |          |          |        |          |                      |          |
| Travel - Water - B. Fortin  | 1.00                                    | 7.18     | 7.40       | 001-521-40-43-00 | Travel Training                      | 7.40         |          |          |        |          |                      |          |
| Credit - Leading Into We    | 1.00                                    | -188.58  | -188.58    | 001-521-10-49-01 | Registrations / Fees Training Classe | -188.58      |          |          |        |          |                      |          |
| 7573 - 12.13.24             | 7573 - 12.13.24                         |          | 12/31/2024 |                  | DFT0002788                           | 12/31/2024   | 584.21   | 0.00     | 18.98  | 0.00     | 603.19               | 603.19   |
| Winterfest Supplies - M.    | 1.00                                    | 120.54   | 128.81     | 001-573-90-31-00 | Operating Supplies - Community Ev    | 128.81       |          |          |        |          |                      |          |
| Council Workshop Snack      | 1.00                                    | 93.99    | 93.99      | 001-511-60-49-01 | Miscellaneous                        | 93.99        |          |          |        |          |                      |          |
| Shop Supplies - Keyboar     | 1.00                                    | 69.99    | 76.22      | 500-548-70-31-01 | Office Supplies - ER&R Administra    | 76.22        |          |          |        |          |                      |          |
| Travel Fuel - D. Creek 11   | 1.00                                    | 75.00    | 75.00      | 001-518-20-43-00 | Travel / Training                    | 75.00        |          |          |        |          |                      |          |
| Travel Meal - D. Creek      | 1.00                                    | 51.48    | 55.96      | 001-518-20-43-00 | Travel / Training                    | 55.96        |          |          |        |          |                      |          |
| Council Workshop Snack      | 1.00                                    | 50.89    | 50.89      | 001-511-60-49-01 | Miscellaneous                        | 50.89        |          |          |        |          |                      |          |
| WSDA Pesticide License      | 1.00                                    | 50.00    | 50.00      | 001-576-80-49-00 | Miscellaneous                        | 50.00        |          |          |        |          |                      |          |
| AWC Benefits Presentat      | 1.00                                    | 45.69    | 45.69      | 001-518-10-31-02 | Operating Supplies - HR Wellness     | 45.69        |          |          |        |          |                      |          |
| Work Happy Wellness S       | 1.00                                    | 25.88    | 25.88      | 001-518-10-31-02 | Operating Supplies - HR Wellness     | 25.88        |          |          |        |          |                      |          |
| WSDA Pesticide Lic. Ren     | 1.00                                    | 1.50     | 1.50       | 001-576-80-49-00 | Miscellaneous                        | 1.50         |          |          |        |          |                      |          |
| Travel Fuel Circle K Reb    | 1.00                                    | -0.75    | -0.75      | 001-518-20-43-00 | Travel / Training                    | -0.75        |          |          |        |          |                      |          |

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Posting Date Range -

| Payable Number                    | Description                       | Price  | Post Date  | 1099             | Payment Number                               | Payment Date | Amount      | Shipping | Tax   | Discount | Net      | Payment  |
|-----------------------------------|-----------------------------------|--------|------------|------------------|----------------------------------------------|--------------|-------------|----------|-------|----------|----------|----------|
| Item Description                  | Units                             |        | Amount     | Account Number   | Account Name                                 |              | Dist Amount |          |       |          |          |          |
| 8472 - 12.13.24                   | 8472 - 12.13.24                   |        | 12/31/2024 |                  | DFT0002788                                   | 12/31/2024   | 199.50      | 0.00     | 3.48  | 0.00     | 202.98   | 202.98   |
| Community Excellence /            | 1.00                              | 160.00 | 160.00     | 001-521-10-49-00 | Miscellaneous                                |              | 160.00      |          |       |          |          |          |
| CPPD Headband Logo for            | 1.00                              | 39.50  | 42.98      | 001-521-22-20-01 | Benefits Uniforms Patrol                     |              | 42.98       |          |       |          |          |          |
| 9400 - 12.31.24                   | 9400 - 12.31.24                   |        | 12/31/2024 |                  | DFT0002797                                   | 12/31/2024   | 264.64      | 20.95    | 25.10 | 0.00     | 310.69   | 310.69   |
| Wellness Wrapping Supplies        | 1.00                              | 150.64 | 174.69     | 001-518-10-31-02 | Operating Supplies - HR Wellness             |              | 174.69      |          |       |          |          |          |
| Water - Keller Drying Tank        | 1.00                              | 114.00 | 136.00     | 400-534-80-31-00 | Operating Supplies - General                 |              | 136.00      |          |       |          |          |          |
| 9418 - 12.13.24                   | 9418 - 12.13.24                   |        | 12/31/2024 |                  | DFT0002788                                   | 12/31/2024   | 564.69      | 0.00     | 0.00  | 0.00     | 564.69   | 564.69   |
| Travel Hotel - E. Adams           | 1.00                              | 465.00 | 465.00     | 001-521-40-43-00 | Travel Training                              |              | 465.00      |          |       |          |          |          |
| Travel Fuel - K. Barker           | 1.00                              | 40.02  | 40.02      | 001-521-40-43-00 | Travel Training                              |              | 40.02       |          |       |          |          |          |
| Travel Fuel - K. Barker           | 1.00                              | 31.59  | 31.59      | 001-521-40-43-00 | Travel Training                              |              | 31.59       |          |       |          |          |          |
| Travel Fuel - E. Adams            | 1.00                              | 28.40  | 28.40      | 001-521-40-43-00 | Travel Training                              |              | 28.40       |          |       |          |          |          |
| Fuel Rebate - K. Barker Tank      | 1.00                              | -0.32  | -0.32      | 001-521-40-43-00 | Travel Training                              |              | -0.32       |          |       |          |          |          |
| 9418 - 12.31.24                   | 9418 - 12.31.24                   |        | 12/31/2024 |                  | DFT0002797                                   | 12/31/2024   | 234.22      | 0.00     | 0.00  | 0.00     | 234.22   | 234.22   |
| Supplies - Well #3                | 1.00                              | 234.22 | 234.22     | 001-518-20-31-00 | Operating Supplies - Facilities              |              | 234.22      |          |       |          |          |          |
| 9467 - 12.13.24                   | 9467 - 12.13.24                   |        | 12/31/2024 |                  | DFT0002788                                   | 12/31/2024   | 13.47       | 0.00     | 0.00  | 0.00     | 13.47    | 13.47    |
| UPS Shipping Services - Invoice   | 0.00                              | 0.00   | 13.47      | 001-554-30-42-00 | Communications - Special Enforcement         |              | 13.47       |          |       |          |          |          |
| 9467 - 12.31.24                   | 9467 - 12.31.24                   |        | 12/31/2024 |                  | DFT0002797                                   | 12/31/2024   | 48.00       | 0.00     | 4.22  | 0.00     | 52.22    | 52.22    |
| Investigation Supplies - Invoice  | 1.00                              | 48.00  | 52.22      | 001-521-21-31-00 | Operating Supplies - Investigation           |              | 52.22       |          |       |          |          |          |
| 9893 - 12.13.24 (C.M.)            | 9893 - 12.13.24 Fraud Dispute     |        | 12/31/2024 |                  | DFT0002788                                   | 12/31/2024   | -20.00      | 0.00     | 0.00  | 0.00     | -20.00   | -20.00   |
| 9893 - 12.13.24 Fraud Dispute     | -1.00                             | 20.00  | -20.00     | 001-522-10-49-00 | Miscellaneous                                |              | -20.00      |          |       |          |          |          |
| 9965 - 12.13.24                   | 9965 - 12.13.24                   |        | 12/31/2024 |                  | DFT0002788                                   | 12/31/2024   | 1,735.85    | 46.92    | 37.21 | 0.00     | 1,819.98 | 1,819.98 |
| Supplies - Wipes & gloves         | 1.00                              | 496.55 | 496.55     | 440-522-24-31-80 | Operating Supplies - EMS Rescue & Training   |              | 496.55      |          |       |          |          |          |
| Fire Training Face Shield         | 1.00                              | 385.00 | 400.00     | 001-522-45-31-00 | Operating Supplies - Training                |              | 400.00      |          |       |          |          |          |
| Supplies - Fire Suppression       | 1.00                              | 272.70 | 272.70     | 001-522-20-31-00 | Operating Supplies - Suppression             |              | 272.70      |          |       |          |          |          |
| Supplies - Foot Valve and Hose    | 1.00                              | 158.00 | 190.39     | 001-522-20-31-00 | Operating Supplies - Suppression             |              | 190.39      |          |       |          |          |          |
| Supplies - Tape, batteries        | 1.00                              | 148.87 | 161.97     | 001-522-50-31-00 | Operating Supplies - Facilities              |              | 161.97      |          |       |          |          |          |
| Supplies for Fire Suppression     | 1.00                              | 148.78 | 148.78     | 001-522-20-31-00 | Operating Supplies - Suppression             |              | 148.78      |          |       |          |          |          |
| Supplies - Label Maker            | 1.00                              | 57.06  | 62.08      | 001-522-30-31-01 | Office Supplies - Prevention / Investigation |              | 62.08       |          |       |          |          |          |
| Supplies - Marker for Visual Aids | 1.00                              | 26.85  | 41.78      | 001-522-20-31-05 | Wildland Fire - Operating Supplies           |              | 41.78       |          |       |          |          |          |
| Supplies - Pentel Pens            | 1.00                              | 22.08  | 24.02      | 001-522-30-31-01 | Office Supplies - Prevention / Investigation |              | 24.02       |          |       |          |          |          |
| Supplies - Light Bulbs            | 1.00                              | 10.02  | 10.90      | 001-522-50-31-00 | Operating Supplies - Facilities              |              | 10.90       |          |       |          |          |          |
| Supplies - Duct Tape              | 1.00                              | 9.94   | 10.81      | 001-522-10-31-01 | Office Supplies - Administration             |              | 10.81       |          |       |          |          |          |
| 9965 - 12.13.24 (FD00118)         | 9965 - 12.13.24 Training Supplies |        | 12/31/2024 |                  | DFT0002788                                   | 12/31/2024   | 458.46      | 24.76    | 42.52 | 0.00     | 525.74   | 525.74   |
| Tech training supplies            | 1.00                              | 458.46 | 525.74     | 001-522-45-31-00 | Operating Supplies - Training                |              | 525.74      |          |       |          |          |          |
| 9965 - 12.13.24 (FD00119)         | 9965 - 12.24 - FD00119            |        | 12/31/2024 |                  | DFT0002788                                   | 12/31/2024   | 546.00      | 0.00     | 0.00  | 0.00     | 546.00   | 546.00   |
| Registration                      | 1.00                              | 546.00 | 546.00     | 001-522-10-49-01 | Registrations/Fees - Training Classes        |              | 546.00      |          |       |          |          |          |
| 9965 - 12.31.24                   | 9965 - 12.31.24                   |        | 12/31/2024 |                  | DFT0002797                                   | 12/31/2024   | 211.09      | 0.00     | 18.57 | 0.00     | 229.66   | 229.66   |
| Fire Training Registration        | 1.00                              | 149.00 | 162.11     | 001-522-45-49-01 | Registrations/Fees - Training Classes        |              | 162.11      |          |       |          |          |          |
| Misc. Supplies - Tumble           | 1.00                              | 62.09  | 67.55      | 001-522-50-31-00 | Operating Supplies - Facilities              |              | 67.55       |          |       |          |          |          |



Vendor History Report

|                                   |                                    |        |            |                  |                                    |              |             |          |        |          | Posting Date Range - |          |
|-----------------------------------|------------------------------------|--------|------------|------------------|------------------------------------|--------------|-------------|----------|--------|----------|----------------------|----------|
| Payable Number                    | Description                        |        | Post Date  | 1099             | Payment Number                     | Payment Date | Amount      | Shipping | Tax    | Discount | Net                  | Payment  |
| Item Description                  | Units                              | Price  | Amount     | Account Number   | Account Name                       |              | Dist Amount |          |        |          |                      |          |
| 5629 - Home Depot Credit Services |                                    |        |            |                  |                                    |              | 3,546.60    | 0.00     | 312.26 | 0.00     | 3,858.86             | 3,741.04 |
| 1029387                           | Shop Tools                         |        | 12/31/2024 |                  | DFT0002732                         | 12/31/2024   | 299.00      | 0.00     | 26.31  | 0.00     | 325.31               | 325.31   |
| Shop Tools                        | 1.00                               | 299.00 | 325.31     | 500-548-68-35-00 | Small Tools / Equipment            |              | 325.31      |          |        |          |                      |          |
| 13013                             | PW Supplies                        |        | 12/10/2024 |                  | DFT0002696                         | 12/10/2024   | 85.94       | 0.00     | 7.56   | 0.00     | 93.50                | 93.50    |
| PW Supplies                       | 1.00                               | 85.94  | 93.50      | 001-576-80-31-00 | Operating Supplies - Parks         |              | 93.50       |          |        |          |                      |          |
| 16066                             | Supplies for Vehicle 535           |        | 12/31/2024 |                  | DFT0002732                         | 12/31/2024   | 42.07       | 0.00     | 3.70   | 0.00     | 45.77                | 45.77    |
| Supplies for Vehicle 535          | 1.00                               | 42.07  | 45.77      | 100-542-66-31-00 | Operating Supplies - Snow & Ice Re |              | 45.77       |          |        |          |                      |          |
| 16125                             | Tools                              |        | 12/31/2024 |                  | DFT0002732                         | 12/31/2024   | 31.92       | 0.00     | 2.81   | 0.00     | 34.73                | 34.73    |
| Tools                             | 1.00                               | 31.92  | 34.73      | 400-534-50-35-00 | Sm Tools/Equipment                 |              | 34.73       |          |        |          |                      |          |
| 1623627                           | ESB Repair - Water                 |        | 12/31/2024 |                  | DFT0002798                         | 12/31/2024   | 12.60       | 0.00     | 1.11   | 0.00     | 13.71                | 13.71    |
| ESB Repair - Water                | 1.00                               | 12.60  | 13.71      | 400-534-80-31-00 | Operating Supplies - General       |              | 13.71       |          |        |          |                      |          |
| 1623627                           | ESB Repair - Water                 |        | 12/31/2024 |                  | DFT0002798                         | 12/31/2024   |             |          |        |          |                      | -13.71   |
| ESB Repair - Water                | 1.00                               | 12.60  | 13.71      | 400-534-80-31-00 | Operating Supplies - General       |              | 13.71       |          |        |          |                      |          |
| 1623627 - 2                       | ESB Repair - Water                 |        | 12/31/2024 |                  | DFT0002804                         | 12/31/2024   | 12.35       | 0.00     | 1.11   | 0.00     | 13.46                | 13.46    |
| ESB Repair - Water                | 1.00                               | 12.60  | 13.71      | 400-534-80-31-00 | Operating Supplies - General       |              | 13.71       |          |        |          |                      |          |
| ESB Repair - Water - Ear          | 1.00                               | -0.25  | -0.25      | 400-534-80-31-00 | Operating Supplies - General       |              | -0.25       |          |        |          |                      |          |
| 2010365                           | Supplies - Cover for Dump Bed #532 |        | 12/31/2024 |                  | DFT0002798                         | 12/31/2024   | 32.98       | 0.00     | 2.90   | 0.00     | 35.88                | 35.88    |
| Supplies - Cover for Dun          | 1.00                               | 32.98  | 35.88      | 500-548-68-31-00 | Operating Supplies - General       |              | 35.88       |          |        |          |                      |          |
| 2010365                           | Supplies - Cover for Dump Bed #532 |        | 12/31/2024 |                  | DFT0002798                         | 12/31/2024   |             |          |        |          |                      | -35.88   |
| Supplies - Cover for Dun          | 1.00                               | 32.98  | 35.88      | 500-548-68-31-00 | Operating Supplies - General       |              | 35.88       |          |        |          |                      |          |
| 2010365 - 2                       | Supplies - Cover for Dump Bed #532 |        | 12/31/2024 |                  | DFT0002804                         | 12/31/2024   | 32.32       | 0.00     | 2.90   | 0.00     | 35.22                | 35.22    |
| Supplies - Cover for Dun          | 1.00                               | 32.98  | 35.88      | 500-548-68-31-00 | Operating Supplies - General       |              | 35.88       |          |        |          |                      |          |
| Supplies - Cover for Dun          | 1.00                               | -0.66  | -0.66      | 500-548-68-31-00 | Operating Supplies - General       |              | -0.66       |          |        |          |                      |          |
| 2013843                           | Supplies                           |        | 12/31/2024 |                  | DFT0002732                         | 12/31/2024   | 71.48       | 0.00     | 6.29   | 0.00     | 77.77                | 77.77    |
| Gloves - W.Guse                   | 1.00                               | 39.54  | 43.02      | 100-542-30-20-01 | Benefits - Uniforms                |              | 43.02       |          |        |          |                      |          |
| Supplies - Utility Blade 8        | 1.00                               | 31.94  | 34.75      | 100-542-30-31-00 | Operating Supplies - Traveled Way  |              | 34.75       |          |        |          |                      |          |
| 2015899                           | De-icer Supplies                   |        | 12/31/2024 |                  | DFT0002732                         | 12/31/2024   | 12.98       | 0.00     | 1.14   | 0.00     | 14.12                | 14.12    |
| De-icer Supplies                  | 1.00                               | 12.98  | 14.12      | 100-542-66-31-00 | Operating Supplies - Snow & Ice Re |              | 14.12       |          |        |          |                      |          |
| 2015905                           | De-Icer Equipment                  |        | 12/31/2024 |                  | DFT0002732                         | 12/31/2024   | 253.94      | 0.00     | 22.35  | 0.00     | 276.29               | 276.29   |
| De-Icer Equipment                 | 1.00                               | 253.94 | 276.29     | 100-542-66-31-00 | Operating Supplies - Snow & Ice Re |              | 276.29      |          |        |          |                      |          |
| 2015907                           | De-Icer Supplies                   |        | 12/31/2024 |                  | DFT0002732                         | 12/31/2024   | 12.27       | 0.00     | 1.08   | 0.00     | 13.35                | 13.35    |
| De-Icer Supplies                  | 1.00                               | 12.27  | 13.35      | 100-542-66-31-00 | Operating Supplies - Snow & Ice Re |              | 13.35       |          |        |          |                      |          |
| 2021860                           | De-Icer Supplies                   |        | 12/31/2024 |                  | DFT0002732                         | 12/31/2024   | 175.88      | 0.00     | 15.48  | 0.00     | 191.36               | 191.36   |
| De-Icer Supplies                  | 1.00                               | 175.88 | 191.36     | 100-542-66-31-00 | Operating Supplies - Snow & Ice Re |              | 191.36      |          |        |          |                      |          |
| 2024249                           | Tools for Vehicle #628             |        | 12/31/2024 |                  | DFT0002798                         | 12/31/2024   | 12.73       | 0.00     | 1.12   | 0.00     | 13.85                | 13.85    |
| Tools for Vehicle #628            | 1.00                               | 12.73  | 13.85      | 400-534-10-35-00 | Small Tools/Equipment              |              | 13.85       |          |        |          |                      |          |
| 2024249                           | Tools for Vehicle #628             |        | 12/31/2024 |                  | DFT0002798                         | 12/31/2024   |             |          |        |          |                      | -13.85   |

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|                          |                                   |       |            |                  |                                  |              |             |          |      | Posting Date Range - |               |
|--------------------------|-----------------------------------|-------|------------|------------------|----------------------------------|--------------|-------------|----------|------|----------------------|---------------|
| Payable Number           | Description                       |       | Post Date  | 1099             | Payment Number                   | Payment Date | Amount      | Shipping | Tax  | Discount             |               |
| Item Description         | Units                             | Price | Amount     | Account Number   | Account Name                     |              | Dist Amount |          |      |                      | Net Payment   |
| Tools for Vehicle #628   | 1.00                              | 12.73 | 13.85      | 400-534-10-35-00 | Small Tools/Equipment            |              | 13.85       |          |      |                      |               |
| 2024249 - 2              | Tools for Vehicle #628            |       | 12/31/2024 | DFT0002804       | 12/31/2024                       | 12.48        | 0.00        | 1.12     | 0.00 |                      | 13.60 13.60   |
| Tools for Vehicle #628   | 1.00                              | 12.73 | 13.85      | 400-534-10-35-00 | Small Tools/Equipment            |              | 13.85       |          |      |                      |               |
| Tools for Vehicle #628 - | 1.00                              | -0.25 | -0.25      | 400-534-10-35-00 | Small Tools/Equipment            |              | -0.25       |          |      |                      |               |
| 2026780                  | Shop Supplies                     |       | 12/10/2024 | DFT0002696       | 12/10/2024                       | 56.74        | 0.00        | 4.99     | 0.00 |                      | 61.73 61.73   |
| Shop Supplies            | 1.00                              | 56.74 | 61.73      | 500-548-68-31-00 | Operating Supplies - General     |              | 61.73       |          |      |                      |               |
| 20894                    | Facilities Supplies - FD          |       | 12/31/2024 | DFT0002732       | 12/31/2024                       | 64.44        | 0.00        | 5.67     | 0.00 |                      | 70.11 70.11   |
| Facilities Supplies - FD | 1.00                              | 64.44 | 70.11      | 001-518-20-31-00 | Operating Supplies - Facilities  |              | 70.11       |          |      |                      |               |
| 2114507                  | Winterizing Supplies              |       | 12/10/2024 | DFT0002696       | 12/10/2024                       | 31.84        | 0.00        | 2.80     | 0.00 |                      | 34.64 34.64   |
| Winterizing Supplies     | 1.00                              | 31.84 | 34.64      | 400-534-50-31-00 | Operating Supplies - Maintenance |              | 34.64       |          |      |                      |               |
| 28272                    | PW Office Repair                  |       | 12/10/2024 | DFT0002696       | 12/10/2024                       | 6.98         | 0.00        | 0.61     | 0.00 |                      | 7.59 7.59     |
| PW Office Repair         | 1.00                              | 6.98  | 7.59       | 001-518-20-31-00 | Operating Supplies - Facilities  |              | 7.59        |          |      |                      |               |
| 29520                    | Booster Station Supplies          |       | 12/31/2024 | DFT0002732       | 12/31/2024                       | 6.93         | 0.00        | 0.61     | 0.00 |                      | 7.54 7.54     |
| Booster Station Supplies | 1.00                              | 6.93  | 7.54       | 400-534-80-31-00 | Operating Supplies - General     |              | 7.54        |          |      |                      |               |
| 3023155                  | Supplies - Shop Roof              |       | 12/31/2024 | DFT0002798       | 12/31/2024                       | 36.00        | 0.00        | 3.17     | 0.00 |                      | 39.17 39.17   |
| Supplies - Shop Roof     | 1.00                              | 36.00 | 39.17      | 001-518-20-31-00 | Operating Supplies - Facilities  |              | 39.17       |          |      |                      |               |
| 3023155                  | Supplies - Shop Roof              |       | 12/31/2024 | DFT0002804       | 12/31/2024                       |              |             |          |      |                      | 39.17 39.17   |
| Supplies - Shop Roof     | 1.00                              | 36.00 | 39.17      | 001-518-20-31-00 | Operating Supplies - Facilities  |              | 39.17       |          |      |                      |               |
| 3023155                  | Supplies - Shop Roof              |       | 12/31/2024 | DFT0002798       | 12/31/2024                       |              |             |          |      |                      | -39.17 -39.17 |
| Supplies - Shop Roof     | 1.00                              | 36.00 | 39.17      | 001-518-20-31-00 | Operating Supplies - Facilities  |              | 39.17       |          |      |                      |               |
| 3023179                  | Supplies - Shop Roof              |       | 12/31/2024 | DFT0002804       | 12/31/2024                       |              |             |          |      |                      | 19.56 19.56   |
| Supplies - Shop Roof     | 1.00                              | 17.98 | 19.56      | 001-518-20-31-00 | Operating Supplies - Facilities  |              | 19.56       |          |      |                      |               |
| 3023179                  | Supplies - Shop Roof              |       | 12/31/2024 | DFT0002798       | 12/31/2024                       |              |             |          |      |                      | -19.56 -19.56 |
| Supplies - Shop Roof     | 1.00                              | 17.98 | 19.56      | 001-518-20-31-00 | Operating Supplies - Facilities  |              | 19.56       |          |      |                      |               |
| 3023179                  | Supplies - Shop Roof              |       | 12/31/2024 | DFT0002798       | 12/31/2024                       | 17.98        | 0.00        | 1.58     | 0.00 |                      | 19.56 19.56   |
| Supplies - Shop Roof     | 1.00                              | 17.98 | 19.56      | 001-518-20-31-00 | Operating Supplies - Facilities  |              | 19.56       |          |      |                      |               |
| 3023224                  | Shop Supplies                     |       | 12/31/2024 | DFT0002732       | 12/31/2024                       | 30.75        | 0.00        | 2.71     | 0.00 |                      | 33.46 33.46   |
| Shop Supplies            | 1.00                              | 30.75 | 33.46      | 500-548-68-31-00 | Operating Supplies - General     |              | 33.46       |          |      |                      |               |
| 3123882                  | Supplies - PW                     |       | 12/10/2024 | DFT0002696       | 12/10/2024                       | 88.33        | 0.00        | 7.77     | 0.00 |                      | 96.10 96.10   |
| Supplies - PW            | 1.00                              | 88.33 | 96.10      | 001-518-20-31-00 | Operating Supplies - Facilities  |              | 96.10       |          |      |                      |               |
| 4011659                  | Tree Planting Supplies            |       | 12/10/2024 | DFT0002696       | 12/10/2024                       | 39.96        | 0.00        | 3.52     | 0.00 |                      | 43.48 43.48   |
| Tree Planting Supplies   | 1.00                              | 39.96 | 43.48      | 001-576-80-31-00 | Operating Supplies - Parks       |              | 43.48       |          |      |                      |               |
| 4011676                  | PW Shop Tools - Saw Blades        |       | 12/10/2024 | DFT0002696       | 12/10/2024                       | 65.44        | 0.00        | 5.76     | 0.00 |                      | 71.20 71.20   |
| PW Shop Tools - Saw Bl   | 1.00                              | 65.44 | 71.20      | 400-534-50-31-00 | Operating Supplies - Maintenance |              | 71.20       |          |      |                      |               |
| 4012617                  | Traffic Counter Hardware & Gloves |       | 12/10/2024 | DFT0002696       | 12/10/2024                       | 67.32        | 0.00        | 5.91     | 0.00 |                      | 73.23 73.23   |
| Traffic Counter Hardwar  | 1.00                              | 67.32 | 73.23      | 001-576-80-31-00 | Operating Supplies - Parks       |              | 73.23       |          |      |                      |               |
| 4012702                  | Tools for Vehicle 612             |       | 12/10/2024 | DFT0002696       | 12/10/2024                       | 45.59        | 0.00        | 4.01     | 0.00 |                      | 49.60 49.60   |

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Posting Date Range -

| Payable Number           | Description                   |       | Post Date  | 1099             | Payment Number                       | Payment Date | Amount      | Shipping | Tax  | Discount | Net    | Payment |
|--------------------------|-------------------------------|-------|------------|------------------|--------------------------------------|--------------|-------------|----------|------|----------|--------|---------|
| Item Description         | Units                         | Price | Amount     | Account Number   | Account Name                         |              | Dist Amount |          |      |          |        |         |
| Tools for Vehicle 612    | 1.00                          | 45.59 | 49.60      | 400-534-50-35-00 | Sm Tools/Equipment                   |              | 49.60       |          |      |          |        |         |
| 4023021                  | Parks Supplies                |       | 12/31/2024 | DFT0002732       | 12/31/2024                           | 19.97        | 0.00        | 1.76     | 0.00 | 21.73    | 21.73  |         |
| Parks Supplies           | 1.00                          | 19.97 | 21.73      | 001-576-80-31-00 | Operating Supplies - Parks           |              | 21.73       |          |      |          |        |         |
| 4625097                  | Portable Backflow             |       | 12/10/2024 | DFT0002696       | 12/10/2024                           | 20.30        | 0.00        | 1.79     | 0.00 | 22.09    | 22.09  |         |
| Portable Backflow        | 1.00                          | 20.30 | 22.09      | 400-534-80-31-00 | Operating Supplies - General         |              | 22.09       |          |      |          |        |         |
| 5011614                  | Fleet Supplies                |       | 12/10/2024 | DFT0002696       | 12/10/2024                           | 12.68        | 0.00        | 1.12     | 0.00 | 13.80    | 13.80  |         |
| Fleet Supplies           | 1.00                          | 12.68 | 13.80      | 500-548-68-31-00 | Operating Supplies - General         |              | 6.90        |          |      |          |        |         |
|                          |                               |       |            | 500-548-68-31-00 | Operating Supplies - General         |              | 6.90        |          |      |          |        |         |
| 5014530                  | Supplies for Vehicle 615      |       | 12/31/2024 | DFT0002732       | 12/31/2024                           | 53.96        | 0.00        | 4.75     | 0.00 | 58.71    | 58.71  |         |
| Supplies for Vehicle 615 | 1.00                          | 53.96 | 58.71      | 500-548-68-31-00 | Operating Supplies - General         |              | 58.71       |          |      |          |        |         |
| 5014548                  | Parade Supplies - LED Lights  |       | 12/31/2024 | DFT0002732       | 12/31/2024                           | 59.94        | 0.00        | 5.27     | 0.00 | 65.21    | 65.21  |         |
| Parade Supplies - LED Li | 1.00                          | 59.94 | 65.21      | 001-573-90-31-00 | Operating Supplies - Community Ev    |              | 65.21       |          |      |          |        |         |
| 5023967                  | PW Shop Supplies              |       | 12/31/2024 | DFT0002798       | 12/31/2024                           |              |             |          |      |          | -54.38 |         |
| PW Shop Supplies         | 1.00                          | 49.98 | 54.38      | 500-548-68-31-00 | Operating Supplies - General         |              | 54.38       |          |      |          |        |         |
| 5023967                  | PW Shop Supplies              |       | 12/31/2024 | DFT0002798       | 12/31/2024                           | 49.98        | 0.00        | 4.40     | 0.00 | 54.38    | 54.38  |         |
| PW Shop Supplies         | 1.00                          | 49.98 | 54.38      | 500-548-68-31-00 | Operating Supplies - General         |              | 54.38       |          |      |          |        |         |
| 5023967 - 2              | PW Shop Supplies              |       | 12/31/2024 | DFT0002804       | 12/31/2024                           | 48.98        | 0.00        | 4.40     | 0.00 | 53.38    | 53.38  |         |
| PW Shop Supplies         | 1.00                          | 49.98 | 54.38      | 500-548-68-31-00 | Operating Supplies - General         |              | 54.38       |          |      |          |        |         |
| PW Shop Supplies - Earl  | 1.00                          | -1.00 | -1.00      | 500-548-68-31-00 | Operating Supplies - General         |              | -1.00       |          |      |          |        |         |
| 5027637                  | Hydrant Meter Supplies        |       | 12/10/2024 | DFT0002696       | 12/10/2024                           | 0.75         | 0.00        | 0.07     | 0.00 | 0.82     | 0.82   |         |
| Hydrant Meter Supplies   | 1.00                          | 0.75  | 0.82       | 400-534-50-31-00 | Operating Supplies - Maintenance     |              | 0.82        |          |      |          |        |         |
| 5027667                  | PW Office Supplies            |       | 12/10/2024 | DFT0002696       | 12/10/2024                           | 44.72        | 0.00        | 3.94     | 0.00 | 48.66    | 48.66  |         |
| PW Office Supplies       | 1.00                          | 44.72 | 48.66      | 400-534-10-31-01 | Office Supplies - Administration     |              | 48.66       |          |      |          |        |         |
| 5151053                  | Parks Supplies                |       | 12/31/2024 | DFT0002732       | 12/31/2024                           | 14.97        | 0.00        | 1.32     | 0.00 | 16.29    | 16.29  |         |
| Parks Supplies           | 1.00                          | 14.97 | 16.29      | 001-576-80-31-00 | Operating Supplies - Parks           |              | 16.29       |          |      |          |        |         |
| 53997                    | Shop Supplies                 |       | 12/31/2024 | DFT0002732       | 12/31/2024                           | 44.61        | 0.00        | 3.93     | 0.00 | 48.54    | 48.54  |         |
| Shop Supplies            | 1.00                          | 44.61 | 48.54      | 500-548-68-31-00 | Operating Supplies - General         |              | 48.54       |          |      |          |        |         |
| 54000                    | Water Supplies                |       | 12/31/2024 | DFT0002798       | 12/31/2024                           |              |             |          |      |          | -20.61 |         |
| Water Supplies           | 1.00                          | 18.94 | 20.61      | 400-534-80-31-00 | Operating Supplies - General         |              | 20.61       |          |      |          |        |         |
| 54000                    | Water Supplies                |       | 12/31/2024 | DFT0002798       | 12/31/2024                           | 18.94        | 0.00        | 1.67     | 0.00 | 20.61    | 20.61  |         |
| Water Supplies           | 1.00                          | 18.94 | 20.61      | 400-534-80-31-00 | Operating Supplies - General         |              | 20.61       |          |      |          |        |         |
| 54000                    | Water Supplies                |       | 12/31/2024 | DFT0002804       | 12/31/2024                           |              |             |          |      |          | 20.61  |         |
| Water Supplies           | 1.00                          | 18.94 | 20.61      | 400-534-80-31-00 | Operating Supplies - General         |              | 20.61       |          |      |          |        |         |
| 6014427                  | Signal Install                |       | 12/31/2024 | DFT0002732       | 12/31/2024                           | 27.30        | 0.00        | 2.40     | 0.00 | 29.70    | 29.70  |         |
| Signal Install           | 1.00                          | 27.30 | 29.70      | 100-542-64-31-00 | Operating Supplies - Traffic Control |              | 29.70       |          |      |          |        |         |
| 6014464                  | Supplies for No Parking Signs |       | 12/31/2024 | DFT0002732       | 12/31/2024                           | 27.30        | 0.00        | 2.40     | 0.00 | 29.70    | 29.70  |         |
| Supplies for No Parking  | 1.00                          | 27.30 | 29.70      | 100-542-64-31-00 | Operating Supplies - Traffic Control |              | 29.70       |          |      |          |        |         |

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|---------------------------|------------------------------------------|--------|------------|------------------|------------------------------------|--------------|-------------|----------|-------|----------|----------------------|---------|
| Payable Number            | Description                              |        | Post Date  | 1099             | Payment Number                     | Payment Date | Amount      | Shipping | Tax   | Discount | Net                  | Payment |
| Item Description          | Units                                    | Price  | Amount     | Account Number   | Account Name                       |              | Dist Amount |          |       |          |                      |         |
| 6022673                   | Parks Supplies - Paint                   |        | 12/31/2024 |                  | DFT0002732                         | 12/31/2024   | 19.93       | 0.00     | 1.75  | 0.00     | 21.68                | 21.68   |
| Parks Supplies - Paint    | 1.00                                     | 19.93  | 21.68      | 001-576-80-31-00 | Operating Supplies - Parks         |              | 21.68       |          |       |          |                      |         |
| 6064279                   | Small Equip. Repair                      |        | 12/31/2024 |                  | DFT0002732                         | 12/31/2024   | 26.97       | 0.00     | 2.37  | 0.00     | 29.34                | 29.34   |
| Small Equip. Repair       | 1.00                                     | 26.97  | 29.34      | 400-534-50-31-00 | Operating Supplies - Maintenance   |              | 29.34       |          |       |          |                      |         |
| 6510248                   | Parks Supplies                           |        | 12/31/2024 |                  | DFT0002732                         | 12/31/2024   | 39.94       | 0.00     | 3.51  | 0.00     | 43.45                | 43.45   |
| Parks Supplies            | 1.00                                     | 39.94  | 43.45      | 001-576-80-31-00 | Operating Supplies - Parks         |              | 43.45       |          |       |          |                      |         |
| 6512648                   | PW Cleaning Supplies                     |        | 12/31/2024 |                  | DFT0002732                         | 12/31/2024   | 17.96       | 0.00     | 1.58  | 0.00     | 19.54                | 19.54   |
| PW Cleaning Supplies      | 1.00                                     | 17.96  | 19.54      | 400-534-10-31-01 | Office Supplies - Administration   |              | 19.54       |          |       |          |                      |         |
| 7021243                   | Gloves                                   |        | 12/31/2024 |                  | DFT0002732                         | 12/31/2024   | 27.76       | 0.00     | 2.44  | 0.00     | 30.20                | 30.20   |
| Gloves                    | 1.00                                     | 27.76  | 30.20      | 400-534-10-20-02 | Benefits - Uniforms                |              | 30.20       |          |       |          |                      |         |
| 702363                    | Batteries for Leaf Blower                |        | 12/10/2024 |                  | DFT0002696                         | 12/10/2024   | 279.00      | 0.00     | 24.55 | 0.00     | 303.55               | 303.55  |
| Batteries for Leaf Blowe  | 1.00                                     | 279.00 | 303.55     | 001-518-20-35-00 | Sm Tools/Minor Equip               |              | 303.55      |          |       |          |                      |         |
| 7027362                   | Hydrant Meter Supplies - Water Lock      |        | 12/10/2024 |                  | DFT0002696                         | 12/10/2024   | 20.08       | 0.00     | 1.77  | 0.00     | 21.85                | 21.85   |
| Hydrant Meter Supplies    | 1.00                                     | 20.08  | 21.85      | 400-534-50-31-00 | Operating Supplies - Maintenance   |              | 21.85       |          |       |          |                      |         |
| 7027373                   | Shop Supplies                            |        | 12/10/2024 |                  | DFT0002696                         | 12/10/2024   | 59.55       | 0.00     | 5.24  | 0.00     | 64.79                | 64.79   |
| Shop Supplies             | 1.00                                     | 59.55  | 64.79      | 500-548-68-31-00 | Operating Supplies - General       |              | 64.79       |          |       |          |                      |         |
| 7028630                   | Supplies                                 |        | 12/10/2024 |                  | DFT0002696                         | 12/10/2024   | 51.12       | 0.00     | 4.50  | 0.00     | 55.62                | 55.62   |
| Supplies                  | 1.00                                     | 51.12  | 55.62      | 400-534-50-31-00 | Operating Supplies - Maintenance   |              | 55.62       |          |       |          |                      |         |
| 7621165                   | Parks Supplies                           |        | 12/31/2024 |                  | DFT0002732                         | 12/31/2024   | 19.97       | 0.00     | 1.76  | 0.00     | 21.73                | 21.73   |
| Parks Supplies            | 1.00                                     | 19.97  | 21.73      | 001-576-80-31-00 | Operating Supplies - Parks         |              | 21.73       |          |       |          |                      |         |
| 8012267                   | Light Bulbs for Parking Bay              |        | 12/10/2024 |                  | DFT0002696                         | 12/10/2024   | 44.96       | 0.00     | 3.96  | 0.00     | 48.92                | 48.92   |
| Light Bulbs for Parking B | 1.00                                     | 44.96  | 48.92      | 001-518-20-31-00 | Operating Supplies - Facilities    |              | 48.92       |          |       |          |                      |         |
| 8021051                   | Parade Supplies for Vehicle 534          |        | 12/31/2024 |                  | DFT0002732                         | 12/31/2024   | 123.88      | 0.00     | 10.90 | 0.00     | 134.78               | 134.78  |
| Parade Supplies for Veh   | 1.00                                     | 123.88 | 134.78     | 001-573-90-31-00 | Operating Supplies - Community Ev  |              | 134.78      |          |       |          |                      |         |
| 8021074                   | PW Restock Supplies                      |        | 12/31/2024 |                  | DFT0002732                         | 12/31/2024   | 59.81       | 0.00     | 5.25  | 0.00     | 65.06                | 65.06   |
| PW Restock Supplies       | 1.00                                     | 59.81  | 65.06      | 400-534-10-31-00 | Operating Supplies - Administrator |              | 65.06       |          |       |          |                      |         |
| 8021117                   | Parade Lighting for Vehicles 502,504,534 |        | 12/31/2024 |                  | DFT0002732                         | 12/31/2024   | 51.92       | 0.00     | 4.57  | 0.00     | 56.49                | 56.49   |
| Parade Lighting for Vehi  | 1.00                                     | 51.92  | 56.49      | 001-573-90-31-00 | Operating Supplies - Community Ev  |              | 18.83       |          |       |          |                      |         |
|                           |                                          |        |            | 001-573-90-31-00 | Operating Supplies - Community Ev  |              | 18.83       |          |       |          |                      |         |
|                           |                                          |        |            | 001-573-90-31-00 | Operating Supplies - Community Ev  |              | 18.83       |          |       |          |                      |         |
| 8023727                   | Supplies for Dump Truck #532             |        | 12/31/2024 |                  | DFT0002798                         | 12/31/2024   | 26.39       | 0.00     | 2.32  | 0.00     | 28.71                | 28.71   |
| Supplies for Dump Trucl   | 1.00                                     | 26.39  | 28.71      | 500-548-68-31-00 | Operating Supplies - General       |              | 28.71       |          |       |          |                      |         |
| 8023727                   | Supplies for Dump Truck #532             |        | 12/31/2024 |                  | DFT0002798                         | 12/31/2024   |             |          |       |          |                      | -28.71  |
| Supplies for Dump Trucl   | 1.00                                     | 26.39  | 28.71      | 500-548-68-31-00 | Operating Supplies - General       |              | 28.71       |          |       |          |                      |         |
| 8023727                   | Supplies for Dump Truck #532             |        | 12/31/2024 |                  | DFT0002804                         | 12/31/2024   |             |          |       |          |                      | 28.71   |
| Supplies for Dump Trucl   | 1.00                                     | 26.39  | 28.71      | 500-548-68-31-00 | Operating Supplies - General       |              | 28.71       |          |       |          |                      |         |
| 8114845                   | Cooling Tower for FD                     |        | 12/10/2024 |                  | DFT0002696                         | 12/10/2024   | 17.83       | 0.00     | 1.57  | 0.00     | 19.40                | 19.40   |

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|---------------------------|----------------------------------|--------|------------|------------------|--------------------------------------|--------------|-------------|----------|------|----------------------|-------------|
| Payable Number            | Description                      |        | Post Date  | 1099             | Payment Number                       | Payment Date | Amount      | Shipping | Tax  | Discount             |             |
| Item Description          | Units                            | Price  | Amount     | Account Number   | Account Name                         |              | Dist Amount |          |      |                      | Net Payment |
| Cooling Tower for FD      | 1.00                             | 17.83  | 19.40      | 001-518-20-31-00 | Operating Supplies - Facilities      |              | 19.40       |          |      |                      |             |
| 9015153                   | PW Cleaning Supplies ESB         |        | 12/31/2024 | DFT0002732       | 12/31/2024                           | 8.98         | 0.00        | 0.79     | 0.00 | 9.77                 | 9.77        |
| PW Cleaning Supplies E    | 1.00                             | 8.98   | 9.77       | 400-534-80-31-00 | Operating Supplies - General         |              | 9.77        |          |      |                      |             |
| 9015161                   | Facilities Supplies - FD         |        | 12/31/2024 | DFT0002732       | 12/31/2024                           | 51.87        | 0.00        | 4.56     | 0.00 | 56.43                | 56.43       |
| Facilities Supplies - FD  | 1.00                             | 51.87  | 56.43      | 001-518-20-31-00 | Operating Supplies - Facilities      |              | 56.43       |          |      |                      |             |
| 9016196                   | Hydrant Meter Supplies           |        | 12/31/2024 | DFT0002732       | 12/31/2024                           | 89.24        | 0.00        | 7.85     | 0.00 | 97.09                | 97.09       |
| Hydrant Meter Supplies    | 1.00                             | 89.24  | 97.09      | 400-534-50-31-00 | Operating Supplies - Maintenance     |              | 97.09       |          |      |                      |             |
| 9016243                   | Facilities Supplies - PD         |        | 12/31/2024 | DFT0002732       | 12/31/2024                           | 33.90        | 0.00        | 2.98     | 0.00 | 36.88                | 36.88       |
| Facilities Supplies - PD  | 1.00                             | 33.90  | 36.88      | 001-518-20-31-00 | Operating Supplies - Facilities      |              | 36.88       |          |      |                      |             |
| 9016257                   | Tools                            |        | 12/31/2024 | DFT0002732       | 12/31/2024                           | 86.88        | 0.00        | 7.65     | 0.00 | 94.53                | 94.53       |
| Tools                     | 1.00                             | 86.88  | 94.53      | 400-534-50-35-00 | Sm Tools/Equipment                   |              | 94.53       |          |      |                      |             |
| 9017116                   | Supplies - Gloves                |        | 12/31/2024 | DFT0002798       | 12/31/2024                           | 29.86        | 0.00        | 2.63     | 0.00 | 32.49                | 32.49       |
| Supplies - Gloves         | 1.00                             | 29.86  | 32.49      | 402-531-10-20-01 | Stormwater Administration - Unifo    |              | 32.49       |          |      |                      |             |
| 9017116                   | Supplies - Gloves                |        | 12/31/2024 | DFT0002798       | 12/31/2024                           |              |             |          |      |                      | -32.49      |
| Supplies - Gloves         | 1.00                             | 29.86  | 32.49      | 402-531-10-20-01 | Stormwater Administration - Unifo    |              | 32.49       |          |      |                      |             |
| 9017116                   | Supplies - Gloves                |        | 12/31/2024 | DFT0002804       | 12/31/2024                           |              |             |          |      |                      | 32.49       |
| Supplies - Gloves         | 1.00                             | 29.86  | 32.49      | 402-531-10-20-01 | Stormwater Administration - Unifo    |              | 32.49       |          |      |                      |             |
| 9017154                   | Supplies/ Tools for Vehicle #601 |        | 12/31/2024 | DFT0002798       | 12/31/2024                           | 59.71        | 0.00        | 5.25     | 0.00 | 64.96                | 64.96       |
| Supplies/ Tools for Vehi  | 1.00                             | 59.71  | 64.96      | 400-534-50-31-00 | Operating Supplies - Maintenance     |              | 64.96       |          |      |                      |             |
| 9017154                   | Supplies/ Tools for Vehicle #601 |        | 12/31/2024 | DFT0002798       | 12/31/2024                           |              |             |          |      |                      | -64.96      |
| Supplies/ Tools for Vehi  | 1.00                             | 59.71  | 64.96      | 400-534-50-31-00 | Operating Supplies - Maintenance     |              | 64.96       |          |      |                      |             |
| 9017154                   | Supplies/ Tools for Vehicle #601 |        | 12/31/2024 | DFT0002804       | 12/31/2024                           |              |             |          |      |                      | 64.96       |
| Supplies/ Tools for Vehi  | 1.00                             | 59.71  | 64.96      | 400-534-50-31-00 | Operating Supplies - Maintenance     |              | 64.96       |          |      |                      |             |
| 9022267                   | Ice Scrapper for Bldg Inspector  |        | 12/31/2024 | DFT0002732       | 12/31/2024                           | 5.98         | 0.00        | 0.53     | 0.00 | 6.51                 | 6.51        |
| Ice Scrapper for Bldg Ins | 1.00                             | 5.98   | 6.51       | 001-524-20-31-00 | Operating Supplies - Bldg. Inspectic |              | 6.51        |          |      |                      |             |
| 9023663                   | PW Yard Gate Chain               |        | 12/31/2024 | DFT0002798       | 12/31/2024                           |              |             |          |      |                      | -43.08      |
| PW Yard Gate Chain        | 1.00                             | 39.60  | 43.08      | 001-518-20-31-00 | Operating Supplies - Facilities      |              | 43.08       |          |      |                      |             |
| 9023663                   | PW Yard Gate Chain               |        | 12/31/2024 | DFT0002798       | 12/31/2024                           | 39.60        | 0.00        | 3.48     | 0.00 | 43.08                | 43.08       |
| PW Yard Gate Chain        | 1.00                             | 39.60  | 43.08      | 001-518-20-31-00 | Operating Supplies - Facilities      |              | 43.08       |          |      |                      |             |
| 9023663                   | PW Yard Gate Chain               |        | 12/31/2024 | DFT0002804       | 12/31/2024                           |              |             |          |      |                      | 43.08       |
| PW Yard Gate Chain        | 1.00                             | 39.60  | 43.08      | 001-518-20-31-00 | Operating Supplies - Facilities      |              | 43.08       |          |      |                      |             |
| 9028440                   | Walkie Talkie for Plowing/ Leafs |        | 12/10/2024 | DFT0002696       | 12/10/2024                           | 119.99       | 0.00        | 10.56    | 0.00 | 130.55               | 130.55      |
| Walkie Talkie for Plowin  | 1.00                             | 119.99 | 130.55     | 100-542-66-31-00 | Operating Supplies - Snow & Ice Re   |              | 130.55      |          |      |                      |             |
| 9610806                   | Supplies - Parks                 |        | 12/10/2024 | DFT0002696       | 12/10/2024                           | 15.92        | 0.00        | 1.40     | 0.00 | 17.32                | 17.32       |
| Supplies - Parks          | 1.00                             | 15.92  | 17.32      | 001-576-80-31-00 | Operating Supplies - Parks           |              | 17.32       |          |      |                      |             |
| 9613072                   | Water Dept. - Synthetic Lube     |        | 12/31/2024 | DFT0002732       | 12/31/2024                           | 13.96        | 0.00        | 1.23     | 0.00 | 15.19                | 15.19       |

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|                           |                                  |       |            |                  |                              |                              |             |          |        |          | Posting Date Range - |          |
|---------------------------|----------------------------------|-------|------------|------------------|------------------------------|------------------------------|-------------|----------|--------|----------|----------------------|----------|
| Payable Number            | Description                      |       | Post Date  | 1099             | Payment Number               | Payment Date                 | Amount      | Shipping | Tax    | Discount | Net                  | Payment  |
| Item Description          | Units                            | Price | Amount     | Account Number   | Account Name                 |                              | Dist Amount |          |        |          |                      |          |
| Water Dept. - Synthetic   | 1.00                             | 13.96 | 15.19      | 400-534-80-31-00 | Operating Supplies - General |                              | 15.19       |          |        |          |                      |          |
| 194 - Napa Of Walla Walla |                                  |       |            |                  |                              |                              | 1,339.13    | 0.00     | 125.24 | 0.00     | 1,464.37             | 1,464.37 |
| 256912                    | Supplies - Air Filter            |       | 12/10/2024 | APA002403        | 12/10/2024                   |                              | 94.18       | 0.00     | 8.38   | 0.00     | 102.56               | 102.56   |
|                           | Supplies - Air Filter            | 1.00  | 94.18      | 102.56           | 500-548-68-31-00             | Operating Supplies - General |             | 102.56   |        |          |                      |          |
| 257203                    | Supplies - Chrome Breather       |       | 12/10/2024 | APA002403        | 12/10/2024                   |                              | 15.99       | 0.00     | 1.42   | 0.00     | 17.41                | 17.41    |
|                           | Supplies - Chrome Breat          | 1.00  | 15.99      | 17.41            | 500-548-68-31-00             | Operating Supplies - General |             | 17.41    |        |          |                      |          |
| 257306                    | Shop Supplies                    |       | 12/10/2024 | APA002403        | 12/10/2024                   |                              | 195.76      | 0.00     | 17.42  | 0.00     | 213.18               | 213.18   |
|                           | Shop Supplies                    | 1.00  | 195.76     | 213.18           | 500-548-68-31-00             | Operating Supplies - General |             | 213.18   |        |          |                      |          |
| 257469                    | Supplies - Switch                |       | 12/10/2024 | APA002403        | 12/10/2024                   |                              | 25.63       | 0.00     | 2.28   | 0.00     | 27.91                | 27.91    |
|                           | Supplies - Switch                | 1.00  | 25.63      | 27.91            | 500-548-68-31-00             | Operating Supplies - General |             | 27.91    |        |          |                      |          |
| 257495 - C.M.             | Credit Memo for Return of Switch |       | 12/10/2024 | APA002403        | 12/10/2024                   |                              | -43.47      | 0.00     | 0.00   | 0.00     | -43.47               | -43.47   |
|                           | Credit Memo for Return           | -1.00 | 43.47      | -43.47           | 500-548-68-31-00             | Operating Supplies - General |             | -43.47   |        |          |                      |          |
| 257602                    | Supplies - Pri Wire              |       | 12/10/2024 | APA002403        | 12/10/2024                   |                              | 96.00       | 0.00     | 8.54   | 0.00     | 104.54               | 104.54   |
|                           | Supplies - Pri Wire              | 1.00  | 96.00      | 104.54           | 500-548-68-31-00             | Operating Supplies - General |             | 104.54   |        |          |                      |          |
| 257606                    | Shop Supplies                    |       | 12/10/2024 | APA002403        | 12/10/2024                   |                              | 12.59       | 0.00     | 1.12   | 0.00     | 13.71                | 13.71    |
|                           | Shop Supplies                    | 1.00  | 12.59      | 13.71            | 500-548-68-31-00             | Operating Supplies - General |             | 13.71    |        |          |                      |          |
| 257687                    | Supplies - Circut Breaker        |       | 12/10/2024 | APA002403        | 12/10/2024                   |                              | 6.28        | 0.00     | 0.56   | 0.00     | 6.84                 | 6.84     |
|                           | Supplies - Circut Breaker        | 1.00  | 6.28       | 6.84             | 500-548-68-31-00             | Operating Supplies - General |             | 6.84     |        |          |                      |          |
| 258597                    | Supplies - Switch                |       | 12/10/2024 | APA002403        | 12/10/2024                   |                              | 5.99        | 0.00     | 0.53   | 0.00     | 6.52                 | 6.52     |
|                           | Supplies - Switch                | 1.00  | 5.99       | 6.52             | 500-548-68-31-00             | Operating Supplies - General |             | 6.52     |        |          |                      |          |
| 260297                    | Supplies                         |       | 12/10/2024 | APA002403        | 12/10/2024                   |                              | 342.80      | 0.00     | 30.51  | 0.00     | 373.31               | 373.31   |
|                           | Supplies                         | 1.00  | 342.80     | 373.31           | 500-548-68-31-00             | Operating Supplies - General |             | 373.31   |        |          |                      |          |
| 260525 - C.M.             | Credit Memo for Core Return      |       | 12/10/2024 | APA002403        | 12/10/2024                   |                              | -39.20      | 0.00     | 0.00   | 0.00     | -39.20               | -39.20   |
|                           | Credit Memo for Core R           | -1.00 | 39.20      | -39.20           | 500-548-68-31-00             | Operating Supplies - General |             | -39.20   |        |          |                      |          |
| 261742                    | Shop Supplies - Air Filters      |       | 12/24/2024 | APA002460        | 12/24/2024                   |                              | 93.36       | 0.00     | 8.31   | 0.00     | 101.67               | 101.67   |
|                           | Shop Supplies - Air Filter       | 1.00  | 93.36      | 101.67           | 500-548-68-31-00             | Operating Supplies - General |             | 101.67   |        |          |                      |          |
| 261743                    | Shop Supplies - Air Filters      |       | 12/24/2024 | APA002460        | 12/24/2024                   |                              | 116.07      | 0.00     | 10.33  | 0.00     | 126.40               | 126.40   |
|                           | Shop Supplies - Air Filter       | 1.00  | 116.07     | 126.40           | 500-548-68-31-00             | Operating Supplies - General |             | 126.40   |        |          |                      |          |
| 262395                    | Battery for UT306                |       | 12/24/2024 | APA002460        | 12/24/2024                   |                              | 153.40      | 0.00     | 13.65  | 0.00     | 167.05               | 167.05   |
|                           | Battery for UT306                | 1.00  | 153.40     | 167.05           | 500-548-68-31-00             | Operating Supplies - General |             | 167.05   |        |          |                      |          |
| 262997                    | Wiper Blades for 411 & 407       |       | 12/24/2024 | APA002460        | 12/24/2024                   |                              | 61.92       | 0.00     | 5.51   | 0.00     | 67.43                | 67.43    |
|                           | Wiper Blades for 411             | 2.00  | 15.48      | 33.72            | 500-548-68-31-00             | Operating Supplies - General |             | 33.72    |        |          |                      |          |
|                           | Wiper Blades for 407             | 2.00  | 15.48      | 33.71            | 500-548-68-31-00             | Operating Supplies - General |             | 33.71    |        |          |                      |          |
| 263140                    | Air Filter for 102               |       | 12/24/2024 | APA002460        | 12/24/2024                   |                              | 14.49       | 0.00     | 0.00   | 0.00     | 14.49                | 14.49    |
|                           | Air Filter for 102               | 1.00  | 14.49      | 14.49            | 500-548-68-31-00             | Operating Supplies - General |             | 14.49    |        |          |                      |          |
| 263533                    | Shop Supplies - Fuse             |       | 12/31/2024 | APA002566        | 12/31/2024                   |                              | 1.86        | 0.00     | 0.17   | 0.00     | 2.03                 | 2.03     |
|                           | Shop Supplies - Fuse             | 1.00  | 1.86       | 2.03             | 500-548-68-31-00             | Operating Supplies - General |             | 2.03     |        |          |                      |          |

Vendor History Report

|                         |                                              |       |            |                |                  |                                     |             |          |        | Posting Date Range - |                   |
|-------------------------|----------------------------------------------|-------|------------|----------------|------------------|-------------------------------------|-------------|----------|--------|----------------------|-------------------|
| Payable Number          | Description                                  |       | Post Date  | 1099           | Payment Number   | Payment Date                        | Amount      | Shipping | Tax    | Discount             |                   |
| Item Description        | Units                                        | Price | Amount     | Account Number | Account Name     |                                     | Dist Amount |          |        |                      | Net Payment       |
| 263586                  | Shop Supplies - Fuse                         |       | 12/31/2024 |                | APA002566        | 12/31/2024                          | 7.18        | 0.00     | 0.64   | 0.00                 | 7.82 7.82         |
|                         | Shop Supplies - Fuse                         | 1.00  | 7.18       | 7.82           | 500-548-68-31-00 | Operating Supplies - General        |             | 7.82     |        |                      |                   |
| 263669                  | Shop Supplies - Wires                        |       | 12/31/2024 |                | APA002566        | 12/31/2024                          | 139.74      | 0.00     | 12.44  | 0.00                 | 152.18 152.18     |
|                         | Shop Supplies - Wires                        | 1.00  | 139.74     | 152.18         | 500-548-68-31-00 | Operating Supplies - General        |             | 152.18   |        |                      |                   |
| 263690                  | Shop Supplies - Tubing                       |       | 12/31/2024 |                | APA002566        | 12/31/2024                          | 26.72       | 0.00     | 2.38   | 0.00                 | 29.10 29.10       |
|                         | Shop Supplies - Tubing                       | 1.00  | 26.72      | 29.10          | 500-548-68-31-00 | Operating Supplies - General        |             | 29.10    |        |                      |                   |
| 263717                  | Supplies for Vehicle E3061                   |       | 12/31/2024 |                | APA002566        | 12/31/2024                          | 11.84       | 0.00     | 1.05   | 0.00                 | 12.89 12.89       |
|                         | Supplies for Vehicle E30                     | 1.00  | 11.84      | 12.89          | 500-548-68-31-00 | Operating Supplies - General        |             | 12.89    |        |                      |                   |
| 218 - Quill Corporation |                                              |       |            |                |                  |                                     | 1,867.75    | 12.75    | 159.48 | 0.00                 | 2,039.98 2,039.98 |
| 112853664               | Office Supplies - PD                         |       | 12/10/2024 |                | DFT0002698       | 12/10/2024                          | 132.12      | 0.00     | 5.62   | 0.00                 | 137.74 137.74     |
|                         | Office Supplies - PD                         | 1.00  | 132.12     | 137.74         | 001-521-10-31-01 | Office Supplies - Administration    |             | 13.77    |        |                      |                   |
|                         |                                              |       |            |                | 001-521-19-31-01 | Office Supplies - Support Services  |             | 27.55    |        |                      |                   |
|                         |                                              |       |            |                | 001-521-21-31-01 | Office Supplies - Investigation     |             | 13.77    |        |                      |                   |
|                         |                                              |       |            |                | 001-521-22-31-01 | Office Supplies - Patrol            |             | 51.66    |        |                      |                   |
|                         |                                              |       |            |                | 001-521-70-31-01 | Office Supplies - Traffic           |             | 17.22    |        |                      |                   |
|                         |                                              |       |            |                | 001-554-30-31-01 | Office Supplies - Special Enforceme |             | 13.77    |        |                      |                   |
| 401690185               | Office Supplies - CD                         |       | 12/24/2024 |                | DFT0002727       | 12/24/2024                          | 27.99       | 0.00     | 2.46   | 0.00                 | 30.45 30.45       |
|                         | Office Supplies - CD                         | 1.00  | 27.99      | 30.45          | 001-524-20-31-01 | Office Supplies - Bldg. Inspection  |             | 11.59    |        |                      |                   |
|                         |                                              |       |            |                | 001-558-60-31-01 | Office Supplies - Planning          |             | 12.48    |        |                      |                   |
|                         |                                              |       |            |                | 100-543-10-31-01 | Office Supplies - Administration    |             | 0.61     |        |                      |                   |
|                         |                                              |       |            |                | 400-534-10-31-01 | Office Supplies - Administration    |             | 3.04     |        |                      |                   |
|                         |                                              |       |            |                | 401-535-10-31-01 | Office Supplies - Administration    |             | 2.13     |        |                      |                   |
|                         |                                              |       |            |                | 402-531-10-31-01 | Office Supplies - Stormwater Admi   |             | 0.30     |        |                      |                   |
|                         |                                              |       |            |                | 500-548-70-31-01 | Office Supplies - ER&R Administra   |             | 0.30     |        |                      |                   |
| 41579493                | Office Supplies - PD                         |       | 12/10/2024 |                | DFT0002698       | 12/10/2024                          | 53.98       | 0.00     | 4.75   | 0.00                 | 58.73 58.73       |
|                         | Office Supplies - PD                         | 1.00  | 53.98      | 58.73          | 001-521-10-31-01 | Office Supplies - Administration    |             | 5.87     |        |                      |                   |
|                         |                                              |       |            |                | 001-521-19-31-01 | Office Supplies - Support Services  |             | 11.75    |        |                      |                   |
|                         |                                              |       |            |                | 001-521-21-31-01 | Office Supplies - Investigation     |             | 5.87     |        |                      |                   |
|                         |                                              |       |            |                | 001-521-22-31-01 | Office Supplies - Patrol            |             | 22.02    |        |                      |                   |
|                         |                                              |       |            |                | 001-521-70-31-01 | Office Supplies - Traffic           |             | 7.35     |        |                      |                   |
|                         |                                              |       |            |                | 001-554-30-31-01 | Office Supplies - Special Enforceme |             | 5.87     |        |                      |                   |
| 41747079                | Office Supplies - CH General - Printer Paper |       | 12/24/2024 |                | DFT0002727       | 12/24/2024                          | 194.95      | 0.00     | 17.16  | 0.00                 | 212.11 212.11     |

## Vendor History Report

Posting Date Range -

| Payable Number                        | Description                                  |        | Post Date  | 1099             | Payment Number                       | Payment Date | Amount | Shipping | Tax  | Discount | Net    | Payment |
|---------------------------------------|----------------------------------------------|--------|------------|------------------|--------------------------------------|--------------|--------|----------|------|----------|--------|---------|
| Item Description                      | Units                                        | Price  | Amount     | Account Number   | Account Name                         | Dist Amount  |        |          |      |          |        |         |
| Office Supplies - CH Gen              | 5.00                                         | 38.99  | 212.11     | 001-513-10-31-01 | Office Supplies - Executive          | 27.89        |        |          |      |          |        |         |
|                                       |                                              |        |            | 001-514-23-31-01 | Office Supplies - Budgeting, Accour  | 37.44        |        |          |      |          |        |         |
|                                       |                                              |        |            | 001-514-30-31-01 | Office Supplies - Records            | 11.99        |        |          |      |          |        |         |
|                                       |                                              |        |            | 001-518-10-31-01 | Office Supplies - HR Administration  | 24.07        |        |          |      |          |        |         |
|                                       |                                              |        |            | 100-543-10-31-01 | Office Supplies - Administration     | 2.12         |        |          |      |          |        |         |
|                                       |                                              |        |            | 400-534-10-31-01 | Office Supplies - Administration     | 10.29        |        |          |      |          |        |         |
|                                       |                                              |        |            | 400-534-27-31-01 | Water Utilities - Office Supplies    | 41.68        |        |          |      |          |        |         |
|                                       |                                              |        |            | 401-535-10-31-01 | Office Supplies - Administration     | 7.85         |        |          |      |          |        |         |
|                                       |                                              |        |            | 401-535-27-31-01 | Sewer Utilities - Office Supplies    | 46.66        |        |          |      |          |        |         |
|                                       |                                              |        |            | 402-531-27-31-01 | Stormwater Utilities - Office Suppli | 2.12         |        |          |      |          |        |         |
| 41823316                              | Finance Director Printer Toner               |        | 12/24/2024 | DFT0002727       | 12/24/2024                           | 93.00        | 0.00   | 8.18     | 0.00 |          | 101.18 | 101.18  |
| Finance Director Printer              | 1.00                                         | 93.00  | 101.18     | 001-514-23-31-01 | Office Supplies - Budgeting, Accour  | 28.33        |        |          |      |          |        |         |
|                                       |                                              |        |            | 400-534-27-31-01 | Water Utilities - Office Supplies    | 27.32        |        |          |      |          |        |         |
|                                       |                                              |        |            | 401-535-27-31-01 | Sewer Utilities - Office Supplies    | 28.33        |        |          |      |          |        |         |
|                                       |                                              |        |            | 402-531-27-31-01 | Stormwater Utilities - Office Suppli | 14.17        |        |          |      |          |        |         |
|                                       |                                              |        |            | 440-522-27-31-01 | Ambulance Utilities - Office Supplie | 3.03         |        |          |      |          |        |         |
| 41858735                              | Office Supplies - PD                         |        | 12/24/2024 | DFT0002727       | 12/24/2024                           | 139.98       | 0.00   | 12.32    | 0.00 |          | 152.30 | 152.30  |
| Office Supplies - PD                  | 2.00                                         | 69.99  | 152.30     | 001-521-10-31-01 | Office Supplies - Administration     | 15.23        |        |          |      |          |        |         |
|                                       |                                              |        |            | 001-521-19-31-01 | Office Supplies - Support Services   | 30.46        |        |          |      |          |        |         |
|                                       |                                              |        |            | 001-521-21-31-01 | Office Supplies - Investigation      | 15.23        |        |          |      |          |        |         |
|                                       |                                              |        |            | 001-521-22-31-01 | Office Supplies - Patrol             | 57.11        |        |          |      |          |        |         |
|                                       |                                              |        |            | 001-521-70-31-01 | Office Supplies - Traffic            | 19.04        |        |          |      |          |        |         |
|                                       |                                              |        |            | 001-554-30-31-01 | Office Supplies - Special Enforceme  | 15.23        |        |          |      |          |        |         |
| 41896194                              | Toner for AP/ UB                             |        | 12/24/2024 | DFT0002727       | 12/24/2024                           | 383.97       | 0.00   | 33.79    | 0.00 |          | 417.76 | 417.76  |
| UB Printer Toner                      | 2.00                                         | 127.99 | 278.51     | 400-534-27-31-01 | Water Utilities - Office Supplies    | 94.69        |        |          |      |          |        |         |
|                                       |                                              |        |            | 401-535-27-31-01 | Sewer Utilities - Office Supplies    | 114.19       |        |          |      |          |        |         |
|                                       |                                              |        |            | 402-531-27-31-01 | Stormwater Utilities - Office Suppli | 58.49        |        |          |      |          |        |         |
|                                       |                                              |        |            | 440-522-27-31-01 | Ambulance Utilities - Office Supplie | 11.14        |        |          |      |          |        |         |
| AP Printer Toner                      | 1.00                                         | 127.99 | 139.25     | 001-514-23-31-01 | Office Supplies - Budgeting, Accour  | 77.98        |        |          |      |          |        |         |
|                                       |                                              |        |            | 400-534-27-31-01 | Water Utilities - Office Supplies    | 27.85        |        |          |      |          |        |         |
|                                       |                                              |        |            | 401-535-27-31-01 | Sewer Utilities - Office Supplies    | 20.89        |        |          |      |          |        |         |
|                                       |                                              |        |            | 402-531-27-31-01 | Stormwater Utilities - Office Suppli | 11.14        |        |          |      |          |        |         |
|                                       |                                              |        |            | 440-522-27-31-01 | Ambulance Utilities - Office Supplie | 1.39         |        |          |      |          |        |         |
| 42059444                              | Office Supplies - AP - Filing Cabinet        |        | 12/31/2024 | DFT0002799       | 12/31/2024                           | 431.50       | 12.75  | 39.09    | 0.00 |          | 483.34 | 483.34  |
| Office Supplies - AP - Filing Cabinet | 1.00                                         | 431.50 | 483.34     | 001-514-23-31-01 | Office Supplies - Budgeting, Accour  | 270.67       |        |          |      |          |        |         |
|                                       |                                              |        |            | 400-534-27-31-01 | Water Utilities - Office Supplies    | 96.67        |        |          |      |          |        |         |
|                                       |                                              |        |            | 401-535-27-31-01 | Sewer Utilities - Office Supplies    | 72.50        |        |          |      |          |        |         |
|                                       |                                              |        |            | 402-531-27-31-01 | Stormwater Utilities - Office Suppli | 38.67        |        |          |      |          |        |         |
|                                       |                                              |        |            | 440-522-27-31-01 | Ambulance Utilities - Office Supplie | 4.83         |        |          |      |          |        |         |
| 42148765                              | FN Office Supplies - Deputy Finance Director |        | 12/31/2024 | DFT0002802       | 12/31/2024                           | 48.58        | 0.00   | 4.28     | 0.00 |          | 52.86  | 52.86   |



Vendor History Report

Posting Date Range -

| Payable Number             | Description                             |        | Post Date  | 1099             | Payment Number                       | Payment Date               | Amount    | Shipping | Tax      | Discount | Net       | Payment   |
|----------------------------|-----------------------------------------|--------|------------|------------------|--------------------------------------|----------------------------|-----------|----------|----------|----------|-----------|-----------|
| Item Description           | Units                                   | Price  | Amount     | Account Number   | Account Name                         | Dist Amount                |           |          |          |          |           |           |
| FN Office Supplies - Dep   | 1.00                                    | 48.58  | 52.86      | 001-514-23-31-01 | Office Supplies - Budgeting, Accour  | 14.80                      |           |          |          |          |           |           |
|                            |                                         |        |            | 400-534-27-31-01 | Water Utilities - Office Supplies    | 14.27                      |           |          |          |          |           |           |
|                            |                                         |        |            | 401-535-27-31-01 | Sewer Utilities - Office Supplies    | 14.80                      |           |          |          |          |           |           |
|                            |                                         |        |            | 402-531-27-31-01 | Stormwater Utilities - Office Suppli | 7.40                       |           |          |          |          |           |           |
|                            |                                         |        |            | 440-522-27-31-01 | Ambulance Utilities - Office Supplie | 1.59                       |           |          |          |          |           |           |
| 42151058                   | Supplies - City Clerk - Gold Foil Paper |        | 12/31/2024 | DFT0002799       | 12/31/2024                           | 79.96                      | 0.00      | 7.04     | 0.00     |          | 87.00     | 87.00     |
| Office Supplies - City Cle | 4.00                                    | 19.99  | 87.00      | 001-514-30-31-01 | Office Supplies - Records            | 29.58                      |           |          |          |          |           |           |
|                            |                                         |        |            | 100-543-10-31-01 | Office Supplies - Administration     | 16.53                      |           |          |          |          |           |           |
|                            |                                         |        |            | 400-534-27-31-01 | Water Utilities - Office Supplies    | 13.05                      |           |          |          |          |           |           |
|                            |                                         |        |            | 401-535-27-31-01 | Sewer Utilities - Office Supplies    | 12.18                      |           |          |          |          |           |           |
|                            |                                         |        |            | 402-531-27-31-01 | Stormwater Utilities - Office Suppli | 11.31                      |           |          |          |          |           |           |
| 88496714                   | Office Supplies - PD                    |        | 12/10/2024 | DFT0002698       | 12/10/2024                           | 281.72                     | 0.00      | 24.79    | 0.00     |          | 306.51    | 306.51    |
|                            |                                         |        |            |                  | Office Supplies - Administration     | 30.65                      |           |          |          |          |           |           |
|                            |                                         |        |            |                  | Office Supplies - Support Services   | 61.30                      |           |          |          |          |           |           |
|                            |                                         |        |            |                  | Office Supplies - Investigation      | 30.66                      |           |          |          |          |           |           |
|                            |                                         |        |            |                  | Office Supplies - Patrol             | 114.94                     |           |          |          |          |           |           |
| Office Supplies - PD       | 1.00                                    | 281.72 | 306.51     | 001-521-70-31-01 | Office Supplies - Traffic            | 38.31                      |           |          |          |          |           |           |
|                            |                                         |        |            | 001-554-30-31-01 | Office Supplies - Special Enforceme  | 30.65                      |           |          |          |          |           |           |
|                            |                                         |        |            |                  |                                      |                            |           |          |          |          |           |           |
| Vendors: (5)               |                                         |        |            |                  |                                      | Total 01 - Vendor Set 01:  | 24,724.50 | 131.32   | 1,383.66 | 0.00     | 26,239.48 | 26,121.66 |
|                            |                                         |        |            |                  |                                      | Vendors: (5) Report Total: | 24,724.50 | 131.32   | 1,383.66 | 0.00     | 26,239.48 | 26,121.66 |





# Mayor Norma L. Hernández

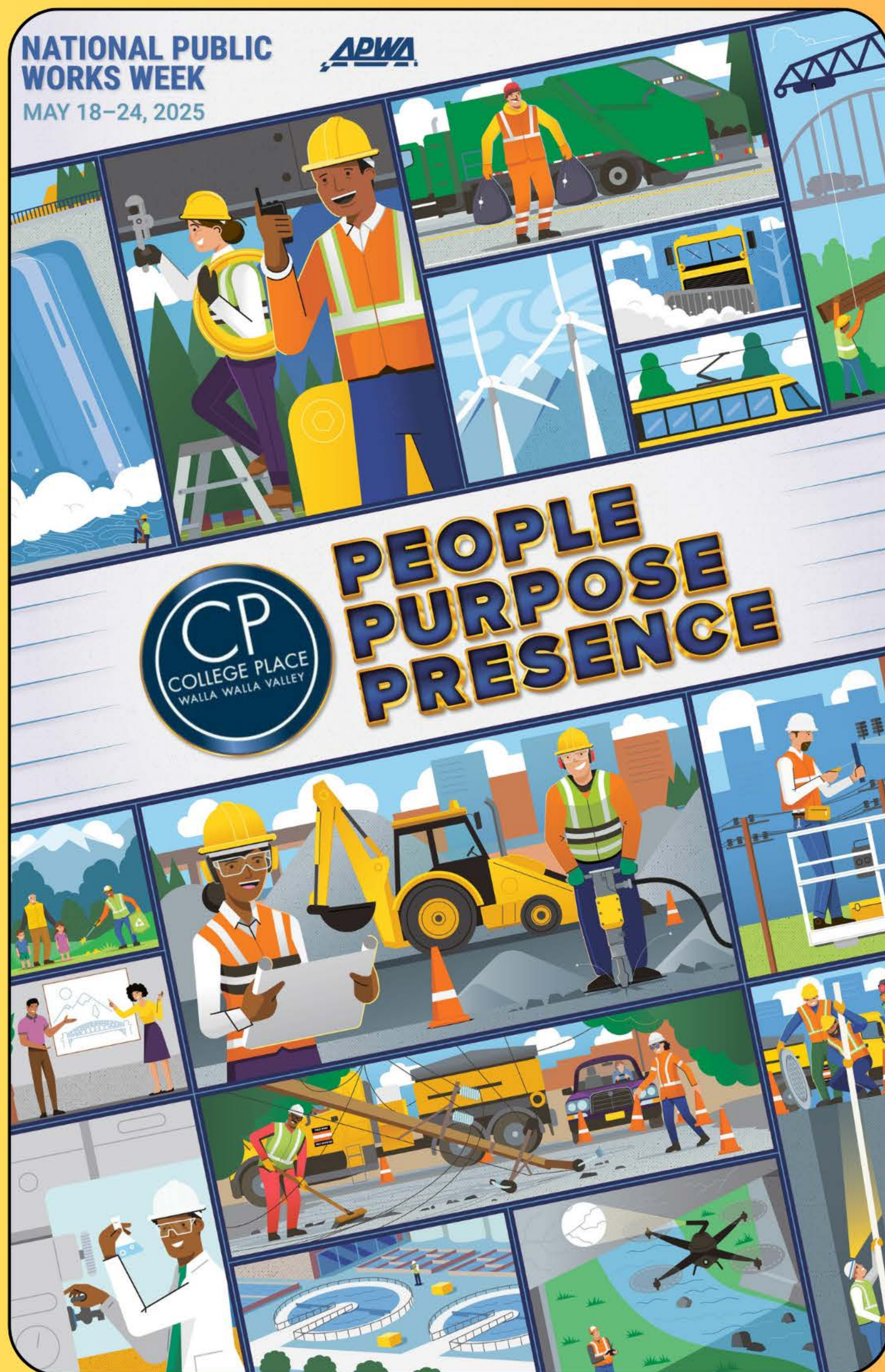
# May 18-24, 2025

# WORKS

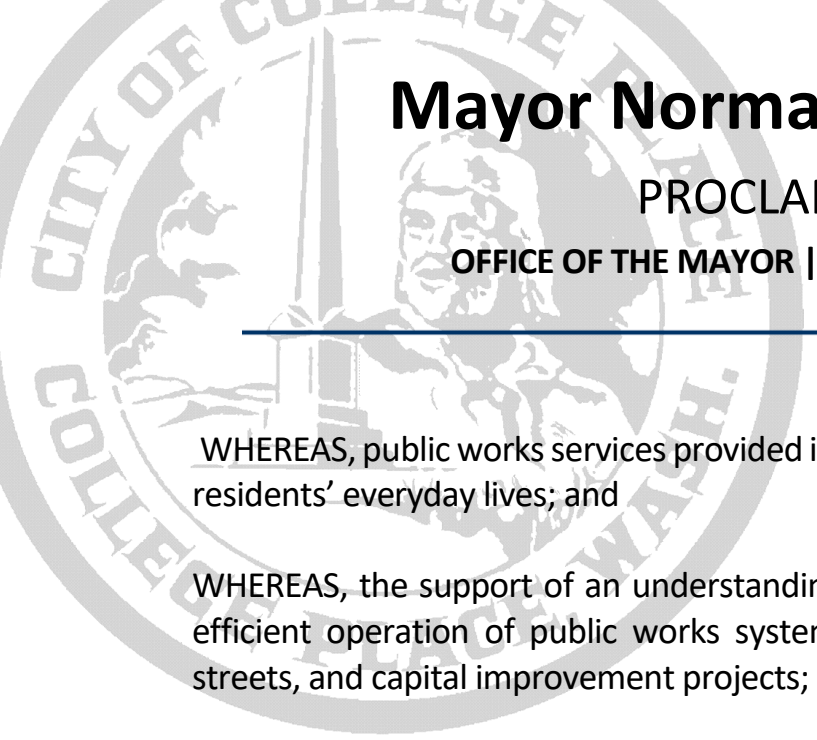


## Sink Hole Repair      Leaf Pick Up

Street Maintenance   Graffiti Removal







# Mayor Norma L. Hernández

## PROCLAMATION

OFFICE OF THE MAYOR | CITY OF COLLEGE PLACE

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WHEREAS, public works services provided in our community are an integral part of our residents' everyday lives; and

WHEREAS, the support of an understanding and informed community is vital to the efficient operation of public works systems and programs such as water, sewers, streets, and capital improvement projects; and

WHEREAS, the health, safety, and comfort of this community greatly depend on these facilities and services; and

WHEREAS, the quality and effectiveness of these facilities are vitally dependent upon the efforts and skill of public works officials; and

NOW, THEREFORE, I, Norma L. Hernandez, Mayor of the City of College Place do hereby proclaim May 18- 24, 2025 as:

### *National Public Works Week*

in the City of College Place and call upon all residents to recognize Public Works officials' contributions to our health, safety, and comfort every day.

Dated this 13<sup>th</sup> Day of May, 2025.

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Norma L. Hernández, Mayor



**National Public Works Week**  
**May 18–24, 2025**

A circular collage of five icons on a yellow background. The icons are: a blue circle with a yellow lightning bolt, an orange circle with a yellow flame, a green circle with a black faucet and a blue water drop, a purple circle with a white house silhouette, and a white circle with a black electrical plug.







J-U-B Contract Amendment (REV 5/22)



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

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

**PROJECT NAME:** 8<sup>th</sup> Street Sidewalk – SE Birch to SE Larch

**CLIENT:** City of College Place

**J-U-B PROJECT NUMBER:** 07-24-058-300

**ATTACHMENT TO:**

☒ **AUTHORIZATION FOR CONTRACT AMENDMENT #2; DATED: 4/30/2025**

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

**PART 1 - PROJECT UNDERSTANDING**

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

The tasks outline in this scope of work are in addition to the scope of work as defined in the TIB Task Order for SE 8<sup>th</sup> Street Sidewalks – SE Birch Ave to SE Larch Ave and Amendment No. 1 which provided Public Involvement and Right-of-Way for the south side of SE 8<sup>th</sup> Street. The additional scope for this Amendment No. 2 will provide an additional survey, road widening design and plan development for the north side of SE 8<sup>th</sup> Street from SE Elm Ave to SE Larch Ave. **This Amendment No. 2 is not eligible for TIB reimbursement and separate invoices will be prepared.**

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

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

**A. Task 1 - Project Management**

1. For this task, J-U-B will:
  - a. Set up accounting and separate invoices for this Amendment that is outside of the scope of the TIB grant.
  - b. Manage project schedule and communication with the City.

**B. Task 2 - QC Reviews**

1. Conduct internal reviews at appropriate phases for quality control and assurance.
  - a. 60% Design
  - b. 90% Design
  - c. Final Plans, Specifications, and Estimate (PS&E)

**C. Task 3 - Surveying**

1. Surveying will supplement the work previously provided for the project on the south side of SE 8<sup>th</sup> St by filling in the gap of the north side of SE 8<sup>th</sup> St. from SE Elm Ave to Larch Ave. including:
  - a. Utility Locates
  - b. Topographic Survey
  - c. Data Processing
  - d. Base Map update

**D. Task 4 – Preliminary Design**

1. Roadway Section
  - a. Develop the concept typical section to provide street widening and sidewalk with the existing right of way.
2. Evaluating Vertical Profile
  - a. The horizontal alignment of SE 8<sup>th</sup> St. was previously established for the TIB Sidewalk Project on the south side. This project will use the same engineering stationing and established control. The vertical profile will largely be limited by the existing grade. CONSULTANT will evaluate the profile and identify low points that minor grade changes could reduce ponding. Same as the TIB design on the south side, drainage improvements such as new catch basins, manholes and piping is not included in this project.
3. ADA Design
  - a. A preliminary layout of the ADA ramps will be provided in the 60% design submittal. The final design will include detailed information including elevations and grades.
4. Utility Coordination
  - a. CONSULTANT will coordinate with utility companies on existing locations and potential impacts from the design and relocation needs. Site visits with utility companies are anticipated.
5. Opinion of Probable Costs
  - a. CONSULTANT will compile preliminary quantities and develop estimated construction costs. WSDOT unit bid analysis and available local agency bid tabulations will be used for values of unit costs.
6. Deliverables
  - a. 60% submittal will include the geometric layouts and linework depicting the design components but will not include detailed callouts. The 60% submittal will not include specifications. The 60% submittal will include a detailed Opinion of Probable Costs with contingency.
7. Assumptions:
  - a. No Geotechnical investigation will be provided
  - b. No additional right of way or easements are required.
  - c. Illumination is not included
  - d. Landscaping is not included
  - e. No water or sewer line design is included.
  - f. No storm drainage design improvements are anticipated.
  - g. Environmental Documentation and Permitting will be combined with the TIB project limits under the SEPA checklist guidelines.

**E. Task 5 – Final Design – 90% Submittal**

1. Update the design per city 60% review comments
2. Refine ADA pedestrian ramps at intersections. Two ramps per corner will be used for ADA compliance and meeting the current City of College Place standard details, including truncated domes.
3. Update project quantities for preparing an Opinion of Probable Cost
4. CONSULTANT shall draft special provisions and outline standard WSDOT/APWA General Special Provisions.
5. Coordination with existing utilities on impacts and relocations.
6. Deliverables:
  - a. 90% Design Submittal consisting of a complete set of plans, draft special provisions and updated opinion of probable costs.

**F. Task 6 – Final PS&E**

1. Incorporate City's final comments from 90% Design Submittal.
2. Develop front end documents and compile bid ready set.

3. Deliverables:
  - a. Bid Ready Plans and Specifications
4. Assumption:
  - a. This design is separate from the TIB Sidewalk Improvements project and will be bid as a separate project.
  - b. Construction administration is not included in this scope.

### **PART 3 - CLIENT-PROVIDED WORK AND ADDITIONAL SERVICES**

- A. **CLIENT-Provided Work** - CLIENT is responsible for completing, or authorizing others to complete, all tasks not specifically included above in PART 2 that may be required for the project including, but not limited to:
  1. No change from previous scope.
- B. **Additional Services** - CLIENT reserves the right to add future tasks for subsequent phases or related work to the scope of services upon mutual agreement of scope, additional fees, and schedule. These future tasks, to be added by amendment at a later date as Additional Services, may include:
  1. Bidding and Construction Phase Services

### **PART 4 - BASIS OF FEE AND SCHEDULE OF SERVICES**

- A. CLIENT shall pay J-U-B for the identified Services in PART 2 as follows:
  1. For Time and Materials fees:
    - a. For all services performed on the project, Client shall pay J-U-B an amount equal to the cumulative hours charged to the Project by each class of J-U-B's personnel times J-U-B's standard billing rates.
    - b. Client shall pay J-U-B for J-U-B's Consultants' charges times a multiplier of 1.1.
  2. J-U-B may alter the distribution of compensation between individual tasks to be consistent with services actually rendered while not exceeding the total project amount.
- B. **Period of Services**
  1. If the planned period of service for the Tasks identified above extends more than one year, J-U-B's billing rates and/or fees for remaining Tasks may be increased to account for direct labor cost, rate table adjustments, or other inflationary increases. If that occurs, an adjustment to the billing rates and/or Fee will be computed based on the remaining scope amount times the specific rate increase.
  2. If the period of service for the Tasks identified above is extended beyond 6 months or if the Project has stop/start iterations, the compensation amount for J-U-B's services may be appropriately adjusted to account for salary adjustments, extended duration of project management and administrative services, and/or costs related to stop/start cycles including necessary monitoring and communication efforts during inactive periods.
- C. CLIENT acknowledges that J-U-B's schedule commitments outlined in Part 4 are subject to the standard of care and J-U-B will not be responsible for delays beyond our direct control.
- D. The following table summarizes the fees and anticipated schedule for the services identified in PART 2.



| Task Number   | Task Name                | Fee Type                                    | Amount          |
|---------------|--------------------------|---------------------------------------------|-----------------|
| 1             | Project Management       | Time and Materials (Estimated Amount Shown) | \$6,200         |
| 2             | QC Reviews               | Time and Materials (Estimated Amount Shown) | \$5,400         |
| 3             | Surveying                | Time and Materials (Estimated Amount Shown) | \$2,900         |
| 4             | Preliminary Design – 60% | Time and Materials (Estimated Amount Shown) | \$9,900         |
| 5             | Final Design – 90%       | Time and Materials (Estimated Amount Shown) | \$11,400        |
| 6             | Final PS&E Bid Ready     | Time and Materials (Estimated Amount Shown) | \$4,900         |
| 7             | Reimbursable Expenses    | Time and Materials (Estimated Amount Shown) | \$800           |
| <b>Total:</b> |                          |                                             | <b>\$41,500</b> |

E. Electronic deliverables provided to the CLIENT as part of the work described within this Attachment are subject to the provisions of J-U-B's "electronic document/data limited license" found at edocs.jub.com.

**Exhibit(s):**

CommonStreet Proposal

---

*For internal J-U-B use only:*

PROJECT LOCATION (STATE): Washington

TYPE OF WORK: City

R&D: No

GROUP: Transportation

PROJECT DESCRIPTION(S):

1. Highway/Interstate/Roadway (H07)
2. Traffic/Transportation (T03)

City of College Place

# **Parks, Open Space, and Recreation Plan**



April 2025



# Acknowledgments

This Plan reflects the values and future vision of the people of College Place. We appreciate the guidance and involvement of the College Place City Council, Parks, Arbor, and Recreation Board, project management team, and City staff.

We also want to thank the residents who participated in the planning process by completing the online survey, providing feedback at the College Place Farmers and Artisan Market, or contacting the City directly by email or telephone. Your involvement in the planning process has created a stronger, more complete vision for the future of the City of College Place Parks, Open Space, and Recreation Plan. Thank you for your time and support.

## Mayor

- ≡ Norma Hernández

## City Council

- ≡ Paul Jessup
- ≡ Michael Cleveland
- ≡ Tito Espinoza
- ≡ Loren Peterson
- ≡ Melodie Williams
- ≡ Heather Schermann
- ≡ Monica Boyle

## City Staff

- ≡ Mike Rizzitiello,  
*City Administrator*
- ≡ Jon Rickard,  
*Community Development Director*

## Consultants



## Parks, Arbor, and Recreation Board

- ≡ James Fry
- ≡ Lafe Bissell
- ≡ Jenna Bicknell
- ≡ Jordan Green
- ≡ Norman Thiel
- ≡ Jim Dumont, *Ex Officio*









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A large, lush green lawn with several mature trees and a house in the background. The trees are tall and leafy, casting shadows on the grass. The house is a single-story building with a grey roof and white trim. The sky is clear and blue.

# Chapter

# 1

## INTRODUCTION





# Introduction

The City of College Place Parks, Recreation, and Open Space Plan (Parks Plan) was developed under the Washington State Growth Management Act (GMA) provisions and is consistent with the Washington State Recreation and Conservation Office (RCO) requirements for funding eligibility. The content has been determined by the nature, location, and size of existing parks, recreation, open space, and trail/bikeway facilities in the vicinity.

The City has a history of involving its citizens in park planning processes. Individuals and organizations in participation with the City have been responsible for acquiring and developing the community's park and recreation resources. This public/private involvement will continue to be an essential source of park and open space development within the City. This plan thoroughly updates the previous 2018 College Place Park and Open Space Plan as part of the 2026 Comprehensive Plan update cycle.

## Purpose

This plan guides the maintenance and improvement of College Place's natural areas, parks, trails, and related facilities to accommodate the needs of citizens and visitors better. An updated Parks Plan, developed with public input, is essential to obtain funding for park, trail, and open spaces in College Place. The plan also provides guidance for targeted and prioritized improvement projects.

Parks, trails, and open spaces provide many benefits to a community's physical and mental health. These places are aesthetically pleasing and offer space for family gatherings, community events, recreation, and solace. Due to the high value of parks, communities need to ensure that they are meeting the needs of their residents. A meaningful way to achieve this in the short and long term is to develop a parks, recreation, and open space plan. The plan sets priorities based on community input and population demands for the future and develops strategies for funding and implementing crucial projects. The plan is a road map to accomplish the goals and objectives that matter most to the community and facilitates the creation, expansion, and enhancement of new and existing facilities and amenities.

This Park Plan is divided into the following sections:

- Community Profile
- Goals and Objectives
- Community Engagement
- Classifications and Criteria
- Park Inventory
- Level of Service & Park Need
- Capital Improvement Plan

The goals, policies, and recommendations are intended to provide direction over a 20-year horizon, covering short- and long-term objectives to meet community needs.





# Chapter 2

## Community Profile





## Community Profile

The community profile for the City of College Place includes data summaries from the US Census Bureau for household size, population, income, industry, race and ethnicity, and employment by industry. Planning for the future is easier when a city can analyze changes and make projections based on demographic information collected over time. US Census Bureau data is used to understand the community's needs and to help plan for future park and recreation facility needs as the population changes and grows over time.

The U.S. Census Bureau (American Community Survey and Decennial Census) is the source for all data included in the community profile.

## Planning Area Description

College Place is situated in Walla Walla County in southeastern Washington, adjacent to the city of Walla Walla. The city covers approximately 3.4 square miles and features a mix of residential, commercial, and institutional uses.

### Physical Setting

The region is part of the larger Walla Walla Valley, known for its fertile soil and agricultural production. The terrain is relatively flat, while the nearby Blue Mountains to the east providing a scenic backdrop, offering stunning views and recreational opportunities.

College Place experiences a semi-arid climate characterized by hot, dry summers and cool, wet winters. Average summer temperatures can reach the high 80s°F, while winter temperatures typically range from the mid-20s°F to mid-40s°F. Precipitation (about 18 to 20 inches of rainfall annually) is concentrated between the fall and spring months, with occasional snowfall.

The area surrounding College Place includes a mix of agricultural land, vineyards, and rolling hills, contributing to the region's picturesque landscape. The nearby Walla Walla River adds to the natural beauty and is a vital water source for the community and surrounding agriculture.



## Area History

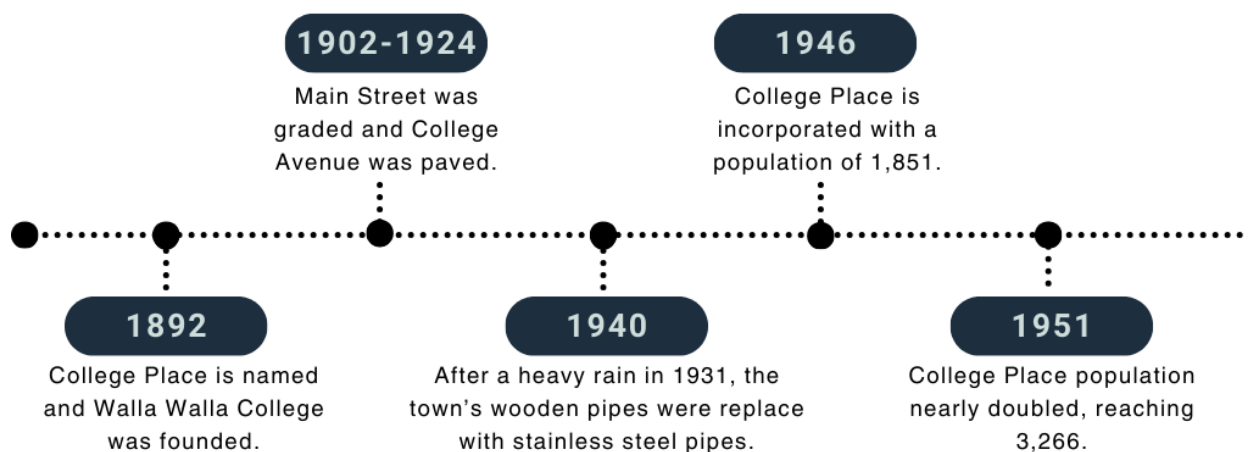
The area history is sourced from the previous plan and has been modified to include updated information between 2018 and 2025. College Place was named in 1892 when Seventh-day Adventists from Washington and Oregon founded Walla Walla College in the area. Much of the land platted around the college was occupied by Adventist families. Students throughout the northwest were recruited for the College, bringing many families to College Place. The increase in population brought additional growth in the form of a post office in 1892 and an increase in the need for employment. Many families wanted to live near the college and support their families with orchards and vegetable gardens; however, irrigated water was not easily sourced, presenting a challenge to early settlers in the area. Artesian wells were located, providing adequate water for farming, and College Place continued growing as the church sold land for agriculture.

While the College struggled financially in its early years, it continued to attract students to the area. As the area grew, improvements to the town center were made. In 1905, Main Street was graded, and by 1924, parts of College Avenue were paved, with thin gravel on the residential streets.

The Mill Creek dam collapsed in 1931 after a heavy rain, leaving many residents in waist-deep water. In 1940, the town's wooden pipes were replaced with stainless steel pipes.

The need for fire and water improvements led to pressure for the village to incorporate. After several fires in the area, it was made clear that the residents would benefit from enhancements to the outdated and inadequate fire equipment used by their volunteer firefighters. Residents also wanted additional police protection, street lights, traffic control, garbage, and sewer services. Others were concerned with taxes associated with incorporation, but the incorporation measure passed 193-145, and College Place was incorporated in 1946, with a population of 1,851.

Postwar veterans came to the area on the G.I. bill, allowing the area to continue to grow. Walla Walla was also expanding, bringing the two towns closer together. By 1951, the population of College Place had almost doubled, reaching 3,266. Trash collection was provided, a city hall and a firehouse were built on College Avenue, and a volunteer fire department was organized.



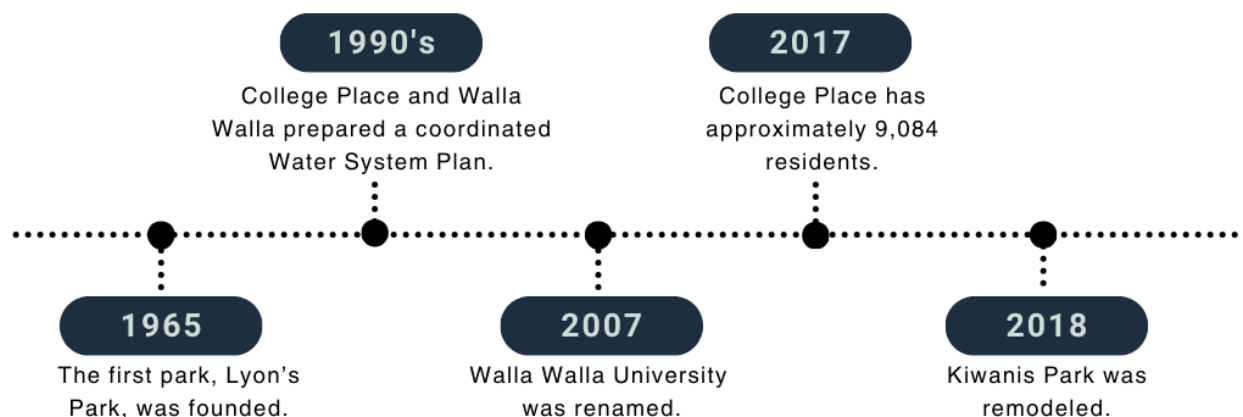
Since its incorporation and postwar growth, College Place has experienced measured growth as a residential community that revolves primarily around Walla Walla University. The first park, Lyons Park, was founded on land donated by Virgil Davin in 1965.



In 1975, the budget for curbing, grading, paving, and sidewalk construction was increased. By 1979, it was clear that there was an additional need for bus transportation for its rising population and senior citizen community. In the early 1980s, College Place tied into Walla Walla's water system to prevent the lowering of the aquifer. In the mid-90s, College Place and Walla Walla prepared a coordinated water-system plan, and it was determined that College Place had projected water supplies to meet needs through 2022.

Renamed in 2007 as Walla Walla University, the school registered nearly 2000 students in 2013. College Place is still known for its family-friendly, quiet and charming character, still largely shaped by the University. As of 2017, College Place has approximately 9,084 residents within the Walla Walla Valley. The City has a thriving downtown and a highway business district. Its population is projected to grow by 1,587 people to 10,671 by 2038.

After 2017, College Place parks became extensively used to support community events put on by the City. Lions Park is home to the Farmers Market that is held every Thursday throughout the Summer. Movies at the Park is an event typically held four times a summer at Lions and Kiwanis Parks. Based on a 2017 community survey, the majority of residents indicated the need for youth recreation programming. Since that time, the City has partnered with the United Way of the Blue Mountains to underwrite a summer camp program. Prior to the COVID pandemic, it was put on by Camp Fire, a youth development but has since been provided by the YMCA.





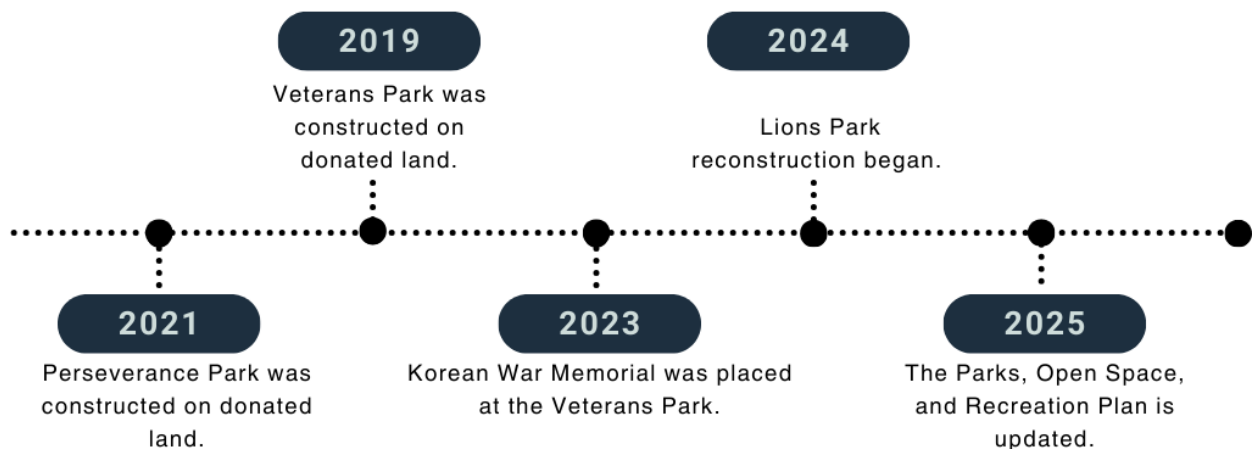
In 2018, the City completed a remodel of Kiwanis Park that included pickleball courts, basketball courts, restrooms, and replacing some irrigation. In 2018, the City and neighboring jurisdictions with the Walla Walla Metropolitan Planning Organization adopted the Blue Mountains Regional Trails Plan.



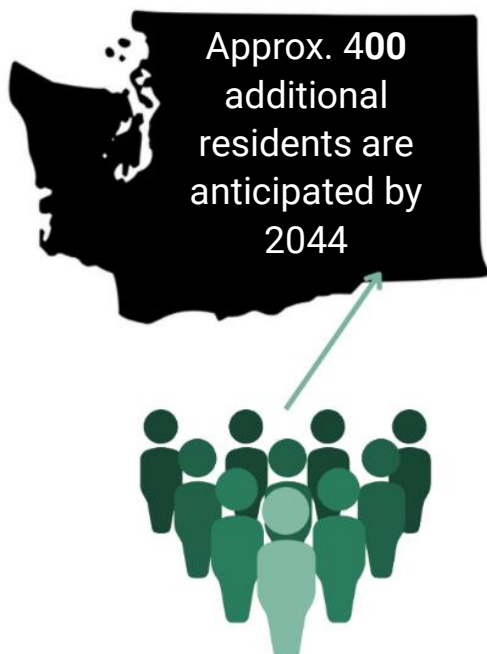
This was the first time a coordinated bike trails and walking paths plan was created/adopted by the greater Walla Walla Valley. The City of College Place accepted a parcel of land that was owned by Cascade Natural Gas, on which volunteers and city crews constructed Perseverance Park in 2021 at the southwest corner of 12<sup>th</sup> Street and Newgate Drive.



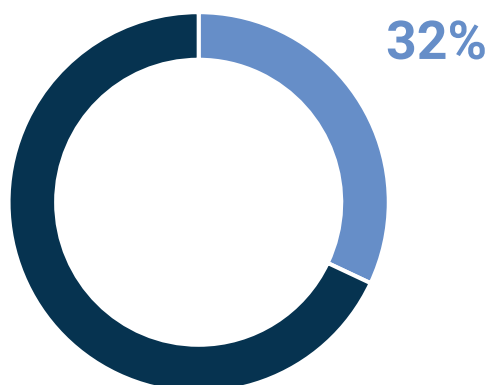
In 2019, the City also accepted a ca of one acre of park property and equipment in the Hayden Homes Homestead Subdivision located between Doan's and Homestead Avenues and south of 4<sup>th</sup> Street, which became Veterans Park. The local VFW group spearheaded fundraising to develop a Korean War Memorial on the site dedicated in 2023. The City also inherited one half-acre of parkland from the Autumn Meadows Homeowners Association on the west side of the Newgate & Falbo intersection. In 2024, College Place began reconstructing Lions Park. The update will include new amenities, from a splash pad and a playground to new restrooms and lighting. This is an ongoing renovation.



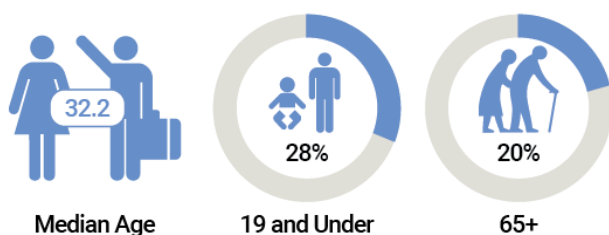
## Population



## Cultural Diversity



## Age



## Demographics

The 2024 population of College Place was 9,945 (Washington State Office of Financial Management (OFM) -2024 Estimate). This is a 9.48% increase from the 2018 Parks, Open Space, and Recreation Plan when the population was 9,084. Nearly 400 additional residents are anticipated by 2044, a growth rate of approximately four percent. This assumes a share of 15.4% of the County population for the City of College Place. Current OFM projections show College Place reaching a city-wide population of 10,340 in 2044.

The City of College Place has grown and become more culturally diverse. Approximately one-third (32%) of College Place residents identified as racial or ethnic minorities in the 2022 U.S. Census population estimates. This increased from the 2010 decennial census when racial and ethnic minorities accounted for approximately 14% of the population. Comparing this data to the state average of 36% of residents identifying as racial or ethnic minorities, College Place aligns with the state's cultural diversity.

## Age

The City of College Place population is slightly younger on average than the Washington State average. According to the U.S. Census 2022 American Community Survey, 6 percent of the local population is under the age of five, 28 percent are 19 and younger, and 20 percent are over 65. The median age is 32.2, compared to 38.2 statewide.

### Households

The total number of housing units for the City of College Place during the 2020 Decennial Census was 4,176. This is a 10.9 percent increase from 2010, when there were 3,766 total housing units. Of the total housing units, approximately 10 percent are vacant.

The average family size is 3.22 in College Place, compared to 3.04 statewide.

### Employment and Income

The City of College Place attracts employers from various sectors, with the largest concentrations in education, health care, and social assistance (37 percent). The next leading industry is retail trade (13 percent).

The City has an employment rate of 55.5 percent versus 61.1 percent statewide in 2023. The median household income in College Place is \$60,417 per year.

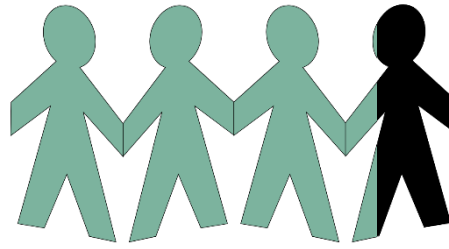
### Other Demographic Identifiers

Veterans make up 8.2% of the city's population, compared to the 7.5% at the state level.

In College Place, 16% of the population identifies as having a disability, which is higher than the state average of 14%. This highlights the importance of ensuring accessibility, inclusive services, and community support for all residents.

See **Appendix A** for more demographic information.

### Average Family Size



3.22 people per family

### Employment & Income

\$60,417  
CITY

\$94,605  
STATE

### Veteran Population

CITY ★ 8.2% Veterans  
State: 7.5%

### Disabled Population

CITY ♿ 16% With Disability 1,551  
State: 14% | 1,069,089





# Chapter

## 3

### Goals & Objectives



## Goals and Objectives

This Plan outlines the community's vision and the steps to achieve it.

- ≡ Goals: Broad statements about the community's desired future.
- ≡ Objectives: Measurable steps to achieve goals.
- ≡ Policies: Clear commitments guiding decisions and actions.

### General Policy

Maintain a comprehensive Park Plan, meeting the standards of the Recreation and Conservation Office by updating and gaining certification of the Plan as needed in conjunction with the review of the City's Comprehensive Plan.



## Goal Statements

### COMMUNITY-ORIENTED

Provide recreational programming to serve the needs of community members and support community events.

### ENVIRONMENTAL STEWARDSHIP

Promote the responsible and sustainable use and protection of College Place parks, trails, and open spaces.

### EQUITY & ACCESS

Provide equitable access to College Place parks, trails, and open spaces, which provide recreation opportunities for community members of all ages and abilities.

### HEALTH & WELLNESS

Support community health and wellness by providing vibrant parks, trails, and open spaces for College Place residents and visitors.

### FACILITY INTEGRITY

Ensure the integrity of College Place parks, trails, and open space facilities is maintained and improved for future generations.



## COMMUNITY-ORIENTED

### OBJECTIVES + POLICIES

*Provide recreational programming to serve the needs of community members and support community events.*

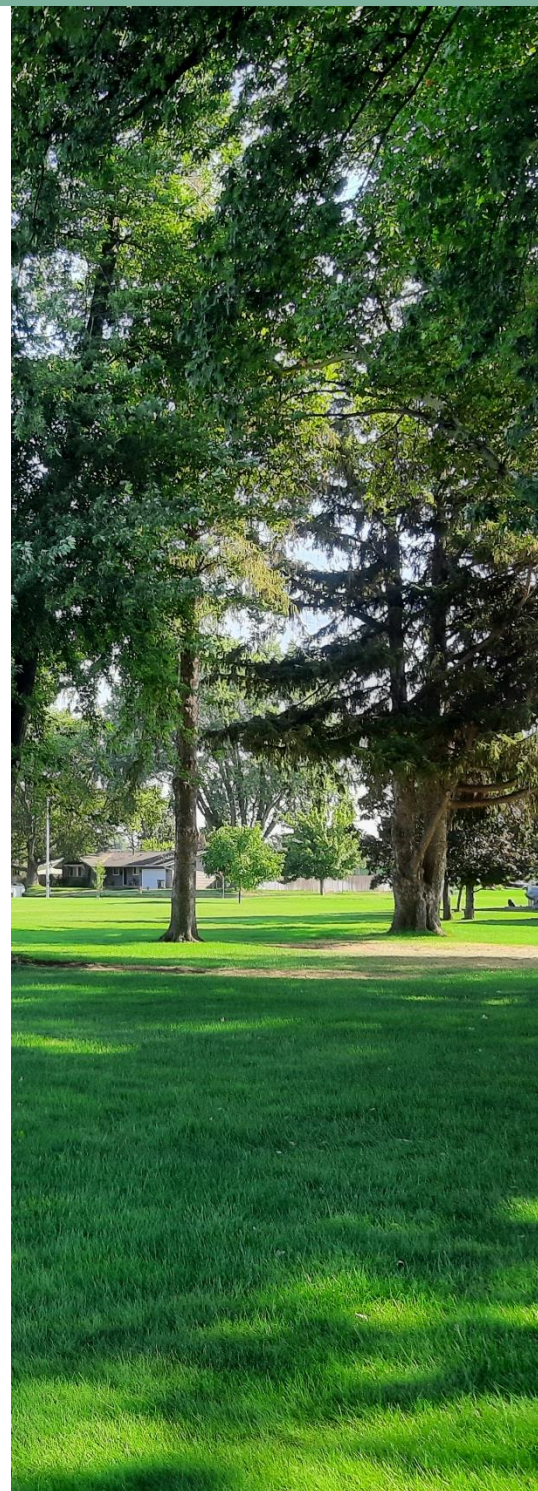
**Objective #1** Ensure the ongoing involvement of community residents in the park planning process.

**Objective #2** Establish and maintain a shared vision with local higher education institutions, the Adventist school system, and the public school district for serving the College Place community.

**Objective #3** Promote a family-friendly, community-oriented city that provides residents and visitors with a sense of place and engagement.

**Objective #4** Collaborate with non-profit organizations or other agencies and create interlocal agreements for operations, maintenance, and/or recreation programming.

- ≡ **Policy #1** The City, Institutions of Higher Education, the Adventist school system, and the Public School District should meet periodically to discuss mutual interests and concerns and coordinate joint park planning and development activities.
- ≡ **Policy #2** The City, Institutions of Higher Education, the Adventist school system, and the Public School District should continue exploring mutually beneficial strategies for the shared joint use of facilities.
- ≡ **Policy #3** Encourage volunteer citizen groups, developers, and other partners in developing and implementing park and recreation programs.
- ≡ **Policy #4** Promote unique community events and gatherings to bring people together and to foster a sense of place in the City.
- ≡ **Policy #5** Actively promote and facilitate volunteer opportunities for community members to participate in park maintenance, event coordination, and recreational programming to enhance civic engagement and ownership.
- ≡ **Policy #6** Develop a Community Recreation Center in and around the proposed Stonecreek Master Planned Development.
- ≡ **Policy #7** Develop a multi-purpose Lions Park Community Center, including a library, childcare facility, community room, and commercial kitchen.





## ENVIRONMENTAL STEWARDSHIP

### OBJECTIVES + POLICIES

*Promote the responsible and sustainable use and protection of College Place parks, trails, and open spaces.*

**Objective #1 Preserve and protect the environmental integrity of College Place's natural assets.**

**Objective #2 Provide more natural and open space parks in College Place.**

- ≡ **Policy #1** The small streams passing through the city are an essential visual and environmental asset that should be preserved and enhanced by:
  - Using open space dedications when required for a development proposal on properties containing a creek to acquire creek frontage and access;
  - Protecting streams from unauthorized channelization, loss of bank vegetation, and other actions that may adversely impact the stream corridor.
- ≡ **Policy #2** As feasible, promote recycling at all College Place parks and recreation facilities.
- ≡ **Policy #3** Remove invasive vegetation within parks, open spaces, and sensitive areas by incorporating weed management protocols into maintenance plans and working with native plants.
- ≡ **Policy #4** Give priority consideration for using environmentally friendly material in the design and development of existing and new parks.
- ≡ **Policy #5** Engage with volunteer organizations and non-profits to promote the stewardship of sensitive areas, parks, and trails.
- ≡ **Policy #6** Maintain Tree City USA status.





## EQUITY & ACCESS

### OBJECTIVES + POLICIES

*Provide equitable access to College Place parks, trails, and open spaces, which will provide opportunities for recreation for community members of all ages and abilities.*

**Objective #1 Provide a broad public and private park and recreation plan system that meets the needs of all age and income groups within the community.**

**Objective #2 Support a healthy community where everyone can access community resources and services.**

**Objective #3 Provide barrier-free (ADA-compliant) access where readily available by modifying existing facilities or when designing or constructing new facilities, including paved pathways for all users.**

- ≡ **Policy #1** Provide for voluntary payment of fees in lieu of dedication to provide adequate open space for specific neighborhoods throughout the City. Explore the feasibility of an impact fee program.
- ≡ **Policy #2** Pursue the standard that every City resident should be within one-half mile of a neighborhood park or 1 mile of a community park facility. Stress the acquisition and development of 5 - 10-acre parks to meet the standards set in the City's Park's level of service standards. Provide trails at a standard of 0.3 of a mile for every 1,000 people.
- ≡ **Policy #3** Locate neighborhood parks in conjunction with new subdivisions and, as opportunities arise, in those areas of the City that may not be immediately accessible to community parks, ensuring that City level of service standards are met.
- ≡ **Policy #4** Non-motorized trails should be developed as multi-use trails to accommodate a variety of users, including pedestrians and bicyclists.
- ≡ **Policy #5** Explore opportunities for acquiring parkland on the west side of town and north of Whitman Drive to provide additional recreational opportunities and access and improve City parks' service level for all College Place residents.
- ≡ **Policy #6** Actively explore funding opportunities for further park acquisition to diversify the recreational opportunities in College Place.
- ≡ **Policy #7** Support the inclusion or development of recreation and/or programming by non-profit groups in conjunction with new development.
- ≡ **Policy #8** Ensure all parks and trails are equipped with appropriate lighting and other safety features to enhance accessibility and security for all users during daytime and evening hours.





## FACILITY INTEGRITY

### OBJECTIVES + POLICIES

*Ensure the integrity of College Place parks, trails, and open space facilities is maintained and improved for future generations.*

**Objective #1 Maintain vibrant park amenities and facility integrity while minimizing operating and maintenance costs and improving operating efficiencies.**

**Objective #2 Explore grant opportunities to upgrade and improve College Place parks and recreational facilities.**

**Objective #3 Develop and implement regularly scheduled routine and preventative maintenance programs to ensure effective use of maintenance resources.**

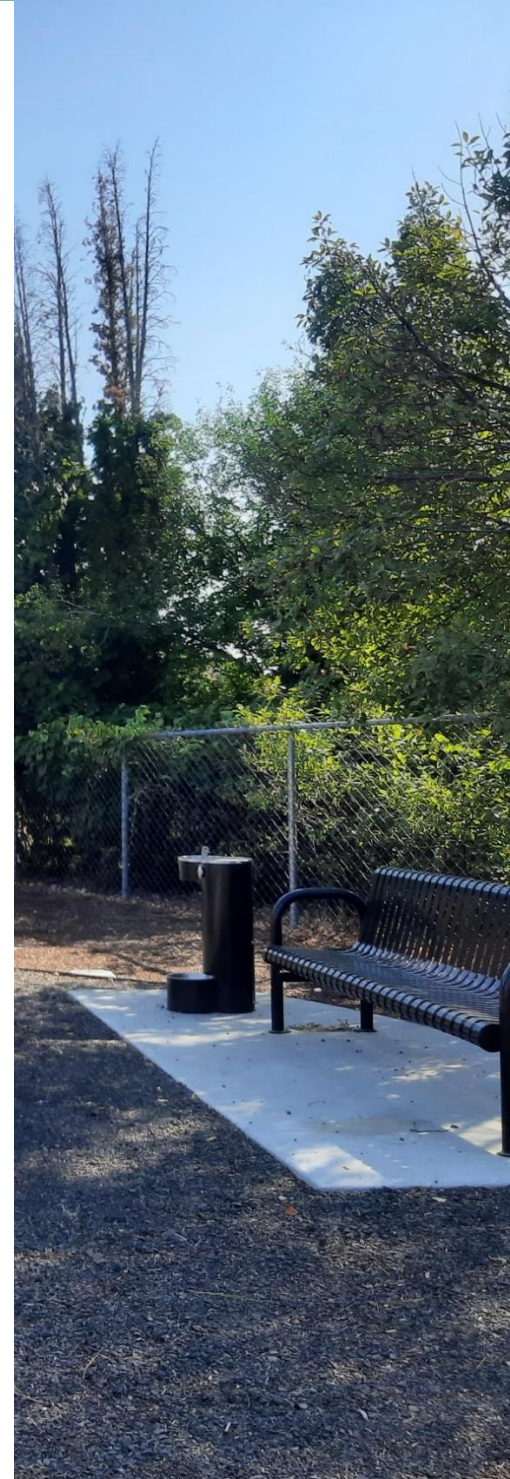
**Objective #4 Create and leverage economic development opportunities for local park systems.**

**Objective #5 Leverage Metropolitan Planning Organization (MPO) Funding for Park Infrastructure and Operations.**

**Objective #6 Establish and implement a standardized signage design across all parks to enhance accessibility, improve wayfinding, reinforce brand identity, and ensure durability while minimizing maintenance costs.**

**Objective #7 Regularly review and update park design standards to maintain consistency, enhance accessibility, and align with evolving community needs and best practices.**

- ≡ **Policy #1** Prioritize park improvements and identify a source of funds, both for large projects and small maintenance type works, by preparing and maintaining a current Capital Improvement Program.
  - Renovations should minimize opportunities for vandalism.
  - When appropriate, minimize maintenance and park requirements.
  - Maintain adequate drainage and irrigation of park lands.
  - Implement reservation fees for park facilities to meet community demand and generate revenue.
- ≡ **Policy #2** Complete the Lions Park Renovation and Community Center replacement Project.





- ≡ **Policy #3** Minimize the development of pocket parks (less than 2 acres) unless a neighborhood association, non-profit organization, or a volunteer group is deemed responsible for the maintenance.
- ≡ **Policy #4** Explore the development of establishing a pricing strategy and fee structure for rented facilities that aligns with comparable market rates and supports cost recovery of maintenance and operations costs.
- ≡ **Policy #5** Develop a maintenance plan for every park and facility.
- ≡ **Policy #6** The Parks, Recreation and Arbor Board should meet periodically with the City's Economic Development Commission to coordinate efforts and to ensure consistent goals and priorities.
- ≡ **Policy #7** Develop design standards for park signage, using Kiwanis Park sign as the standard for design.
- ≡ **Policy #8** Prioritize restroom improvements and maintenance at College Place parks, trailheads, and open space recreation areas.
- ≡ **Policy #9** Provide shade with shade structures in addition to tree canopies.
- ≡ **Policy #10** Develop a long-term staffing plan and budget for park maintenance as the needs and facilities increase.
- ≡ **Policy #11** Explore non-profit or other agency collaborations and partnerships to develop an ice or roller rink.





## HEALTH & WELLNESS

### OBJECTIVES + POLICIES

*Provide vibrant parks, trails, and open spaces for College Place residents and visitors to support community health and wellness.*

**Objective #1 Promote the health and well-being of College Place residents by developing and improving non-motorized transportation networks to promote physical activity and healthy lifestyles.**

**Objective #2 Explore opportunities for recreational programming and/or potential for a shared use agreement with the City of Walla Walla Parks and Recreation, College Place schools, and the Adventist school system.**

**Objective #3 Promote the use of City parks and recreation facilities.**

**Objective #4 Explore the development of new and underrepresented recreational opportunities to diversify park amenities and support year-round activity.**

- ≡ **Policy #1** Support bicycle-oriented infrastructure and trail connectivity within and adjacent to College Place parks and transportation systems.
- ≡ **Policy #2** As funds become available, continue the bike path through the City of College Place from Larch Avenue and 12th Street to the City limits on Whitman Drive.
- ≡ **Policy #3** The City should continue to explore opportunities to acquire easements along stream corridors to provide recreational trail access.
- ≡ **Policy #4** Prioritize pedestrian and bicycle trail routes and plans identified in the Blue Mountain Region Trails Plan and seek funding to implement them.



- ≡ **Policy #5** Develop a trail connectivity plan to improve non-motorized trail access and connectivity throughout the local trail network.
- ≡ **Policy #6** Ensure bicycle signage is consistent with the City's wayfinding standards.
- ≡ **Policy #7** Explore the feasibility and fee structure for establishing youth, adult, and senior recreation programs in College Place.
- ≡ **Policy #8** The City shall continue to identify opportunities and execute agreements for the shared use of parks and recreation facilities.
- ≡ **Policy #9** Explore the development and land acquisition opportunities for developing a large sports complex to host regional and local recreational events.
- ≡ **Policy #10** Promote park, trail, and open space use by developing promotional materials, including maps and brochures, highlighting local parks, trails, recreational areas, programs, and facilities.
- ≡ **Policy #11** Explore the connection of Lion's Park with Fort Walla Walla Park through a partnership with the Villages at Garrison Creek HOA Greenway to enhance regional trail access and recreational opportunities.
- ≡ **Policy #12** Work with local, state, and federal partners to explore the feasibility of reconnecting the Whitman Drive multi-use path with the Whitman Mission National Historic Site.









# Chapter 4

## Community Engagement







## Community Engagement

The City of College Place engaged the community through various methods to gather input for updating its Parks, Open Space, and Recreation Plan. An online survey was accessible for community members to complete. These results were displayed for public feedback at the Farmers and Artisan Market, where residents could discuss park facilities with City staff. Additionally, updates were shared with the Parks, Arbor, and Recreation (PAR) Board at four meetings in September, October, December 2024, and February 2025. This comprehensive engagement ensured that diverse perspectives contributed to the planning process.

## Community Engagement Tools

### Survey

An online community input survey was open from May 21 to June 19, 2024. The survey questions were curated to aid the City of College Place in updating the existing Parks, Open Space, and Recreation Plan. The online survey was promoted with flyers posted at City Hall, postcards passed out at a local market, and social media posts.

In total, 150 complete surveys were collected and analyzed to inform the development of an updated Park Plan. The survey was designed to inform the City's planning process and engage residents concisely. With many Spanish-speaking residents in College Place, the city also provided the survey in Spanish. The survey results were displayed at the Farmers and Artisan Market for review and comment.

The outreach materials and survey results are located in **Appendices B – D**.





### Farmers and Artisan Market

The College Place Farmers and Artisan Market (CPFM) is a community farmers market in College Place, WA. While fostering a communal space to celebrate the region's diversity, the Market provides an outlet for local farming families to sell their locally grown products directly and provide farm-fresh food for consumers.

The city set up a booth at the CPFM on July 11, 2024, at Kiwanis Park to share the online survey results. Attendees could comment on the survey results or discuss the park facilities with staff.

### Parks, Arbor, and Recreation (PAR) Board

The Parks, Arbor, and Recreation (PAR) Board advises and makes recommendations to the City Council regarding the acquisition, control, improvement, beautification, and planning of all the city's public parks and recreation facilities.

Updates were presented to the PAR Board at the following meetings:

- ≡ September 27, 2024
- ≡ October 21, 2025
- ≡ December 20, 2024
- ≡ February 28, 2025
- ≡ April 25, 2025







# Chapter 5

## Classifications & Criteria



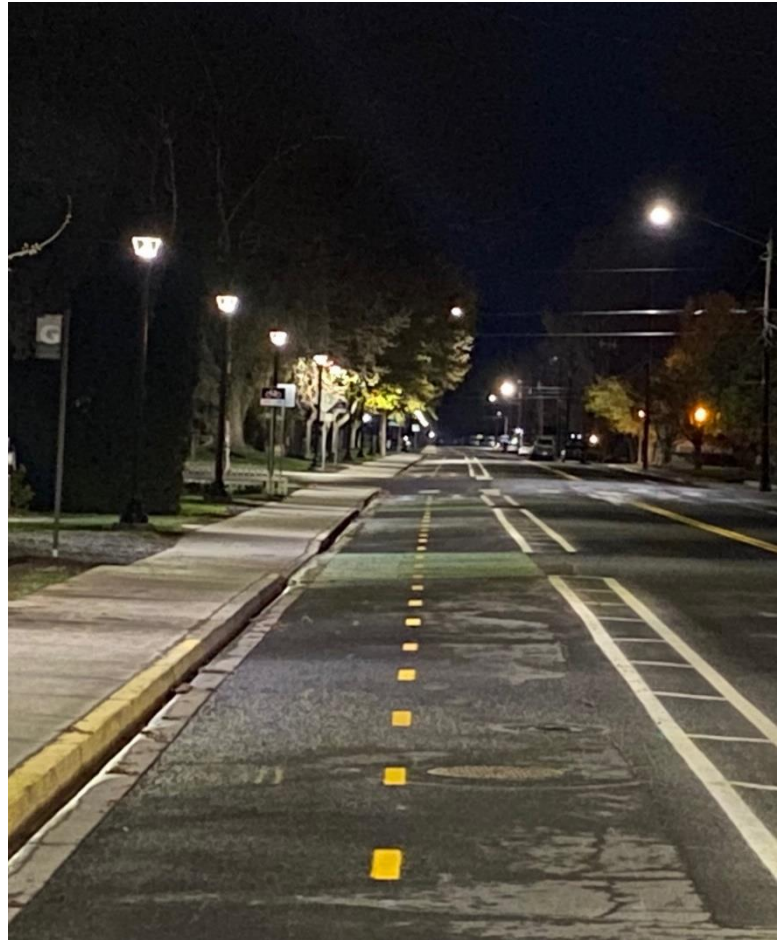


# Classifications and Criteria

In this chapter, the City of College Place establishes classifications and criteria for its parks, open spaces, and recreational facilities. This framework aims to create a well-rounded, accessible park system that meets the community's diverse needs. The classifications define various park types, from neighborhood parks to specialized facilities, each with guidelines for size, amenities, and intended usage. The chapter also outlines criteria for recreational amenities per population size and for land acquisition and park development. These criteria are essential for resource allocation, prioritization, and planning future improvements to support healthy and connected lifestyles for residents.

## Park Classifications

The city aims to provide a variety of parks, open spaces, and recreational facilities to create a diverse park system for the community. The following classifications outline park types and sizes, offering clarity and consistency to ensure all stakeholders have a shared understanding.







## Community Park

Community parks are typically between 5 and 10 acres or larger and are often the most visited, serving neighborhoods from 2 to 5 miles away. Most visitors to community parks drive to get there, requiring more extensive parking amenities. Community parks are often used for programmed recreational activities and offer athletic fields, trails, group picnic shelters, children's play areas, splash pads, skate parks, fishing piers, and natural areas. Due to the added amenities in a community park, they also require restrooms and maintenance facilities.



## Neighborhood Park

Neighborhood parks are typically 1-5 acres in size and aim to serve the immediate residents within a ½ mile radius. Amenities often include children's playground equipment, open grassy spaces, walking paths, benches, gathering spaces, small facilities for active recreation, and possibly restrooms and off-street parking.



## Mini (Pocket) Park / Parklet

Pocket or mini parks are small public or private parks offering fewer amenities, sometimes a unique feature such as art. Due to their limited size, they cannot offer a wide variety of recreational opportunities, but still require maintenance and operational costs so the city is not actively pursuing the development of mini parks within its park system. These parks are often included in private subdivisions as a feature of that neighborhood and can be maintained by HOAs or volunteer organizations within the community.



## Special Use Park

A special-use park is commonly developed for a specific purpose, such as a boat ramp, zoo, etc. There is no size limitation for these parks, as each one is unique and depends on the specific circumstances.



## Trails

Trails connect parks and city destinations with bike paths, sidewalks, and regional networks. This plan aligns with the Blue Mountain Regional Trail Plan to create a fully connected, accessible system in College Place. By integrating active transportation—walking, cycling, and other human-powered movement—the trail system will enhance connectivity and support healthier lifestyles with bike lanes, pedestrian pathways, and accessible crossings.



## Open Space / Natural Area

Natural areas are often protected open spaces with opportunities for birding, passive recreation, and environmental education. These sites frequently feature sensitive environmental lands such as floodplains, wetlands, streams, steep slopes, and wildlife habitats. They may also include features such as walking paths, benches, viewing platforms, interpretative signage, parking lots, and restrooms.

## Park Facility Criteria

The 2018 College Place Parks, Open Space, and Recreation Plan utilized National Recreation and Parks Association (NRPA) standards to create a baseline for the recommended recreational amenity standard. In recent years, updated guidance for determining need has changed to accommodate the unique characteristics of communities across the country – factors such as population/size and density, needs, desires, staff, and budget. The NRPA and Parks and Recreation System Planning (2020) guide recommends using Level of Service (LOS) metrics that address individual community needs and values.

After evaluating local needs, conditions, and available funding sources, the city adopted acquisition and development standards for its parks and facilities. The City of College Place adopted population-based criteria for parks and facilities, rather than following the NRPA standards.



**Table 1 Park Development Standards**

| PARK TYPE               | Minimum Distance to Residents | Density                   | Size           |
|-------------------------|-------------------------------|---------------------------|----------------|
| Community Park          | 1 mile                        | --                        | 5-10 AC        |
| Neighborhood Park       | 1/2 mile                      | 10 ac per 1,000 residents | 1-5 AC         |
| Mini Park (Pocket Park) | --                            | --                        | Less than 1 AC |

Refer to the City of College Place Standard Specifications and Drawings for additional information on Park Standards, last updated on June 11, 2024, with Resolution No. 24-047.





## Acquisition Standards

Park sites should be suitable for the desired range of typical improvements, consistent with City standards and goals. The scoring system below will identify whether a park or facility is ideal for the City.

| LOCATION                                                            | POINTS     |
|---------------------------------------------------------------------|------------|
| In an area with an identified need                                  | 10 points  |
| Within ¼ mile of an area with an identified need                    | 5 points   |
| More than ¼ mile from an area with an identified need               | 0 points   |
| NEED                                                                | POINTS     |
| Strong community support and fills a recreational need              | 10 Points  |
| Mixed community support and may or may not fill a recreational need | 5 points   |
| Lack of community support and recreational need                     | 0 points   |
| SIZE & SPACE                                                        | POINTS     |
| Properly sized for the population and meets City Standards          | 10 points  |
| Slightly undersized, partially meets City Standards, but usable     | 5 points   |
| Well undersized, significantly deficient in meeting City Standards  | 0 points   |
| MAINTENANCE FEASIBILITY                                             | POINTS     |
| Designed for low maintenance                                        | 10 points  |
| Average maintenance requirements                                    | 5 points   |
| High maintenance needs                                              | 0 points   |
| FUNDING & BUDGETING                                                 | POINTS     |
| Strong funding sources secured for acquisition and maintenance      | 10 points  |
| Some funding sources identified, but not fully secured              | 5 points   |
| No funding sources identified                                       | 0 points   |
| TOTAL SCORE                                                         | POINTS     |
| Excellent candidate for acquisition                                 | 40+ points |
| Good candidate, but may need further consideration                  | 30+ points |
| Fair candidate; requires significant improvements                   | 20+ points |
| Poor candidate for acquisition                                      | <20 points |

## Land Dedication Standards

The City recommends dedicating land for new developments to meet its LOS standard, based on an average household size of 2.83. Required land dedication is calculated as:

$$\text{Average Household Size} \times \text{Dwelling Units} \times 1\%$$

*Example:  $2.83 \times 100 \text{ DU} \times 1\% = 2.83 \text{ acres dedicated for a 100 DU development}$*







# Chapter 6

## Park Inventory





# Park Inventory

## Property Inventory

The following inventory and assessment of the existing conditions, management priorities, and recommendations are provided as a tool for planning and prioritizing park acquisition and development to guide and facilitate the maintenance, improvement, and management of the City's parks. Management priorities were identified based on an analysis of existing conditions conducted through site visits and interviews with stakeholders and City maintenance and management staff.

In addition to the City-owned parks, several pocket parks are owned and maintained by homeowner associations (HOA), particularly in newer residential subdivisions, such as the Villages at Garrison Creek HOA. HOA parks are not included in the inventory.

All park names denoted with an asterisk (\*) are conceptual and only intended for reference. A formal naming process will be conducted when each park is ready for official designation.

Park locations are shown in **Figure 1**.

### Inventory Changes since 2018

Since adopting the 2018 Parks, Recreation, and Open Space Plan, significant progress has been made toward meeting park standards. The following tables identify changes to the land and development inventory.





**Table 2 Park Inventory Changes**

| Property Acquisitions & Conceptual Parks |            |                   |       |
|------------------------------------------|------------|-------------------|-------|
| Park Name                                | Year       | Type              | Acres |
| Leadbetter Park*                         | Conceptual | Neighborhood Park | 2.6   |
| Maple/Whitman Park                       | Conceptual | Neighborhood      | 0.55  |
| Stonecreek Park*                         | Conceptual | Community Park    | 19.8  |
| Sunset Villas Park*                      | Conceptual | Neighborhood Park | 4.6   |
| Property Acquisition Subtotal            |            |                   | 27.55 |

| Park Development          |      |              |       |
|---------------------------|------|--------------|-------|
| Park Name                 | Year | Type         | Acres |
| Veterans Park             | 2019 | Neighborhood | 1     |
| Perseverance Park         | 2024 | Mini         | 0.25  |
| Park Development Subtotal |      |              | 1.25  |

| Park Rebuild or Renovation          |           |           |       |
|-------------------------------------|-----------|-----------|-------|
| Park Name                           | Year      | Type      | Acres |
| Lions Park                          | 2024-2025 | Community | 7.5   |
| Park Rebuild or Renovation Subtotal |           |           | 7.5   |



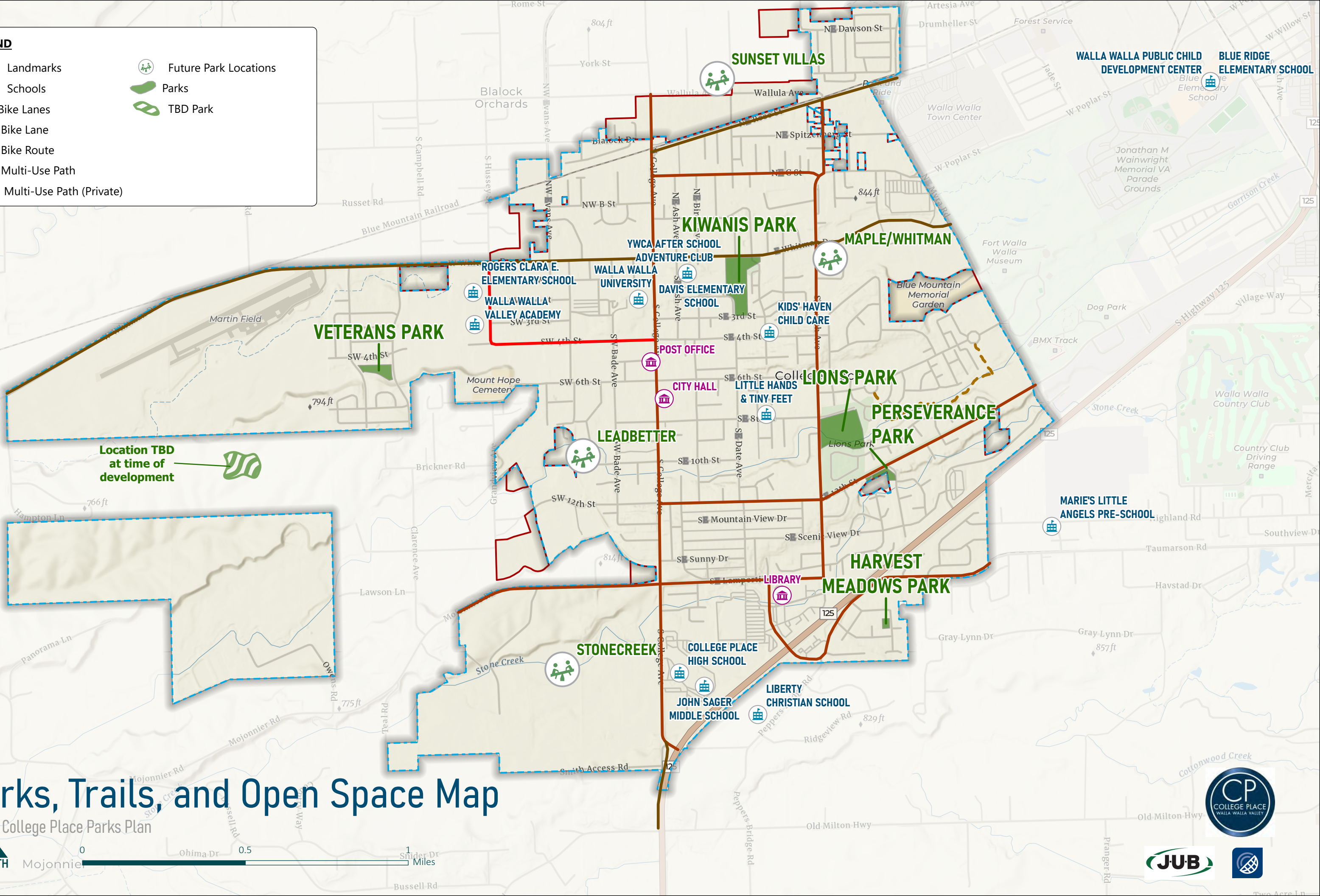
**LEGEND**

Landmarks
 Schools

Future Park Locations
 Parks
 TBD Park

Trails/Bike Lanes

Bike Lane
 Bike Route
 Multi-Use Path
 Multi-Use Path (Private)



# Parks, Trails, and Open Space Map

City of College Place Parks Plan



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### *Acquisition and Conceptual Parks*

Nearly 30 acres in College Place have been identified as prime locations for new park development. However, these sites are not currently owned by the city and must be acquired before any development can proceed.

### *Development*

Approximately 1.25 acres of new park development have occurred since 2018, including Veterans Park and Perseverance Park.

### *Rebuild or Renovations*

Approximately 7 acres of parkland, dating back to 1969, were renovated at Lions Park. Construction began in Fall 2024, with an anticipated completion date of Summer 2025. Reconstructing Lions Park was a significant undertaking for city staff, starting in 2018. It involved numerous PAR Board and City Council meetings, securing funding, and updating the Capital Improvement Plan (CIP).



## Park Ranking Criteria

As part of the inventory process, a ranking system for each park's features, amenities, and facilities is applied to determine the condition and prioritize maintenance needs at each of the city's parks. These criteria help prioritize and identify maintenance needs, larger park projects, and wish list items.

Each facility amenity is color-coded and rated within one of the following categories:

| Capacity       |                                                                                                                                                                                                  | Condition        |                                                                                                                                                                                               |
|----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Exceed</b>  | Supports demand with room to spare; well-maintained and future proofed.                                                                                                                          | <b>Excellent</b> | Applied to amenities that are new, ADA accessible, and deemed safe for use over the next several years.                                                                                       |
| <b>Meets</b>   | Adequate for current use; may need maintenance but functions as intended.                                                                                                                        | <b>Good</b>      | Applied to amenities that are deemed adequate, but may need maintenance soon, primarily cosmetic and not structural concerns, or have safety hazards due to wear foreseen in the near future. |
| <b>Under</b>   | Overcrowded or inefficient; needs upgrades or expansion.                                                                                                                                         | <b>Poor</b>      | Applied to amenities in need of immediate maintenance or replacement due to broken, unsafe or inadequate condition.                                                                           |
| <b>Planned</b> | Amenities proposed or scheduled for future installation or development but not yet constructed or available. These facilities will be designed to meet demand under projected population growth. |                  |                                                                                                                                                                                               |



## HARVEST MEADOWS PARK

**Classification** – Neighborhood Park

**Location** – Harvest Drive and Clover Court

**Size** – 0.5 acres

### Features and Description

Harvest Meadows is a small neighborhood park, just under 0.5 of an acre, located in Harvest Meadows subdivision, adjacent to SR-125. In 2002, the City installed playground equipment, and replaced it in 2009 after it was destroyed by a fire. The park is frequented by neighborhood residents who use the benches for relaxation and the playground for their children. Many often bring their dogs to this park as well.

### Inventory and Quality of Park Amenities

| Amenity       | Quantity | Capacity | Condition |
|---------------|----------|----------|-----------|
| Playground    | 1        | Meets    | Good      |
| Benches       | 2        | Meets    | Good      |
| Picnic Tables | 2        | Meets    | Excellent |

#### Management Priorities

- ≡ Park does not have a sign to identify the park and welcome visitors.
- ≡ Shaded areas are limited.
- ≡ No bicycle racks available.
- ≡ No drinking fountain available.

#### Recommendations

- ≡ Install welcome sign to identify the park and welcome visitors, using design standards.
- ≡ Update city park and recreation materials to promote the use of this park.
- ≡ Provide shade with trees and/or picnic shelter.
- ≡ Install drinking fountain.
- ≡ Consider installation of security measures to prevent vandalism.
- ≡ Design and build paved walking path around park perimeter to encourage active lifestyles and provide additional trails in the community.
- ≡ Replace picnic shelter roof.



## KIWANIS PARK

**Classification** – Community Park

**Location** – 3rd & Date Street

**Size** – 8 acres

### Features and Description

Kiwanis Park is an 8-acre park between Whitman Drive and 3rd Street, shared with Davis Elementary School. Established in 1950 through joint efforts of the Kiwanis Club and the city, it features tennis courts, a playground, a picnic area, and a baseball field added in 1963. Updates in 2016 were funded by a Recreation and Conservation Office grant and included a pickleball court, basketball court, ADA-compliant facilities, and a redesigned park sign. A shared-use agreement with the College Place School District ensures joint use and maintenance of the athletic fields.

### Inventory and Quality of Park Amenities

| Amenity          | Quantity | Capacity | Condition |
|------------------|----------|----------|-----------|
| Pickleball Court | 4        | Under    | Excellent |
| Picnic Shelter   | 1        | Under    | Good      |
| Playground       | 1        | Meets    | Good      |
| Restrooms        | 1        | Meets    | Excellent |
| Parking Lot      | 1        | Meets    | Excellent |
| Basketball Court | 1        | Under    | Excellent |
| Benches          | 1        | Meets    | Excellent |
| Picnic Tables    | 2        | Meets    | Excellent |
| Tennis Court     | 1        | Meets    | Good      |
| Baseball Field   | 1        | Meets    | Good      |

#### Management Priorities

- ≡ Consider security measures for reducing vandalism to park amenities, including restrooms and pickleball courts.
- ≡ Maintain priorities and projects as described in the joint management document between the city and the school district.
- ≡ Replace roof in 5-10 years.

#### Recommendations

- ≡ Design and build a paved walking path around the park perimeter to encourage active use and provide additional trails/connectivity in the community.
- ≡ Re-roof the picnic shelter.

## LEADBETTER PARK\*

**Classification** – Neighborhood Park

**Location** – 10<sup>th</sup> Street (Future Extension)

**Size** – 2.6 Acres

### Features and Description

Nestled along the future extension of 10th Street near Garrison Creek, this park blends natural beauty with recreational amenities. While the concept plan envisions future visitors enjoying picnic shelters thoughtfully placed in serene natural areas by the creek, a unique lawn mound, a playground, basketball courts, and a nature path, it is important to note that the city does not own the land, and this plan is conceptual in nature. The concept plan also features pavilions and restrooms, providing a harmonious setting for relaxation and activity. Management Priorities and Recommendations will be determined after this park is developed.

### Inventory and Quality of Park Amenities

| Amenity                 | Quantity | Capacity | Condition |
|-------------------------|----------|----------|-----------|
| Playground              | 1        | Planned  | Planned   |
| Basketball Court (half) | 6        | Planned  | Planned   |
| Nature Path             | 1        | Planned  | Planned   |
| Picnic Shelter          | 4        | Planned  | Planned   |
| Pavilion                | 1        | Planned  | Planned   |
| Restroom                | 2        | Planned  | Planned   |





## LIONS PARK

**Classification** – Community Park

**Location** – Larch Avenue and 8<sup>th</sup> Street

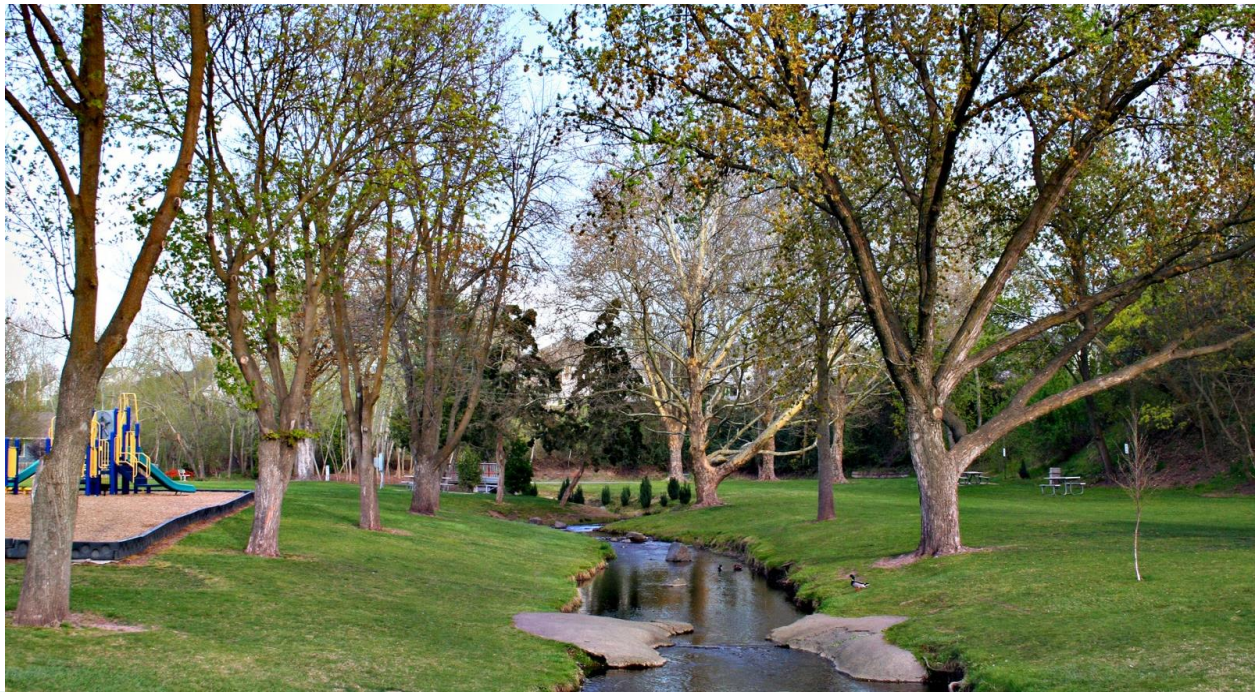
**Size** – 9 Acres

### Features and Description

Lions Park was donated in 1965 by Virgil and Lucyreta Davin. The park was originally developed with volunteer efforts and Recreation and Conservation Office funding. Lions Park's Renovations were under construction when this plan was drafted. The table below represents what renovations are planned for this park. Management Priorities and Recommendations will be determined after this park is developed.

### Inventory and Quality of Park Amenities

| Amenity                     | Quantity | Capacity | Condition |
|-----------------------------|----------|----------|-----------|
| Picnic Shelter              | 1        | Exceed   | Excellent |
| Playground                  | 1        | Exceed   | Excellent |
| Restrooms                   | 1        | Exceed   | Excellent |
| Benches                     | 1        | Exceed   | Excellent |
| Picnic Tables               | 1        | Exceed   | Excellent |
| Splash Pad                  | 1        | Exceed   | Excellent |
| Pedestrian Bridge           | 2        | Exceed   | Excellent |
| Lions Park Community Center | 1        | Exceed   | Excellent |





## MAPLE/WHITMAN PARK\*

**Classification** – Neighborhood Park

**Location** – SE Maple Street and E Whitman Drive

**Size** – 0.6 Acres

### Features and Description

This proposed park concept, located at the corner of Maple and Whitman, is set to offer a variety of activities for all ages. The property is not owned by the city, and the plan remains in the conceptual stage. Key features of the park include a dynamic bicycle pump track and shared structures designed to accommodate multiple recreational purposes. A modern play structure provides children a fun and safe environment to explore and enjoy. The proposed park will also feature picnic tables and a sheltered picnic area. Additionally, pickleball courts will cater to sports enthusiasts, fostering an active and engaging atmosphere. Management Priorities and Recommendations will be determined after this park is developed.

### Inventory and Quality of Park Amenities

| Amenity          | Quantity | Capacity | Condition |
|------------------|----------|----------|-----------|
| Pump Track       | 1        | Planned  | Planned   |
| Shade Structure  | 2        | Planned  | Planned   |
| Playground       | 1        | Planned  | Planned   |
| Picnic Tables    | 4        | Planned  | Planned   |
| Bench            | 5        | Planned  | Planned   |
| Bridge           | 2        | Planned  | Planned   |
| Pickleball Court | 2        | Planned  | Planned   |



Source: PBS Engineering and Environmental Inc.

## PERSEVERANCE PARK\*

**Classification** – Neighborhood Park

**Location** – Southeast 12th Street and Southeast Newgate Drive

**Size** – 0.86 Acres

### Features and Description

The newly combined park, formed by merging two existing parks – Autumn Meadows and Perseverance Parklet - will serve as a single, cohesive, neighborhood park space positioned at the intersection of 12th Street and Newgate Drive. The property is not owned by the city, and the plan remains in the conceptual stage. Key features include a playground, bench, and walking path along 12th Street. Management Priorities and Recommendations will be determined after this park is developed.

### Inventory and Quality of Park Amenities

| Amenity        | Quantity | Capacity | Condition |
|----------------|----------|----------|-----------|
| Playground     | 1        | Meets    | Good      |
| Bench          | 1        | Meets    | Good      |
| Sign           | 1        | Meets    | Good      |
| Walking Path   | 1        | Meets    | Good      |
| Picnic Shelter | 1        | Planned  | Planned   |
| Picnic Tables  | 2        | Planned  | Planned   |



Source: PBS Engineering and Environmental Inc.



## STONECREEK PARK\*

**Classification** – Community Park

**Location** – Stonecreek Neighborhood

**Size** – 19.8 acres

### Features and Description

As part of the Stonecreek master-planned development, this future park will blend modern recreational amenities with the beauty of the surrounding natural environment. The property is not owned by the city, and the plan remains in the conceptual stage. Strategically situated near wetland areas, the park will highlight and preserve the landscape's natural features, offering a harmonious balance between play and nature. Key amenities include a soccer field and half-court basketball courts, a well-equipped playground, and pavilions/picnic shelters to provide much-needed shade during summer months and space for family/community gatherings and events. Restroom facilities will be conveniently located for park users. Management Priorities and Recommendations will be determined after this park is developed.

### Inventory and Quality of Park Amenities

| Amenity          | Quantity | Capacity | Condition |
|------------------|----------|----------|-----------|
| Playground       | 3        | Planned  | Planned   |
| Basketball Court | 2        | Planned  | Planned   |
| Walking Path     | 1        | Planned  | Planned   |
| Boardwalk        | 1        | Planned  | Planned   |
| Pavilion         | 2        | Planned  | Planned   |
| Picnic Shelter   | 3        | Planned  | Planned   |
| Restroom         | 2        | Planned  | Planned   |
| Soccer Field     | 1        | Planned  | Planned   |





## SUNSET VILLAS PARK\*

**Classification** – Neighborhood Park

**Location** – Wallula Avenue and Damson Avenue

**Size** – 4.6 acres

### Features and Description

Located at the corner of Wallula Avenue and Damson Avenue, this vibrant conceptual neighborhood park is planned to offer a variety of amenities for all ages, including a soccer field, playground, basketball courts, pickleball courts, pavilions, and restrooms. The property is not owned by the city, and the plan remains in the conceptual stage. Management Priorities and Recommendations will be determined after this park is developed.

### Inventory and Quality of Park Amenities

| Amenity          | Quantity | Capacity | Condition |
|------------------|----------|----------|-----------|
| Soccer Field     | 2        | Planned  | Planned   |
| Playground       | 1        | Planned  | Planned   |
| Basketball Court | 2        | Planned  | Planned   |
| Pickleball Court | 6        | Planned  | Planned   |
| Pavilion         | 1        | Planned  | Planned   |
| Restroom         | 6        | Planned  | Planned   |



## VETERANS PARK

**Classification** – Neighborhood Park

**Location** – Homestead Properties

**Size** – 1.67 acres

### Features and Description

Named to honor the Veterans of College Place, the city's newest neighborhood park is located within the Homestead Properties neighborhood. It features new playground equipment and benches.

### Inventory and Quality of Park Amenities

| Amenity              | Quantity | Capacity | Condition |
|----------------------|----------|----------|-----------|
| Playground Equipment | 1        | Meets    | Good      |
| Benches              | 2        | Meets    | Good      |
| Pickleball Court     | 2        | Planned  | Planned   |
| Basketball Court     | 1        | Planned  | Planned   |
| Multi-Use Field      | 1        | Planned  | Planned   |
| Restroom             | 1        | Planned  | Planned   |

#### Management Priorities

- ≡ Consider installing security measures to reduce vandalism.

#### Recommendations

- ≡ Continue to evaluate neighborhood growth to ensure recreational needs are met by the amenities within this facility.

## Inventory Summary

**Table 3 Park Facilities and Amenities Matrix**

| PARK NAME                                         | PARK ACRES/TRAIL MILES | BASKETBALL COURT(S) | BENCH(ES) | PAVILLION(S) | PICKLEBALL COURT(S) | PICNIC SHELTER(S) | PICNIC TABLE(S) | PLAYGROUND | PUMP TRACK | RESTROOM | SOCCER FIELD(S) | SOFTBALL/BASEBALL FIELD(S) | SPLASH PAD | WALKING PATH |
|---------------------------------------------------|------------------------|---------------------|-----------|--------------|---------------------|-------------------|-----------------|------------|------------|----------|-----------------|----------------------------|------------|--------------|
| <b>COMMUNITY PARKS</b>                            |                        |                     |           |              |                     |                   |                 |            |            |          |                 |                            |            |              |
| Kiwanis                                           | 8.0                    | ●                   | ●         |              | ●                   | ●                 | ●               | ●          |            | ●        |                 |                            |            |              |
| Lions                                             | 9.0                    |                     | ●         |              |                     | ●                 | ●               | ●          |            | ●        |                 |                            | ●          |              |
| Stonecreek*                                       | 19.8                   | ●                   |           | ●            |                     | ●                 | ●               | ●          |            | ●        |                 |                            |            | ●            |
| <b>NEIGHBORHOOD PARKS</b>                         |                        |                     |           |              |                     |                   |                 |            |            |          |                 |                            |            |              |
| Harvest Meadows                                   | 0.5                    |                     | ●         |              |                     |                   | ●               | ●          |            |          |                 |                            |            |              |
| Leadbetter*                                       | 2.6                    | ●                   |           | ●            |                     | ●                 | ●               | ●          |            | ●        |                 |                            |            | ●            |
| Maple/Whitman*                                    | 0.6                    |                     | ●         |              | ●                   |                   | ●               | ●          | ●          |          |                 |                            |            |              |
| Sunset Villas*                                    | 4.6                    |                     |           | ●            | ●                   |                   |                 | ●          |            | ●        | ●               |                            |            |              |
| Veterans                                          | 1.67                   | ●                   | ●         |              | ●                   |                   |                 |            |            | ●        |                 |                            |            |              |
| Martin Airfield Park**                            | TBD                    |                     |           |              |                     |                   |                 |            |            |          |                 |                            |            |              |
| <b>MINI (POCKET) PARK / PARKLET / LOCAL PARKS</b> |                        |                     |           |              |                     |                   |                 |            |            |          |                 |                            |            |              |
| Perseverance                                      | 0.86                   |                     | ●         |              |                     | ●                 | ●               | ●          |            |          |                 |                            |            | ●            |
| <b>TRAILS</b>                                     |                        |                     |           |              |                     |                   |                 |            |            |          |                 |                            |            |              |
| Whitman Drive                                     | 3.0                    |                     |           |              |                     |                   |                 |            |            |          |                 |                            |            | ●            |

Concept plans developed for all parks designated with an asterisk (\*) are in **Appendix E**.

\*\*Land near the Martin Airfield Area is zoned residential, and future development will generate demand for a park in this area. A conceptual plan has not been developed at this time.





## Non-Motorized Trail System

The City of College Place values and promotes healthy, active lifestyles and connectivity of recreational areas throughout the city. The city has officially adopted the Blue Mountain Region Trails Plan in partnership with local and regional transportation planning organizations. The report identifies and prioritizes a number of trail and bikeway projects in the region and in College Place. The City will be working to ensure the development of prioritized improvements as it develops active transportation in the future.



## City Bicycle and Pedestrian Infrastructure

College Place is improving its bicycle and pedestrian infrastructure through several key initiatives. The Complete Streets Policy ensures all transportation projects accommodate pedestrians and cyclists. The Safe Walk College Place Project adds sidewalks on Davis Street and Bade Avenue. Planned SW Mojonier Road enhancements will include bike lanes and sidewalks, with construction expected in 2024-2025. The city also secured a Safe Streets and Roads for All (SS4A) grant to develop a safety action plan. These efforts aim to create a safer, more connected environment for all residents.



## Blue Mountain Region Trails Plan

The Blue Mountain Region Trails (BMRT) Plan results from several stakeholders across the Walla Walla Valley motivated to develop an interconnected active transportation network for bicycle and pedestrian uses. The vision is to “develop a community-driven and locally-supported regionwide network of bicycle and pedestrian routes and non-motorized trails to provide outdoor recreation opportunities, mobility options, and connectivity within the Blue Mountain Region that benefit – health, mobility, quality of life and livability, and economic development and tourism.” The BMRT Plan included a capital improvement plan for each jurisdiction. Below is a list of projects identified for the City of College Place.

**Table 4 City of College Place BMRT Projects**

| Segment Name                             | Improvement Type     | Other Information                                             | Length (miles) |
|------------------------------------------|----------------------|---------------------------------------------------------------|----------------|
| SW 4 <sup>TH</sup> ST                    | Sidewalk             | Complete (2019)                                               | 0.24           |
| SE 8 <sup>TH</sup> ST                    | Sidewalk             |                                                               | 0.45           |
| SW 8 <sup>TH</sup> ST                    | Sidewalk             | Complete (2023)                                               | 0.13           |
| SE 10 <sup>TH</sup> ST                   | Sidewalk             |                                                               | 0.24           |
| SW 10 <sup>TH</sup> ST                   | Sidewalk             |                                                               | 0.13           |
| SW ACADEMY WAY                           | Sidewalk             | Complete (2019)                                               | 0.25           |
| NE BIRCH AVE                             | Sidewalk             |                                                               | 0.06           |
| SE BIRCH AVE                             | Sidewalk             |                                                               | 0.63           |
| SE BORADWAY AVE                          | Sidewalk             |                                                               | 0.18           |
| NE LAMBERT                               | Sidewalk             |                                                               | 0.15           |
| <b>PEDESTRIAN IMPROVEMENTS</b>           |                      |                                                               | <b>2.46</b>    |
| COLLEGE AVE                              | Paved Multi-Use Path | Separate Path                                                 | 0.76           |
| WHITMAN DR                               | Paved Multi-Use Path | Nex to Curb                                                   | 0.36           |
| <b>PATH IMPROVEMENTS</b>                 |                      |                                                               | <b>1.12</b>    |
| SW 4 <sup>TH</sup> ST                    | Dedicated Bike Lane  | Proposed 5-6' Bike Lane (S);<br>12' Bike and Parking Lane (N) | 0.25           |
| SE 12 <sup>TH</sup> ST                   | Dedicated Bike Lane  | Proposed 8-10' Bike Lane(s)                                   | 1.24           |
| SE LARCH AVE                             | Dedicated Bike Lane  | Proposed 5-6' Bike Lane(s)                                    | 1.03           |
| MOJONNIER RD                             | Dedicated Bike Lane  | Long-term Vision for UGA –<br>Proposed 5-6 Bike Lane(s)       | 1.95           |
| <b>BIKE LANE IMPROVEMENTS</b>            |                      |                                                               | <b>4.47</b>    |
| NE C ST                                  | Shared Roadway       | Complete                                                      | 0.47           |
| COLLEGE AVE/LAMPERTI ST/MEADOWBROOK BLVD | Shared Roadway       |                                                               | 2.03           |
| LAMBERT AVE/NE C ST                      | Shared Roadway       |                                                               | 0.27           |
| SE LAMPERTI ST                           | Shared Roadway       |                                                               | 0.17           |
| <b>BIKE-SHARED ROAD IMPROVEMENTS</b>     |                      |                                                               | <b>2.94</b>    |





## Regional Parks

College Place residents also use park resources outside of city limits. The City of Walla Walla operates many neighborhood and community parks, including the nearby Fort Walla Walla Park, a 200-acre park with an amphitheater, museum, disc golf, camping, and picnic area. Additionally, College Place is surrounded by rich geography, offering a multitude of hiking, birding, and skiing opportunities. These include but are not limited to, the following points of interest.

- ≡ Golf Courses (Wine Valley Golf Club, Veterans Memorial Gold Course, Walla Walla Country Club, Country Pheasant Creek Golf Course, Milton-Freewater Golf Course, and Touchet Valley Golf Course).
- ≡ McNary National Wildlife Refuge
- ≡ Umatilla National Forest
- ≡ Palouse Falls State Park
- ≡ Milton-Freewater Skate Park
- ≡ Walla Walla Veterans Memorial Pool
- ≡ Bluewood Ski Resort
- ≡ Spout Springs Ski Area
- ≡ Fort Walla Walla BMX and Skateboard Park
- ≡ Fort Walla Walla Disc Golf
- ≡ Fort Walla Walla Dog Park
- ≡ Walla Walla Sportsplex
- ≡ Fort Walla Walla Museum
- ≡ Whitman Monument
- ≡ Walla Walla River Delta
- ≡ City of Milton Freewater, Joe Humbert Family Aquatic Center

With over 600 acres of recreation land, the City of Walla Walla offers 17 public parks to the community in and around Walla Walla.



## Public and Private Recreation Facilities

Many private and public educational institutions also serve College Place. The community has three public schools, including the new College Place High School, John Sager Middle School, and Davis Elementary. Each of these facilities offers recreational equipment and open space, filling many of the same needs that parks do. According to public survey results, residents indicated they would use more of these facilities if they knew their availability and schedules.

The maintenance and operation of the recreational facilities within College Place are conducted in partnership with the College Place School District and other local volunteer organizations like the Lions Club.

### College Place High School and John Sager Middle School

This is a new facility, hosting both the high school and middle school, and offers many recreational amenities to the community:

- ≡ 2 football fields
- ≡ 1 baseball field
- ≡ 1 track and field
- ≡ 4 tennis courts
- ≡ Stadium seating
- ≡ Concessions
- ≡ 1 softball field
- ≡ 2 basketball courts

### Davis Elementary

A public elementary school located adjacent to Kiwanis Park, this public facility offers recreational opportunities to the surrounding neighborhood and community residents with a little league field, a youth soccer field, half-court basketball, playground equipment for children ages 5-7 and for 6-12 year-olds. The School District and the City of College Place have a shared use agreement for the sports fields.

Recreational Amenities and Facilities:

- ≡ Little League Baseball field
- ≡ Youth soccer field



- ≡ Half-court basketball
- ≡ 2 playgrounds with equipment for ages 3-7 and 6-12

### Rogers Adventist School

The community uses this private educational facility after school hours, providing park-like amenities.

### Walla Walla University

Walla Walla University offers a variety of fitness and recreational amenities to its students, faculty, and staff, including golf, soccer, volleyball, football, basketball, gymnastics, climbing, racquetball, and ping pong.

Walla Walla University also owns approximately 8.6 acres of vacant property within the city, located at the southwest corner of SE 4<sup>th</sup> St and SW Bade St (parcel 350735601801). This vacant property may present future opportunities for development or community use.

Although many of College Place facilities and programs are offered to the broader community, the city does not have an interlocal agreement with Rogers Adventist School or Walla Walla University. For this reason, the amenities and facilities of these schools are not included in this inventory.









# Chapter

# 7

## Level of Service & Park Need





## Level of Service & Park Need

Level of Service Standards (LOS) are a measure of the minimum amount of public facilities that must be provided to meet a community's basic needs and expectations. Once a municipality adopts a LOS, the standard is used to measure whether existing facilities and services are adequate to serve the community.

Common LOS metrics include but are not limited to:

- ≡ Acres per capita
- ≡ Facilities per capita
- ≡ Building square footage per capita
- ≡ Access distance or time (bike, pedestrian, car, transit)
- ≡ Quality of facilities and experience
- ≡ Operating expenditures per acre managed
- ≡ Operating expenditures per capita
- ≡ Revenue per capita
- ≡ Revenue as a percentage of operating costs

Parks, trails, and open space LOS metrics serve several purposes:

- ≡ Provide a benchmark to help communities assess changes and needs over time
- ≡ Help determine general size and location of new parks, trails, open space, and recreation facilities
- ≡ Provide the basis for land development codes and policies, including impact fees
- ≡ Provide a measure of progress towards achieving community goals and objectives

This Plan will measure four Level of Service metrics to determine the need for College Place. These LOS Metrics are:

**Park Acres/Trail Miles per Capita**

**Park Facilities per Capita**

**Walking Distance to Parks**

**Driving Distance to Parks**



## Park Acres/Trail Miles per Capita

Acres of park land and miles of trail per capita were used in the 2018 Plan to calculate existing LOS based upon 2010 population and existing park facilities. These per capita metrics are useful to determine if a community has enough park land for the population it serves and evaluate and compare changing needs over time. Initial calculations took several factors into consideration:

- ≡ Analysis of existing recreational and leisure facilities
- ≡ Cost evaluation and availability of land
- ≡ Anticipation of programs and events for the present and future
- ≡ Sensitive areas, needed buffers, environmental features, geologic features, waterways, watersheds, and archaeological and historical sites for open space
- ≡ Current ordinances and zoning requirements
- ≡ Trails located outside city limits that are connected to trails within city limits
- ≡ Private and public school facilities

These calculations established a baseline level of service of 10 acres of park land and 0.3 miles of trails per 1,000 residents. This aligns with the previous Parks, Recreation, and Open Space Plan from 2018, which also adopted 10 acres of park space per 1,000 residents. As College Place grows, more parks, open space, and trails are needed to provide the diversity and quantity of facilities needed to meet demands. According to population projections, College Place will grow from 9,945 (2024) to approximately 10,340 residents by 2044 – a difference of almost 400 people.

The table below illustrates the current and projected deficit of parkland and trails based on acres/miles per capita LOS. Based upon 2044 population projections, College Place will need a total of over 15 new acres of parks and open space and 0.1 miles of trails to serve community needs and maintain desired LOS.

**Table 5 LOS Park Acres/Trail Miles per Capita (2024)**

| Year | Population | Existing Acres/Miles | Need Acres/Miles | Existing (Deficit) or Surplus Acres/Miles |
|------|------------|----------------------|------------------|-------------------------------------------|
| 2024 | 9,945      | 19.17/3.2            | 99.45/3.0        | (80.28)/0.2                               |



In the past, the city relied on its private and public partners to make up for the gap in recreational facilities because city facilities were inadequate to meet the needs of College Place residents. While the community is very fortunate to have access to such a wide array of public and private facilities, private facilities are not always available for public use. The city is working to increase its supply of parks, open space, and trails to meet the needs of its residents. Maintaining the 10 acre/1,000 LOS standard reflects community values for parks and recreation, as indicated by respondents in the 2024 park and recreation survey.

The concept parks created are thoughtfully designed layouts that serve as a roadmap for future development, ensuring amenities align with community needs. These plans outline the placement of recreational facilities, green spaces, and infrastructure to optimize functionality, accessibility, and sustainability. By assessing current and projected demands, the concept parks provide a strategic vision that guides phased improvements, ensuring parks remain safe, inclusive, and adaptable over time.

## Park Facilities per Capita

This metric helps determine whether a community has enough recreation facilities (such as athletic fields, playgrounds, courts, pools, picnic areas, and other special features) for the number of residents. Depending on current popularity and demand, recreation facilities frequently become destination points, attracting residents from across the community and sometimes the region, not just nearby neighborhoods. The need for and demand for individual recreation facilities was determined by obtaining feedback from the public and city staff.

**Table 6 Facilities per Capita LOS**

| Type of Recreation Facility | LOS Criteria | Existing Facilities (2024) | 2024 Need | Surplus /Deficit (2024) | 2044 Need | Surplus /Deficit (2044) |
|-----------------------------|--------------|----------------------------|-----------|-------------------------|-----------|-------------------------|
| Baseball Field              | 1/5,000      | 1                          | 2         | (1.0)                   | 2         | (1.1)                   |
| Basketball Court            | 1/2,000      | 0                          | 5         | (4.0)                   | 5         | (4.2)                   |
| Football Field              | 1/5,000      | 3                          | 2         | (2.0)                   | 2         | (2.1)                   |
| Pickleball Court            | 1/2,000      | 0                          | 5         | (2.0)                   | 5         | (2.2)                   |
| Pump Track                  | 1/7,500      | 0                          | 1         | (1.3)                   | 1         | (1.4)                   |
| Soccer Field                | 1/2,500      | 0                          | 4         | (4.0)                   | 4         | (4.1)                   |
| Softball Field              | 1/3,000      | 1                          | 3         | (3.3)                   | 3         | (3.4)                   |
| Splash Pad                  | 1/7,000      | 0                          | 1         | (0.4)                   | 1         | (0.5)                   |
| Sports Tournament Facility  | 1/10,000     | 1                          | 1         | (1.0)                   | 1         | (10.3)                  |
| Tennis Court                | 1/2,000      | 3                          | 5         | (4.0)                   | 7         | (4.2)                   |
| Non-Motorized Trail         | 0.3/1,000    | 1                          | 3         | (0.2)                   | 3         | 0.1                     |

## Distance to Parks

This LOS metric is helpful to determine if parks, trails, and open space are easily accessible via common modes of transportation such as driving or walking. A walkable and drivable analysis was conducted to evaluate the LOS provided to residents who walk and/or drive to city parks and open space. Maps were developed to illustrate walking and driving service areas. Barriers that limit, obstruct, or make it unsafe for walking access to existing parks are indicated and may limit service areas.

### Walking Distance to Parks

A  $\frac{1}{4}$  mile typically represents a 5-minute walking distance; a  $\frac{1}{2}$  mile typically represents a 10-minute walking distance. Distances greater than  $\frac{1}{2}$  mile are considered outside a reasonably “walkable” distance. A  $\frac{1}{4}$ -mile walkable radius was applied to mini parks, and a  $\frac{1}{2}$ -mile walkable radius was applied to neighborhood and community parks. The analysis of drivable service areas evaluates areas within a 1-mile radius of parks and open space. When driving is considered, there are few barriers that prevent people from parks, unless parking or vehicular access are limited.

Based on the walkable analysis, some major transportation routes may impact access to parks due to perceived or actual safety concerns – Highway 125. This barrier creates a barrier for pedestrian traffic to travel to and from Harvest Meadows Park. Notable deficiencies in walkable access are located in the southwest and western extents of the city, beyond the  $\frac{1}{4}$  mile and  $\frac{1}{2}$  mile walking distance. This indicates a need for more parks in the southern and southwestern parts of town. This need would be relieved by the conceptual parks Leadbetter and Stonecreek.

### Driving Distance to Parks

Similar to the walkable analysis, major transportation routes impact access to parks, with less perceived or actual safety concerns for those who are driving. The drivable analysis reveals very few areas without park access within a 10-minute drive time.



**LEGEND**

- Landmarks
- Schools
- Walkable Service Area
  - 1/4 Mile
  - 1/2 Mile

- Future Park Locations
- Parks
- Walk/Drive Route
  - 1/4 Mile (5 Minute)
  - 1/2 Mile (10 Minute)

# Existing Service Area Map

City of College Place Parks Plan

NORTH

0 0.5 1 Miles



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# Chapter

# 8

## Capital Improvement Plan



The Capital Improvement Plan (CIP) for College Place’s parks, trails, and open spaces is a vital tool for strategically identifying and prioritizing projects to support future needs. It ensures that maintenance and expansion of parks and recreation amenities are planned and funded in a manner that meets the community’s evolving needs. The CIP aligns closely with the City’s budget for capital improvement projects, with priorities set based on need, demand, and available funding. Regular evaluation of the CIP is essential to ensure timely maintenance and achieve goals for new construction as funding becomes available. Prioritized capital improvement projects are outlined in [Appendix F](#).

This list has been sorted alphabetically by location. This list was prioritized by staff with the approximate timelines associated with each priority type:

- ≡ High: 1-5 years
- ≡ Medium: 5-10 years
- ≡ Low: 10+ years

The CIP focuses heavily on maintaining existing park facilities at locations such as Lions Park, Kiwanis Park, and Veterans Memorial Park. Project needs and demand were determined through public input gathered via a community survey and feedback from City staff. Comments received through the community survey strongly support restrooms, trails/bike paths connected to parks, and shade cover. The graphic below shows the top five amenities and the number of times each was chosen. The complete public survey results are in [Appendix D](#).



Cost estimates for projects will be determined on a case-by-case basis. However, costs have been established for the three priority projects listed below. Funding opportunities are summarized on page 71 for the projects in Table 7.

**Table 7 Concept Parks**

| AMENITIES                                                                                                                                                                                                                                                                                                                                                                                                                | ESTIMATED PROJECT COSTS  | PRIORITY |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|----------|
| <b>LEADBETTER PARK</b>                                                                                                                                                                                                                                                                                                                                                                                                   |                          |          |
| Park Acres: 2.6 acres<br>Trail Length: .3 Mi/1,540'<br><u>Amenities</u> <ul style="list-style-type: none"> <li>– Pavilion</li> <li>– Restroom</li> <li>– Playground</li> <li>– Picnic Shelters</li> <li>– (2) Basketball Courts</li> </ul>                                                                                                                                                                               | \$2,485,718              | Medium   |
| <b>MAPLE/WHITMAN PARK</b>                                                                                                                                                                                                                                                                                                                                                                                                |                          |          |
| Park Acres: 0.6<br><u>Amenities</u> <ul style="list-style-type: none"> <li>– Pump Track</li> <li>– Shade Structure</li> <li>– Playground</li> <li>– Picnic Tables</li> <li>– Bench</li> <li>– Bridge</li> <li>– Pickleball Court</li> </ul>                                                                                                                                                                              | \$1,981,633.01<br>(2023) | High     |
| <b>PERSEVERANCE PARK</b>                                                                                                                                                                                                                                                                                                                                                                                                 |                          |          |
| Park Acres: 0.86<br><u>Amenities</u> <ul style="list-style-type: none"> <li>– Playground</li> <li>– Bench</li> <li>– Walking Path</li> <li>– Picnic Shelter</li> <li>– Picnic Tables</li> </ul>                                                                                                                                                                                                                          | \$819,534.38<br>(2023)   | Medium   |
| <b>STONECREEK PARK</b>                                                                                                                                                                                                                                                                                                                                                                                                   |                          |          |
| Park Acres: 19.8 acres<br>Trail Length in Stonecreek Park: 1.1 Mi/5,640'<br>Trail Length outside of Stonecreek Park: 1.1 Mi/ 5,640'<br><u>Amenities</u> <ul style="list-style-type: none"> <li>– (2) Playgrounds</li> <li>– Nature Play Area</li> <li>– (3) Pavilion/Restrooms</li> <li>– Shade Canopies</li> <li>– (8) Pickleball Courts</li> <li>– (2) Basketball Courts</li> <li>– Nature Paths/Boardwalks</li> </ul> | \$12,160,655             | High     |
| <b>SUNSET VILLAS PARK</b>                                                                                                                                                                                                                                                                                                                                                                                                |                          |          |
| Park Acres: 4.6 acres<br>Trail Length: .16 Mi/1,240'<br><u>Amenities</u> <ul style="list-style-type: none"> <li>– Pavilion</li> <li>– Restroom</li> <li>– Shade Canopies</li> <li>– (6) Covered Pickleball Courts</li> <li>– (2) Basketball Courts</li> <li>– Soccer Fields</li> </ul>                                                                                                                                   | \$5,814,600              | Medium   |

## Funding Sources

A variety of funding sources are available to support parks projects, including federal, state, and local grants. These funds can help communities enhance recreational amenities, improve accessibility, and support long-term maintenance and operations. Future coordination with funding agencies will be essential to align project goals with available opportunities and application timelines. It is important to note that federal grant programs are subject to change based on the priorities of the current administration, which may impact the availability of certain funds.



### Washington State Recreation and Conservation Office

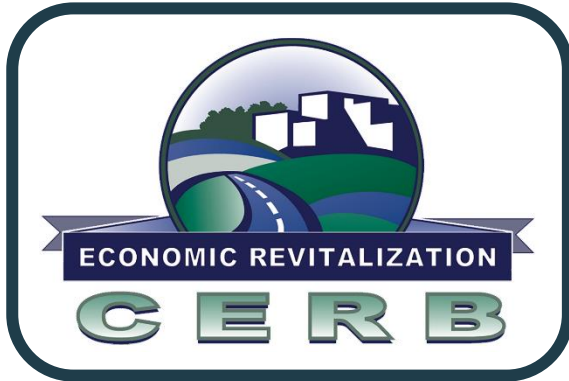
#### *Land and Water Conservation Fund*

The Land and Water Conservation Fund grant provides funding to preserve and develop outdoor recreation resources like parks, trails, and wildlife lands. The fund ensures that land acquired or developed with its support is designated for public outdoor recreation in perpetuity. All communities can compete for funding, awarded every two years, with grant limits ranging from \$200,000 to \$2 million and a 50 percent match requirement. Eligible projects include land acquisition, development, or renovation.

#### *Community Outdoor Athletic Facilities (COAF)*

The Community Outdoor Athletic Facilities (COAF) fund offers grants to build, expand, or renovate outdoor athletic facilities, particularly in communities lacking recreational opportunities, serving underserved populations, or with limited financial capacity. The funds are allocated across five regions of the state based on population. Grants range from \$50,000 to \$1.2 million, and no matching funds are required. Eligible projects should primarily focus on attracting and accommodating athletic practice, training, or competition, and include athletic fields, sports courts, sports facilities, swimming pools, tracks and courses, skating rinks, and land acquisition for such facilities.





### WA Department of Commerce- Community Development Block Grant

The Community Development Block Grants, administered by the WA Department of Commerce, support community development projects that primarily benefit low- and moderate-income individuals in eligible Washington State small cities, towns, and counties. These grants offer awards up to \$2,000,000 with no match requirement, and funds activities such as public and community facilities, which include the development or improvement of parks, recreational areas, and open spaces that serve the needs of the community. These park projects can involve creating new parks, upgrading existing park infrastructure, developing playgrounds, sports fields, picnic areas, and other amenities accessible to the public.



### Washington Wildlife and Recreation Program (WWRP)

The Washington Wildlife and Recreation Program (WWRP) is Washington state's largest public funding source for outdoor community projects. Applicant must provide a 50 percent match, with at least 10 percent of the total project cost from a non-state, non-federal contribution. The WWRP includes a Local Parks category, which helps communities fund the acquisition, development, and renovation of vital recreation areas and green spaces. This can include creating new playgrounds, sports fields, picnic areas, and upgrading existing park infrastructure. The program is funded every two years as part of the state's Capital Construction Budget and is administered by the Washington State Recreation and Conservation Office.





A

## Appendix





## **List of Appendices**

- A. Demographics
- B. Public Survey Postcard
- C. Public Survey Flier
- D. Public Survey Results
- E. Concept Plans for Park Renderings
- F. Capital Improvement Plan List
- G. Concept Plan Cost Estimates

## Appendix A: Demographics

| Age and Gender | City  |    |      |    |        |    | State   |   |         |   |         |   |
|----------------|-------|----|------|----|--------|----|---------|---|---------|---|---------|---|
|                | Total |    | Male |    | Female |    | Total   |   | Male    |   | Female  |   |
|                | #     | %  | #    | %  | #      | %  | #       | % | #       | % | #       | % |
| Under 5 years  | 626   | 6  | 235  | 5  | 391    | 7  | 417,322 | 5 | 417,322 | 5 | 204,002 | 5 |
| 5 to 9 years   | 530   | 5  | 189  | 4  | 341    | 6  | 460,067 | 6 | 460,067 | 6 | 224,670 | 6 |
| 10 to 14 years | 528   | 5  | 295  | 6  | 233    | 4  | 480,293 | 6 | 480,293 | 6 | 234,065 | 6 |
| 15 to 19 years | 1,050 | 11 | 405  | 9  | 645    | 12 | 468,878 | 6 | 468,878 | 6 | 224,002 | 6 |
| 20 to 24 years | 1,54  | 14 | 607  | 13 | 747    | 14 | 475,123 | 6 | 475,123 | 6 | 226,222 | 6 |
| 25 to 29 years | 653   | 7  | 404  | 9  | 249    | 5  | 553,933 | 7 | 553,933 | 7 | 269,019 | 7 |
| 30 to 34 years | 458   | 5  | 258  | 6  | 200    | 4  | 624,403 | 8 | 624,403 | 8 | 300,055 | 8 |
| 35 to 39 years | 504   | 5  | 265  | 6  | 239    | 5  | 594,771 | 8 | 594,771 | 8 | 289,157 | 7 |
| 40 to 44 years | 648   | 7  | 282  | 6  | 366    | 7  | 546,897 | 7 | 546,897 | 7 | 264,723 | 7 |
| 45 to 49 years | 266   | 3  | 155  | 3  | 111    | 2  | 466,808 | 6 | 466,808 | 6 | 228,334 | 6 |
| 50 to 54 years | 413   | 4  | 195  | 4  | 218    | 4  | 466,341 | 6 | 466,341 | 6 | 228,818 | 6 |
| 55 to 59 years | 250   | 3  | 132  | 3  | 118    | 2  | 435,575 | 6 | 435,575 | 6 | 218,237 | 6 |
| 60 to 64 years | 586   | 6  | 239  | 5  | 347    | 7  | 483,339 | 6 | 483,339 | 6 | 244,158 | 6 |
| 65 to 69 years | 579   | 6  | 308  | 7  | 271    | 5  | 438,907 | 6 | 438,907 | 5 | 228,135 | 6 |
| 70 to 74 years | 602   | 6  | 219  | 5  | 383    | 7  | 363,162 | 5 | 363,162 | 4 | 191,596 | 5 |
| 75 to 79 years | 313   | 3  | 152  | 3  | 161    | 3  | 256,015 | 3 | 256,015 | 3 | 138,106 | 4 |



|                   |       |   |       |    |       |    |           |     |           |    |           |    |
|-------------------|-------|---|-------|----|-------|----|-----------|-----|-----------|----|-----------|----|
| 80 to 84 years    | 159   | 2 | 108   | 2  | 51    | 1  | 149,077   | 2   | 149,077   | 2  | 81,769    | 2  |
| 85 years and over | 277   | 3 | 98    | 2  | 179   | 3  | 131,969   | 2   | 131,969   | 1  | 83,835    | 2  |
| Total             | 9,796 |   | 4,546 | 46 | 5,250 | 54 | 7,812,880 | 100 | 7,812,880 | 50 | 3,878,903 | 50 |

\*The U.S. Census 2020 American Community Survey did not include nonbinary or gender non-conforming reporting options

Source: U.S. Census Bureau. "Age and Sex." *American Community Survey, ACS 5-Year Estimates Subject Tables, Table S0101, 2022*, <https://data.census.gov/table/ACSST5Y2022.S0101?q=age and gender&g=160XX00US5313855>.

| Young and Old | City % | State % |
|---------------|--------|---------|
| 19 and under  | 28%    | 23%     |
| 65+           | 20%    | 17%     |

Source: U.S. Census Bureau. "Age and Sex." *American Community Survey, ACS 5-Year Estimates Subject Tables, Table S0101, 2022*, <https://data.census.gov/table/ACSST5Y2022.S0101?q=age and gender&g=160XX00US5313855>.

| Median Age  | City | State |
|-------------|------|-------|
| Age (years) | 32.2 | 38.2  |

Source: U.S. Census Bureau, U.S. Department of Commerce. "Age and Sex." *American Community Survey, ACS 5-Year Estimates Subject Tables, Table S0101, 2022*, <https://data.census.gov/table/ACSST5Y2023.S0101?q=Table+S0101&g=160XX00US5313855>.

| Race/Ethnicity                             | City  |     | State     |     |
|--------------------------------------------|-------|-----|-----------|-----|
|                                            | #     | %   | #         | %   |
| Hispanic or Latino                         | 2,120 | 21  | 1,059,213 | 14  |
| White                                      | 6,724 | 68  | 4,918,820 | 64  |
| Black or African American                  | 166   | 2   | 296,170   | 4   |
| American Indian and Alaska Native          | 43    | 0   | 91,191    | 1   |
| Asian                                      | 182   | 2   | 723,062   | 9   |
| Native Hawaiian and Other Pacific Islander | 51    | 1   | 62,490    | 1   |
| Other                                      | 63    | 1   | 43,221    | 1   |
| Population of two or more races:           | 553   | 6   | 511,114   | 7   |
| Total                                      | 9,902 | 100 | 7,705,281 | 100 |

Source: U.S. Census Bureau. "HISPANIC OR LATINO, AND NOT HISPANIC OR LATINO BY RACE." *Decennial Census, DEC Demographic and Housing Characteristics, Table P9, 2020*, <https://data.census.gov/table/DECENNIALDHC2020.P9?q=race and ethnicity&g=160XX00US5313855>.

| Educational Attainment,<br>Populations 25+ (2022) | City  |     | State     |     |
|---------------------------------------------------|-------|-----|-----------|-----|
|                                                   | #     | %   | #         | %   |
| Less than 9th grade                               | 143   | 3   | 178,043   | 3   |
| 9th to 12th grade, no diploma                     | 513   | 9   | 242,948   | 4   |
| High school graduate (includes equivalency)       | 885   | 16  | 1,188,673 | 22  |
| Some college, no degree                           | 1,285 | 23  | 1,131,507 | 21  |
| Associate's degree                                | 658   | 12  | 540,688   | 10  |
| Bachelor's degree                                 | 1,227 | 21  | 1,340,967 | 24  |
| Graduate or professional degree                   | 997   | 17  | 888,371   | 16  |
| Total                                             | 5,708 | 100 | 5,511,197 | 100 |

Source: U.S. Census Bureau, U.S. Department of Commerce. "Educational Attainment." American Community Survey, ACS 1-Year Estimates Subject Tables, Table S1501, 2022, [https://data.census.gov/table/ACSST1Y2023.S1501?q=educational attainment&g=040XX00US53](https://data.census.gov/table/ACSST1Y2023.S1501?q=educational+attainment&g=040XX00US53).

| Employment Population, 16+ by Industry (2022)                                              | City  |     | State     |     |
|--------------------------------------------------------------------------------------------|-------|-----|-----------|-----|
|                                                                                            | #     | %   | #         | %   |
| Agriculture, forestry, fishing and hunting, and mining                                     | 73    | 2   | 93,447    | 2   |
| Construction                                                                               | 24    | 1   | 270,143   | 7   |
| Manufacturing                                                                              | 220   | 5   | 346,216   | 9   |
| Wholesale trade                                                                            | 106   | 2   | 78,202    | 2   |
| Retail trade                                                                               | 591   | 13  | 432,337   | 11  |
| Transportation and warehousing, and utilities                                              | 179   | 4   | 224,971   | 6   |
| Information                                                                                | 59    | 1   | 102,715   | 3   |
| Finance and insurance, and real estate and rental and leasing                              | 159   | 4   | 202,792   | 5   |
| Professional, scientific, and management, and administrative and waste management services | 384   | 9   | 584,053   | 15  |
| Educational services, and health care and social assistance                                | 1642  | 37  | 848,181   | 22  |
| Arts, entertainment, and recreation, and accommodation and food services                   | 347   | 8   | 333,640   | 9   |
| Other services, except public administration                                               | 225   | 5   | 173,522   | 4   |
| Public administration                                                                      | 391   | 9   | 196,931   | 5   |
| Total                                                                                      | 4,400 | 100 | 3,887,150 | 100 |

Source: U.S. Census Bureau. "Industry by Sex for the Civilian Employed Population 16 Years and Over." *American Community Survey, ACS 5-Year Estimates Subject Tables, Table S2403, 2022*, [https://data.census.gov/table/ACSST5Y2022.S2403?q=employment by industry&g=160XX00US5313855](https://data.census.gov/table/ACSST5Y2022.S2403?q=employment%20by%20industry&g=160XX00US5313855).

| Median Home Value | City       | State      |
|-------------------|------------|------------|
| Dollar Amount     | \$ 294,700 | \$ 576,000 |

| Median Income | City      | State     |
|---------------|-----------|-----------|
| Income        | \$ 60,417 | \$ 94,605 |

Source: U.S. Census Bureau, U.S. Department of Commerce. "Income in the Past 12 Months (in 2023 Inflation-Adjusted Dollars)." *American Community Survey, ACS 1-Year Estimates Subject Tables, Table S1901, 2022*, <https://data.census.gov/table/ACSST1Y2023.S1901?q=Table+S1901&g=040XX00US53>.

| Disabled Population | City  |     | State        |     |
|---------------------|-------|-----|--------------|-----|
|                     | #     | %   | #            | %   |
| With Disability     | 1,551 | 16  | 1,069,089    | 14  |
| Without Disability  | 8,116 | 84  | 6,624,838    | 86  |
| Total               | 9,667 | 100 | 7,693,927.00 | 100 |



## Appendix B: Public Survey Postcard

**City of College Place**  
**Parks, Open Space & Recreation Survey**  
Encuesta de Parques, Espacios Abiertos y Recreación



**We need your input!**  
necesitamos su aporte!

**May 18 - June 16**  
18 de mayo - 16 de junio





The City of College Place is preparing an update to its existing Parks Open Space and Recreation Plan. Your input will aid the City in its present and future planning efforts for public park facilities.

La ciudad de College Place está preparando una actualización de su Plan de Parques, Espacios Abiertos y Recreación. Su opinión ayudará a la ciudad en sus esfuerzos de planificación presentes y futuros para las instalaciones de parques públicos.

Access the online survey by scanning the QR code or go to <https://arcg.is/1TjiKX0>  
Acceda a la encuesta en línea por escaneando el código QR o vaya a <https://arcg.is/1TjiK0>







College Place City  
625 S College Ave  
College Place, WA 99324

Access the online survey by  
scanning the QR code or go to  
<https://arcg.is/1TjiKX0>

Acceda a la encuesta en línea  
por escaneando el código QR o  
vaya a <https://arcg.is/1TjiK0>

### QUESTIONS? Preguntas?

📞 509-394-8524  
✉ [JRickard@cpwa.us](mailto:JRickard@cpwa.us)



## Appendix C: Public Survey Flier



### PARKS

Encuesta de Parques

### OPEN SPACE

Espacios Abiertos

### RECREATION SURVEY

y Recreación



## WE NEED YOUR INPUT! *necesitamos su aporte*

The City of College Place is preparing an update to its existing Parks Open Space and Recreation Plan. Your input will aid the City in its present and future planning efforts for public park facilities.

*La ciudad de College Place está preparando una actualización de su Plan de Parques, Espacios Abiertos y Recreación. Su opinión ayudará a la ciudad en sus esfuerzos de planificación presentes y futuros para las instalaciones de parques públicos.*

### DATE? *Fecha?*

May 18 - June 16

*18 de mayo - 16 de junio*

### QUESTIONS? *Preguntas?*

 509-394-8524

 [JRickard@cpwa.us](mailto:JRickard@cpwa.us)



Access the online survey by scanning the QR code or go to  
<https://arcg.is/1TjiKX0>

*Acceda a la encuesta en línea por escaneando el código QR o vaya a <https://arcg.is/1TjiKX0>*

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## Appendix D: Public Survey Results

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### **CITY OF COLLEGE PLACE, WA**

### **PARKS, OPEN SPACE, & RECREATION PLAN UPDATE**

### **SURVEY RESULTS**

August 5, 2024

Prepared by:

J-U-B ENGINEERS, Inc.

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3611 South Zintel Way, Kennewick, WA 99337 W [www.jub.com](http://www.jub.com) P 509.783.2144





## College Place Parks, Open Space, & Recreation Plan Update Survey Results

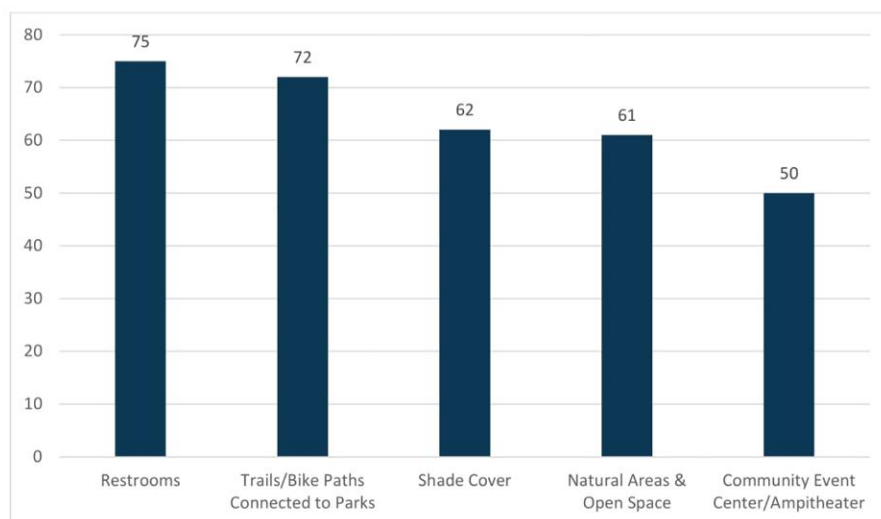
A community input survey was open from May 21 to June 19, 2024, and available online. The survey questions were curated to aid the City of College Place in preparing to update the existing Parks, Open Space, and Recreation Plan. The online survey was promoted with flyers posted at City Hall, postcards passed out at a local market and posted on social media platforms. Highlights of each survey question are summarized below. The survey received 150 responses.

### Public Survey Results

#### Question 1.

**What are your top five priorities for improving College Place parks, open spaces, and trails?**

Respondents selected five park amenities that should be prioritized at City Parks. The bar graph below shows the top five amenities and the number of times each was chosen. All amenities are listed in the table below. This question received 150 responses.



| Answer                                                                   | Count |
|--------------------------------------------------------------------------|-------|
| Restrooms                                                                | 75    |
| Trails/bike paths connected to parks                                     | 72    |
| Shade cover                                                              | 62    |
| Natural areas and open space                                             | 61    |
| Community event center/amphitheater (e.g., music and movies in the park) | 50    |



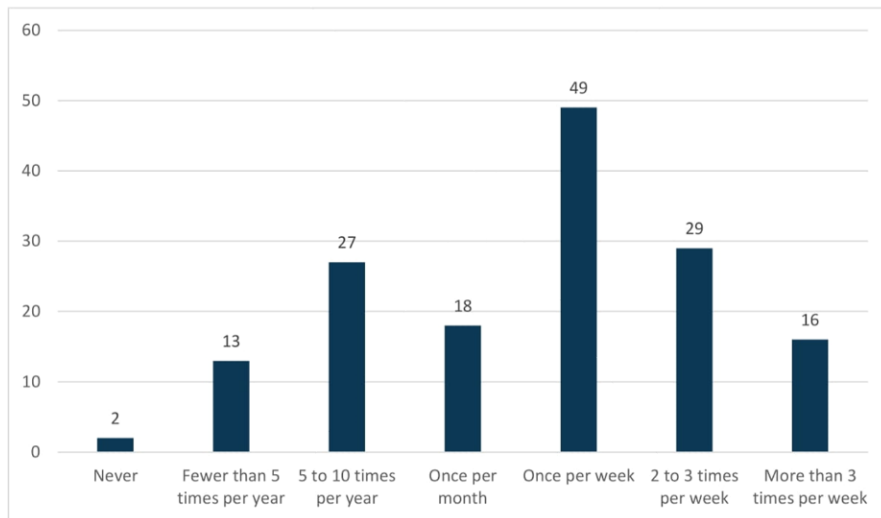
|                                                                            |    |
|----------------------------------------------------------------------------|----|
| Non-motorized trails (e.g., Whiteman Drive multi-use path)                 | 45 |
| Picnic tables                                                              | 42 |
| Splash pad                                                                 | 37 |
| Develop more passive recreation (picnicking, reading, bird watching, etc.) | 33 |
| Drinking fountains                                                         | 31 |
| Additional land for future park development                                | 28 |
| Benches                                                                    | 26 |
| Other (please specify)                                                     | 26 |
| Outdoor exercise equipment                                                 | 20 |
| Directional signage (signs to trails, restrooms, parks, etc.)              | 12 |
| Disc golf                                                                  | 12 |
| Dog park                                                                   | 12 |
| Bike racks                                                                 | 11 |
| Campground                                                                 | 9  |
| Historic/geological kiosks and signs                                       | 7  |
| Skate park                                                                 | 5  |
| Viewpoints                                                                 | 4  |



**Question 2.**

**How often do you and members of your household visit College Place parks, park facilities, or trails?**

33% (49 respondents) said they visited parks once per week. Additionally, almost 40% said they visit parks 2-3 times per week (29 respondents) or 5-10 times yearly (27 respondents). The number of responses for each answer is provided below. This question received 150 responses.



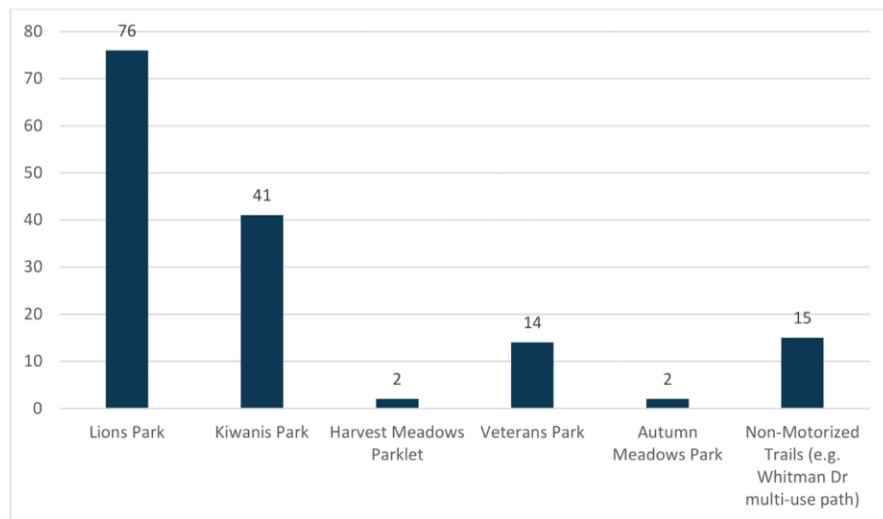




**Question 3.**

**Which park, park facility, or trail in College Place do you or members of your household most frequently visit?**

Respondents identified the park, park facility, or trail that members of their household frequently visited. Over half (76 respondents) selected Lions Park. The results of all options are provided below. Perseverance Park received zero entries and is not shown on the chart below. This question received 150 responses.



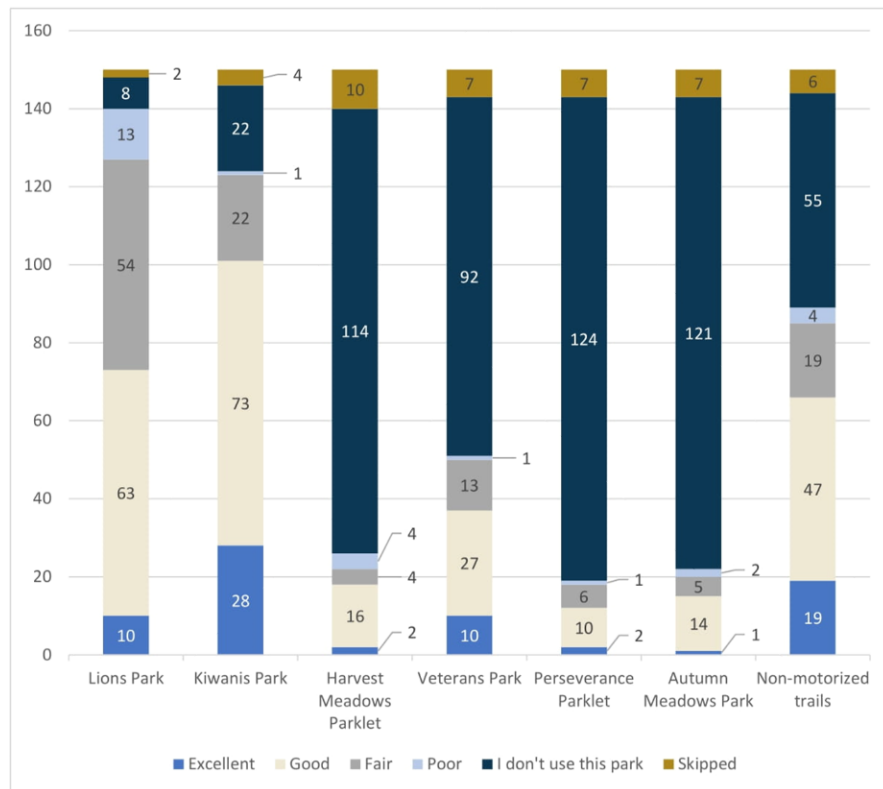


#### Question 4.

#### How do you rate the quality and conditions of College Place parks and facilities?

Respondents selected the quality and conditions of seven parks and facilities in the City of College Place. The ratings are provided below. Respondents identified Kiwanis Park as the highest-rated city park in terms of quality and condition.

101 respondents said this park was in Excellent (28 respondents) or Good (73 respondents) condition. Lions Park has a mixed response. Half of the respondents stated this park was in Excellent (10 respondents) or Good (63 respondents) condition, totaling 73 respondents. The other half stated that this park was in fair (54 respondents) or poor (13 respondents) conditions, totaling 67 respondents. Harvest Meadows Parklet (114 respondents), Perseverance Parklet (124 respondents), and Autumn Meadows Park (121 respondents) were identified as the parks that are least used. The table below identifies which questions were skipped.

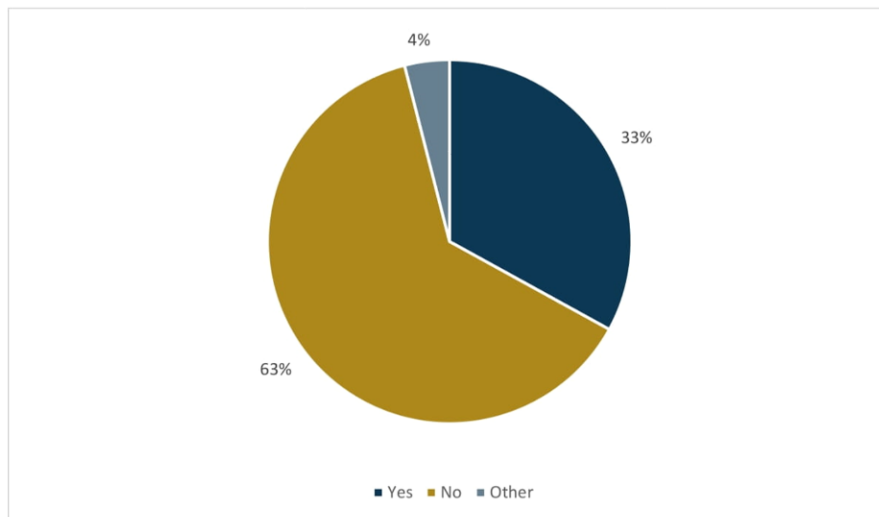




**Question 5.**

**Do you use College Place School District facilities for recreation?**

63% (94 respondents) said they do not use College Place School District facilities. 4% (7 respondents) selected Other and provided responses that either they use the Walla Walla University Gym Facility or were unaware that School District facilities were available to the public. This question received 150 responses.



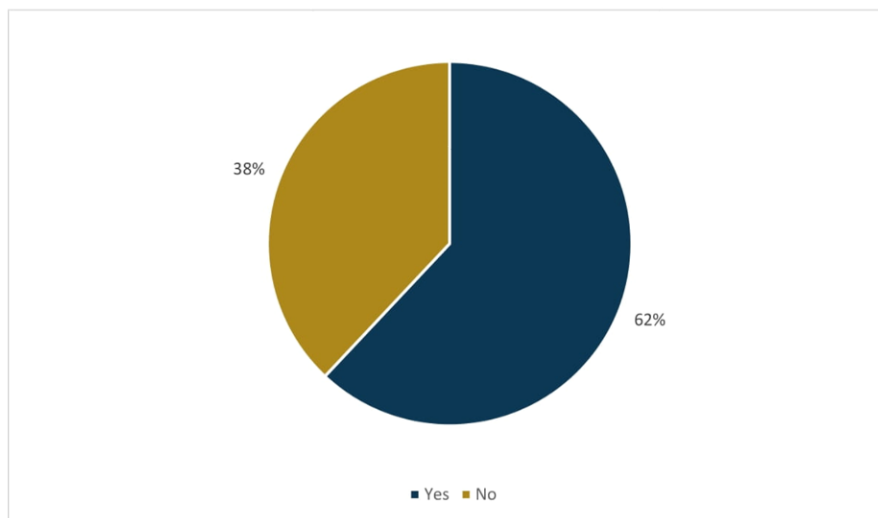


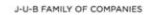


**Question 6.**

**If it were available after school operating hours, would you regularly use a school gymnasium or outdoor sports facility or grounds?**

Over 60% (93 respondents) of respondents stated they would regularly use a school gymnasium, outdoor sports facility, or grounds if available, while 40% (57 respondents) stated no. This question received 150 responses.





**Should the City offer recreational programming (leagues, fitness classes, organized activities)?**



| Response | Percentage |
|----------|------------|
| Yes      | 62%        |
| No       | 38%        |

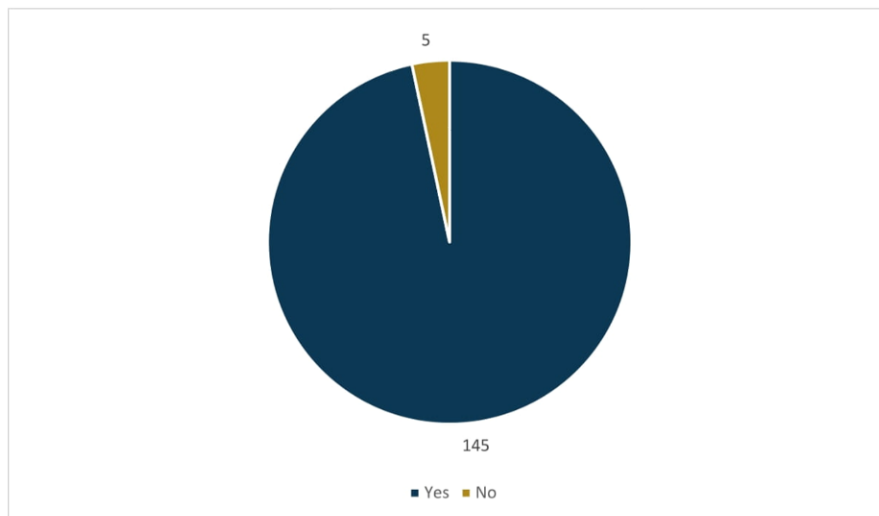




**Question 8.**

**Do you feel safe in College Place parks?**

145 of the respondents (97%) stated they feel safe in City Parks. Those who stated they did not feel safe provided additional information. The reasons for feeling unsafe are associated with poor lighting conditions and loitering at Lions Park. This question received 150 responses.



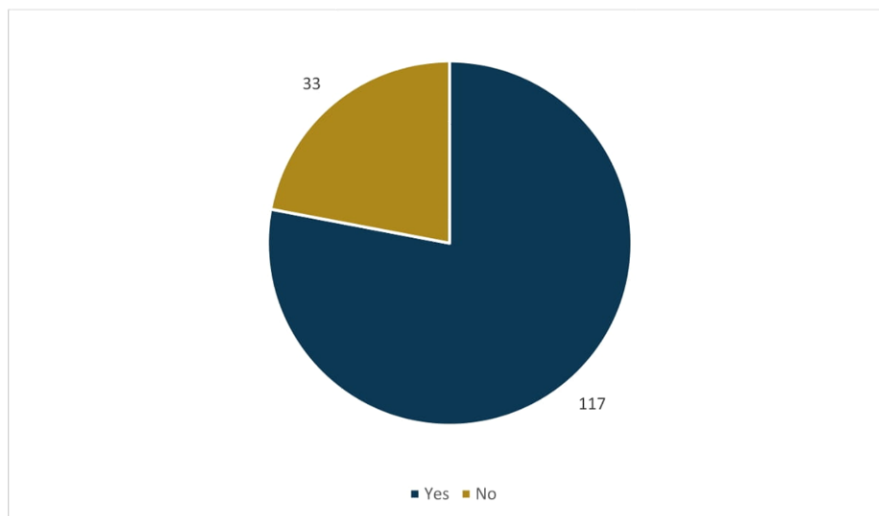


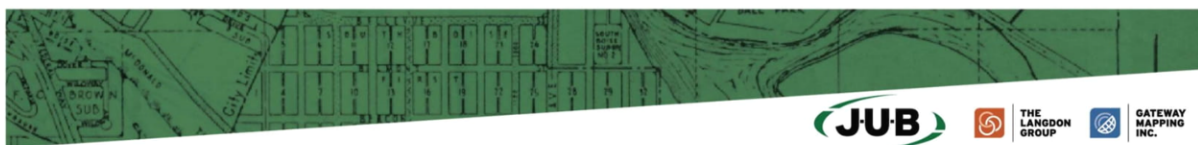


**Question 9.**

**Would you be willing to pay a reservation fee to reserve park facilities like picnic shelters to ensure availability for an event?**

117 respondents (78%) stated they would be willing to pay a reservation fee to use park facilities like picnic shelters to ensure availability for an event. This question received 150 responses.

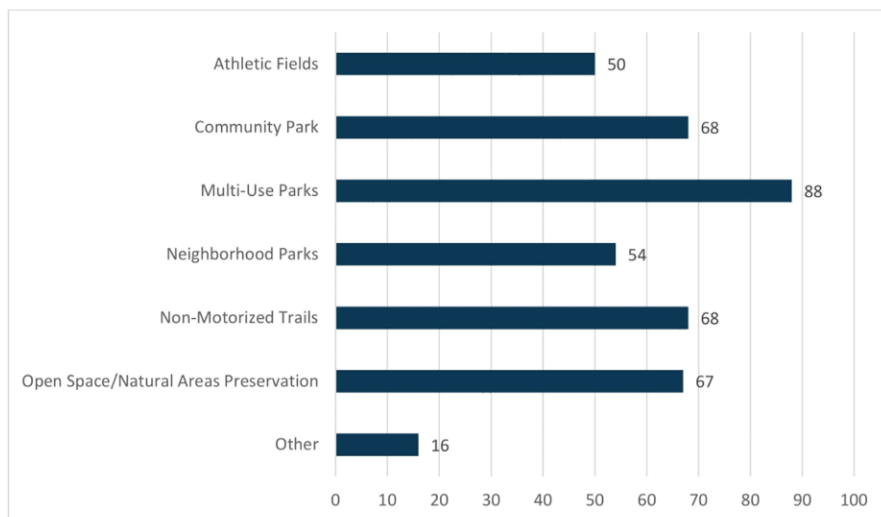


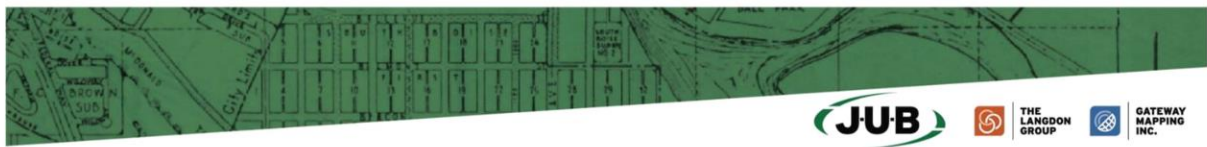


**Question 10.**

**What kinds of new parks should College Place develop in the future?**

Respondents selected all park types they think College Place should develop in the future. 88 respondents identified that the City should develop Multi-Use Parks in the future. This was closely followed by Community Parks (20+ acres), Non-Motorized Trails (e.g., Whiteman Drive Multi-Use Path), and Open Space/Natural Areas Preservation. These three options were selected by 68 respondents each. 16 respondents selected the Other option and provided additional feedback. This included the desire for outdoor facilities/courts (tennis, pickleball, basketball, rollerblading, disc golf), indoor facilities (ice/hockey rink, sports facilities, multi-use space), spaces for children/family (shaded play spaces, splash pad, bigger play structures, lending libraries), and natural walking paths with shade and unpaved trails. One respondent also suggested reserving land for commercial opportunities. This question received 150 responses.

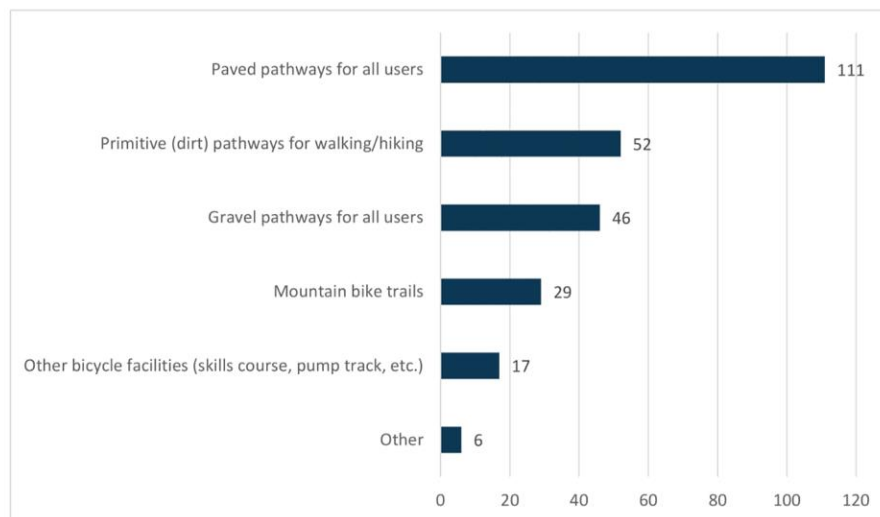




#### Question 11.

#### What types of trails should College Place develop in the future?

This question asked respondents to select all types of trails the City should develop in the future. Paved pathways for all users were the top-selected trail type, with 111 respondents selecting this. Primitive (dirt) pathways for walking/hiking (52) and gravel pathways for all users (46) were the next top-selected trail types. Six respondents selected Other and provided additional responses. These included trails for all-terrain and utility-terrain vehicles and multi-use paths (paved or primitive). This question received 150 responses.



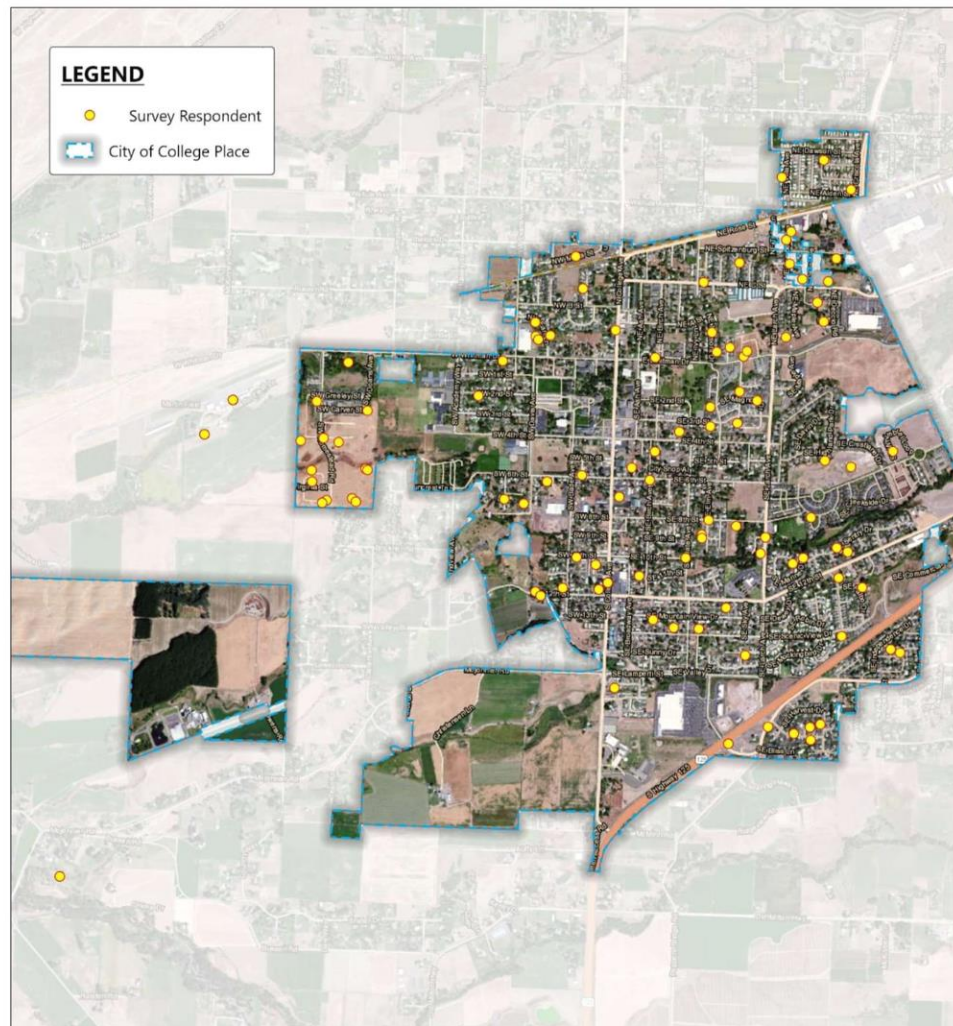




**Question 12.**

**Which neighborhood do you live in?**

See the map below that shows where each respondent identified they live.

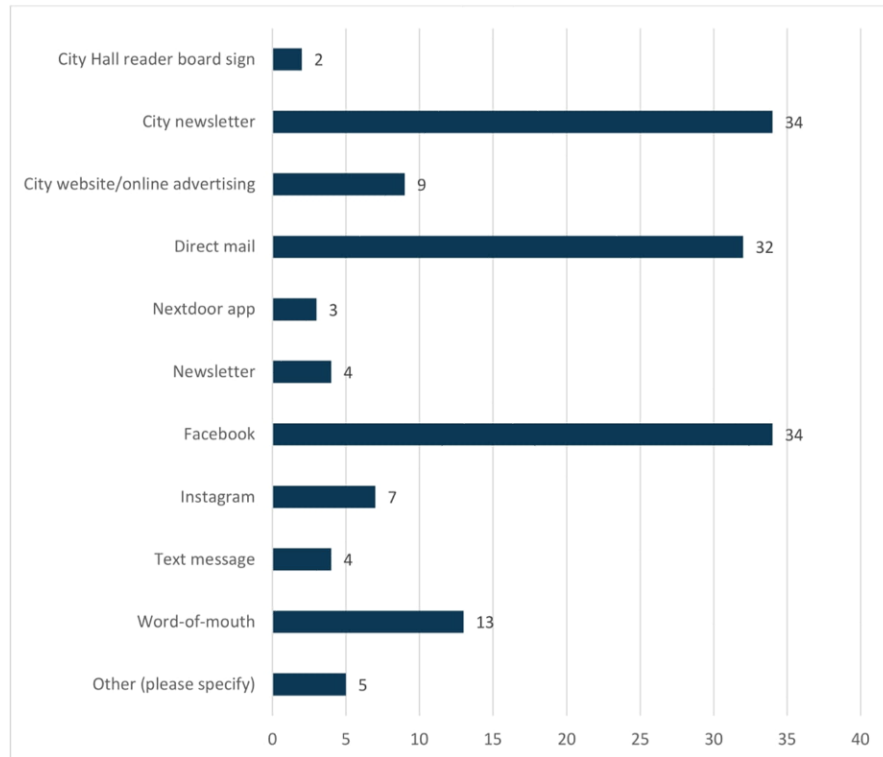




**Question 13.**

**How do you receive your information about College Place park facilities? What are the two best ways for your parks and recreation department to inform you about programs, events, or facilities offered to the public?**

This question focuses on identifying how respondents receive information about City park facilities. The respondents selected their top two preferences. The top three ways respondents receive information about City park facilities are city newsletters (34 respondents), Facebook (34 respondents), and direct mail (32 respondents). Five respondents selected Other. The responses stated that email would be an effective avenue to receive information. Television, Twitter, radio advertising, handouts, billboards, banners, and posters received zero responses and are not shown below. This question received 147 responses (3 skipped).

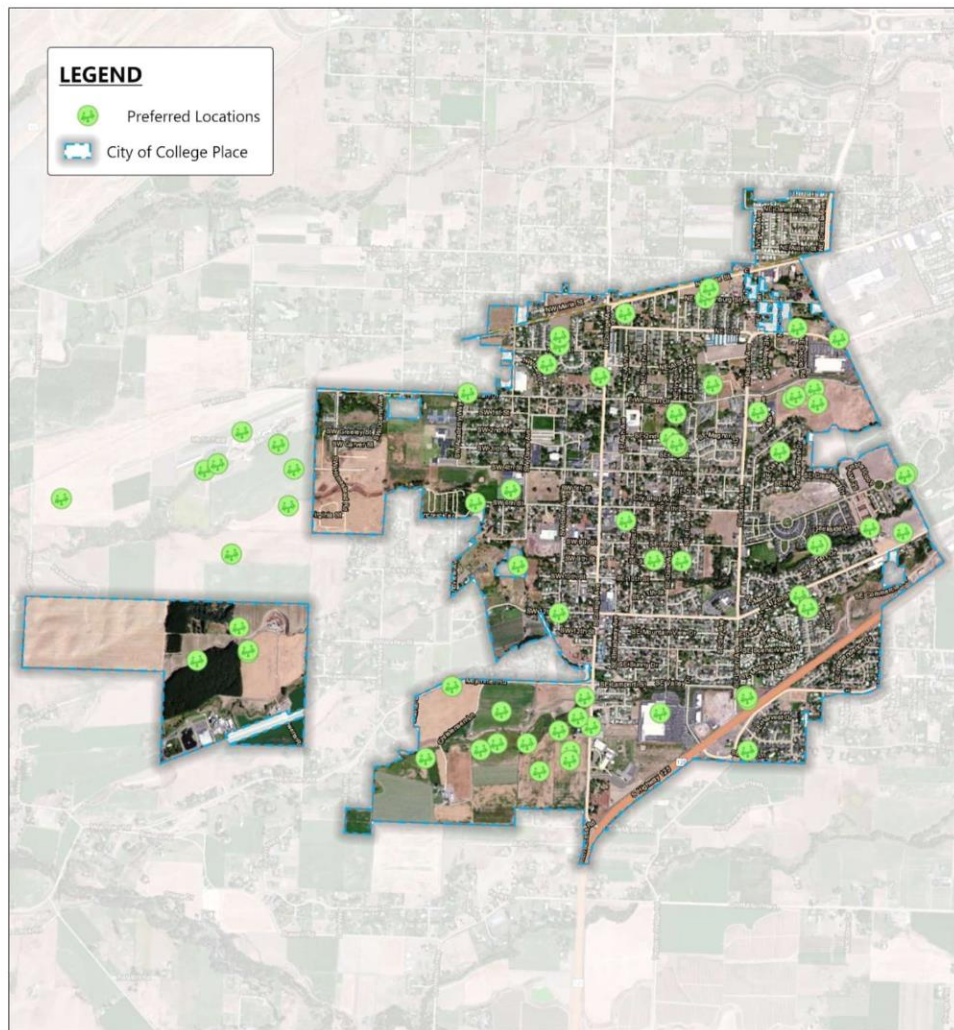




**Question 14.**

**Add your preferred locations for 2-3 new parks/trails by clicking on the Comment Map link below.**

See the map below where respondents identified preferred locations for new parks/trails.



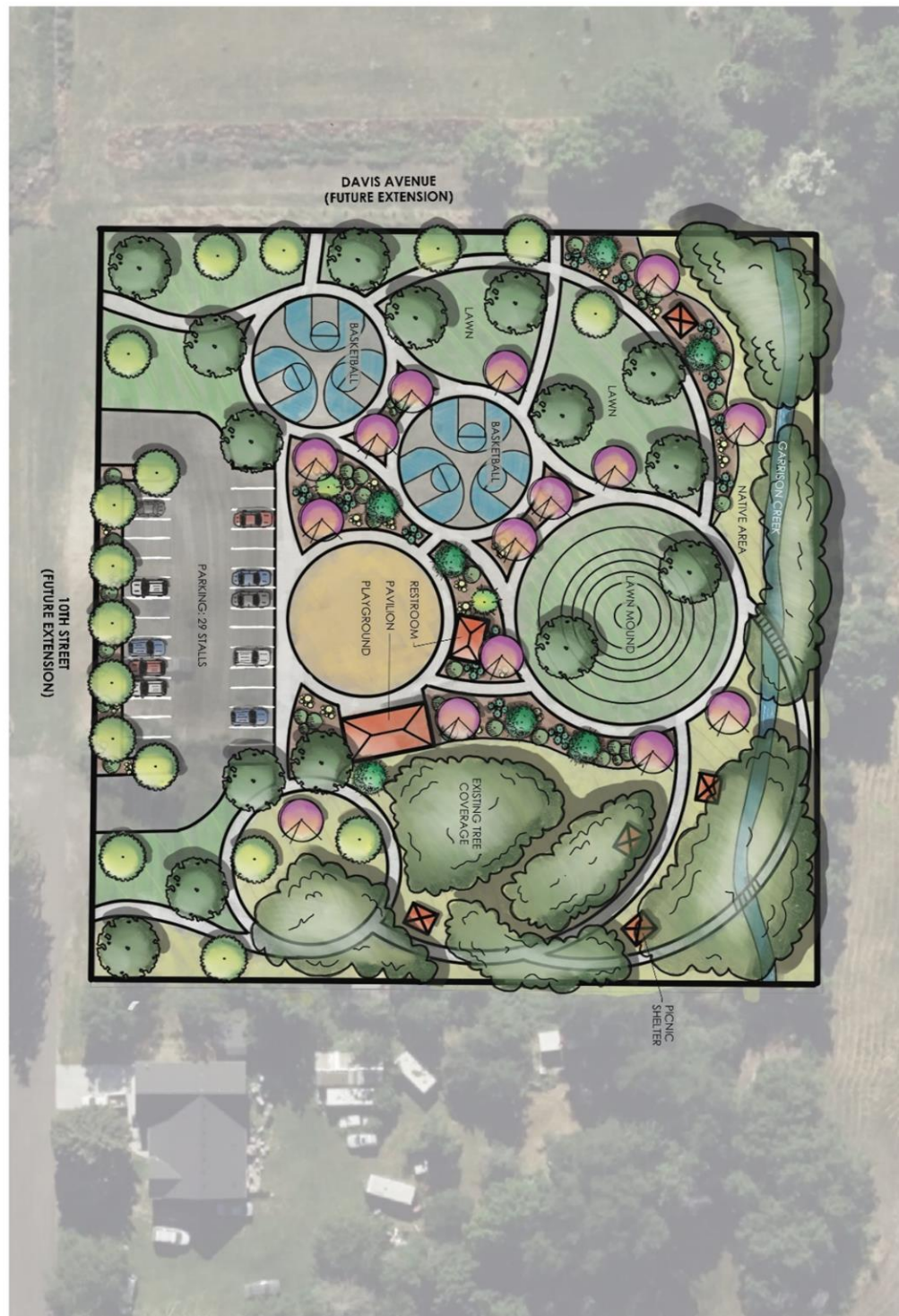




## Conclusion

Overall, the survey respondents had positive comments regarding the City of College Place parks, park facilities, and trails. The survey identified most respondents utilize City parks, park facilities, or trails once a week and identified Lion's Park as the most visited park. Survey respondents would like restrooms, trails/bike paths connected to parks, and shade cover prioritized at existing and future park facilities. Respondents showed the most interest in Multi-Use Paths for new park facilities in the future.

## Appendix E: Concept Plans for Park Renderings



0  
20  
40  
SCALE IN FEET



**LEADBETTER PARK: PREFERRED ALTERNATIVE**  
NE CORNER OF 10TH ST. & DAVIS AVE.

CITY OF COLLEGE PLACE  
625 S College Ave, College Place, WA 99324



DEC. 18, 2024



**"PICKLE PUMP" - Option B**  
**MAPLE STREET & WHITMAN DRIVE**  
COLLEGE PLACE WA / CONCEPTUAL PRESENTATION



PUMP TRACK AND PLAYGROUND



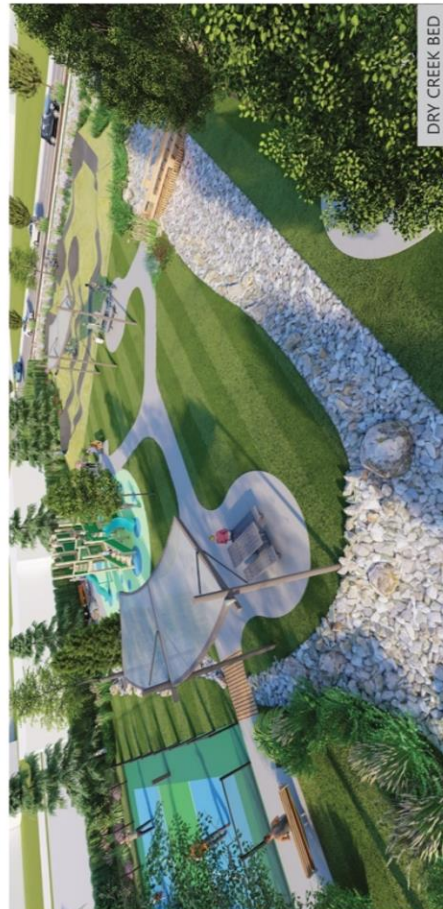
PUMP TRACK



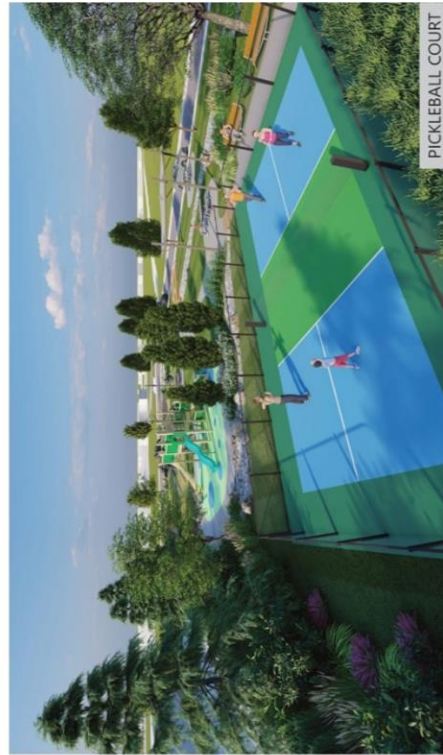
VIEW FROM SE MAPLE STREET



PLAN VIEW



DRY CREEK BED

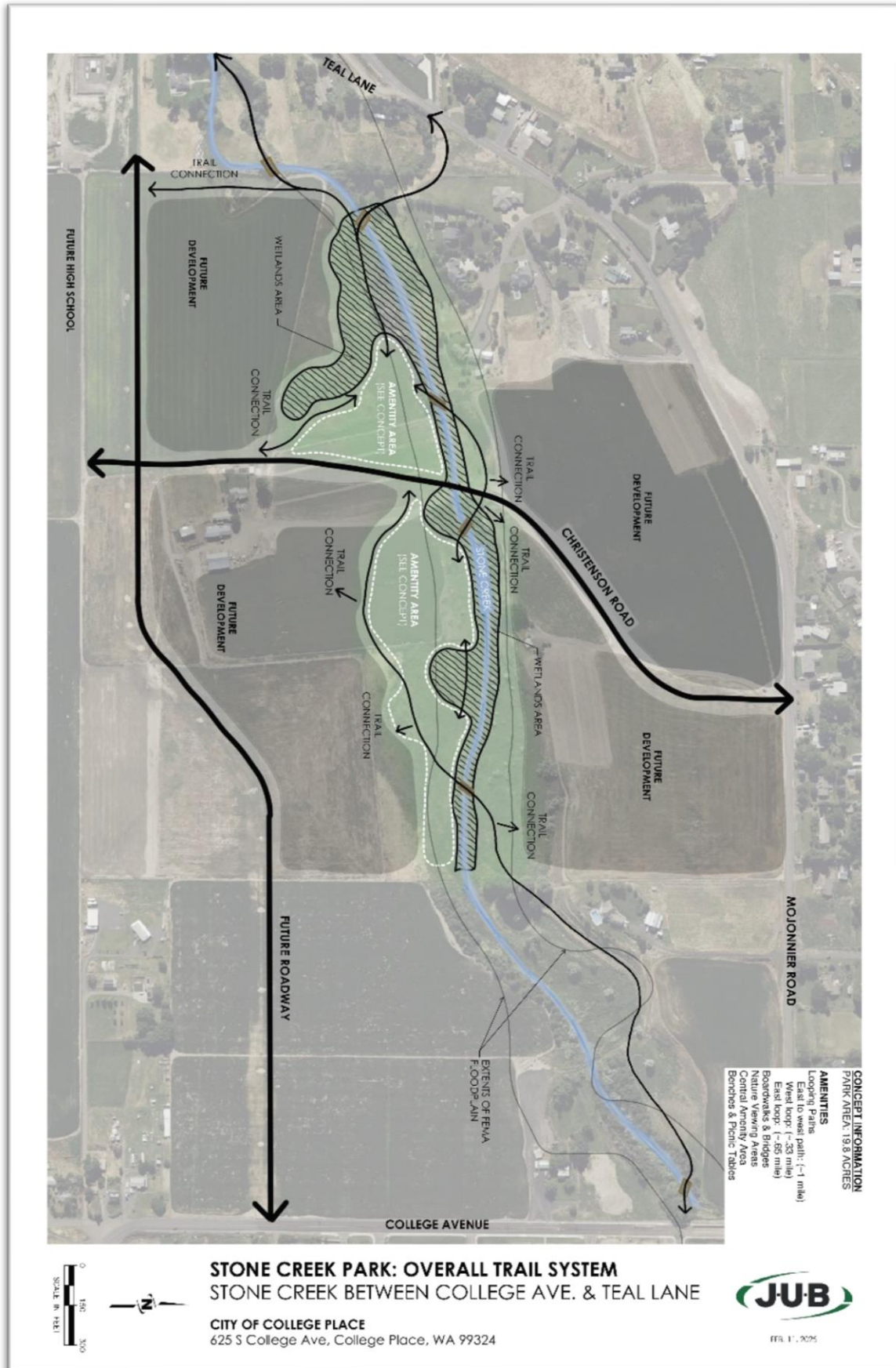


PICKLEBALL COURT



**"HEALTHY HABITATS" - Option B**  
**AUTUMN MEADOWS PARK**  
COLLEGE PLACE WA / CONCEPTUAL PRESENTATION





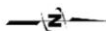








0  
30  
60  
SCALE IN FEET



**PARK NEAR SUNSET VILLAS: PREFERRED ALTERNATIVE**  
NW CORNER OF WALLULA AVE. & DAMSON AVE.

CITY OF COLLEGE PLACE  
625 S College Ave, College Place, WA 99324



FEB. 11, 2025

## Appendix F: Capital Improvement Plan Project List

| LOCATION          | IMPROVEMENT                                           | PRIORITY<br>1 being the<br>highest | TOTAL COST      | INDIVIDUAL COST | QUANTITY | SIZE      | COMMENTS                                                                                                                    |
|-------------------|-------------------------------------------------------|------------------------------------|-----------------|-----------------|----------|-----------|-----------------------------------------------------------------------------------------------------------------------------|
| Perseverance Park | Exercise Path/Park Trail                              | 3                                  | \$ -            | -               | -        | -         | Connecting Perseverance Park                                                                                                |
| Perseverance Park | Picnic shelter                                        | 3                                  | \$ -            | -               | -        | -         | 20x20                                                                                                                       |
| Perseverance Park | Picnic tables                                         | 3                                  | \$ -            | -               | -        | -         | 4 tables                                                                                                                    |
| Perseverance Park | Install welcome sign                                  | 3                                  | \$ -            | -               | -        | -         | Follow Kiwanis Park Sign standards (small scale version of Kiwanis Park) the Perseverance Sign is installed already         |
| Perseverance Park | Unisex Restroom                                       | 3                                  | \$ -            | -               | -        | -         | Located on 12th Street, not in Concept                                                                                      |
| Chiywide          | Sidewalk and Trails                                   | 6                                  | \$ -            | -               | -        | -         |                                                                                                                             |
| Chiywide          | Bike Routes                                           | 6                                  | \$ -            | -               | -        | -         |                                                                                                                             |
| Chiywide          | YMCA Satellite Facility                               | 6                                  | \$ -            | -               | -        | -         | Located near Stonecreek (Lakeside has talked about building facility) or Kanan property (potential for property donation)   |
| Chiywide          | Nature Area/Open Space                                | 6                                  | \$ -            | -               | -        | -         | Doan's Creek Path (owned by HOA)                                                                                            |
| Chiywide          | Community Event/Amphitheatre                          | 6                                  | \$ -            | -               | -        | -         |                                                                                                                             |
| Harvest Meadows   | Install welcome sign                                  | 3                                  | \$ -            | -               | -        | -         | Small scale sign                                                                                                            |
| Harvest Meadows   | Update Parks and Recreation materials to promote Park | 3                                  | \$ -            | -               | -        | -         |                                                                                                                             |
| Harvest Meadows   | Add shade                                             | 3                                  | \$ -            | -               | -        | -         | Shade sails                                                                                                                 |
| Harvest Meadows   | Install drinking fountain                             | 3                                  | \$ -            | -               | -        | -         | 1 fountain, pet friendly                                                                                                    |
| Harvest Meadows   | Install security measures                             | 3                                  | \$ -            | -               | -        | -         | Cameras, install to existing wooden light pole                                                                              |
| Kiwanis           | Walking path around the perimeter                     | 2                                  | \$ -            | -               | -        | -         |                                                                                                                             |
| Kiwanis           | New roof to picnic shelter                            | 2                                  | \$ -            | -               | -        | -         |                                                                                                                             |
| Kiwanis           | Improve irrigation system                             | 2                                  | \$ -            | -               | -        | -         | Replace sprinklers                                                                                                          |
| Kiwanis           | Upgrade Lighting for Courts - Night Sky Compliant     | 2                                  | \$ -            | -               | -        | -         | At pickleball and basketball courts                                                                                         |
| Kiwanis           | LED Lights                                            | 2                                  | \$ -            | -               | -        | -         |                                                                                                                             |
| Kiwanis           | Resurface Pickleball and Basketball Court             | 2                                  | \$ -            | -               | -        | -         | Asphalt                                                                                                                     |
| Leadbetter        | Bike Rack(s)                                          | 4                                  | \$ 2,400.00     | \$ 1,200.00     | 2.00     | -         |                                                                                                                             |
| Leadbetter        | Dog Waste Station                                     | 4                                  | \$ 1,800.00     | \$ 900.00       | 2.00     | -         |                                                                                                                             |
| Leadbetter        | Bench(es)                                             | 4                                  | \$ 32,000.00    | \$ 4,000.00     | 8.00     | -         |                                                                                                                             |
| Leadbetter        | Playground                                            | 4                                  | \$ 223,200.00   | \$ 223,200.00   | 1.00     | 3,600 SF  | Structures and Fall Surface (Rubber PIP)                                                                                    |
| Leadbetter        | Basketball Court(s)                                   | 4                                  | \$ 190,000.00   | \$ 95,000.00    | 2.00     | -         |                                                                                                                             |
| Leadbetter        | Picnic Shelter(s)                                     | 4                                  | \$ 86,400.00    | \$ 17,280.00    | 5.00     | 12' X 12' |                                                                                                                             |
| Leadbetter        | Picnic Table(s)                                       | 4                                  | \$ 65,000.00    | \$ 5,000.00     | 13.00    | -         |                                                                                                                             |
| Leadbetter        | Trash Receptacle(s)                                   | 4                                  | \$ 20,000.00    | \$ 2,500.00     | 8.00     | -         |                                                                                                                             |
| Leadbetter        | Pavilion                                              | 4                                  | \$ 120,000.00   | \$ 120,000.00   | 1.00     | 40' x 20' |                                                                                                                             |
| Leadbetter        | Restroom                                              | 4                                  | \$ 10,500.00    | \$ 10,500.00    | 1.00     | 20' X 15' | Cost allowance                                                                                                              |
| Leadbetter        | Wooden Pedestrian Bridge                              | 4                                  | \$ 45,000.00    | \$ 45,000.00    | 1.00     | 50 LF     |                                                                                                                             |
| Leadbetter        | Improve 10th Street                                   | 4                                  | \$ -            | -               | -        | -         |                                                                                                                             |
| Leadbetter        | Construction                                          | 4                                  | \$ 1,596,718.00 | \$ 1,596,718.00 | 1.00     | -         | Includes Site Work, Utilities, and Landscaping + 15% Contingency, 10% Contractor General Conditions, Bond, Overhead, Profit |
| Lions             | Upgrade (size and condition) pavilion                 | 6                                  | \$ -            | -               | -        | -         |                                                                                                                             |
| Lions             | Replace Community Center                              | 6                                  | \$ -            | -               | -        | -         | Community Room, commercial kitchen, childcare, library, 2-story                                                             |
| Maple/Whitman     | Pump track                                            | 2                                  | \$ -            | -               | -        | -         | See Park Concept                                                                                                            |
| Maple/Whitman     | Playground                                            | 2                                  | \$ -            | -               | -        | -         | See Park Concept                                                                                                            |
| Maple/Whitman     | Unisex Restroom                                       | 2                                  | \$ -            | -               | -        | -         | JR Added to list, Not in Concept                                                                                            |
| Maple/Whitman     | Pickleball Court                                      | 2                                  | \$ -            | -               | -        | -         | See Park Concept                                                                                                            |
| Maple/Whitman     | Bench                                                 | 2                                  | \$ -            | -               | -        | -         | See Park Concept                                                                                                            |
| Maple/Whitman     | Picnic tables                                         | 2                                  | \$ -            | -               | -        | -         | See Park Concept                                                                                                            |
| Stonecreek        | Restroom/Pavilion Building                            | 5                                  | \$ 533,750.00   | \$ 533,750.00   | 1.00     | 75' x 30' |                                                                                                                             |
| Stonecreek        | Restroom/Pavilion Building                            | 5                                  | \$ 570,000.00   | \$ 285,000.00   | 2.00     | 40' x 30' |                                                                                                                             |
| Stonecreek        | Gazebo                                                | 5                                  | \$ 68,000.00    | \$ 68,000.00    | 1.00     | 20' x 20' |                                                                                                                             |
| Stonecreek        | Shade Structure                                       | 5                                  | \$ 34,560.00    | \$ 17,280.00    | 2.00     | 12' x 12' |                                                                                                                             |
| Stonecreek        | Central Large Playground                              | 5                                  | \$ 500,000.00   | \$ 500,000.00   | 1.00     | -         | Cost Allowance                                                                                                              |
| Stonecreek        | West Playground                                       | 5                                  | \$ 300,000.00   | \$ 300,000.00   | 1.00     | -         | Cost Allowance                                                                                                              |

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## Appendix G: Concept Plan Cost Estimates

| LEADBETTER PARK<br>COST ESTIMATE<br>February 27, 2025 |                                                          |       |         |              |            |
|-------------------------------------------------------|----------------------------------------------------------|-------|---------|--------------|------------|
| JUB ITEM DESCRIPTION                                  |                                                          | UNITS | QTY.    | UNIT COST    | TOTAL COST |
| <b>SITE WORK</b>                                      |                                                          |       |         |              |            |
| 1                                                     | Mobilization (10%)                                       | LS    | 1       | \$22,558.91  | \$22,559   |
| 2                                                     | Tree Protection Zone Fencing (allowance)                 | LS    | 1       | \$10,000.00  | \$10,000   |
| 3                                                     | Tree Removal (allowance)                                 | LS    | 1       | \$10,000.00  | \$10,000   |
| 4                                                     | Site Demo (allowance)                                    | LS    | 1       | \$50,000.00  | \$50,000   |
| 5                                                     | Storm Water Pollution Prevention Plan (SWPPP)(5%)        | LS    | 1       | \$93,619.80  | \$93,620   |
| 6                                                     | Clearing and Grubbing                                    | SF    | 111,735 | \$0.35       | \$39,107   |
| 7                                                     | Mass Grading                                             | CY    | 727     | \$13.00      | \$9,454    |
| 8                                                     | Fine Grading                                             | SF    | 111,735 | \$0.12       | \$13,408   |
| 9                                                     | Parking Lot Asphalt (8" roadbase and 3" asphalt)         | SF    | 12,050  | \$6.00       | \$72,300   |
| 10                                                    | Parking Striping                                         | LF    | 520     | \$2.00       | \$1,040    |
| 11                                                    | Curb and Gutter (24" parking lot only)                   | LF    | 582     | \$28.00      | \$16,296   |
| 12                                                    | Concrete Flatwork (4" concrete, 4" roadbase typ.)        | SF    | 11,000  | \$12.00      | \$132,000  |
| Site Work \$                                          |                                                          |       |         |              | 469,784    |
| <b>UTILITIES</b>                                      |                                                          |       |         |              |            |
| 1                                                     | Sewer (allowance)                                        | LS    | 1       | \$50,000.00  | \$50,000   |
| 2                                                     | Culinary Water (allowance)                               | LS    | 1       | \$75,000.00  | \$75,000   |
| 3                                                     | Storm Drainage System (allowance)                        | LS    | 1       | \$50,000.00  | \$50,000   |
| 4                                                     | Electrical Power Source (allowance)                      | LS    | 1       | \$50,000.00  | \$50,000   |
| 5                                                     | Electrical Lighting (allowance)                          | LS    | 1       | \$50,000.00  | \$50,000   |
| UTILITIES \$                                          |                                                          |       |         |              | 275,000    |
| <b>SITE AMENITIES</b>                                 |                                                          |       |         |              |            |
| 1                                                     | Pavilion (40'x20')                                       | EA    | 1       | \$120,000.00 | \$120,000  |
| 2                                                     | Restroom Building (20'x15')                              | EA    | 1       | \$105,000.00 | \$105,000  |
| 3                                                     | Picnic Shelters (12'x12')                                | EA    | 5       | \$17,280.00  | \$86,400   |
| 4                                                     | Basketball Courts                                        | EA    | 2       | \$95,000.00  | \$190,000  |
| 5                                                     | Playground (allowance)                                   | LS    | 1       | \$150,000.00 | \$150,000  |
| 6                                                     | Playground Fall Surface (Rubber PIP)                     | SF    | 3,660   | \$20.00      | \$73,200   |
| 7                                                     | Wooden Pedestrian Bridge (allowance)                     | LF    | 50      | \$900.00     | \$45,000   |
| 8                                                     | Bike Racks                                               | EA    | 2       | \$1,200.00   | \$2,400    |
| 9                                                     | Picnic Tables                                            | EA    | 13      | \$5,000.00   | \$65,000   |
| 10                                                    | Trash Receptacles                                        | EA    | 8       | \$2,500.00   | \$20,000   |
| 11                                                    | Benches                                                  | EA    | 8       | \$4,000.00   | \$32,000   |
| 12                                                    | Dog Waste Station                                        | EA    | 2       | \$900.00     | \$1,800    |
| SITE AMENITIES \$                                     |                                                          |       |         |              | 889,000    |
| <b>LANDSCAPE</b>                                      |                                                          |       |         |              |            |
| 1                                                     | Amendments to On-site Soil (12" depth all planter areas) | CY    | 354     | \$58.00      | \$20,530   |
| 2                                                     | Amendments to On-site Soil (4" depth all turf areas)     | CY    | 307     | \$58.00      | \$17,827   |
| 3                                                     | 12" Concrete Mowstrip                                    | LF    | 181     | \$28.00      | \$5,068    |
| 4                                                     | Natural Turf (sod)                                       | SF    | 24,896  | \$1.05       | \$26,141   |
| 5                                                     | Wild Grass Seed Mix (All Native Area)                    | SF    | 31,050  | \$0.45       | \$13,973   |
| 6                                                     | Landscape Beds (Plants+Mulch)                            | SF    | 9,557   | \$3.00       | \$28,671   |
| 7                                                     | Weed Barrier Fabric (if required)                        | SF    | 9,557   | \$0.40       | \$3,823    |

|                                                               |                                                           |    |        |          |             |
|---------------------------------------------------------------|-----------------------------------------------------------|----|--------|----------|-------------|
| 8                                                             | Evergreen Trees (6' Height)                               | EA | 10     | \$625.00 | \$6,250     |
| 9                                                             | Deciduous Trees (2" CAL)                                  | EA | 60     | \$600.00 | \$36,000    |
| 10                                                            | Irrigation System (includes landscape beds and sod areas) | SF | 65,503 | \$3.00   | \$196,509   |
| LANDSCAPE                                                     |                                                           |    |        | \$       | 354,791     |
| General Construction Total                                    |                                                           |    |        |          | \$1,988,575 |
| 15% Contingency                                               |                                                           |    |        |          | \$298,286   |
| 10% Contractor General Conditions, Bond, Overhead, and Profit |                                                           |    |        |          | \$198,857   |
| GRAND TOTAL                                                   |                                                           |    |        |          | \$2,485,718 |
|                                                               |                                                           |    |        |          |             |



| <b>StoneCreek Park</b><br><b>COST ESTIMATE</b><br><b>February 27, 2025</b>                                |                                                                        |              |             |                  |                     |
|-----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|--------------|-------------|------------------|---------------------|
|  <b>ITEM DESCRIPTION</b> |                                                                        | <b>UNITS</b> | <b>QTY.</b> | <b>UNIT COST</b> | <b>TOTAL COST</b>   |
| <b>SITE WORK</b>                                                                                          |                                                                        |              |             |                  |                     |
| 1                                                                                                         | Mobilization (10%)                                                     | LS           | 1           | \$726,700.00     | \$726,700           |
| 2                                                                                                         | Storm Water Pollution Prevention Plan (SWPPP)(5%)                      | LS           | 1           | \$463,263.06     | \$463,263           |
| 3                                                                                                         | Tree Protection (allowance)                                            | LS           | 1           | \$100,000.00     | \$100,000           |
| 4                                                                                                         | Clearing and Grubbing                                                  | SF           | 559,440     | \$0.35           | \$195,804           |
| 5                                                                                                         | Fine Grading                                                           | SF           | 559,440     | \$0.12           | \$67,133            |
| 6                                                                                                         | Parking Lot Asphalt (8" roadbase and 3" asphalt)                       | SF           | 71,509      | \$6.00           | \$429,054           |
| 7                                                                                                         | Parking Line Striping                                                  | LF           | 4,428       | \$2.00           | \$8,856             |
| 8                                                                                                         | Curb and Gutter (24" parking lot only)                                 | SF           | 3,200       | \$28.00          | \$89,600            |
| 9                                                                                                         | Concrete Flatwork (4" concrete, 4" roadbase typ.)                      | SF           | 106,073     | \$12.00          | \$1,272,876         |
| <b>Site Work</b>                                                                                          |                                                                        |              |             |                  | <b>\$ 3,353,286</b> |
| <b>SITE AMENITIES</b>                                                                                     |                                                                        |              |             |                  |                     |
| 1                                                                                                         | Restroom/Pavilion Building (75'x30')                                   | EA           | 1           | \$533,750.00     | \$533,750           |
| 2                                                                                                         | Restroom/Pavilion Building (40'x30')                                   | EA           | 2           | \$285,000.00     | \$570,000           |
| 3                                                                                                         | Gazebo (20' x 20')                                                     | EA           | 1           | \$68,000.00      | \$68,000            |
| 4                                                                                                         | Shade Structure (12'x12')                                              | EA           | 2           | \$17,280.00      | \$34,560            |
| 5                                                                                                         | Central Large Playground (allowance)                                   | LS           | 1           | \$500,000.00     | \$500,000           |
| 6                                                                                                         | West Playground (allowance)                                            | LS           | 1           | \$300,000.00     | \$300,000           |
| 7                                                                                                         | Nature Play Area (allowance)                                           | LS           | 1           | \$200,000.00     | \$200,000           |
| 8                                                                                                         | Wood Chips (Nature Play surfacing)                                     | CY           | 188         | \$81.00          | \$15,219            |
| 9                                                                                                         | Playground Surfacing (PIP)                                             | SF           | 22,368      | \$20.00          | \$447,360           |
| 10                                                                                                        | Basketball Courts (Court Surfacing, Basketball Standards, Court Lines) | EA           | 2           | \$92,670.00      | \$185,340           |
| 11                                                                                                        | Pickleball Courts (Court Surfacing, Fencing, Nets, Court Lines)        | EA           | 8           | \$65,000.00      | \$520,000           |
| 12                                                                                                        | Boardwalk                                                              | SF           | 1,220       | \$20.00          | \$24,400            |
| 13                                                                                                        | Wooden Pedestrian Bridges (allowance)                                  | LF           | 118         | \$900.00         | \$106,200           |
| 14                                                                                                        | Soccer Goals                                                           | EA           | 6           | \$5,450.00       | \$32,700            |
| 15                                                                                                        | Picnic Tables                                                          | EA           | 34          | \$5,000.00       | \$170,000           |
| 16                                                                                                        | Benches                                                                | LS           | 20          | \$4,000.00       | \$80,000            |
| 17                                                                                                        | Trash Receptacle                                                       | EA           | 12          | \$2,500.00       | \$30,000            |
| 18                                                                                                        | Bike Racks                                                             | EA           | 12          | \$1,200.00       | \$14,400            |
| 19                                                                                                        | Dog Waste Station                                                      | EA           | 5           | \$900.00         | \$4,500             |
| <b>SITE AMENITIES</b>                                                                                     |                                                                        |              |             |                  | <b>\$ 3,836,429</b> |
| <b>UTILITIES</b>                                                                                          |                                                                        |              |             |                  |                     |
| 1                                                                                                         | Sewer (allowance)                                                      | LS           | 1           | \$100,000.00     | \$100,000           |
| 2                                                                                                         | Culinary Water (allowance)                                             | LS           | 1           | \$150,000.00     | \$150,000           |
| 3                                                                                                         | Storm Drainage System (allowance)                                      | LS           | 1           | \$100,000.00     | \$100,000           |
| 4                                                                                                         | Electrical Power Source                                                | LS           | 1           | \$100,000.00     | \$100,000           |
| 5                                                                                                         | Electrical Lighting (allowance)                                        | LS           | 1           | \$100,000.00     | \$100,000           |
| <b>UTILITIES</b>                                                                                          |                                                                        |              |             |                  | <b>\$ 550,000</b>   |
| <b>LANDSCAPE</b>                                                                                          |                                                                        |              |             |                  |                     |
| 1                                                                                                         | Amendments to On-site Soil (12" depth all landscape areas)             | CY           | 2,142       | \$58.00          | \$124,253           |
| 2                                                                                                         | Amendments to On-site Soil (4" depth all turf areas)                   | CY           | 2,854       | \$58.00          | \$165,530           |
| 3                                                                                                         | Natural Turf (sod)                                                     | SF           | 230,335     | \$1.05           | \$241,852           |

|                                                               |                                                                     |              |           |          |             |
|---------------------------------------------------------------|---------------------------------------------------------------------|--------------|-----------|----------|-------------|
| 4                                                             | Wild Grass Seed Mix                                                 | SF           | 77,893    | \$0.45   | \$35,052    |
| 5                                                             | Landscape Beds (Plants + Mulch)                                     | SF           | 57,842    | \$3.00   | \$173,526   |
| 6                                                             | Weed Barrier Fabric (If Required)                                   | SF           | 57,842    | \$0.40   | \$23,137    |
| 7                                                             | Evergreen Tree                                                      | EA           | 50        | \$625.00 | \$31,250    |
| 8                                                             | DeciduousTrees (2" CAL) Include ammending soil in tree pit backfill | EA           | 160       | \$600.00 | \$96,000    |
| 9                                                             | Irrigation System (includes landscape beds and sod areas)           | SF           | 366,070   | \$3.00   | \$1,098,210 |
| LANDSCAPE                                                     |                                                                     | \$           | 1,988,809 |          |             |
| General Construction Total                                    |                                                                     | \$9,728,524  |           |          |             |
| 15% Contingency                                               |                                                                     | \$1,459,279  |           |          |             |
| 10% Contractor General Conditions, Bond, Overhead, and Profit |                                                                     | \$972,852    |           |          |             |
| GRAND TOTAL                                                   |                                                                     | \$12,160,655 |           |          |             |
|                                                               |                                                                     |              |           |          |             |

| <b>Park Near Sunset Villas</b><br><b>COST ESTIMATE</b><br><b>February 27, 2025</b>                        |                                                                        |              |             |                  |                     |
|-----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|--------------|-------------|------------------|---------------------|
|  <b>ITEM DESCRIPTION</b> |                                                                        | <b>UNITS</b> | <b>QTY.</b> | <b>UNIT COST</b> | <b>TOTAL COST</b>   |
| <b>SITE WORK</b>                                                                                          |                                                                        |              |             |                  |                     |
| 1                                                                                                         | Mobilization (10%)                                                     | LS           | 1           | \$362,000.00     | \$362,000           |
| 2                                                                                                         | Storm Water Pollution Prevention Plan (SWPPP)(3%)                      | LS           | 1           | \$135,485.83     | \$135,486           |
| 3                                                                                                         | Clearing and Grubbing                                                  | SF           | 173,505     | \$0.35           | \$60,727            |
| 4                                                                                                         | Fine Grading                                                           | SF           | 173,505     | \$0.12           | \$20,821            |
| 5                                                                                                         | Parking Lot Asphalt (8" roadbase and 3" asphalt)                       | SF           | 22,130      | \$6.00           | \$132,780           |
| 6                                                                                                         | Parking Line Striping                                                  | LF           | 1,120       | \$2.00           | \$2,240             |
| 7                                                                                                         | Curb and Gutter (24" parking lot only)                                 | SF           | 1,127       | \$28.00          | \$31,556            |
| 8                                                                                                         | Concrete Flatwork (4" concrete, 4" roadbase typ.)                      | SF           | 22,150      | \$12.00          | \$265,800           |
| <b>Site Work</b>                                                                                          |                                                                        |              |             |                  | <b>\$ 1,011,409</b> |
| <b>SITE AMENITIES</b>                                                                                     |                                                                        |              |             |                  |                     |
| 1                                                                                                         | Pavilion (60'x40')(Pre-Manufactured Pavilion)                          | EA           | 1           | \$360,000.00     | \$360,000           |
| 2                                                                                                         | Restroom Building (25'x20')                                            | EA           | 1           | \$175,000.00     | \$175,000           |
| 3                                                                                                         | Pickleball Solid Shade Structure (180'x55')                            | EA           | 1           | \$990,000.00     | \$990,000           |
| 4                                                                                                         | Playground (allowance)                                                 | LS           | 1           | \$300,000.00     | \$300,000           |
| 5                                                                                                         | Playground Surfacing (PIP)                                             | SF           | 4,200       | \$20.00          | \$84,000            |
| 6                                                                                                         | Basketball Courts (Court Surfacing, Basketball Standards, Court Lines) | EA           | 2           | \$92,670.00      | \$185,340           |
| 7                                                                                                         | Pickleball Courts (Court Surfacing, Fencing, Nets, Court Lines)        | EA           | 6           | \$65,000.00      | \$390,000           |
| 8                                                                                                         | Soccer Goals                                                           | EA           | 8           | \$5,450.00       | \$43,600            |
| 9                                                                                                         | Picnic Tables                                                          | EA           | 15          | \$5,000.00       | \$75,000            |
| 10                                                                                                        | Benches                                                                | LS           | 10          | \$4,000.00       | \$40,000            |
| 11                                                                                                        | Trash Receptacle                                                       | EA           | 5           | \$2,500.00       | \$12,500            |
| 12                                                                                                        | Bike Racks                                                             | EA           | 2           | \$1,200.00       | \$2,400             |
| 13                                                                                                        | Dog Waste Station                                                      | EA           | 1           | \$900.00         | \$900               |
| <b>SITE AMENITIES</b>                                                                                     |                                                                        |              |             |                  | <b>\$ 2,658,740</b> |
| <b>UTILITIES</b>                                                                                          |                                                                        |              |             |                  |                     |
| 1                                                                                                         | Sewer (allowance)                                                      | LS           | 1           | \$50,000.00      | \$50,000            |
| 2                                                                                                         | Culinary Water (allowance)                                             | LS           | 1           | \$75,000.00      | \$75,000            |
| 3                                                                                                         | Storm Drainage System (allowance)                                      | LS           | 1           | \$50,000.00      | \$50,000            |
| 4                                                                                                         | Electrical Power Source                                                | LS           | 1           | \$50,000.00      | \$50,000            |
| 5                                                                                                         | Electrical Lighting (allowance)                                        | LS           | 1           | \$50,000.00      | \$50,000            |
| <b>UTILITIES</b>                                                                                          |                                                                        |              |             |                  | <b>\$ 275,000</b>   |
| <b>LANDSCAPE</b>                                                                                          |                                                                        |              |             |                  |                     |
| 1                                                                                                         | Amendments to On-site Soil (12" depth all landscape areas)             | CY           | 2,640       | \$58.00          | \$153,120           |
| 2                                                                                                         | Amendments to On-site Soil (4" depth all turf areas)                   | CY           | 147         | \$58.00          | \$8,526             |
| 3                                                                                                         | Natural Turf (sod)                                                     | SF           | 88,200      | \$1.05           | \$92,610            |
| 4                                                                                                         | Landscape Beds (Plants + Mulch)                                        | SF           | 16,500      | \$3.00           | \$49,500            |
| 5                                                                                                         | Weed Barrier Fabric (If Required)                                      | SF           | 16,500      | \$0.40           | \$6,600             |
| 6                                                                                                         | Evergreen Tree                                                         | EA           | 19          | \$625.00         | \$11,875            |
| 7                                                                                                         | Deciduous Trees (2" CAL) Include amending soil in tree pit backfill    | EA           | 117         | \$600.00         | \$70,200            |
| 8                                                                                                         | Irrigation System (includes landscape beds and sod areas)              | SF           | 104,700     | \$3.00           | \$314,100           |
| <b>LANDSCAPE</b>                                                                                          |                                                                        |              |             |                  | <b>\$ 706,531</b>   |



|                                                               |             |
|---------------------------------------------------------------|-------------|
| General Construction Total                                    | \$4,651,680 |
| 15% Contingency                                               | \$697,752   |
| 10% Contractor General Conditions, Bond, Overhead, and Profit | \$465,168   |
| GRAND TOTAL                                                   | \$5,814,600 |
|                                                               |             |

## MAPLE & WITMAN DRIVE

City of College Place Wa  
November 2023

### Preferred Alternative

| ITEM NO.                 | DESCRIPTION                   | UNIT | QUANTITY | UNIT PRICE    | TOTAL AMOUNT          |
|--------------------------|-------------------------------|------|----------|---------------|-----------------------|
| 1                        | Mobilization (10%)            | LS   | 1        | \$ 133,443.30 | \$ 133,443.30         |
| 2                        | Construction Surveying        | LS   | 1        | \$ 25,000.00  | \$ 25,000.00          |
| 3                        | Clearing and Grubbing         | AC   | 0.45     | \$ 4,000.00   | \$ 1,800.00           |
| 4                        | Earth Work                    | LS   | 1        | \$ 20,000.00  | \$ 20,000.00          |
| 5                        | Shade structures              | LS   | 2        | \$ 70,000.00  | \$ 140,000.00         |
| 6                        | Basketball Hoop               | LS   | 1        | \$ 12,000.00  | \$ 12,000.00          |
| 7                        | Play Equipment                | LS   | 1        | \$ 325,000.00 | \$ 325,000.00         |
| 8                        | Play Area Surfacing           | SF   | 1,134    | \$ 37.00      | \$ 41,958.00          |
| 9                        | Sport Surfacing & Stripping   | SF   | 1,300    | \$ 37.00      | \$ 48,100.00          |
| 10                       | Fencing                       | LF   | 170      | \$ 60.00      | \$ 10,200.00          |
| 11                       | Pump Track                    | LS   | 1        | \$ 400,000.00 | \$ 400,000.00         |
| 12                       | Planting                      | LS   | 1        | \$ 30,000.00  | \$ 30,000.00          |
| 13                       | DryCreek Bed                  | SF   | 9,395    | \$ 15.00      | \$ 140,925.00         |
| 14                       | Rock Boulders                 | LS   | 1        | \$ 40,000.00  | \$ 40,000.00          |
| 15                       | Benches                       | EA   | 2        | \$ 6,000.00   | \$ 12,000.00          |
| 16                       | Picnic Tables                 | EA   | 5        | \$ 9,000.00   | \$ 45,000.00          |
| 17                       | Trash Receptacle              | EA   | 2        | \$ 5,000.00   | \$ 10,000.00          |
| 18                       | Pet waste station             | EA   | 1        | \$ 2,400.00   | \$ 2,400.00           |
| 19                       | Wooden Bridges                | LF   | 20       | \$ 75.00      | \$ 1,500.00           |
| 20                       | Crushed Surfacing Base Course | TON  | 110      | \$ 25.00      | \$ 2,750.00           |
| 21                       | Cement Concrete Sidewalk      | SY   | 266      | \$ 50.00      | \$ 13,300.00          |
| 22                       | Erosion and Sediment Control  | LS   | 1        | \$ 12,500.00  | \$ 12,500.00          |
| <b>Subtotal</b>          |                               |      |          |               | <b>\$1,467,876.30</b> |
| <b>Contingency (35%)</b> |                               |      |          |               | <b>\$ 513,756.71</b>  |
| <b>TOTAL</b>             |                               |      |          |               | <b>\$1,981,633.01</b> |

**Autumn Meadows Park**  
City of College Place WA  
November, 2023

**Preferred Alternative**

| ITEM NO.                 | DESCRIPTION                    | UNIT | QUANTITY | UNIT PRICE    | TOTAL AMOUNT         |
|--------------------------|--------------------------------|------|----------|---------------|----------------------|
| 1                        | Mobilization (10%)             | LS   | 1        | \$ 55,187.50  | \$ 55,187.50         |
| 2                        | Construction Surveying         | LS   | 1        | \$ 25,000.00  | \$ 25,000.00         |
| 3                        | Demolition                     | SF   | 1,300    | \$ 50.00      | \$ 65,000.00         |
| 4                        | Clearing and Grubbing          | AC   | 0.55     | \$ 4,000.00   | \$ 2,200.00          |
| 5                        | Grading                        | LS   | 1        | \$ 30,000.00  | \$ 30,000.00         |
| 6                        | Retaining Wall                 | SF   | 570      | \$ 70.00      | \$ 39,900.00         |
| 7                        | Landscape Boulders             | LS   | 1        | \$ 25,000.00  | \$ 25,000.00         |
| 8                        | Gazebo                         | EA   | 1        | \$ 125,000.00 | \$ 125,000.00        |
| 9                        | Landscape & Irrigation         | LS   | 1        | \$ 75,000.00  | \$ 75,000.00         |
| 10                       | Benches                        | EA   | 4        | \$ 6,000.00   | \$ 24,000.00         |
| 11                       | Picnic Tables                  | EA   | 4        | \$ 9,000.00   | \$ 36,000.00         |
| 12                       | Trash Receptacle               | EA   | 3        | \$ 5,000.00   | \$ 15,000.00         |
| 13                       | Dog Waste Station              | EA   | 1        | \$ 2,400.00   | \$ 2,400.00          |
| 14                       | Hand Rail                      | LF   | 500      | \$ 60.00      | \$ 30,000.00         |
| 15                       | Fence                          | LF   | 300      | \$ 45.00      | \$ 13,500.00         |
| 16                       | Architectural Screening Panels | EA   | 5        | \$ 1,200.00   | \$ 6,000.00          |
| 17                       | Crushed Surfacing Base Course  | TON  | 115      | \$ 25.00      | \$ 2,875.00          |
| 18                       | Cement Concrete Sidewalk       | SY   | 540      | \$ 50.00      | \$ 27,000.00         |
| 19                       | Erosion and Sediment Control   | LS   | 1        | \$ 8,000.00   | \$ 8,000.00          |
| <b>Subtotal</b>          |                                |      |          |               | \$ 607,062.50        |
| <b>Contingency (35%)</b> |                                |      |          |               | \$ 212,471.88        |
| <b>TOTAL</b>             |                                |      |          |               | <b>\$ 819,534.38</b> |



***City of College Place, Washington***  
**RESOLUTION NO. 25-032**

**A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE, WASHINGTON  
REGARDING ADOPTION OF THE 2025 CITY PARK, OPEN SPACE, AND RECREATION PLAN**

**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 must have an active Park & Recreation Plan recognized by the State of Washington Recreation Conservation Office (RCO) to be eligible for grant funds and the plan cannot be older than six (6) years to remain active; and

**Whereas,** the previous Park & Recreation Plan the city adopted dates back to October 9<sup>th</sup>, 2018 therefore a new plan needs to be enacted; and

**Whereas,** the City underwent a year-long process with J-U-B Engineers/Planners to develop a new Park & Recreation Plan that satisfies State Recreation Conservation Office (RCO) grant requirements; and

**Whereas,** the City's Park & Recreation Plan was recommended for adoption by the City's Park, Arbor, and Recreation Board at its April 25<sup>th</sup>, 2025 meeting; and

**Whereas,** the plan was discussed at the City Council's May 6<sup>th</sup>, 2025 Workshop; and

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

1. Adopt the 2025 City of College Place Park, Open Space, and Recreation Plan.
2. It shall be an appendix in the upcoming 2026 Comprehensive Plan Update
3. Copies of the adopted Plan shall be transmitted by the City Clerk to the State of Washington Department of Commerce & the State Recreation Conservation Office (RCO)

**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 13<sup>th</sup> day of May, 2026.

Attest:

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Norma L. Hernández, Mayor

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Maryelizabeth Garcia, City Clerk



# Committee Manager for Diligent Community: Streamline your governance

Struggling to manage multiple boards and committees? The administrative burden of coordinating calendars, juggling emails, and handling documents can be overwhelming.

That's where Committee Manager for Diligent Community steps in. Extend the capabilities of Diligent Community with the powerful Committee Manager feature and seamlessly manage multiple boards, committees, or internal meetings, all within the same instance of Diligent Community.

## Streamlined committee management

Committee Manager is an add-on feature for Diligent Community, offering a comprehensive solution for organizations with multiple governing bodies or committees.



**Effortless management:** With Committee Manager, you can effortlessly manage multiple boards and committees within the same Community instance, streamlining the governance experience and eliminating the need for disparate systems.



**Controlled access:** Easily manage committee members and who can create, access, and engage with content within each group, ensuring the right stakeholders are involved at every step.



**Customized workflows:** Tailor custom workflows and approval trees for each committee, optimizing efficiency and accountability.



**Transparent and organized:** Committee Manager creates dedicated spaces for each committee group, making committee management efficient, organized, and transparent.



**Public meeting notifications:** Allow the public to subscribe to meeting notifications for just the committees and meeting groups they care about!

Streamline your governance processes with Committee Manager for Diligent Community!

Upgrade to Committee Manager for Diligent Community today and experience seamless committee management, enhanced efficiency, and improved transparency. Book a call with our expert team today to learn more and schedule a demo.

For more information or to request a demo, contact us today:

[community@diligent.com](mailto:community@diligent.com) | [diligent.com/community](https://diligent.com/community)

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1337515390



# Meeting Agenda and Governance Management for Modern Communities

Diligent Community is the next-generation governance and civic engagement solution for public organizations that simplifies the end-to-end agenda and meeting management process. Easily manage complex governance tasks in hybrid environments and significantly reduce prep time to focus on what's important. Our unified experience empowers board administrators and leaders to advocate for their mission while seamlessly connecting with the public to address critical community issues.



## Drive efficiency and save time to focus on what matters most

Leverage a fully secure, digital and streamlined process for agenda and meeting management to focus on high quality decisions rather than meeting preparation.

- Automated agenda creation through templates and submitted items
- Comprehensive full-cycle meeting management
- Streamlined workflow and approval process
- One-click to publish and distribute agendas and minutes
- Full Agenda packet downloads and printing capabilities
- SMS and email notifications for agendas and approvals



## Facilitate Stakeholder and Community Engagement

Empower governance leaders to exercise transparency and easily engage with the board, council, staff and the public.

- Public subscription to agenda notification
- Real-time access to meeting progress and digital voting results
- On-demand meetings with time stamping
- Manage remote or hybrid public meetings effectively
- Secure access to meeting materials and digital annotations from any device



## An inclusive solution to connect with your community

Ensure complete public visibility into current and past board and council materials for all community members.

- Public portal and request to speak for transparency and accessibility
- Compliant with ADA and WCAG2.1AA
- Hosted in world-class data centers that are ISO27001 certified and maintain SOC audit reports
- Intuitive and searchable design
- Ensure open meeting law compliance
- Most relevant and current information easily accessed
- Live-streamed meetings with closed captions

**To learn more about Diligent Community, contact us today:**

**Email:** [community@diligent.com](mailto:community@diligent.com) | **Visit:** [diligent.com/community](https://diligent.com/community)





# Diligent Community Implementation

A guide for BoardDocs  
migrations



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## Welcome to Diligent Community!

The governance landscape is constantly changing, and Diligent Community has been developed to address modern expectations for digital board management. BoardDocs pioneered online paperless meeting management software more than two decades ago, but it is built on older technology that no longer fully meets the evolving needs of effective governance. Diligent Community has been designed from the ground up to address our customers' requirements for improved efficiency, responsible transparency, modern accessibility and increased security.

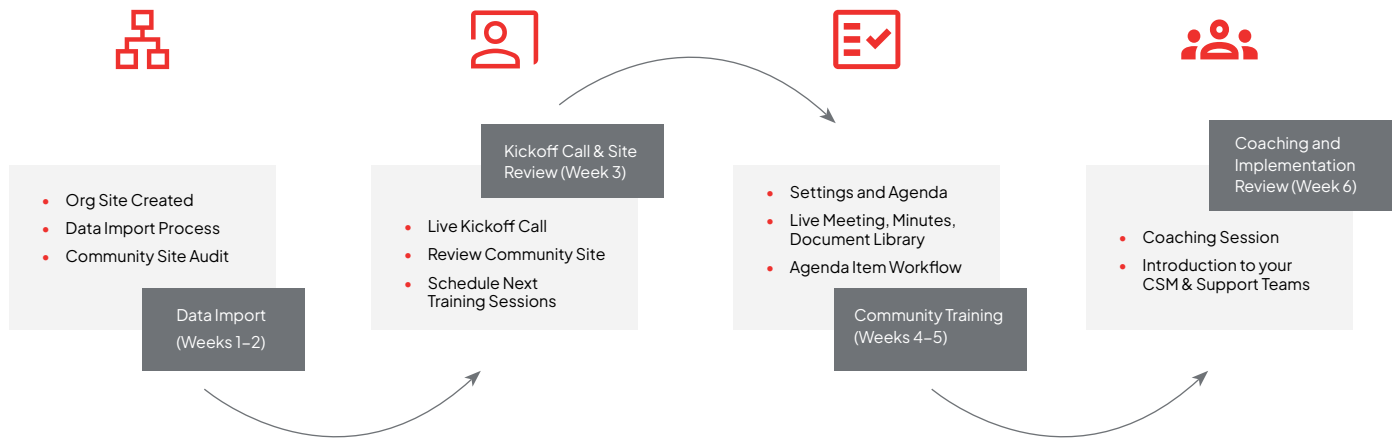
We celebrate the successes you've achieved with BoardDocs, recognizing the value it has brought to thousands of organizations and governing boards for nearly 25 years. As part of Diligent, our team is committed to the success of your board and your organization, and we're excited to introduce you to Diligent Community — the future of governance management from the people behind BoardDocs.

We understand change can be daunting, but our dedicated team of implementation and training specialists are here to provide support and guide you through the process, ensuring a smooth transition and empowering your organization to unlock even greater potential for effective governance management. We look forward to supporting you through this brief transition and long into the future.

## The implementation process

At Diligent, we recognize that a smooth transition is key to your success. Our expert team will guide you through every stage of the migration process, ensuring a seamless move from BoardDocs to Diligent Community. From the initial kickoff call to the 1-on-1 coaching session, we are dedicated to delivering the exceptional service you expect.

Our Implementation Specialists will work closely with your team to complete a smooth transition to Diligent Community. They will assist with account setup, configure settings, and oversee the import of your existing site contents, working closely with our internal Data Migration team to securely update your data. You can count on your trusted Diligent Community team to support you throughout the entire process.



## Developing the plan & scheduling project milestones

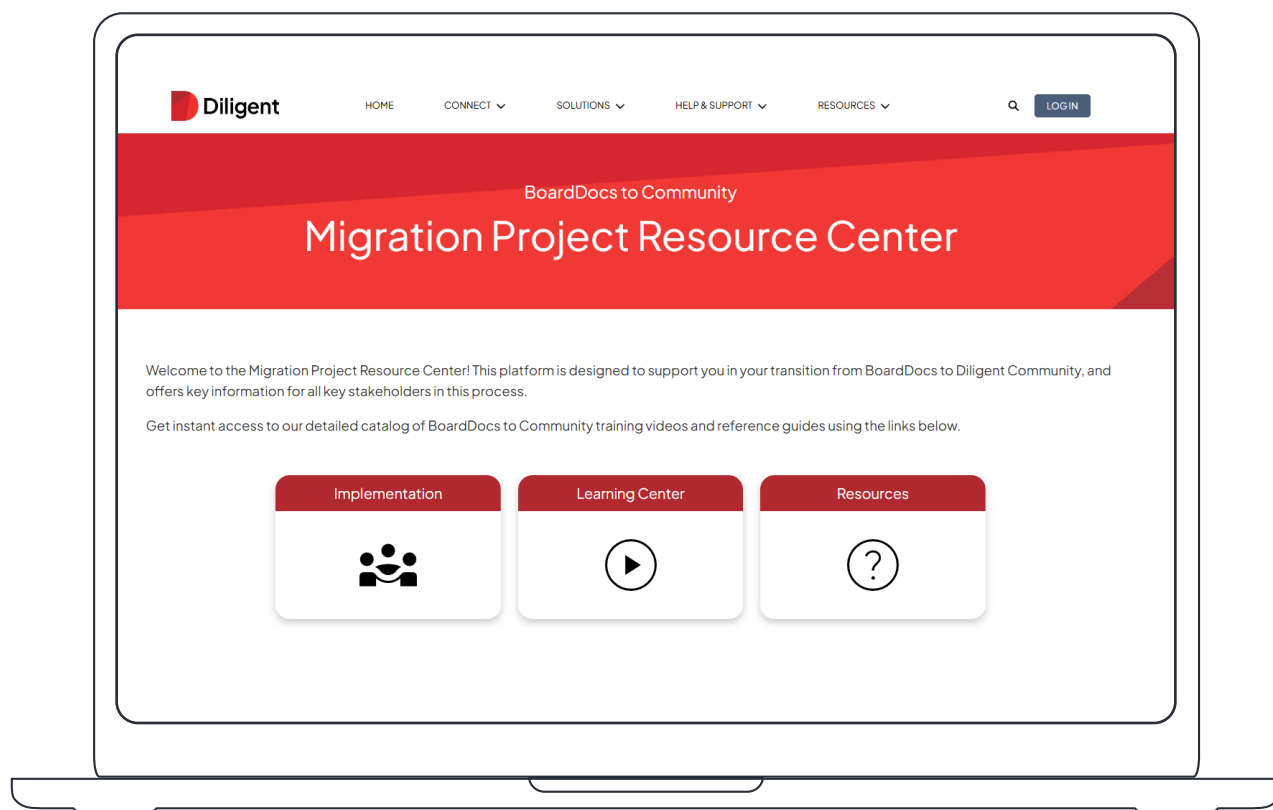
Each phase of the project timeline is designed to build upon the previous one, allowing the project to proceed efficiently. Establishing a shared agreement to specific milestones and adhering to this timeline will minimize setbacks and guarantee that we can meet your expected dates.

## Preparing your team for a successful implementation

The training and coaching sessions are strategically developed to ensure that your entire team is well-prepared and confident in using Diligent Community after the completion of your implementation journey. By prioritizing the timeline, you will ensure that your staff, leadership and board are confident and comfortable with the new system and prepared for a successful first meeting.

## Making use of additional resources

We understand that the launch of a new system can prompt questions and concerns from both internal stakeholders and external constituents, and our team is here to make the process straightforward and clear. Our [Migration Project Resource Center](#) includes a collection of online resources to assist in a successful implementation. Your Implementation Specialist will guide you through this site and share how to access these available resources.





## Your dedicated team

Your **Implementation Specialist (IS)** for Diligent Community will be your dedicated guide throughout your migration journey. They will work closely with your team to ensure a seamless transition by managing project timelines, overseeing the configuration of your new site to meet your organization's needs, and providing expert guidance at every step. From the data import to training and coaching support, your Implementation Specialist is committed to delivering a smooth and efficient implementation experience, setting the foundation for your success with Diligent Community.

Your **Training Specialist (TS)** for Diligent Community will ensure your team is fully equipped to confidently begin using the system as soon as your data is transferred. They will deliver tailored training sessions designed to ensure adoption, providing a clear understanding of your new system's features and functionality. From hands-on guidance to sharing best practices, your Training Specialist will help your leadership, staff and board to maximize the value of your investment Diligent Community.



Your **Customer Success Manager (CSM)** for Diligent Community will be your primary point of contact following the implementation. Your CSM is dedicated to helping your organization fully leverage the value of your new site. Building on the groundwork laid by the implementation team, they will provide ongoing support, tailored guidance, and best practices to enhance your experience. From addressing challenges to assisting with strategies to improve adoption and optimize your usage, their goal is to help you achieve your strategic objectives with Diligent Community. You can rely on them as your trusted partner and advocate for long-term success.

If your Diligent Community site includes Policy Publisher, your **Policy Implementation Manager (PIM)** for Diligent Community will collaborate closely with your team to seamlessly import your organization's policies during the import process. They will guide you in structuring, organizing, and migrating your policies to align with best practices, ensuring they are easily accessible within Diligent Community. By offering expert support and addressing any challenges, your Policy Implementation Manager will establish a solid foundation for efficient policy management.

If your Diligent Community site includes Livestream Manager, your **Livestream Manager Implementation Specialist (LMIS)** will be your dedicated partner to implement this integrated video streaming option. Your LMIS will collaborate closely with your team to configure and test your livestream setup, ensuring it meets your organization's needs. In addition, your LMIS will provide comprehensive training to prepare you for a seamless and successful first broadcast. With focused technical expertise, your LMIS will help your organization to effectively and confidently utilize Livestream Manager for Diligent Community.

## Your role & responsibilities

Throughout the implementation of Diligent Community, your role is to work collaboratively with your assigned Diligent implementation and training team to provide input and feedback about site setup, review imported contents for accuracy, schedule and participate actively in all required training sessions, and ensure that key milestones and project timelines are met.

### Key responsibilities include:

- **Data and system preparation:** Review and complete the Data Import Readiness Checklist in your BoardDocs system in advance, and share any questions with your Implementation Specialist as soon as possible.
- **Engagement and communication:** Participate in all scheduled meetings, reviews, and training sessions to stay informed and address any questions to keep the project moving forward according to the agreed timeline.
- **Training participation:** Ensure that you, your organization's staff and key stakeholders attend all scheduled training sessions so that everyone is equipped to use the new system effectively when the data import is complete.
- **Review and feedback:** Review progress, site setup, and new features to ensure they align with your organization's expectations; promptly identify any questions or concerns to your Implementation Specialist to make sure the implementation stays on track.
- **Testing and validation:** Spend time navigating your new site as soon as you are provided access, familiarizing yourself with new capabilities and identifying any remaining questions following your training. Promptly raise any questions to your Implementation Specialist to avoid impacting the project timeline.

## What to expect: Key project milestones

Migrating to a new software is a significant step, and we are dedicated to making your transition to Diligent Community as smooth and seamless as possible. Our goal is to enhance your experience and ensure you reap the full benefits of the advanced features available in Diligent Community.

This migration plan has been carefully designed to support your organization's unique needs and preferences, while building on best practices developed through supporting other organizations who have already made this transition.

We've outlined key milestones that will help you through the process, ensuring each phase is completed on time and meets all necessary requirements. These milestones act as essential checkpoints, enabling us to review progress, address any questions or concerns, and adjust as needed to stay on track. This approach ensures a seamless and successful implementation, fully aligned with your established goals and expectations.

### 1 Data import

Once we receive your executed agreement, we'll begin preparing your BoardDocs data and transferring it to your new Diligent Community site. Please note you'll need to complete the checklist of pre-import tasks before migration work begins. The data import happens in the background, with no disruption to your current BoardDocs site. We'll copy and relocate all of your BoardDocs data, including Governing Bodies, Templates, Users, and Meeting Documents. As we begin this project, we'll also provide videos and other resources that will introduce you to Diligent Community, help you explore new functionality, and learn how to accomplish existing tasks in this more modern and user-friendly interface.

## To do: Complete your data import readiness checklist

This checklist provides a simple guide to help you prepare your BoardDocs site data to be updated in Diligent Community. This audit is a mandatory and essential step to ensure a smooth process and minimize delays.

For **all BoardDocs** sites:

### Review your private vs public information

- ☐ Identify which meetings, documents, minutes, committees should remain private, and which should be public
- ☐ Ensure proper access levels for both private and public information

### Review your users

- ☐ Review the current user roster
- ☐ Add, remove, or update users to ensure the list is accurate and up to date before the migration

If you use **BoardDocs Pro**, review the following:

### Templates:

- ☐ Evaluate existing templates and update to be current templates for each committee
- ☐ Delete templates that are outdated or unused

### Library:

- ☐ Evaluate information in the General Library and Goals folders
- ☐ Delete (or backup/export) any documents or Goals that will no longer be needed following migration

## 2

## Kickoff call & site review

You'll receive a welcome email introducing you to your Implementation Specialist, who will be your primary contact for getting started on this project. Your Implementation Specialist will assist you in scheduling a kickoff call to review the implementation plan, reviewing your site setup, and ensuring you understand the process and your role in ensuring a smooth implementation. After the kickoff meeting, you'll be provided with the login information for your new Diligent Community site, which you will use during upcoming training sessions.

The implementation project is scheduled to be completed within 60 days from the kickoff call, and these project milestones ensure that your journey stays on track. After 60 days, your BoardDocs site will be placed in a "Read-only" status, and you will be set up and ready to use Diligent Community for all your meetings. In the unlikely event that you need access to your old BoardDocs site beyond this deadline, you may contact your Customer Success Manager for further details.

## 3

## Scheduling training

During the kickoff call, your Implementation Specialist will guide you through the process to sign up for online training sessions. Sessions are offered regularly, and you will have the flexibility to attend the sessions that work best with your schedule. The required training sessions include:

1. Overview of Settings and Agenda Creation
2. Live Meeting, Minutes, and Document Library
3. Agenda Item Workflow

Register early to confirm your preferred sessions. Our success team is available throughout the process to answer any questions and provide support.

If your site includes Committees (**BoardDocs LT Plus or Pro Plus**), review the following:

### Committees:

- ☐ Review all Committees in the system
- ☐ Backup/export any committees that are unused or no longer necessary; if you need to delete Committees, contact BoardDocs Support

If your site includes **BoardDocs Policy**

- ☐ Evaluate existing policies and update as necessary, including formatting, content, and dates.
- ☐ Update print logo (if necessary). The print logo will be added to the top of each policy migrated.
- ☐ Delete any unnecessary policies in Draft status
- ☐ Notify your Implementation Specialist of any attachments in policies (including policies as attachments rather than in the body of the HTML editor)

If you do not wish to migrate your current BoardDocs Policy content into Diligent Community, please notify your Implementation Specialist. Microsoft Word documents can be uploaded if provided.



**4**

## Coaching and Implementation review

After you have completed the required training, a coaching session will be scheduled with your Implementation Specialist to address any remaining questions or comments. During this session, we will guide you through final checks of your site and your first meeting activity, ensuring you are fully prepared and confident in creating your first meeting within Diligent Community.

**5**

## Introduction to Customer Success

At this point, your site is configured and ready for your first meeting and you have successfully completed the transition to Diligent Community. Your Implementation Specialist will provide an email introduction to your assigned Customer Success Manager, your long-term partner for ongoing check ins and overall account management. Your CSM will be in touch shortly to schedule an introductory meeting.

**6**

## Diligent Community deployment plan

At this stage, you and your team have been trained to host your first meeting within Diligent Community. Your Customer Success Manager will conduct a final review of your site with you to ensure all historical content from BoardDocs has been successfully transferred and is accessible. If needed, a final import can be requested.

At the 60-day milestone following the project kickoff, your BoardDocs site will transition to read-only status for 30 days. During this time, you'll be ready to conduct all meetings in Diligent Community while retaining access to review information stored in BoardDocs.

Your dedicated Customer Success Manager will be your primary account contact, guiding you to fully utilize the features and benefits of your new governance management system. If you have any questions about these milestones, your Customer Success Manager is ready to assist.

**7**

## BoardDocs site deactivation

With your transition complete and all of your data live in your Diligent Community site, your old BoardDocs site will be deactivated at the 90-day milestone.

## Diligent Community: Enhanced features

We understand the value of the features you've come to rely on in BoardDocs, and we're committed to preserving that familiarity while delivering a modern governance experience. With Diligent Community, we've taken what you love and introduced new functionalities that will improve meeting efficiency, simplify public transparency, optimize accessibility, and ensure the security of sensitive content.

 **Modern interface, intuitive navigation:** Step into the future with a clean and modern system. Diligent Community's user-friendly interface makes it simple to navigate, ensuring your staff and board members can seamlessly transition and operate effectively in the new environment.

 **Keeping pace with technology:** Stay ahead of the curve with Diligent Community, built on cutting-edge technology. Our platform allows us to maintain the highest security standards, provide enhanced accessibility features, and ensure your compliance with open meeting laws.

 **Anywhere, anytime access:** Embrace true flexibility with Diligent Community's mobile-friendly design. Access the platform from any device, whether it's your laptop, tablet or smartphone. Review documents, provide approvals and make real-time agenda updates or private annotations on the go.

 **Enhanced agenda builder:** Enjoy the drag-and-drop interface of the improved agenda builder, complemented by new features like auto-save and one-click printing. Say goodbye to manual hassles and focus on efficient meeting preparation.

 **Customizable approval workflows:** Tailor your approval processes to match your organization's unique workflows. Whether you prefer linear, non-linear, group or single approval trees, Diligent Community allows you to create custom workflows and send quick approvals via text notifications.

 **Streamlined policy governance:** Simplify your policy review and adoption process with the intuitive Policy Publisher for Diligent Community. From drafting to approval and publication, our seamless workflow ensures efficiency and transparency. Maintain version control, access detailed audit trails, and securely share policies with internal and public stakeholders.

 **Enhanced voting flexibility:** Elevate your decision-making. Our platform supports various voting methods, from simple majority to two-thirds majority and weighted voting, providing long-requested voting flexibility.

 **Customizable document library:** Take charge of your document management. Securely store files in private or public folders, enabling you to control access to sensitive information and enhance your data management practices.

 **Elevated board member experience:** Receive agendas through text or email, view cohesive PDF packets in a simplified interface, and utilize innovative annotation tools to enhance meeting preparation and engagement.

 **Transparency redefined:** Bolster community trust and engagement through Diligent Community's public transparency website. This powerful tool grants parents, students and the public easy access to meeting agendas, minutes and policies. It also offers advanced search capabilities, the option to subscribe to meeting notifications, integrated livestream meeting broadcasts, and the ability to submit a request-to-speak for public comment.

 **Livestream public meetings:** Livestream Manager for Diligent Community allows you to seamlessly broadcast meetings alongside the agenda and include real-time closed captioning so that the public can follow along at home. Your community members can view the recorded meeting in a split-screen view alongside time-stamped minutes for quick searching and enhanced transparency.

This is just the beginning! As we continue to innovate and enhance Diligent Community, we're excited to hear feedback and input from our valued customers.

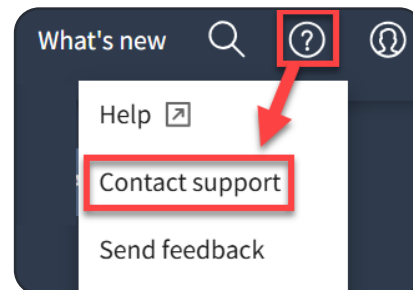
## Diligent Community: Ongoing support

In addition to your assigned Implementation, Training and Customer Success specialists, our friendly Technical Support team is available 24/7 for product questions and technical help.

### Community support

Our support team is here to assist you 24/7 and is your first point of contact for any time-sensitive requests.

- **Email** us at [communitysupport@diligent.com](mailto:communitysupport@diligent.com)
- **Call us** at 1 (866) 877-1172
- **When logged in**, click the ? at the upper right corner and select "Contact Support"



### About Diligent Community

Diligent Community is the next-generation governance solution designed to enhance effectiveness and efficiency for public boards and leadership teams. Tailored to cater to the unique needs of diverse public organizations, Diligent Community empowers streamlined decision-making, ensuring transparent and effective governance. As a trusted offering from Diligent, a leader serving over 14,000 mission-driven organizations globally, Diligent Community is your essential tool for driving impactful governance, fostering better communication, and achieving shared success.

**To learn more about Diligent Community, contact us today**

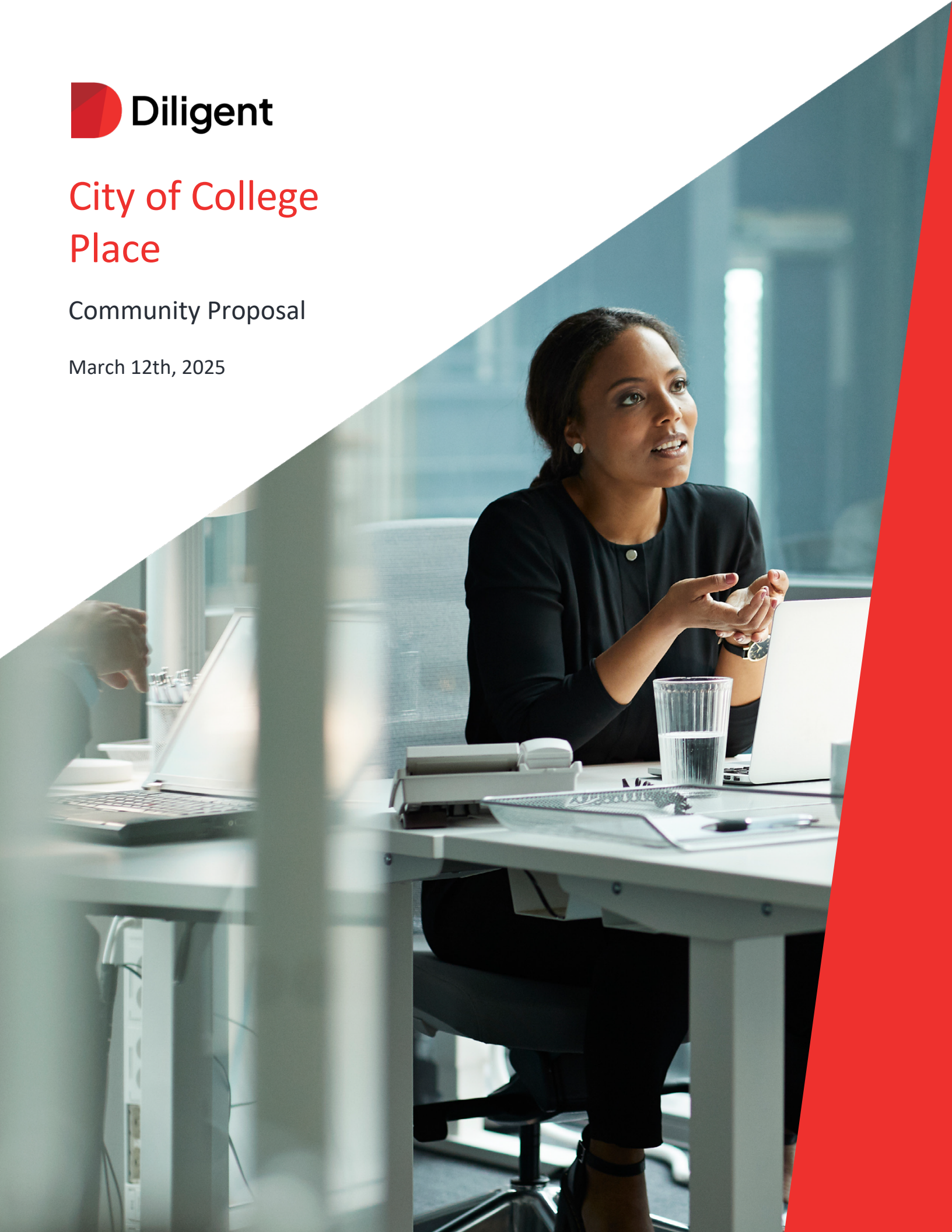
**[community@diligent.com](mailto:community@diligent.com) | [diligent.com/community](https://diligent.com/community)**



# City of College Place

## Community Proposal

March 12th, 2025







Proposal for: City of College Place

Prepared for: **Mike Rizzitiello**

Date: March 12<sup>th</sup> , 2025

Prepared by: **Martina Carstairs**

## Table of Contents

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## Overview

Diligent Community™: a modern governance solution designed exclusively to meet the needs of public education.

Many organizations are relying on paper-bound processes or outdated technologies that no longer meet the needs of today's digital age. Consequently, they are facing serious governance gaps, and struggling with poor meeting efficiency, issues with inclusion, transparency and security, and lack of access to real-time information. Diligent Community™, alongside forward-thinking public leaders, addresses these pressing governance gaps.

Diligent Community™ enables educational leaders to achieve excellence in modern governance. It supports responsiveness to their constituencies through an integrated set of technologies, insights and processes. Building on Diligent's deep experience in offering digital governance solutions to corporate boards, Diligent Community™ provides organizations with the same streamlined approach to modern governance, but tailored to the specific needs of councils.

Diligent Community™ is a responsive design, "mobile-first" digital solution that enables councils to drive workflows in a predictable and transparent manner, encouraging engagement and making the decision-making process more effective. For constituents, this means that not only are all current and past meeting documents available anytime from anywhere, but live, fully inclusive meeting participation is now possible.

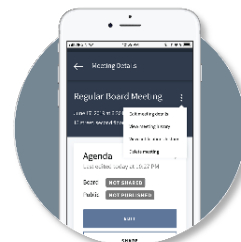
### Why choose Diligent Community™



**Efficiency**



**Mobility**



**Inclusion**



## Summary of Key Capabilities

- Agenda and book creation
- Council member cross-device annotations
- One-click print for meeting material
- Enhanced accessibility features
- Improved mobile-first UI
- Fewer clicks and more productivity
- Powerful search capabilities
- Localized community-specific user interface
- Social media integrations

## Security

### **Diligent's 360° safety measures include:**

- Safeguards against internal, external and unknown threats.
- Housed in world-class hosting data centers that maintain various globally recognized security certifications.
- Data is secured using industry-standard encryption methods.

## Support

### **We take pride in delighting our clients.**

- 24/7 Support
- Implementation onboarding
- Unlimited storage for agendas and council-related documents
- Online user guides, tips/tricks and videos
- Regular customer webinars

## About Diligent

Diligent is the pioneer in modern governance, offering secure, cloud-based solutions that empower public sector leaders to drive community impact. Their integrated SaaS applications enhance the efficiency of boards, councils, and committees by streamlining operations, supporting transparency, and providing critical insights. Trusted by over 16,000 organizations and 650,000 leaders worldwide, Diligent serves major governing bodies and a significant portion of Fortune 1000, FTSE 100, and ASX companies, focusing on inclusivity, accessibility, and global impact.



# Package Summary

The following table outlines Diligent's recommended solution package. All prices are in US dollars and do not include tax. Diligent applies an annual price increase of 4% to all software items. Pricing is valid until June 1<sup>st</sup>, 2025.

| Product Item                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Cost (USD)         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| Diligent Community <ul style="list-style-type: none"><li>Includes agenda/minutes management, flexible workflow for submitting items, document center, public site to publish materials, public subscription to agenda notices, board member annotations, voting, and more.</li><li>Unlimited agendas &amp; minutes templates</li><li>Unlimited storage for meeting related content excluding large video files.</li><li>24/7 support &amp; group coaching sessions on a monthly cadence</li><li>Unlimited users within your organization</li></ul> |                    |
| Optional Add on: Committees <ul style="list-style-type: none"><li>Separate templates, viewing, and publishing permissions for up to 15 Committees</li></ul>                                                                                                                                                                                                                                                                                                                                                                                        |                    |
| Software Total                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <b>\$19,500.00</b> |

## Terms & Conditions

- The annual fees outlined herein are based on a one-year auto renew contract.
- The annual fees include hosting, technical support (e-mail and 1-800 support), maintenance, access to self-lead training in our online learning environment, regular upgrades to the software & storage space.





# About Diligent

Diligent is the global leader in modern governance, providing SaaS solutions across governance, risk, compliance, audit and ESG. Empowering more than 1 million users and 700,000 board members with a holistic view of their organization's GRC practices so they can make better decisions, faster. No matter the challenge.

***City of College Place, Washington***  
**RESOLUTION NO. 25-033**

**A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE, WASHINGTON  
AUTHORIZING THE CITY ADMINISTRATOR TO EXECUTE A CONTRACT WITH DILIGENT  
CORPORATION FOR REPLACEMENT MEETING MANAGEMENT SOFTWARE**

**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 currently utilizes BoardDocs meeting management software to prepare, distribute, and manage City Council and other meeting materials; and

**Whereas**, the City recognizes the need to upgrade or replace its existing meeting management software to improve efficiency, accessibility, and functionality; and

**Whereas**, Diligent has been identified as a qualified vendor capable of providing a comprehensive and user-friendly meeting management solution that meets the needs of the City; and

**Whereas**, the City has reviewed the proposed agreement and found it to be in the best interest of the City for operational effectiveness and transparency in government;

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

1. The City Council hereby authorizes the City Administrator to execute a contract with Diligent Corporation for the procurement and implementation of replacement meeting management software.
2. The City Administrator is further authorized to take any and all actions necessary to implement the agreement and ensure a smooth transition to the new software 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 13<sup>th</sup> day of May, 2025.

Attest:

---

Norma L. Hernández, Mayor

---

Maryelizabeth Garcia, City Clerk

# Mayor Norma L. Hernández

## PROCLAMATION

OFFICE OF THE MAYOR | CITY OF COLLEGE PLACE

---

**WHEREAS**, the City of College Place values international friendship, cultural exchange, and the strengthening of ties between communities around the world; and

**WHEREAS**, the City has embraced the opportunity to enter into a Sister City relationship with the municipality of Jungapeo, Michoacán, Mexico—celebrating our shared values, vibrant cultures, and commitment to mutual understanding; and

**WHEREAS**, this partnership marks a meaningful step toward building lasting friendships, fostering educational and cultural exchanges, and promoting goodwill across borders; and

**WHEREAS**, we recognize and express deep gratitude to the leaders, citizens, and advocates from both communities who have made this connection possible through their vision, dedication, and spirit of cooperation;

**THEREFORE, BE IT RESOLVED** I, Norma L. Hernandez, Mayor of the City of College Place, Washington do hereby recognize the Sister City Relationship between **College Place, Washington** and **Jungapeo, Michoacán, Mexico**, do hereby proclaim July 2025 as

## ***Sister City Month***

in College Place and extend our heartfelt appreciation for the opportunity to embark on this journey of unity, respect, and shared growth.

Dated this 24<sup>th</sup> Day of June, 2025.



---

Norma L. Hernández, Mayor









Vertical inscription in an ancient script, likely Mayan or Aztec, carved into a dark, heavily corroded metal surface. The characters are arranged in a single column, with some signs showing complex geometric patterns and others more abstract. The metal is dark brown and black with significant rust and pitting.









Two large, stylized white pictographs, possibly representing birds or abstract figures, positioned horizontally.

A stylized white pictograph on the left side, possibly representing a bird or a human figure.

A small, stylized white pictograph, possibly representing a bird or a human figure.

A large, complex white pictograph in the center, featuring multiple stylized figures or symbols arranged in a horizontal row.















City of College Place  
625 South College Ave  
College Place, WA 99324  
Phone: 509-529-1200

## INVOICE

Billed To:  
Downtown College Place Association  
Maryelizabeth Garcia  
625 S. College Avenue  
College Place, WA 99324

DATE: 4/4/2025  
INVOICE #: INV00682  
**DUE DATE: 5/11/2025**  
**TOTAL DUE: 5.00**

CUSTOMER ACCOUNT # : 000234

| ITEM DESCRIPTION          | UNITS | PRICE | AMOUNT         |
|---------------------------|-------|-------|----------------|
| NP 10x10 Booth            | 1.00  | 5.00  | 5.00           |
| <b>TOTAL THIS INVOICE</b> |       |       | <b>\$ 5.00</b> |

Block Party Vendor Fee

For questions, contact 509-529-1200

Pay Online: [www.municipalonlinepayments.com/cityofcollegeplacewa/](http://www.municipalonlinepayments.com/cityofcollegeplacewa/)

REMIT TO:

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

**A copy of this invoice should accompany your check. Thank you!**

C. Wage Negotiations - Nonuniform City Employees - 1972

Councilman Proctor moved to approve a 5.5% wage increase for all nonuniform City employees retroactive to December 26, 1971; inclusion of Columbus Day as an additional holiday; the City paying the employee's share of the existing medical plan or the dollar equivalent on a new plan; vacation schedule revised to provide 10 days of vacation for the first four years worked; 15 days of vacation for five to nine years worked; 20 days vacation for more than 10 years worked, with a maximum vacation accumulation in any one year of 25 days with the employees having the right to use five days in any way they wish; the City will pay the employee the difference between Industrial Insurance payments and his regular salary. The motion was seconded by Councilman Musgrave. All seven Councilmen voted for the motion.

D. Sanitary Sewer Improvements for Penrose Street

John Lang stated that \$15,000 had been appropriated in the 1972 sewer budget for sanitary sewer improvements. Because of potential expansion in the Eastgate area, it would be desirable to increase the Penrose Street trunk sewer capacity. He requested that the Council approve using the \$15,000 to increase the capacity of sanitary sewers on Penrose Street.

Councilman Gradwohl moved to approve the request to spend \$15,000 for sanitary sewer improvements. The motion was seconded by Councilman Gessel. All seven Councilmen voted for the motion.

E. Approval of Additional TOPICS Work

John Lang stated that the State Highway Department has review the TOPICS program. The Highway Department has recommended that the Ken R. White Company do additional work primarily in the area of the Second Avenue traffic problems. The extra work would be done in studying Colville Street as a one-way street carrying northbound traffic to facilitate possible one-way traffic southbound on Second Avenue. To do the additional work it is necessary for the Council to authorize the additional expenditure of federal funds and state gasoline tax monies to pay for the work. If the Council approves of this it will be necessary to send the state a letter requesting the approval of the use of additional funds.

Councilman Gradwohl moved to approve the request. The motion was seconded by Councilman Gessel. Councilmen Musgrave, Gradwohl, Swank, Gessel, Anthony, and Cuckler voted for the motion. Councilman Proctor voted against the motion.

F. City Memento

Mayor Swank commented that the City of Walla Walla had been presented with a silk scarf from the Mayor of Yokahama, Japan in appreciation for the City's extension of friendship to the visiting students. Councilman Gradwohl moved that the scarf be framed and hung in City Council Chambers. The motion was seconded by Councilman Cuckler. All seven Councilmen voted for the motion.

Mayor Swank recessed the meeting to an executive session to discuss items permitted by the Open Meeting Law.

XII. ADJOURNMENT

Mayor Swank reconvened the recessed session and declared the meeting adjourned at 10:50 p.m.

APPROVED: John D. Swank

ATTEST: Daniel J. Hedger

CITY COUNCIL MINUTES  
Special Session  
May 24, 1972

I. CALL TO ORDER

The City Council of Walla Walla met in special session Wednesday, May 24, 1972. The meeting was called to order at 5:15 p.m. by Mayor Swank.

II. ROLL CALL

Those present at the meeting included Councilmen Musgrave, Proctor, Gradwohl, Swank, Gessel, Anthony, and Cuckler.

III. COUNCIL ITEMS

A. Sister City

The Council felt that Mayor Swank should send a letter to Sasayama, Japan, with brochures obtained from the Chamber of Commerce describing the Walla Walla area. Discussion was held on items that could be done as goodwill proposals. It was suggested that the Council might want to name a street after Walla Walla's sister city in Japan.

B. Arterial Streets Speed Limit

The Council will meet with John Lang, City Engineer, and Bert Watts, Chief of Police about speed limits on arterial streets within the City of Walla Walla. The Council felt that the possibility of making Alder Street into four lanes should be considered but that prior to doing this a 60-day notice of the proposed changes should be given to the residents along the street.

C. Personnel Board

The Council favored the establishment of a five-member personnel board. The board would be composed of two City Councilmen and three members picked from the public at large. The Mayor was requested to submit a list of names of people to serve on the board for the Council's review.

Councilman Gradwohl moved to have the Council act as an arbitrator in the Trout case and the City Manager contacting the Union representative to determine if he is agreeable. The motion was seconded by Councilman



He recommended that the Council declare the above items as surplus material and authorize for sale to the highest bidder.

Councilman Proctor moved to authorize the Administration to proceed with the calling for bids on the above items for the purpose of selling them to the highest bidder. The motion was seconded by Councilman Musgrave. All four Councilmen voted for the motion.

#### F. Resolution 3542 - Vacating a Portion of Wilbur Avenue

Councilman Proctor moved for the adoption of Resolution 3542, the title reading as follows: A RESOLUTION FIXING THE TIME AND PLACE OF HEARING AND DIRECTING NOTICE TO BE GIVEN UPON A PETITION FOR THE VACATION OF A PORTION OF NORTH WILBUR AVENUE IN THE CITY OF WALLA WALLA, WASHINGTON. The motion was seconded by Councilman Anthony. All four Councilmen voted for the motion.

#### G. Historical Society Request for Waterline

Sam Maxson, Parks and Recreation Director, stated that Carl Penner, representing the Walla Walla Historical Society, has requested that the City locate a water supply line and sprinklers along the front of the concrete block building on the hill at Fort Walla Walla Park. There are no funds budgeted in the Park Department for this expenditure.

Councilman Musgrave moved to approve the request from the Walla Walla Historical Society with the funds to be provided by the Water Department in the amount of approximately \$985.00. The motion was seconded by Councilman Anthony. All four Councilmen voted for the motion.

#### H. Proposed Irene Street Sanitary Sewer Installation

John Lang commented that approximately two months ago, the Council had authorized the Engineering Department to apply for a permit which would provide for the installation of a sanitary sewer line in Irene Street which would run under the new SR-12 highway. It has now been determined that an abandoned 24-inch industrial sewer can serve as the conduit for the sanitary sewer line. A revised permit has been applied for and it is now necessary for the Mayor to sign this permit which will be submitted to the State Highway Department for approval.

Councilman Anthony moved to authorize the Mayor to sign the revised permit which will be submitted to the State Highway Department. The motion was seconded by Councilman Musgrave. All four Councilmen voted for the motion.

### IX. FINANCIAL REPORTS

#### A. Bills

Councilman Anthony moved to approve the list of bills for the second meeting in August, warrants #7572 through #7694 totaling \$85,008.50. The motion was seconded by Councilman Proctor. All four Councilmen voted for the motion.

### X. BIDS

#### A. Asphalt Overlaying on Alleys and Holly Street

On August 14, 1973, bids were opened for the placing of asphalt on Holly Street and the overlaying of alleys. Firms which submitted bids together with the Engineer's estimate are as follows:

|                     |            |
|---------------------|------------|
| Jones-Scott Company | \$8,572.55 |
| Engineer's Estimate | 9,108.40   |

The Engineering Department is recommending that the bid be awarded to Jones-Scott Company in the amount of \$8,572.55. Councilman Musgrave moved to award the bid to Jones-Scott Company for \$8,572.55. The motion was seconded by Councilman Anthony. All four Councilmen voted for the motion.

### XI. NEW BUSINESS

#### A. Sister City Relationship

Mayor Swank commented that approximately one year ago, Walla Walla established a relationship with the City of Sasayama, Japan. The Mayor and President of the Town Council of Sasayama have since visited the City of Walla Walla. A committee has been established in the City of Walla Walla to further the friendly relationship with Sasayama, Japan. Japan Airlines has announced that they will have a tour group going to Japan in the Early part of October. Mayor Swank noted that if fifteen tickets could be sold in the area, a free ticket would be available and he felt that perhaps the Mayor of Walla Walla might utilize the free ticket with the approval of the Council. He noted that Sasayama had sent two representatives from their City, it would be desirable to send the Mayor Pro-tem of Walla Walla also. It would cost approximately \$1,000 per person.

He requested that the Council express their opinions on providing an appropriation of \$1,200 which would pay for Councilman Gessel's expenses and his meals.

Councilman Musgrave moved to approve the Mayor going if a free ticket can be obtained but that no decision be made on the matter until after the election. The motion was seconded by Councilman Anthony. Councilmen Musgrave, Anthony and Proctor voted for the motion. Mayor Swank abstained from voting.

#### B. Frank Kelly Subdivision

Denis Vogt stated that Frank Kelly had presented a final plat of his recently annexed property to the Planning Commission. The Planning Commission and the City Engineering Department have approved the plat and the final step left is to have the City Council approve it.

Councilman Proctor moved to approve Frank Kelly's final plat. The motion was seconded by Councilman Musgrave. All four Councilmen voted for the motion.

to have the property taxed as property within the City limits and to determine if there is any change in the zoning. Historically, the council has held that the property will be taxed as other property within the City and that the County zoning is acceptable. It is necessary to do this prior to filing the petition.

Councilman Gradwohl moved for the Adoption of Resolution 3472, the title reading as follows: A RESOLUTION FIXING THE TIME AND PLACE OF HEARING AND DIRECTING NOTICE TO BE GIVEN FOR THE ANNEXATION TO THE CITY OF WALLA WALLA OF CERTAIN LAND IN TAUSICK PARK ADDITION TO THE CITY OF WALLA WALLA AND CERTAIN LAND LYING IN THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER AND THE SOUTH-WEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 22, TOWNSHIP 7 NORTH, RANGE 36, E.W.M. The motion was seconded by Councilman Gessel. All six Councilmen voted for the motion.

C. Resolution 3469 - Final Hearing for LID 709

Councilman Gradwohl moved for the adoption of 3469, the title reading as follows: A RESOLUTION FIXING THE TIME AND PLACE FOR THE HEARING UPON THE ASSESSMENT ROLL FOR LOCAL IMPROVEMENT DISTRICT NO. 709, AND PROVIDING FOR THE GIVING OF NOTICE OF HEARING. The motion was seconded by Councilman Musgrave. All six Councilmen voted for the motion.

D. Resolution 3470 - Yeager Sanitary Sewer, LID 716

Councilman Gessel moved for the adoption of Resolution 3470, the title reading as follows: A RESOLUTION SETTING A HEARING UPON A PETITION TO IMPROVE CERTAIN PROPERTY IN THE CITY OF WALLA WALLA BY THE CONSTRUCTION OF A SANITARY SEWER LINE IN WHITMAN STREET AT A POINT 140 FEET WEST OF THE WEST RIGHT OF WAY LINE OF SOUTH WILBUR STREET, PROVIDING FOR NOTICE OF HEARING ON SAID PETITION, AND DIRECTING THE PREPARATION OF NECESSARY PLATS, DIAGRAMS, STATEMENTS AND ESTIMATES FOR THE MAKING OF SAID PROPOSED IMPROVEMENT AND THE EXPENSE OF THE PROPERTY ESPECIALLY BENEFITTED THEREBY. The motion was seconded by Councilman Gradwohl. All six Councilmen voted for the motion.

VIII. FINANCIAL REPORTS

A. Bills

Councilman Gessel moved to approve the list of bills for August, 1972, warrants #4444 through 4642, totalling \$160,716.41. The motion was seconded by Councilman Anthony. All six Councilmen voted for the motion.

IX. BIDS

A. Fire Training Tower

Councilman Proctor moved to delay the bid award on the Fire Training Tower until September 13, 1972, in order to give ample time to evaluate the bids. The motion was seconded by Councilman Gessel. All six Councilmen voted for the motion.

B. Buckley Sanitary Sewer - LID 713

On August 22, bids were open for installation of a sanitary sewer in an alley lying east of Ankeny Street and extending northerly across Whitman Street to serve the J. E. Buckley property. Firms which submitted bids together with the Engineer's estimate are as follows:

| <u>Bidder</u>            | <u>Amount</u> |
|--------------------------|---------------|
| Jarvis and Booker        | \$ 1,329.30   |
| Harry Carlyle Excavating | 1,464.75      |
| T. J. Lund and Son       | 1,985.00      |
| Engineer's Estimate      | 1,916.25      |

The Engineering Department recommends that the bid be awarded to Jarvis and Booker for \$1,329.30.

Councilman Gessel moved to award the bid to Jarvis and Booker for \$1,329.30. The motion was seconded by Councilman Musgrave. All six Councilmen voted for the motion.

X. NEW BUSINESS

A. Damage Claims

Councilman Gradwohl moved that the damage claims be referred to the City's insurance carrier. The motion was seconded by Councilman Gessel. All six Councilmen voted for the motion.

B. Watershed Ride

The Council requested that the City Manager contact the Forest Service regarding the dates of September 15 and 16 for the annual Watershed Ride.

C. Sale of Alley North of "J" Street

A letter has been received from Matthews and Associates indicating that a lot 15' X 20' in the "J" Street area is worth \$360.

Councilman Gradwohl moved to authorize the Administration to sell the lot for \$180. The motion was seconded by Councilman Gessel. All six Councilmen voted for the motion.

D. Sister City Resolution

Councilman Gessel moved that a resolution be drawn declaring the City of Sasayama, Japan as Walla Walla's Sister City. The motion was seconded by Councilman Musgrave. All six Councilmen voted for the motion.

## D. Sale of Mill Street

Larry Smith stated that on October 25, 1972 the Council adopted Ordinance A-2582 vacating a portion of Mill Street. An appraisal has been obtained from Linscott, Wylie and Blize and they have established a value of 31½¢ per square foot. It will be necessary for the Council to authorize the sale of the vacated street, Councilman Gessel moved to authorize the sale of the vacated street at one half of the appraised value. The motion was seconded by Councilman Gradwohl. All six Councilmen voted for the motion.

VII. FINANCIAL REPORTS

## A. Bills

Councilman Musgrave moved to approve the list of bills for November, 1972 warrants #5148 through #5277, totaling \$47,737.54. The motion was seconded by Councilman Gessel. All six Councilmen voted for the motion.

VIII. BIDS

## A. Swimming Pool

Vern McFall, Architect for the Swimming Pool, distributed tabulation sheets to the Council.

Councilman Proctor moved to have the Council study the bids and award them at the next Council meeting. The motion was seconded by Councilman Gradwohl. All six Councilmen voted for the motion.

## B. Sale of Surplus Pumping Equipment

Bids were opened on October 24, 1972 for the purpose of selling surplus pumping equipment from Wells No. 1 and 3. One bid was received from Shinn Irrigation Company which is as follows:

|                                          |                 |
|------------------------------------------|-----------------|
| Item #1 (Surplus Equipment from Well #1) | \$ 1,517.00     |
| Item #2 (Surplus Equipment from Well #3) | <u>1,671.75</u> |
| TOTAL                                    | \$ 3,188.75     |

The Engineering destimate amounts to \$3,500. The Engineering Department recommends that the material should be sold to Shinn Irrigation Company. Councilman Gradwohl moved to approve the sale of surplus equipment from Wells #1 and #3 to Shinn Irrigation Company. The motion was seconded by councilman Gessel. All six Councilmen voted for the motion.

IX. NEW BUSINESS

## A. Long-Range Study of Park and Recreation Facilities

Denis Vogt, Planning Director, stated that considerable discussion has taken place regarding upgrading the Veterans Memorial Park Complex. In order for the City to receive funds from the Washington State Interagency Committee for Outdoor Recreation, a general recreation plan needs to be filed with the State of Washington. Upon filing the report with the State, an application could then be submitted. He suggested that the plan be submitted by the next Council meeting. The Council decided to study the matter further.

## B. Sasayama Japan

Mayor Swank commented that earlier this year, the City has approved a Sister City Relationship with Sasayama, Japan. There is an organization formed to promote Sister City Relationships. It would cost the City of Walla Walla approximately \$100 to belong. Councilman Gessel moved to appoint a committee to investigate the organization further and to work for futhering the relationship with Sasyama, Japan. The motion was seconded by Councilman Gradwohl. All six Councilmen voted for the motion.

## C. Recess

Mayor Swank recessed the meeting to discuss the items permitted under the "Open Meeting Law", namely personnel. Mayor Swank reconvened the meeting. Councilman Proctor moved to appoint Eleanor Kane to the Planning Commission. The motion was seconded by Councilman Gradwohl. All six Councilmen voted for the motion.

X ADJOURNMENT

Mayor Swank recessed the meeting until November 15, 1972 at 12:00 noon. The motion was seconded by Councilman Proctor. All six Councilmen voted for the motion.

ATTEST: Daniel J. Helgen  
City Clerk

APPROVED: John D. Swank  
Mayor

D. Areas Rezoned Within the City

Denis Vogt reviewed five areas ("neighborhood groceries and small parcels of land") within the City which the Planning Commission intends to consider for rezoning. He noted that the Planning Commission will conduct hearings and then make their recommendations to the Council who will make the final decision.

E. Swimming Pool

Councilman Gessel moved that the Council conduct a preliminary inspection of the Swimming Pool and request that the architect for the Swimming Pool make a report at the next meeting. The motion was seconded by Councilman Gradwohl. All seven Councilmen voted for the motion.

XI. ADJOURNMENT

Mayor Swank declared the meeting adjourned at 11:10 p.m.

ATTEST:

Daniel J. Helges  
City Clerk

APPROVED:

John D. Swank  
Mayor

CITY COUNCIL MINUTES  
Special Session  
June 13, 1973

I. CALL TO ORDER

The meeting was called to order at 5:00 p.m. by Mayor John D. Swank.

II. ROLL CALL

Those present at the meeting included Councilmen Proctor, Gessel, Swank, Anthony, Musgrave and Gradwohl. Councilman Cuckler was absent.

III. DRUG ABUSE BUDGET

Mayor Swank commented that because expenses are exceeding income it is necessary that budgeted expenditures be scrutinized very carefully. He noted the representatives from the Drug Abuse Council were present to discuss their program with the Council.

Dick Neher reviewed the history of the Drug Abuse Council. He felt that it had been a help in the community.

Larry Brown commented that the Drug Abuse Council issued an annual report but that it is difficult to evaluate the Drug Program. He read a letter which he had received from Pete Hanson, Superintendent of Schools commending the Drug Abuse Council for their work. He introduced John Smethers from the Office of State Mental Health in Olympia. John Smethers commended the the Walla Walla Drug Abuse Council and noted that Walla Walla has done an outstanding job in the Drug Abuse Program and the results are reflected in the community.

Dave Burges reviewed what the Drug Abuse Council was doing and briefly discussed the program carried out in conjunction with the School District.

Larry Brown noted that it is necessary to receive continued City-County financial support in order to obtain additional funds to carry on the various programs.

Mayor Swank commented that the Council would like to receive reports from the Drug Abuse Council and that at this time continued support would be given.

IV. COUNTY LIBRARY SERVICE

Mayor Swank introduced Bob Schwerin who is Chairman of the County Library Board.

Bob Schwerin commented that his Board would be interested in Library card service. He suggested that a contract of not more than one year be entered into between the County Library Board and the City. He reviewed amounts paid by various Counties in the State to City Libraries. He noted that approximately 5,554 people surrounding Walla Walla would use the service. His board would have no money until April of 1974 but he suggested that service commence January, 1974. He did not feel that there was a need for a book mobile at this time and he had no suggestions on the amount which would be paid to the City for this service.

Councilman Gradwohl moved that additional facts and figures be obtained before any action be taken. The motion was seconded by Councilman Proctor. All six Councilmen voted for the motion.

V. SISTER CITY BUDGET

Mayor Swank commented that approximately one year ago the Council approved a Sister City relationship. A committee was appointed and has worked faithfully on the Sister City relationship. In order to continue it is necessary to provide a Budget. The Committee has suggested a budget of \$500 for six months. Councilman Anthony moved to take no action on the Budget for the time being. The motion was seconded by Councilman Gessel. All six Councilmen voted for the motion.

VI. ADJOURNMENT

Mayor Swank adjourned the meeting at 6:30 p.m.

ATTEST:

Daniel J. Helges

APPROVED:

John D. Swank



Councilman Anthony moved to have Councilman Proctor serve as the Council's representative to the Drug Abuse Council and that he be relieved of this responsibility. The motion was seconded by Councilman Musgrave. Councilman Musgrave, Gessel, Anthony, and Cuckler voted for the motion. Mayor Swank voted against the motion. Councilman Proctor abstained from voting.

#### G. Request from Peggy Huntington

Peggy Huntington stated that she had met with John Lang regarding the construction of a cul-de-sac on the west end of Village Way. In order to construct the cul-de-sac, it is necessary that the City take a portion of three lots on the west end of Village Way. She stated that at the last Council meeting in April she had requested the north portion of Fairway Drive be vacated and revert back to the property owner.

John Lang commented that he had talked with Peggy Huntington and informed her that a cul-de-sac was needed on the west end of Village Way. She suggested that since the City would be utilizing portions of lots 22, 23 and 24 to construct the cul-de-sac that the north end of Fairway Drive be vacated and returned to her. A petition was prepared for the vacation; however, no signatures were placed on it. At this time construction has been stopped until easement deeds have been obtained for the cul-de-sac. Lot 9 is now owned by another party and they are not interested in signing a petition to vacate the north end of Fairway Drive. Peggy Huntington stated that in April she had requested the vacation of Fairway Drive because at that time she owned 100 percent of the land.

John Lang commented that the Council did not consider the cul-de-sac problem because it was not on the agenda for the recessed session at which the bids were awarded for the paving of the streets. Since that meeting the people who held the option on Lot 9 have exercised it and Peggy Huntington no longer owns the lot; consequently, only 50 percent of the property owners have signed the petition for vacation. He suggested that the area beyond the cul-de-sac and Village Way could be vacated back to her leaving just an easement for the property owner to the south which she is required to give to him.

Denis Vogt reviewed what the County Planning Commission had required at their hearing in 1970.

Jim Mitchell, City Attorney, stated that Easement Deeds have been prepared for the portions of the three lots on the west end of Village Way.

Councilman Proctor moved to table the matter until the next meeting but have the City Attorney look into the legality of the matter and report back at the next meeting. The motion was seconded by Councilman Anthony. Councilmen Musgrave, Swank, Anthony and Gessel voted for the motion. The motion carried.

Larry Smith suggested that if the portion of Village Way to the west and south were ever opened with access to a public right-of-way, the cul-de-sac would probably no longer be necessary. The City could then relinquish the use of the portions of the three lots.

#### H. AWC Convention Report

Mayor Swank reported that he and Councilman Gessel had attended the convention. He reviewed the highlights of the convention. He commented that on Friday morning he had acted as Chairman at Sister Cities Relationships. He read a letter he had received from Sasayma, Japan inviting representatives from Walla Walla to Japan.

Councilman Proctor moved to budget \$500 to be spent in conjunction with the Sister City Program. The motion was seconded by Councilman Gessel. All six Councilmen voted for the motion.

#### I. Council Representatives for 1974 Labor Negotiations.

Councilman Gessel moved to appoint Councilmen Anthony, Proctor and Musgrave to the City's Labor Negotiating Committee. The motion was seconded by Councilman Cuckler. Councilman Proctor, Swank, Gessel, Anthony and Cuckler voted for the motion. Councilman Musgrave abstained.

#### J. Impact Statement for 12th and Poplar

Jim Mitchell stated he would refrain from commenting about the legal action pending but that he would recommend to the Council that an Environmental Impact Statement be ordered and authorized by the responsible officers of the City with regard to the 12th and Poplar site and the possible location of the fire station.

Mayor Swank commented that the law requires that an Environmental Impact Statement be prepared.

Councilman Cuckler moved that the Planning Commission start drafting an Environmental Assessment and Impact Statement. The motion was seconded by Councilman Musgrave. All six Councilmen voted for the motion.

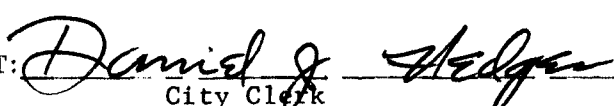
#### K. Request from Dan Clark, Attorney at Law

Dan Clark, Attorney at Law representing five women who have filed an injunction against the City regarding the location of the new fire station, asked if it were the Council's intention to have the Environmental Assessment and Impact Statement prepared and considered by the Council prior to consummating the purchasing of property and committing public funds to this purpose. Jim Mitchell stated that at present the Council and City Administration are restrained from doing anything toward consummating the purchase. It will not be known until Friday morning whether the court will continue the restraining order. The City will abide by the restraining order which the court has issued.

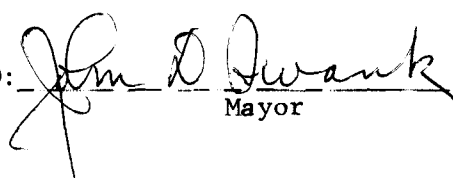
#### XI. ADJOURNMENT

Mayor Swank declared the meeting adjourned at 10:55 p.m.

ATTEST:

  
City Clerk

APPROVED:

  
Mayor

He recommended that the Council declare the above items as surplus material and authorize for sale to the highest bidder.

Councilman Proctor moved to authorize the Administration to proceed with the calling for bids on the above items for the purpose of selling them to the highest bidder. The motion was seconded by Councilman Musgrave. All four Councilmen voted for the motion.

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XI. NEW BUSINESS

A. Sister City Relationship

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He requested that the Council express their opinions on providing an appropriation of \$1,200 which would pay for Councilman Gessel's expenses and his meals.

Councilman Musgrave moved to approve the Mayor going if a free ticket can be obtained but that no decision be made on the matter until after the election. The motion was seconded by Councilman Anthony. Councilmen Musgrave, Anthony and Proctor voted for the motion. Mayor Swank abstained from voting.

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Denis Vogt stated that Frank Kelly had presented a final plat of his recently annexed property to the Planning Commission. The Planning Commission and the City Engineering Department have approved the plat and the final step left is to have the City Council approve it.

Councilman Proctor moved to approve Frank Kelly's final plat. The motion was seconded by Councilman Musgrave. All four Councilmen voted for the motion.

***City of College Place, Washington***  
**RESOLUTION NO. 25-033**

**A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE, WASHINGTON WHICH  
ADOPTS THE CITY OF JUNGAPÉO, MICHOACÁN, MEXICO, AS THE SISTER CITY OF THE CITY OF  
COLLEGE PLACE AND ALLOWS THE MAYOR TO SIGN ANY FURTHER DOCUMENTS  
SANCTIONING THE OFFICIAL SISTER CITY RELATIONSHIP.**

**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 recognizes the importance of fostering international goodwill, cultural exchange, and mutual understanding between communities across borders; and

**Whereas,** the City of College Place has engaged in discussions with representatives from the municipality of Jungapeo, Michoacán, Mexico, and wishes to formalize a Sister City relationship based on shared values, heritage, and a commitment to community enrichment; and

**Whereas,** the City of College Place has engaged in discussions with representatives from the municipality of Jungapeo, Michoacán, Mexico, and wishes to formalize a sister city relationship based on shared values, heritage, and a commitment to community enrichment; and

**Whereas,** establishing a Sister City Committee will facilitate planning, coordination, and promotion of programs and exchanges between College Place and Jungapeo;

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

1. The City of College Place hereby endorses the establishment of an official Sister City relationship with the municipality of Jungapeo, Michoacán, Mexico.
2. The City hereby endorses the College Place Sister City Committee, which shall:
  - a. Serve as the official body to coordinate activities and communication with Jungapeo;
  - b. Develop cultural, educational, and economic exchange opportunities;
  - c. Report regularly to the City Council on sister city initiatives and progress.
3. The City of College Place affirms its commitment to international cooperation, mutual respect, and the strengthening of people-to-people ties through this partnership.

**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 13<sup>th</sup> day of May, 2025.

Attest:

---

Norma L. Hernández, Mayor

---

Maryelizabeth Garcia, City Clerk



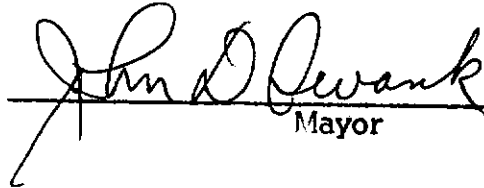
RESOLUTION NO. 3471A

A RESOLUTION ADOPTING THE TOWN OF SASAYAMA-CHO, HYOGO, JAPAN, AS THE SISTER CITY OF THE CITY OF WALLA WALLA, WASHINGTON.

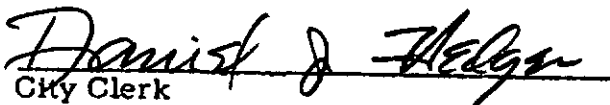
BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WALLA WALLA, WASHINGTON:

That, in order to promote world friendship and international understanding, good will, peace and prosperity through the exchange of culture, information and personal contact, and to accept and acknowledge the action heretofore taken by the Town of Sasayama-Cho, Hyogo, Japan, in adopting the sister city relationship between the Town of Sasayama and the City of Walla Walla, the City of Walla Walla, State of Washington, hereby adopts the Town of Sasayama-Cho, Hyogo, Japan, as its sister city.

PASSED by the City Council of the City of Walla Walla, Washington, this 23rd day of August, 1972.

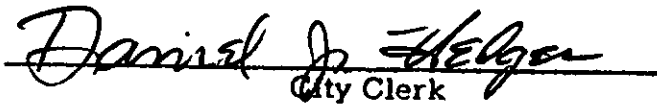
  
Mayor

Attest:

  
City Clerk

State of Washington           )  
                                          ) ss.  
County of Walla Walla       )

DANIEL J. HEDGES, the duly appointed, qualified and acting Clerk of the City of Walla Walla, does hereby certify that the foregoing is a true and correct copy of a Resolution adopted by the Walla Walla City Council at its regular meeting on the 23rd day of August, 1972.

  
City Clerk

FILED IN MY OFFICE THE

21<sup>st</sup> day of June 1973  
and recorded on the 21<sup>st</sup>  
day of June 1973  
at page 296 of Volume 5

Resolutions  
Donner Hedges  
City Clerk  
by Harry Handobler  
Deputy

***City of College Place, Washington***  
**RESOLUTION NO. 25-034**

**A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE, WASHINGTON WHICH  
ADOPTS THE CITY OF JUNGPEO, MICHOACAN, MEXICO, AS THE SISTER CITY OF THE CITY OF  
COLLEGE PLACE AND ALLOWS THE MAYOR TO SIGN ANY FURTHER DOCUMENTS  
SANCTIONING THE OFFICIAL SISTER CITY RELATIONSHIP.**

**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 recognizes the importance of fostering international goodwill, cultural exchange, and mutual understanding between communities across borders; and

**Whereas,** the City of College Place has engaged in discussions with representatives from the municipality of Jungapeo, Michoacán, Mexico, and wishes to formalize a Sister City relationship based on shared values, heritage, and a commitment to community enrichment; and

**Whereas,** the City of College Place has engaged in discussions with representatives from the municipality of Jungapeo, Michoacán, Mexico, and wishes to formalize a sister city relationship based on shared values, heritage, and a commitment to community enrichment; and

**Whereas,** establishing a Sister City Committee will facilitate planning, coordination, and promotion of programs and exchanges between College Place and Jungapeo;

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

1. The City of College Place hereby endorses the establishment of an official Sister City relationship with the municipality of Jungapeo, Michoacán, Mexico.
2. The City hereby endorses the College Place Sister City Committee, which shall:
  - a. Serve as the official body to coordinate activities and communication with Jungapeo;
  - b. Develop cultural, educational, and economic exchange opportunities;
  - c. Report regularly to the City Council on sister city initiatives and progress.
3. The City of College Place affirms its commitment to international cooperation, mutual respect, and the strengthening of people-to-people ties through this partnership.

**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 13<sup>th</sup> day of May, 2025.

Attest:

---

Norma L. Hernández, Mayor

---

Maryelizabeth Garcia, City Clerk



# *Sister City Agreement*

*between the*

**City of College Place  
Washington, USA**

*and the*

**City of Jungapeo  
Michoacan, MX**

*In accordance with the authorization and approval expressed by the City of College Place, Washington and the City of Jungapeo, Michoacan, Mexico, it is declared that a "Sister City Agreement" between the two cities is hereby established for the following purposes:*

*(1) to promote and expand the effective and mutually beneficial cooperation between the people of College Place and the people of Jungapeo; and*

*(2) to promote international good will, understanding, and expanded business relations between the two cities and their respective nations by the exchange of people, ideas, and information in a wide variety of economic, social, cultural, municipal, environmental, professional, technical, youth, and other endeavors; and*

*(3) to foster and encourage charitable, scientific, trade and commerce, literary and educational activities between the two cities;*

*This Sister City Agreement shall be officially established and shall become effective when this document has been duly executed by the Mayor of College Place, Washington, USA and La Presidenta Municipal de Jungapeo, Michoacan, Mexico.*

---

*Norma L. Hernández  
Mayor, City of College Place,  
Washington, USA*

---

*Norma Angélica Yañez Sierra  
La Presidenta Municipal de Jungapeo  
Michoacan, MX*

# *Acuerdo de Hermanamiento*

*entre la*

**Ciudad de College Place**

**Washington, USA**

*y la*

**Ciudad de Jungapeo**

**Michoacan, MX**

*De conformidad con la autorización y aprobación expresadas por la Ciudad de College Place, Washington, y la Ciudad de Jungapeo, Michoacán, México, se declara que se establece un “Acuerdo de Hermanamiento” entre ambas ciudades con los siguientes fines:*

*(1) Promover y ampliar la cooperación efectiva y mutuamente beneficiosa entre los habitantes de College Place y Jungapeo; y*

*(2) Promover la buena voluntad internacional, el entendimiento y la ampliación de las relaciones comerciales entre ambas ciudades y sus respectivas naciones mediante el intercambio de personas, ideas e información en una amplia variedad de iniciativas económicas, sociales, culturales, municipales, ambientales, profesionales, técnicas, juveniles y de otra índole; y*

*(3) Fomentar y fomentar las actividades benéficas, científicas, comerciales, literarias y educativas entre ambas ciudades;*

*Este Acuerdo de Hermanamiento se establecerá oficialmente y entrará en vigor una vez que este documento haya sido debidamente firmado por el Alcalde de College Place, Washington, EE. UU., y la Presidenta Municipal de Jungapeo, Michoacán, México.*

---

*Norma L. Hernández*

*Mayor, City of College Place,  
Washington, USA*

---

*Norma Angélica Yañez Sierra*

*La Presidenta Municipal de Jungapeo  
Michoacan, MX*



# Fire Station HVAC and Controls Upgrades City of College Place

## ENERGY SERVICES PROPOSAL

COLLEGE PLACE, WA

APRIL 15<sup>TH</sup>, 2025

For the Life of  
Your Building

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# Project Contacts

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| AREA OF RESPONSIBILITY           | NAME                | CONTACT NUMBER | EMAIL                       |
|----------------------------------|---------------------|----------------|-----------------------------|
| Primary Client Contact           | Michael Rizzitiello | (509) 394-8506 | MRizzitiello@cpwa.us        |
| Account Executive                | Christie Hoffpauer  | (509) 713-7721 | christieh@mckinstry.com     |
| Program Manager                  | Luke Cashman        | (509) 530-2963 | lukeca@mckinstry.com        |
| Energy Engineer                  | Ethan Durbano       | (509) 534-0252 | EthanD@McKinstry.com        |
| Performance Assurance Specialist | Chris Hatten        | (509) 713-7726 | chrishat@mckinstry.com      |
| Construction Manager             | Derek Miller        | (509) 508-1942 | derekmi@mckinstry.com       |
| WA Commerce Contact              | Bryce Davis         | (206) 613-7664 | bryce.davis@commerce.wa.gov |



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Please note that this response provides the basic economic terms on which McKinstry would be willing to perform the scope of services outlined here. This response does not cover all of the terms and conditions relevant to a definitive agreement about these services. Nothing in this response approves legal terms such as warranties, indemnification, insurance requirements, and limitations of liability, even if those terms were included in the request for proposal. The details of those terms must be negotiated by the parties and set forth in a definitive agreement with respect to McKinstry's services.

# 1. Executive Summary

## OUTCOME SNAPSHOT

This project represents an excellent opportunity to significantly improve facilities while saving energy and trimming utility spending. McKinstry looks forward to making this project a success.

McKinstry estimates these **savings** if proposed facility improvement measures (FIMs) are installed:



**\$2,050**  
Utility cost  
savings/year



**10,216**  
Guaranteed  
kWh/year



**549**  
Guaranteed  
Therms/year

*Carbon dioxide emissions  
reductions would equal:*



**3**  
Acres of trees  
planted



**2,204**  
lbs. CO<sub>2</sub>/year

## 1.1 Overview

McKinstry has completed an extensive study and investigation of energy upgrades for City of College Place. Our Energy Services Proposal presents a holistic project solution for improving the overall facility efficiency and operation. Our proposed solutions will result in lower utility use and cost along with improved building system performance and occupant productivity.

## 1.2 Current Situation

### CHALLENGES

The City of College Place Fire Station admin area is currently served by a condenser loop system with water source heat pumps. An outdoor cooling tower provides cooling in the summer months and a gas fired water heater provides heat add in the winter. A gas fired furnace provides tempering for outside air. The garage bay is served by an exhaust fan and a combination of gas radiant heaters and gas fired unit heaters. All the installed equipment is nearing the end of its useful life.

### GOALS

Upgrade end of life equipment and ensure proper Building Automation System controls to run equipment properly to save on energy as well as address deferred maintenance.

## 1.3 Solutions

This project includes:

### 03.01-FIRE: HVAC and Controls Upgrades

McKinstry proposes to replace all equipment with new like-in-kind equipment except for the gas-fired unit heaters and circulation fans in engine bay and gas-fired water heater for additional heating capacity. The gas-fired water heater was recently replaced by the owner. Additionally, the existing open circuit cooling tower will be upgraded to a closed circuit cooling tower and right-sized for the cooling load.

## 1.4 Summary of Benefits

### FINANCIAL BENEFITS

Section 4 of this document provides a detailed look at the project financials. The guaranteed maximum project allowable cost is \$1,146,033. Including sales tax and prior to any utility incentives, the final project cost is \$1,245,738. The annual energy savings are \$2,050. The estimated utility rebates for the project are unknown at this time.

# 1. Executive Summary

## COMPANY AT-A-GLANCE

- Established 1960
- Over 1,700 employees
- 23 offices
- 55+ Professional Engineers
- 80+ LEED Accredited Professionals

## MCKINSTRY EXPERIENCE

**\$20 million**

Customer utility savings guaranteed

**\$100 million**

Grants & rebates secured for clients

**636 million**

Kilowatt hours saved

**453 thousand**

Metric tons of CO<sub>2</sub> saved

**91 million**

Gas Therms saved

*CO<sub>2</sub> emission reductions resulting from McKinstry projects have environmental impacts equal to:*

**3,167 acres**

Forest acres saved from destruction

**51.5 million**

Gallons of gas not used

**83+ thousand**

Cars taken off the road

**40+ thousand**

Homes taken off the power grid

## ENVIRONMENTAL BENEFITS

By taking the necessary steps to reduce energy consumption through the implementation of the various facility improvement measures detailed in this report, City of College Place will attain the savings outlined in the outcome snapshot on the left. This is equivalent to:

- 1 average-sized homes being removed from the power grid; or
- 1,842 light bulbs (13.5 Watt LED) not energized; or
- 44,960 miles not driven by an average size vehicle.

## NEXT STEPS

The next step is for City of College Place to approve the energy services proposal, after which McKinstry can begin implementation of the project.

## 1.5 McKinstry Differentiators

## COMPANY OVERVIEW

McKinstry has over 50 years of experience assessing and improving facilities in the Pacific Northwest. With more than 1,500 successful energy and facility improvement projects completed in the past 15 years, McKinstry has the expertise to offer comprehensive solutions to City of College Place. McKinstry is more than just another energy services company, we believe in serving as your trusted advisor *"For the Life of Your Building."*

## MCKINSTRY APPROACH ADVANTAGES

- Vendor- and product-neutral for truly consultative role
- Transparent pricing
- Total cost of ownership consideration
- No "shared savings" model



## 2. Scope of Work

---

### 2.1 Facility Improvement Measure (FIM) List

For full descriptions of the scope of work of each measure, please refer to Section 2 - Detailed Scope of Work.

FIM # 03.01-FIRE: HVAC and Controls Upgrades

### 2.2 McKinstry Services

McKinstry will include the following services related to this project:

1. *Energy Audit:*

The energy audit is complete and is detailed in the Investment Grade Audit report dated 04.15.2025.

2. *Design Services:*

McKinstry will provide a detailed engineering design as needed to obtain permitting, Owner review, and approval of the proposed systems. In addition, McKinstry will also provide construction support services, start-up, testing, as-built drawings of systems installed, and provide operations and maintenance manuals.

3. *Construction:*

Provide, or cause to be provided, all material, labor, and equipment, including paying for permits, fees, bonds, and insurance, required for the complete and working installation of McKinstry's equipment.

- a. McKinstry will provide a site superintendent who will be responsible for the onsite supervision and coordination of trades and subcontractors. This individual's responsibilities will also include regular work observations, quality control, site security, enforcement of the site-specific safety plan, as well as coordinating any impact upon building tenants with the Owner.
- b. McKinstry may perform portions of the construction work or may subcontract portions to qualified firms. In either case, McKinstry will share information regarding actual costs of the work with the Owner.

4. *Construction Management:*

McKinstry will provide a dedicated construction manager who will provide contract administration services for the project. The owner is expected to coordinate day-to-day communications with tenants and any scheduling of tenant relocations in and around occupied areas.

5. *Operation Training:*

McKinstry will provide relevant training of building staff during construction as agreed to by the Owner.

6. *Performance Maintenance:*

McKinstry will provide ongoing monitoring and support services to help ensure that guaranteed savings are achieved throughout the term of the agreement. Ongoing services shall be under separate agreement. Ongoing services shall be at the discretion of the Owner to terminate. Specific tasks associated with proposed ongoing Measurement and Verification (M&V) can be found in Table 3.2 - M&V Plan Outline. For this project, McKinstry has recommended an initial M&V term of 1 year(s) to the Owner. The reason is that the efficiency of the proposed scope is not expected to change after the first year of performance has been verified.

7. *Equipment Maintenance:*

McKinstry will provide no equipment maintenance or repairs after the warranty period. Following the completion of the installation and Owner acceptance of the equipment, the Owner shall provide all necessary service, repairs, and adjustments to the equipment so that the equipment will perform in the

## 2. Scope of Work

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manner and to the extent set forth in the Proposal. McKinstry shall have no obligation to service or maintain the equipment after the warranty period.

**8. *Warranty:***

McKinstry will warrant equipment for one year following Notice of Commencement of Energy Savings. Specific information regarding equipment warranty will be passed on to owner.

### 2.3 Extent of Subcontracting

McKinstry may subcontract the energy audit, design, construction management, start-up, and training portions of this Contract to qualified firms upon review and approval by owner. Construction subcontracts will be awarded as shown in section 4 of this Energy Services Proposal.

### 2.4 Project Schedule

The proposed design and construction duration is 250 calendar days between Notice to Proceed and Substantial Completion. McKinstry will develop a detailed schedule outlining all of the various design, pre-construction, construction, and closeout tasks associated with the project and that interfaces with other construction work not under this proposal.

# Scope of Work

## City of College Place – Fire Station Detailed Scope of Work

### FIM # 03.01-FIRE | HVAC AND CONTROLS UPGRADES

#### General Purpose

The City of College Place Fire Station admin area is currently served by a condenser loop system with water source heat pumps. An outdoor cooling tower provides cooling in the summer months and a gas fired water heater provides heat add in the winter. A gas fired furnace provides tempering for outside air. The garage bay is served by an exhaust fan and a combination of gas radiant heaters and gas fired unit heaters. All the installed equipment is nearing the end of its useful life.

McKinstry proposes to replace all equipment with new like-in-kind equipment except for the gas-fired unit heaters / gas-fired radiant heaters / circulation fans in engine bay and gas-fired water heater for additional heating capacity. The gas-fired water heater was recently replaced by the owner. Additionally, the existing open circuit cooling tower will be upgraded to a closed circuit cooling tower and right-sized for the cooling load.

#### BASIS OF DESIGN NOTES

1. This scope of work and referenced floor plan is provided with the intent to provide GMAX pricing only. This is not to be used for construction.
2. For the purposes of pricing, no equipment substitutions shall be allowed unless explicitly approved by McKinstry engineering.
3. The new equipment shall be integrated into the new building automation system (BAS).

#### SCOPE OF WORK INCLUDES

- A. Mechanical
  1. Demolition
    - i. Demolish (9) water source heat pumps. Piping is to remain for reconnection.
    - ii. Demolish open circuit cooling tower and associated pump. Piping is to remain for reconnection.
    - iii. Demolish condenser water expansion tank and air separator, and pump.
    - iv. Demolish flat plate heat exchanger.
    - v. Demolish exhaust fan in mechanical room.
    - vi. Demolish rooftop exhaust fan in garage.
    - vii. Demolish gas-fired furnace and booster coil.
    - viii. Selectively demolish piping to nearest isolation valves, including demolition of appurtenances.
    - ix. Demolish make-up water line to nearest isolation valve.
  2. Furnish and install (9) new water source heat pumps
    - i. New heat pumps shall have internal two-way control valves wired to compressor operation.
    - ii. Reconnect new heat pumps to existing piping. Provide new hose kits.
  3. Furnish and install new closed circuit cooling tower ~~and~~ with integral basin pump. Reconnect to existing piping.
  4. Furnish and install new condenser pump, expansion tank, chemical feeder, glycol feeder, and air separator. Provide piping to tie-in new glycol feeder upstream of air/dirt separator.
  5. Connect condenser water piping in location vacated by demolished plate and frame heat exchanger.
  6. Furnish and install new exhaust fan in mechanical room.
  7. Furnish and install new rooftop exhaust fan in garage.
    - i. Fan shall be suitable for Class I Div. 2 airstream.
  8. Take down, refurbish, and re-install (2) gas radiant heaters and reconnect to existing to remain flues.
  9. Furnish and install (1) gas-fired furnace. Re-connect into existing supply/return ductwork.

# Scope of Work

10. Provide gas piping as necessary to connect new equipment into existing gas piping. Provide new regulator for each piece of equipment.
11. Provide cooling condensate piping and new P-traps as necessary to connect new equipment into existing cooling condensate piping.
12. Provide (1) thermowell for boiler temperature element installation.
13. Provide piping to connect existing make-up water treatment system to new open tower basin. Coordinate with existing water treatment contractor on site.
14. Mechanical contractor is responsible for all wall and roof penetrations necessary to route piping, flues, etc., including sealing and weather-proofing of exterior wall penetrations. Roofing contractor will seal roof penetrations.
15. Project site is seismic design category C. No seismic bracing is required for any equipment. **To be verified with structural engineer.**
16. Provide factory start-up services, commissioning support, TAB support and owner training for all maintainable/operable devices (per drawings and manufacturer's guidelines).
17. Reference the GMAX mechanical floor plans for additional information.

## B. Controls

1. Demolish existing thermostats and accessible wiring to wall/ceiling penetrations. Wiring within walls/ceilings may be abandoned in place.
2. Integrate all new equipment controls with the new BAS system
3. Provide necessary low voltage control wiring, conduit, sensors, and transformers as necessary to tie new mechanical equipment into DDC system. Provide all control end devices (temperature sensors, pressure switches, current switches, control valves, etc.)
4. Provide control for the following equipment:
  - i. (9) Water Source Heat Pumps
    1. Supply Fan Start/Stop (DO)
    2. Supply Fan Amps (AI) – provide current transmitter
    3. Compressor Stage 1 Enable (DO)
    4. Compressor Stage 2 Enable (DO)
    5. Reversing Valve Command (DO)
    6. Compressor Status (AI) – provide current transmitter
    7. Supply Air Temperature (AI) – provide temperature element
    8. Mixed Air Temperature (AI) – provide temperature element
    9. Filter Differential Pressure (AI) – provide pressure differential transmitter
    10. Space Temperature / Setpoint with CO2 monitoring (COM)
  - ii. (1) Cooling Tower and Pump
    1. Cooling Tower Start/Stop (DO)
    2. Fan Speed Command (AO) – through VFD
    3. Basin Pump Enable (DO)
    4. Basin Pump Amps (AI) – provide current transmitter
    5. Inlet Water Temperature (AI) – provide temperature element
    6. Outlet Water Temperature (AI) – provide temperature element
  - iii. Condenser Water Plant
    1. Secondary Pump Start/Stop (DO)
    2. Secondary Pump Speed Command (AO)
    3. Secondary Pump Amps (AI) – through VFD
    4. Condenser Loop Differential Pressure (AI) – provide pressure differential transmitter
    5. Primary Pump Start/Stop (DO)
    6. Primary Pump Amps (AI) – provide current transmitter
    7. Condenser Water Supply Temperature (AI) – provide current transmitter, re-use thermowell
    8. Condenser Water Return Temperature (AI) – provide current transmitter, re-use thermowell
    9. Boiler Supply Temperature (AI) – provide temperature element, thermowell by mechanical
  - iv. (1) Restroom Exhaust Fan
    1. Fan Start/Stop (DO)
    2. Fan Amps (AI) – provide current transmitter
  - v. (1) Engine Bay Exhaust Fan
    1. Fan Start/Stop (DO)
    2. Fan Speed Command (AO)



# Scope of Work

- 3. Fan Amps (AI) – through VFD
    - 4. Fan Override Switch Status (DI) – provide wall switch
  - vi. (2) Gas-fired Radiant Heater
    - 1. Enable (DO)
    - 2. Space Temperature / Setpoint
  - vii. (1) Electric Unit Heater
    - 1. Enable (DO)
    - 2. Space Temperature / Setpoint
- C. Electrical
  - 1. Contractor shall be responsible for equipment, materials, accessories, and other associated requirements called for in the following scope, and as indicated in the above supporting documents.
  - 2. General circuiting requirements
    - a. Contractor shall survey existing facility drawings and power distribution system to determine available space and capacity to support this scope of work. If existing space or capacity is insufficient to meet the requirements of the scope, Contractor shall immediately notify McKinstry.
    - b. For power circuits indicated as being removed, Contractor shall remove conductors back to the associated panel, and shall remove associated starters, disconnects, and other devices. Conduit shall be cut back to within 3" of room penetration.
    - c. For new power circuits, Contractor shall furnish and install overcurrent protection, conduit conductors, starter, disconnect, and related accessories.
    - d. Where power circuits indicated as being removed meet the requirements for new power circuits, existing components may be reused where in compliance with current NEC.
    - e. Unless otherwise specified, similar loads may be combined on a common circuit as permitted by current NEC.
  - 3. Electrical panels and disconnects serving mechanical equipment shall comply with the service clearance requirements of the NEC. Furnish and install remote mounted panels and disconnects where required by the NEC.
  - 4. Provide conduits, conductors, disconnects, fuses, VFDs, Starters, and other electrical equipment as indicated on GMAX electrical drawings and as necessary to provide power to the following:
    - i. (9) Water Source Heat Pumps
    - ii. (1) Cooling Tower
    - iii. (2) Pumps
    - iv. (1) Electric Unit Heater
    - v. (1) Air Handling Unit
    - vi. (2) Exhaust Fans
    - vii. (2) Gas Unit Heaters
    - viii. (1) 225A MLO Panelboard, 120/208V, 3-Phase, 4-Wire
- D. Testing, Adjusting, and Balancing (TAB)
  - 1. TAB shall be provided for the following pieces of equipment:
    - i. (9) Water Source Heat Pumps
      - 1. Total supply air
      - 2. Associated supply and return duct, diffusers, and grilles
    - ii. (1) Cooling Tower and Pump
      - 1. Cooling water flow
      - 2. Circulation pump flow
    - iii. (2) Gas-fired Boiler and Pump
      - 1. Hot water flow
      - 2. Circulation pump flow
    - iv. (2) Exhaust Fans
      - 1. Total air flow
- E. Commissioning
  - 1. McKinstry Commissioning (Cx) engineering will fully commission the proposed control system and all associated mechanical equipment.
  - 2. Commissioning shall be performed in accordance with the 2018 Washington State Energy Code.

# Scope of Work

## CLARIFICATIONS AND EXCLUSIONS

1. Per federal and state law, projects that include renovation or demolition must have an asbestos survey provided by the owner regardless of when the building was built. The survey only needs to cover the area that will be disturbed. If the building owner can provide proof that the building was constructed with asbestos free materials, then no survey is needed.
  - A. For the safety of our people and avoidance of potential long-term liability, McKinstry no longer executes subcontracts for survey and/or abatement of asbestos and lead paint. Abatement of asbestos and lead paint shall be the responsibility of the building owner who should contract directly with qualified abatement specialists.
2. If existing equipment or components are reused, repairs to existing are not included unless specifically noted in the scope above or required to deliver the guaranteed energy/water savings and/or meet KPIs listed in Table 3.2.
3. If this scope is not contracted within 30 days of the proposal date, we may need to adjust pricing to reflect market escalation of labor, materials, and equipment.
4. This is an active Fire Station that must remain functional throughout the duration of construction. Effort will be made to schedule work accordingly in a manner that allows this, including 3 week look ahead as well as daily check-ins prior to any field deployment to specify where work will be happening and how to ensure critical pathways are kept clear and understood by all stakeholders. It is understood that work will be allowed during the normal workday (between 7am-5pm, M-F).
5. Although great care will be taken to prevent building wide shutdowns, the installation of the new electrical panel may require a time when the building power must be taken down. This will be scheduled as far ahead of time as possible. Responsibility will fall on the client to shift responsibilities as needed and communicate to the surrounding fire district(s).
6. Existing piping and water treatment to date is assumed to have been sufficiently installed and maintained such that a system flush will not be required.
7. Scope of work for the new water treatment system and type included will be different than the procedure followed by the City to date. It is the responsibility of the City to update the procedures followed after this system upgrade to be in line with the manufacturer's and McKinstry's recommendations.
8. Existing number of zones and associated controls will not be changed. It is understood that there are temperature complaints in some of the spaces, but it is the opinion of the engineering team that the new system paired with new DDC upgrades will alleviate the majority of these complaints, so therefore additional zones are not required.

## 3. Energy Savings Guarantee

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### 3.1 Guarantee Overview

1. **Philosophy:**  
McKinstry is prepared to guarantee any portion of a project over which it has direct control. Where McKinstry does not have direct control (such as operating hours associated with lighting), we are prepared to work with the Owner to devise a method of Measurement and Verification (M&V), which will provide the highest degree of assurance that the energy savings are achieved.
2. **This Project:**  
For this project, McKinstry guarantees the performance of the installed initiatives to reduce energy consumption. The target energy reductions for the initiatives that will be implemented are shown in the attached Table 3.1 Energy Savings Summary. Based upon the stipulated conditions as enumerated by the Owner and the utility rates as described below, the utility cost savings calculations are also shown in Table 3.1.
3. **Ongoing Services:**  
Refer to Table 4.1 for the cost and duration of ongoing M&V. The cost of ongoing M&V beyond the duration listed in Table 4.1 is at the discretion of the Owner. McKinstry is prepared to continue the guarantee as long as the Owner continues the ongoing services as described herein. When the Owner chooses to cancel the ongoing services, the guarantee will also be terminated at the same point in time. Please refer to Table 3.2 M&V Plan Outline for a summary of the proposed measurement and verification scope.

### 3.2 FIM Specific Performance Assurance Methodology

1. **Guarantees:**  
Table 3.1 Energy Savings Summary provides the specific energy consumption savings for each Facility Improvement Measure (FIM) and the guarantee that McKinstry will provide associated with that measure. Savings calculations are based upon both baseline operating characteristics and proposed operation criteria:
  - a. **Baseline:** Baseline refers to the existing operating characteristics that were used to calculate energy savings. The baseline values, including system performance and operational conditions, which were used for this project are provided in Table 3.2. In general, all parties acknowledge the baseline associated with any specific measure has been derived from the following sources:
    - i. Actual operating information gathered through field observation, measurement, micro-data loggers, and Owner's operating logbooks.
    - ii. Owner provided information concerning stipulated factors such as burn hours, occupancy, or operational expenditures.
    - iii. In some instances, a modified baseline may have been developed to address areas whereby pre-retrofit conditions do not reflect a system that is operating per current code or what the Owner may deem as normal operation. The actual impact to energy usage will be identified along with the "avoided costs" associated with the modified baseline.
  - b. **Proposed:** The proposed operating values, including system performance and operational conditions, which were used for savings calculations are provided in Table 3.2. Systems must be operated per the proposed criteria to ensure energy savings are realized. McKinstry will provide the initial start-up, commissioning, and programming of the system to ensure the systems operate per the proposed operating criteria. The Owner acknowledges their responsibility to ensure these criteria are maintained and associated energy savings are realized. Energy Savings

## 3. Energy Savings Guarantee

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Guarantees are predicated based on the Owner maintaining their responsibilities as provided below in “Ongoing Owner Responsibilities” in Section 3.5.

### 3.3 Utility Rates

1. *Utility Rate:*

For the purpose of calculating energy cost savings, the utility rates used will be the utility rates as paid by the Owner to the utility company at the time the Energy Services Proposal was developed. In the event that a building has multiple meters on different rate schedules, the per-unit cost of the utility will be the average of all the rate schedules in effect at that facility.

a. *Base Utility Rate:*

Refer to table 3.3 for the Base Utility Rates (including sales tax).

### 3.4 Standards Of Comfort Service

Where applicable, the following section provides the standards of comfort, which the Owner must maintain to ensure the comfort of the occupants and staff, and upon which all energy calculations were based.

#### **HVAC COMFORT**

Heating, ventilating, and air conditioning (HVAC) systems provided by McKinstry will provide comfort and indoor air quality in accordance with the Standards of Comfort below. This standard will pertain only to buildings and areas of buildings in which McKinstry is installing HVAC equipment that has direct control over space comfort conditions. HVAC comfort conditions cannot be guaranteed when operable windows or doors are open.

#### **INDOOR CONDITIONS**

##### **Occupied:**

Winter Heating Minimum Set-point – 70 degrees F (Superseded by DOH Regs)

Winter Heating Maximum Set-point – 74 degrees F (Superseded by DOH Regs)

Summer Cooling Minimum Set-point – 72 degrees F (where mechanical cooling systems are employed)

Summer Cooling Maximum Set-point – 78 degrees F (where mechanical cooling systems are employed)

##### **Unoccupied:**

Minimum – 55 degrees F

Maximum – 85 degrees F (where mechanical cooling systems are employed)

Relative Humidity (If humidity control provided):

Minimum - 40%

Maximum - 60%

##### **Minimum outside air per occupant:**

Minimum outside air per occupant shall be in accordance with American Society of Heating, Refrigerating, and Air Conditioning Engineers (ASHRAE) standards and Chapter 4 of the International Mechanical Code.

Less stringent conditions will not be proposed unless specifically approved by the Owner (if applicable).



## 3. Energy Savings Guarantee

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### 3.5 Ongoing Owner Responsibilities

The Owner shall provide the following services as part of this energy services project. In the event that these services are not provided, energy savings and associated guarantees will be modified to reflect the associated impact.

1. Maintain all equipment per manufacturer's recommendations and proposed maintenance schedule.
2. Maintain all sequence of operations and performance criteria related to installed systems as proposed and designed.
3. Provide other FIM specific ongoing responsibilities as provided in Table 3.2.
4. Provide McKinstry with copies of actual monthly utility billing information on a quarterly basis for the duration of the M&V service period. This includes electric, natural gas, and fuel oil. The associated facilities where utility information shall be provided include all meters providing direct or indirect service to all buildings included in this project.
5. Provide McKinstry all internal sub-meter data, including electric and condensate meters, providing direct or indirect service to all buildings included in this project.
6. Provide McKinstry access to Energy Management and Control Systems for the purpose of collecting and logging data over time as required for performance verification.
7. The Owner shall notify McKinstry in writing concerning any changes or alterations to the building that will affect energy usage. This notification should be provided within two weeks of the change. This includes occupancy or use changes, computer load or other load changes, scheduling changes, and sequence of operations changes.

### 3.6 Non-Performance

In the event the equipment performance is not met, McKinstry accepts responsibility for additional energy consumption, due to reduced performance. McKinstry may, at its option, execute any of the following options:

1. Repair or replace equipment as necessary to meet required performance.
2. Make payments for the extra energy consumption to the Owner. In the event that McKinstry chooses the payment option, McKinstry reserves the right to select either an annual payment for the duration of the guarantee term or a one-time lump-sum payment of the same amount. In either case, the payment will be calculated based upon the quantity of additional electricity or natural gas used and the Base Utility Rate as described above.

### 3.7 Change Of Use

In the event that the Owner chooses to make changes to the facility that require set point adjustments, longer operating hours, or continuous equipment operation, the Owner agrees that:

1. Savings deemed as met described above will continue to be deemed as met.
2. Additional cost of extended equipment operation is a cost of the change, not due to a failure of McKinstry or their equipment.
3. McKinstry shall not be responsible for any increase in energy, maintenance, or any other costs incurred because of the extended equipment operation.
4. During the M&V portion of the project McKinstry at its option may make a baseline energy use adjustment to identify and account for a change-of-use at the facility.

### 3. Energy Savings Guarantee

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5. McKinstry will calculate the change in energy consumption due to the specific change made to the system's operation.



## Table 3.1 - Energy Savings Summary

Project City of College Place  
Scenario Fire Station HVAC and Controls Upgrades  
Date 2/27/2025

| Facility Improvement Measures          | Facility                   | Guarantee Multiplier for Positive Numbers * | Guarantee Multiplier for Negative Numbers | Net Effective Multiplier | Electricity |          | Fossil Natural Gas |            | Total   |
|----------------------------------------|----------------------------|---------------------------------------------|-------------------------------------------|--------------------------|-------------|----------|--------------------|------------|---------|
|                                        |                            |                                             |                                           |                          | kWh         | kWh (\$) | Therm              | Therm (\$) | (\$)    |
| 03.01-FIRE: HVAC and Controls Upgrades | College Place Fire Station | 90.0%                                       | 110.0%                                    | 90.0%                    | 10,216      | \$1,042  | 549                | \$1,008    | \$2,050 |
| Totals                                 |                            |                                             |                                           |                          | 10,216      | \$1,042  | 549                | \$1,008    | \$2,050 |

Confidential and Proprietary



# Table 3.2 - M&V Plan Outline

Project

City of College Place

Scenario

Fire Station HVAC and Controls Upgrades

Date

2/27/2025

|                                        |                            |              |     |                                                        |                                                                                                                                                                                |                                                                                                                                                                      | Audit Stage (Baselining)                                                                                                  | Post Retrofit (Commissioning)                                                                  | Annual                                                                               | Ongoing Owner Responsibilities                                                    | Stipulated Factors                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|----------------------------------------|----------------------------|--------------|-----|--------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| FIM Name                               | Facility                   | IPMVP Option | KPI | Key Performance Indicators                             | Baseline Values                                                                                                                                                                | Proposed Values                                                                                                                                                      | Tasks                                                                                                                     | Tasks                                                                                          | Tasks                                                                                |                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 03.01-FIRE: HVAC and Controls Upgrades | College Place Fire Station | A            | 1.  | AHU Furnace and Radiant Heater N.G. Furnace Efficiency | AHU-1: 96%<br>GUH-1,2: 80%                                                                                                                                                     | AHU-1: 98%<br>GUH-1,2: 88%                                                                                                                                           | Site Visit<br>Perform building utility data analysis<br>Review building drawings<br>Collect HVAC equipment nameplate data | Review TAB Report and equipment submittals to verify proposed equipment efficiency.            | No task, assumed constant                                                            | Operate and maintain equipment per manufacturer's and McKinstry's recommendations | TMY3 Weather Data<br>Baseline Vent. Loads<br>Building Heating and Cooling Loads<br>Htg/Clg OSA Lockout Temps<br>N.G. vs Elec. Htg Load Split in Living/Office Space<br>Diversity Factor at Peak Htg/Clg Loads<br>Use of EF-1 Remains Consistent<br>Fan/Pump Efficiencies<br>Ceiling Fan Use in Garage Bay<br>All N.G. Use Attributed to Heating<br>24/7 Building Occupancy<br>Building Plug and Lighting Loads<br>Loop Pump VFD Diversity Factor<br>Cooling Tower Fan VFD Modulation |
|                                        |                            |              | 2.  | WSHP Htg/Clg Efficiency [COP/EER]                      | HP-1: 4.6 / 13.4<br>HP-2: 4.6 / 13.4<br>HP-3: 4.6 / 13.4<br>HP-4: 4.6 / 12.8<br>HP-5: 3.9 / 11<br>HP-6: 4.6 / 12.8<br>HP-7: 4.6 / 13.4<br>HP-8: 4.6 / 13.4<br>HP-9: 4.6 / 13.4 | HP-1: 5.2 / 17<br>HP-2: 5.2 / 17<br>HP-3: 5.2 / 17<br>HP-4: 5.7 / 16.6<br>HP-5: 5.4 / 16.1<br>HP-6: 5.7 / 16.6<br>HP-7: 5.2 / 17<br>HP-8: 5.2 / 17<br>HP-9: 5.2 / 17 | Site Visit<br>Perform building utility data analysis<br>Review building drawings<br>Collect HVAC equipment nameplate data | Review TAB Report and equipment submittals to verify proposed equipment efficiency.            | No task, assumed constant                                                            | Operate and maintain equipment per manufacturer's and McKinstry's recommendations |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                                        |                            |              | 3.  | Living Spaces/Offices Temperature Setpoints            | Occupied Heating: 72 °F<br>Occupied Cooling: 70 °F                                                                                                                             | Occupied Heating: 68 °F<br>Occupied Cooling: 74 °F                                                                                                                   | Site Visit<br>BAS Review<br>Staff Interviews                                                                              | Verify temperature setpoints by reviewing BAS temperature setpoints in the Cx Report           | Verify temperature setpoints by reviewing BAS temperature setpoints in the Cx Report | Maintain temperature setpoints per McKinstry's recommendations                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                                        |                            |              | 4.  | Pump Power and Control Type                            | 2 HP CV Loop Pump<br>2 HP CV Condenser Loop Pump                                                                                                                               | 2 HP Loop Pump with VFD<br>0.5 HP CV Clg Twr Basin Pump<br>No Condenser Loop Pump                                                                                    | Site Visit<br>Perform building utility data analysis<br>Review building drawings<br>Collect equipment nameplate data      | Review TAB Report and equipment submittals to verify proposed equipment size and control type. | No task, assumed constant                                                            | Operate and maintain equipment per manufacturer's and McKinstry's recommendations |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                                        |                            |              | 5.  | Cooling Tower Fan Power and Control Type               | 1 HP CV Fan                                                                                                                                                                    | 5 HP Fan with VFD                                                                                                                                                    | Site Visit<br>Perform building utility data analysis<br>Review building drawings<br>Collect equipment nameplate data      | Review TAB Report and equipment submittals to verify proposed equipment size and control type. | No task, assumed constant                                                            | Operate and maintain equipment per manufacturer's and McKinstry's recommendations |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |





# Table 3.3 - Base Utility Rates

Project

Scenario

Date

City of College Place

Fire Station HVAC and Controls Upgrades

2/27/2025

| Building_Name              | Utility_Provider    | Rate_Name               | Utility_Type | Dollars_Per_Unit | Units  | Published_Date_Effective |
|----------------------------|---------------------|-------------------------|--------------|------------------|--------|--------------------------|
| College Place Fire Station | Pacific Power       | Sch. 24-E (2024)        | Electricity  | \$0.102000       | kWh    | 8/1/2024                 |
| College Place Fire Station | Cascade Natural Gas | Sch. 504 (2024-Updated) | Natural Gas  | \$1.837600       | Therms | 5/26/2024                |

## 4. Project Financials

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### 4.1 Maximum Project Allowable Cost

McKinstry guarantees that the Maximum Project Cost will not exceed the guaranteed value shown in Table 4.1 – Budget Summary; this cost does not include sales tax, WA State Interagency fees, or the utility incentive. The sales tax and interagency fees are shown in Table 4.1 for reference, and the utility incentive is shown in Table 4.2 for reference. (McKinstry does not guarantee the value of sales tax, interagency fees, or the utility incentive.)

If notice to proceed is not issued within 30 days, McKinstry reserves the right to re-evaluate the project and make necessary modifications to the construction costs.

### 4.2 Project Cost Table

See Table 4.1 – Budget Summary. All fee percentages and costs are unique to the project.

### 4.3 Items Included in Maximum Project Cost

1. Engineering audit, which includes the cost for the preparation of this proposal and Investment Grade Audit report.
2. Engineering design
3. Construction management services
4. Installation of McKinstry Equipment including the following costs as specified in the scope of work:
  - a. All costs paid by McKinstry for the installation of the equipment. This includes costs paid to subcontractors or directly to McKinstry personnel, when related to installation or system verification of McKinstry equipment.
  - b. The portion of reasonable travel, lodging, and meal expenses of officers or employees incurred while traveling in discharge of duties connected with the work. McKinstry will comply with OFM guidelines for reimbursement of travel expenses.
  - c. Cost of all materials, supplies, and equipment incorporated in the Work, including costs of transportation thereof.
  - d. Cost or rental charges, including transportation and maintenance, of all materials, supplies, equipment, temporary facilities, and hand tools not owned by the workers, which are consumed in the performance of the work.
  - e. Cost of premiums for all bonds and insurance, which McKinstry is required to purchase and maintain.
  - f. Sales, use, or similar taxes related to the Work and for which McKinstry is liable imposed by a governmental authority.
  - g. Permit fees, royalties, and deposits lost for causes other than McKinstry's negligence.
  - h. Losses and expenses not compensated by insurance or otherwise, sustained by McKinstry in connection with the work.
  - i. Demolition cost and cost of removal of all debris unless specifically excluded within the Scope of Work.
  - j. Costs incurred due to an emergency affecting the safety of persons and property.
  - k. Other costs incurred in the performance of the Work if and to the extent approved in advance in writing by the Owner.

## 4. Project Financials

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- l. Contingency as defined in Section 4.4.
- m. Allowances as defined in Section 4.5.
- n. Cost of equipment startup, training, system verification, and balancing performed by McKinstry.
- o. Construction Bonds (including Performance & Payment Bond), Liability Insurance, and Builder's Risk Insurance.
- p. McKinstry fee. This includes McKinstry's remuneration for compensation of personnel, expenses, risks related to the project, overhead, and profit.
- q. McKinstry shall provide a Schedule of Values. The schedule of values will include all costs related to the installation of McKinstry's equipment.

### 4.4 Construction Contingency

A construction contingency as identified in Table 4.1 – "Budget Summary" has been established for this project. McKinstry can expend the contingency after a change order has been approved by the Owner and McKinstry, for items necessary to complete the original scope of this project. The intent of the contingency is for "unforeseen conditions" beyond what was originally estimated. McKinstry and the Owner will jointly manage any contingency left after the project scope is completed. All unused construction contingency funds shall reduce the overall project cost to the Owner.

### 4.5 Allowances

McKinstry may set aside allowances as identified in Table 4.1 - "Budget Summary" for specific areas of work that have been identified as a potential cost impact but cannot be determined at this stage. Should the allowance not be adequate, the Owner will be advised. McKinstry will be compensated for any additional costs via Change Order to the contract should the Owner agree. In extreme situations, McKinstry may request additional funds to cover cost overruns that could not have been foreseen by either party. Allowances are to be agreed upon by the Owner.

### 4.6 Ongoing Services

Refer to Table 4.1 for the cost and duration of any ongoing services.

### 4.7 Accounting Records

McKinstry shall check all material, equipment, and labor entering into the worksite and shall keep such full and detailed accounts as may be necessary for proper financial management under this Agreement. The Owner be afforded access to all McKinstry's records, books, correspondence, instructions, drawings, receipts, vouchers, memoranda, and similar data relating to this Contract, and the McKinstry shall preserve all such records for a period of seven years, or for such longer period as may be required by law, after the final payment.

### 4.8 Reconciliation of Labor & Material Costs

The maximum project allowable cost is based on firm negotiated bids or estimated labor and material costs developed by McKinstry. In recognition that actual Labor & Material costs may vary from the estimate, the following procedures are established to reconcile this difference:

1. If the total maximum guaranteed project cost at completion exceeds the estimated amount (plus contingency), the additional costs will be borne by McKinstry at their expense.

## 4. Project Financials

2. If the total project costs at completion are less than the estimated proposal amount (less contingency), the savings will be retained by the Owner.
3. There shall be no cost savings split between the Owner and McKinstry.

The following Figure 4.A outlines proposed procurement and payment reconciliation methods. Changing the proposed method of reconciliation after the acceptance of the Proposal may require an adjustment to the Guaranteed Maximum Project Cost.

### DEFINITIONS:

#### Major Equipment:

Major Equipment is any single piece of equipment purchased by McKinstry with a value over \$5,000.

#### Negotiated:

Construction contract value is to be established through negotiations with a select or single contractor (i.e. owner preferred controls contractor, mechanical contractor, etc.).

#### Bid:

Construction contract value is to be established through a bid process based upon formal bid documents including plans and specifications which will be bid to a minimum of two (typically three) pre-qualified contractors as approved by McKinstry and the Owner.

#### Self-Perform:

McKinstry intends to perform work with McKinstry personnel.

#### Schedule of Values (SOV):

Cost shall be substantiated with a properly executed invoice from the subcontractor or supplier that matches the schedule of values in their contract or purchase order.

#### Time & Materials (T&M):

Published sell rates will be established prior to issuance of contract to subcontractor or commencement of work by McKinstry. A monthly labor and material report will be provided which will include labor hours and dollars per individual, and material and equipment invoices.

#### Firm:

Fees that are negotiated prior to proposal and are not reconciled at the end of the project.

Figure 4.A

| CONSTRUCTION COST CATEGORY<br>(REF TABLE 4.1) | PROPOSED CONSTRUCTION METHOD       | END OF PROJECT – RECONCILED |
|-----------------------------------------------|------------------------------------|-----------------------------|
| Controls Systems                              | Negotiated Subcontract Sole Source | SOV                         |
| Major Equipment                               | Negotiated                         | SOV                         |
| Sheet Metal                                   | Subcontract Bid                    | SOV                         |
| Electrical                                    | Subcontract Bid                    | SOV                         |
| Lighting                                      | Subcontract Bid                    | SOV                         |
| General/Other                                 | Self-Perform                       | SOV                         |
| TAB/Start up                                  | Self-Perform                       | SOV                         |



## 4. Project Financials

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|                   |                    |      |
|-------------------|--------------------|------|
| Commissioning     | Self-Perform       | SOV  |
| Change Order (CO) | As Specified in CO | T&M  |
| Fees              | Self-Perform       | Firm |

### Compensation

1. **TERMS:**

Net 30 days (45 days for State Treasurer payments) from the date of invoice, monthly billings as the job progresses.

2. **PAYMENTS:**

At a minimum, payments will be made in the amount of 100% at the completion and implementation of any individual facility improvement measure (FIM) in the amount of that FIM as delineated in the contract. If more than one FIM is completed in a monthly period, all those FIMS will be paid.

3. **FINANCE CHARGES ON UNPAID BALANCES:**

Payments due and unpaid shall be subject to interest charges within 30 days (45 days for State Treasurer payments) of receipt of a properly completed invoice per RCW 39.76. Finance charges will be calculated on the un-paid balance per RCW 39.76 which specifies the interest rate shall be one percent per month but not less than one dollar per month on amounts due beyond 30 days. Interest charges will be calculated daily, compounded monthly. Charges accrue until balances are paid in full.

### 4.10 Financing

McKinstry enjoys over 55 years of experience within the engineering and contracting industry and its financial strength exceeds the industry average. This strength makes it possible to provide and assist with the financing needs of its customers. Long standing relationships with vendors assures reasonable pricing and excellent payment terms.

#### **LONG-TERM FINANCING:**

The Owner has several options available for long term permanent financing. The Washington State Treasurer's Office can provide financing. Third Party financing is also available.

### 4.11 Termination Value

Should the owner choose to finance the project through McKinstry, a schedule will be provided showing the termination value of the financing agreement for each year during the term of the agreement.

### 4.12 Terms of Agreement

The Contract shall be effective and binding upon the parties immediately upon its execution and the period from contract execution until the Commencement of Energy Savings Date shall be known as the "Interim Period". All energy savings achieved during the interim period will be fully credited to the Owner.

### 4.13 Insurance & Bonding

McKinstry shall provide a payment and performance bond and builders Risk Insurance.

For the purposes of this agreement, the "Sum Amount of Bond" shall be (See Table 4.1 –"Budget Summary").

1. The bond amount consists of Labor and Materials and State Sales Tax.

## 4. Project Financials

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2. This bond does not include any construction contingencies.
3. Certificates of General Liability Insurance will be provided prior to Contract Signing. The State of Washington shall be named as An Additional Insured on all insurance certificates.

McKinstry shall provide a payment and performance bond in the amount of 100% of the construction. The amount shall include all authorized changes and state sales tax. The Bond shall be in the form attached to the Conditions of the Main Energy Services Agreement. The Contract listed on the bond form shall be the Addendum No. and Agreement No., which incorporates the work, and the "Contract Date" shall be the date of the Authorization. The full and just sum of the Bond shall be as defined above and shall include the actual cost of purchasing and installing McKinstry's Equipment. The Bond shall specifically exclude coverage for those portions of the Energy Services Agreement and/or Energy Services Agreement Authorization pertaining to design services, energy cost savings guarantee, maintenance guarantee, utility incentives, efficiency guarantees, and any other clauses which do not relate specifically to construction management and supervision of work for purchasing and installing of McKinstry's Equipment, or for work to be accomplished by the Owner. The Bond shall be with a Surety or Bonding Company that is registered with the State of Washington Insurance Commissioner's Office.

While McKinstry stands behind our safety record, we cannot control the work flow around items we have no control over. At no point does McKinstry assume any responsibility for the loss of use of any equipment and we exclude any and all claims for consequential damages therein.

# Table 4.1 - Budget Summary



|          |                                                    |
|----------|----------------------------------------------------|
| Project  | College Place Fire Station HVAC & Controls Upgrade |
| Scenario | GMAX 2025                                          |
| Date     | 4/15/2025                                          |

| FIM Name                                                         |                            |      |           | Mechanical                                    | Electrical  | EMCS               | Lighting | General              | Equipment | Other        | Total        |
|------------------------------------------------------------------|----------------------------|------|-----------|-----------------------------------------------|-------------|--------------------|----------|----------------------|-----------|--------------|--------------|
|                                                                  | 03.01-CPF: HVAC & Controls |      |           | \$ 448,564                                    | \$ 61,804   | \$ 165,977         | \$ -     | \$ 40,518            | \$ -      | \$ 13,431    | \$ 730,294   |
| Total Base FIM Cost                                              |                            |      |           | \$ 448,564                                    | \$ 61,804   | \$ 165,977         | \$ -     | \$ 40,518            | \$ -      | \$ 13,431    | \$ 730,294   |
| A. Construction Costs                                            |                            |      |           |                                               |             |                    |          |                      |           |              |              |
|                                                                  | Commissioning              | Lump | \$ 55,200 | \$ 33,905                                     | \$ 4,672    | \$ 12,546          | \$ -     | \$ 3,063             | \$ -      | \$ 1,015     | \$ 55,200    |
|                                                                  | TAB                        | Lump | \$ 8,225  | \$ 5,052                                      | \$ 696      | \$ 1,869           | \$ -     | \$ 456               | \$ -      | \$ 151       | \$ 8,225     |
|                                                                  | Site Supervision           | Lump | \$ 51,229 | \$ 31,466                                     | \$ 4,335    | \$ 11,643          | \$ -     | \$ 2,842             | \$ -      | \$ 942       | \$ 51,229    |
| Subtotal(FIM Cost and A.)                                        |                            |      |           | \$ 518,987                                    | \$ 71,507   | \$ 192,035         | \$ -     | \$ 46,879            | \$ -      | \$ 15,540    | \$ 844,948   |
|                                                                  | Construction Bonds         | %    | 1.30%     | \$ 6,747                                      | \$ 930      | \$ 2,496           | \$ -     | \$ 609               | \$ -      | \$ 202       | \$ 10,984    |
| Total Construction Cost                                          |                            |      |           |                                               |             |                    |          |                      |           |              | \$ 855,932   |
| B. Professional Services Costs                                   |                            |      |           |                                               |             |                    |          |                      |           |              |              |
|                                                                  | Audit Fee                  | Lump | \$ -      |                                               |             |                    |          |                      |           |              | \$ -         |
|                                                                  | Design Fee                 | %    | 9.00%     | Percent of Sub-Total Base FIM Cost and A      |             |                    |          |                      |           |              | \$ 76,045    |
|                                                                  | Construction Admin Fee     | %    | 6.00%     | Percent of Sub-Total Base FIM Cost and A      |             |                    |          |                      |           |              | \$ 50,697    |
|                                                                  | Overhead                   | %    | 10.00%    | Percent of Sub-Total Base FIM Cost and A      |             |                    |          |                      |           |              | \$ 84,495    |
|                                                                  | Profit                     | %    | 8.00%     | Percent of Sub-Total Base FIM Cost and A      |             |                    |          |                      |           |              | \$ 67,596    |
| Total Professional Services Cost                                 |                            |      |           |                                               |             |                    |          |                      |           |              | \$ 278,833   |
| C. Other Project Costs                                           |                            |      |           |                                               |             |                    |          |                      |           |              |              |
|                                                                  | Project Contingency        | %    | 0.00%     | Percent of Total Construction Cost            |             |                    |          |                      |           |              | \$ -         |
| Total Other Project Cost                                         |                            |      |           |                                               |             |                    |          |                      |           |              | \$ -         |
| D. Measurement and Verification                                  |                            |      |           |                                               |             |                    |          |                      |           |              |              |
|                                                                  | Year 1                     | Lump | \$ 11,268 |                                               |             |                    |          |                      |           |              | \$ 11,268    |
| Total M&V Cost                                                   |                            |      |           |                                               |             |                    |          |                      |           |              | \$ 11,268    |
| E. Total Guaranteed Construction & ESCO Services (A + B + C + D) |                            |      |           |                                               |             |                    |          |                      |           |              | \$ 1,146,033 |
| F. Non-Guaranteed Costs                                          |                            |      |           |                                               |             |                    |          |                      |           |              |              |
|                                                                  | Sales Tax                  | %    | 8.70%     | Percent of Section E. (Excluding Contingency) |             |                    |          |                      |           |              | \$ 99,705    |
| Total Non-Guaranteed Cost                                        |                            |      |           |                                               |             |                    |          |                      |           |              | \$ 99,705    |
| G. Total Maximum Project Cost (E + F)                            |                            |      |           |                                               |             |                    |          |                      |           |              | \$ 1,245,738 |
|                                                                  |                            |      |           | Allotement by WAC                             | \$1,137,000 | minus)WAC fee (3%) | \$34,110 | (plus) CP Match \$\$ | \$142,848 | TOTAL BUDGET | \$ 1,245,738 |



# Table 4.2 - Facility Improvement Measure (FIM) Summary

|          |                                                    |
|----------|----------------------------------------------------|
| Project  | College Place Fire Station HVAC & Controls Upgrade |
| Scenario | GMAX 2025                                          |
| Date     | April 15, 2025                                     |

| Facility Improvement Measures | FIM Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Facility     | Budget <sup>1</sup> | Annual Utility Savings <sup>2</sup> | Potential Incentives <sup>3</sup> | WA State Funds <sup>4</sup> | Net Customer Cost (with Incentives & WA Funding) |
|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|---------------------|-------------------------------------|-----------------------------------|-----------------------------|--------------------------------------------------|
| 03.01-CPF: HVAC & Controls    | HVAC & Controls Upgrades at Fire Station, does not include generator or lighting. McKinstry proposes to replace all equipment with new like-in-kind equipment except for the gas-fired unit heaters and circulation fans in engine bay and gas-fired water heater for additional heating capacity. The gas-fired water heater was recently replaced by the owner. Additionally, the existing open circuit cooling tower will be upgraded to a closed circuit cooling tower and right-sized for the cooling load. | Fire Station | \$1,245,738         | \$2,050                             |                                   | \$1,102,890                 | \$142,848                                        |
| Totals                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |              | \$1,245,738         | \$2,050                             | \$0                               | \$1,102,890                 | 538.0                                            |

<sup>1</sup> Since design cost, audit cost, etc. are distributed among the FIMs, the total project cost will not go up or down by exactly the amounts shown here if a FIM or FIMs are dropped.

<sup>2</sup> Annual utility savings are guaranteed at 90%

<sup>3</sup> The utility incentives for this project are from Cascade Natural Gas and/or Pacific Power, but are not fully discovered at this time.

<sup>4</sup>WA State funding for this project is a total of \$1,137,000. A deduciton of WA Commerce will require a 3% fee to manage these funds (\$34,110). An additional amount of \$142,848 in College Place match funds brings the the total to \$1,245,738

Confidential and Proprietary





# City of College Place Fire Station HVAC and Controls Upgrades

Investment Grade Audit

COLLEGE PLACE, WA

4/15/2025

# Investment Grade Audit

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## 5.1 PURPOSE AND ORGANIZATION

This exhibit documents the analysis performed to establish the utility and operational savings for the project.

The information is organized by FIM (Facility Improvement Measure) as follows:

- FIM 03.01-FIRE | HVAC and Controls Upgrades
  - Utility Data Analysis
  - Building Drawings, O&M data, and nameplate data

Additionally, relevant site survey data, measurement and verification data, utility information and miscellaneous back-up information are provided in the sections following the various FIM sections.

# Investment Grade Audit

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## 5.2 EXISTING FACILITY DESCRIPTION

### City of College Place Fire Station

The City of College Place Fire Station admin/living area is currently served by a condenser loop system with nine water source heat pumps and a gas-fired furnace. An outdoor cooling tower cools the condenser water loop in the summer months and a gas fired water heater provides heat to the loop in the winter. The garage bay has a large 15 hp exhaust fan used to ventilate the garage bays when trucks are running. Heating for the garage bays is done by a combination of gas radiant heaters and gas fired unit heaters, though the unit heaters are rarely used. All the installed equipment is nearing the end of its useful life. The occupants also complained about the building never being able to keep up with cooling loads in the summer. Upon inspection, the cooling tower capacity and type specified in the Mech. Drawings does not match the existing cooling tower.

# Investment Grade Audit

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## 5.3 FACILITY IMPROVEMENT MEASURES – CALCULATIONS

- FIM 03.01-FIRE | HVAC and Controls Upgrades



System Sizing Inputs:

Bldg SQFT: 17,632 sqft

Living Spaces/Offices

| Description  | Baseline | Proposed |
|--------------|----------|----------|
| Peak Cooling | 237 MBH  |          |
| Peak Heating | 364 MBH  |          |

Garage

| Description  | Baseline | Proposed |
|--------------|----------|----------|
| Peak Heating | 540 MBH  |          |

System Efficiency Inputs:

| Description                   | Baseline  | Proposed  |
|-------------------------------|-----------|-----------|
| Heat Pump Clg. Eff.           | 11.60 EER | 16.77 EER |
| Heat Pump Htg. Eff.           | 4.05 COP  | 5.35 COP  |
| Furnace Htg. Eff.             | 96%       | 98%       |
| EUH Htg. Eff.                 | 100%      | 100%      |
| Cap. Weighted GUH Htg. Eff.   | 80%       | 88%       |
| Water Loop Heater Eff.        | 97%       | 97%       |
| Cap. Weighted Elec. Htg. Eff. | 4.05 COP  | 5.19 COP  |

System Assumptions:

| Description    | Value    | Unit      |
|----------------|----------|-----------|
| BTU to Therm   | 100,000  | BTU/Therm |
| BTU to kWh     | 3,412.14 | BTU/kWh   |
| HP to kW       | 0.7457   | kW/hp     |
| OSA Flow       | 2,000    | CFM       |
| Base. Clg. RAT | 70       | °F        |
| Base. Htg. RAT | 72       | °F        |
| Prop. Clg. RAT | 74       | °F        |
| Prop. Htg. RAT | 68       | °F        |

Baseline Calcs

| Baseline Calc's |           |                                            |                                            |                          |                       |                | Living Spaces/Offices Baseline |               |                   |                          |                      |           |                 | Garage Bay Baseline |
|-----------------|-----------|--------------------------------------------|--------------------------------------------|--------------------------|-----------------------|----------------|--------------------------------|---------------|-------------------|--------------------------|----------------------|-----------|-----------------|---------------------|
| Temp Range      | Bin Hours | Base. Living Spaces<br>Ventilation Htg/Clg | Prop. Living Spaces<br>Ventilation Htg/Clg | Living Spaces<br>Cooling | Living Spaces Heating | Garage Heating | Electric Htg.<br>Use           | N.G. Htg. Use | Electric Clg. Use | Water Loop Heater<br>Use | Cooling Tower<br>Use | Loop Pump | Garage N.G. Use |                     |
| °F              | Hrs       | BTU/h                                      | BTU/h                                      | BTU/h                    | BTU/h                 | BTU/h          | kWh                            | Therms        | kWh               | Therms                   | kWh                  | kWh       | Therms          |                     |
| 110 - 105       | 3         | 81,000                                     | 72,360                                     | 19,181                   | 0                     | 0              | 0                              | 0             | 26                | 0                        | 7                    | 4         | 0               |                     |
| 105 - 100       | 4         | 70,200                                     | 61,560                                     | 17,263                   | 0                     | 0              | 0                              | 0             | 30                | 0                        | 9                    | 6         | 0               |                     |
| 100 - 95        | 56        | 59,400                                     | 50,760                                     | 15,345                   | 0                     | 0              | 0                              | 0             | 361               | 0                        | 125                  | 84        | 0               |                     |
| 95 - 90         | 89        | 48,600                                     | 39,960                                     | 13,427                   | 0                     | 0              | 0                              | 0             | 476               | 0                        | 199                  | 133       | 0               |                     |
| 90 - 85         | 166       | 37,800                                     | 29,160                                     | 11,509                   | 0                     | 0              | 0                              | 0             | 706               | 0                        | 371                  | 248       | 0               |                     |
| 85 - 80         | 355       | 27,000                                     | 18,360                                     | 9,590                    | 0                     | 0              | 0                              | 0             | 1,120             | 0                        | 794                  | 529       | 0               |                     |
| 80 - 75         | 443       | 16,200                                     | 7,560                                      | 7,672                    | 0                     | 0              | 0                              | 0             | 912               | 0                        | 991                  | 661       | 0               |                     |
| 75 - 70         | 404       | 5,400                                      | 0                                          | 5,754                    | 0                     | 0              | 0                              | 0             | 388               | 0                        | 904                  | 603       | 0               |                     |
| 70 - 65         | 626       | -9,720                                     | -1,080                                     | 3,836                    | 0                     | 0              | 348                            | 13            | 207               | 12                       | 1,400                | 947       | 0               |                     |
| 65 - 60         | 939       | -20,520                                    | -11,880                                    | 1,918                    | 3,275                 | 4,856          | 1,279                          | 49            | 155               | 45                       | 2,101                | 1,420     | 57              |                     |
| 60 - 55         | 847       | -31,320                                    | -22,680                                    | 0                        | 6,551                 | 9,712          | 1,836                          | 70            | 0                 | 65                       | 0                    | 1,281     | 103             |                     |
| 55 - 50         | 956       | -42,120                                    | -33,480                                    | 0                        | 9,826                 | 14,568         | 2,843                          | 109           | 0                 | 100                      | 0                    | 1,446     | 174             |                     |
| 50 - 45         | 764       | -52,920                                    | -44,280                                    | 0                        | 13,101                | 19,424         | 2,888                          | 111           | 0                 | 102                      | 0                    | 1,156     | 185             |                     |
| 45 - 40         | 985       | -63,720                                    | -55,080                                    | 0                        | 16,377                | 24,280         | 4,517                          | 173           | 0                 | 159                      | 0                    | 1,490     | 299             |                     |
| 40 - 35         | 996       | -74,520                                    | -65,880                                    | 0                        | 19,652                | 29,135         | 5,370                          | 206           | 0                 | 189                      | 0                    | 1,507     | 363             |                     |
| 35 - 30         | 786       | -85,320                                    | -76,680                                    | 0                        | 22,928                | 33,991         | 4,871                          | 186           | 0                 | 171                      | 0                    | 1,189     | 334             |                     |
| 30 - 25         | 326       | -96,120                                    | -87,480                                    | 0                        | 26,203                | 38,847         | 2,283                          | 87            | 0                 | 80                       | 0                    | 493       | 158             |                     |
| 25 - 20         | 15        | -106,920                                   | -98,280                                    | 0                        | 29,478                | 43,703         | 117                            | 4             | 0                 | 4                        | 0                    | 23        | 8               |                     |
|                 | 8760      |                                            |                                            |                          |                       |                | 26,350.96                      | 1,008.52      | 4,380.34          | 926.94                   | 6,901.45             | 13,218.92 | 1,681.54        |                     |

HVAC Summary

|        | Baseline Annual Usage | Proposed Annual Usage | Annual Savings |
|--------|-----------------------|-----------------------|----------------|
| kWh    | 50,851.67             | 39,500.75             | 11,350.91 kWh  |
| Therms | 3,617.00              | 3,007.43              | 609.57 Therms  |

| Annual kBTU Savings |
|---------------------|
| 38,731 kBTU         |
| 60,957 kBTU         |
| 99,688 kBTU         |

| EUI Reduction |
|---------------|
| 5.65          |

**From Bills**

|            |         |        |
|------------|---------|--------|
| Annual NG  | 3,617   | Therms |
| Annual kwh | 148,717 | kWh    |

**Baseline Tuning**

|                          | Cooling | Heating |
|--------------------------|---------|---------|
| Diversity Factor at Peak | 0.081   | 0.081   |
| OSA Lockout              | 60 °F   | 65 °F   |
| Garage OSA Lockout       |         | 65 °F   |

**Fuel Source Distribution:**

**Living Area/Office Htg**

|           |     |
|-----------|-----|
| NG Htg    | 21% |
| Elec. Htg | 79% |

**Garage Htg**

|    |      |
|----|------|
| NG | 100% |
|----|------|

| Living Spaces/Offices Proposed |               |                   |                       |                   |           | Garage Bay Proposed |
|--------------------------------|---------------|-------------------|-----------------------|-------------------|-----------|---------------------|
| Electric Htg. Use              | N.G. Htg. Use | Electric Clg. Use | Water Loop Heater Use | Cooling Tower Use | Loop Pump | Garage N.G. Use     |
| kWh                            | Therms        | kWh               | Therms                | kWh               | kWh       | Therms              |
| 0                              | 0             | 16                | 0                     | 12                | 4         | 0                   |
| 0                              | 0             | 19                | 0                     | 16                | 5         | 0                   |
| 0                              | 0             | 221               | 0                     | 206               | 71        | 0                   |
| 0                              | 0             | 283               | 0                     | 310               | 113       | 0                   |
| 0                              | 0             | 403               | 0                     | 543               | 210       | 0                   |
| 0                              | 0             | 592               | 0                     | 1,088             | 450       | 0                   |
| 0                              | 0             | 402               | 0                     | 1,266             | 562       | 0                   |
| 0                              | 0             | 139               | 0                     | 1,071             | 512       | 0                   |
| 30                             | 1             | 143               | 1                     | 1,530             | 807       | 0                   |
| 636                            | 31            | 107               | 22                    | 2,101             | 1,210     | 52                  |
| 1,106                          | 53            | 0                 | 39                    | 0                 | 1,092     | 93                  |
| 1,850                          | 89            | 0                 | 65                    | 0                 | 1,232     | 158                 |
| 1,959                          | 94            | 0                 | 69                    | 0                 | 985       | 169                 |
| 3,145                          | 151           | 0                 | 111                   | 0                 | 1,270     | 272                 |
| 3,806                          | 183           | 0                 | 134                   | 0                 | 1,284     | 330                 |
| 3,498                          | 168           | 0                 | 123                   | 0                 | 1,013     | 304                 |
| 1,656                          | 80            | 0                 | 58                    | 0                 | 420       | 144                 |
| 96                             | 4             | 0                 | 3                     | 0                 | 19        | 7                   |
| 17,772.14                      | 853.59        | 2,325.52          | 625.17                | 8,143.87          | 11,259.22 | 1,528.67            |

# Investment Grade Audit

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## 5.4 FACILITY IMPROVEMENT MEASURES - ADDITIONAL SCOPE DOCUMENTS

No additional scope documents.

# Investment Grade Audit

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## 5.5 FIMS CONSIDERED BUT NOT USED

FIM 09.01-CPCH - City Hall Exterior Lighting

FIM 09.02-CPFS - Fire Station Lighting

FIM 09.03-CPKP - Kiwanis Park Lighting

FIM 10.01-CPFS - Fire Station Back-up Generator



# Investment Grade Audit

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## 5.6 UTILITY DATA ANALYSIS

A utility data analysis was performed for the following buildings.

- City of College Place Fire Station



# UTILITY DATA ANALYSIS CITY OF COLLEGE PLACE - FIRE STATION

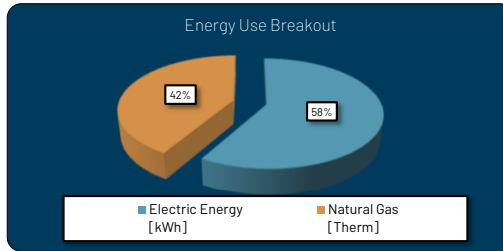
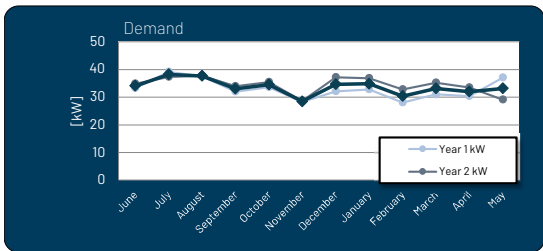
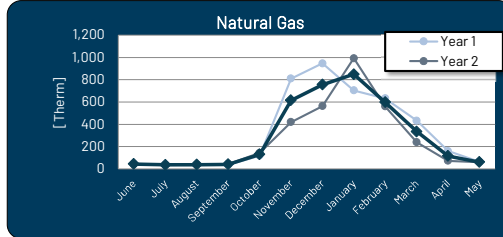
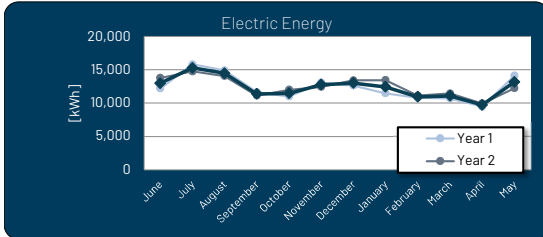
| Building Information |                                            |               |                        | Energy Information |                                                             |
|----------------------|--------------------------------------------|---------------|------------------------|--------------------|-------------------------------------------------------------|
| Project              | City of College Place                      | Building Area | 17,632 ft <sup>2</sup> | Year 1:            | June 2022 to May 2023                                       |
| Building             | Fire Station                               |               |                        | EUI:               | 51.4 kBtu/ft <sup>2</sup> Cost: \$1.14 / ft <sup>2</sup>    |
| Service Add:         | 629 S College Ave, College Place, WA 99324 |               |                        | Year 2:            | June 2023 to May 2024                                       |
| Primary Space Type   | Fire Station                               |               |                        | EUI:               | 47.2 kBtu/ft <sup>2</sup> Cost: \$1.07 / ft <sup>2</sup>    |
| Electric             | Pacific Power: 89543887-E                  |               |                        |                    |                                                             |
| Natural Gas          | Cascade NG: Cascade-NG                     |               |                        |                    |                                                             |
|                      |                                            |               |                        | Average:           | June 2022 to May 2024                                       |
|                      |                                            |               |                        | EUI:               | 49.3 kBtu/ft <sup>2</sup> Cost: \$1.10 / ft <sup>2</sup>    |
|                      |                                            |               |                        | WNEUI:             | 46 kBtu/ft <sup>2</sup> CBPS EUI: 74.8 kBtu/ft <sup>2</sup> |

| Historical Utility Data |                       |             |                              |                     |                           |                     |                     |                                            |                                        |
|-------------------------|-----------------------|-------------|------------------------------|---------------------|---------------------------|---------------------|---------------------|--------------------------------------------|----------------------------------------|
| Period                  | Electric Energy [kWh] | Demand [kW] | Total Electric Cost [\$\$\$] | Natural Gas [Therm] | Natural Gas Cost [\$\$\$] | Total Energy [kBtu] | Total Cost [\$\$\$] | Energy Use Index [kBtu / ft <sup>2</sup> ] | Cost Index [\$\$\$ / ft <sup>2</sup> ] |
| Jun-22                  | 12,188                | 33          | \$1,068.97                   | 47                  | \$94.24                   | 46,272              | \$1,163.21          | 2.62                                       | \$0.07                                 |
| Jul-22                  | 15,807                | 39          | \$1,362.18                   | 38                  | \$79.51                   | 57,740              | \$1,441.69          | 3.27                                       | \$0.08                                 |
| Aug-22                  | 14,902                | 38          | \$1,287.93                   | 37                  | \$77.16                   | 54,580              | \$1,365.09          | 3.10                                       | \$0.08                                 |
| Sep-22                  | 11,638                | 32          | \$1,022.34                   | 36                  | \$75.90                   | 43,332              | \$1,098.23          | 2.46                                       | \$0.06                                 |
| Oct-22                  | 10,982                | 34          | \$985.46                     | 117                 | \$218.30                  | 49,212              | \$1,203.76          | 2.79                                       | \$0.07                                 |
| Nov-22                  | 13,069                | 28          | \$1,101.21                   | 811                 | \$1,417.68                | 125,713             | \$2,518.89          | 7.13                                       | \$0.14                                 |
| Dec-22                  | 12,602                | 32          | \$1,091.59                   | 947                 | \$1,654.72                | 137,698             | \$2,746.31          | 7.81                                       | \$0.16                                 |
| Jan-23                  | 11,454                | 33          | \$1,014.17                   | 704                 | \$1,235.45                | 109,527             | \$2,249.62          | 6.21                                       | \$0.13                                 |
| Feb-23                  | 10,803                | 28          | \$938.54                     | 633                 | \$1,109.23                | 100,194             | \$2,047.76          | 5.68                                       | \$0.12                                 |
| Mar-23                  | 10,717                | 31          | \$950.79                     | 433                 | \$763.62                  | 79,818              | \$1,714.40          | 4.53                                       | \$0.10                                 |
| Apr-23                  | 9,472                 | 30          | \$858.61                     | 160                 | \$290.74                  | 48,330              | \$1,149.35          | 2.74                                       | \$0.07                                 |
| May-23                  | 14,105                | 37          | \$1,228.64                   | 64                  | \$122.86                  | 54,497              | \$1,351.50          | 3.09                                       | \$0.08                                 |
| Jun-23                  | 13,780                | 35          | \$1,192.37                   | 40                  | \$82.42                   | 51,020              | \$1,274.79          | 2.89                                       | \$0.07                                 |
| Jul-23                  | 14,751                | 37          | \$1,275.76                   | 35                  | \$72.73                   | 53,803              | \$1,348.49          | 3.05                                       | \$0.08                                 |
| Aug-23                  | 14,045                | 38          | \$1,228.22                   | 38                  | \$79.46                   | 51,729              | \$1,307.68          | 2.93                                       | \$0.07                                 |
| Sep-23                  | 11,137                | 34          | \$998.58                     | 44                  | \$88.77                   | 42,365              | \$1,087.35          | 2.40                                       | \$0.06                                 |
| Oct-23                  | 11,991                | 35          | \$1,068.57                   | 143                 | \$261.99                  | 55,205              | \$1,330.55          | 3.13                                       | \$0.08                                 |
| Nov-23                  | 12,425                | 29          | \$1,057.49                   | 420                 | \$740.87                  | 84,418              | \$1,798.35          | 4.79                                       | \$0.10                                 |
| Dec-23                  | 13,412                | 37          | \$1,180.00                   | 563                 | \$987.51                  | 102,035             | \$2,167.52          | 5.79                                       | \$0.12                                 |
| Jan-24                  | 13,434                | 37          | \$1,179.24                   | 993                 | \$1,734.90                | 145,095             | \$2,914.14          | 8.23                                       | \$0.17                                 |
| Feb-24                  | 11,104                | 33          | \$988.95                     | 560                 | \$983.62                  | 93,910              | \$1,972.57          | 5.33                                       | \$0.11                                 |
| Mar-24                  | 11,446                | 35          | \$1,028.46                   | 238                 | \$426.74                  | 62,898              | \$1,455.19          | 3.57                                       | \$0.08                                 |
| Apr-24                  | 9,927                 | 33          | \$909.76                     | 72                  | \$137.77                  | 41,108              | \$1,047.53          | 2.33                                       | \$0.06                                 |
| May-24                  | 12,244                | 29          | \$1,047.92                   | 60                  | \$118.43                  | 47,824              | \$1,166.35          | 2.71                                       | \$0.07                                 |

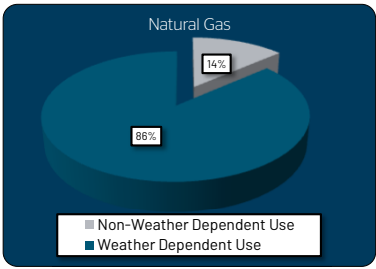
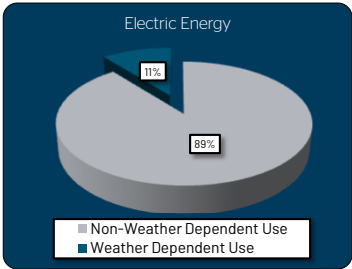
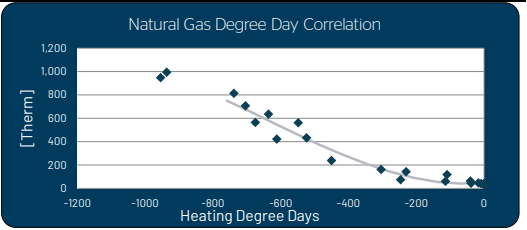
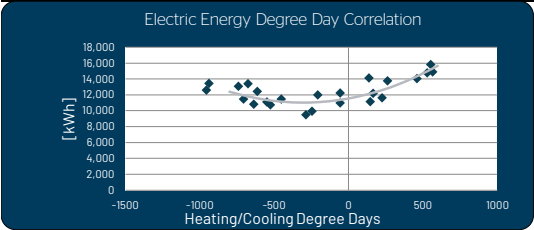
| Annual Average Consumption and Cost |                       |                              |                             |                     |                           |                      |                     |                                            |                                        |
|-------------------------------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|---------------------|--------------------------------------------|----------------------------------------|
| Year                                | Electric Energy [kWh] | Total Electric Cost [\$\$\$] | Blended Rate [\$\$\$ / kWh] | Natural Gas [Therm] | Natural Gas Cost [\$\$\$] | Total Energy [MMBTU] | Total Cost [\$\$\$] | Energy Use Index [kBtu / ft <sup>2</sup> ] | Cost Index [\$\$\$ / ft <sup>2</sup> ] |
| Year 1                              | 147,738               | \$12,910                     | \$0.0874                    | 4,028               | \$7,139                   | 907                  | \$20,050            | 51.4                                       | \$1.14                                 |
| Year 2                              | 149,697               | \$13,155                     | \$0.0879                    | 3,206               | \$5,715                   | 831                  | \$18,871            | 47.2                                       | \$1.07                                 |
| Average                             | <b>148,717</b>        | <b>\$13,033</b>              | <b>\$0.0876</b>             | <b>3,617</b>        | <b>\$6,427</b>            | <b>869</b>           | <b>\$19,460</b>     | <b>49.3</b>                                | <b>\$1.10</b>                          |

| Average Monthly Utility Cost and Weather Data |                          |                      |                 |                     |                     |
|-----------------------------------------------|--------------------------|----------------------|-----------------|---------------------|---------------------|
| Month                                         | Electric Energy [\$\$\$] | Natural Gas [\$\$\$] | Total [\$\$\$]  | Heating Degree Days | Cooling Degree Days |
| January                                       | \$1,097                  | \$1,485              | \$2,582         | 820                 | 0                   |
| February                                      | \$964                    | \$1,046              | \$2,010         | 592                 | 0                   |
| March                                         | \$990                    | \$595                | \$1,585         | 487                 | 0                   |
| April                                         | \$884                    | \$214                | \$1,098         | 275                 | 9                   |
| May                                           | \$1,138                  | \$121                | \$1,259         | 77                  | 119                 |
| June                                          | \$1,131                  | \$88                 | \$1,219         | 13                  | 228                 |
| July                                          | \$1,319                  | \$76                 | \$1,395         | 0                   | 542                 |
| August                                        | \$1,258                  | \$78                 | \$1,336         | 0                   | 514                 |
| September                                     | \$1,010                  | \$82                 | \$1,093         | 20                  | 206                 |
| October                                       | \$1,027                  | \$240                | \$1,267         | 170                 | 39                  |
| November                                      | \$1,079                  | \$1,079              | \$2,159         | 675                 | 0                   |
| December                                      | \$1,136                  | \$1,321              | \$2,457         | 815                 | 0                   |
| Total                                         | <b>\$13,033</b>          | <b>\$6,427</b>       | <b>\$19,460</b> | <b>3,940</b>        | <b>1,657</b>        |

|               |     |     |
|---------------|-----|-----|
| Pct. of Total | 67% | 33% |
|---------------|-----|-----|



| Weather Dependency Analysis |                            |                                        |                         |                |                                                                                                                                                                          |
|-----------------------------|----------------------------|----------------------------------------|-------------------------|----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Energy Type                 | Best Fit Strategy          | Trendline Formula                      | Intercept vs. CDD / HDD | R <sup>2</sup> | Explanation                                                                                                                                                              |
| Electric Energy [kWh]       | 3 <sup>rd</sup> Polynomial | $y=0.00x^3 + 0.01x^2 + 3.41x + 11,546$ | 11,073                  | 0.686          | $R^2 < 0.75$ : Suggest monthly Electric Energy cannot be significantly be predicted based on weather severity, i.e. low correlation between weather and Electric Energy. |
| Natural Gas [Therm]         | 3 <sup>rd</sup> Polynomial | $y=0.00x^3 + 0.00x^2 + 0.29x + 49$     | 41                      | 0.974          | $R^2 > 0.9$ : Suggest monthly Natural Gas can be predicted based on weather severity, i.e. a high correlation between weather and Natural Gas.                           |



Utility Analysis by Ethan Durbano - version INW 24.01.03





**Interagency Agreement with**

**City of College Place**

**through**

**Energy Division**

**Local Emissions Reduction Projects**

**Contract Number:  
25-92601-153**

**For**

**College Place Fire Department Energy Efficiency Project**

**Dated:** Saturday, February 1, 2025



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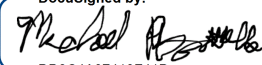
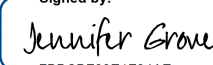
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## Face Sheet

**Contract Number: 25-92601-153**

**Energy Division, Energy Programs in Communities  
Local Emissions Reduction Projects**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                |                                    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|
| <b>1. Contractor</b><br>City of College Place<br>625 S. College Avenue<br>College Place, Washington, 99324                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                        | <b>2. Contractor Doing Business As (as applicable)</b><br>N/A                                                                                                                                                                                                                                                                                  |                                    |
| <b>3. Contractor Representative</b><br>Michael Rizzitiello<br>City Administrator<br>(509) 394-8506<br>mrizzitiello@cpwa.us                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                        | <b>4. COMMERCE Representative</b><br>Bryce Davis<br>Program Manager<br>(206) 613-7664<br>bryce.davis@commerce.wa.gov                                                                                                                                                                                                                           |                                    |
| <b>5. Contract Amount</b><br>\$1,102,890                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>6. Funding Source</b><br>Federal: <input type="checkbox"/> State: <input checked="" type="checkbox"/> Other: <input type="checkbox"/> N/A: <input type="checkbox"/> |                                                                                                                                                                                                                                                                                                                                                | <b>7. Start Date</b><br>02/01/2025 |
| <b>8. End Date</b><br>06/30/2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                |                                    |
| <b>9. Federal Funds (as applicable)</b><br>N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                        | <b>Federal Agency:</b><br>N/A                                                                                                                                                                                                                                                                                                                  |                                    |
| <b>10. Tax ID #</b><br>91-6001412                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                        | <b>11. SWV #</b><br>0028965-00                                                                                                                                                                                                                                                                                                                 |                                    |
| <b>12. UBI #</b><br>369000564                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                        | <b>13. UEI #</b><br>ZGASNDHCCH16                                                                                                                                                                                                                                                                                                               |                                    |
| <b>14. Contract Purpose</b><br>Energy efficiency retrofits and upgrades for the College Place Fire Department building to reduce greenhouse gas emissions and costs to the city of College Place.                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                |                                    |
| COMMERCE, defined as the Department of Commerce, and the Contractor, as defined above, acknowledge and accept the terms of this Contract and Attachments and have executed this Contract on the date below and warrant they are authorized to bind their respective agencies. The rights and obligations of both parties to this Contract are governed by this Contract and the following documents incorporated by reference: Contractor Terms and Conditions including Attachment "A" – Scope of Work, Attachment "B" – Budget, Attachment "C" – Reporting, Attachment "D" - Proviso |                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                |                                    |
| <b>FOR CONTRACTOR</b><br>DocuSigned by:<br><br>DD9C4A07410F41D...<br>Michael Rizzitiello, City Administrator<br>3/12/2025   3:35 PM PDT<br>Date                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                        | <b>FOR COMMERCE</b><br>Signed by:<br><br>7BBCBF83E1F34AE...<br>Jennifer Grove, Interim Assistant Director, Energy Division<br>3/12/2025   5:13 PM PDT<br>Date<br><br><b>APPROVED AS TO FORM ONLY<br/>BY ASSISTANT ATTORNEY GENERAL<br/>APPROVAL ON FILE</b> |                                    |





## DECLARATIONS

The Washington State Department of Commerce (Commerce) has been appropriated funds by the Washington State Legislature to provide grants to promote Washington's commitment to equitable, clean energy development.

### CLIENT INFORMATION

Legal Name: City of College Place

Agreement Number: **25-92601-153**

Award Year: 2024

State Wide Vendor Number: 0028965-00

### PROJECT INFORMATION

Project Title: College Place Fire Department Energy Efficiency

Project Address: 629 S. College Avenue

Project City: College Place

Project State: WA

Project Zip Code: 99324

### GRANT INFORMATION

Grant Amount: \$1,102,890

Non-State Match: \$142,848

Type of Match Accepted: No match required

Earliest Date for Reimbursement: Contract Start Date

Time of Performance: 02/01/2025 to 06/30/2026



## Program Specific Terms and Conditions

As identified herein, notwithstanding General & Specific Terms and Conditions SECTIONS, the following Program Specific Terms and Conditions take precedence over any similarly referenced Special or General Terms and Conditions:

### 1. **BILLING AND COMPENSATION FOR PERFORMANCE BASED CONTRACT (Replaces Special Terms and Conditions #4 Billing Procedures and Payment)**

COMMERCE will pay Contractor not more often than monthly upon acceptance of services provided and receipt of properly completed invoices for completed milestones, which shall be submitted to the Representative for COMMERCE.

The Contractor shall provide the Representative of COMMERCE a signed electronic Invoice A19 form that includes the contract number referenced on the declarations page.

The invoices shall describe and document, to COMMERCE's satisfaction, a description of the work performed and the milestone number(s) achieved.

The Contractor is required to maintain documentation to support invoiced costs and cost share obligations. The Contractor shall make these documents available to COMMERCE if requested.

COMMERCE will pay Contractor the amounts set forth in Attachment B upon full completion of each milestone. Upon full completion of each Milestone, Contractor will provide an invoice and any required supporting documentation to the Representative of COMMERCE. Except as may be agreed by COMMERCE in its discretion, COMMERCE shall only be obligated to make payments upon demonstration of completion of all Deliverables within a given Milestone.

However, it is acknowledged that in the event one or two Deliverables of a Milestone is unduly delayed (more than 3 months) due to circumstances outside Contractor's control, COMMERCE may, in its sole discretion, reasonably negotiate with Contractor regarding paying for those Deliverables of such Milestones that are completed.

Payment shall be considered timely if made by COMMERCE within thirty (30) calendar days after receipt of properly completed invoices. Payment shall be sent to the address designated by the Contractor.

COMMERCE may, in its sole discretion, terminate the Contract or withhold payments claimed by the Contractor for services rendered if the Contractor fails to satisfactorily comply with any term or condition of this Contract.

No payments in advance or in anticipation of services or supplies to be provided under this Agreement shall be made by COMMERCE.

### **INVOICES AND END OF FISCAL YEAR**

Invoices are due on the 20th of the month following the provision of services.

Final invoices for a state fiscal year may be due sooner than the 20th and Commerce will provide notification of the end of fiscal year due date.

The contractor must invoice for all expenses from the beginning of the contract through June 30, regardless of the contract start and end date.



## **DUPLICATION OF BILLED COSTS**

The Contractor shall not bill COMMERCE for services performed under this Agreement, and COMMERCE shall not pay the Contractor, if the Contractor is entitled to payment or has been or will be paid by any other source, including grants, for that service.

## **DISALLOWED COSTS**

The Contractor is responsible for any audit exceptions or disallowed costs incurred by its own organization or that of its subcontractors.

## **2. SUBCONTRACTING (Replaces General Terms and Conditions #15 Subcontracting)**

The Contractor may only subcontract work contemplated under this Contract if it provides written notification to COMMERCE of any subcontractors who will be performing work under this Grant Agreement. The written notice must provide the names and address of the subcontractor with a brief description of which tasks within the Contractor Scope of Work (Attachment A) that will be undertaken by the subcontractor(s).

The Contractor shall maintain written procedures related to subcontracting, as well as copies of all subcontracts and records related to subcontracts. For cause, COMMERCE in writing may: (a) require the Contractor to amend its subcontracting procedures as they relate to this Contract; (b) prohibit the Contractor from subcontracting with a particular person or entity; or (c) require the Contractor to rescind or amend a subcontract.

Every subcontract shall bind the Subcontractor to follow all applicable terms of this Contract. The Contractor is responsible to COMMERCE if the Subcontractor fails to comply with any applicable term or condition of this Contract. The Contractor shall appropriately monitor the activities of the Subcontractor to assure fiscal conditions of this Contract.

In no event shall the existence of a subcontract operate to release or reduce the liability of the Contractor to COMMERCE for any breach in the performance of the Contractor's duties. Every subcontract shall include a term that COMMERCE and the State of Washington are not liable for claims or damages arising from a Subcontractor's performance of the subcontract.

All reference to the Contractor under this clause shall also include Contractor's employees, agents or subcontractors.

## **3. PREVAILING WAGE LAW**

The contractor certifies that all contractors and subcontractors performing work on the Project shall comply with state Prevailing Wages on Public Works, Chapter 39.12 RCW, as applicable to the Project funded by this Agreement, including but not limited to the filing of the "Statement of Intent to Pay Prevailing Wages" and "Affidavit of Wages Paid" as required by RCW 39.12.040. The contractor shall maintain records sufficient to evidence compliance with Chapter 39.12 RCW, and shall make such records available for COMMERCE's review upon request

## **4. HISTORICAL OR CULTURAL ARTIFACTS**

Prior to approval and disbursement of any funds awarded under this Contract, Contractor shall complete the requirements of Governor's Executive Order 21-02, where applicable, or Contractor shall complete a review under Section 106 of the National Historic Preservation Act, if applicable.

Contractor agrees that the Contractor is legally and financially responsible for compliance with all laws, regulations, and agreements related to the preservation of historical or cultural resources and agrees to hold harmless COMMERCE and the state of Washington in relation to any claim related



to such historical or cultural resources discovered, disturbed, or damaged as a result of the project funded by this Contract.

In addition to the requirements set forth in this Contract, Contractor shall, in accordance with Governor's Executive Order 21-02 coordinate with Commerce and the Washington State Department of Archaeology and Historic Preservation ("DAHP"), including any recommended consultation with any affected tribe(s), during Project design and prior to construction to determine the existence of any tribal cultural resources affected by Project. Contractor agrees to avoid, minimize, or mitigate impacts to the cultural resource as a continuing prerequisite to receipt of funds under this Contract.

The Contractor agrees that, unless the Contractor is proceeding under an approved historical and cultural monitoring plan or other memorandum of agreement, if historical or cultural artifacts are discovered during construction, the Contractor shall immediately stop construction and notify the local historical preservation officer and the state's historical preservation officer at DAHP, and the Commerce Representative identified on the Face Sheet. If human remains are uncovered, the Contractor shall report the presence and location of the remains to the coroner and local enforcement immediately, then contact DAHP and the concerned tribe's cultural staff or committee.

The Contractor shall require this provision to be contained in all subcontracts for work or services related to the Scope of Work attached hereto.

In addition to the requirements set forth in this Contract, Contractor agrees to comply with RCW 27.44 regarding Indian Graves and Records; RCW 27.53 regarding Archaeological Sites and Resources; RCW 68.60 regarding Abandoned and Historic Cemeteries and Historic Graves; and WAC 25-48 regarding Archaeological Excavation and Removal Permit.

Completion of the requirements of Section 106 of the National Historic Preservation Act shall substitute for completion of Governor's Executive Order 21-02.

In the event that the Contractor finds it necessary to amend the Scope of Work the Contractor may be required to re-comply with Governor's Executive Order 21-02 or Section 106 of the National Historic Preservation Act

## **5. ACKNOWLEDGMENT OF CLIMATE COMMITMENT ACT FUNDING**

If this Agreement is funded in whole or in part by the Climate Commitment Act, Grantee agrees that any website, announcement, press release, and/or publication (written, visual, or sound) used for media-related activities, publicity, and public outreach issued by or on behalf of Grantee which reference programs or projects funded in whole or in part with Washington's Climate Commitment Act (CCA) funds under this Grant, shall contain the following statement:

"The College Place Fire Department Energy Efficiency Project is supported with funding from Washington's Climate Commitment Act. The CCA supports Washington's climate action efforts by putting cap-and-invest dollars to work reducing climate pollution, creating jobs, and improving public health. Information about the CCA is available at [www.climate.wa.gov](http://www.climate.wa.gov)."

The Grantee agrees to ensure coordinated Climate Commitment Act branding on work completed by or on behalf of the Grantee. The CCA logo must be used in the following circumstances, consistent with the branding guidelines posted at [CCA brand toolkit](#), including:

- A. Any project related website or webpage that includes logos from other funding partners;
- B. Any publication materials that include logos from other funding partners;
- C. Any on-site signage including pre-during Construction signage and permanent signage at completed project sites; and
- D. Any equipment purchased with CCA funding through a generally visible decal.





## **Special Terms and Conditions**

### **1. AUTHORITY**

COMMERCE and Contractor enter into this Contract pursuant to the authority granted by Chapter 39.34 RCW.

### **2. CONTRACT MANAGEMENT**

The Representative for each of the parties shall be responsible for and shall be the contact person for all communications and billings regarding the performance of this Contract.

The Representative for COMMERCE and their contact information are identified on the Face Sheet of this Contract.

The Representative for the Contractor and their contact information are identified on the Face Sheet of this Contract.

### **3. COMPENSATION**

COMMERCE shall pay an amount not to exceed \$1,102,890, for the performance of all things necessary for or incidental to the performance of work under this Contract as set forth in the Scope of Work.

#### **EXPENSES**

Contractor shall receive reimbursement for travel and other expenses as identified below or as authorized in advance by COMMERCE as reimbursable. The maximum amount to be paid to the Contractor for authorized expenses shall not exceed \$0, which amount is included in the Contract total above.

Such expenses may include airfare (economy or coach class only), other transportation expenses, and lodging and subsistence necessary during periods of required travel. Contractor shall receive compensation for travel expenses at current state travel reimbursement rates.

### **4. BILLING PROCEDURES AND PAYMENT (Replaced by Program Specific Terms and Conditions #1 Billing and Compensation for Performance Based Contract)**

~~COMMERCE will pay Contractor upon acceptance of services provided and receipt of properly completed invoices, which shall be submitted to the Representative for COMMERCE not more often than monthly nor less than quarterly.~~

~~The invoices shall describe and document, to COMMERCE's satisfaction, a description of the work performed, the progress of the project, and fees. The invoice shall include the Contract Number \_\_\_\_\_. If expenses are invoiced, provide a detailed breakdown of each type. A receipt must accompany any single expenses in the amount of \$50.00 or more in order to receive reimbursement. Payment shall be considered timely if made by COMMERCE within thirty (30) calendar days after receipt of properly completed invoices. Payment shall be sent to the address designated by the Contractor.~~

~~COMMERCE may, in its sole discretion, terminate the Contract or withhold payments claimed by the Contractor for services rendered if the Contractor fails to satisfactorily comply with any term or condition of this Contract.~~

~~No payments in advance or in anticipation of services or supplies to be provided under this Agreement shall be made by COMMERCE.~~

~~Invoices and End of Fiscal Year~~



~~Invoices are due on the 20th of the month following the provision of services.~~

~~Final invoices for a state fiscal year may be due sooner than the 20th and Commerce will provide notification of the end of fiscal year due date. The Contractor must invoice for all expenses from the beginning of the contract through June 30, regardless of the contract start and end date.~~

#### ~~Duplication of Billed Costs~~

~~The Contractor shall not bill COMMERCE for services performed under this Agreement, and COMMERCE shall not pay the Contractor, if the Contractor is entitled to payment or has been or will be paid by any other source, including grants, for that service.~~

#### ~~Disallowed Costs~~

~~The Contractor is responsible for any audit exceptions or disallowed costs incurred by its own organization or that of its subcontractors.~~

~~COMMERCE may, in its sole discretion, withhold ten percent (10%) from each payment until acceptance by COMMERCE of the final report (or completion of the project, etc.).~~

### **5. SUBCONTRACTOR DATA COLLECTION**

Contractor will submit reports, in a form and format to be provided by Commerce and at intervals as agreed by the parties, regarding work under this Contract performed by subcontractors and the portion of Contract funds expended for work performed by subcontractors, including but not necessarily limited to minority-owned, woman-owned, and veteran-owned business subcontractors. "Subcontractors" shall mean subcontractors of any tier.

### **6. INSURANCE**

Each party certifies that it is self-insured under the State's or local government self-insurance liability program, and shall be responsible for losses for which it is found liable.

### **7. FRAUD AND OTHER LOSS REPORTING**

Contractor shall report in writing all known or suspected fraud or other loss of any funds or other property furnished under this Contract immediately or as soon as practicable to the Commerce Representative identified on the Face Sheet.

### **8. ORDER OF PRECEDENCE**

In the event of an inconsistency in this Contract, the inconsistency shall be resolved by giving precedence in the following order:

- Applicable federal and state of Washington statutes and regulations
- Attachment D – Proviso
- Program Specific Terms and Conditions
- Special Terms and Conditions
- General Terms and Conditions
- Attachment A – Scope of Work
- Attachment B – Budget
- Attachment C – Reporting



## **General Terms and Conditions**

### **1. DEFINITIONS**

As used throughout this Contract, the following terms shall have the meaning set forth below:

- A. "Authorized Representative" shall mean the Director and/or the designee authorized in writing to act on the Director's behalf.
- B. "COMMERCE" shall mean the Washington Department of Commerce.
- C. "Contract" or "Agreement" or "Grant" means the entire written agreement between COMMERCE and the Contractor, including any Attachments, documents, or materials incorporated by reference. E-mail or Facsimile transmission of a signed copy of this contract shall be the same as delivery of an original.
- D. "Contractor" or "Grantee" shall mean the entity identified on the face sheet performing service(s) under this Contract, and shall include all employees and agents of the Contractor.
- E. "Personal Information" shall mean information identifiable to any person, including, but not limited to, information that relates to a person's name, health, finances, education, business, use or receipt of governmental services or other activities, addresses, telephone numbers, social security numbers, driver license numbers, other identifying numbers, and any financial identifiers, and "Protected Health Information" under the federal Health Insurance Portability and Accountability Act of 1996 (HIPAA).
- F. "State" shall mean the state of Washington.
- G. "Subcontractor" shall mean one not in the employment of the Contractor, who is performing all or part of those services under this Contract under a separate contract with the Contractor. The terms "subcontractor" and "subcontractors" mean subcontractor(s) in any tier.

### **2. ALL WRITINGS CONTAINED HEREIN**

This Contract contains all the terms and conditions agreed upon by the parties. No other understandings, oral or otherwise, regarding the subject matter of this Contract shall be deemed to exist or to bind any of the parties hereto.

### **3. AMENDMENTS**

This Contract may be amended by mutual agreement of the parties. Such amendments shall not be binding unless they are in writing and signed by personnel authorized to bind each of the parties.

### **4. ASSIGNMENT**

Neither this Contract, work thereunder, nor any claim arising under this Contract, shall be transferred or assigned by the Contractor without prior written consent of COMMERCE.

### **5. CONFIDENTIALITY AND SAFEGUARDING OF INFORMATION**

- A. "Confidential Information" as used in this section includes:
  - i. All material provided to the Contractor by COMMERCE that is designated as "confidential" by COMMERCE;
  - ii. All material produced by the Contractor that is designated as "confidential" by COMMERCE; and



- iii. All Personal Information in the possession of the Contractor that may not be disclosed under state or federal law.

- B. The Contractor shall comply with all state and federal laws related to the use, sharing, transfer, sale, or disclosure of Confidential Information. The Contractor shall use Confidential Information solely for the purposes of this Contract and shall not use, share, transfer, sell or disclose any Confidential Information to any third party except with the prior written consent of COMMERCE or as may be required by law.

The Contractor shall take all necessary steps to assure that Confidential Information is safeguarded to prevent unauthorized use, sharing, transfer, sale or disclosure of Confidential Information or violation of any state or federal laws related thereto. Upon request, the Contractor shall provide COMMERCE with its policies and procedures on confidentiality. COMMERCE may require changes to such policies and procedures as they apply to this Contract whenever COMMERCE reasonably determines that changes are necessary to prevent unauthorized disclosures.

The Contractor shall make the changes within the time period specified by COMMERCE. Upon request, the Contractor shall immediately return to COMMERCE any Confidential Information that COMMERCE reasonably determines has not been adequately protected by the Contractor against unauthorized disclosure.

- C. Unauthorized Use or Disclosure. The Contractor shall notify COMMERCE within five (5) working days of any unauthorized use or disclosure of any confidential information, and shall take necessary steps to mitigate the harmful effects of such use or disclosure.

## 6. **COPYRIGHT**

Unless otherwise provided, all Materials produced under this Contract shall be considered "works for hire" as defined by the U.S. Copyright Act and shall be owned by COMMERCE. COMMERCE shall be considered the author of such Materials. In the event the Materials are not considered "works for hire" under the U.S. Copyright laws, the Contractor hereby irrevocably assigns all right, title, and interest in all Materials, including all intellectual property rights, moral rights, and rights of publicity to COMMERCE effective from the moment of creation of such Materials.

"Materials" means all items in any format and includes, but is not limited to, data, reports, documents, pamphlets, advertisements, books, magazines, surveys, studies, computer programs, films, tapes, and/or sound reproductions. "Ownership" includes the right to copyright, patent, register and the ability to transfer these rights.

For Materials that are delivered under the Contract, but that incorporate pre-existing materials not produced under the Contract, the Contractor hereby grants to COMMERCE a nonexclusive, royalty-free, irrevocable license (with rights to sublicense to others) in such Materials to translate, reproduce, distribute, prepare derivative works, publicly perform, and publicly display. The Contractor warrants and represents that the Contractor has all rights and permissions, including intellectual property rights, moral rights and rights of publicity, necessary to grant such a license to COMMERCE.

The Contractor shall exert all reasonable effort to advise COMMERCE, at the time of delivery of Materials furnished under this Contract, of all known or potential invasions of privacy contained therein and of any portion of such document which was not produced in the performance of this Contract. The Contractor shall provide COMMERCE with prompt written notice of each notice or claim of infringement received by the Contractor with respect to any Materials delivered under this Contract. COMMERCE shall have the right to modify or remove any restrictive markings placed upon the Materials by the Contractor.

## 7. **DISPUTES**

In the event that a dispute arises under this Agreement, it shall be determined by a Dispute Board in the following manner: Each party to this Agreement shall appoint one member to the Dispute Board. The members so appointed shall jointly appoint an additional member to the Dispute Board. The





Dispute Board shall review the facts, Agreement terms and applicable statutes and rules and make a determination of the dispute. The Dispute Board shall thereafter decide the dispute with the majority prevailing. The determination of the Dispute Board shall be final and binding on the parties hereto. As an alternative to this process, either of the parties may request intervention by the Governor, as provided by RCW 43.17.330, in which event the Governor's process will control.

## **8. GOVERNING LAW AND VENUE**

This Contract shall be construed and interpreted in accordance with the laws of the state of Washington, and the venue of any action brought hereunder shall be in the Superior Court for Thurston County.

## **9. INDEMNIFICATION**

Each party shall be solely responsible for the acts of its employees, officers, and agents.

## **10. LICENSING, ACCREDITATION AND REGISTRATION**

The Contractor shall comply with all applicable local, state, and federal licensing, accreditation and registration requirements or standards necessary for the performance of this Contract.

## **11. RECAPTURE**

In the event that the Contractor fails to perform this Contract in accordance with state laws, federal laws, and/or the provisions of this Contract, COMMERCE reserves the right to recapture funds in an amount to compensate COMMERCE for the noncompliance in addition to any other remedies available at law or in equity.

Repayment by the Contractor of funds under this recapture provision shall occur within the time period specified by COMMERCE. In the alternative, COMMERCE may recapture such funds from payments due under this Contract.

## **12. RECORDS MAINTENANCE**

The Contractor shall maintain books, records, documents, data and other evidence relating to this contract and performance of the services described herein, including but not limited to accounting procedures and practices that sufficiently and properly reflect all direct and indirect costs of any nature expended in the performance of this contract.

The Contractor shall retain such records for a period of six years following the date of final payment. At no additional cost, these records, including materials generated under the contract, shall be subject at all reasonable times to inspection, review or audit by COMMERCE, personnel duly authorized by COMMERCE, the Office of the State Auditor, and federal and state officials so authorized by law, regulation or agreement.

If any litigation, claim or audit is started before the expiration of the six (6) year period, the records shall be retained until all litigation, claims, or audit findings involving the records have been resolved.

## **13. SAVINGS**

In the event funding from state, federal, or other sources is withdrawn, reduced, or limited in any way after the effective date of this Contract and prior to normal completion, COMMERCE may suspend or terminate the Contract under the "Termination for Convenience" clause, without the ten calendar day notice requirement. In lieu of termination, the Contract may be amended to reflect the new funding limitations and conditions.

## **14. SEVERABILITY**

The provisions of this contract are intended to be severable. If any term or provision is illegal or invalid for any reason whatsoever, such illegality or invalidity shall not affect the validity of the remainder of the contract.



**15. SUBCONTRACTING (Replaced by Program Specific Terms and Conditions #2 Subcontracting)**

~~The Contractor may only subcontract work contemplated under this Contract if it obtains the prior written approval of COMMERCE.~~

~~If COMMERCE approves subcontracting, the Contractor shall maintain written procedures related to subcontracting, as well as copies of all subcontracts and records related to subcontracts. For cause, COMMERCE in writing may: (a) require the Contractor to amend its subcontracting procedures as they relate to this Contract; (b) prohibit the Contractor from subcontracting with a particular person or entity; or (c) require the Contractor to rescind or amend a subcontract.~~

~~Every subcontract shall bind the Subcontractor to follow all applicable terms of this Contract. The Contractor is responsible to COMMERCE if the Subcontractor fails to comply with any applicable term or condition of this Contract. The Contractor shall appropriately monitor the activities of the Subcontractor to assure fiscal conditions of this Contract. In no event shall the existence of a subcontract operate to release or reduce the liability of the Contractor to COMMERCE for any breach in the performance of the Contractor's duties.~~

~~Every subcontract shall include a term that COMMERCE and the State of Washington are not liable for claims or damages arising from a Subcontractor's performance of the subcontract.~~

**16. SURVIVAL**

The terms, conditions, and warranties contained in this Contract that by their sense and context are intended to survive the completion of the performance, cancellation or termination of this Contract shall so survive.

**17. TERMINATION FOR CAUSE**

In the event COMMERCE determines the Contractor has failed to comply with the conditions of this contract in a timely manner, COMMERCE has the right to suspend or terminate this contract. Before suspending or terminating the contract, COMMERCE shall notify the Contractor in writing of the need to take corrective action. If corrective action is not taken within 30 calendar days, the contract may be terminated or suspended.

In the event of termination or suspension, the Contractor shall be liable for damages as authorized by law including, but not limited to, any cost difference between the original contract and the replacement or cover contract and all administrative costs directly related to the replacement contract, e.g., cost of the competitive bidding, mailing, advertising and staff time.

COMMERCE reserves the right to suspend all or part of the contract, withhold further payments, or prohibit the Contractor from incurring additional obligations of funds during investigation of the alleged compliance breach and pending corrective action by the Contractor or a decision by COMMERCE to terminate the contract. A termination shall be deemed a "Termination for Convenience" if it is determined that the Contractor: (1) was not in default; or (2) failure to perform was outside of his or her control, fault or negligence.

The rights and remedies of COMMERCE provided in this contract are not exclusive and are, in addition to any other rights and remedies, provided by law.

**18. TERMINATION FOR CONVENIENCE**

Except as otherwise provided in this Contract, COMMERCE may, by ten (10) business days' written notice, beginning on the second day after the mailing, terminate this Contract, in whole or in part. If this Contract is so terminated, COMMERCE shall be liable only for payment required under the terms of this Contract for services rendered or goods delivered prior to the effective date of termination.

**19. TERMINATION PROCEDURES**

Upon termination of this contract, COMMERCE, in addition to any other rights provided in this contract, may require the Contractor to deliver to COMMERCE any property specifically produced or



acquired for the performance of such part of this contract as has been terminated. The provisions of the "Treatment of Assets" clause shall apply in such property transfer.

COMMERCE shall pay to the Contractor the agreed upon price, if separately stated, for completed work and services accepted by COMMERCE, and the amount agreed upon by the Contractor and COMMERCE for (i) completed work and services for which no separate price is stated, (ii) partially completed work and services, (iii) other property or services that are accepted by COMMERCE, and (iv) the protection and preservation of property, unless the termination is for default, in which case the Authorized Representative shall determine the extent of the liability of COMMERCE. Failure to agree with such determination shall be a dispute within the meaning of the "Disputes" clause of this contract. COMMERCE may withhold from any amounts due the Contractor such sum as the Authorized Representative determines to be necessary to protect COMMERCE against potential loss or liability.

The rights and remedies of COMMERCE provided in this section shall not be exclusive and are in addition to any other rights and remedies provided by law or under this contract.

After receipt of a notice of termination, and except as otherwise directed by the Authorized Representative, the Contractor shall:

- A. Stop work under the contract on the date, and to the extent specified, in the notice;
- B. Place no further orders or subcontracts for materials, services, or facilities except as may be necessary for completion of such portion of the work under the contract that is not terminated;
- C. Assign to COMMERCE, in the manner, at the times, and to the extent directed by the Authorized Representative, all of the rights, title, and interest of the Contractor under the orders and subcontracts so terminated, in which case COMMERCE has the right, at its discretion, to settle or pay any or all claims arising out of the termination of such orders and subcontracts;
- D. Settle all outstanding liabilities and all claims arising out of such termination of orders and subcontracts, with the approval or ratification of the Authorized Representative to the extent the Authorized Representative may require, which approval or ratification shall be final for all the purposes of this clause;
- E. Transfer title to COMMERCE and deliver in the manner, at the times, and to the extent directed by the Authorized Representative any property which, if the contract had been completed, would have been required to be furnished to COMMERCE;
- F. Complete performance of such part of the work as shall not have been terminated by the Authorized Representative; and
- G. Take such action as may be necessary, or as the Authorized Representative may direct, for the protection and preservation of the property related to this contract, which is in the possession of the Contractor and in which COMMERCE has or may acquire an interest.

## **20. TREATMENT OF ASSETS**

Title to all property furnished by COMMERCE shall remain in COMMERCE. Title to all property furnished by the Contractor, for the cost of which the Contractor is entitled to be reimbursed as a direct item of cost under this contract, shall pass to and vest in COMMERCE upon delivery of such property by the Contractor. Title to other property, the cost of which is reimbursable to the Contractor under this contract, shall pass to and vest in COMMERCE upon (i) issuance for use of such property in the performance of this contract, or (ii) commencement of use of such property in the performance of this contract, or (iii) reimbursement of the cost thereof by COMMERCE in whole or in part, whichever first occurs.

- A. Any property of COMMERCE furnished to the Contractor shall, unless otherwise provided herein or approved by COMMERCE, be used only for the performance of this contract.



- B. The Contractor shall be responsible for any loss or damage to property of COMMERCE that results from the negligence of the Contractor or which results from the failure on the part of the Contractor to maintain and administer that property in accordance with sound management practices.
- C. If any COMMERCE property is lost, destroyed or damaged, the Contractor shall immediately notify COMMERCE and shall take all reasonable steps to protect the property from further damage.
- D. The Contractor shall surrender to COMMERCE all property of COMMERCE prior to settlement upon completion, termination or cancellation of this contract.
- E. All reference to the Contractor under this clause shall also include Contractor's employees, agents or Subcontractors.

21. **WAIVER**

Waiver of any default or breach shall not be deemed to be a waiver of any subsequent default or breach. Any waiver shall not be construed to be a modification of the terms of this Contract unless stated to be such in writing and signed by Authorized Representative of COMMERCE.





## **Attachment A: Scope of Work**

Organization Legal Name: City of College Place

Project Name: Direct Appropriation 23-25

Site Address: 629 S. College Avenue, College Place, WA 99324

Serving electric utility: Pacific Power

Grant Amount: \$1,102,890

### **Purpose:**

This project includes energy efficiency retrofits for the College Place Fire Department. The fire department building has dorms for volunteers and is where our fire apparatus and ambulances are based. The building is currently served by a condenser loop system with water source heat pumps. An outdoor cooling tower provides cooling in the summer months and a gas-fired water heater provides heat add in the winter. A gas fired furnace provides tempering for outside air. The garage bay is served by an exhaust fan and a combination of gas radiant heaters and gas fired unit heaters. All the installed equipment is nearing the end of its useful life.

All equipment will be replaced with new like-in-kind equipment except for the gas-fired unit heaters in the engine bay and a gas-fired water heater for additional heating capacity. The gas-fired water heater was recently replaced by the city.

### **Objective:**

Installation of new equipment will reduce emissions and costs to the city of College Place.

**Major Components:** List major equipment to be installed across project sites.

| Quantity | Make and Model | Equipment Description                                                                            |
|----------|----------------|--------------------------------------------------------------------------------------------------|
| (1)      | Varies         | HVAC – Cooling Tower, pumps, furnace, water source heat pumps, exhaust fans, and water treatment |
| (1)      | Varies         | Building Automation System Controls for HVAC                                                     |
|          |                |                                                                                                  |

**Description of Major Cost Components:** Existing water source heat pumps (terminal units) will be upgraded with new units to serve the individual rooms. Existing air handling unit (furnace) to be upgraded with new more energy efficient model and properly balanced to deliver fresh outside air per code. Cooling Tower / Condenser water plant to be upgraded from its current decoupled style to a new closed circuit style with less pumps and added water treatment capabilities to prevent freezing / slow degradation over time and run more efficiently. Exhaust fans for the bathroom and engine bay to be upgraded with new fans. Overall new building automation system (BAS) controls to be installed to allow for better maintenance/operations and energy efficient programming.

### **Permits Required:**

|                                                |                                              |                                                                                   |
|------------------------------------------------|----------------------------------------------|-----------------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Electrical | <input checked="" type="checkbox"/> Building | <input type="checkbox"/> Land use                                                 |
| <input type="checkbox"/> SEPA                  | <input type="checkbox"/> NEPA                | <input type="checkbox"/> Other (please specify): Click or tap here to enter text. |



## Work to be completed:

### A. Mechanical

#### 1. Demolition

- i. Demolish (9) water source heat pumps. Piping is to remain for reconnection.
- ii. Demolish open circuit cooling tower and associated pump. Piping is to remain for reconnection.
- iii. Demolish condenser water expansion tank and air separator, and pump.
- iv. Demolish flat plate heat exchanger.
- v. Demolish exhaust fan in mechanical room.
- vi. Demolish (2) ceiling fans in engine bay.
- vii. Demolish rooftop exhaust fan in garage.
- viii. Demolish gas-fired furnace and booster coil.
- ix. Selectively demolish piping to nearest isolation valves, including demolition of appurtenances.
- x. Demolish make-up water line to nearest isolation valve.

#### 2. Furnish and install (9) new water source heat pumps

- i. New heat pumps shall have internal two-way control valves wired to compressor operation.
- ii. Reconnect new heat pumps to existing piping. Provide new hose kits.

#### 3. Furnish and install new cooling tower with integral basin pump. Reconnect to existing piping.

#### 4. Furnish and install new condenser pump, expansion tank, chemical feeder, glycol feeder, and air separator. Provide piping to tie-in new glycol feeder upstream of air/dirt separator.

#### 5. Connect condenser water piping in location vacated by demolished plate and frame heat exchanger.

#### 6. Furnish and install new exhaust fan in mechanical room.

#### 7. Furnish and install new rooftop exhaust fan in garage.

- i. Fan shall be suitable for Class I Div. 2 airstream.

#### 8. Furnish and install (1) gas-fired furnace. Re-connect into existing supply/return ductwork.

#### 9. Furnish and install (2) destratification fans in engine bay.

#### 10. Provide gas piping as necessary to connect new equipment into existing gas piping. Provide new regulator for each piece of equipment.

#### 11. Provide cooling condensate piping and new P-traps as necessary to connect new equipment into existing cooling condensate piping.

#### 12. Provide (1) thermowell for boiler temperature element installation.

#### 13. Provide piping to connect existing make-up water treatment system to new open tower basin. Coordinate with existing water treatment contractor on site.

#### 14. Mechanical contractor is responsible for all wall and roof penetrations necessary to route piping, flues, etc., including sealing and weather-proofing of exterior wall penetrations. Roofing contractor will seal roof penetrations.

#### 15. Project site is seismic design category C. No seismic bracing is required for any equipment. *To be verified with structural engineer.*

#### 16. Provide factory start-up services, commissioning support, TAB support and owner training for all maintainable/operable devices (per drawings and manufacturer's guidelines).

#### 17. Reference the GMAX mechanical floor plans for additional information.

### B. Controls



1. Demolish existing thermostats and accessible wiring to wall/ceiling penetrations. Wiring within walls/ceilings may be abandoned in place.
2. Integrate all new equipment controls with the new BAS system
3. Provide necessary low voltage control wiring, conduit, sensors, and transformers as necessary to tie new mechanical equipment into DDC system. Provide all control end devices (temperature sensors, pressure switches, current switches, control valves, etc.)
4. Provide control for the following equipment:
  - i. (9) Water Source Heat Pumps
    1. Supply Fan Start/Stop (DO)
    2. Supply Fan Amps (AI) – provide current transmitter
    3. Compressor Stage 1 Enable (DO)
    4. Compressor Stage 2 Enable (DO)
    5. Reversing Valve Command (DO)
    6. Compressor Status (AI) – provide current transmitter
    7. Supply Air Temperature (AI) – provide temperature element
    8. Mixed Air Temperature (AI) – provide temperature element
    9. Filter Differential Pressure (AI) – provide pressure differential transmitter
    10. Space Temperature / Setpoint with CO2 monitoring (COM)
  - ii. (1) Cooling Tower and Pump
    1. Cooling Tower Start/Stop (DO)
    2. Fan Speed Command (AO) – through VFD
    3. Basin Pump Enable (DO)
    4. Basin Pump Amps (AI) – provide current transmitter
    5. Inlet Water Temperature (AI) – provide temperature element
    6. Outlet Water Temperature (AI) – provide temperature element
  - iii. Condenser Water Plant
    1. Secondary Pump Start/Stop (DO)
    2. Secondary Pump Speed Command (AO)
    3. Secondary Pump Amps (AI) – through VFD
    4. Condenser Loop Differential Pressure (AI) – provide pressure differential transmitter
    5. Primary Pump Start/Stop (DO)
    6. Primary Pump Amps (AI) – provide current transmitter
    7. Condenser Water Supply Temperature (AI) – provide current transmitter, re-use thermowell
    8. Condenser Water Return Temperature (AI) – provide current transmitter, re-use thermowell
    9. Boiler Supply Temperature (AI) - provide temperature element, thermowell by mechanical
  - iv. (1) Restroom Exhaust Fan
    1. Fan Start/Stop (DO)
    2. Fan Amps (AI) – provide current transmitter
  - v. (1) Engine Bay Exhaust Fan
    1. Fan Start/Stop (DO)
    2. Fan Speed Command (AO)
    3. Fan Amps (AI) – through VFD
    4. Fan Override Switch Status (DI) – provide wall switch
  - vi. (1) Electric Unit Heater
    1. Enable (DO)
    2. Space Temperature / Setpoint



### C. Electrical

1. Contractor shall be responsible for equipment, materials, accessories, and other associated requirements called for in the following scope, and as indicated in the above supporting documents.
2. General circuiting requirements
  - a. Contractor shall survey existing facility drawings and power distribution system to determine available space and capacity to support this scope of work. If existing space or capacity is insufficient to meet the requirements of the scope, Contractor shall immediately notify McKinstry.
  - b. For power circuits indicated as being removed, Contractor shall remove conductors back to the associated panel, and shall remove associated starters, disconnects, and other devices. Conduit shall be cut back to within 3" of room penetration.
  - c. For new power circuits, Contractor shall furnish and install overcurrent protection, conduit conductors, starter, disconnect, and related accessories.
  - d. Where power circuits indicated as being removed meet the requirements for new power circuits, existing components may be reused where in compliance with current NEC.
  - e. Unless otherwise specified, similar loads may be combined on a common circuit as permitted by current NEC.
3. Electrical panels and disconnects serving mechanical equipment shall comply with the service clearance requirements of the NEC. Furnish and install remote mounted panels and disconnects where required by the NEC.
4. Provide conduits, conductors, disconnects, fuses, VFDs, Starters, and other electrical equipment as indicated on GMAX electrical drawings and as necessary to provide power to the following:
  - i. (9) Water Source Heat Pumps
  - ii. (1) Cooling Tower
  - iii. (2) Pumps
  - iv. (1) Electric Unit Heater
  - v. (1) Air Handling Unit
  - vi. (2) Exhaust Fans
  - vii. (2) Gas Unit Heaters
  - viii. (1) 225A MLO Panelboard, 120/208V, 3-Phase, 4-Wire
5. Provide like-in-kind replacement of existing 100 kW, 0.8 pf, 125 kVA, 208Y/120V, 3PH, 4W Emergency Generator, Fuel Tank sized for 48 hours of operation, and ATS.
  - i. Provide 3P-500A main circuit breaker in Emergency Generator
  - ii. Provide 3P-500A ATS w/o Bypass with min 30,000 AIC rating
  - iii. Utilize existing circuit breaker in Electrical Room for Service Disconnect ahead of ATS

### D. Testing, Adjusting, and Balancing (TAB)

1. TAB shall be provided for the following pieces of equipment:
  - i. (9) Water Source Heat Pumps
    1. Total supply air
    2. Associated supply and return duct, diffusers, and grilles
  - ii. (1) Cooling Tower and Pump
    1. Cooling water flow
    2. Circulation pump flow
  - iii. (2) Gas-fired Boiler and Pump
    1. Hot water flow





- 2. Circulation pump flow
    - iv. (2) Exhaust Fans
      - 1. Total air flow
- E. Commissioning
  - 1. McKinstry Commissioning (Cx) engineering will fully commission the proposed control system and all associated mechanical equipment.
  - 2. Commissioning shall be performed in accordance with the 2018 Washington State Energy Code.
- F. Measurement and Verification (M&V)
  - 1. McKinstry Technical Services team will provide letter stating "Notice of Commencement of Energy Savings" upon project closeout.



## **Attachment B: Budget**

All funding is subject to continued legislative authorization and re-appropriation where applicable.

| Milestones (A-D)                                                                          | Deliverable(s)                                                         | Deliverable Verification                                                              | Expected Completion Date | Percent of Grant | \$ Applicant Match | \$ Amount of Grant |
|-------------------------------------------------------------------------------------------|------------------------------------------------------------------------|---------------------------------------------------------------------------------------|--------------------------|------------------|--------------------|--------------------|
| <b>A: Final Design and Contracting</b>                                                    |                                                                        |                                                                                       | May-'25                  | 14.5%            | \$16,000           | \$160,000          |
|                                                                                           | Project Schedule                                                       | Gantt Chart (PDF), Procurement Plan                                                   |                          |                  |                    |                    |
|                                                                                           | Preliminary Design                                                     | Specifications and supporting engineering documentation                               |                          |                  |                    |                    |
|                                                                                           | Building permits                                                       | Approved building permits                                                             |                          |                  |                    |                    |
| <b>B: Procurement</b>                                                                     |                                                                        |                                                                                       | June-'25                 | 27.2%            | \$30,000           | \$300,000          |
|                                                                                           | Order Long-Lead Equipment                                              | Bill of Materials, Confirmation of equipment ordered that will take longest to arrive |                          |                  |                    |                    |
|                                                                                           |                                                                        |                                                                                       |                          |                  |                    |                    |
| <b>C: Equipment Delivery, Installation, Construction, Integration &amp; Commissioning</b> |                                                                        |                                                                                       | Nov-'25                  | 55.8%            | \$92,384           | \$615,890          |
|                                                                                           | Demolition of Equipment to be Replaced                                 | Demolition plan, photos of demolition in progress                                     |                          |                  |                    |                    |
|                                                                                           | Equipment delivered to site                                            | Photos showing equipment on site                                                      |                          |                  |                    |                    |
|                                                                                           | Integrate all new equipment controls, commissioning, equipment testing | Commissioning Report, TAB Report                                                      |                          |                  |                    |                    |
|                                                                                           | Construction Closeout Confirmation                                     | Notice of Substantial Completion Letter                                               |                          |                  |                    |                    |
|                                                                                           |                                                                        |                                                                                       |                          |                  |                    |                    |



|                                             |                                                                                                                                          |  |         |        |           |             |
|---------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|--|---------|--------|-----------|-------------|
| D: Analytics & Monitoring                   |                                                                                                                                          |  | Dec-'25 | 2.4%   | \$4,464   | \$27,000    |
| Measurement & Verification (M&V) Initiation | Subcontractor begins collecting system performance data and its impact on community for M&V report 1 year after project completion.      |  |         |        |           |             |
| Fact sheet, project narrative               | Communicate the project narrative with a Fact Sheet based on the Commerce-provided template and at least one other mode of story-telling |  |         |        |           |             |
| Tax Credit Records                          | Tax credit records or confirmation a tax credit was not utilized                                                                         |  |         |        |           |             |
|                                             |                                                                                                                                          |  |         |        |           |             |
|                                             |                                                                                                                                          |  |         |        |           |             |
|                                             |                                                                                                                                          |  | TOTALS: | 100.0% | \$142,848 | \$1,102,890 |

|                       |             |
|-----------------------|-------------|
| TOTAL AWARD<br>VALUE: | \$1,102,890 |
|-----------------------|-------------|

|                           |               |
|---------------------------|---------------|
| TOTAL<br>MATCH/LEVERAGED: | \$ 142,847.50 |
|---------------------------|---------------|

|                        |                 |
|------------------------|-----------------|
| TOTAL PROJECT<br>COST: | \$ 1,245,737.50 |
|------------------------|-----------------|



## **Attachment C: Reporting**

The Contractor must provide quarterly written reports and/or host a regular quarterly video and/or phone call with COMMERCE for project update purposes. Phone contact should cover current status of the project and any barriers that are potentially affecting the project schedule.

The Contractor shall provide a quarterly report to COMMERCE, no later than 15 days after the end of each quarter. The report form will be provided by Commerce. The report should describe the project activity that occurred during the quarter, including but not limited to:

1. A narrative summarizing project activities, risks and issues mitigated, and lessons learned;
2. The project milestones met to date and anticipated in the subsequent quarter (such as through a project Gantt Chart schedule provided quarterly in Microsoft Project format showing actual progress to date along with the baseline schedule developed at project kickoff etc.); and,
3. Any additional metrics required from the capital budget proviso, legislature, governor's office, or COMMERCE.
4. Quarterly updated invoice projection sheet for grant expenditures. Commerce will provide the invoice projection sheet;

A final report and fact sheet will be submitted to Commerce. Commerce will provide the fact sheet template and may request the fact sheet be updated as conditions warrant.

### **Quarterly Reports Submission Deadlines**

|           |            |
|-----------|------------|
| Quarter 1 | April 15   |
| Quarter 2 | July 15    |
| Quarter 3 | October 15 |
| Quarter 4 | January 15 |





**Attachment D: Proviso**

NEW SECTION. Sec. 1035. FOR THE DEPARTMENT OF COMMERCE

Sec. 1025. 2023 c 474 s 1035 (uncodified) is amended to read as follows:  
Local Emission Reduction Projects (91002184)

The appropriations in this section are subject to the following conditions and limitations:

(1) The appropriations in this section are provided solely for the following list of projects:

|   |                  |              |
|---|------------------|--------------|
| 3 | College Place EE | \$ 1,137,000 |
|---|------------------|--------------|

(2) The department may not expend funding for a project in this section unless and until the nonstate share of that project's costs have been either expended or firmly committed, or both, in an amount sufficient to complete the project or a distinct phase of the project. This requirement does not apply to projects where a share of the appropriation is for design costs only.

(3) Prior to receiving funding, grant recipients must demonstrate that the project site is under control for a minimum of 10 years, either through ownership or a long-term lease. This requirement does not apply to grants for preconstruction activities or grants in which the sole purpose is to purchase real property that does not include a construction or renovation component.

(4) In contracts for grants authorized under this section, the department must include provisions that require that capital improvements be held by the grantee for a specified period of time appropriate to the amount of the grant and that facilities be used for the express purpose of the grant. If the department finds the grantee to be out of compliance with provisions of the contract, the grantee shall repay to the state general fund the principal amount of the grant plus interest calculated at the rate of interest on state of Washington general obligation bonds issued most closely to the date of authorization of the grant.

5)(a) This section takes effect January 1, 2025. (b) If the climate commitment account or the natural climate solutions account is repealed as of December 30, 2024, then this section is null and void on December 31, 2024.

Climate Commitment Account—State. . . . . \$31,695,000  
Natural Climate Solutions Account—State. . . . . \$6,975,000  
Subtotal Appropriation. . . . . \$38,670,000



# FUND OBLIGATION, DE-OBLIGATION, CONTRACT APPROVAL ROUTING SLIP

ENERGY DIVISION | ENERGY PROGRAMS IN COMMUNITIES

**\*FOR COMMERCE USE ONLY\***

| REVIEWED BY                                                                                                            | I VERIFY THAT:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | INITIALS                         |
|------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|
| <b>PROGRAM MANAGER</b><br><i>Commerce Specialist 3</i>                                                                 | <ul style="list-style-type: none"> <li>Any and all changes made are within my delegated authority and responsibilities</li> <li>Fund source reviewed and contract amount approved</li> <li>If applicable, formula fund allocation spreadsheet emailed to appropriate staff, included with obligation memo</li> <li><i>If routing a Fund Obligation Memo</i>, draft memo reviewed and approved by leadership prior to routing final memo in DocuSign for AD approval</li> <li><i>If routing Contracts</i>, associated Fund Obligation Memo approved prior to routing contract or amendment.</li> </ul> | <div>Initial</div> <div>BD</div> |
| <b>TEAM SUPERVISOR</b><br><i>Commerce Specialist 5</i>                                                                 | <ul style="list-style-type: none"> <li>Any and all changes made are within my delegated authority and responsibilities</li> <li>Fund source, contract terms, scope of work reviewed and approved</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                           | <div>DS</div> <div>HB</div>      |
| <b>BUDGET STAFF</b>                                                                                                    | <ul style="list-style-type: none"> <li>Any and all changes made are within my delegated authority and responsibilities</li> <li>Reviewed allotment authority and coding</li> <li>Appropriate award paperwork in place, if applicable</li> <li>Reviewed contract/amendment entry in CMS</li> </ul>                                                                                                                                                                                                                                                                                                     | <div>DS</div> <div>MP</div>      |
| <b>SECTION SUPERVISOR</b><br><i>WMS 2</i>                                                                              | <ul style="list-style-type: none"> <li>Any and all changes made are within my delegated authority and responsibilities</li> <li>Contract terms, scope of work reviewed and approved</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                        | <div>DS</div> <div>SM</div>      |
| <b>MANAGING DIRECTOR</b><br><i>Alternate: Assistant Managing Director on behalf of MD</i>                              | <ul style="list-style-type: none"> <li>Any and all changes made are within my delegated authority and responsibilities</li> <li>Final review before appointing authority signature</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                         | <div>DS</div> <div>SM</div>      |
| <b>ASSISTANT DIRECTOR</b><br><b>cc: Admin Assistant</b><br><i>Alternate: Deputy Assistant Director on behalf of AD</i> | <ul style="list-style-type: none"> <li>Contract, amendment, or memo approved and signed by Appointing Authority</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Signed on attached document      |

## Certificate Of Completion

Envelope Id: 9B6132A7-C246-4C86-B751-9B7B3360DA68  
 Subject: Docusign: Contract #25-92601-153 - City of College Place  
 Division:  
 Energy  
 Program: Local Emissions Reduction Projects  
 ContractNumber: 25-92601-153  
 DocumentType: Contract  
 Source Envelope:  
 Document Pages: 26  
 Certificate Pages: 6  
 AutoNav: Enabled  
 Envelopeld Stamping: Enabled  
 Time Zone: (UTC-08:00) Pacific Time (US & Canada)

Status: Completed

Envelope Originator:  
 Dominic Davis  
 1011 Plum Street SE  
 MS 42525  
 Olympia, WA 98504-2525  
 dominic.davis@commerce.wa.gov  
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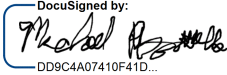
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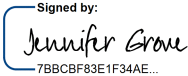
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| Stephanie Molloy<br>stephanie.molloy@commerce.wa.gov<br>Asst Managing Director, EPIC<br>Security Level: Email, Account Authentication (None) | <br><br>Signature Adoption: Pre-selected Style<br>Using IP Address: 147.55.134.121 | Sent: 3/12/2025 3:35:22 PM<br>Viewed: 3/12/2025 4:15:06 PM<br>Signed: 3/12/2025 4:16:07 PM |
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***City of College Place, Washington***  
**RESOLUTION NO. 25-035**

**A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE, WASHINGTON  
REGARDING AWARDING FIRE STATION ENERGY EFFICIENCY PROJECT CONTRACT TO  
MCKINSTRY**

**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 led a competitive RSQ process for a ESCO that was awarded to McKinstry via Agenda Bill 18173 at the September 11<sup>th</sup>, 2018 City Council meeting; and

**Whereas,** City Council voted to accept a State Department of Commerce Local Emission Reduction Earmark Grant of \$1.1 million dollars via Resolution #25-023 at the March 11<sup>th</sup>, 2025 City Council meeting; and

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

- 1.** Award the Fire Station Energy Efficiency Carbon Reduction Project to McKinstry for a cost not to exceed \$1,245,738 as cited in the proposal.

**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 13<sup>th</sup> day of May, 2025.

Attest:

---

Norma L. Hernández, Mayor

---

Maryelizabeth Garcia, City Clerk

# MARTIN AIRFIELD AREA PLANNING STUDY 2025



THE  
LANGDON  
GROUP



GATEWAY  
MAPPING  
INC.

OTHER J-U-B COMPANIES



# EXECUTIVE SUMMARY

The City of College Place has retained J-U-B ENGINEERS, Inc. to conduct a planning study evaluating the feasibility and site readiness to establish industrial development on approximately 64.5 acres of property near Martin Airfield. The City desires to attract light industrial development at Martin Airfield, which will create new jobs and private investment in growing market sectors to support the community.

Currently, the City lacks sufficient light industrial and employment lands to meet demand, making this area an essential and increasingly scarce resource for future economic development. Given this limitation, maximizing the potential of Martin Airfield for industrial use is a strategic priority.

This planning study serves as a strategic roadmap, reviewing the area's history and objectives, evaluating current infrastructure, and envisioning future scenarios necessary to draw the desired development. It offers a thorough analysis of site due diligence, highlighting both challenges and opportunities ahead. Ultimately, the aim is to assess the viability and readiness of Martin Airfield as a hub for light industrial use.

A review of existing infrastructure highlights necessary improvements to support development. These improvements include upgrades to transportation facilities, earthwork, and utility infrastructure. The study also presents preliminary cost estimates for these enhancements. The following sections provide a detailed breakdown of each critical development component:

- **Conceptual Layout** – Overview of the planned site configuration and land use.
- **Transportation Facilities** – Assessment of existing and required road networks.
- **Earthwork** – Site grading and preparation requirements.
- **Utility Requirements** – Infrastructure needs for water, electricity, and other essential services.
- **Preliminary Cost Estimate** – Estimated financial investment for proposed improvements.

By addressing these factors, this document provides a framework for informed decision-making in the development of the study area, ensuring long-term success and sustainability.

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# INTRODUCTION

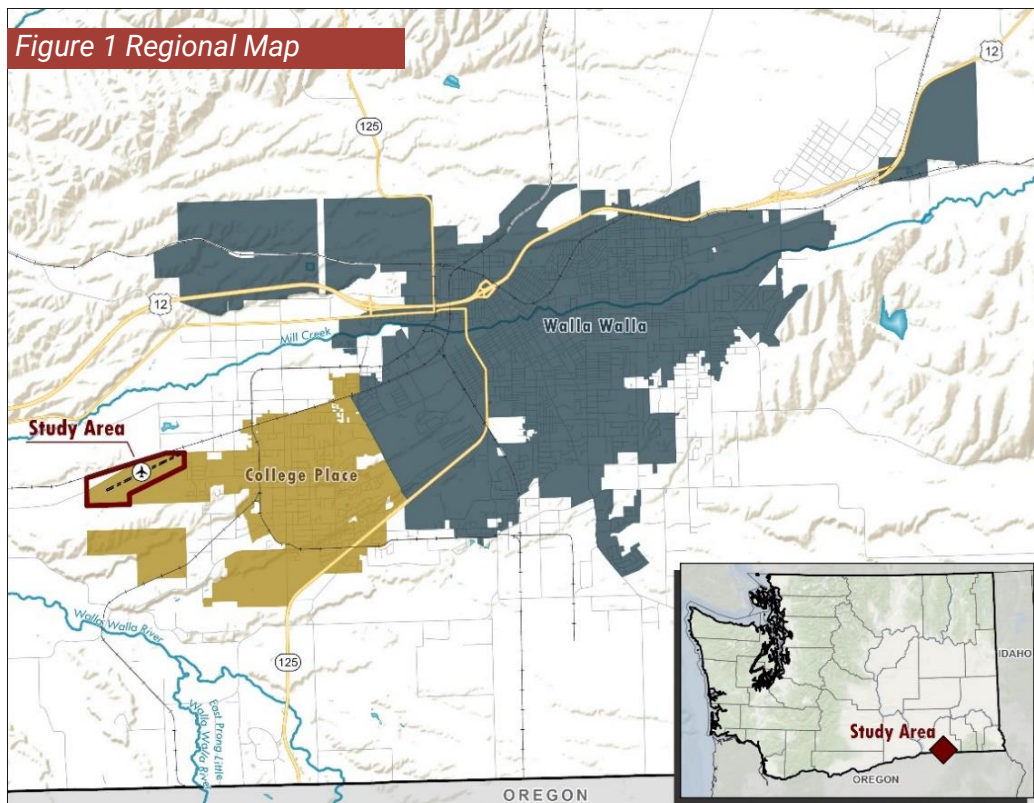
## Background

The Martin Airfield Area includes approximately 64.5 acres surrounding the Martin Airfield Airport. In March 2024, the Washington State Community Economic Revitalization Board (CERB) awarded College Place funding for economic development and research to identify infrastructure improvements needed to spur business growth and job creation.

Martin Airfield is a privately owned, public-use airport in College Place, a city in Walla Walla County. Today, Martin Airfield is a general aviation airport for private, student, and experimental aircraft pilots. Martin Airfield was historically developed as a training ground for U.S. Navy aviators. Following World War II, the airport returned to civilian use. Since returning to civilian use, the airport has been underutilized, and the city is excited to take action to identify proactive development opportunities.

## Purpose of the Plan

The City of College Place has initiated the Martin Airfield Feasibility Study to assess on-site infrastructure needs, evaluate the development layout options, and provide guidelines for future development. This Feasibility Study examines the opportunities and challenges of developing the site. The Study identifies a long-term vision of Martin Airfield with flexible plan implementation approaches that respect market conditions and interests within the Study's anticipated build-out period.



# EXISTING CONDITIONS

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The Existing Conditions chapter provides an overview of the current state of various aspects relevant to the planning process and project development. It gives a detailed description of a wide range of topics within Martin Airfield.

The Existing Conditions chapter is arranged in the following sections:

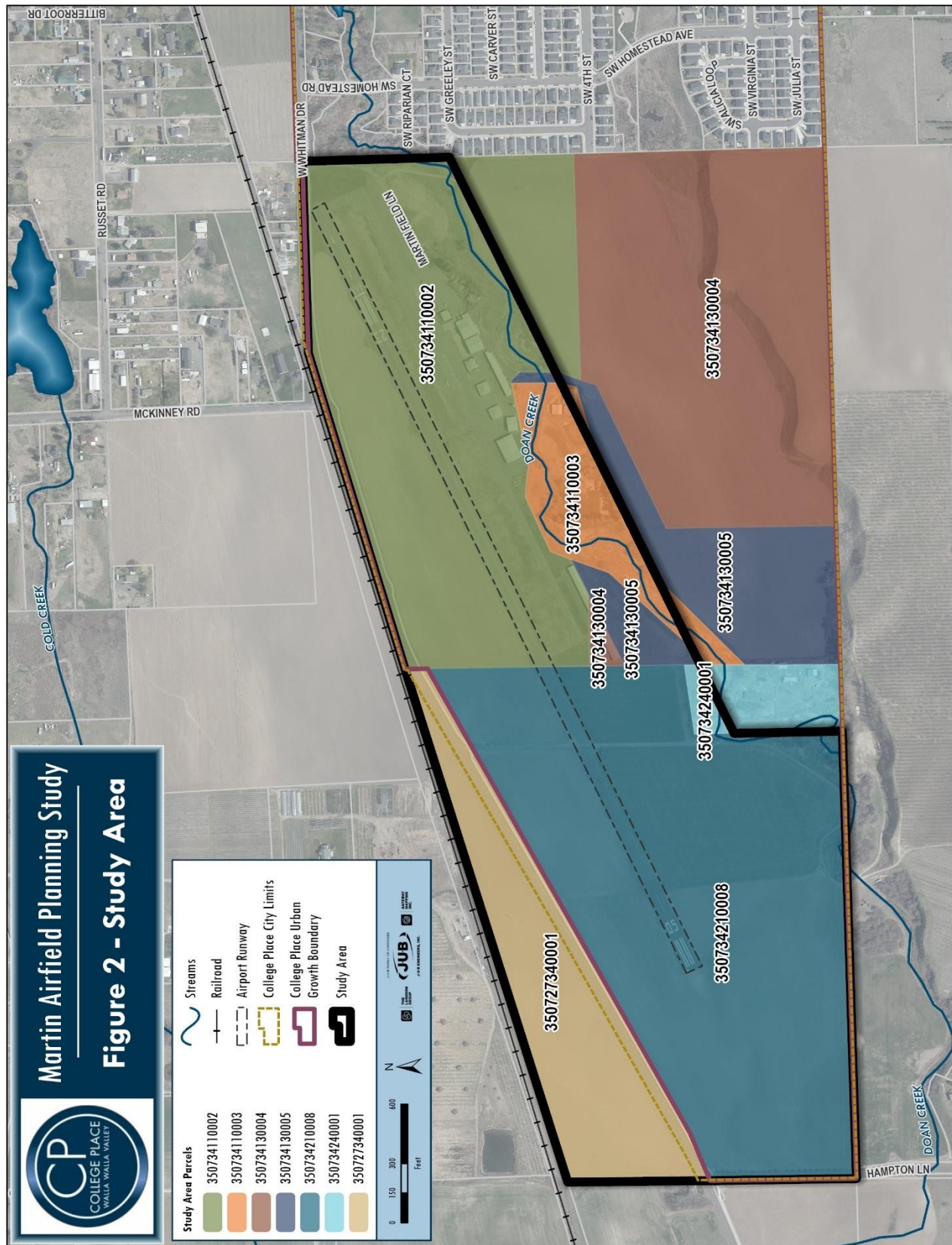
- Existing Property Description
- Land Use and Planning
- Airport Requirements
- Environmental Overview
- FAA Airspace Analysis
- Transportation
- Utility Availability
- Economic Analysis

## Existing Property Description

The land being evaluated for the Martin Airfield Master Plan consists of seven parcels, totaling nearly 180 acres, located in the City of College Place and Walla Walla County. The study area is situated on the western edge of the City of College Place. The Columbia Walla Walla (CWW) Railroad bounds the study area to the north, Doan Creek to the south, Homestead Village to the east, and Hampton Lane to the west, as shown in the Study Area Figure 2 below.







## Land Use and Planning

### **Land Use Evaluation**

#### *Current Land Uses*

The property is owned by a private entity and is farmed under a lease agreement. In addition to farming activities, Martin Airfield accommodates a variety of aviation-related uses including:

- Landside facilities – Elements supporting aviation use at an airport include terminals, hangars, tie-down spaces, fuel systems, signs, fencing, and automobile parking.
- Airside facilities – Elements at an airport that enable the safe movement and operation of aircraft between the air and ground include runways, taxiways, taxi lanes, aprons, visual aids, and weather reporting.

These facilities are depicted in the Landside and Airside Facilities (Figure 3) below.

### **Zoning Districts**

Martin Airfield has two zoning districts within the study area (see Figure 4):

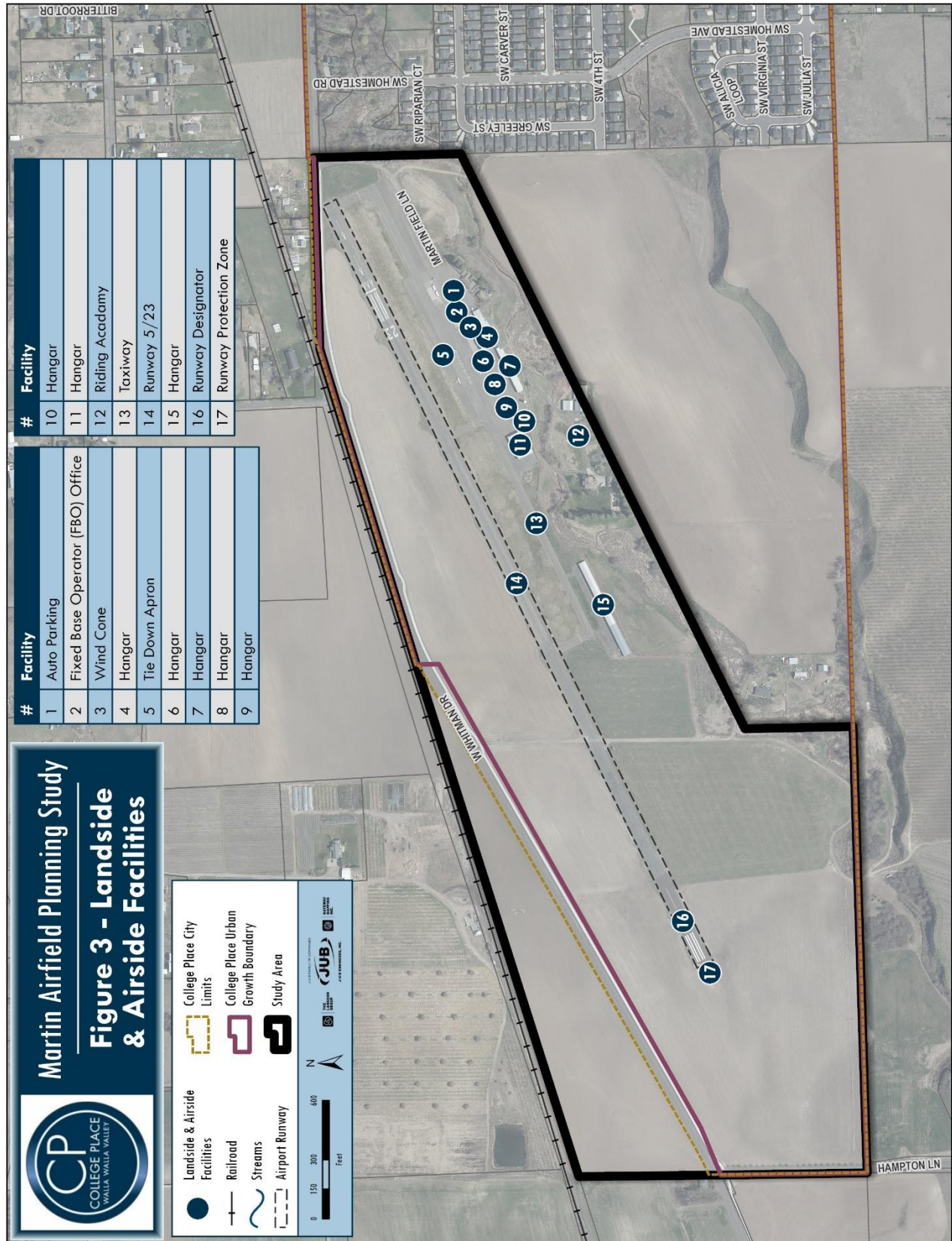
- City Zoning Districts
  - Light Industrial (LI)
- County Zoning District
  - Agriculture Residential 10 (AR-10).

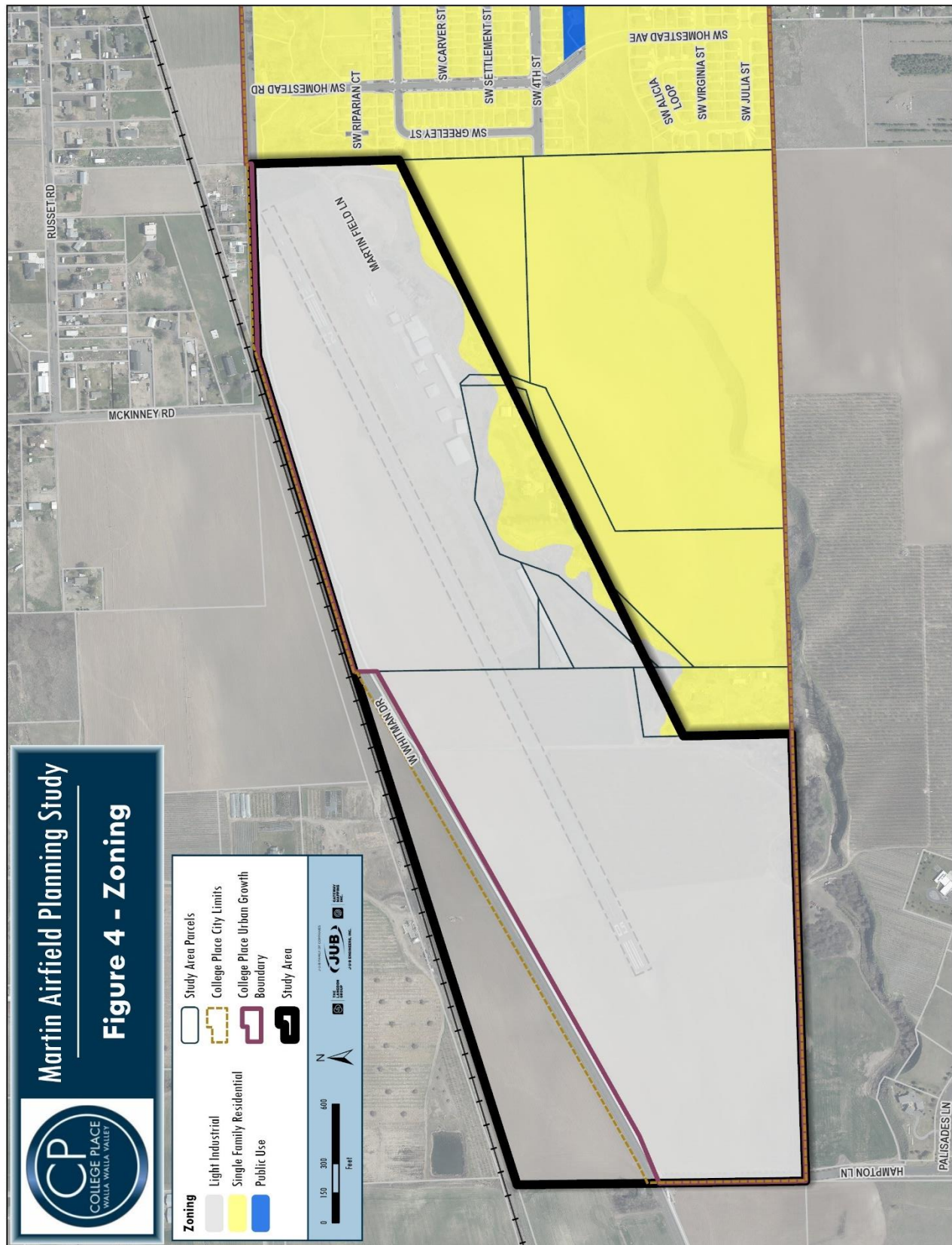
The purpose of the LI and AR-10 zoning districts are described in College Place Municipal Code (CPMC) 14.50.020 or Walla Walla County Code (WWCC) 17.12.030 and summarized below.

- Light Industrial (LI) – The purpose of the light industrial activities that do not generate offensive external impacts such as excessive noise, pollution or emissions, involve limited assembly, fabrication and handling of products, include research and technological processes and do not create exceptional demands upon public facilities and services. A further purpose is to afford protection to the industries so located by prohibiting the intrusion of incompatible influences.
- Agriculture Residential-10 (AR-10) – All lands in this district are lands of long-term commercial significance. The purpose of this district is to maintain the viability of agricultural uses. Land in this district is located adjacent to existing rural lands, rural activity centers, and urban growth areas. Uses are distinctive of the agricultural sector. Large-scale natural resource processing industry is discouraged. Limited commercial-tourism and businesses that support agriculture are permitted. Residences are an allowed use and clustering to preserve large tracts of resource land is the preferred method of residential land development.

The City of College Place does not have an Airport Overlay Zone with additional requirements. Code recommendations for an Airport Overlay Zone are described in the Airport Requirements section.









### Allowed Uses

The permitted uses for the LI and AR-10 zones are listed below.

#### Light Industrial

- Appliance repair shop
- Automobile service/repair(1)
- Bakery
- Business park
- Communications center/facility
- Contractor/construction yard
- Electric vehicle infrastructure
- Industry, light
- Manufactured home
- Manufacturing/assembly, light
- Master planned development
- Mini-storage
- Mobile vendor
- Nursery/greenhouse
- Parking lot
- Public utility
- Salvage/wrecking operations
- School, vocational/trade
- Shipping/receiving center
- Storage of flammable material/liquid
- Storage, outdoor
- Technology center
- Warehouse/shipping
- Winery
- Wireless communication facility, academic
- Wireless communication facility, minor

#### Agriculture Residential 10

- Dwelling Units (One Family, Mobile Home, Manufactured Home)
- Adult Family Home
- Bed & Breakfast Type I
- Produce Stand
- Commercial Greenhouses
- Day Care, Family
- Distillery, production facility
- Storage/Packing agricultural produce
- Crop Maze
- Park
- Growing of Crops
- Hatcheries
- Timber Harvesting
- Airports and Aircraft Landing Field—Agricultural
- Helistops
- Railroad Terminals

### Development Standards

The City of College Place and Walla Walla County have adopted zoning regulations and development standards (CPMC Title 14 and WWCC Title 17, respectively) that are consistent with and serve to implement the City's and County's Comprehensive Plan (2018). Below is a summary of the development standards identified in CPMC Chapter 14.60 and WWCC Chapter 17.18.

Table 1 Development Standards

| Zone                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Lot Size (min.)         | Lot Width (min.) | Density (dwelling units/Acre) | Building Height  | Front Yard       | Side Yard         | Rear Yard         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|------------------|-------------------------------|------------------|------------------|-------------------|-------------------|
| LI                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | No minimum <sup>1</sup> | 50'              | -                             | None             | None             | None <sup>2</sup> | None <sup>2</sup> |
| AR-10                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 10 AC                   | 330'             | 0.10                          | 35' <sup>3</sup> | 30' <sup>3</sup> | 10' <sup>3</sup>  | -                 |
| Notes<br>1. On corner lots, the exterior side yard setback shall be at least 15 feet from the property line.<br>2. No setback required except when abutting a SFR, MFR, or PUD then a landscaped buffer equal to the height of the building at eave shall be required in accordance with the provisions of Section 14.60.040, landscaping, fences and visibility standards.<br>3. Buildings housing domestic animals or any use that produces offensive noise, vibration, smoke, dust, odors, heat or glare shall maintain a seventy-five feet front yard setback and fifty feet side and rear yard setbacks. |                         |                  |                               |                  |                  |                   |                   |

### **Planning Process**

The City of College Place has jurisdiction over the Martin Airfield and will process all permitting and entitlements necessary for development. The City (or its representative) will initiate the permit review and send it to the Airport Engineer for additional review and comment. The City of College Place will respond and provide a review following the College Place Municipal Code.

### **SEPA**

Any future development of the property will require environmental review. College Place will be the lead agency for the State Environmental Policy Act (SEPA) Process. SEPA is a State of Washington policy intended to ensure that state and local agencies consider environmental values during decision-making. SEPA requires state and local agencies to consider the potential environmental consequences of a proposal before approving or denying the proposal. Once the City receives a SEPA Checklist, a public notice will be sent out for a 14-day public comment period and a 14-day appeal period. Notices are sent out to the following:

- The Department of Ecology
- All agencies with jurisdiction (state, local, and federal)
- Affected tribes; and
- All local agencies whose public services would be affected by the proposal.

Because Martin Airfield is a privately owned airport, it is exempt from following federal regulations, such as the National Environmental Policy Act (NEPA), unless a federal nexus is triggered otherwise during development.

### **Platting Process**

The City has three options for the division, redivision, or alternating lots within the

Martin Airfield Study Area. These options are discussed briefly below. The complete Permitting Classification Table can be found in **Appendix 1**. CPMC Chapter 14.90 Subdivisions contains the standards and procedures for dividing land in accordance with the City of College Place Municipal Code.

- Subdivision/Short Plat
- Binding Site Plans
- Lot Line Adjustments (Boundary Line Adjustments)

### **Subdivision/Short Plat**

A subdivision or short plat is used when an applicant desires to subdivide land. This process is guided by the number of lots the applicant wants to create. A subdivision is used when ten or more lots will be created. A short plat is used when nine or fewer lots will be created.

### **Binding Site Plans**

The binding site plan process is an alternative to the subdivision process to divide property for sale, lease, or transfer of ownership as an alternative method of land division into two or more lots, parcels, or tracts in a commercial or industrial zoning district.

### **Lot Line Adjustments (Boundary Line Adjustments)**

A boundary line adjustment is a mechanism by which the city may approve the alteration of a boundary line between legally created lots, provided that:

1. Such an adjustment shall not create any additional lot, tract, parcel, site, or division, nor create lots which are nonconforming or more nonconforming than exists; and
2. A boundary line adjustment may consolidate lots under common ownership.

## Environmental Overview

### Water Resources

#### *Wetlands*

The Clean Water Act (CWA) defines wetlands as “areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.” Wetlands include swamps, marshes, bogs, and similar areas.

The U.S. Fish and Wildlife National Wetlands Inventory identifies one wetland within the study area. It is a 3.96-acre Freshwater Emergent Wetland habitat classified as a PEM1C. A Freshwater Emergent Wetland habitat classified as PEM1C refers to a specific type of wetland in the United States National Wetland Classification System. The following is an outline of the classification:

- PEM: Stands for "Palustrine Emergent," which indicates a wetland characterized by non-woody plants (emergent vegetation) such as grasses, sedges, and reeds.
- 1: This number typically denotes the subclass of the wetland, indicating it is dominated by persistent emergent vegetation.
- C: This letter signifies a specific community type within the subclass, often indicating factors like hydrology or the dominant plant species present.

In summary, a PEM1C wetland is a type of freshwater wetland dominated by persistent emergent vegetation, usually found in seasonally or permanently flooded areas. These habitats are vital in biodiversity, water quality, and flood regulation. Before any development activities in the vicinity, a field verification of this area should be completed.

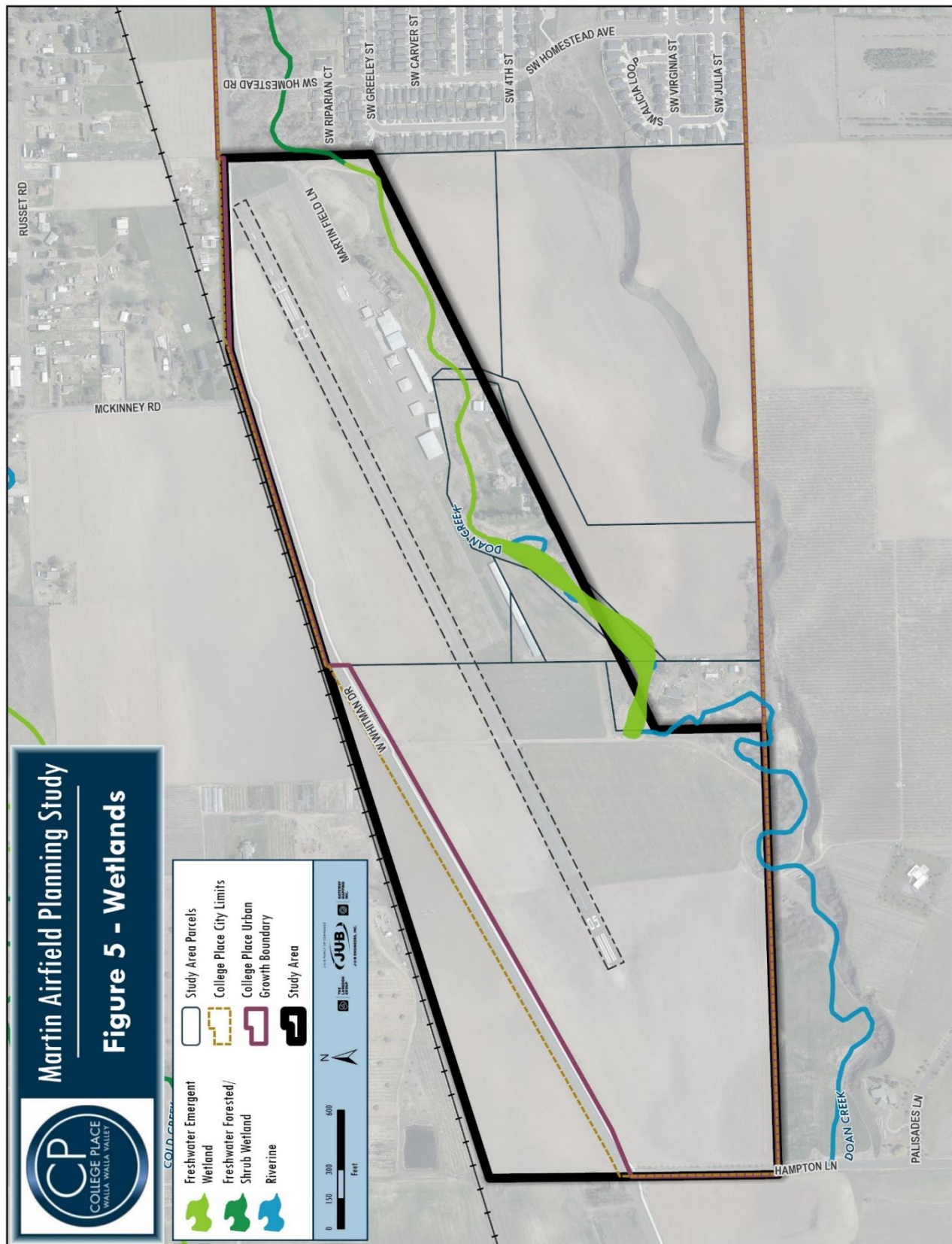
The appropriate regulatory agencies have final authority regarding jurisdictional determinations and acceptance of wetland delineations. If proposed development would permanently impact federal and/or state jurisdictional wetlands, permitting with the U.S. Army Corps of Engineers (USACE) and the Washington State Department of Ecology (WDOE) would be required, and compensatory mitigation may be required.

#### *Floodplains*

Floodplains are defined as lowland areas adjoining inland and coastal waters which are periodically inundated by floodwater. Floodplains are discussed in terms of the 100-year flood, 500-year flood, coastal flood, or underdetermined/undesignated areas. The study area is in Zone C (areas of minimal flooding), per the FEMA FIRM (Flood Insurance Rate Map) 530194 0440 B.

#### *Surface Waters*

Rivers, streams, lakes, oceans, ponds, and estuaries are examples of surface waters. The study area has one primary surface water feature: Doan Creek. Doan Creek is a small freshwater stream that flows through a mix of residential and natural areas. It typically features riparian zones with diverse vegetation, which support local wildlife. The creek plays a vital role in the local ecosystem, providing habitat for various species and helping with water drainage.





### **Critical Areas Ordinance**

Per City of College Place Municipal Code 14.070.030.A, “The entire City of College Place is hereby designated as a critical aquifer recharge area, and the provisions of this chapter shall apply to all proposed development activities unless specifically exempted or otherwise provided.

### **Cultural Resources**

This study does not include a cultural resource report, but it should be considered before development.

Using the predictive model, the Washington State Department of Archaeology & Historic Preservation (DAHP) mapping system, WISAARD (Washington Information System for Architectural and Archeological Records Data) identifies the study area with a value of 3, 4, and 5. The values are defined below:

1: Survey Contingent Upon Project Parameters: Low Risk

2: Survey Contingent Upon Project Parameters: Moderately Low Risk

3: Survey Recommended: Moderate Risk

4: Survey Highly Advised: High Risk

5: Survey Highly Advised: Very High Risk

Because the site is identified as Moderate to Very High Risk for survey recommendations, consulting with a cultural resource specialist or archaeologist before development is advised.

In addition to the WISAARD mapping and its recommendation for a cultural resource survey prior to development, it is also important to note that the Whitman Monument is approximately 2 miles west of the study area. The Whitman Mission National Historic Site preserves the site of the 19th-century mission established by Marcus and Narcissa Whitman to convert the Cayuse people to Christianity. The mission became a point of cultural conflict, culminating in the 1847 Whitman Massacre, in which the Whitmans and several others were killed by Cayuse members following an outbreak of measles that devastated the Native population. Today, the site includes a visitor center, interpretive trails, and a memorial, offering insight into the complex history of early missionary efforts, westward expansion, and Native resistance.

### **Air Quality**

The Clean Air Act (CAA) sets the general policy for regulating air quality throughout the U.S. Under the CAA, the Environmental Protection Agency (EPA) established National Ambient Air Quality Standards (NAAQS) to protect human health and the environment against the detrimental effects of outdoor air pollution. NAAQS exists for the following criteria pollutants: carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), sulfur dioxide (SO<sub>2</sub>), particulate matter (PM-2.5 and PM10), and lead (Pb).

Under the CAA, the EPA assesses air quality conditions within all areas of a state based on NAAQS. Areas that exceed NAAQS are considered “nonattainment” areas. Areas once considered nonattainment but currently meet NAAQS and CAA requirements are designated as

“maintenance” areas. As of July 2024, Walla Walla County is not in nonattainment or maintenance for any criteria pollutants (EPA 2024).

### **Soils Assessment**

The National Resource Cooperative Service (NRCS) online web soil survey was used to identify Martin Airfield Properties soil types, see Figure 6 below. Complete mapping and soil details are contained in **Appendix 2**.

*Table 2 Soil Assessment*

| Soil Type                                                 | Map Unit Symbol | % of Area of Interest | Acres |
|-----------------------------------------------------------|-----------------|-----------------------|-------|
| Pedigo silt loam, 0 to 3 percent slopes                   | PmA             | 11.4%                 | 20.2  |
| Umapine silt loam, 0 to 3 percent slopes                  | UmA             | 86.5%                 | 153.2 |
| Umapine silt loam, leached surface, 0 to 3 percent slopes | UpA             | 2.1%                  | 3.8   |
| Total                                                     |                 | 100%                  | 177.2 |

## **Airport Requirements**

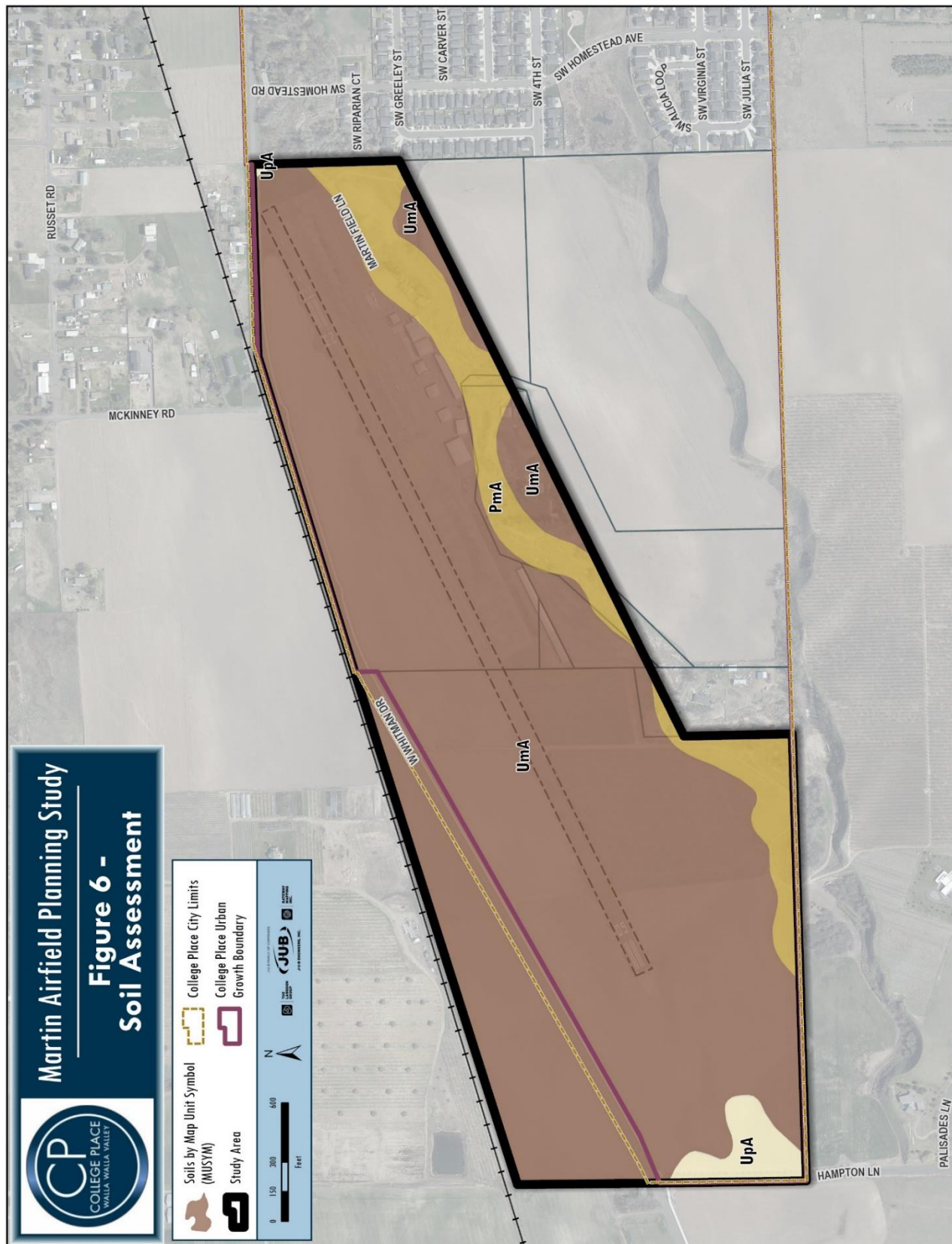
The best approach to promoting land use compatibility at and around an airport is using a combination of regulatory tools. There are two types of zoning overlays that are designed to achieve different purposes.

1. One that is designed and shaped to address critical air space surfaces depicted in federal regulations FAA Part 77 Imaginary Surfaces.
2. The other addresses land use compatibility zones or the general operating environment of the airport.

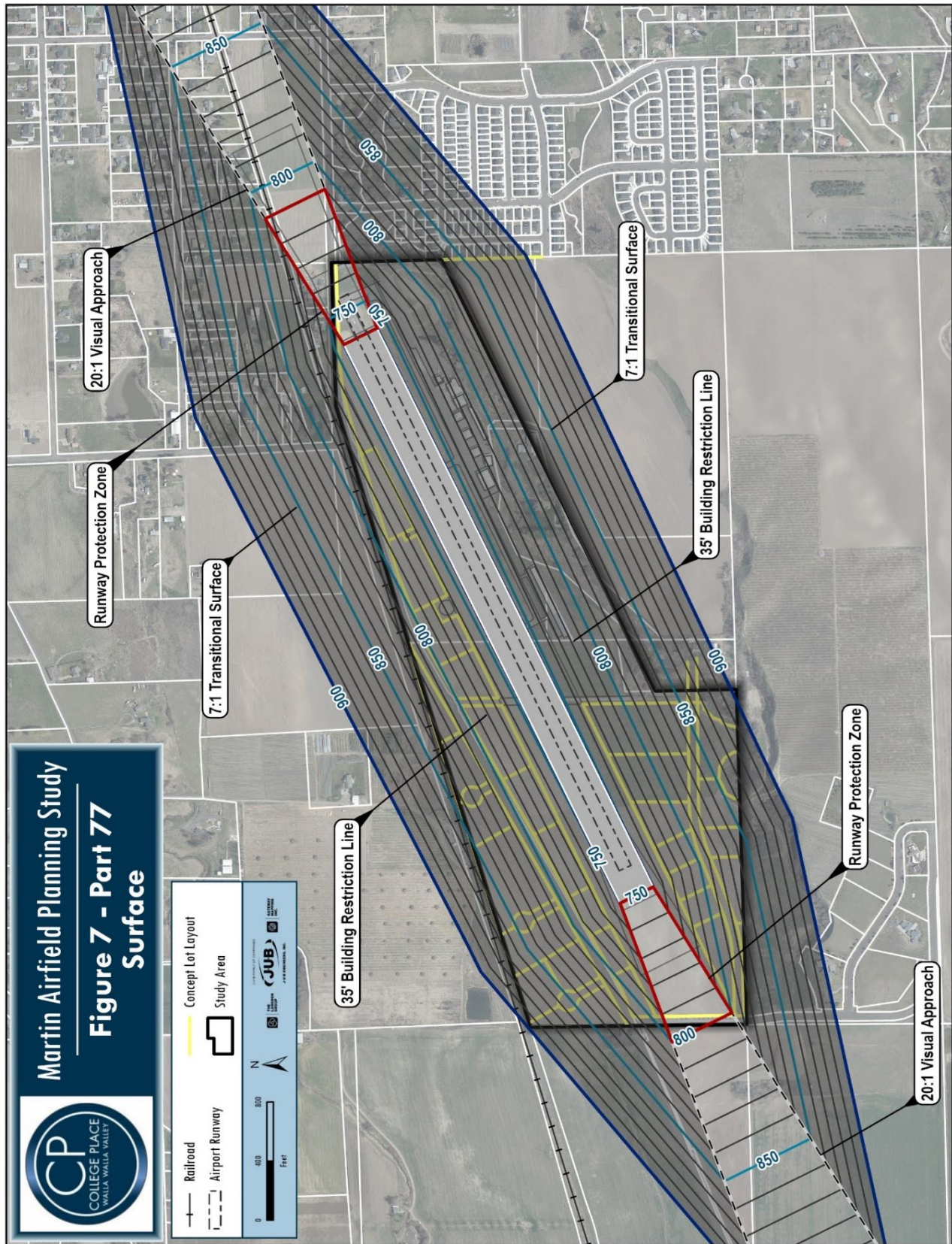
### **Key Features of an Airport Compatibility Overlay Zone:**

- **Height Restrictions** – Limits the height of buildings, towers, and other structures to prevent hazards to aircraft.
- **Noise Compatibility** – Regulates land uses to minimize conflicts, such as restricting residential developments near high-noise areas.
- **Land Use Restrictions** – Controls activities that could pose risks, such as wildlife attractants (e.g., landfills, bodies of water) or emissions that could affect visibility.
- **Approach and Safety Zones** – Establishes buffer areas where certain developments or uses are restricted to protect aircraft on takeoff and landing.

Local governments often establish these regulations in coordination with the Federal Aviation Administration (FAA) or relevant aviation authorities.









### *Land Use Compatibility Zones*

In a 2018 Walla Walla County Staff Report, WSDOT requested that the County begin working with the City to propose, at some later date, the establishment of an Airport Compatibility Zoning structure and development guidelines around Martin Field, per the Martin Field Airport Layout Plan (2020). Currently, the Martin Field Airport Layout Plan conforms with the *WSDOT Airports and Compatible Land Use Guidebook* for compatibility criteria and design.

Six land use compatibility/safety zones are identified below:

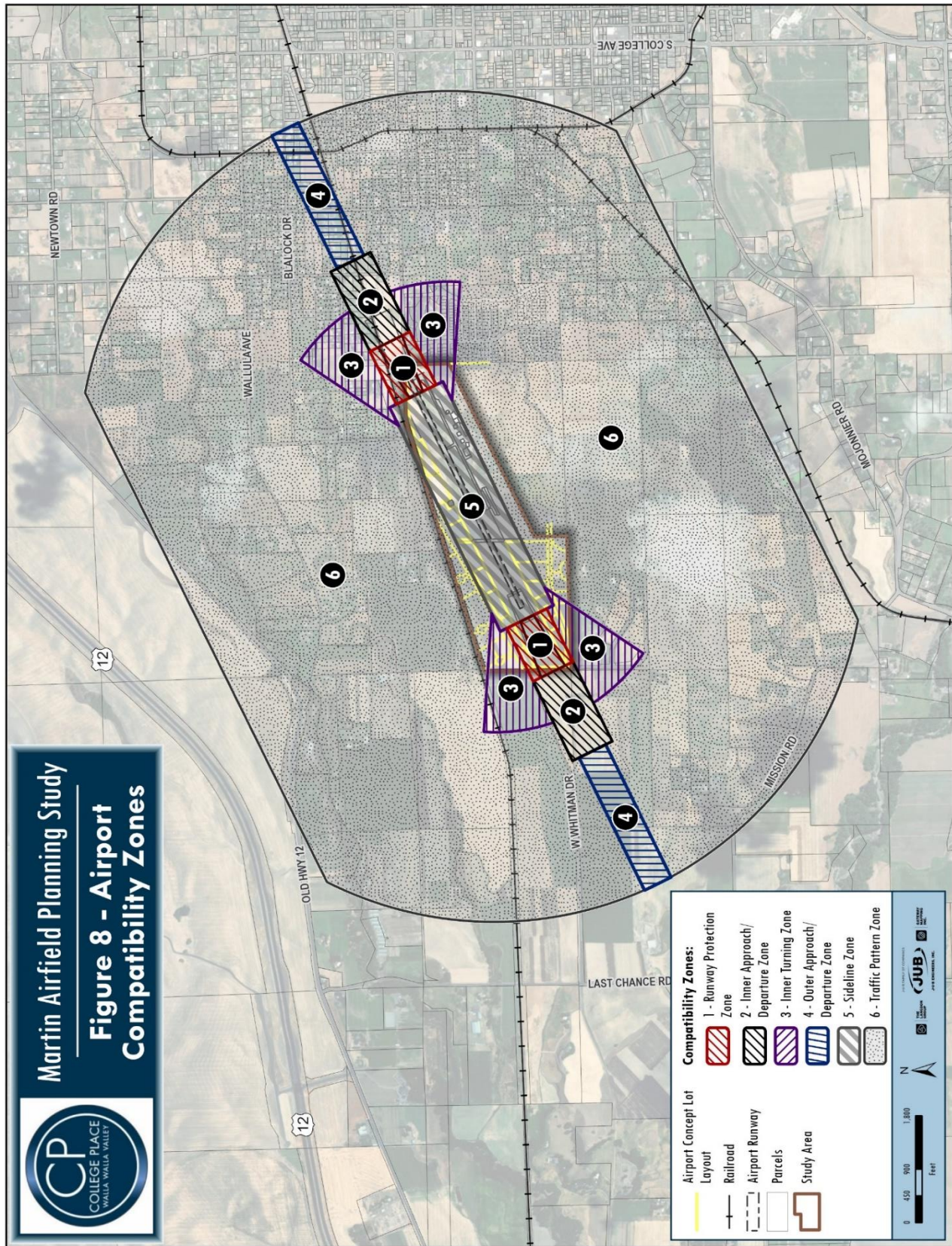
- **Zone 1, Runway Protection Zone**—This zone encompasses the runway protection zone (RPZ) at each end of the runway and should use the RPZ dimensions established in accordance with FAA standards. Also included in the zone are the strips of land immediately adjacent to the runway where FAA standards preclude structures.
- **Zone 2, Inner Approach/Departure Zone**—This zone wraps around and extends beyond Zone 1 along the runway centerline. Next to the RPZ, it represents the area where the risk of aircraft accidents is the greatest. On departure, aircraft are typically at full power in the initial phase of climb. On approach, they are at low altitude as they prepare for landing.
- **Zone 3, Inner Turning Zone**—This zone is a wedge-shaped area lying along the sides of Zone 2. When operating visually, departing aircraft may begin turning over this area to fly toward their destination or to remain in the traffic pattern. Arriving aircraft often overfly this area as well, especially if they are flying a tight pattern.
- **Zone 4, Outer Approach/Departure Zone**—This area lies beyond Zone 3 along the extended runway centerline. Aircraft flying straight out or in overfly this area at low altitude.
- **Zone 5, Sideline Zone**—Lying in narrow bands along each side of the runway, aircraft do not normally fly over the sideline zone. The principal risk is from aircraft that lose directional control while landing or just after take off.
- **Zone 6, Traffic Pattern Zone**—The final zone contains the remainder of the airport environment where aircraft fly as they approach and depart the airport or are engaged in flight training. In area, Zone 6 is typically larger than the other zones combined.

Figure 8 is a graphic depiction of land use compatibility/ safety zones surrounding Martin Field.

Permitted land uses within these zones are consistent with the criteria described by the WSDOT Airports and Compatible Land Use Criteria located in **Appendix 3**.

### **Importance of these Overlays**

Implementing these overlays is vital for the new development around Martin Field. They ensure that land use is compatible with airport operations, thereby protecting the public from potential hazards and minimizing conflicts between airport activities and surrounding developments. By coordinating with local governments and the FAA, these measures help maintain a safe airport environment while supporting sustainable growth in the area.





## Transportation

### Roadway Network

The roadway network surrounding Martin Airfield is consistent with a rural agricultural area. Whitman Drive is an east-west minor collector roadway adjacent to Martin Field on the north. The roadway was rebuilt by the county in 2020, incorporating a multi-use path and a gravel stormwater area between the roadway and the airfield. There are only local roads and driveways to the west of the airfield. To the east is the City of College Place, which has urban characteristics and a network of local and collector streets. Table 3 shows the study area roadways and their characteristics. The Existing Roadway Network Figure shows the roadway network, intersection traffic control, lane configurations at the nine study area intersections, and the existing PM Peak Hour Traffic Volumes at the study intersections (see Figure 9).

### Traffic Volumes

All-day traffic counts for the City were collected in October 2024. All-day volumes on Whitman Drive range from under 700 west of Martin Field to nearly 4,700 west of College Avenue. College Avenue all-day traffic volumes are approximately 6,000 vehicles per day near Whitman Drive. Intersection turning movement volumes were collected on October 8, 2024, at the nine study intersections from 4:00 – 6:00 PM. The PM peak hour traffic varies at each intersection, but generally the east end of the Whitman Drive corridor occurred from 4:45 – 5:45 with the west end occurring from 4:15 – 5:15. The PM peak hour traffic volumes for the study intersections are shown in the figure below and in **Appendix 4**.

### Traffic Operations

The Level-of-Service (LOS) analysis quantitatively describes the quality of operational conditions of a roadway segment or intersection and the perception by motorists and passengers. Service levels are identified by letter designation, A – F, with LOS “A” representing the best operating conditions and LOS “F” the worst. Each LOS represents a range of operating conditions, and one or more measures of effectiveness (MOEs) are used to quantify the LOS of a roadway element. For intersections, the MOE used is the average control delay (seconds) per vehicle. While there are several methodologies for estimating the LOS of intersections, the most commonly used is presented in the Highway Capacity Manual and is the methodology used in this study (HCM 2017). The Highway Capacity Manual LOS criteria for unsignalized intersections are: A < 10 seconds of average vehicle delay, B is 10 – 15 seconds, C is 15 – 25 seconds, D is 25 – 35 seconds, E is 35 – 50 seconds, and F is more than 50 seconds of average vehicle delay.

For unsignalized intersections, the delay is based on the availability of gaps in the major street traffic flow to allow minor street movements to occur. Delay results in driver frustration and anxiety, loss of time, unnecessary fuel consumption, and contributes to pollution. The minimum acceptable Level of Service for College Place is LOS “D”.

An evaluation of existing traffic operations was performed for the PM peak hour using the Highway Capacity Software for unsignalized intersections. The analysis results indicate that each of all eight unsignalized study intersections currently function with good Level of Service (LOS) “A” or “B” with each intersection having less than 13 seconds of average vehicle delay during the PM peak hour. The one signalized intersection at Whitman Dr/College Avenue functions with LOS “C” which is also acceptable. The capacity analysis worksheets are included in **Appendix 4**.

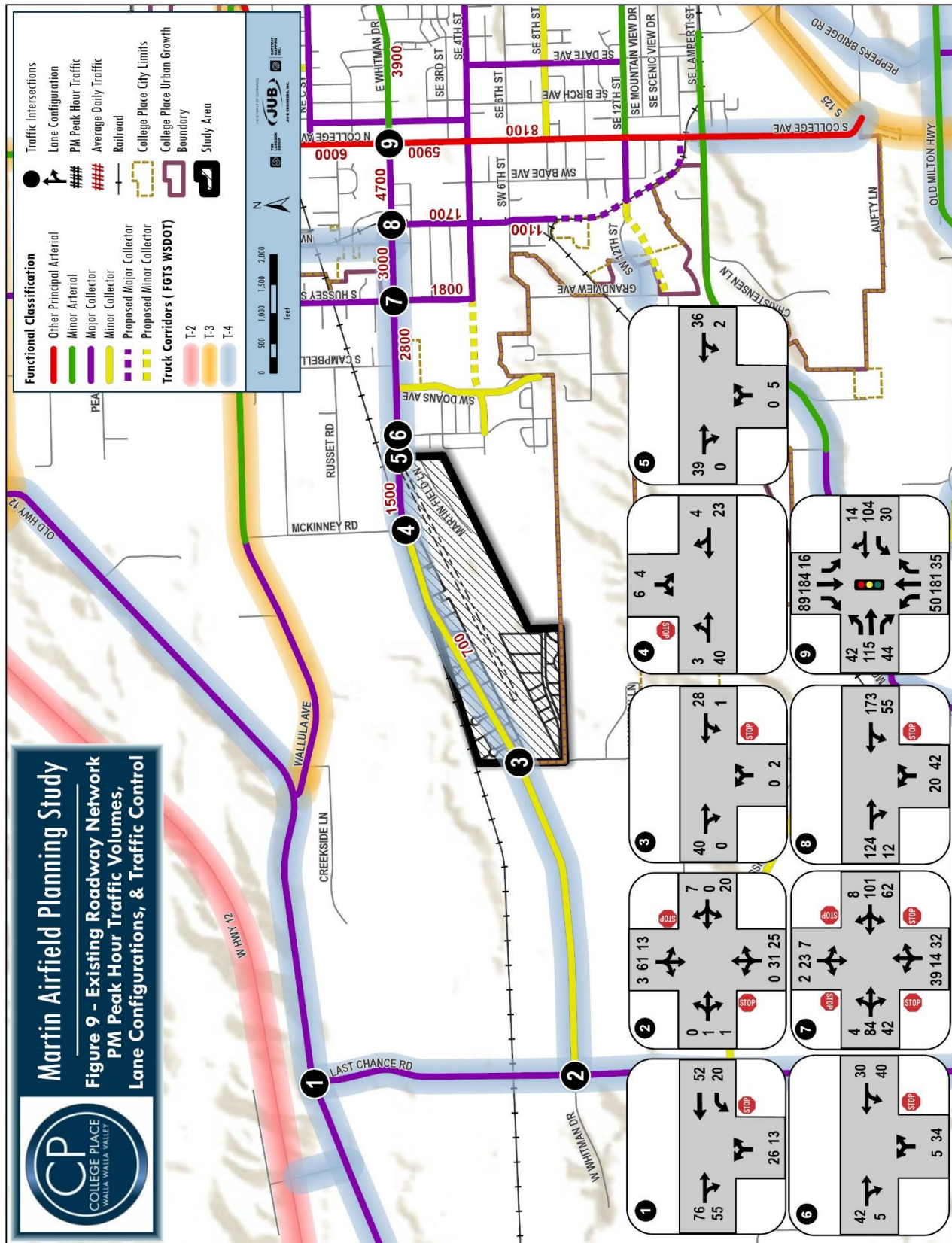




Table 3 Existing Transportation Network

| Roadway                | Functional Classification                                                       | Roadway Characteristics                                                                                                                                                                                                                                                                                           | Posted Speed                                                                                              |
|------------------------|---------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| <b>Whitman Drive *</b> | <b>Major Collector east of McKinney Rd, Minor Collector west of McKinney Rd</b> | <b>College to Academy = ~ 36' wide with two lanes, allows parking has sidewalk on north and most of south. Academy to Martin Field Lane is ~30' wide with 2 lanes and asphalt path on south side. West of Martin Field Lane has 2 12' lanes with 4' shoulders and a separated concrete pathway on south side.</b> | <b>25 MPH<br/>College to Academy, 30 MPH to Martin Field, 35 MPH to McKinney, 50 MPH west of McKinney</b> |
| Old US 12 *            | Major Collector                                                                 | two 12' lanes and 6' - 8' shoulders, turn lanes at most intersections.                                                                                                                                                                                                                                            | 50 MPH                                                                                                    |
| Last Chance Road *     | Major Collector                                                                 | 10'-12' lanes with minimal gravel shoulders.<br>Has weight restrictions on a bridge.                                                                                                                                                                                                                              | Not posted                                                                                                |
| <b>Hampton Lane *</b>  | <b>Local street</b>                                                             | <b>~20' wide with no pavement markings</b>                                                                                                                                                                                                                                                                        | <b>Not posted</b>                                                                                         |
| McKinney Road *        | Local street                                                                    | ~20' wide with no pavement markings, minimal gravel shoulders                                                                                                                                                                                                                                                     | 25 MPH                                                                                                    |
| Martin Field Lane      | Local street                                                                    | 18' - 20' with no pavement markings                                                                                                                                                                                                                                                                               | Not posted                                                                                                |
| <b>Homestead Ave</b>   | <b>Local street</b>                                                             | <b>~22' - 36' wide no pavement markings, allows parking in some places, sidewalk on west side.</b>                                                                                                                                                                                                                | <b>25 MPH</b>                                                                                             |
| <b>Academy Street</b>  | <b>Major Collector</b>                                                          | <b>South of Whitman has ~36' wide with 2 lanes and a buffered two-directional bike lane on the west side, sidewalks on both sides and school zone. North of Whitman is ~22' with no pavement markings or sidewalks.</b>                                                                                           | <b>25 MPH, with 20 MPH school zone south of Whitman</b>                                                   |
| <b>Davis Avenue</b>    | <b>Major Collector</b>                                                          | <b>~30' - 36' wide with no pavement markings, sidewalk on the east side.</b>                                                                                                                                                                                                                                      | <b>Not posted</b>                                                                                         |
| <b>College Avenue</b>  | <b>Principal Arterial</b>                                                       | <b>~36' wide with 4' painted median in places, allows parking in places, sidewalks on both sides, has pedestrian crossings</b>                                                                                                                                                                                    | <b>25 MPH</b>                                                                                             |

City roadways are indicated in **bold** text, county roadways are marked with an (\*), privately owned roadways are in regular text. Roadways that are **bold** and have an (\*) are both city/county owned roadways.

Table 4 Summary of Existing Delay/LOS

| Intersection                                                                                                                                                          | 2024 Existing Delay (seconds)/ Level of Service |                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|----------------|
|                                                                                                                                                                       | Overall Intersection                            | Worst Movement |
| Old US 12/Last Chance                                                                                                                                                 | *                                               | NB--9.7/A      |
| Whitman/Last Chance                                                                                                                                                   | *                                               | WB--9.4/A      |
| Whitman/Hampton                                                                                                                                                       | *                                               | NB--8.5/A      |
| Whitman/McKinney                                                                                                                                                      | *                                               | SB--8.7/A      |
| Whitman/Martin Field                                                                                                                                                  | *                                               | NB--8.5/A      |
| Whitman/Homestead                                                                                                                                                     | *                                               | NB--8.9/A      |
| Whitman/Hussey                                                                                                                                                        | *                                               | SB--12.5/B     |
| Whitman/Davis                                                                                                                                                         | *                                               | NB--10.6/B     |
| Whitman/College                                                                                                                                                       | 23.8/C                                          | WB--50.1/D     |
| Legend<br>EB = Eastbound, WB = Westbound NB = Northbound, SB = Southbound<br>32.6/C = seconds of delay/Level of Service<br>* Not provided for Two-Way Stop-Controlled |                                                 |                |

### **Rail**

The study area is immediately adjacent to a rail line owned by Columbia Walla Walla (CWW) Railroad. At this time, no rail spurs exist within the study area. No additional crossings or improvements are planned for the railroad. Two crossings exist near the study area at Last Chance Road and McKinney Road, but fall outside of the study area.

### **Other Modes**

Valley Transit provides fixed-route bus services in the Walla Walla Valley, with two College Place routes. The College Place Circulator, Route 2, provides the closest service to Martin Field, with half-hour service throughout the day as far west on Whitman Drive as Academy Way. Existing sidewalks and pathways in the study area were described above in the description of the street network.

## Utility Availability

The Utility Availability section will describe the existing utilities and capacities in and near the study area. Research was completed by coordinating directly with utility providers, reviewing online mapping, and researching existing system plans. The summary below is of the utility availability and whether additional coordination and/or expansion may be required/planned for future development.

Information reported in this Feasibility Study was sourced from several planning documents from the City of College Place, including:

- *City of College Place Comprehensive Water System Plan Update*, prepared by RH2 Engineering, Inc., December 2021.
- *City of College Place General Sewer Plan*, prepared by J-U-B ENGINEERS, Inc., March 2022.
- *City of College Place Wastewater Treatment Facility Plan*, prepared by J-U-B ENGINEERS, Inc., September 2018.
- *Technical Memorandum: Reservoir No. 4 Storage Capacity Evaluation*, prepared by RH2 Engineering, Inc., August 2023.

### **Sanitary Sewer Service**

Existing on-site sewage systems (OSS) or septic systems serve existing users within the Martin Airfield study area. The Walla Walla County Health District (WWCHD) is the primary one responsible for permitting and policing residential and small-flow commercial discharges using OSS within the city's urban growth area (UGA).

The City of College Place owns a sanitary sewer collection system and Wastewater Treatment Plant (WWTP) that serves properties within the City limits and a neighboring Walla Walla Housing Authority property. Jacobs has been contract operating the collection system and WWTP facilities since April 2016.

Sanitary sewage generated in the City is collected and transported to the WWTP via gravity collection sewers and pump stations. The City's public collection system has expanded from an initial series of pipelines serving the old downtown area to a system containing over 40 miles of gravity pipelines, 960 manholes, and 5 active pumping stations providing public sanitary sewer service to a residential population of approximately 9,780. The total area that can be provided with public sanitary sewer service totals approximately 1,907 acres or about 3.0 square miles. The existing wastewater collection system consists of gravity pipelines ranging in size from 6 inches in diameter up to 30 inches in diameter, of which a majority are over 30 years old.

The City's existing collection system extends to the eastern boundary of the study area. The City's Sewer Basin B, adjacent to the east of the study area, consists of existing 8-inch collector piping that serves the Homestead Village residential development. Sewer Basin B flows are collected at an existing pump station (Lift Station No. 3) at the west end of SW 4<sup>th</sup> Street, and then pumped to the east along SW 4<sup>th</sup> Street. Existing 8-inch collector pipe terminates at the eastern boundary of the study area at SW 4<sup>th</sup> Street and SW Virginia Street. A preliminary analysis of the Martin Airfield study area was conducted in the City's 2022 General Sewer Plan (GSP). The preliminary analysis indicated the Martin Airfield study area would require new infrastructure to be served by gravity flow to a low point to the southwest. Later in this report, the buildout infrastructure analysis will evaluate the optimal location, depth, and capacity required to serve the study area.

The City's activated sludge WWTP is located approximately one mile southwest of city limits, and approximately 5,000 feet south of Martin Airfield. The WWTP currently discharges to a land treatment system during the critical periods (May through October) and to Garrison Creek during the non-critical periods (November through April). The City's WWTP operates under National Pollutant Discharge Elimination System (NPDES) Waste Discharge Permit No. WA-0020656. The permit was effective on March 1, 2014, and expired on February 28, 2019, the City is currently working with the Department of Ecology to update the permit. The existing NPDES permit has the following limitations:

*Table 5 NPDES Permit Limitations*

| Category                                            | Limit        |
|-----------------------------------------------------|--------------|
| Annual Average Flow                                 | 1.5 MGD      |
| Maximum Month Design Flow                           | 1.65 MGD     |
| Peak Instantaneous Design Flow                      | 5.7 MGD      |
| Irrigation Discharge for Maximum Month              | 1.65 MGD     |
| BOD <sub>5</sub> Influent Loading for Maximum Month | 4,500 lb/day |
| TSS Influent Loading for Maximum Month              | 3,400 lb/day |
| Influent Ammonia-nitrogen Max Month                 | 500 lb/day   |
| Design Population Equivalents (People)              | 11,813       |

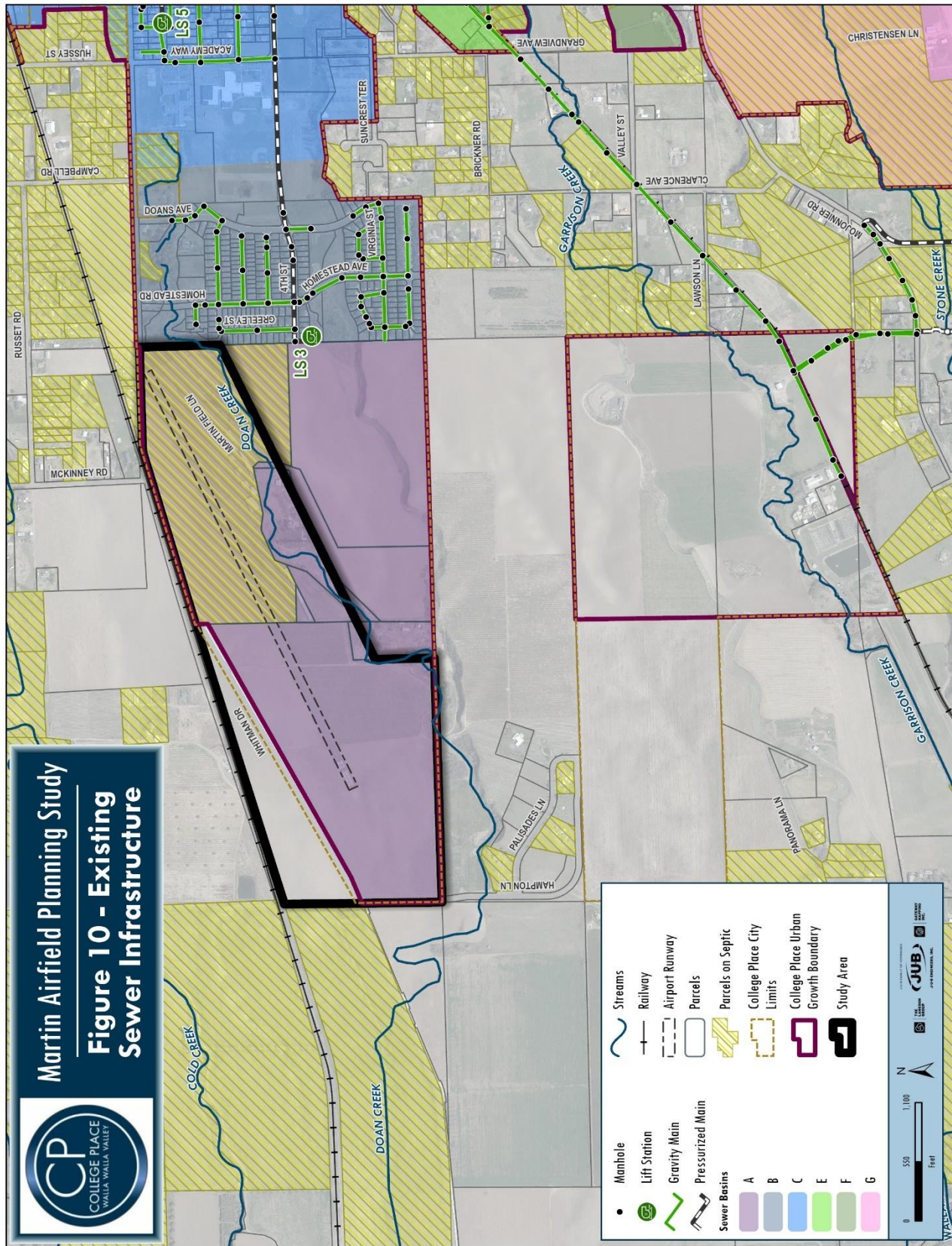
The City's 2018 Wastewater Treatment Plant Facility Plan (Facility Plan) has the following flows and loads (from 2015 to 2016):

*Table 6 WTP Flows and Loads (2015 to 2016)*

| Category                                            | Limit        |
|-----------------------------------------------------|--------------|
| Maximum Month Flow                                  | 1.55 MGD     |
| Peak Instantaneous Flow                             | 3.16 MGD     |
| BOD <sub>5</sub> Influent Loading for Maximum Month | 1,997 lb/day |
| TSS Influent Loading for Maximum Month              | 2,086 lb/day |

Existing sanitary sewer infrastructure can be seen on the exhibit below.





### **Industrial Wastewater Service**

In accordance with the City's 2018 Wastewater Treatment Plant Facility Plan (Facility Plan); the City does not currently have any significant industrial users (SIUs) that are permitted with the Department of Ecology. Additionally, there is currently no separate industrial wastewater collection system in the City to convey flows to the Wastewater Treatment Plant (WWTP). The Facility Plan did not consider additions of any SIUs in the 20-year planning period and assumed the growth of the WWTP demands to match the general service population growth rate. The impact of the addition of an SIU to the City's wastewater collection system and WWTP will require careful evaluation and planning as the flows and loads of industrial users vary based on the proposed industry.

### **Potable Water Service**

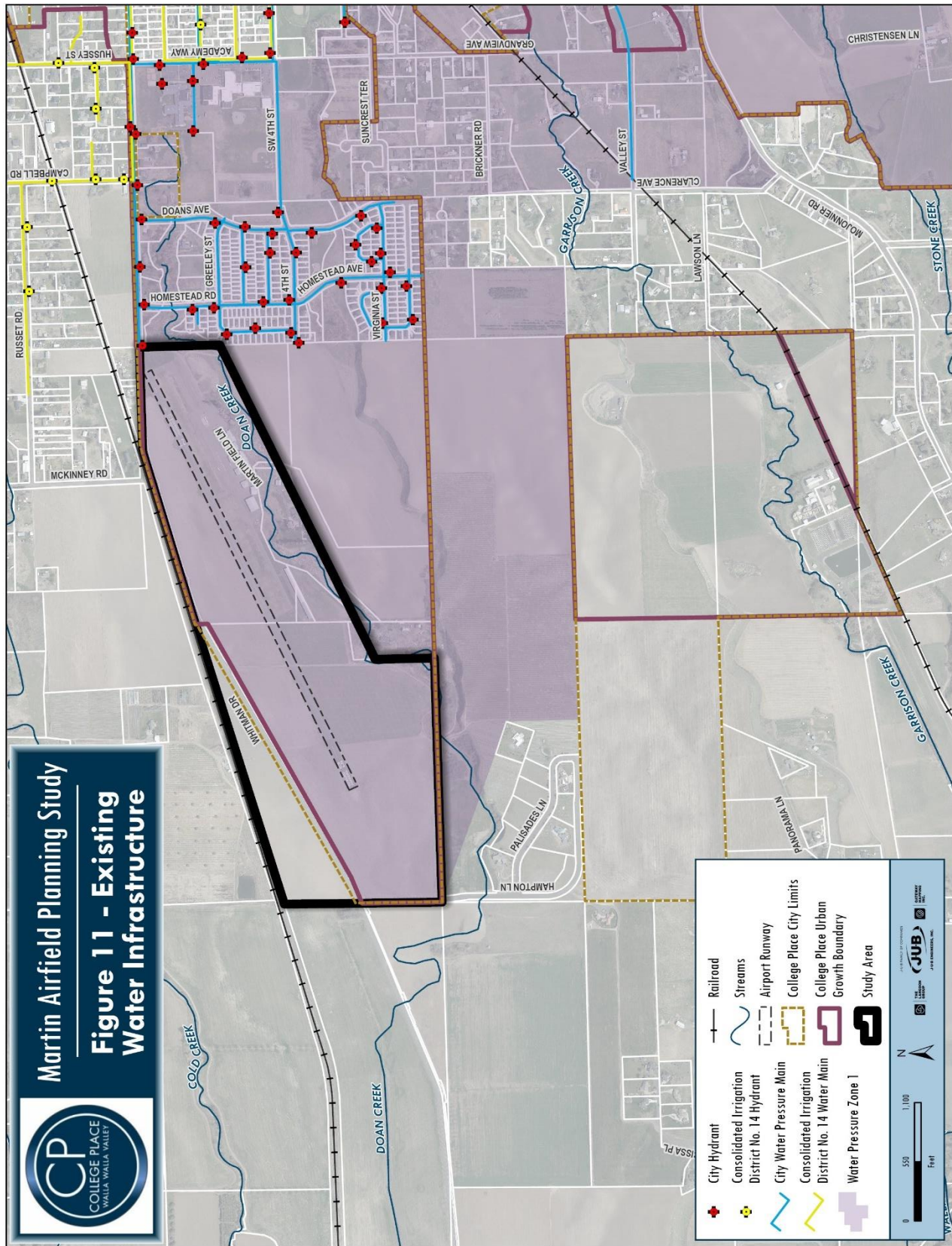
Privately owned wells currently serve the airport and residences in the study area. The nearest publicly owned water system, City of College Place, is adjacent to the study area. The College Place Water Department, public water system (PWS) ID 14050K, is a group A community water system publicly owned and managed by the City of College Place. As reported in the 2021 Comprehensive Water System Plan (WSP), the City provides water service to approximately 3,639 customer connections within the City's water service area. The City limits encompass approximately 3.0 square miles, and the existing retail water service area is approximately 3.6 square miles. In accordance with the WSP, in 2019 the system served a population of 8,302 residents.

The City's system includes three pressure zones (Zone 1, 2, and 3), four wells (Wells No. 2, 3, 4, and 6), three reservoirs (Reservoir No. 1, 2, and 3), one booster station (East Side Booster), and various pressure reducing valves. In addition to the City's water system, there are several other water purveyors within the City limits and surrounding areas that the City has intertie agreements with. The City's system contains over 48 miles of water main, ranging in size from 2 inches in diameter to 24 inches in diameter. Approximately 68% of all distribution piping is either 8-inch or 12-inch pipe.

In accordance with the WSP, the Martin Airfield study area partially lies within the City's retail service area and lies fully within the City's future service area. The study area is within the Zone 1 pressure zone, approximately ranging in elevation from 695 feet to 790 feet. The Zone 1 pressure zone serves elevations lower than 935 feet in elevation and is served by Wells No. 3 (2,400 gpm), 4 (1,700 gpm), and 6 (2,750 gpm) for a total capacity of 6,850 gpm. Well No. 2 (1,500 gpm) is an emergency back-up well only. Reservoir No. 1 provides storage for Zone 1, and is a 500,000-gallon elevated steel multi-column tank. The nearest waterlines are east of the study area, see Figure 11. The City's existing 12-inch water mains terminate at the west end of SW 4<sup>th</sup> Street and at the northeast study area boundary on W Whitman Drive. Additionally, there is existing 8-inch distribution pipe at the intersection of SW Virginia Street and SW Alicia Loop, approximately 100 feet east of the study area boundary.

Existing potable water infrastructure can be seen on the exhibit below Figure 10.





### **Surface and Storm Water Management**

This area has no known formal drainage facilities or flooding issues. The area south of Martin Airfield generally drains to Doan Creek, which runs south of the study area and flows northeast to southwest before eventually joining Mill Creek. Doan Creek also contains some wetlands, as noted previously. High groundwater is assumed to be present in low-lying areas near the creek. The areas north of Martin Airfield drain east to west and infiltrate runoff in low-lying areas onsite, such as the ditches associated with Whitman Drive, the railroad, and Hampton Lane, which forms the western border.

### **Other Utilities**

#### *Power*

Columbia Rural Electric Association (Columbia REA) provides power to Martin Airfield with underground, 3-phase available. The study area is located off an express feed on the south side of Whitman Drive that can provide ample power to future development. Pacific Power can also provide service with both single-phase and 3-phase power.

#### *Natural Gas*

Cascade Natural Gas Corporation (CNGC) has gas service to the Martin Field hangar buildings, including a recent extension west to serve all of the eastern airport building cluster. This 2-inch line could be extended as needed to serve future needs in some capacity, but the 2-inch line is not looped and its capacity is currently limited. There are looping and line upsizing options available if sufficient need is anticipated.

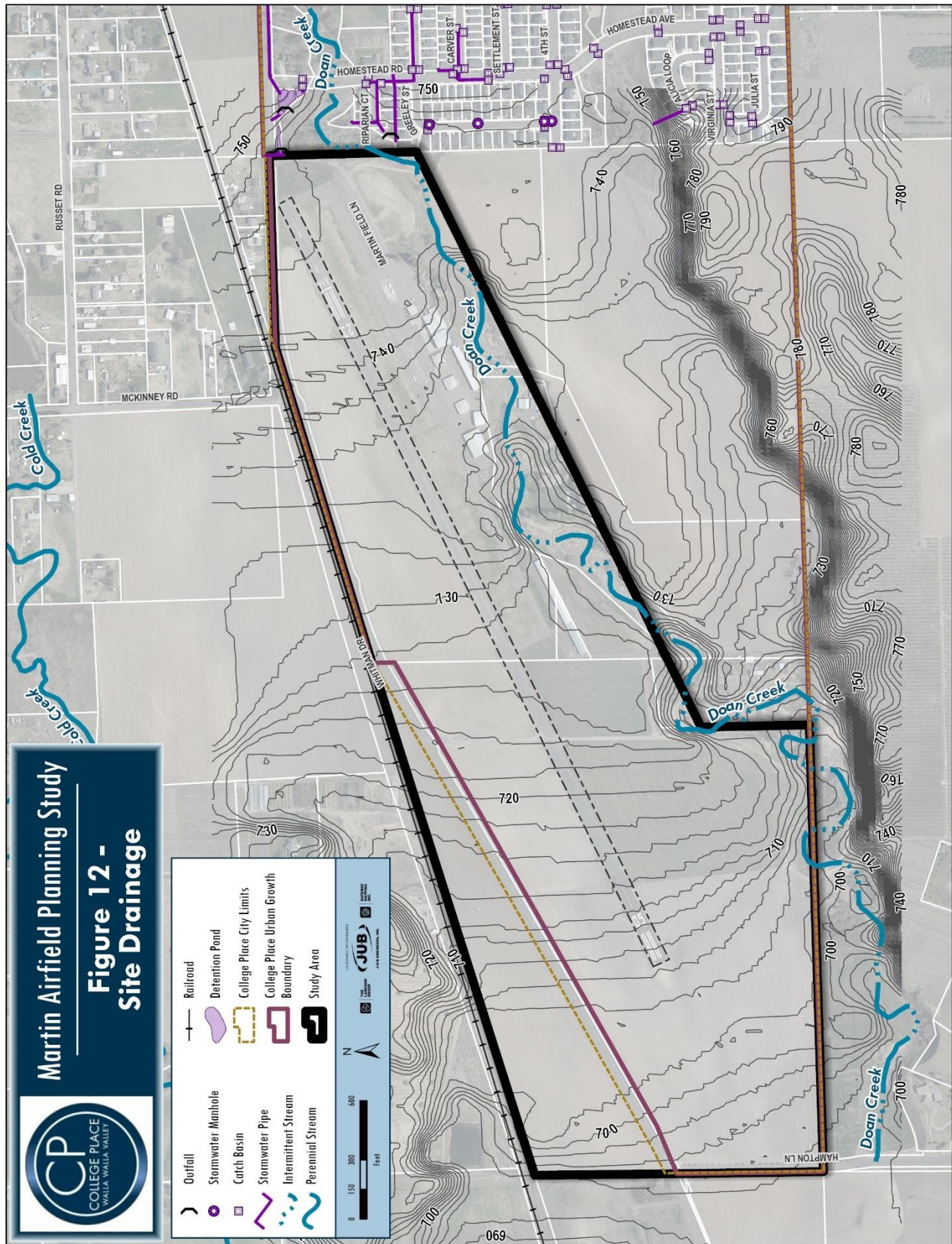
#### *Telecommunications and Fiber Optic Communication*

There are a variety of telecommunication services available in the area, including national satellite carriers. Century Link has cable internet immediately available to the site and Spectrum appears to have good coverage nearby, as well as PocketiNet, Columbia iConnect, and 360 Communications.

#### *Irrigation*

Irrigation water from an irrigation district or the City is not currently available at the site, but there appear to be five wells and a surface diversion off of Doan Creek within or near the study area that may be tied to the study parcels. The assessor lists all of the parcels except the hangar parcel as “irrigated” in various forms. One of the water rights is listed to Martin H. L. and is for 400 gpm of irrigation over 60 acres, so this water right could potentially be transferred to a new area of use for irrigation of proposed landscape areas. Additionally, these water rights should have existing pumps (or a diversion structure) that could be put into use with varying levels of improvement required.





## Economic Analysis

The Metts Group conducted an Economic Analysis for the Feasibility Study. The following is a summary of the results. The full report can be found in Appendix 5.

The Martin Airfield Economic Feasibility analysis focuses on the potential for growth and development at Martin Airfield. College Place is home to approximately 10,000 residents and has a growing local economy. The City's industries are anchored in government, higher education, retail, healthcare, and finance, contributing a Gross Regional Product (GRP) of \$417 million, or 10% of the county's economy. With nearly 3,900 jobs in total, the City is positioned for further economic expansion, especially with its proximity to key transportation routes such as US 12, I-82, and I-84, as well as rail access, broadband availability, and the added benefit of being an Opportunity Zone.

### Jobs

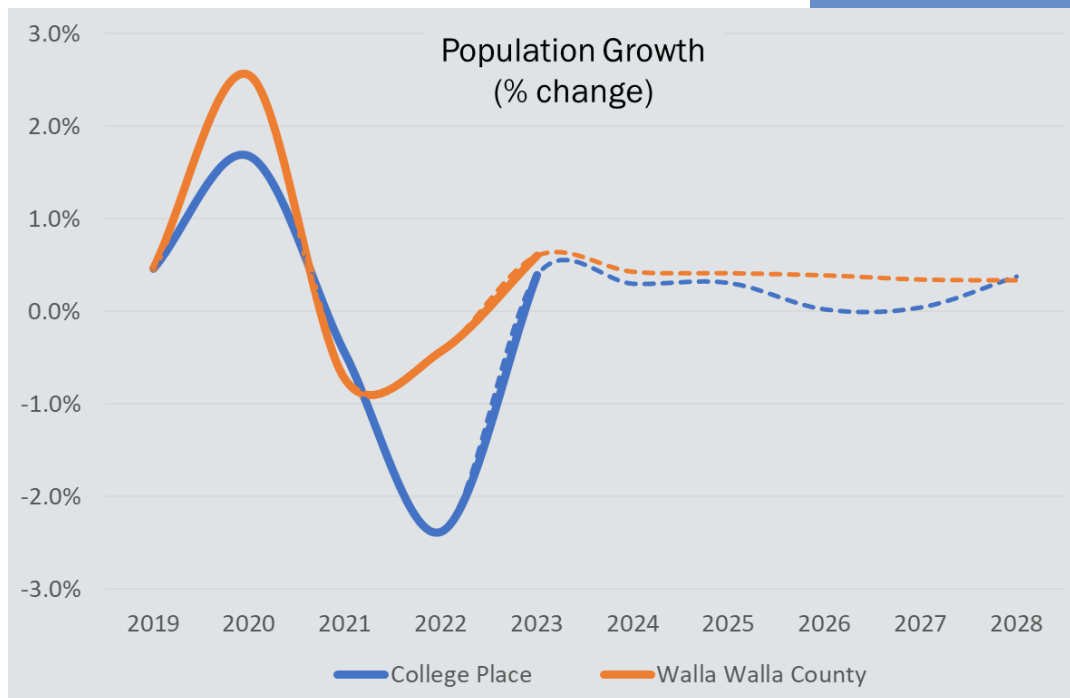
3,900

14% ↑

(2018-2023)

#### Largest Contributing Industries:

- Government (Higher Ed)
- Retail
- Accom. & Food Svcs
- Health Care
- Finance & Insurance



A target industry analysis was conducted in order to narrow down the types of uses most suitable for the project site. The target industry analysis was assessed by four critical factors and conducted at the county level to establish a more accurate depiction of the industry landscape:

- Number of Jobs
- Job Growth
- Job Concentration or Location Quotient (LQ)
- Total Demand

Industries with strong demand, a high LQ, and robust job growth were classified as "Thriving & Potential for Growth" signifying their resilient and important presence in the market.

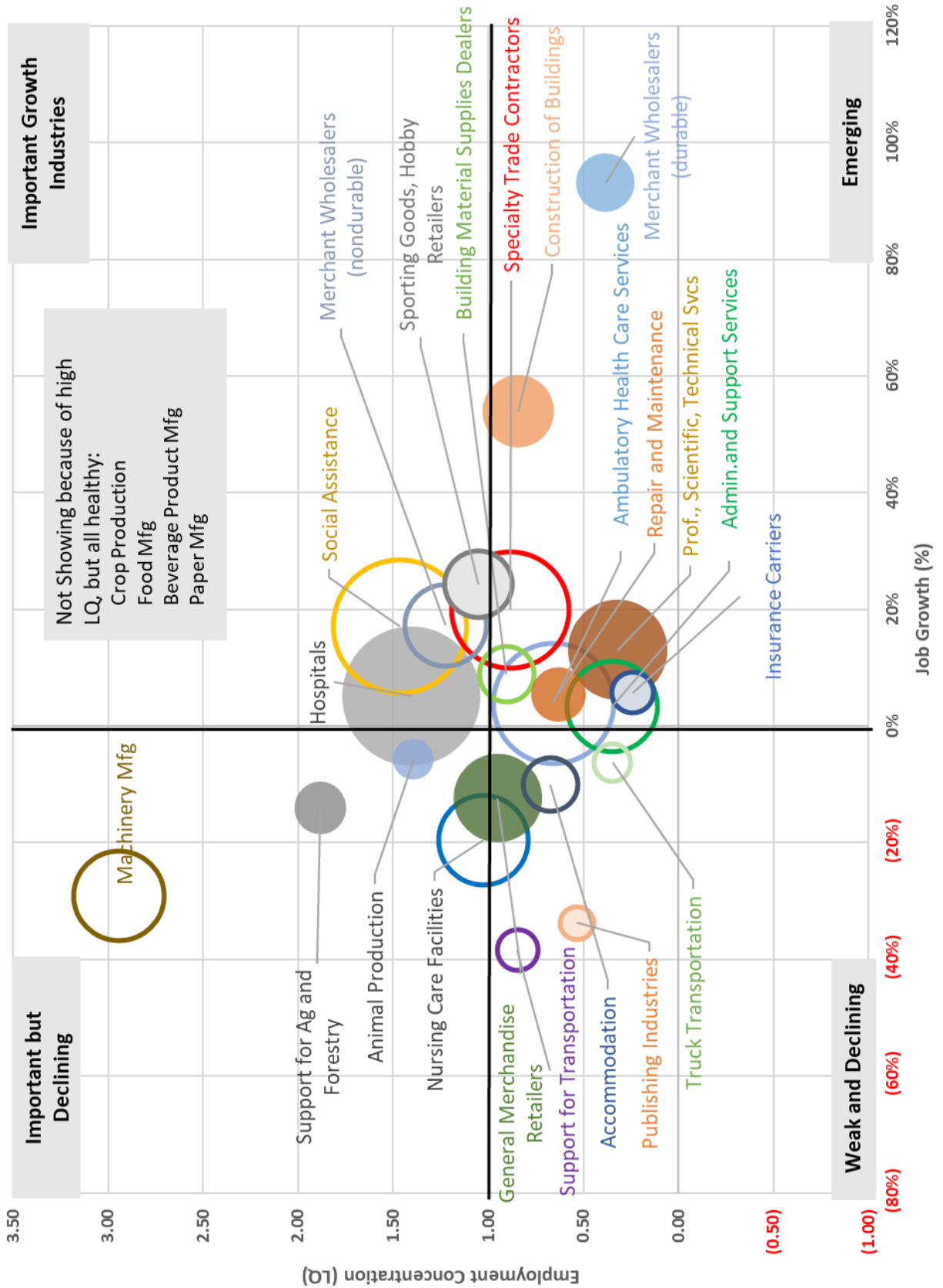
Industries showing robust demand and considerable job growth were classified under the "Emerging Industries" category. This designation suggests significant potential for expansion due to a lower employment concentration.

Additionally, industries with notable demand and a substantial number of jobs in 2023, surpassing the 1,000 marks but showing job loss, were deemed "Important and Requiring Attention," warranting focused attention to ensure sustained growth and economic impact.

This systematic evaluation provides an understanding of each industry's standing, allowing for targeted strategies that align with their unique characteristics and potential for development.

Applying the above methodology, the following industries can be strategically categorized and prioritized based on their supply chain dynamics. This tailored approach ensures that economic development efforts are directed towards industries with specific characteristics and growth potential, fostering a strategic alignment between the regional economy and targeted sectors.

Key industries identified within the region that exhibit both strength and growth potential include crop production, food and beverage manufacturing, hospitals, social assistance, and merchant wholesalers, while emerging industries such as specialty trade contractors, construction, professional services, and insurance carriers show promise. On the other hand, sectors like general merchandise retail, truck transportation, publishing, and accommodations are on the decline.





### Industry Health Check (3-digit NAICS Codes)

#### Important but Declining

- Machinery Manufacturing (333)
- Support activities for Ag and Forestry (115)
- **Animal Production (112)**
- Nursing Care Facilities (623)

#### Important & Growth Industries

- Crop Production (111)
- **Food Manufacturing (311)**
- Beverage Product Manufacturing (312)
- Hospitals (622)
- Social Assistance (624)
- **Merchant Wholesalers (nondurable) (424)**
- Sporting Goods, Hobby Retailers (459)

#### Weak and Declining

- General Merchandise Retailers (455)
- Support for Transportation (488)
- Accommodation (721)
- Publishing Industries (513)
- **Truck Transportation (484)**

#### Emerging

- Building Material Supplies Dealers (444)
- Specialty Trade Contractors (238)
- Construction of Buildings (236)
- Ambulatory Health Care Services (621)
- Repair and Maintenance (811)
- **Professional, Scientific, and Technical Services** (computer systems design services, engineering services, custom computer programming, R&D) (541)
- **Administrative and Support Services (561)**
- Insurance Carriers (524)
- **Merchant Wholesalers (durable) (423)**

\*Industries highlighted in **bold** represent opportunities due to unmet higher demand within the region.

The following table outlines the key industries or areas of the economy that are central to the operations and growth of major area employers. These sectors typically provide the foundation for job creation, innovation, and economic stability, influencing the competitive advantages of businesses within them.

*Table 7 Major Employers*

| Key Sectors Driving Major Employers' Success                                                           |
|--------------------------------------------------------------------------------------------------------|
| Animal Production                                                                                      |
| Support Activities for Animal Production                                                               |
| Food Manufacturing                                                                                     |
| Paperboard Manufacturing                                                                               |
| Pesticide and Other Agricultural Chemical Manufacturing                                                |
| Plastics Product Manufacturing                                                                         |
| Glass Product Manufacturing Made of Purchased Glass                                                    |
| Packaging Machinery Manufacturing                                                                      |
| Surgical and Medical Instrument Manufacturing                                                          |
| Industrial Machinery and Equipment Merchant Wholesalers                                                |
| Drugs and Druggists' Sundries Merchant Wholesalers                                                     |
| Other Chemical and Allied Products Merchant Wholesalers                                                |
| General Line Grocery Merchant Wholesalers                                                              |
| Wine and Distilled Alcoholic Beverage Merchant Wholesalers                                             |
| Truck Transportation                                                                                   |
| General Warehousing and Storage                                                                        |
| Software Publishers                                                                                    |
| Media Streaming Distribution Services, Social Networks, and Other Media Networks and Content Providers |
| Data Processing, Hosting, and Related Services                                                         |
| Custom Computer Programming Services                                                                   |
| Research and Development (including Biotechnology)                                                     |

The commercial real estate market is healthy across the region, with a current industrial space inventory of 4.6 million square feet, a low vacancy rate of 5.6%, and stable rental rates around \$8.71 per square foot. Future development includes the construction of 223,720 square feet of industrial space, slated for completion by 2025. Approximately 3,070 acres of industrial land are available in the region. A list of competing sites is summarized in the following table.

Table 8 Competing Sites

| Address                                    | City        | Year Built | Bldg. SF | Acres (Land Only) | Use        | Lease (\$/SF) | For Sale (\$/SF) |
|--------------------------------------------|-------------|------------|----------|-------------------|------------|---------------|------------------|
| 1832 Dell Ave                              | Walla Walla | 2023       | 4,304    |                   | Industrial | \$14.50       |                  |
| 1108 N 9th Ave                             | Walla Walla |            | 2,700    |                   | Flex       | \$10.50       |                  |
| 102 E Poplar St                            | Walla Walla | 1981       | 35,145   |                   | Flex       |               | \$85.00          |
| 2719 E Isaacs Ave                          | Walla Walla | 2017       | 2,680    |                   | Industrial |               | \$121.00         |
| 1012 N 9th Ave                             | Walla Walla | 1980       | 8,633    |                   | Industrial |               | \$93.00          |
| Wallula Gap Business Park                  | Wallula     | Land       |          | 1,900             | Industrial |               |                  |
| Avery Business Park                        | Walla Walla | Land       |          | 12                | Industrial |               |                  |
| Burbank Industrial Park                    | Burbank     | Land       |          | 5                 | Industrial |               |                  |
| Burbank Business Park                      | Burbank     | Land       |          | 112               | Industrial |               | \$4-\$7/sf       |
| Dodd Road Industrial Park                  | Wallula     | Land       |          | 54                | Industrial |               |                  |
| Melrose Industrial Park                    | Walla Walla | Land       |          | 37                | Industrial |               |                  |
| Stearns Kelly Property                     | Wallula     | Land       |          | 105               | Industrial |               |                  |
| Waitsburg Business Park                    | Waitsburg   | Land       |          | 10                | Industrial |               | \$1.50/sf        |
| Walla Walla Regional Airport Business Park | Walla Walla | Land       |          | 832               | Industrial |               |                  |
| Rock Hill Industrial Park                  | Dayton      | Land       |          | 3.8               | Industrial |               |                  |

Martin Airfield is viewed as a prime location for a variety of potential uses, including light industrial development such as wholesaling, truck transportation, and food manufacturing, as well as aerospace-related services, aircraft maintenance, and testing. Emerging technologies like sustainable aviation fuels, hydrogen research, and advanced air mobility offer further opportunities for innovation. The site's strategic location also lends itself to agricultural technology advancements, including an ag-logistics testing hub. The site has the potential for a logistics hub to ease congestion from Seattle and Tacoma ports. However, infrastructure improvements will be essential to support future development and maximize job creation and economic impact, as outlined in the main report.

### **Potential Light Industrial Uses**

- Wholesalers
- Truck Transportation
- Manufacturing
  - Food
  - Glass
  - Packaging
- Aerospace-related (limited based on runway length to smaller, single-engine planes and larger general aviation aircraft, regional jets, and some small commercial aircraft)
  - Aircraft inspection services
  - Aircraft maintenance and repairs
  - Aircraft testing
  - Other aircraft parts & equipment manufacturing
  - Aircraft engine & engine parts manufacturing
  - Labs and Testing Facility (space, drones, etc.)
  - Emerging Technologies (SAF, hydrogen, etc.)
  - Advanced Air Mobility
  - R&D or Professional & Technical Services
  - Ag Tech: facilitate businesses and startups in testing new ideas related to agricultural logistics directly on-site, in collaboration with growers, shippers, warehouses, customers, and other relevant stakeholders.
  - Logistics Hub: alleviate congestion from ports of Seattle and Tacoma
  - Intermodal transfer facility
  - Cross-dock

The following recommendations are designed to promote sustainable long-term growth and development at Martin Airfield, capitalizing on its unique assets and strategic location to drive economic expansion and foster collaborative opportunities across public and private sectors.

- **Strategic Development:** Focus on aligning industry recruitment efforts with current market trends and growth sectors.
- **Leveraging Assets:** Capitalize on Martin Airfield's strategic proximity to major transportation networks, including highways, rail, and ports, as well as its location within an Opportunity Zone.
- **Public-Private Partnerships:** Engage with both public and private stakeholders to foster collaboration and support long-term growth and development.



# DEVELOPMENT CONSIDERATIONS

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This section outlines the essential components required to fully develop the study area, including necessary improvements to support its growth. It covers the conceptual layout, existing and proposed transportation and utility networks, and cost estimates. These elements are crucial for ensuring the area is properly equipped for future development.

The Development Considerations are arranged in the following Sections:

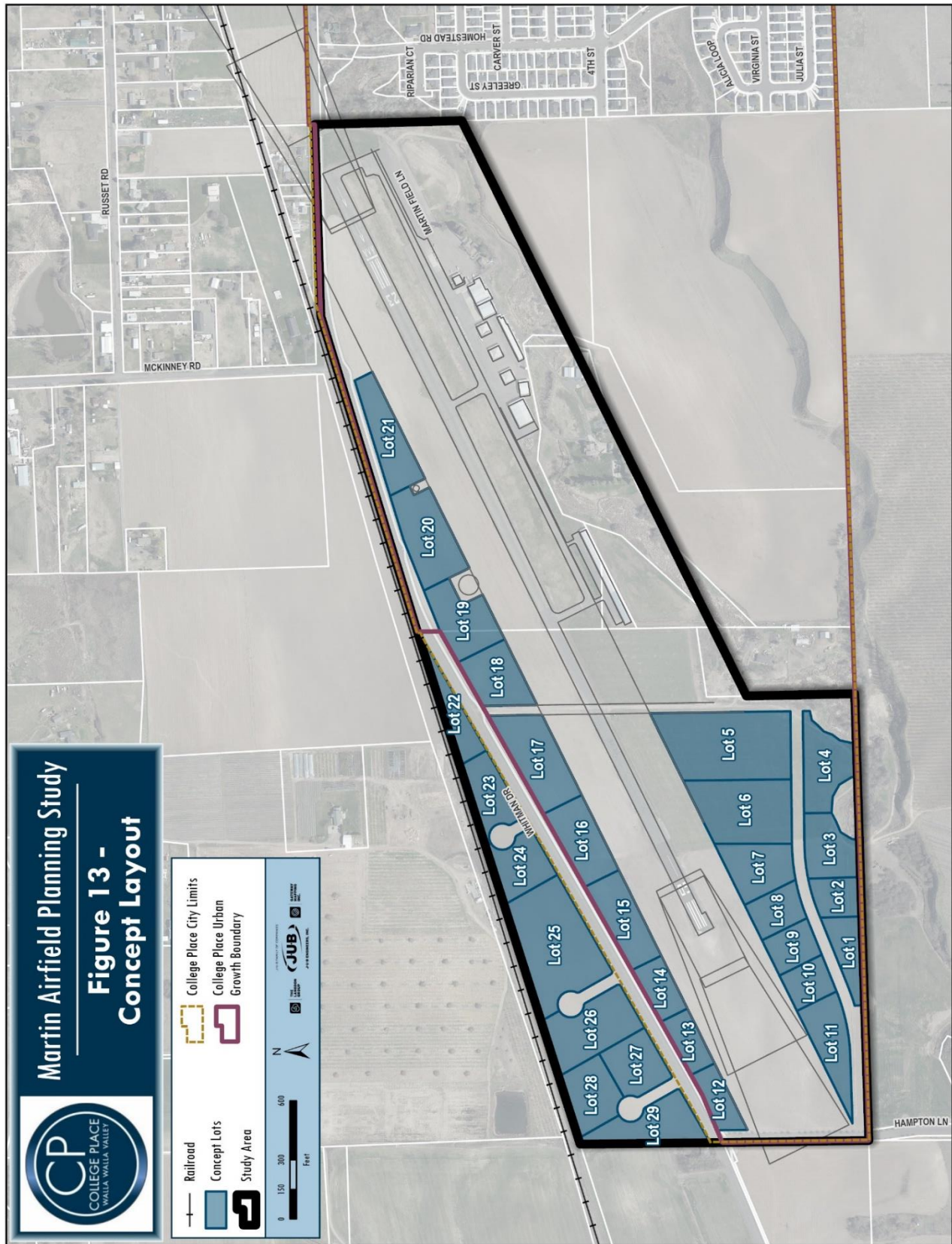
- Conceptual Layout
- Transportation Facilities
- Rail
- Earthwork
- Utility Requirements
- Preliminary Cost Estimate

## Conceptual Layout

The Martin Airfield Study Area are designed to support medium and large industrial users, with parcel sizes ranging from approximately 1 to 5 acres. The preliminary lot layout includes 29 lots in total. 18 lots with access from Whitman Drive use cul-de-sacs or shared driveways to limit the number of direct access points to Whitman Drive. The remaining 11 lots will have access off of Hampton Lane with a future access point crossing Doan's Creek to the east to the residentially zoned land. The estimated roadway improvement costs for roadway, grading, pavement, curb and gutter, streetlights, and storm drainage systems is located **Appendix 6**.

The proposed lot layout is preliminary and flexible, allowing adjustments to meet the needs of future developers. As development progresses, existing parcel boundaries will be reviewed, and modifications such as boundary line adjustments (BLAs), lot consolidations (LCs), or preliminary plat may be required to accommodate different lot sizes. The preliminary lot layout was informed by a site analysis of existing conditions, input from the City of College Place and a general understanding of the project area's needs. Rail spurs are not proposed at this time, but can be incorporated into the concept layout if there is a need from a future developer.

The exhibit below depicts the preliminary lot layout.



## Transportation Facilities

### Planned Internal Roadway Network

As mentioned above, future industrial lots created between Martin Field and the railroad tracks to the north will be served by cul-de-sacs that access Whitman Drive. These cul-de-sacs should meet city standards and should be constructed opposite each other so as to minimize turning conflicts.

Access to lots south of Martin Field will be provided by a new east-west road that will connect to Hampton Lane south of Whitman Drive. A future extension of this new road is planned that would connect to land zoned residential to the east that could give secondary access to the area.

### Off-Site Roadway Evaluation

There are three basic steps to determining future conditions with respect to traffic operations:

1. Determine background growth rate to estimate traffic volumes without the proposed development;
2. Trip generation and trip distribution for new trips to the roadway network; and
3. Capacity analysis of the forecast traffic volumes.

Traffic growth in College Place is typically 1.5% per year. To be conservatively high, a growth rate of 2% per year was assigned to traffic volumes shown in Figure 9 for all study intersections to represent growth occurring in the region that is not within the study for 20-year analysis.

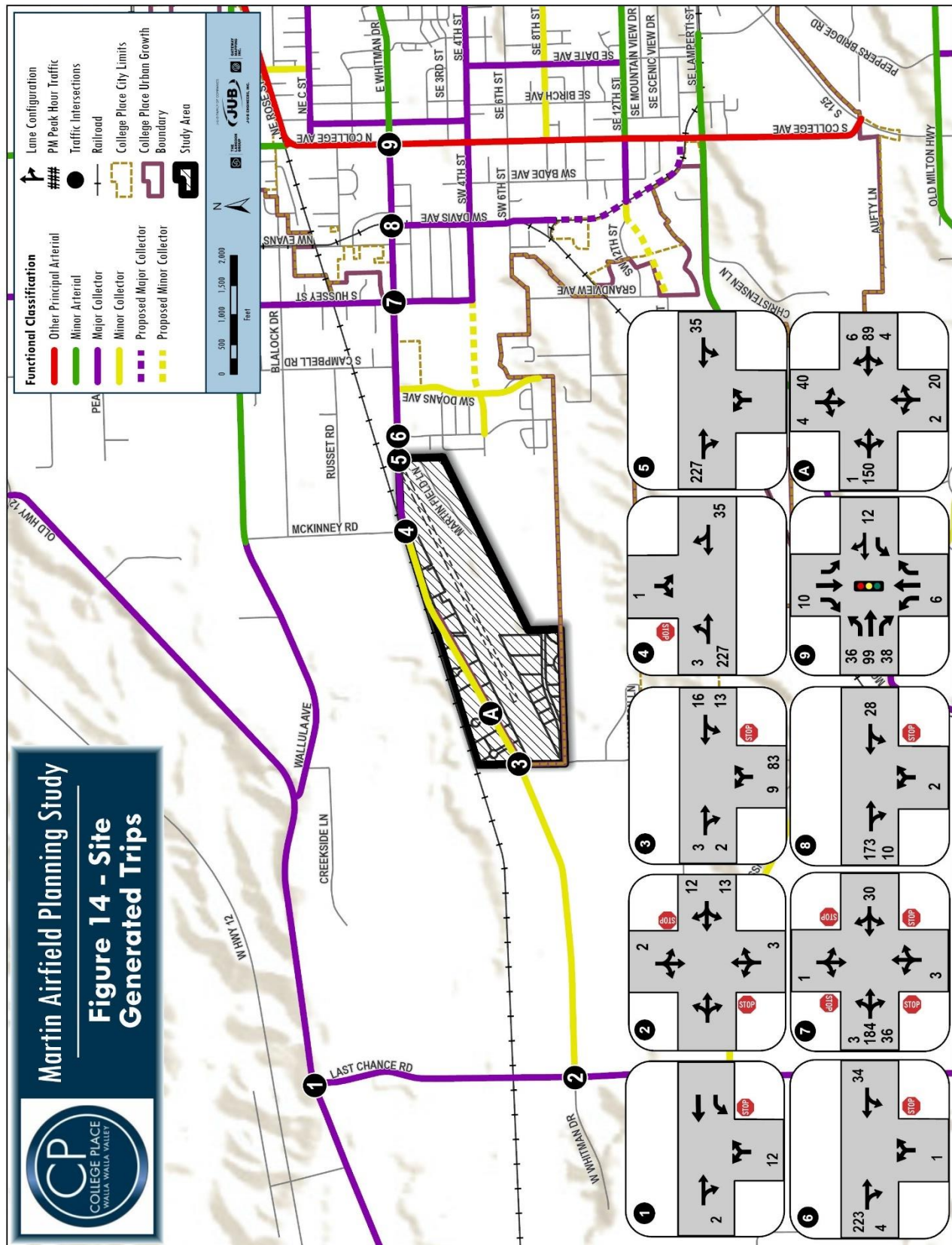
### *Trip Generation and Trip Distribution*

To estimate the new trips that could be added to the transportation network the development concept shown in Figure 13 that shows approximately 59.43 acres of industrial land that could be developed after roads are constructed. The Institute of Transportation Engineers *Trip Generation Manual* 11th Edition was used to estimate the number of trips that could be generated using Land Use 110 General Light Industrial. The fitted curve equation was used and the building size was estimated by using Floor Area Ratio of 40% of the acreage, totaling over 1 million square feet of industrial development. The PM peak hour trips were calculated for four areas, including the worst driveway off of Whitman Drive to be able to ensure that driveways would function acceptably, with the resulting trips shown below.

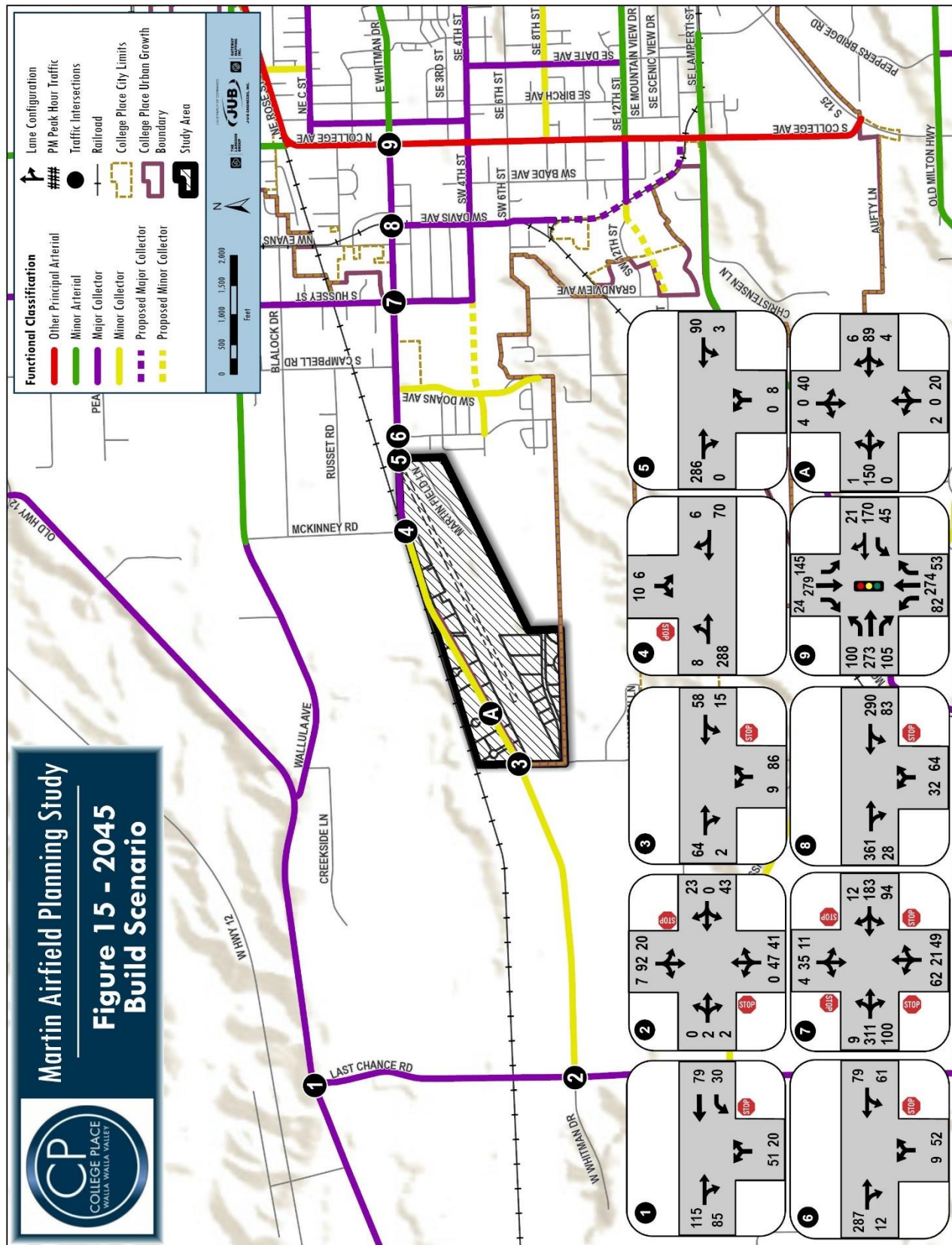
- Worst Driveway, north side – 51 trips (7 inbound, 44 outbound)
- Worst Driveway, south side – 26 trips (4 inbound, 22 outbound)
- Whitman Drive (includes the worst driveway) – 189 trips (26 inbound, 163 outbound)
- Hampton Drive – 107 trips (15 inbound, 92 outbound)

These trips were added to the roadway network using existing traffic patterns to estimate the percentages of trips throughout the roadway network. This evaluation indicated that approximately 13% of traffic in the Whitman Drive Corridor turned westbound and 87% turned eastbound, which was used for the purposes of this study. The resulting new trips at each study intersection are shown in Figure 14. The new trips were added to the 2045 No-Build Scenario volumes with the resulting Build Scenario volumes shown in Figure 15. Trip Generation and trips for all scenarios at all intersections are included in **Appendix 4**.









*Traffic Operations and Mitigation Summary*

Capacity analysis of the 2045 No-Build and Build scenarios was performed. A few seconds of delay is observed at each intersection in the No-Build Scenario with two intersections dropping one Level of Service (LOS) and all intersections functioning with acceptable LOS. For the Build Scenario, additional delay is anticipated, with five intersections dropping one LOS, the most notable being the intersection of Whitman/Hussey/Academy which falls to LOS “D”, but is still an acceptable LOS. Interestingly, the only signalized intersection of Whitman Drive/College Ave actually improves, which is counter-intuitive, but this is the result of the intersection working more efficiently because of the addition of traffic to movements that were underutilized which influences the average delay. These capacity analysis is summarized in Table 9 with detailed capacity worksheets included in Appendix 4. No mitigation for the purposes of traffic operations is anticipated.

*Table 9 Summary of 2045 Delay (seconds)/Level Of Service*

| Movement                                                                                                                                                                                                                                                                                              | 2045 No-Build        |                | 2045 Build           |                |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|----------------|----------------------|----------------|
|                                                                                                                                                                                                                                                                                                       | Overall Intersection | Worst Movement | Overall Intersection | Worst Movement |
| Old US 12/Last Chance                                                                                                                                                                                                                                                                                 | *                    | NB--10.5/B     | *                    | NB--10.8/B     |
| Whitman/Last Chance                                                                                                                                                                                                                                                                                   | *                    | WB--9.9/A      | *                    | WB--10.0/B     |
| Whitman/Hampton                                                                                                                                                                                                                                                                                       | *                    | NB--8.6/A      | *                    | NB--9.2/A      |
| Whitman/McKinney                                                                                                                                                                                                                                                                                      | *                    | SB--8.8/A      | *                    | SB--9.7/A      |
| Whitman/Martin Field                                                                                                                                                                                                                                                                                  | *                    | NB--8.7/A      | *                    | NB--10.2/B     |
| Whitman/Homestead                                                                                                                                                                                                                                                                                     | *                    | NB--9.3/A      | *                    | NB--11.5/B     |
| Whitman/Hussey/Academy                                                                                                                                                                                                                                                                                | *                    | SB--16.2/C     | *                    | NB--17.9/D     |
| Whitman/Davis                                                                                                                                                                                                                                                                                         | *                    | NB--12.9/B     | *                    | NB--17.4/C     |
| Whitman/College                                                                                                                                                                                                                                                                                       | 25.9/C               | WB--54.7/D     | 27.6/C               | WB--44.3/D     |
| Whitman/new driveway                                                                                                                                                                                                                                                                                  | N/A                  | N/A            | *                    | 10.9/B         |
| <b>Legend</b><br>EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound<br>25.9/C = seconds of delay/Level of Service<br>* Not provided for Two-Way Stop-Controlled Intersections<br>25.9/C = seconds of delay/Level of Service<br>* Not provided for Two-Way Stop-Controlled Intersections |                      |                |                      |                |

**Rail**

The study area includes rail; however, it does not encompass rail spurs or connections to the rail, owned by Columbia Walla Railroad. No recommendations are made to extend or develop a spur as part of this study. Any future spur development would be at the discretion of an individual developer seeking rail access for their specific parcel. Existing rail crossings were evaluated based on existing traffic capacity and deemed suitable. No improvements are recommended.

## Earthwork

The existing site topography slopes at approximately 1-3% from northeast to southwest and is generally planar. Minimal grading will be required to construct the new access roads and will consist primarily of stripping and removing topsoil and importing crushed rock and pavement. No site mass grading is recommended.

## Utility Requirements

### Sanitary Sewer Service

For the purposes of this study, it is assumed that the airport will continue being served by the existing privately owned septic system. The infrastructure in this section is specifically sized to serve the lots shown in the concept lot layout, see Figure 15. Additionally, there are known parcels outside of the study area that may be developed in the future, such as the Walla Walla University properties, that would rely on the sanitary sewer infrastructure in this study. The sanitary sewer infrastructure discussed in this section or any previous analysis, did not accommodate any growth outside the study area. Further evaluation of the study area and any growth outside of it will need to be analyzed independently of this study.

Sanitary sewer flows for prospective users include domestic discharges such as onsite toilets, sinks, and floor drains and industrial demands such as process, washdown, or other sewer needs. The Average Daily Flows (ADF) and Peak Hour Flows (PHF) for domestic sanitary sewer flows were estimated based on acreage and unit flows designated in the City's 2022 General Sewer Plan. The General Sewer Plan's domestic sanitary sewer unit demand for Commercial/Light Industrial is 520 gallons per acre per day (GPAD).

The sanitary sewer infrastructure will accommodate the domestic sanitary sewer flows and the industrial sanitary sewer flows anticipated by users in the study area. This is contingent on all industrial wastewater being pretreated within typical sanitary sewer strength before entering the sanitary sewer system. Pretreatment requirements and regulations are provided in Chapter 13.12 of the City's municipal code.

Typically, the industrial sanitary sewer flows are dependent on the type of light industrial facility. Since the exact kinds of facilities that could develop are unknown, the industrial sanitary sewer flows were estimated based on acreage unit flows defined in *Wastewater Engineering: Treatment and Reuse*, Fourth Edition by Metcalf & Eddy. Industrial flows are categorized as either light industrial or medium industrial. Light industrial water demands range from 1,000 to 1,500 GPAD, and medium industrial water demands range from 1,500 to 3,000 GPAD. Industrial wastewater flows are typically no more than 95% of water demands; therefore, light industrial flows range from 950 to 1,425 GPAD and medium industrial flows range from 1,425 to 2,850 GPAD (Metcalf & Eddy, 2003). To be conservative, the highest end of each range was used when estimating flows in the study area. Since the exact location of each type of use within the study area is unknown, a weighted average of the potential industrial sanitary sewer unit flows was determined and applied to all lots within the study area. The estimated industrial sanitary sewer flows by anticipated land use are summarized in Table 9.

Table 9 Industrial Sanitary Sewer Unit Flows

| Land Use <sup>1</sup>    | Portion of Study Area <sup>1</sup> | Industrial Wastewater Type | Industrial Wastewater Unit Flow (GPAD) | Weighted Industrial Wastewater Unit Flow (GPAD) |
|--------------------------|------------------------------------|----------------------------|----------------------------------------|-------------------------------------------------|
| Wholesalers              | 25%                                | None                       | 0                                      | 0.0 GPAD                                        |
| Truck Transportation     | 15%                                | None                       | 0                                      | 0.0 GPAD                                        |
| Manufacturing            | 20%                                | Light                      | 1,425                                  | 285.0 GPAD                                      |
| Food Processing          | 15%                                | Medium                     | 2,850                                  | 427.5 GPAD                                      |
| Lab & Testing Facilities | 10%                                | Light                      | 1,425                                  | 142.5 GPAD                                      |
| R & D                    | 15%                                | None                       | 0                                      | 0.0 GPAD                                        |
| <b>Total</b>             | <b>100%</b>                        |                            |                                        | <b>855.0 GPAD</b>                               |

1. Land use determinations in accordance with Figure 13.

The estimated sanitary sewer unit flows are summarized in Table 10 and the estimated sanitary sewer flows per lot are summarized in Table 11.

Table 10 Sanitary Sewer Unit Flows

| Domestic ADF <sup>1</sup> (GPAD) | Industrial ADF <sup>2</sup> (GPAD) | Total Potable ADF (GPAD) | Total PHF <sup>3</sup> (GPAD) |
|----------------------------------|------------------------------------|--------------------------|-------------------------------|
| 520.0                            | 855.0                              | 1,375.0                  | 5,362.5                       |

1. Based on Commercial/Light Industrial unit flow of 520 gallons per acre per day (2022 General Sewer Plan).

2. Based on Weighted Industrial Wastewater Unit Flow from Table 9.

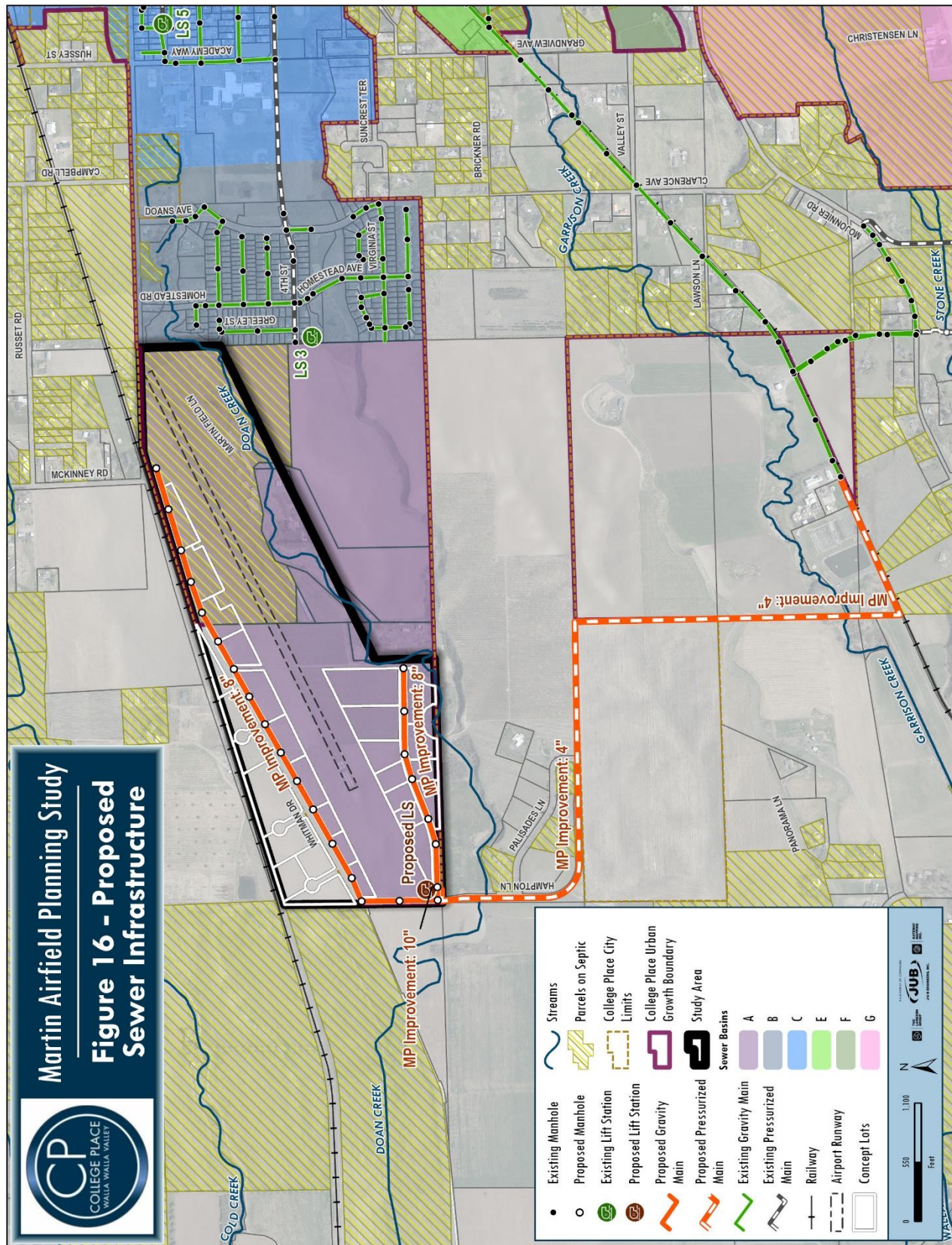
3. Based on Peak Hour Flow peaking factor of 3.90 (2022 General Sewer Plan).

| Lot          | ADF (gpm) <sup>1</sup> | PHF (gpm) <sup>2</sup> | Lot          | ADF (gpm) <sup>1</sup> | PHF (gpm) <sup>2</sup> |
|--------------|------------------------|------------------------|--------------|------------------------|------------------------|
| 1            | 1.27                   | 4.96                   | 16           | 1.92                   | 7.49                   |
| 2            | 1.06                   | 4.14                   | 17           | 2.61                   | 10.17                  |
| 3            | 1.70                   | 6.63                   | 18           | 1.78                   | 6.93                   |
| 4            | 2.04                   | 7.94                   | 19           | 2.00                   | 7.79                   |
| 5            | 4.78                   | 18.63                  | 20           | 2.51                   | 9.80                   |
| 6            | 3.35                   | 13.08                  | 21           | 1.98                   | 7.71                   |
| 7            | 1.88                   | 7.34                   | 22           | 1.30                   | 5.07                   |
| 8            | 1.18                   | 4.58                   | 23           | 1.70                   | 6.63                   |
| 9            | 1.09                   | 4.25                   | 24           | 1.70                   | 6.63                   |
| 10           | 1.02                   | 3.99                   | 25           | 4.76                   | 18.56                  |
| 11           | 1.86                   | 7.27                   | 26           | 2.71                   | 10.58                  |
| 12           | 1.00                   | 3.91                   | 27           | 1.69                   | 6.60                   |
| 13           | 0.97                   | 3.76                   | 28           | 1.83                   | 7.15                   |
| 14           | 1.05                   | 4.10                   | 29           | 2.12                   | 8.27                   |
| 15           | 1.92                   | 7.49                   |              |                        |                        |
| <b>Total</b> |                        |                        | <b>56.78</b> | <b>221.46</b>          |                        |

1. Based on Commercial/Light Industrial unit flow of 855 gallons per acre per day (Table 9).

2. Based on Peak Hour Flow peaking factor of 3.90 (2022 General Sewer Plan).





### **Potable Water Service**

For the purposes of this study, it is assumed that the airport will continue being served by the existing privately owned wells. The infrastructure in this section is specifically sized to serve the lots shown in the concept lot layout, see Figure 17. Additionally, there are known parcels outside of the study area that may also be developed in the future, such as the Walla Walla University properties, that would rely on the potable water infrastructure sized in this study. The potable water infrastructure discussed in this section or any previous source or storage analysis, did not accommodate any growth outside of the study area. Further evaluation of the study area and any growth outside of it will need to be analyzed independently of this study.

Potable water demands for prospective users include both domestic demands such as sinks, toilets, drinking water, as well as industrial demands such as process, washdown, or other water needs. Since these values are not known at this time, the Average Day Demand (ADD), Maximum Daily Demand (MDD) and Peak Hour Demand (PHD) were estimated based on acreage and unit flows designated in the City's 2022 General Sewer Plan. The General Sewer Plan's domestic sanitary sewer unit demand for Commercial/Light Industrial is 520 gallons per acre per day (GPAD), it was assumed that domestic potable water demands would be 5% higher than the domestic sanitary sewer flows for a potable water unit demand of 546 GPAD. The unit demands from the City's 2021 Water System Plan, 854 gallons per day per connection (GPD) for Commercial users, were also considered, however, the General Sewer Plan unit demands were considered more conservative in regard to the planned Light Industrial use anticipated within the study area.

In addition to the domestic potable water demands, the potable water infrastructure will also accommodate the industrial potable water demands anticipated by users in the study area. Typically, the demand of industrial potable water is dependent on the type of light industrial facility. Since the exact types of facilities that could develop are unknown the industrial potable water demands were estimated based on acreage unit flows defined in *Wastewater Engineering: Treatment and Reuse*, Fourth Edition by Metcalf & Eddy. As noted in the industrial wastewater section, industrial demands are categorized as either light industrial or medium industrial. Light industrial potable water demands range from 1,000 to 1,500 gallons per acre per day (GPAD), and medium industrial water demands range from 1,500 to 3,000 GPAD (Metcalf & Eddy, 2003). To be conservative, the highest end of each range was used when estimating flows in the study area. Since the exact location of each type of use within the study area is unknown, a weighted average of the potential industrial potable water unit demands was determined and applied to all lots within the study area. The estimated industrial potable water demands by anticipated land use are summarized in Table 12.

Table 12 Industrial Potable Water Unit Demands

| Land Use <sup>1</sup>                                    | Portion of Study Area <sup>1</sup> | Industrial Potable Water Type | Industrial Potable Water Unit Demand (GPAD) | Weighted Industrial Potable Water Unit Demand (GPAD) |
|----------------------------------------------------------|------------------------------------|-------------------------------|---------------------------------------------|------------------------------------------------------|
| Wholesalers                                              | 25%                                | None                          | 0                                           | 0                                                    |
| Truck Transportation                                     | 15%                                | None                          | 0                                           | 0                                                    |
| Manufacturing                                            | 20%                                | Light                         | 1,500                                       | 300                                                  |
| Food Processing                                          | 15%                                | Medium                        | 3,000                                       | 450                                                  |
| Lab & Testing Facilities                                 | 10%                                | Light                         | 1,500                                       | 151                                                  |
| R & D                                                    | 15%                                | None                          | 0                                           | 0                                                    |
| <b>Total</b>                                             | <b>100%</b>                        |                               |                                             | <b>901</b>                                           |
| 1. Land use determinations in accordance with Figure 13. |                                    |                               |                                             |                                                      |

The estimated unit potable water demands are summarized in Table 13 and the estimated potable water demands per lot are summarized in Table 14.

Table 13 Potable Water Unit Demands

| Domestic ADD <sup>1</sup> (GPAD)                                                                                                                                                                                                              | Industrial ADD <sup>1</sup> (GPAD) | Total Potable ADD <sup>1</sup> (GPAD) | Total Potable MDD <sup>2</sup> (GPAD) <sup>4</sup> | Total Potable PHD <sup>3</sup> (GPAD) <sup>4</sup> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|---------------------------------------|----------------------------------------------------|----------------------------------------------------|
| 546                                                                                                                                                                                                                                           | 901                                | 1,447                                 | 5,165                                              | 8,626                                              |
| 1. ADD = Average Day Demand.<br>2. MDD = Maximum Day Demand.<br>3. PHD = Peak Hourly Demand.<br>4. In accordance with the City's 2021 Water System Plan the potable water peaking factors are 3.57 (MDD/ADD) and 1.67 (PHD/MDD) respectively. |                                    |                                       |                                                    |                                                    |



Table 14 Estimated Potable Water Demands

| Lot                                                                                          | ADD <sup>1</sup><br>(GPM) | MDD <sup>2</sup> (GPM) | PHD <sup>3</sup><br>(GPM) | Lot          | ADD <sup>1</sup><br>(GPM) | MDD <sup>2</sup><br>(GPM) | PHD <sup>3</sup><br>(GPM) |
|----------------------------------------------------------------------------------------------|---------------------------|------------------------|---------------------------|--------------|---------------------------|---------------------------|---------------------------|
| <b>1</b>                                                                                     | 1.00                      | 3.59                   | 5.99                      | <b>16</b>    | 2.02                      | 7.21                      | 12.04                     |
| <b>2</b>                                                                                     | 1.12                      | 3.98                   | 6.65                      | <b>17</b>    | 2.74                      | 9.79                      | 16.35                     |
| <b>3</b>                                                                                     | 1.79                      | 6.39                   | 10.66                     | <b>18</b>    | 1.87                      | 6.67                      | 11.14                     |
| <b>4</b>                                                                                     | 2.14                      | 7.64                   | 12.76                     | <b>19</b>    | 2.10                      | 7.50                      | 12.52                     |
| <b>5</b>                                                                                     | 5.02                      | 17.94                  | 29.95                     | <b>20</b>    | 2.64                      | 9.43                      | 15.76                     |
| <b>6</b>                                                                                     | 3.53                      | 12.59                  | 21.03                     | <b>21</b>    | 2.08                      | 7.43                      | 12.40                     |
| <b>7</b>                                                                                     | 1.98                      | 7.07                   | 11.80                     | <b>22</b>    | 1.37                      | 4.88                      | 8.15                      |
| <b>8</b>                                                                                     | 1.24                      | 4.41                   | 7.37                      | <b>23</b>    | 1.79                      | 6.39                      | 10.66                     |
| <b>9</b>                                                                                     | 1.15                      | 4.09                   | 6.83                      | <b>24</b>    | 1.79                      | 6.39                      | 10.66                     |
| <b>10</b>                                                                                    | 1.08                      | 3.84                   | 6.41                      | <b>25</b>    | 5.00                      | 17.86                     | 29.83                     |
| <b>11</b>                                                                                    | 1.96                      | 6.99                   | 11.68                     | <b>26</b>    | 2.85                      | 10.19                     | 17.01                     |
| <b>12</b>                                                                                    | 1.06                      | 3.77                   | 6.29                      | <b>27</b>    | 1.78                      | 6.35                      | 10.60                     |
| <b>13</b>                                                                                    | 1.01                      | 3.62                   | 6.05                      | <b>28</b>    | 1.93                      | 6.89                      | 11.50                     |
| <b>14</b>                                                                                    | 1.11                      | 3.95                   | 6.59                      | <b>29</b>    | 2.23                      | 7.96                      | 13.30                     |
| <b>15</b>                                                                                    | 2.02                      | 7.21                   | 12.04                     |              |                           |                           |                           |
|                                                                                              |                           |                        |                           | <b>Total</b> | <b>59.38</b>              | <b>212.00</b>             | <b>354.04</b>             |
| 1. ADD = Average Day Demand.<br>2. MDD = Maximum Day Demand.<br>3. PHD = Peak Hourly Demand. |                           |                        |                           |              |                           |                           |                           |

In addition to the domestic and industrial water demands, the City's potable water system also provides fire flow. Fire flow demand is the amount of water required during firefighting as defined by applicable codes. Fire flow requirements are nationally established for individual buildings and expressed in terms of flow rate (gpm) and flow duration (hours). The City's planning-level fire flow requirement for Light Industrial land uses is 4,000 gpm for a duration of 4 hours.

The rate at which development occurs and the type of users added may have an impact on the City's ability and responsiveness in providing services related to fire and EMS. While this study did not evaluate details of these impacts in terms of response time, it does consider the ability to provide potable water for fire flow purposes. It is recommended that the City continue to work closely with the emergency services authorities to understand impacts to responsiveness, capacity, and service as development expands.

The study area is estimated to increase the City's Pressure Zone 1 Average Day Demands (ADD) by 59 gallons per minute (GPM) or 85,513 gallons per day (GPD). In accordance with the 2021 WSP, the City's Equivalent Residential Unit (ERU) demand is 325 GPD per connection. An ERU is defined as the approximate potable water demand of a single-family residential connection, ERUs are used to evaluate a system's capacity using a common unit of measurement. The proposed study area is estimated to add approximately 263 ERUs of growth to the City's system. In 2023,



the City retained RH2 Engineers to evaluate the impact of the increased growth rate of the Martin Airfield area compared to the 0.6% growth rate that had been anticipated in the 2021 WSP. In the 2023 technical memorandum (RH2 Engineers), the City's potable water demands were assumed to grow by 2,400 ERUs compared to the City's 2020 baseline demands with a majority of the growth being within the Martin Airfield study area. The 2023 memo indicated the additional demand to the Martin Airfield area would not require additional source improvements apart from those already indicated in the 2021 WSP. However, the increased demands to the Martin Airfield area did require additional storage capacity, thus increasing the capacity of the proposed Reservoir No. 4 from 0.50 MG to 1.0 MG. Reservoir No. 4 and the connecting transmission main are currently under design.

For the purposes of this study, the potable water infrastructure required to provide service to the study area will be limited to transmission water mains required to connect to the adjacent City distribution system, onsite distribution piping, service connections, fire hydrants and related appurtenances. Preliminary alignments for the potable water infrastructure were based on the proposed layout of lots and roadways within the study area. In accordance with the City's Water System Plan, the City's Standard Specifications, and common industry hydraulic criteria the following assumptions were made for the proposed infrastructure:

- Mains were assumed to be no smaller than 8-inches in diameter,
- Mains were sized to maintain a velocity of less than 8-feet per second during PHD conditions,
- Mains were sized to maintain a velocity of less than 10-feet per second during MDD plus Fire Flow conditions,
- Mains were looped, where practical, to increase liability and water quality,
- Fire hydrants were placed at all street intersections, at 350-foot spacings in the study area, or at 1,000-foot spacings in sections where hydrants were not needed for the protection of structures, in accordance with the International Fire Code Table C102.1,
- Isolation valves were placed at all legs of mainline tees, not including hydrants, or at 1,000-foot spacings elsewhere, and,
- Service connections were assumed to be 2-inch water meters

The proposed improvements can be seen in Figure 17. As shown in Figure 17, the proposed 16-inch water main loop will need to connect to the existing distribution system to serve prospective users in the study area. As mentioned above, the system was looped to increase water system reliability by connecting to existing 12-inch water mains near the intersection of Whitman Drive and Martin Field Lane as well as at SW 4<sup>th</sup> Street. In addition to the 16-inch water main loop, connection to Reservoir No. 4, which is currently under design, is necessary to meet the storage demands of the study area. With the phasing/subdivision timing of the study area unknown, the proposed improvements will need to be evaluated as development occurs. If the study area develops in phases, further analysis of each phase will be required to evaluate a partial system's ability to meet the operational criteria for the development and for the long-term planning of the water system outside of the development. This includes meeting the City's Water system operational goals for minimum pressure, maximum pressure, and fire flows.

### **Surface and Storm Water Management**

Minimal surface and stormwater improvements will be required to prepare the site for individual parcel development. The proposed roadways will require roadside swales and some small ponds

or swales at the low areas near the intersections to infiltrate roadway runoff. Culverts across the proposed shared driveways will also be required. Individual parcels will provide stormwater infiltration facilities for each site as they are developed. Stormwater improvements will need to be designed according to the Ecology Stormwater Management Manual for Eastern Washington and City Standards.

### **Other Utilities**

#### *Power*

Electrical improvements will include running conduits and wires along the proposed roadways and shared driveways, which includes pull boxes and termination cabinets. Pacific Power has single-phase available, and both Pacific Power and Columbia REA have three-phase power available. Transformers will be required at each lot to serve the sites with their desired voltage.

#### *Natural Gas*

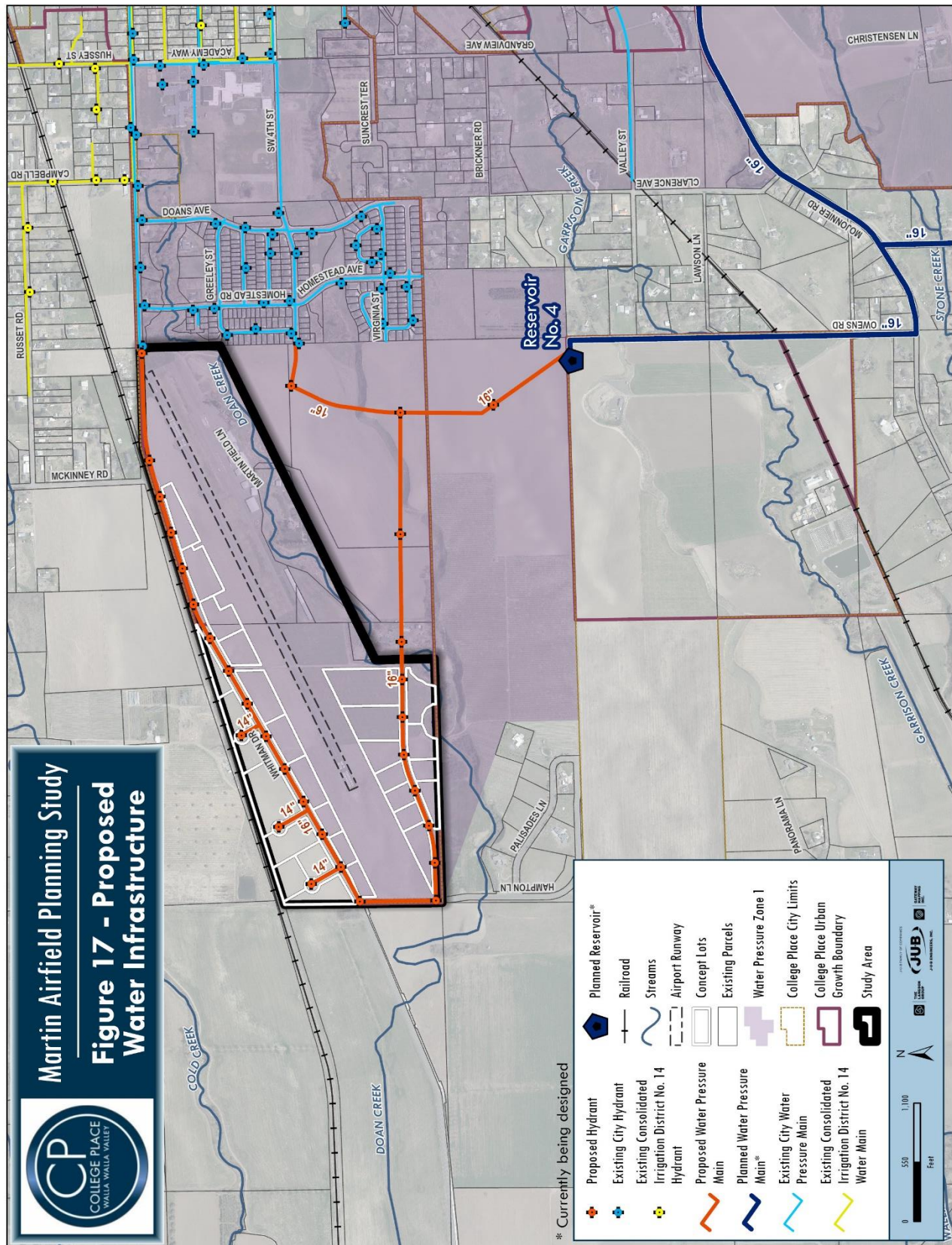
Natural gas improvements will depend on whether or not the project decides to provide gas service as part of the master development. If gas service is desired, proposed improvements will include increasing the gas line size east of the project and extending it to the site. It is assumed that a 4-inch gas line will be sufficient to serve the assumed customer base. Gas demands can vary significantly, so high-demand users may need to partner with CNGC to bring additional capacity to their site.

#### *Telecommunications and Fiber Optic Communications*

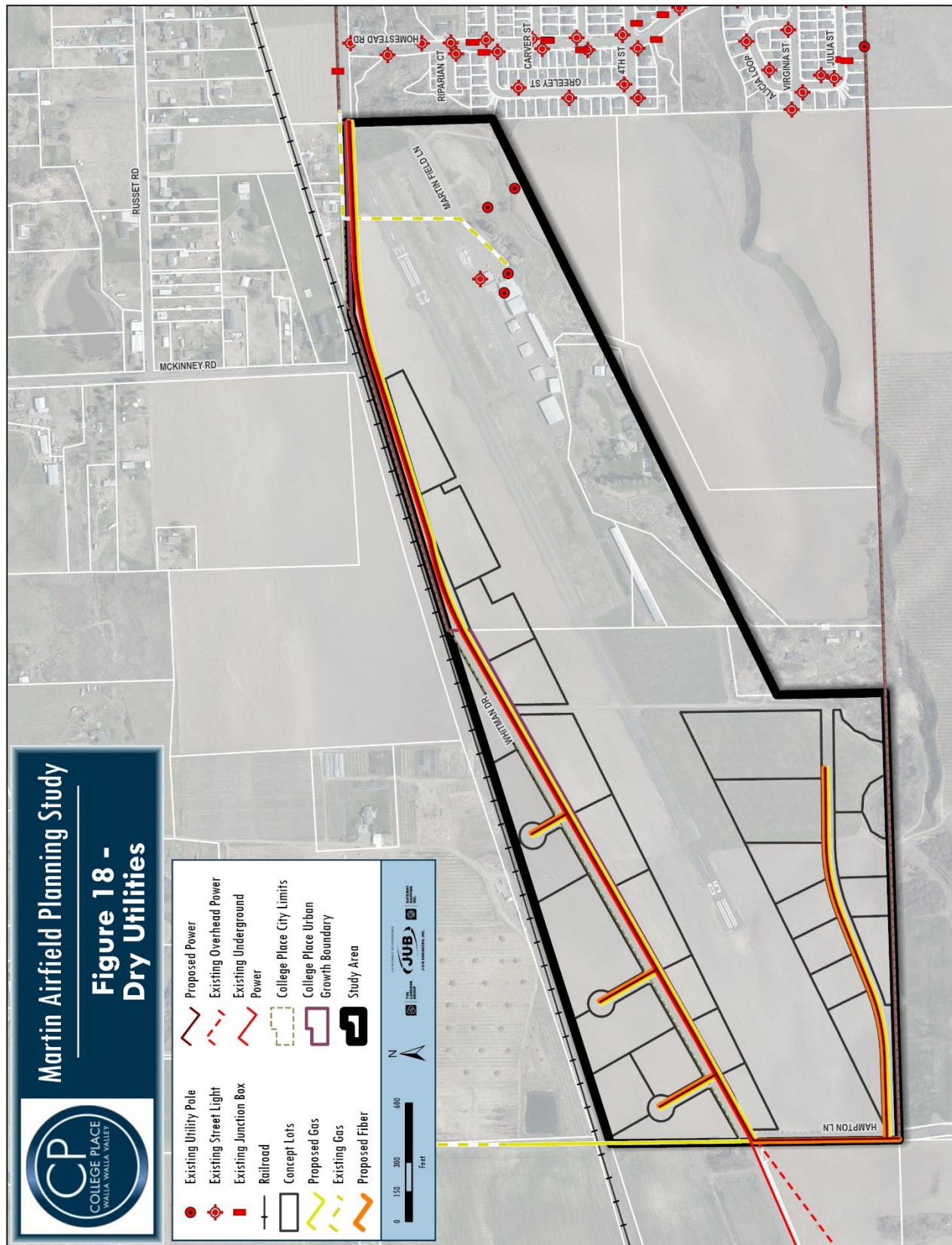
Communications improvements will include installation of new fiber optic lines along the proposed roadways by Century Link and/or Spectrum. Depending on the level of demand that the development can generate as it builds out, additional infrastructure improvements would be required to bring higher speed internet and communications to the project area. Development of the nearby housing will help generate the demand required to make this financially viable for communications providers.

#### *Irrigation*

No proposed irrigation improvements are anticipated. Light industrial users typically have minimal irrigation demand that does not justify the additional infrastructure cost. Additionally, unless the irrigation water rights that are tied to the existing airport parcels are transferred to the proposed industrial lots, no irrigation water is readily available. Irrigation lines could be installed, if desired, for future use of reclaimed water or irrigation via the existing water rights.









## Preliminary Cost Estimate

### **Development Costs**

The following is a summary of infrastructure improvement costs in 2025 dollars. Detailed reports on improvement costs are shown in Appendix 6. These costs generally include engineering, construction administration, sales tax, and 30% contingency.

*Table 15 Summary of Capital Improvement Costs*

| Description                        | Dollars             |
|------------------------------------|---------------------|
| Internal Road Network              | \$4,385,000         |
| Earthwork                          | \$550,000           |
| Sanitary Sewer Infrastructure      | \$7,214,000         |
| Potable Water Infrastructure       | \$9,075,000         |
| Surface and Storm Water Management | \$785,000           |
| Dry Utilities                      | \$2,194,000         |
| <b>Total</b>                       | <b>\$24,203,000</b> |

# NEXT STEPS

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The Next Steps Section provides an overview of what is recommended to be initiated to continue momentum and progress for development at Martin Airfield.

The Next Steps is arranged in the following sections:

- Airport Recommendations
- Transportation Recommendations
- Ongoing Communications with Utility Providers
- Funding and Revenue Sources

## Airport Recommendations

A combination of regulatory rules can be used to establish and implement land use compatibility at and around Martin Airfield. Below is a list of items, recommendations to improve land use compatibility:

- **Establish Zoning Overlays** – Consider establishing the following regulations to address land use compatibility in the airport influence area: 1) Traditional or performance-based zoning regulations; 2) Compatible land use overlay; and 3) Height hazard overlay.
- **Utilize Building Restriction Line Map** – Utilize the included BRL map showing the maximum building heights for developable lands with contours.
- **Identify Part 77 Surface** – Use the airspace definitions provided in federal law to identify FAR Part 77 Surfaces for your airport and include in the development regulations language that prohibits penetration of these surfaces. Provide a map and instructions to assist community members, airport managers, and planning staff in implementing the regulations. The FAA relies on local jurisdictions with land use authority to keep critical airspace clear of obstructions. Washington State Legislature RCW 14.12 Airport Zoning gives local jurisdictions the authority to develop and adopt airspace regulations.
- **Establish Airport Compatibility Zones** – Each airport is unique. Thus, adjusting these safety zones to fit the airfield configuration is essential. Establishing an airport compatibility zone tailored to Martin Field's needs is recommended. Use the WSDOT Airports and Compatible Land Use Criteria to follow the suggested permitted land uses for each safety zone to guide recommended development around Martin Field.

## Transportation Recommendations

### *Geotechnical Survey*

Conducting a geotechnical survey to evaluate the subsurface conditions to determine soil stability, bearing capacity, and other geologic factors for roadways or rail crossings in the study area vicinity will aid the city in identifying if mitigation measures are needed as future development occurs.

#### *Roadway Conditions Analysis*

A roadway conditions analysis will determine the ability of roadways near the study area to accommodate industrial traffic as development occurs. If roadway upgrades are recommended, this analysis will identify necessary upgrades such as resurfacing, widening or new construction.

## Ongoing Communications with Utility Providers

### **Sewer**

It will be critical to have ongoing communication between developers and the City of College Place for the sanitary sewer improvements needed to serve the Martin Airfield Study Area. Design and construction of the lift station and forcemain will be required before any development in the study area can begin. Gravity sewer pipe to the lift station will need to be evaluated as development occurs and can be constructed in phases depending on the timing and rate of development. All improvements will need to be coordinated with the City of College Place to ensure the necessary infrastructure and capacity is available for each stage of development. It is also recommended that the City further develops a Pretreatment Code and places it in effect prior to development in the study area.

### **Water**

As noted in the Utility Requirements section, connection to the City of College Place's existing water system is required to serve the Martin Airfield Study Area. Design and construction of transmission and distribution mains will need to be evaluated as development occurs. Phased system construction will be dependent on the timing and rate of development and will need to be coordinate with the City of College Place for conformance with the operational criteria of the on-site development as well as the long-term planning of the water system.

## Funding and Revenue Sources

The following is a summary of the various revenue sources available to the City to help offset the site's development cost. It is intended that a variety of funding sources will be used to implement the master plan. A range of ways to fund the basic infrastructure, with the site-specific infrastructure connections being the responsibility of the developer of the individual sites, could be available, for example:

#### *Department of Ecology Grants*

The State of Washington supplies grants for various solid waste programs, including Remedial Action Grants to assist with local hazardous waste sites, Moderate Risk/Hazardous Waste Implementation Grants to manage local hazardous waste, and Food and Yard Waste Composting Grants.

#### *Economic Development Administration (EDA)*

The Economic Development Administration (EDA) has various programs and funding opportunities available. Through the competitive grant process, EDA evaluates all projects to determine the extent in which they align with EDA's investment priorities, effectively address the creation and/or retention of high-quality jobs, and provide a clear scope of work with specific, measurable project outputs. EDA's investment priorities provide an overarching framework to ensure its grant investment portfolio – from planning to infrastructure construction – contributes

to local efforts to build, improve, or better leverage economic assets that allow businesses to succeed and regional economies to prosper and become more resilient.

*Federal Congressionally Directed Spending (CDS) and Community Project Funding (CPF)*

In November 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was passed. This established the Congressionally Directed Spending (CDS) program (as known in the Senate) and the Community Project Funding (CPF) program (as known in the House). These two terms are synonymous and created to support specific community projects as part of the annual appropriations process. For every year of funding, the CDS/CPF projects are solicited and selected by the members of the U.S. Congress and U.S. Senate. Once selected, the individual scope and funding amount for each of the selected projects is then written into law via the Annual Appropriations Bill. The CDS/CPF program is authorized through the 2026 Federal Fiscal Year (FFY).

*Infrastructure Assistance Coordinating Council (IACC)*

IACC is a nonprofit organization helping Washington communities identify and obtain infrastructure funding resources. It sponsors an annual statewide conference (typically in Wenatchee, WA) where state and federal programs convene to share funding information. Technical assistance is available for individual projects as part of this.

*Local Improvement District (LID)*

The City can work with purchasers/developers to establish a local improvement district that includes an agreed-upon repayment schedule based on agreed-upon equitable criteria. The City or County sells bonds to cover the costs of infrastructure to be built within the district, and the owners/developers pay off the bonds through regular payments, usually over a 10-20-year period.

*Office of Economic Development & Competitiveness (OEDC)*

The Office of Economic Development & Competitiveness (OEDC) is committed to providing businesses large and small with the specific solutions they need, wherever they are in the lifecycle, from conceptualization to an exit strategy. OEDC has a suite of services and programs that include Business Recruitment, Retention and expansion, Site Selection, foreign direct investment, Key Sector Support, Small Business Export Assistance, and Entrepreneurship and rural Business Assistance.

*Public/Private Development Agreements*

New development agreements between the county and/or city and a developer specify financing needs and responsibilities for infrastructure needs that serve a wider area than the developer is contemplating.

*Public Works Board (PWB) Funding*

In partnership with local governments, the Public Works Board (PWB) addresses infrastructure needs. PWB uses a dedicated funding pool to offer low-interest financing (interest rates as low as 0.5% over 20 years) in a revolving loan program to finance up to 85% of a project's cost. Applicants must have a capital facilities plan, be levying the 1/4% real estate excise tax, and comply with UGA requirements. Capital improvement planning projects are limited to planning for streets and utilities. PWB provides traditional financing and broadband specific financing. Ports are not eligible to apply for these funds and will be required to partner with the City when applying.



*Tax Increment Financing (TIF)*

Tax increment financing (TIF) is a tool that local governments in Washington State (cities, towns, counties, port districts, or any combination thereof) can use to fund public infrastructure in targeted areas to encourage private development and investment. A local government wishing to utilize TIF will designate an "increment area" surrounding the site of the public improvements. The property tax portion of increases in the assessed value of properties within the increment area is allocated toward paying for the public improvement costs.

*Washington State Department of Commerce – Community Economic Revitalization Board (CERB) Grants*

Department of Commerce funds are available via low-interest loans and grants to finance domestic and industrial water, stormwater, wastewater, public buildings, telecommunications, and port facilities.

*Washington State Department of Commerce – Industrial Site Readiness Grant*

This program offers grants of up to \$500,000 to public entities such as counties, cities, port districts, or tribal governments. The funding supports pre-development planning for large manufacturing sites, including engineering studies, permitting, and site due diligence.

*Washington State Transportation Improvement Board (TIB)*

TIB funds high-priority transportation projects in communities throughout the state to enhance the movement of people, goods, and services. TIB is an independent state agency created by the Legislature that distributes and manages street construction and maintenance grants. Funding for TIB's grant programs comes from revenue generated by three cents of the statewide gas tax. This funding may be appropriate for transportation improvements such as the widening and frontage of Road 36.

*Public Works Trust Fund (PWTF)*

The PWTF provides low-interest loans to local governments for infrastructure projects, including those related to industrial development. The fund aims to assist municipalities in addressing infrastructure needs through a dedicated funding pool. ([wacities.org](http://wacities.org))

*Better Utilizing Investments to Leverage Development (BUILD) grant*

A program administered by the U.S. Department of Transportation (DOT). It provides federal funding to support investments in infrastructure that enhance economic development and improve safety, mobility, and quality of life. The BUILD program is designed to support projects that have a significant impact on communities, especially in terms of regional economic growth, access to opportunities, and overall public welfare.

# Appendix 1

## Permit Classification Table

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|               | Types of Permit/Approval/Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Public Notice | Public Hearing | Decision Maker                                                      | Appellate Body   |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|----------------|---------------------------------------------------------------------|------------------|
| Type 1 Review | <ul style="list-style-type: none"> <li>• ADU Permit</li> <li>• Administrative Interpretation</li> <li>• Boundary Line Adjustment</li> <li>• Building Permit</li> <li>• Certificate of Occupancy</li> <li>• Certificate of Appropriateness (and waiver) (1)</li> <li>• Certificate of Design Review</li> <li>• Certificate of Zoning Compliance</li> <li>• Clearing and Grading Permit</li> <li>• Code Enforcement Action</li> <li>• Critical Area Authorization</li> <li>• Landscaping Plan Approval</li> <li>• Permit, Minor Amendment</li> <li>• Plats, Final (10+ lots)</li> </ul> | None          | None           | Community Development Director or designee (unless otherwise noted) | Hearing Examiner |

|               | Types of Permit/Approval/Action                                                                                                                                                                                                         | Public Notice | Public Hearing                              | Decision Maker                 | Appellate Body   |
|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---------------------------------------------|--------------------------------|------------------|
|               | <ul style="list-style-type: none"> <li>• SEPA Action (no public notice required)</li> <li>• Sign Permit</li> <li>• Site Plan Approval</li> <li>• Special Property Tax Valuation <sup>(1)</sup></li> <li>• Special Use Permit</li> </ul> |               |                                             |                                |                  |
| Type 2 Review | <ul style="list-style-type: none"> <li>• Binding Site Plan</li> <li>• Critical Area Permit</li> <li>• SEPA Action (public notice required)</li> <li>• Short plat (9 lots or less)</li> <li>• Variance with Type 1/2 Permit</li> </ul>   | Yes           | None, but written comments may be submitted | Community Development Director | Hearing Examiner |



|                  | Types of<br>Permit/Approval/Action                                                                                                                                                                                                                                                                      | Public<br>Notice | Public<br>Hearing   | Decision<br>Maker   | Appellate<br>Body |
|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|---------------------|---------------------|-------------------|
| Type 3<br>Review | <ul style="list-style-type: none"> <li>• Conditional Use Permit</li> <li>• Master Planned Development</li> <li>• Plat, Preliminary (10+ lots)</li> <li>• Permit, Major Amendment</li> <li>• Reasonable Use Exception</li> <li>• Rezone, Site Specific</li> <li>• Variance with Type 3 Permit</li> </ul> | Yes              | Hearing<br>Examiner | Hearing<br>Examiner | Superior<br>Court |

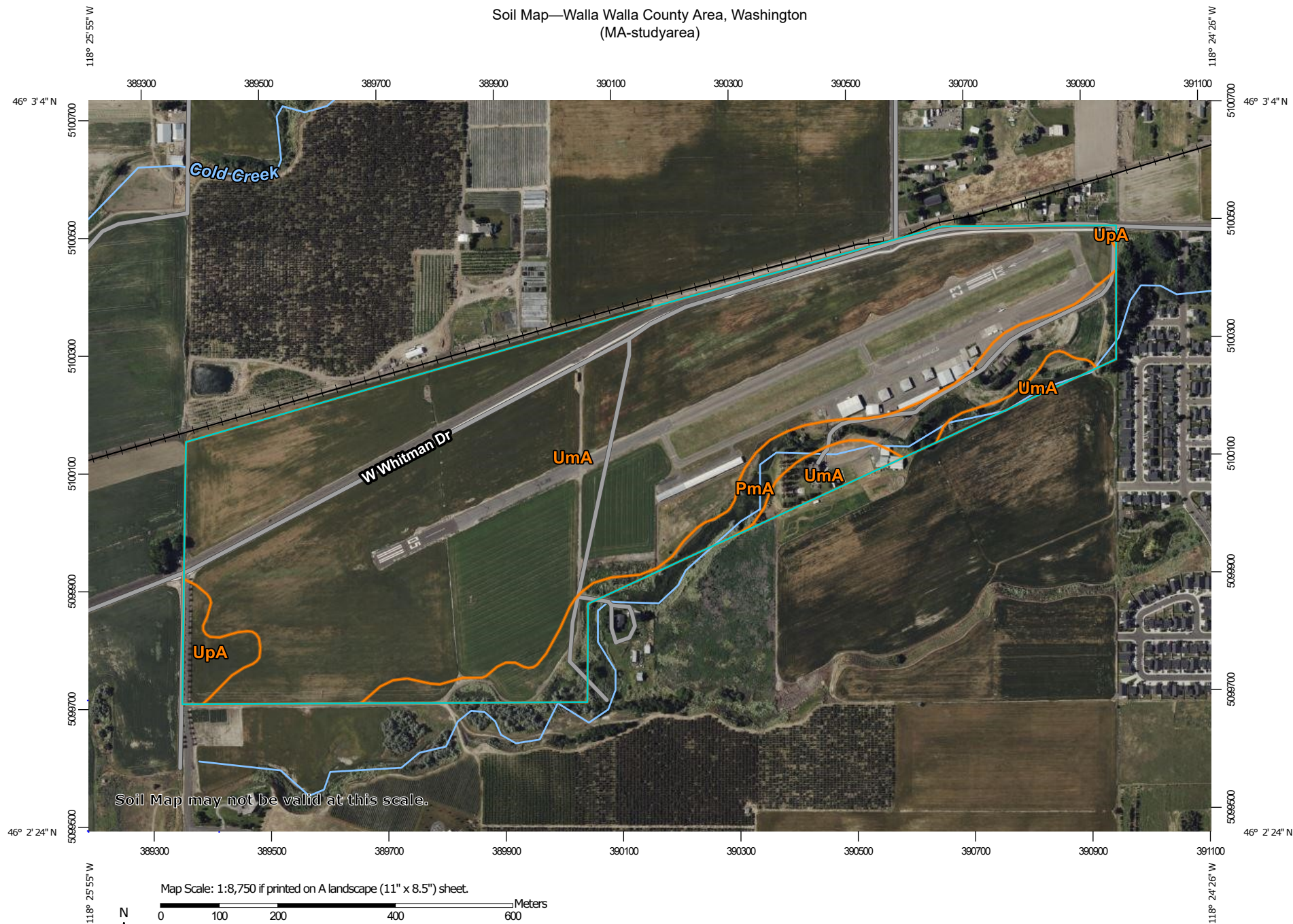
|                  | Types of<br>Permit/Approval/Action                                                                                                                                                                                                                                                                                                  | Public<br>Notice | Public<br>Hearing      | Decision<br>Maker | Appellate<br>Body                |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|------------------------|-------------------|----------------------------------|
| Type 4<br>Review | <ul style="list-style-type: none"> <li>• Comprehensive Plan Text Amendment</li> <li>• Development Agreement <sup>(5)</sup></li> <li>• Future Land Use Map Amendment</li> <li>• Rezone, General</li> <li>• Shoreline Master Program Amendment <sup>(2)</sup></li> <li>• Unified Development Code Amendment <sup>(4)</sup></li> </ul> | Yes              | Planning<br>Commission | City Council      | Superior<br>Court <sup>(3)</sup> |

# **Appendix 2**

## **Soil Assessment**

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# Soil Map—Walla Walla County Area, Washington (MA-studyarea)





Soil Map—Walla Walla County Area, Washington  
(MA-studyarea)

## MAP LEGEND

### Area of Interest (AOI)

 Area of Interest (AOI)

### Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

### Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

### Water Features



Streams and Canals

### Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

### Background



Aerial Photography

## MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:31,700.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Walla Walla County Area, Washington

Survey Area Data: Version 9, Aug 27, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 25, 2022—Jul 1, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

## Map Unit Legend

| Map Unit Symbol                    | Map Unit Name                                             | Acres in AOI | Percent of AOI |
|------------------------------------|-----------------------------------------------------------|--------------|----------------|
| PmA                                | Pedigo silt loam, 0 to 3 percent slopes                   | 20.4         | 11.5%          |
| UmA                                | Umapine silt loam, 0 to 3 percent slopes                  | 152.7        | 86.3%          |
| UpA                                | Umapine silt loam, leached surface, 0 to 3 percent slopes | 3.8          | 2.1%           |
| <b>Totals for Area of Interest</b> |                                                           | <b>176.8</b> | <b>100.0%</b>  |

# **Appendix 3**

## **WSDOT Airports and Compatible Land Use Criteria**

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Table F-1

| Maximum Residential Density                                                                      |                                                 |                                                                        |                                  |                                 |                                  |                       |
|--------------------------------------------------------------------------------------------------|-------------------------------------------------|------------------------------------------------------------------------|----------------------------------|---------------------------------|----------------------------------|-----------------------|
| Compatibility Zones                                                                              | Zone 1                                          | Zone 2                                                                 | Zone 3                           | Zone 4                          | Zone 5                           | Zone 6                |
| Maximum Residential Density                                                                      |                                                 |                                                                        |                                  |                                 |                                  |                       |
|                                                                                                  | Average Number of Dwelling Units Per Gross Acre |                                                                        |                                  |                                 |                                  |                       |
| Agricultural<br>(farmland/forest)                                                                | 0                                               | Maintain current comprehensive plan designation and zoning designation |                                  |                                 |                                  |                       |
| Rural<br>(outside an urban growth boundary)                                                      | 0                                               | 1 d.u. per 10 acres                                                    | 1 d.u. per 10 acres <sup>A</sup> | 1 d.u. per 5 acres <sup>A</sup> | 1 d.u. per 10 acres <sup>A</sup> | 1 d.u. per 5 acres    |
| Urban<br>(within the urban growth boundary)                                                      | 0                                               | 0                                                                      | B                                | C                               | B                                | C                     |
| Maximum Intensities for Nonresidential Uses<br>(Commercial, Industrial, Offices, and Activities) |                                                 |                                                                        |                                  |                                 |                                  |                       |
|                                                                                                  | Average Number of People Units Per Gross Acre   |                                                                        |                                  |                                 |                                  |                       |
| Agricultural<br>(farmland/forest)                                                                | 1-5 <sup>E</sup>                                | D, E                                                                   | D, E                             | D, E                            | D, F                             | D                     |
| Rural<br>(outside an urban growth boundary)                                                      | 1-5 <sup>E</sup>                                | 10-25 <sup>E</sup>                                                     | 10-25 <sup>E</sup>               | 40-60 <sup>E</sup>              | 100-150 <sup>E</sup>             | 100-150 <sup>G</sup>  |
| Urban<br>(within the urban growth boundary)                                                      | 1-5 <sup>E</sup>                                | 50-75 <sup>E</sup>                                                     | 80-120 <sup>E</sup>              | 100-150 <sup>E</sup>            | 100-150 <sup>E</sup>             | No Limit <sup>G</sup> |

**Notes:**

- A Cluster to preserve open space to maintain open approach corridor at and near runway ends.
- B Infill development up to average of surrounding residential area is allowed, but is appropriate only if nonresidential uses are not feasible
- C Promote high density and intensity mixed use development (15 or more d.u. per acre)
- D Maintain current comprehensive plan designation and zoning designation.
- E Special Function Land uses should be prohibited.
- F 50-100 people per acre allowed if on airport and aviation-related.
- G Special Function Land uses should be avoided.



**Table F-2**  
**Airport Land Use Matrix**

|                                                                                      | Compatibility Zones |        |        |        |        |        |
|--------------------------------------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                                                      | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| <b>A. Resource Operations</b>                                                        |                     |        |        |        |        |        |
| <b>1. Agricultural (Commercial)</b>                                                  |                     |        |        |        |        |        |
| Agriculture, horticulture, general farming (crops only, not feedlots and stockyards) | P                   | P      | P      | P      | P      | P      |
| Agricultural building                                                                | L                   | L      | P      | P      | P      | P      |
| Agricultural chemical sales/storage                                                  | X                   | L      | P      | P      | P      | P      |
| Agricultural Housing/Farm labor                                                      | X                   | X      | L      | P      | L      | P      |
| Agricultural housing/farm labor                                                      | X                   | X      | L      | P      | L      | P      |
| Agricultural market                                                                  | X                   | X      | P      | P      | X      | P      |
| Agricultural related industries                                                      | X                   | L      | P      | P      | P      | P      |
| Animal husbandry                                                                     | X                   | L      | L      | L      | X      | P      |
| Agricultural feeding operation or stockyards                                         | X                   | X      | X      | X      | X      | X      |
| Agriculture or food processing facility                                              | X                   | L      | P      | P      | L      | P      |
| Livestock auction                                                                    | X                   | X      | X      | L      | X      | P      |
| Fairgrounds                                                                          | X                   | X      | X      | X      | X      | P      |
| Floriculture, aquaculture                                                            | X                   | L      | P      | P      | P      | P      |
| Fruit bin sales/storage                                                              | X                   | L      | P      | P      | P      | P      |
| <b>2. Forest (Commercial)</b>                                                        |                     |        |        |        |        |        |
| General forest silver culture                                                        | L                   | L      | P      | P      | P      | P      |
| Forest product processing                                                            | X                   | L      | P      | P      | P      | P      |
| <b>3. Mining/Refining/Offsite Hazardous Waste Treatment</b>                          |                     |        |        |        |        |        |
| Asphalt paving and roofing materials, rock crushing                                  | X                   | X      | L      | L      | L      | P      |
| Mining including sand and gravel pits                                                | X                   | L      | L      | L      | X      | P      |
| Stockpiling of earthen materials                                                     | X                   | L      | L      | L      | X      | P      |
| <b>B. Rural Development</b>                                                          |                     |        |        |        |        |        |
| <b>1. Rural Residential</b>                                                          |                     |        |        |        |        |        |
| Single-family dwelling (large lot, 5 acres or greater*)                              | X                   | L      | L      | P      | X      | P      |
| Single-family dwelling, rural centers                                                | X                   | X      | L      | L      | X      | L      |
| Residential Cluster Development, 40% open                                            | X                   | X      | LSC    | X      | X      | P      |
| Multi-family dwelling                                                                | X                   | X      | X      | X      | X      | P      |
| Temporary farm housing                                                               | X                   | X      | P      | P      | L      | P      |

#### Chart Symbols

- **“L” Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
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|                                                               | Compatibility Zones |        |        |        |        |        |
|---------------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                               | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| <b>2. Rural Centers</b>                                       |                     |        |        |        |        |        |
| Single-family dwelling; up to 12 dwelling units/acre          | X                   | X      | L      | L      | X      | L      |
| Two - Four family dwelling (duplex) (*)                       | X                   | X      | X      | X      | X      | L      |
| Multi-family dwelling; 12-20 units/acre                       | X                   | X      | L      | X      | X      | P      |
| 21+ units/acre                                                | X                   | X      | P      | P      | X      | P      |
| Agriculture/forest/mineral resources or industry (see item A) |                     |        |        |        |        |        |
| Community services (see item D2)                              |                     |        |        |        |        |        |
| Retail and commercial service (see items D4 & D5)             |                     |        |        |        |        |        |
| Industrial/manufacturing (see item D4s & D5)                  |                     |        |        |        |        |        |
| <b>C. Education Facilities</b>                                |                     |        |        |        |        |        |
| <b>1. Education Facilities</b>                                |                     |        |        |        |        |        |
| Junior or community college                                   | X                   | X      | L      | L      | L      | P      |
| Schools, K-12 elementary, middle, senior high                 | X                   | X      | X      | X      | X      | X      |
| Business school                                               | X                   | L      | L      | L      | L      | P      |
| Vocational schools                                            | X                   | L      | L      | L      | L      | P      |
| <b>D. Urban Development</b>                                   |                     |        |        |        |        |        |
| <b>1. Residential</b>                                         |                     |        |        |        |        |        |
| Single-family dwelling; up to 12 dwelling units/acre          | X                   | X      | X      | X      | X      | L      |
| Two - four-family dwelling (duplex)(*)                        | X                   | X      | X      | X      | X      | L      |
| Multi-family dwelling(*): 15 or more                          | X                   | X      | LSC    | X      | X      | P      |
| Mixed-use office/commercial/residential use                   | X                   | X      | P      | P      | X      | P      |
| Residential development cluster 40% > open space              | X                   | X      | L      | L      | X      | L      |
| Residential infill                                            | X                   | X      | L      | L      | L      | P      |
| Mobile home parks                                             | X                   | X      | L      | L      | X      | L      |
| Boarding house                                                | X                   | X      | L      | L      | L      | L      |
| Retirement homes                                              | X                   | X      | X      | X      | X      | L      |

### Chart Symbols

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|                                                         | Compatibility Zones |        |        |        |        |        |
|---------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                         | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| <b>2. Community Services</b>                            |                     |        |        |        |        |        |
| Cemetery                                                | P                   | P      | P      | P      | L      | P      |
| Churches, synagogues, temples                           | X                   | X      | L      | L      | X      | L      |
| Community center meeting halls, fraternal organizations | X                   | X      | L      | L      | X      | P      |
| Convalescent, nursing home and group homes              | X                   | X      | X      | X      | X      | L      |
| Day care facilities, family in-home                     | X                   | X      | L      | L      | X      | L      |
| Day care center                                         | X                   | X      | L      | L      | X      | L      |
| Funeral home                                            | X                   | X      | P      | P      | X      | P      |
| Police, fire stations, ambulance service                | X                   | L      | P      | P      | P      | P      |
| Hospital                                                | X                   | X      | X      | X      | X      | X      |
| Medical clinic                                          | X                   | X      | L      | L      | X      | P      |
| Correction facilities                                   | X                   | L      | L      | L      | L      | L      |
| Libraries                                               | X                   | X      | P      | P      | X      | P      |
| Museums and art galleries                               | X                   | X      | L      | P      | P      | P      |
| Zoo                                                     | X                   | X      | P      | P      | X      | P      |
| <b>3. Amusement and Recreation</b>                      |                     |        |        |        |        |        |
| Amusement park (permanent)                              | X                   | X      | L      | L      | X      | L      |
| Bowling alleys                                          | X                   | X      | P      | P      | X      | P      |
| Campground                                              | X                   | L      | L      | P      | L      | P      |
| Recreational vehicle parks; short term                  | X                   | L      | L      | P      | L      | P      |
| Drive-in theatres                                       | X                   | X      | L      | L      | X      | P      |
| Fairgrounds                                             | X                   | X      | P      | L      | L      | P      |
| Golf courses                                            | X                   | L      | P      | P      | X      | P      |
| Gymnasiums, exercise facilities                         | X                   | L      | L      | L      | L      | P      |
| Horse racing tracks, speedways                          | X                   | X      | X      | X      | X      | X      |
| Miniature golf courses                                  | X                   | X      | P      | P      | X      | P      |
| Movie theatres, auditoriums exhibition halls            | X                   | X      | L      | L      | X      | P      |
| Parks                                                   | L                   | L      | P      | P      | L      | P      |
| Roller skating rink                                     | X                   | X      | L      | L      | X      | P      |

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|                                                                    | Compatibility Zones |        |        |        |        |        |
|--------------------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                                    | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| <b>4. Retail Trade and Service</b>                                 |                     |        |        |        |        |        |
| Addressing, mailing, and stenographic services                     | X                   | L      | P      | P      | L      | P      |
| Advertising agencies                                               | X                   | L      | P      | P      | L      | P      |
| Airport uses and activities commercial/industrial                  | L                   | P      | P      | P      | P      | P      |
| Animal clinic/hospital                                             | L                   | P      | P      | P      | P      | P      |
| Antique stores                                                     | X                   | L      | P      | P      | X      | P      |
| Automobile, truck, manufactured home, and travel trailer sales     | L                   | P      | P      | P      | P      | P      |
| Automobile and recreational vehicle (RV) sales; weekend            | L                   | P      | P      | P      | L      | P      |
| Automotive: car wash                                               | L                   | P      | P      | P      | L      | P      |
| Sales lot/auto center                                              | L                   | P      | P      | P      | P      | P      |
| Parking lots and garages                                           | L                   | P      | P      | P      | P      | P      |
| Maintenance and repair shops                                       | X                   | P      | P      | P      | P      | P      |
| Paint and body repair shops                                        | L                   | P      | P      | P      | P      | P      |
| Parts and accessories (tires, batteries, etc.)                     | X                   | P      | P      | P      | P      | P      |
| Specialized repair shops (radiator, etc.)                          | L                   | P      | P      | P      | P      | P      |
| Towing services                                                    | L                   | P      | P      | P      | P      | P      |
| Wrecking and dismantling yard                                      | L                   | P      | P      | P      | L      | P      |
| Bakery                                                             | X                   | P      | P      | P      | L      | P      |
| Beauty and barber shops                                            | X                   | L      | P      | P      | X      | P      |
| Bed and breakfast inn                                              | X                   | X      | L      | L      | X      | P      |
| Boats and marine accessories                                       | X Except storage L  | P      | P      | P      | P      | P      |
| Books, stationery, office supplies                                 | Storage only        | P      | P      | P      | L      | P      |
| Building and trade (plumbing, heating, electrical, painting, etc.) | Storage only        | P      | P      | P      | L      | P      |
| Clothing and accessories                                           | X                   | L      | P      | P      | L      | P      |
| Communication towers                                               | X                   | X      | L      | L      | L      | L      |
| Computer and electronic stores                                     | X                   | L      | P      | P      | L      | P      |
| Department, discount, variety stores                               | X                   | X      | P      | P      | X      | P      |
| Drug stores (optical goods, orthopedic supplies)                   | X                   | L      | P      | P      | L      | P      |
| Employment agencies (private)                                      | X                   | P      | P      | P      | L      | P      |

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|                                                                           | Compatibility Zones |        |        |        |        |        |
|---------------------------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                                           | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| Farm and implements, tools and heavy construction equipment               | X                   | L      | P      | P      | P      | P      |
| Farm supplies                                                             | L                   | P      | P      | P      | P      | P      |
| Financial institutions                                                    | X                   | P      | P      | P      | L      | P      |
| Food store                                                                | X                   | P      | P      | P      | L      | P      |
| Furniture, home furnishings, appliances                                   | X                   | P      | P      | P      | L      | P      |
| General hardware, garden equipment and supplies                           | X                   | P      | P      | P      | L      | P      |
| Grocery and convenience stores                                            | X                   | L      | P      | P      | L      | P      |
| Heavy equipment storage, maintenance and repair                           | X                   | L      | P      | P      | L      | P      |
| Insurance agents, brokers, and service agencies                           | X                   | P      | P      | P      | L      | P      |
| Kennels                                                                   | L                   | P      | P      | P      | L      | P      |
| Laundries, laundromats, and dry cleaning plants                           | X                   | P      | P      | P      | L      | P      |
| Liquor stores                                                             | X                   | P      | P      | P      | L      | P      |
| Lumber yards                                                              | L                   | P      | P      | P      | L      | P      |
| Medical and dental laboratory, offices and clinic                         | X                   | X      | L      | P      | x      | P      |
| Mini Storage                                                              | L                   | P      | P      | P      | P      | P      |
| Motels and Hotels                                                         | X                   | X      | P      | P      | P      | P      |
| Motorcycles sales/repair (including maintenance)                          | X                   | P      | P      | P      | L      | P      |
| Paint, glass, and wallpaper stores                                        | X                   | P      | P      | P      | L      | P      |
| Pet stores, pet supplies, and dog grooming                                | X                   | L      | P      | P      | L      |        |
| Professional office buildings for architects, attorneys, government, etc. | X                   | L      | P      | P      | P      | P      |
| Rental: auto, truck, trailer, fleet leasing services                      | L                   | P      | P      | P      | L      | P      |
| Repairs: small appliances, tv, business machines, watches, etc.           | L                   | P      | P      | P      | L      | P      |
| Restaurant, cafe and drive-in eating facilities                           | X                   | L      | P      | P      | P      | P      |
| Service station                                                           | X                   | L      | P      | P      | L      | P      |
| Sporting goods, bicycle shops                                             | X                   | P      | P      | P      | P      | P      |
| Taverns, bars, dance establishments                                       | X                   | L      | P      | P      | L      | P      |

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|                                                                        | Compatibility Zones |        |        |        |        |        |
|------------------------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                                        | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| <b>5. Industry/Manufacturing</b>                                       |                     |        |        |        |        |        |
| Aircraft parts                                                         | Storage only        | L      | P      | P      | P      | P      |
| Aircraft industrial                                                    | Storage only        | L      | P      | P      | P      | P      |
| Apparel and accessories                                                | X                   | L      | P      | P      | X      | P      |
| Bakery products (wholesale)                                            | Storage only        | L      | P      | P      | X      | P      |
| Beverage industry                                                      | Storage only        | L      | P      | P      | X      | P      |
| Canning, preserving, and packaging fruits, vegetables, and other foods | X                   | L      | L      | L      | X      | P      |
| Cement and concrete plants                                             | X                   | L      | L      | L      | X      | P      |
| Chemicals (industrial, agricultural, wood, etc.)                       | X                   | X      | L      | L      | X      | L      |
| Concrete, gypsum, and plaster products                                 | Storage only        | L      | P      | L      | L      | P      |
| Confectionery and related products (wholesale)                         | Storage only        | P      | P      | P      | L      | P      |
| Mini storage                                                           | P                   | P      | P      | P      | P      | P      |
| Product assembly                                                       | Storage only        | L      | P      | P      | L      | P      |
| Prefabricated structural wood products and containers                  | Storage only        | P      | P      | P      | L      | P      |
| Printing, publishing, and binding                                      | Storage only        | P      | P      | P      | L      | P      |
| Rendering plants, slaughter houses                                     | X                   | X      | X      | X      | X      | L      |
| Rubber products                                                        | X                   | L      | P      | P      | L      | P      |
| Sawmills and planing mills                                             | Storage only        | L      | P      | P      | L      | P      |
| Sheet metal and welding shops                                          | Storage only        | P      | P      | P      | L      | P      |
| Stone products (includes finishing of monuments for retail sale)       | Storage only        | P      | P      | P      | L      | P      |

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|                                                                 | Compatibility Zones |        |        |        |        |        |
|-----------------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                                 | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| <b>6. Wholesale Trade-Storage</b>                               |                     |        |        |        |        |        |
| Warehouses                                                      | Storage only        | P      | P      | P      | P      | P      |
| Wholesale trade                                                 | Storage only        | P      | P      | P      | P      | P      |
| Storage facilities; bulk                                        | L                   | P      | P      | P      | P      | P      |
| commercial                                                      | L                   | P      | P      | P      | P      | P      |
| mini-storage                                                    | L                   | P      | P      | P      | P      | P      |
| <b>E. Transportation and Utilities</b>                          |                     |        |        |        |        |        |
| <b>1. Transportation</b>                                        |                     |        |        |        |        |        |
| Bus terminals                                                   | X                   | L      | P      | P      | L      | P      |
| Transportation storage and maintenance facilities               | Storage only        | P      | P      | P      | P      | P      |
| Transportation brokerage offices; without truck parking         | X                   | P      | P      | P      | P      | P      |
| with truck parking                                              | L                   | P      | P      | P      | P      | P      |
| Contract truck hauling, rental of trucks with drivers           | L                   | P      | P      | P      | P      | P      |
| Rail, truck terminals (for short-term storage, office)          | L                   | P      | P      | P      | P      | P      |
| Air storage and office use                                      | Storage only        | P      | P      | P      | P      | P      |
| Railroad switch yards, maintenance, and repair facilities, etc. | X                   | P      | P      | P      | P      | P      |
| Taxicab terminals, maintenance, and dispatching centers, etc.   | X                   | P      | P      | P      | P      | P      |
| <b>2. Utilities</b>                                             |                     |        |        |        |        |        |
| Power generating facilities                                     | L                   | L      | L      | L      | L      | L      |
| Utility services (substations, etc.)                            | L                   | L      | L      | L      | L      | P      |
| Wholesale trade                                                 | L                   | P      | P      | P      | L      | P      |
| Storage facilities; bulk                                        | L                   | P      | P      | P      | P      | P      |
| Commercial                                                      | L                   | P      | P      | P      | P      | P      |

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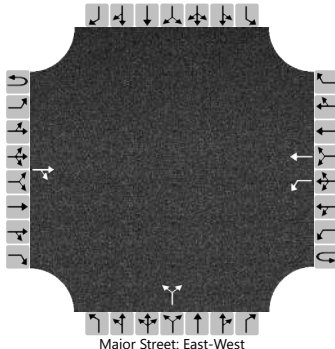
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# **Appendix 4**

## **Traffic Counts and Capacity Analysis Worksheets**

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| HCS7 Two-Way Stop-Control Report                                                                                               |                            |                            |                       |                     |  |                   |  |
|--------------------------------------------------------------------------------------------------------------------------------|----------------------------|----------------------------|-----------------------|---------------------|--|-------------------|--|
| General Information                                                                                                            |                            | Site Information           |                       | Existing Conditions |  | Capacity Analysis |  |
| Analyst                                                                                                                        | Montgomery                 | Intersection               | Old US 12/Last Chance |                     |  |                   |  |
| Agency/Co.                                                                                                                     | J-U-B Engineers            | Jurisdiction               | City of College Place |                     |  |                   |  |
| Date Performed                                                                                                                 | 11/4/2024                  | East/West Street           | Old US 12             |                     |  |                   |  |
| Analysis Year                                                                                                                  | 2024                       | North/South Street         | Last Chance Road      |                     |  |                   |  |
| Time Analyzed                                                                                                                  | PM Peak Hour               | Peak Hour Factor           | 0.92                  |                     |  |                   |  |
| Intersection Orientation                                                                                                       | East-West                  | Analysis Time Period (hrs) | 0.25                  |                     |  |                   |  |
| Project Description                                                                                                            | Martin Airield Feasibility |                            |                       |                     |  |                   |  |
| Lanes                                                                                                                          |                            |                            |                       |                     |  |                   |  |
| <div><div>Major Street: East-West</div></div> |                            |                            |                       |                     |  |                   |  |

| Vehicle Volumes and Adjustments |           |   |    |    |           |    |    |   |            |    |    |    |            |    |    |    |
|---------------------------------|-----------|---|----|----|-----------|----|----|---|------------|----|----|----|------------|----|----|----|
| Approach                        | Eastbound |   |    |    | Westbound |    |    |   | Northbound |    |    |    | Southbound |    |    |    |
| Movement                        | U         | L | T  | R  | U         | L  | T  | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                        | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes                 | 0         | 0 | 1  | 0  | 0         | 1  | 1  | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration                   |           |   |    | TR |           | L  | T  |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)                  |           |   | 76 | 55 |           | 20 | 52 |   |            | 26 |    | 13 |            |    |    |    |
| Percent Heavy Vehicles (%)      |           |   |    |    |           | 3  |    |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked         |           |   |    |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)               |           |   |    |    |           |    |    |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized          |           |   |    |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Median Type   Storage           | Undivided |   |    |    |           |    |    |   |            |    |    |    |            |    |    |    |

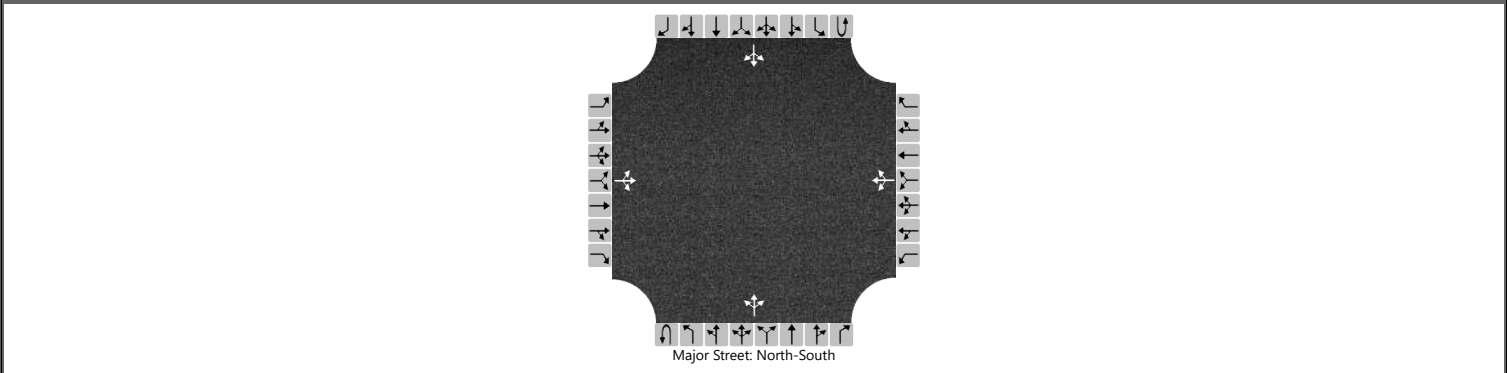
| Critical and Follow-up Headways |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|---------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)     |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)          |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec)    |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)         |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

| Delay, Queue Length, and Level of Service |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-------------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                      |  |  |  |  |     | 22   |  |  |     |  | 42   |  |  |  |  |  |
| Capacity, c (veh/h)                       |  |  |  |  |     | 1434 |  |  |     |  | 813  |  |  |  |  |  |
| v/c Ratio                                 |  |  |  |  |     | 0.02 |  |  |     |  | 0.05 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh)   |  |  |  |  |     | 0.0  |  |  |     |  | 0.2  |  |  |  |  |  |
| Control Delay (s/veh)                     |  |  |  |  |     | 7.5  |  |  |     |  | 9.7  |  |  |  |  |  |
| Level of Service (LOS)                    |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                    |  |  |  |  | 2.1 |      |  |  | 9.7 |  |      |  |  |  |  |  |
| Approach LOS                              |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Last Chance/Whitman   |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2024                        | North/South Street         | Last Chance Road      |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.91                  |
| Intersection Orientation | North-South                 | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |    |     |   | Northbound |   |     |    | Southbound |    |     |   |
|----------------------------|-----------|----|-----|----|-----------|----|-----|---|------------|---|-----|----|------------|----|-----|---|
| Movement                   | U         | L  | T   | R  | U         | L  | T   | R | U          | L | T   | R  | U          | L  | T   | R |
| Priority                   |           | 10 | 11  | 12 |           | 7  | 8   | 9 | 1U         | 1 | 2   | 3  | 4U         | 4  | 5   | 6 |
| Number of Lanes            |           | 0  | 1   | 0  |           | 0  | 1   | 0 | 0          | 0 | 1   | 0  | 0          | 0  | 1   | 0 |
| Configuration              |           |    | LTR |    |           |    | LTR |   |            |   | LTR |    |            |    | LTR |   |
| Volume (veh/h)             |           | 0  | 1   | 1  |           | 20 | 0   | 7 |            | 0 | 31  | 25 |            | 13 | 61  | 3 |
| Percent Heavy Vehicles (%) |           | 3  | 3   | 3  |           | 3  | 3   | 3 |            | 3 |     |    |            | 3  |     |   |
| Proportion Time Blocked    |           |    |     |    |           |    |     |   |            |   |     |    |            |    |     |   |
| Percent Grade (%)          | 0         |    |     |    | 0         |    |     |   |            |   |     |    |            |    |     |   |
| Right Turn Channelized     |           |    |     |    |           |    |     |   |            |   |     |    |            |    |     |   |
| Median Type   Storage      | Undivided |    |     |    |           |    |     |   |            |   |     |    |            |    |     |   |

## Critical and Follow-up Headways

|                              |  |      |      |      |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|------|------|------|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |  | 4.13 |  |  |  | 4.13 |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |  | 2.23 |  |  |  | 2.23 |  |  |

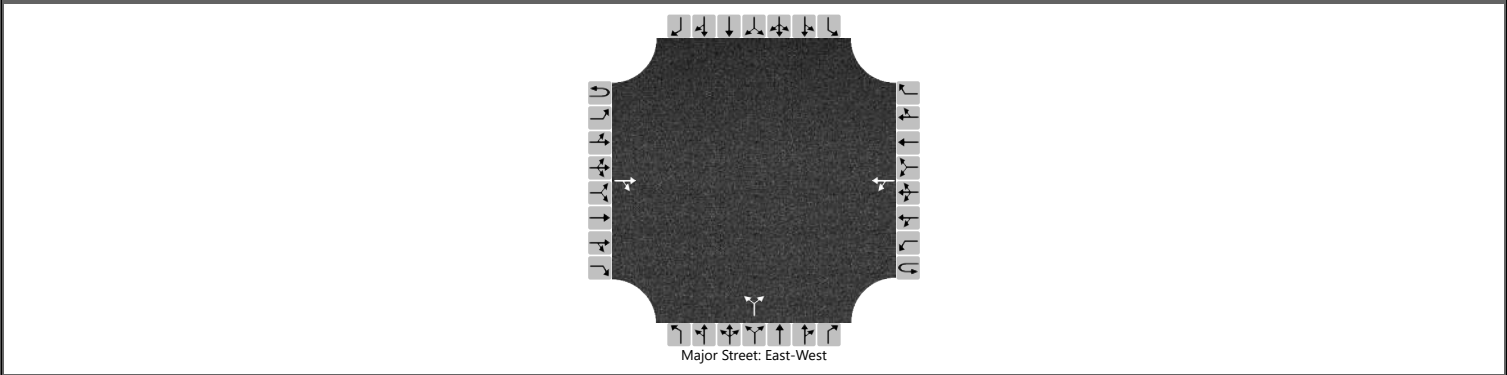
## Delay, Queue Length, and Level of Service

|                                         |     |  |      |  |     |  |      |  |     |      |  |  |     |      |  |  |
|-----------------------------------------|-----|--|------|--|-----|--|------|--|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |     |  | 2    |  |     |  | 30   |  |     | 0    |  |  |     | 14   |  |  |
| Capacity, c (veh/h)                     |     |  | 837  |  |     |  | 857  |  |     | 1524 |  |  |     | 1535 |  |  |
| v/c Ratio                               |     |  | 0.00 |  |     |  | 0.03 |  |     | 0.00 |  |  |     | 0.01 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     |  | 0.0  |  |     |  | 0.1  |  |     | 0.0  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                   |     |  | 9.3  |  |     |  | 9.4  |  |     | 7.4  |  |  |     | 7.4  |  |  |
| Level of Service (LOS)                  |     |  | A    |  |     |  | A    |  |     | A    |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  | 9.3 |  |      |  | 9.4 |  |      |  | 0.0 |      |  |  | 1.3 |      |  |  |
| Approach LOS                            | A   |  |      |  | A   |  |      |  | A   |      |  |  |     |      |  |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Hampton       |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2024                        | North/South Street         | Hampton Lane          |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.89                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |    |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 40 | 0  |           | 1  | 28 |   |            | 0 |    | 2 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 3  |    |   |            | 3 |    | 3 |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |    |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

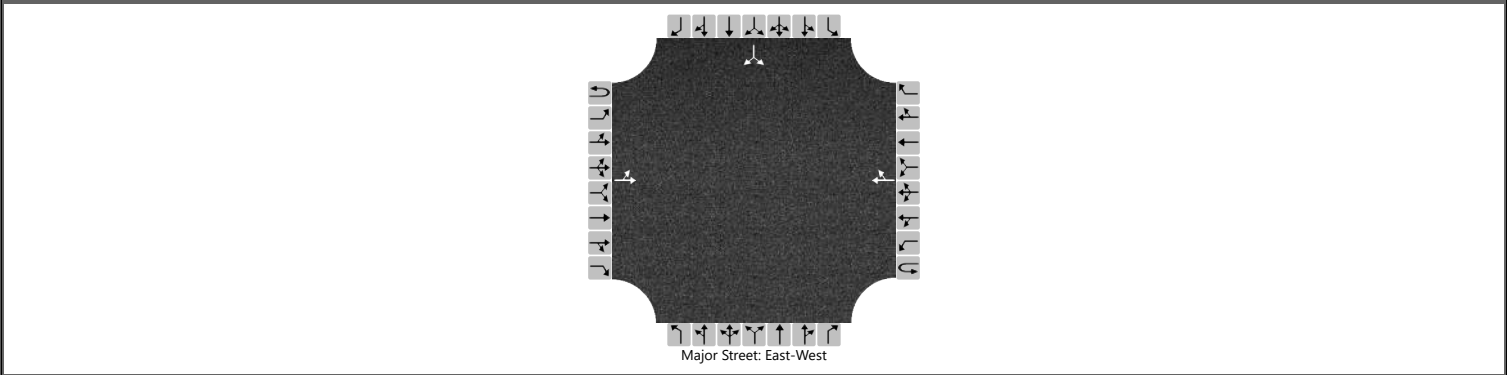
Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 1    |  |  |     |  | 2    |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1557 |  |  |     |  | 1022 |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |     |  | 0.00 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.3  |  |  |     |  | 8.5  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.3 |      |  |  | 8.5 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/McKinney      |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2024                        | North/South Street         | McKinney Road         |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.91                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |   | Westbound |   |    |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|----|---|-----------|---|----|----|------------|---|---|---|------------|----|----|----|
| Movement                   | U         | L  | T  | R | U         | L | T  | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1  | 2  | 3 | 4U        | 4 | 5  | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1  | 0 | 0         | 0 | 1  | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT |    |   |           |   |    | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 3  | 40 |   |           |   | 23 | 4  |            |   |   |   |            | 4  |    | 6  |
| Percent Heavy Vehicles (%) |           | 3  |    |   |           |   |    |    |            |   |   |   |            | 3  |    | 3  |
| Proportion Time Blocked    |           |    |    |   |           |   |    |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |    |   |           |   |    |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized     |           |    |    |   |           |   |    |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |    |    |   |           |   |    |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  |  |  |  |  |  |  |  |  | 6.43 |  | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  |  |  |  |  |  |  |  |  | 3.53 |  | 3.33 |

## Delay, Queue Length, and Level of Service

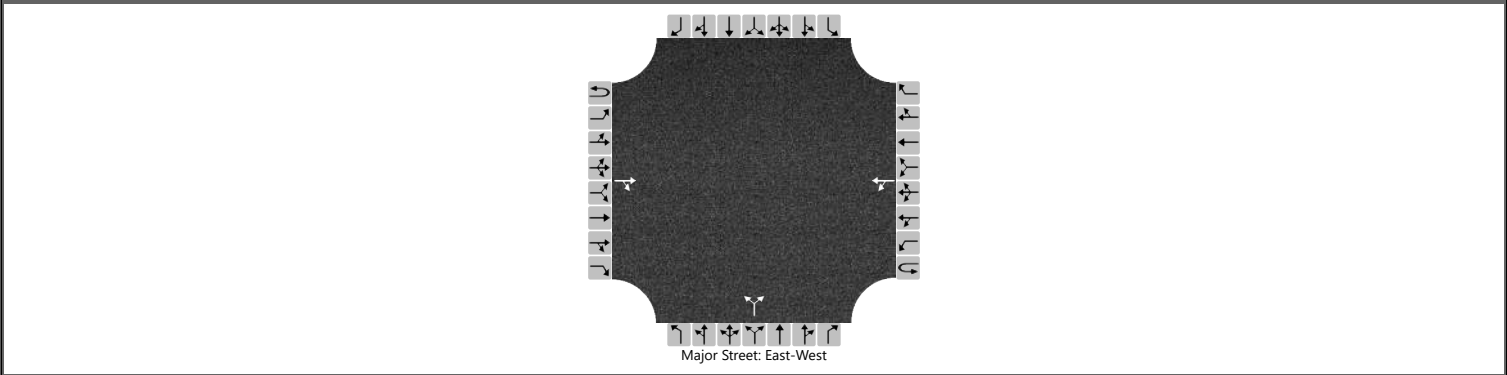
|                                         |     |      |  |  |   |  |  |  |  |  |  |  |     |  |      |  |
|-----------------------------------------|-----|------|--|--|---|--|--|--|--|--|--|--|-----|--|------|--|
| Flow Rate, v (veh/h)                    |     | 3    |  |  |   |  |  |  |  |  |  |  |     |  | 11   |  |
| Capacity, c (veh/h)                     |     | 1577 |  |  |   |  |  |  |  |  |  |  |     |  | 991  |  |
| v/c Ratio                               |     | 0.00 |  |  |   |  |  |  |  |  |  |  |     |  | 0.01 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |   |  |  |  |  |  |  |  |     |  | 0.0  |  |
| Control Delay (s/veh)                   |     | 7.3  |  |  |   |  |  |  |  |  |  |  |     |  | 8.7  |  |
| Level of Service (LOS)                  |     | A    |  |  |   |  |  |  |  |  |  |  |     |  | A    |  |
| Approach Delay (s/veh)                  | 0.5 |      |  |  |   |  |  |  |  |  |  |  | 8.7 |  |      |  |
| Approach LOS                            | A   |      |  |  | A |  |  |  |  |  |  |  | A   |  |      |  |



HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                         |
|--------------------------|-----------------------------|----------------------------|-------------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Martin Field Ln |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place   |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive           |
| Analysis Year            | 2024                        | North/South Street         | Martin Field Lane       |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.85                    |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                    |
| Project Description      | Martin Airfield Feasibility |                            |                         |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |    |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 39 | 0  |           | 2  | 36 |   |            | 0 |    | 5 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 3  |    |   |            | 3 |    | 3 |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |    |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

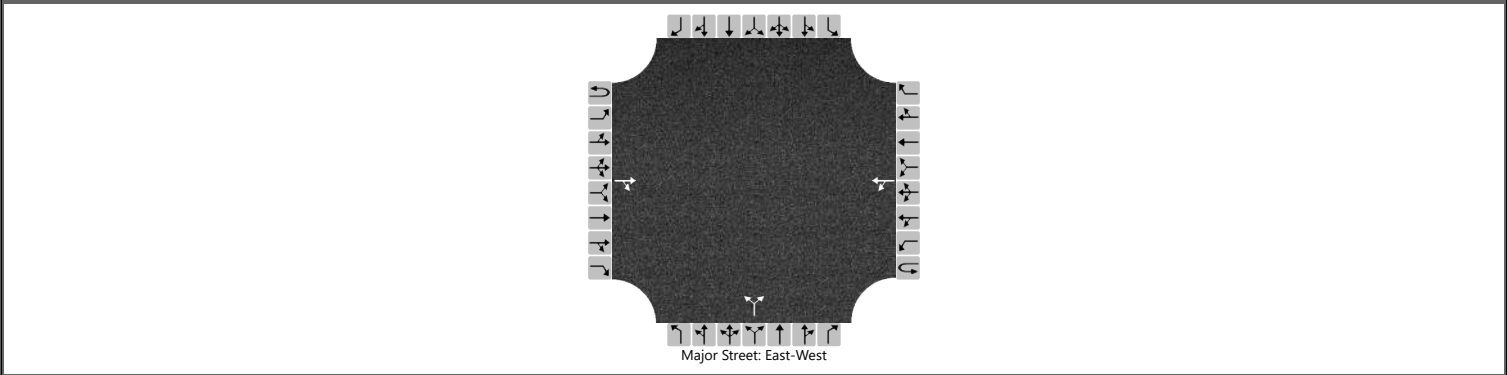
Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 2    |  |  |     |  | 6    |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1556 |  |  |     |  | 1021 |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |     |  | 0.01 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.3  |  |  |     |  | 8.5  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.4 |      |  |  | 8.5 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Homestead     |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2024                        | North/South Street         | Homestead Ave         |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.81                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|----|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |    |   |            |   | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 42 | 5  |           | 40 | 30 |   |            | 5 |    | 34 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 3  |    |   |            | 3 |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |    |   | 0          |   |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

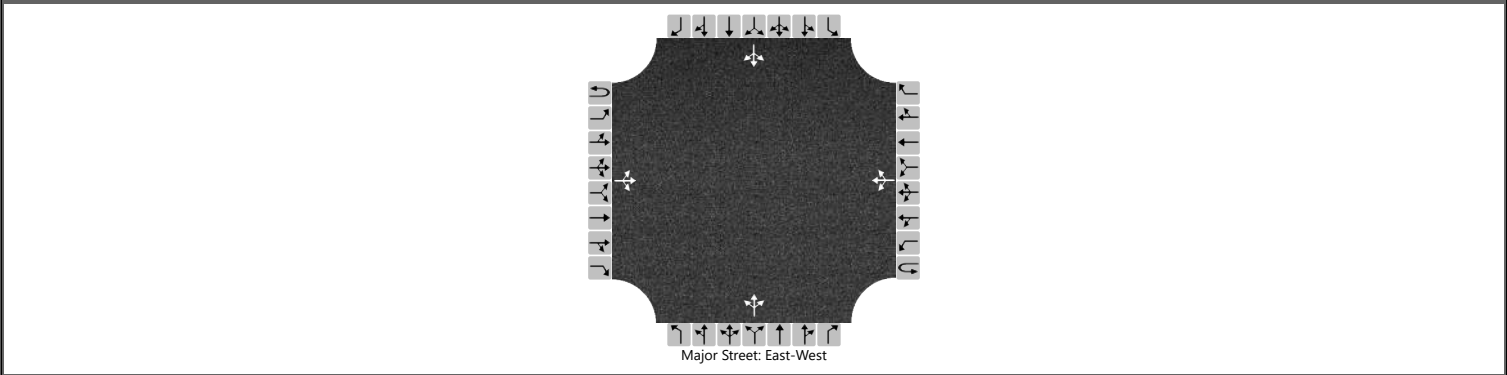
## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 49   |  |  |     |  | 48   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1540 |  |  |     |  | 970  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.03 |  |  |     |  | 0.05 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.1  |  |  |     |  | 0.2  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.4  |  |  |     |  | 8.9  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 4.3 |      |  |  | 8.9 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Hussey        |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2024                        | North/South Street         | Hussey Road           |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.90                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |     |    | Southbound |    |     |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|-----|----|------------|----|-----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T   | R  | U          | L  | T   | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8   | 9  |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1   | 0  |            | 0  | 1   | 0  |
| Configuration              |           |   | LTR |    |           |    | LTR |   |            |    | LTR |    |            |    | LTR |    |
| Volume (veh/h)             |           | 4 | 84  | 43 |           | 62 | 101 | 8 |            | 39 | 14  | 32 |            | 7  | 23  | 2  |
| Percent Heavy Vehicles (%) |           | 3 |     |    |           | 3  |     |   |            | 3  | 3   | 3  |            | 3  | 3   | 3  |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |     |    |            |    |     |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |    |     |    | 0          |    |     |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |    |     |    |            |    |     |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |    |     |    |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |      |  |  |  |      |      |      |  |      |      |      |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  | 4.1  |  |  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  | 4.13 |  |  |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  | 2.2  |  |  |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  | 2.23 |  |  |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |

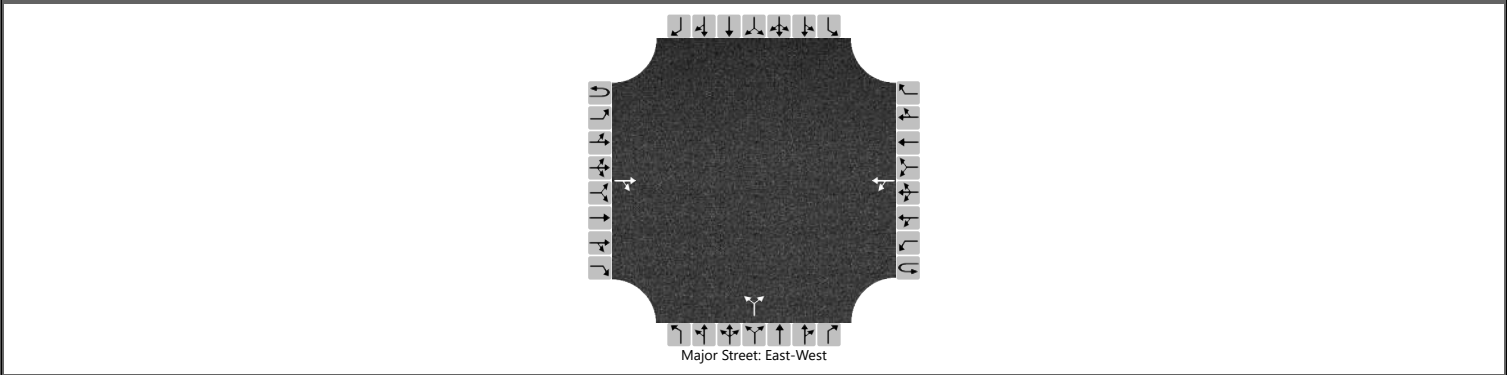
## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |  |      |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|--|------|
| Flow Rate, v (veh/h)                    |     | 4    |  |  |     | 69   |  |  |      |  | 94   |  |      |  |  | 36   |
| Capacity, c (veh/h)                     |     | 1460 |  |  |     | 1436 |  |  |      |  | 622  |  |      |  |  | 518  |
| v/c Ratio                               |     | 0.00 |  |  |     | 0.05 |  |  |      |  | 0.15 |  |      |  |  | 0.07 |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.2  |  |  |      |  | 0.5  |  |      |  |  | 0.2  |
| Control Delay (s/veh)                   |     | 7.5  |  |  |     | 7.6  |  |  |      |  | 11.8 |  |      |  |  | 12.5 |
| Level of Service (LOS)                  |     | A    |  |  |     | A    |  |  |      |  | B    |  |      |  |  | B    |
| Approach Delay (s/veh)                  | 0.3 |      |  |  | 3.0 |      |  |  | 11.8 |  |      |  | 12.5 |  |  |      |
| Approach LOS                            | A   |      |  |  | A   |      |  |  | B    |  |      |  | B    |  |  |      |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Davis         |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2024                        | North/South Street         | Davis Ave             |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.84                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |     |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 124 | 12 |           | 55 | 173 |   |            | 20 |    | 42 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |     |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 65   |  |  |      |  | 74   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1411 |  |  |      |  | 715  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.05 |  |  |      |  | 0.10 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.1  |  |  |      |  | 0.3  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.7  |  |  |      |  | 10.6 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 2.2 |      |  |  | 10.6 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |



Lanes, Volumes, Timings  
3: College Ave & Whitman Dr

02/28/2025

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |  |  |  |                                                                                   |   |  |  |  |  |  |
| Traffic Volume (vph)       | 42                                                                                | 115                                                                               | 44                                                                                | 30                                                                                | 104                                                                               | 14                                                                                | 50                                                                                  | 181                                                                                 | 35                                                                                  | 16                                                                                  | 184                                                                                 | 89                                                                                  |
| Future Volume (vph)        | 42                                                                                | 115                                                                               | 44                                                                                | 30                                                                                | 104                                                                               | 14                                                                                | 50                                                                                  | 181                                                                                 | 35                                                                                  | 16                                                                                  | 184                                                                                 | 89                                                                                  |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (ft)        | 150                                                                               |                                                                                   | 75                                                                                | 145                                                                               |                                                                                   | 0                                                                                 | 100                                                                                 |                                                                                     | 100                                                                                 | 100                                                                                 |                                                                                     | 100                                                                                 |
| Storage Lanes              | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. 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                                                                                |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   | 0.982                                                                             |                                                                                   |                                                                                     |                                                                                     | 0.850                                                                               |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1770                                                                              | 1863                                                                              | 1583                                                                              | 1770                                                                              | 1829                                                                              | 0                                                                                 | 1770                                                                                | 1863                                                                                | 1583                                                                                | 1770                                                                                | 1863                                                                                | 1583                                                                                |
| Flt Permitted              | 0.503                                                                             |                                                                                   |                                                                                   | 0.671                                                                             |                                                                                   |                                                                                   | 0.602                                                                               |                                                                                     |                                                                                     | 0.634                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 937                                                                               | 1863                                                                              | 1583                                                                              | 1250                                                                              | 1829                                                                              | 0                                                                                 | 1121                                                                                | 1863                                                                                | 1583                                                                                | 1181                                                                                | 1863                                                                                | 1583                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 120                                                                               |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     |                                                                                     | 120                                                                                 |                                                                                     |                                                                                     | 120                                                                                 |
| Link Speed (mph)           |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 667                                                                               |                                                                                   |                                                                                   | 695                                                                               |                                                                                   |                                                                                     | 651                                                                                 |                                                                                     |                                                                                     | 629                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 18.2                                                                              |                                                                                   |                                                                                   | 19.0                                                                              |                                                                                   |                                                                                     | 17.8                                                                                |                                                                                     |                                                                                     | 17.2                                                                                |                                                                                     |
| 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                                                                                |
| Adj. Flow (vph)            | 46                                                                                | 125                                                                               | 48                                                                                | 33                                                                                | 113                                                                               | 15                                                                                | 54                                                                                  | 197                                                                                 | 38                                                                                  | 17                                                                                  | 200                                                                                 | 97                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 46                                                                                | 125                                                                               | 48                                                                                | 33                                                                                | 128                                                                               | 0                                                                                 | 54                                                                                  | 197                                                                                 | 38                                                                                  | 17                                                                                  | 200                                                                                 | 97                                                                                  |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                                | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     | 12                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway 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                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   |
| Detector Template          | Left                                                                              | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                | Right                                                                               |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 | 20                                                                                  |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 | 20                                                                                | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   | 20                                                                                  | 20                                                                                  | 6                                                                                   | 20                                                                                  |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | 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                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                               | NA                                                                                  | Perm                                                                                | pm+pt                                                                               | NA                                                                                  | Perm                                                                                |
| Protected Phases           | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                   | 4                                                                                   |                                                                                     | 3                                                                                   | 8                                                                                   |                                                                                     |
| Permitted Phases           | 6                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                   |                                                                                     | 4                                                                                   | 8                                                                                   |                                                                                     | 8                                                                                   |

Existing 6:07 pm 02/27/2025 Baseline

Synchro 12 Report  
Page 1

Lanes, Volumes, Timings  
3: College Ave & Whitman Dr

02/28/2025

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Detector Phase          | 1                                                                                 | 6                                                                                 | 6                                                                                 | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                   | 4                                                                                   | 4                                                                                   | 3                                                                                   | 8                                                                                   | 8                                                                                   |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 4.0                                                                               | 8.0                                                                               | 8.0                                                                               | 4.0                                                                               | 8.0                                                                               |                                                                                   | 4.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 | 4.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 |
| Minimum Split (s)       | 9.5                                                                               | 27.7                                                                              | 27.7                                                                              | 9.5                                                                               | 30.8                                                                              |                                                                                   | 9.5                                                                                 | 30.8                                                                                | 30.8                                                                                | 9.5                                                                                 | 27.7                                                                                | 27.7                                                                                |
| Total Split (s)         | 15.0                                                                              | 45.0                                                                              | 45.0                                                                              | 15.0                                                                              | 45.0                                                                              |                                                                                   | 15.0                                                                                | 45.0                                                                                | 45.0                                                                                | 15.0                                                                                | 45.0                                                                                | 45.0                                                                                |
| Total Split (%)         | 12.5%                                                                             | 37.5%                                                                             | 37.5%                                                                             | 12.5%                                                                             | 37.5%                                                                             |                                                                                   | 12.5%                                                                               | 37.5%                                                                               | 37.5%                                                                               | 12.5%                                                                               | 37.5%                                                                               | 37.5%                                                                               |
| Maximum Green (s)       | 9.8                                                                               | 39.3                                                                              | 39.3                                                                              | 9.8                                                                               | 39.2                                                                              |                                                                                   | 9.8                                                                                 | 39.2                                                                                | 39.2                                                                                | 9.8                                                                                 | 39.3                                                                                | 39.3                                                                                |
| Yellow Time (s)         | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| All-Red Time (s)        | 2.2                                                                               | 2.7                                                                               | 2.7                                                                               | 2.2                                                                               | 2.8                                                                               |                                                                                   | 2.2                                                                                 | 2.8                                                                                 | 2.8                                                                                 | 2.2                                                                                 | 2.7                                                                                 | 2.7                                                                                 |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)     | 5.2                                                                               | 5.7                                                                               | 5.7                                                                               | 5.2                                                                               | 5.8                                                                               |                                                                                   | 5.2                                                                                 | 5.8                                                                                 | 5.8                                                                                 | 5.2                                                                                 | 5.7                                                                                 | 5.7                                                                                 |
| Lead/Lag                | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                                | Lag                                                                                 | Lag                                                                                 | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| Recall Mode             | None                                                                              | Min                                                                               | Min                                                                               | None                                                                              | Min                                                                               |                                                                                   | None                                                                                | C-Max                                                                               | C-Max                                                                               | None                                                                                | C-Max                                                                               | C-Max                                                                               |
| Walk Time (s)           |                                                                                   | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                               |                                                                                   |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |
| Flash Don't Walk (s)    |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                   | 11.0                                                                              |                                                                                   |                                                                                     | 11.0                                                                                | 11.0                                                                                |                                                                                     | 11.0                                                                                | 11.0                                                                                |
| Pedestrian Calls (#/hr) |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |
| Act Effect Green (s)    | 22.3                                                                              | 16.4                                                                              | 16.4                                                                              | 20.2                                                                              | 13.4                                                                              |                                                                                   | 83.2                                                                                | 79.4                                                                                | 79.4                                                                                | 79.6                                                                                | 74.3                                                                                | 74.3                                                                                |
| Actuated g/C Ratio      | 0.19                                                                              | 0.14                                                                              | 0.14                                                                              | 0.17                                                                              | 0.11                                                                              |                                                                                   | 0.69                                                                                | 0.66                                                                                | 0.66                                                                                | 0.66                                                                                | 0.62                                                                                | 0.62                                                                                |
| v/c Ratio               | 0.20                                                                              | 0.49                                                                              | 0.15                                                                              | 0.14                                                                              | 0.61                                                                              |                                                                                   | 0.07                                                                                | 0.16                                                                                | 0.03                                                                                | 0.02                                                                                | 0.17                                                                                | 0.09                                                                                |
| Control Delay (s/veh)   | 36.7                                                                              | 54.2                                                                              | 1.0                                                                               | 35.5                                                                              | 60.2                                                                              |                                                                                   | 7.5                                                                                 | 10.7                                                                                | 0.1                                                                                 | 7.7                                                                                 | 12.8                                                                                | 1.7                                                                                 |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     | 36.7                                                                              | 54.2                                                                              | 1.0                                                                               | 35.5                                                                              | 60.2                                                                              |                                                                                   | 7.5                                                                                 | 10.7                                                                                | 0.1                                                                                 | 7.7                                                                                 | 12.8                                                                                | 1.7                                                                                 |
| LOS                     | D                                                                                 | D                                                                                 | A                                                                                 | D                                                                                 | E                                                                                 |                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   |
| Approach Delay (s/veh)  |                                                                                   | 38.9                                                                              |                                                                                   |                                                                                   | 55.1                                                                              |                                                                                   |                                                                                     | 8.7                                                                                 |                                                                                     |                                                                                     | 9.1                                                                                 |                                                                                     |
| Approach LOS            |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 60.7 (51%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay (s/veh): 23.2

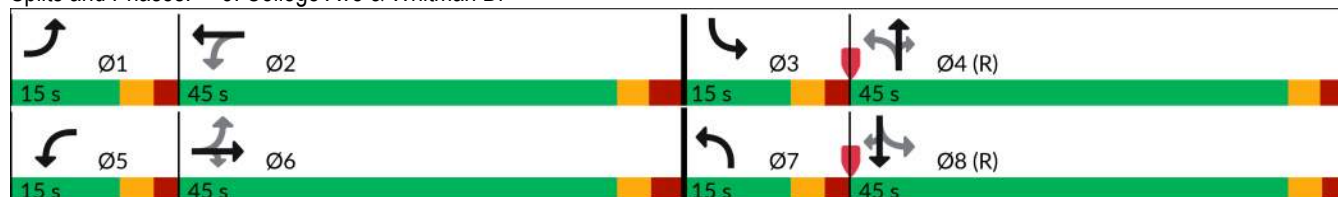
Intersection LOS: C

Intersection Capacity Utilization 35.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: College Ave & Whitman Dr



## Queues

3: College Ave &amp; Whitman Dr

02/28/2025



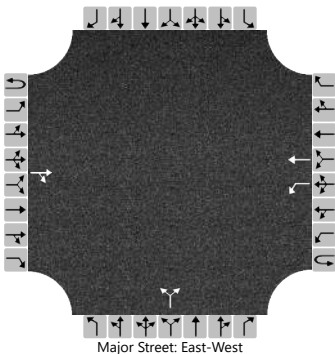
| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 46   | 125  | 48   | 33   | 128  | 54   | 197  | 38   | 17   | 200  | 97   |
| v/c Ratio               | 0.20 | 0.49 | 0.15 | 0.14 | 0.61 | 0.07 | 0.16 | 0.03 | 0.02 | 0.17 | 0.09 |
| Control Delay (s/veh)   | 36.7 | 54.2 | 1.0  | 35.5 | 60.2 | 7.5  | 10.7 | 0.1  | 7.7  | 12.8 | 1.7  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 36.7 | 54.2 | 1.0  | 35.5 | 60.2 | 7.5  | 10.7 | 0.1  | 7.7  | 12.8 | 1.7  |
| Queue Length 50th (ft)  | 28   | 93   | 0    | 20   | 91   | 12   | 49   | 0    | 4    | 68   | 0    |
| Queue Length 95th (ft)  | 56   | 150  | 0    | 45   | 150  | 31   | 122  | 0    | 14   | 128  | 18   |
| Internal Link Dist (ft) |      | 587  |      |      | 615  |      | 571  |      |      | 549  |      |
| Turn Bay Length (ft)    | 150  |      | 75   | 145  |      | 100  |      | 100  | 100  |      | 100  |
| Base Capacity (vph)     | 247  | 610  | 599  | 272  | 601  | 837  | 1233 | 1088 | 861  | 1154 | 1026 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.19 | 0.20 | 0.08 | 0.12 | 0.21 | 0.06 | 0.16 | 0.03 | 0.02 | 0.17 | 0.09 |

## Intersection Summary

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           | 2045 No-Build Capacity Analysis |
|--------------------------|-----------------------------|----------------------------|---------------------------------|
| Analyst                  | Montgomery                  | Intersection               | Old US 12/Last Chance           |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place           |
| Date Performed           | 2/27/2025                   | East/West Street           | Old US 12                       |
| Analysis Year            | 2045                        | North/South Street         | Last Chance Road                |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.92                            |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                            |
| Project Description      | Martin Airfield Feasibility |                            |                                 |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |    |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T  | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5  | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 1  | 1  | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | L  | T  |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 115 | 83 |           | 30 | 79 |   |            | 39 |    | 20 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |    |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |    |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

Delay, Queue Length, and Level of Service

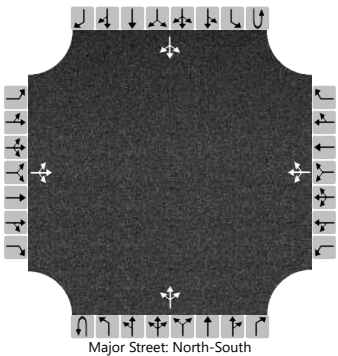
|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 33   |  |  |      |  | 64   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1349 |  |  |      |  | 714  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.02 |  |  |      |  | 0.09 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.1  |  |  |      |  | 0.3  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.7  |  |  |      |  | 10.5 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 2.1 |      |  |  | 10.5 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |



HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Last Chance/Whitman   |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/2025                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Last Chance Road      |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.91                  |
| Intersection Orientation | North-South                 | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |    |     |    | Northbound |   |     |    | Southbound |    |     |   |
|----------------------------|-----------|----|-----|----|-----------|----|-----|----|------------|---|-----|----|------------|----|-----|---|
| Movement                   | U         | L  | T   | R  | U         | L  | T   | R  | U          | L | T   | R  | U          | L  | T   | R |
| Priority                   |           | 10 | 11  | 12 |           | 7  | 8   | 9  | 1U         | 1 | 2   | 3  | 4U         | 4  | 5   | 6 |
| Number of Lanes            |           | 0  | 1   | 0  |           | 0  | 1   | 0  | 0          | 0 | 1   | 0  | 0          | 0  | 1   | 0 |
| Configuration              |           |    | LTR |    |           |    | LTR |    |            |   | LTR |    |            |    | LTR |   |
| Volume (veh/h)             |           | 0  | 2   | 2  |           | 30 | 0   | 11 |            | 0 | 47  | 38 |            | 20 | 92  | 5 |
| Percent Heavy Vehicles (%) |           | 3  | 3   | 3  |           | 3  | 3   | 3  |            | 3 |     |    |            | 3  |     |   |
| Proportion Time Blocked    |           |    |     |    |           |    |     |    |            |   |     |    |            |    |     |   |
| Percent Grade (%)          | 0         |    |     |    | 0         |    |     |    |            |   |     |    |            |    |     |   |
| Right Turn Channelized     |           |    |     |    |           |    |     |    |            |   |     |    |            |    |     |   |
| Median Type   Storage      | Undivided |    |     |    |           |    |     |    |            |   |     |    |            |    |     |   |

Critical and Follow-up Headways

|                              |  |      |      |      |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|------|------|------|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |  | 4.13 |  |  |  | 4.13 |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |  | 2.23 |  |  |  | 2.23 |  |  |

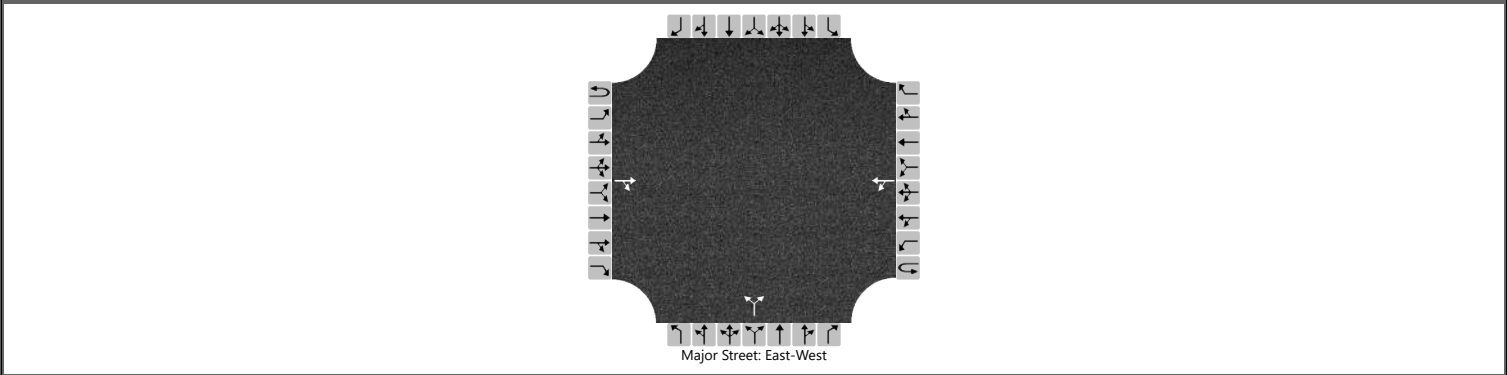
Delay, Queue Length, and Level of Service

|                                         |     |  |      |  |     |      |  |  |     |      |  |  |     |      |  |  |
|-----------------------------------------|-----|--|------|--|-----|------|--|--|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |     |  | 4    |  |     | 45   |  |  |     | 0    |  |  |     | 22   |  |  |
| Capacity, c (veh/h)                     |     |  | 770  |  |     | 775  |  |  |     | 1478 |  |  |     | 1495 |  |  |
| v/c Ratio                               |     |  | 0.01 |  |     | 0.06 |  |  |     | 0.00 |  |  |     | 0.01 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     |  | 0.0  |  |     | 0.2  |  |  |     | 0.0  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                   |     |  | 9.7  |  |     | 9.9  |  |  |     | 7.4  |  |  |     | 7.4  |  |  |
| Level of Service (LOS)                  |     |  | A    |  |     | A    |  |  |     | A    |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  | 9.7 |  |      |  | 9.9 |      |  |  | 0.0 |      |  |  | 1.4 |      |  |  |
| Approach LOS                            | A   |  |      |  | A   |      |  |  |     |      |  |  |     |      |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Hampton       |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Hampton Lane          |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.89                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |    |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 61 | 0  |           | 2  | 42 |   |            | 0 |    | 3 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 3  |    |   |            | 3 |    | 3 |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |    |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

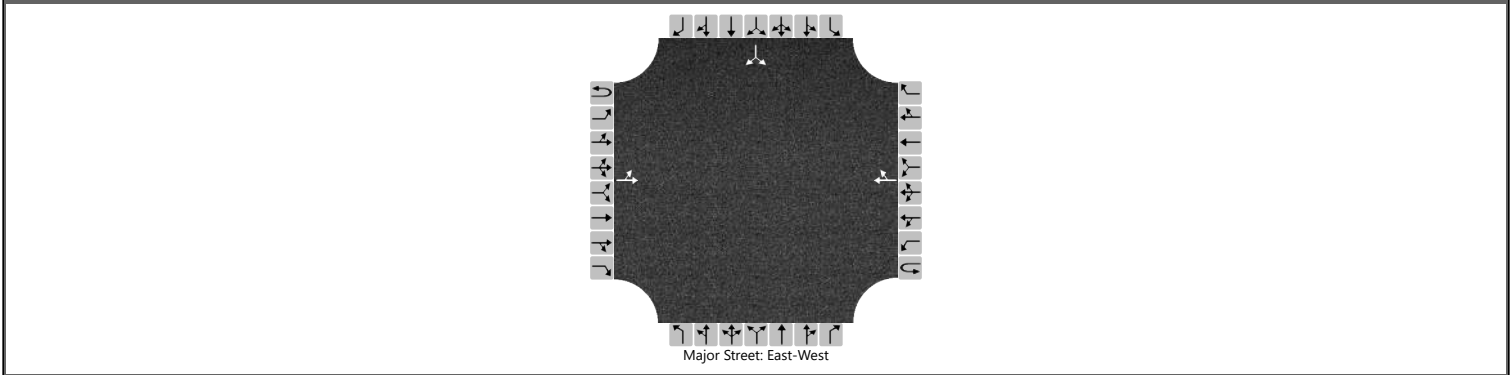
## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 2    |  |  |     |  | 3    |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1526 |  |  |     |  | 992  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |     |  | 0.00 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.4  |  |  |     |  | 8.6  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.3 |      |  |  | 8.6 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/McKinney      |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/25                     | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | McKinney Road         |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.91                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |   | Westbound |   |    |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|----|---|-----------|---|----|----|------------|---|---|---|------------|----|----|----|
| Movement                   | U         | L  | T  | R | U         | L | T  | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1  | 2  | 3 | 4U        | 4 | 5  | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1  | 0 | 0         | 0 | 1  | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT |    |   |           |   |    | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 5  | 61 |   |           |   | 35 | 6  |            |   |   |   |            | 6  |    | 9  |
| Percent Heavy Vehicles (%) |           | 3  |    |   |           |   |    |    |            |   |   |   |            | 3  |    | 3  |
| Proportion Time Blocked    |           |    |    |   |           |   |    |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |    |   |           |   |    |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized     |           |    |    |   |           |   |    |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |    |    |   |           |   |    |    |            |   |   |   |            |    |    |    |

Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  |  |  |  |  |  |  |  |  | 6.43 |  | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  |  |  |  |  |  |  |  |  | 3.53 |  | 3.33 |

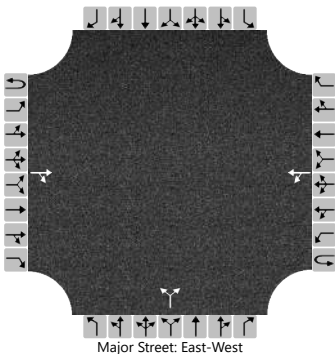
Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |  |  |  |  |  |  |  |  |     |  |      |  |
|-----------------------------------------|-----|------|--|--|--|--|--|--|--|--|--|--|-----|--|------|--|
| Flow Rate, v (veh/h)                    |     | 5    |  |  |  |  |  |  |  |  |  |  |     |  | 16   |  |
| Capacity, c (veh/h)                     |     | 1557 |  |  |  |  |  |  |  |  |  |  |     |  | 958  |  |
| v/c Ratio                               |     | 0.00 |  |  |  |  |  |  |  |  |  |  |     |  | 0.02 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |  |  |  |  |  |  |  |  |     |  | 0.1  |  |
| Control Delay (s/veh)                   |     | 7.3  |  |  |  |  |  |  |  |  |  |  |     |  | 8.8  |  |
| Level of Service (LOS)                  |     | A    |  |  |  |  |  |  |  |  |  |  |     |  | A    |  |
| Approach Delay (s/veh)                  | 0.6 |      |  |  |  |  |  |  |  |  |  |  | 8.8 |  |      |  |
| Approach LOS                            |     |      |  |  |  |  |  |  |  |  |  |  | A   |  |      |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                         |
|--------------------------|-----------------------------|----------------------------|-------------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Martin Field Ln |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place   |
| Date Performed           | 2/27/2025                   | East/West Street           | Whitman Drive           |
| Analysis Year            | 2045                        | North/South Street         | Martin Field Lane       |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.85                    |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                    |
| Project Description      | Martin Airfield Feasibility |                            |                         |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |    |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 59 | 0  |           | 3  | 55 |   |            | 0 |    | 8 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 3  |    |   |            | 3 |    | 3 |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |    |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

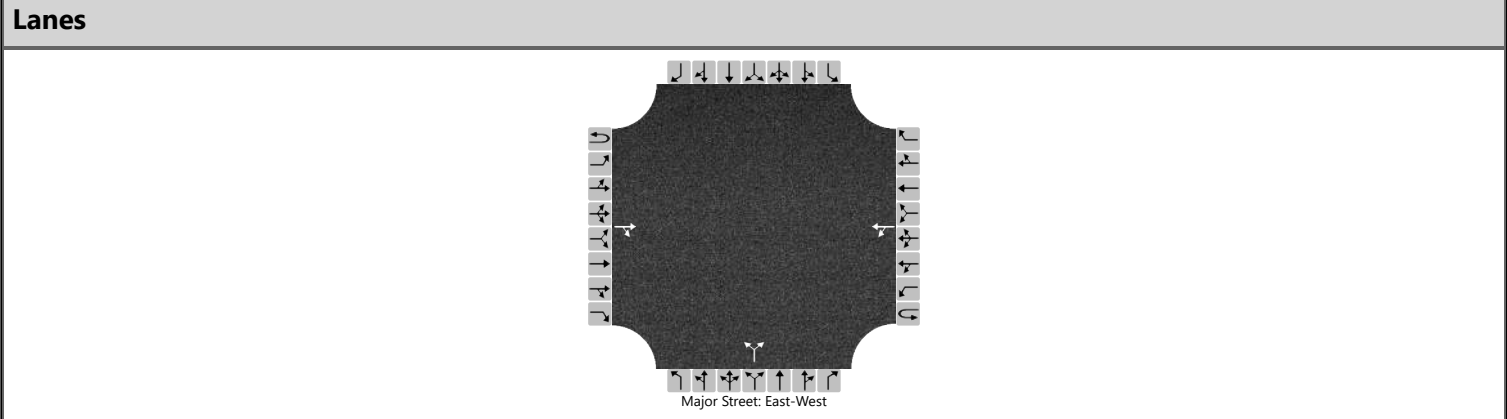
Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 4    |  |  |     |  | 9    |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1525 |  |  |     |  | 991  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |     |  | 0.01 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.4  |  |  |     |  | 8.7  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.4 |      |  |  | 8.7 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |



HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Homestead     |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/2025                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Homestead Ave         |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.81                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |



| Vehicle Volumes and Adjustments |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
|---------------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|----|------------|----|----|----|
| Approach                        | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |    | Southbound |    |    |    |
| Movement                        | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R  | U          | L  | T  | R  |
| Priority                        | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes                 | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0  |            | 0  | 0  | 0  |
| Configuration                   |           |   |    | TR |           | LT |    |   |            |   | LR |    |            |    |    |    |
| Volume (veh/h)                  |           |   | 64 | 8  |           | 61 | 45 |   |            | 8 |    | 52 |            |    |    |    |
| Percent Heavy Vehicles (%)      |           |   |    |    |           | 3  |    |   |            | 3 |    | 3  |            |    |    |    |
| Proportion Time Blocked         |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Percent Grade (%)               |           |   |    |    |           |    |    |   | 0          |   |    |    |            |    |    |    |
| Right Turn Channelized          |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Median Type   Storage           | Undivided |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |

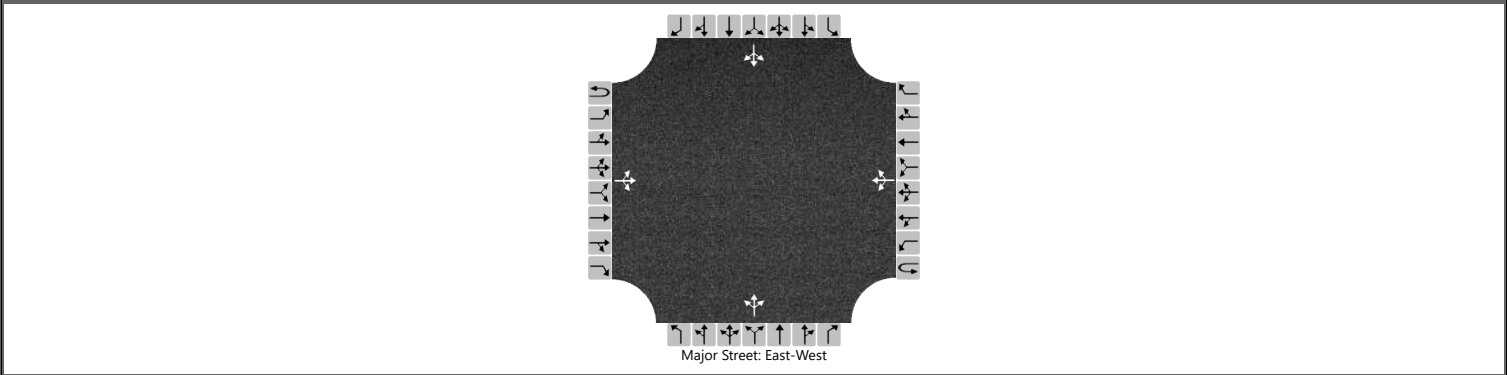
| Critical and Follow-up Headways |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|---------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)     |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)          |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec)    |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)         |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

| Delay, Queue Length, and Level of Service |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-------------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                      |  |  |  |  |     | 75   |  |  |     |  | 74   |  |  |  |  |  |
| Capacity, c (veh/h)                       |  |  |  |  |     | 1500 |  |  |     |  | 915  |  |  |  |  |  |
| v/c Ratio                                 |  |  |  |  |     | 0.05 |  |  |     |  | 0.08 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh)   |  |  |  |  |     | 0.2  |  |  |     |  | 0.3  |  |  |  |  |  |
| Control Delay (s/veh)                     |  |  |  |  |     | 7.5  |  |  |     |  | 9.3  |  |  |  |  |  |
| Level of Service (LOS)                    |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                    |  |  |  |  | 4.5 |      |  |  | 9.3 |  |      |  |  |  |  |  |
| Approach LOS                              |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Hussey        |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Hussey Road           |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.90                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |    | Northbound |    |     |    | Southbound |    |     |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|----|------------|----|-----|----|------------|----|-----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R  | U          | L  | T   | R  | U          | L  | T   | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6  |            | 7  | 8   | 9  |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0  |            | 0  | 1   | 0  |            | 0  | 1   | 0  |
| Configuration              |           |   | LTR |    |           |    | LTR |    |            |    | LTR |    |            |    | LTR |    |
| Volume (veh/h)             |           | 6 | 127 | 64 |           | 94 | 153 | 12 |            | 59 | 21  | 49 |            | 11 | 35  | 3  |
| Percent Heavy Vehicles (%) |           | 3 |     |    |           | 3  |     |    |            | 3  | 3   | 3  |            | 3  | 3   | 3  |
| Proportion Time Blocked    |           |   |     |    |           |    |     |    |            |    |     |    |            |    |     |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |    | 0          |    |     |    | 0          |    |     |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |    |            |    |     |    |            |    |     |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |    |            |    |     |    |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |      |  |  |  |      |      |      |  |      |      |      |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  | 4.1  |  |  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  | 4.13 |  |  |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  | 2.2  |  |  |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  | 2.23 |  |  |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |

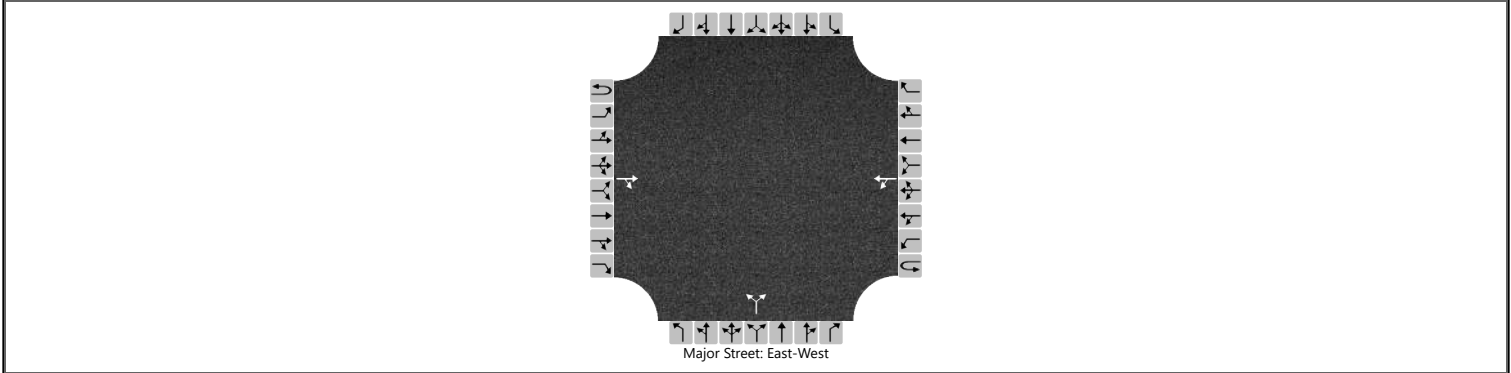
## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 7    |  |  |     | 104  |  |  |      |  | 143  |  |      |  | 54   |  |
| Capacity, c (veh/h)                     |     | 1386 |  |  |     | 1352 |  |  |      |  | 463  |  |      |  | 374  |  |
| v/c Ratio                               |     | 0.00 |  |  |     | 0.08 |  |  |      |  | 0.31 |  |      |  | 0.15 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.3  |  |  |      |  | 1.3  |  |      |  | 0.5  |  |
| Control Delay (s/veh)                   |     | 7.6  |  |  |     | 7.9  |  |  |      |  | 16.2 |  |      |  | 16.2 |  |
| Level of Service (LOS)                  |     | A    |  |  |     | A    |  |  |      |  | C    |  |      |  | C    |  |
| Approach Delay (s/veh)                  | 0.3 |      |  |  | 3.3 |      |  |  | 16.2 |  |      |  | 16.2 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | C    |  |      |  | C    |  |      |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Davis         |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/25                     | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Davis Ave             |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.84                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |     |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 188 | 18 |           | 83 | 262 |   |            | 30 |    | 64 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |     |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 99   |  |  |      |  | 112  |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1315 |  |  |      |  | 565  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.08 |  |  |      |  | 0.20 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.2  |  |  |      |  | 0.7  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 8.0  |  |  |      |  | 12.9 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 2.5 |      |  |  | 12.9 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |

Lanes, Volumes, Timings  
3: College Ave & Whitman Dr

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|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |  |  |  |                                                                                   |   |  |  |  |  |  |
| Traffic Volume (vph)       | 64                                                                                | 174                                                                               | 67                                                                                | 45                                                                                | 158                                                                               | 21                                                                                | 76                                                                                  | 274                                                                                 | 53                                                                                  | 24                                                                                  | 279                                                                                 | 135                                                                                 |
| Future Volume (vph)        | 64                                                                                | 174                                                                               | 67                                                                                | 45                                                                                | 158                                                                               | 21                                                                                | 76                                                                                  | 274                                                                                 | 53                                                                                  | 24                                                                                  | 279                                                                                 | 135                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (ft)        | 150                                                                               |                                                                                   | 75                                                                                | 145                                                                               |                                                                                   | 0                                                                                 | 100                                                                                 |                                                                                     | 100                                                                                 | 100                                                                                 |                                                                                     | 100                                                                                 |
| Storage Lanes              | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. 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                                                                                |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   | 0.982                                                                             |                                                                                   |                                                                                     |                                                                                     | 0.850                                                                               |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1770                                                                              | 1863                                                                              | 1583                                                                              | 1770                                                                              | 1829                                                                              | 0                                                                                 | 1770                                                                                | 1863                                                                                | 1583                                                                                | 1770                                                                                | 1863                                                                                | 1583                                                                                |
| Flt Permitted              | 0.387                                                                             |                                                                                   |                                                                                   | 0.443                                                                             |                                                                                   |                                                                                   | 0.510                                                                               |                                                                                     |                                                                                     | 0.563                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 721                                                                               | 1863                                                                              | 1583                                                                              | 825                                                                               | 1829                                                                              | 0                                                                                 | 950                                                                                 | 1863                                                                                | 1583                                                                                | 1049                                                                                | 1863                                                                                | 1583                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 120                                                                               |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     |                                                                                     | 120                                                                                 |                                                                                     |                                                                                     | 120                                                                                 |
| Link Speed (mph)           |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 667                                                                               |                                                                                   |                                                                                   | 695                                                                               |                                                                                   |                                                                                     | 651                                                                                 |                                                                                     |                                                                                     | 629                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 18.2                                                                              |                                                                                   |                                                                                   | 19.0                                                                              |                                                                                   |                                                                                     | 17.8                                                                                |                                                                                     |                                                                                     | 17.2                                                                                |                                                                                     |
| 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                                                                                |
| Adj. Flow (vph)            | 70                                                                                | 189                                                                               | 73                                                                                | 49                                                                                | 172                                                                               | 23                                                                                | 83                                                                                  | 298                                                                                 | 58                                                                                  | 26                                                                                  | 303                                                                                 | 147                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 70                                                                                | 189                                                                               | 73                                                                                | 49                                                                                | 195                                                                               | 0                                                                                 | 83                                                                                  | 298                                                                                 | 58                                                                                  | 26                                                                                  | 303                                                                                 | 147                                                                                 |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                                | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     | 12                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway 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                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   |
| Detector Template          | Left                                                                              | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                | Right                                                                               |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 | 20                                                                                  |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 | 20                                                                                | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   | 20                                                                                  | 20                                                                                  | 6                                                                                   | 20                                                                                  |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | 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                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                               | NA                                                                                  | Perm                                                                                | pm+pt                                                                               | NA                                                                                  | Perm                                                                                |
| Protected Phases           | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                   | 4                                                                                   |                                                                                     | 3                                                                                   | 8                                                                                   |                                                                                     |
| Permitted Phases           | 6                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                   |                                                                                     | 4                                                                                   | 8                                                                                   |                                                                                     | 8                                                                                   |



Lanes, Volumes, Timings  
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|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Detector Phase          | 1                                                                                 | 6                                                                                 | 6                                                                                 | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                   | 4                                                                                   | 4                                                                                   | 3                                                                                   | 8                                                                                   | 8                                                                                   |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 4.0                                                                               | 8.0                                                                               | 8.0                                                                               | 4.0                                                                               | 8.0                                                                               |                                                                                   | 4.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 | 4.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 |
| Minimum Split (s)       | 9.5                                                                               | 27.7                                                                              | 27.7                                                                              | 9.5                                                                               | 30.8                                                                              |                                                                                   | 9.5                                                                                 | 30.8                                                                                | 30.8                                                                                | 9.5                                                                                 | 27.7                                                                                | 27.7                                                                                |
| Total Split (s)         | 15.0                                                                              | 45.0                                                                              | 45.0                                                                              | 15.0                                                                              | 45.0                                                                              |                                                                                   | 15.0                                                                                | 45.0                                                                                | 45.0                                                                                | 15.0                                                                                | 45.0                                                                                | 45.0                                                                                |
| Total Split (%)         | 12.5%                                                                             | 37.5%                                                                             | 37.5%                                                                             | 12.5%                                                                             | 37.5%                                                                             |                                                                                   | 12.5%                                                                               | 37.5%                                                                               | 37.5%                                                                               | 12.5%                                                                               | 37.5%                                                                               | 37.5%                                                                               |
| Maximum Green (s)       | 9.8                                                                               | 39.3                                                                              | 39.3                                                                              | 9.8                                                                               | 39.2                                                                              |                                                                                   | 9.8                                                                                 | 39.2                                                                                | 39.2                                                                                | 9.8                                                                                 | 39.3                                                                                | 39.3                                                                                |
| Yellow Time (s)         | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| All-Red Time (s)        | 2.2                                                                               | 2.7                                                                               | 2.7                                                                               | 2.2                                                                               | 2.8                                                                               |                                                                                   | 2.2                                                                                 | 2.8                                                                                 | 2.8                                                                                 | 2.2                                                                                 | 2.7                                                                                 | 2.7                                                                                 |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)     | 5.2                                                                               | 5.7                                                                               | 5.7                                                                               | 5.2                                                                               | 5.8                                                                               |                                                                                   | 5.2                                                                                 | 5.8                                                                                 | 5.8                                                                                 | 5.2                                                                                 | 5.7                                                                                 | 5.7                                                                                 |
| Lead/Lag                | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                                | Lag                                                                                 | Lag                                                                                 | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| Recall Mode             | None                                                                              | Min                                                                               | Min                                                                               | None                                                                              | Min                                                                               |                                                                                   | None                                                                                | C-Max                                                                               | C-Max                                                                               | None                                                                                | C-Max                                                                               | C-Max                                                                               |
| Walk Time (s)           |                                                                                   | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                               |                                                                                   |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |
| Flash Don't Walk (s)    |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                   | 11.0                                                                              |                                                                                   |                                                                                     | 11.0                                                                                | 11.0                                                                                |                                                                                     | 11.0                                                                                | 11.0                                                                                |
| Pedestrian Calls (#/hr) |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |
| Act Effect Green (s)    | 26.5                                                                              | 18.6                                                                              | 18.6                                                                              | 25.2                                                                              | 17.9                                                                              |                                                                                   | 77.7                                                                                | 71.9                                                                                | 71.9                                                                                | 74.0                                                                                | 68.4                                                                                | 68.4                                                                                |
| Actuated g/C Ratio      | 0.22                                                                              | 0.16                                                                              | 0.16                                                                              | 0.21                                                                              | 0.15                                                                              |                                                                                   | 0.65                                                                                | 0.60                                                                                | 0.60                                                                                | 0.62                                                                                | 0.57                                                                                | 0.57                                                                                |
| v/c Ratio               | 0.30                                                                              | 0.65                                                                              | 0.21                                                                              | 0.21                                                                              | 0.70                                                                              |                                                                                   | 0.12                                                                                | 0.27                                                                                | 0.06                                                                                | 0.04                                                                                | 0.29                                                                                | 0.15                                                                                |
| Control Delay (s/veh)   | 35.0                                                                              | 57.9                                                                              | 2.7                                                                               | 32.7                                                                              | 60.2                                                                              |                                                                                   | 9.7                                                                                 | 15.4                                                                                | 0.1                                                                                 | 9.9                                                                                 | 17.3                                                                                | 5.2                                                                                 |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     | 35.0                                                                              | 57.9                                                                              | 2.7                                                                               | 32.7                                                                              | 60.2                                                                              |                                                                                   | 9.7                                                                                 | 15.4                                                                                | 0.1                                                                                 | 9.9                                                                                 | 17.3                                                                                | 5.2                                                                                 |
| LOS                     | D                                                                                 | E                                                                                 | A                                                                                 | C                                                                                 | E                                                                                 |                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   |
| Approach Delay (s/veh)  |                                                                                   | 41.0                                                                              |                                                                                   |                                                                                   | 54.7                                                                              |                                                                                   |                                                                                     | 12.3                                                                                |                                                                                     |                                                                                     | 13.2                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 60.7 (51%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay (s/veh): 25.9

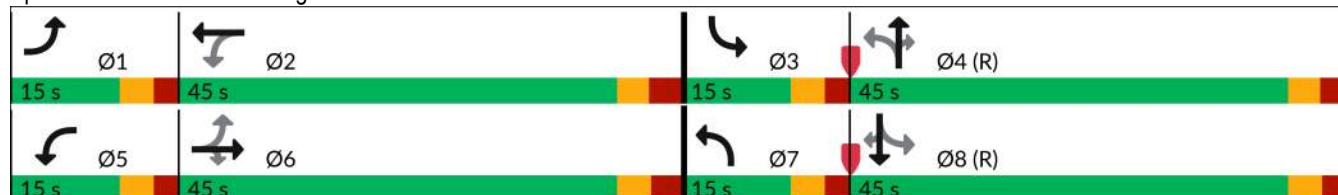
Intersection LOS: C

Intersection Capacity Utilization 50.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: College Ave & Whitman Dr



## Queues

3: College Ave &amp; Whitman Dr

02/28/2025



| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 70   | 189  | 73   | 49   | 195  | 83   | 298  | 58   | 26   | 303  | 147  |
| v/c Ratio               | 0.30 | 0.65 | 0.21 | 0.21 | 0.70 | 0.12 | 0.27 | 0.06 | 0.04 | 0.29 | 0.15 |
| Control Delay (s/veh)   | 35.0 | 57.9 | 2.7  | 32.7 | 60.2 | 9.7  | 15.4 | 0.1  | 9.9  | 17.3 | 5.2  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 35.0 | 57.9 | 2.7  | 32.7 | 60.2 | 9.7  | 15.4 | 0.1  | 9.9  | 17.3 | 5.2  |
| Queue Length 50th (ft)  | 41   | 138  | 0    | 28   | 141  | 23   | 121  | 0    | 7    | 127  | 10   |
| Queue Length 95th (ft)  | 73   | 207  | 9    | 55   | 209  | 50   | 209  | 0    | 21   | 222  | 49   |
| Internal Link Dist (ft) |      | 587  |      |      | 615  |      | 571  |      |      | 549  |      |
| Turn Bay Length (ft)    | 150  |      | 75   | 145  |      | 100  |      | 100  | 100  |      | 100  |
| Base Capacity (vph)     | 247  | 610  | 599  | 258  | 601  | 688  | 1116 | 996  | 729  | 1061 | 953  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.28 | 0.31 | 0.12 | 0.19 | 0.32 | 0.12 | 0.27 | 0.06 | 0.04 | 0.29 | 0.15 |

## Intersection Summary

### Martin Field Trip Generation

| Area           | Total Acres  | Bldg. SF<br>(1,000 SF) | PM Peak Hour Trips Generated |           |            |
|----------------|--------------|------------------------|------------------------------|-----------|------------|
|                |              |                        | Total                        | Inbound   | Outbound   |
| North Driveway | 18.65        | 325                    | 95                           | 13        | 82         |
| South Driveway | 18.56        | 323                    | 94                           | 13        | 81         |
| Total Whitman  | 37.21        | 648                    | 189                          | 26        | 163        |
| Total Hampton  | 22.22        | 387                    | 107                          | 15        | 92         |
| <b>TOTAL</b>   | <b>59.43</b> | <b>1,036</b>           | <b>296</b>                   | <b>41</b> | <b>255</b> |

#### Notes

Assumes 40% FAR

ITE Trip Generation Manual 11th Edition

Land Use 110 - General Light Industrial

Fitted equation 
$$=(\text{ROUNDUP}(\text{EXP}(0.72 \cdot \text{LN}(X) + 0.38), 0))$$
  
 where X is the sq ft of the development

Worst Driveway - included in Total Whitman trips above

|                |      |     |    |   |    |
|----------------|------|-----|----|---|----|
| North Driveway | 7.82 | 136 | 51 | 7 | 44 |
| South Driveway | 3.11 | 54  | 26 | 4 | 22 |

# Martin Airfield Feasibility Study

## PM Peak Hour Turning Movement Volumes

### Old US 12/Last Chance

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 26         | 0    | 13    | 0          | 0    | 0     | 0         | 76   | 55    | 20        | 52   | 0     | 242   |
| 2045 No-Build     | 39         | 0    | 20    | 0          | 0    | 0     | 0         | 115  | 83    | 30        | 79   | 0     | 366   |
| 20-year New Trips | 12         | 0    | 0     | 0          | 0    | 0     | 0         | 0    | 2     | 0         | 0    | 0     | 14    |
| 2045 Build        | 51         | 0    | 20    | 0          | 0    | 0     | 0         | 115  | 85    | 30        | 79   | 0     | 380   |

### Last Chance/Whitman Dr

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 0          | 31   | 25    | 13         | 61   | 3     | 0         | 1    | 1     | 20        | 0    | 7     | 162   |
| 2045 No-Build     | 0          | 47   | 38    | 20         | 92   | 5     | 0         | 2    | 2     | 30        | 0    | 11    | 247   |
| 20-year New Trips | 0          | 0    | 3     | 0          | 0    | 2     | 0         | 0    | 0     | 13        | 0    | 12    | 30    |
| 2045 Build        | 0          | 47   | 41    | 20         | 92   | 7     | 0         | 2    | 2     | 43        | 0    | 23    | 277   |

### Whitman Dr/Hampton

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 0          | 0    | 2     | 0          | 0    | 0     | 0         | 40   | 0     | 1         | 28   | 0     | 71    |
| 2045 No-Build     | 0          | 0    | 3     | 0          | 0    | 0     | 0         | 61   | 0     | 2         | 42   | 0     | 108   |
| 20-year New Trips | 9          | 0    | 83    | 0          | 0    | 0     | 0         | 3    | 2     | 13        | 16   | 0     | 126   |
| 2045 Build        | 9          | 0    | 86    | 0          | 0    | 0     | 0         | 64   | 2     | 15        | 58   | 0     | 234   |

### Whitman Dr/McKinney

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 0          | 0    | 0     | 4          | 0    | 6     | 3         | 40   | 0     | 0         | 23   | 4     | 80    |
| 2045 No-Build     | 0          | 0    | 0     | 6          | 0    | 9     | 5         | 61   | 0     | 0         | 35   | 6     | 122   |
| 20-year New Trips | 0          | 0    | 0     | 0          | 0    | 1     | 3         | 227  | 0     | 0         | 35   | 0     | 266   |
| 2045 Build        | 0          | 0    | 0     | 6          | 0    | 10    | 8         | 288  | 0     | 0         | 70   | 6     | 388   |

### Whitman Dr/Martin Field

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 0          | 0    | 5     | 0          | 0    | 0     | 0         | 39   | 0     | 2         | 36   | 0     | 82    |
| 2045 No-Build     | 0          | 0    | 8     | 0          | 0    | 0     | 0         | 59   | 0     | 3         | 55   | 0     | 125   |
| 20-year New Trips | 0          | 0    | 0     | 0          | 0    | 0     | 0         | 227  | 0     | 0         | 35   | 0     | 262   |
| 2045 Build        | 0          | 0    | 8     | 0          | 0    | 0     | 0         | 286  | 0     | 3         | 90   | 0     | 387   |

### Whitman Dr/Homestead

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 5          | 0    | 34    | 0          | 0    | 0     | 0         | 42   | 5     | 40        | 30   | 0     | 156   |
| 2045 No-Build     | 8          | 0    | 52    | 0          | 0    | 0     | 0         | 64   | 8     | 61        | 45   | 0     | 238   |
| 20-year New Trips | 1          | 0    | 0     | 0          | 0    | 0     | 0         | 223  | 4     | 0         | 34   | 0     | 262   |
| 2045 Build        | 9          | 0    | 52    | 0          | 0    | 0     | 0         | 287  | 12    | 61        | 79   | 0     | 500   |



**Whitman Dr/Hussey/Academy**

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 39         | 14   | 32    | 7          | 23   | 2     | 4         | 84   | 42    | 62        | 101  | 8     | 418   |
| 2045 No-Build     | 59         | 21   | 49    | 11         | 35   | 3     | 6         | 127  | 64    | 94        | 153  | 12    | 634   |
| 20-year New Trips | 3          | 0    | 0     | 0          | 0    | 1     | 3         | 184  | 36    | 0         | 30   | 0     | 257   |
| 2045 Build        | 62         | 21   | 49    | 11         | 35   | 4     | 9         | 311  | 100   | 94        | 183  | 12    | 891   |

**Whitman Dr/Davis**

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 20         | 0    | 42    | 0          | 0    | 0     | 1         | 124  | 12    | 55        | 173  | 1     | 428   |
| 2045 No-Build     | 30         | 0    | 64    | 0          | 0    | 0     | 2         | 188  | 18    | 83        | 262  | 2     | 649   |
| 20-year New Trips | 2          | 0    | 0     | 0          | 0    | 0     | 1         | 173  | 10    | 0         | 28   | 0     | 214   |
| 2045 Build        | 32         | 0    | 64    | 0          | 0    | 0     | 3         | 361  | 28    | 83        | 290  | 2     | 863   |

**Whitman Dr/College Ave**

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 50         | 181  | 35    | 16         | 184  | 89    | 42        | 115  | 44    | 30        | 104  | 14    | 904   |
| 2045 No-Build     | 76         | 274  | 53    | 24         | 279  | 135   | 64        | 174  | 67    | 45        | 158  | 21    | 1370  |
| 20-year New Trips | 6          | 0    | 0     | 0          | 0    | 10    | 36        | 99   | 38    | 0         | 12   | 0     | 201   |
| 2045 Build        | 82         | 274  | 53    | 24         | 279  | 145   | 100       | 273  | 105   | 45        | 170  | 21    | 1571  |

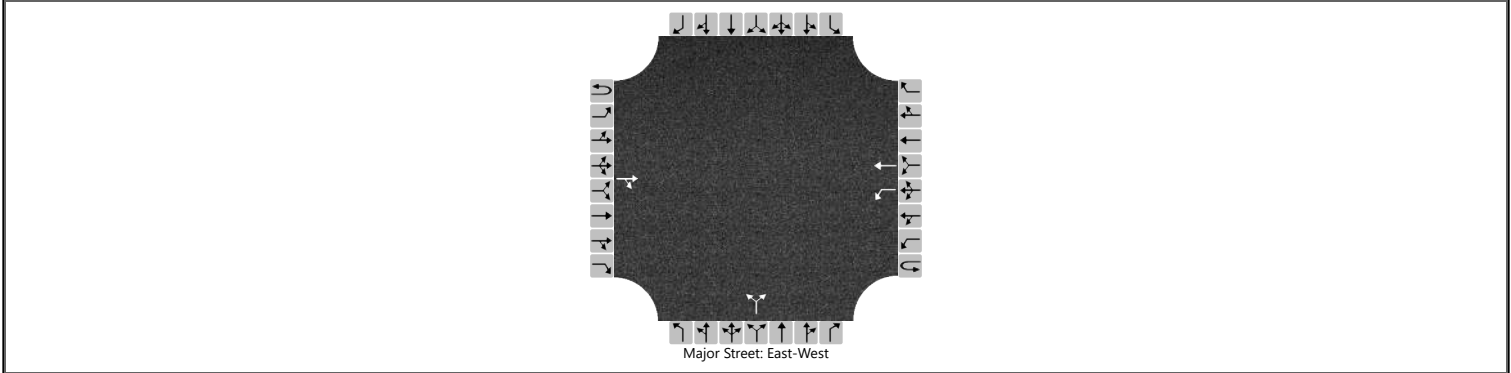
**Whitman/New Driveway (busiest one)**

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 0          | 0    | 0     | 0          | 0    | 0     | 0         | 43   | 0     | 0         | 42   | 0     | 85    |
| 2045 No-Build     | 0          | 0    | 0     | 0          | 0    | 0     | 0         | 65   | 0     | 0         | 64   | 0     | 129   |
| 20-year New Trips | 2          | 0    | 20    | 40         | 0    | 4     | 1         | 85   | 0     | 4         | 25   | 6     | 187   |
| 2045 Build        | 2          | 0    | 20    | 40         | 0    | 4     | 1         | 150  | 0     | 4         | 89   | 6     | 316   |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           | 2045 Build Capacity Analysis |
|--------------------------|-----------------------------|----------------------------|------------------------------|
| Analyst                  | Montgomery                  | Intersection               | Old US 12/Last Chance        |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place        |
| Date Performed           | 2/27/2025                   | East/West Street           | Old US 12                    |
| Analysis Year            | 2045                        | North/South Street         | Last Chance Road             |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.92                         |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                         |
| Project Description      | Martin Airfield Feasibility |                            |                              |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |    |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T  | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5  | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 1  | 1  | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | L  | T  |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 115 | 85 |           | 30 | 79 |   |            | 51 |    | 20 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |    |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |    |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

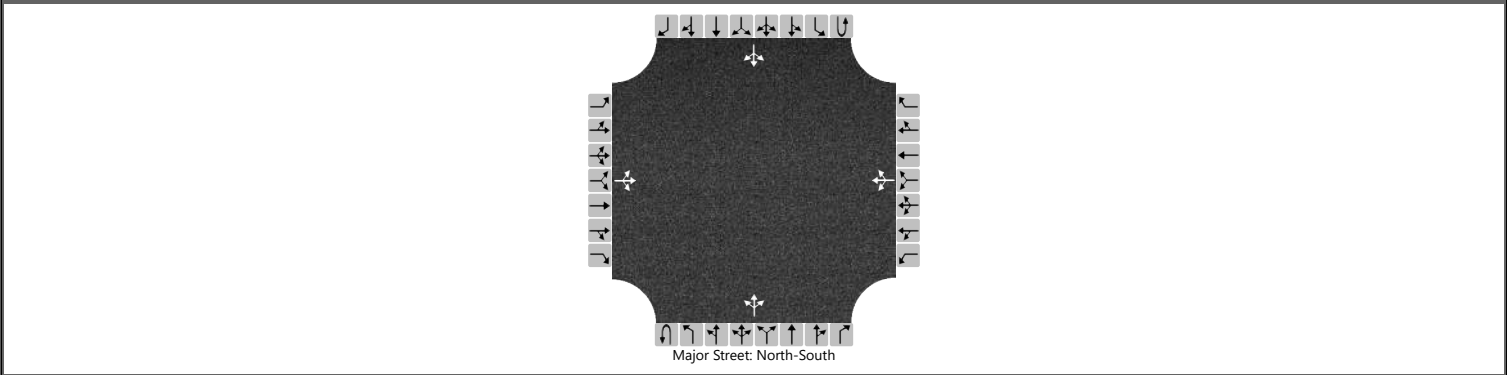
Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 33   |  |  |      |  | 77   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1346 |  |  |      |  | 702  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.02 |  |  |      |  | 0.11 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.1  |  |  |      |  | 0.4  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.7  |  |  |      |  | 10.8 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 2.1 |      |  |  | 10.8 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Last Chance/Whitman   |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/2025                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Last Chance Road      |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.91                  |
| Intersection Orientation | North-South                 | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |    |     |    | Northbound |   |     |    | Southbound |    |     |   |
|----------------------------|-----------|----|-----|----|-----------|----|-----|----|------------|---|-----|----|------------|----|-----|---|
| Movement                   | U         | L  | T   | R  | U         | L  | T   | R  | U          | L | T   | R  | U          | L  | T   | R |
| Priority                   |           | 10 | 11  | 12 |           | 7  | 8   | 9  | 1U         | 1 | 2   | 3  | 4U         | 4  | 5   | 6 |
| Number of Lanes            |           | 0  | 1   | 0  |           | 0  | 1   | 0  | 0          | 0 | 1   | 0  | 0          | 0  | 1   | 0 |
| Configuration              |           |    | LTR |    |           |    | LTR |    |            |   | LTR |    |            |    | LTR |   |
| Volume (veh/h)             |           | 0  | 2   | 2  |           | 43 | 0   | 23 |            | 0 | 47  | 41 |            | 20 | 92  | 5 |
| Percent Heavy Vehicles (%) |           | 3  | 3   | 3  |           | 3  | 3   | 3  |            | 3 |     |    |            | 3  |     |   |
| Proportion Time Blocked    |           |    |     |    |           |    |     |    |            |   |     |    |            |    |     |   |
| Percent Grade (%)          | 0         |    |     |    | 0         |    |     |    |            |   |     |    |            |    |     |   |
| Right Turn Channelized     |           |    |     |    |           |    |     |    |            |   |     |    |            |    |     |   |
| Median Type   Storage      | Undivided |    |     |    |           |    |     |    |            |   |     |    |            |    |     |   |

## Critical and Follow-up Headways

|                              |  |      |      |      |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|------|------|------|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |  | 4.13 |  |  |  | 4.13 |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |  | 2.23 |  |  |  | 2.23 |  |  |

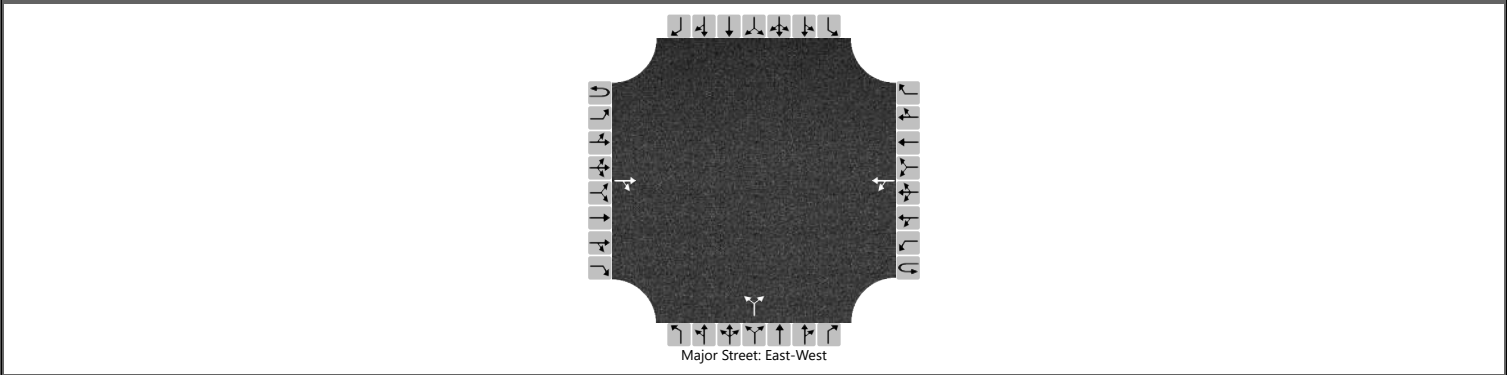
## Delay, Queue Length, and Level of Service

|                                         |     |  |      |  |      |      |  |  |     |      |  |  |     |      |  |  |
|-----------------------------------------|-----|--|------|--|------|------|--|--|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |     |  | 4    |  |      | 73   |  |  |     | 0    |  |  |     | 22   |  |  |
| Capacity, c (veh/h)                     |     |  | 768  |  |      | 792  |  |  |     | 1478 |  |  |     | 1490 |  |  |
| v/c Ratio                               |     |  | 0.01 |  |      | 0.09 |  |  |     | 0.00 |  |  |     | 0.01 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     |  | 0.0  |  |      | 0.3  |  |  |     | 0.0  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                   |     |  | 9.7  |  |      | 10.0 |  |  |     | 7.4  |  |  |     | 7.5  |  |  |
| Level of Service (LOS)                  |     |  | A    |  |      | B    |  |  |     | A    |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  | 9.7 |  |      |  | 10.0 |      |  |  | 0.0 |      |  |  | 1.4 |      |  |  |
| Approach LOS                            | A   |  |      |  | B    |      |  |  |     |      |  |  |     |      |  |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Hampton       |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Hampton Lane          |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.89                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|----|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |    |   |            |   | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 64 | 2  |           | 15 | 58 |   |            | 9 |    | 86 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 3  |    |   |            | 3 |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |    |   | 0          |   |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

Delay, Queue Length, and Level of Service

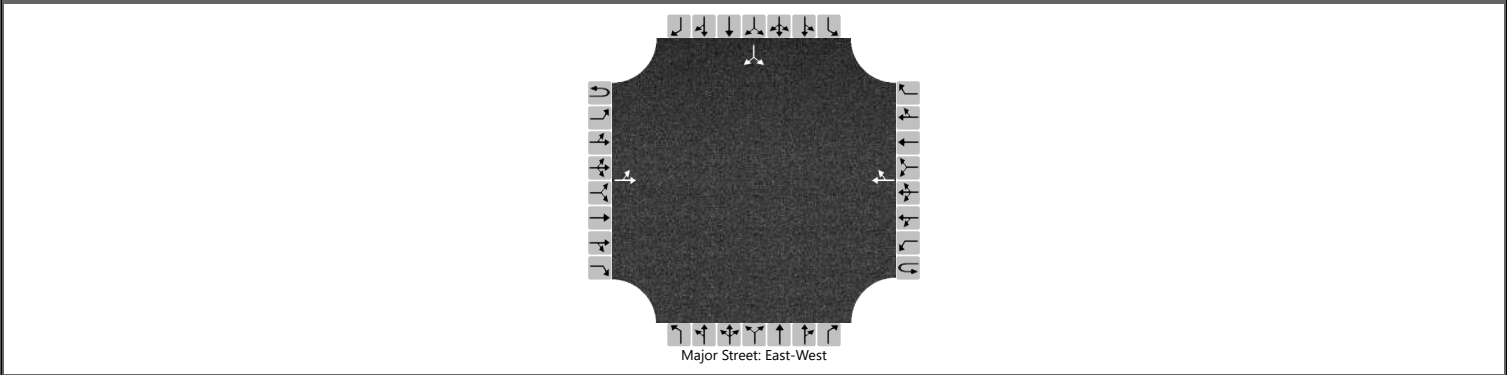
|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 17   |  |  |     |  | 107  |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1519 |  |  |     |  | 966  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.01 |  |  |     |  | 0.11 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.4  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.4  |  |  |     |  | 9.2  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 1.6 |      |  |  | 9.2 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |



# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/McKinney      |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/25                     | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | McKinney Road         |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.91                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |   |    |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|-----|---|-----------|---|----|----|------------|---|---|---|------------|----|----|----|
| Movement                   | U         | L  | T   | R | U         | L | T  | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4 | 5  | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0 | 1  | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT |     |   |           |   |    | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 8  | 288 |   |           |   | 70 | 6  |            |   |   |   |            | 6  |    | 10 |
| Percent Heavy Vehicles (%) |           | 3  |     |   |           |   |    |    |            |   |   |   |            | 3  |    | 3  |
| Proportion Time Blocked    |           |    |     |   |           |   |    |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |     |   |           |   |    |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized     |           |    |     |   |           |   |    |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |    |     |   |           |   |    |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  |  |  |  |  |  |  |  |  | 6.43 |  | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  |  |  |  |  |  |  |  |  | 3.53 |  | 3.33 |

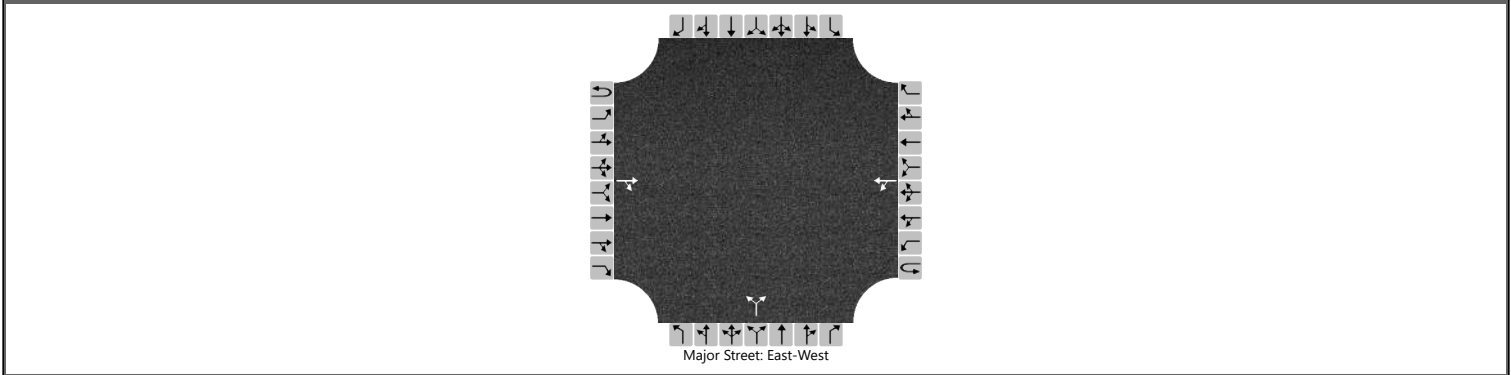
## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |  |  |  |  |  |  |  |  |     |  |      |  |
|-----------------------------------------|-----|------|--|--|--|--|--|--|--|--|--|--|-----|--|------|--|
| Flow Rate, v (veh/h)                    |     | 9    |  |  |  |  |  |  |  |  |  |  |     |  | 18   |  |
| Capacity, c (veh/h)                     |     | 1507 |  |  |  |  |  |  |  |  |  |  |     |  | 783  |  |
| v/c Ratio                               |     | 0.01 |  |  |  |  |  |  |  |  |  |  |     |  | 0.02 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |  |  |  |  |  |  |  |  |     |  | 0.1  |  |
| Control Delay (s/veh)                   |     | 7.4  |  |  |  |  |  |  |  |  |  |  |     |  | 9.7  |  |
| Level of Service (LOS)                  |     | A    |  |  |  |  |  |  |  |  |  |  |     |  | A    |  |
| Approach Delay (s/veh)                  | 0.3 |      |  |  |  |  |  |  |  |  |  |  | 9.7 |  |      |  |
| Approach LOS                            |     |      |  |  |  |  |  |  |  |  |  |  | A   |  |      |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                         |
|--------------------------|-----------------------------|----------------------------|-------------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Martin Field Ln |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place   |
| Date Performed           | 2/27/2025                   | East/West Street           | Whitman Drive           |
| Analysis Year            | 2045                        | North/South Street         | Martin Field Lane       |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.85                    |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                    |
| Project Description      | Martin Airfield Feasibility |                            |                         |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |    |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|----|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T  | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |    |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 286 | 0  |           | 3  | 90 |   |            | 0 |    | 8 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |    |   |            | 3 |    | 3 |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |    |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |    |   |            |   |    |   |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

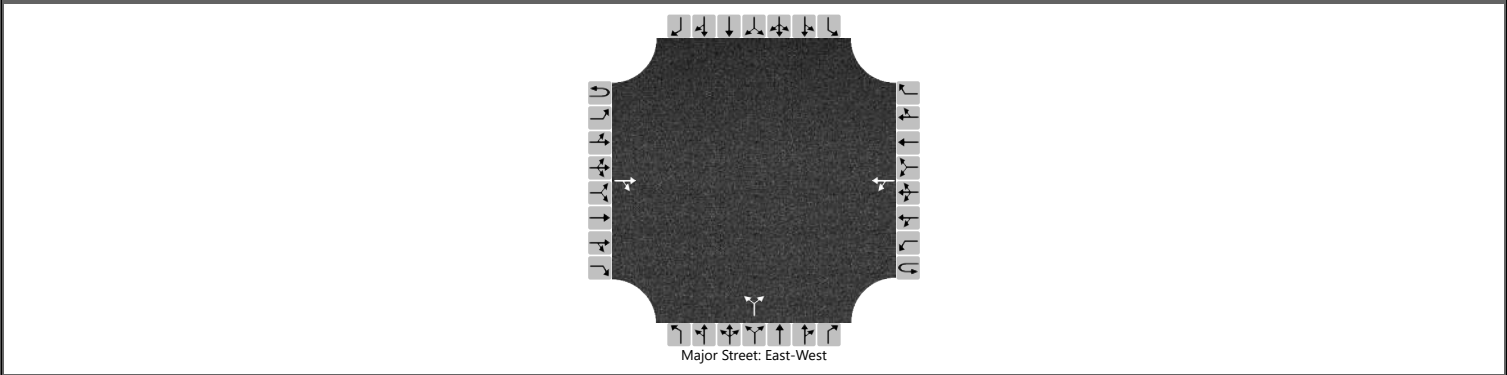
Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 4    |  |  |      |  | 9    |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1217 |  |  |      |  | 703  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |      |  | 0.01 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |      |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 8.0  |  |  |      |  | 10.2 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.3 |      |  |  | 10.2 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Homestead     |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/2025                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Homestead Ave         |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.81                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |    |   | Northbound |   |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|----|---|------------|---|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T  | R | U          | L | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |    |   |            |   | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 287 | 12 |           | 61 | 79 |   |            | 9 |    | 52 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |    |   |            | 3 |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |    |   | 0          |   |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |    |   |            |   |    |    |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

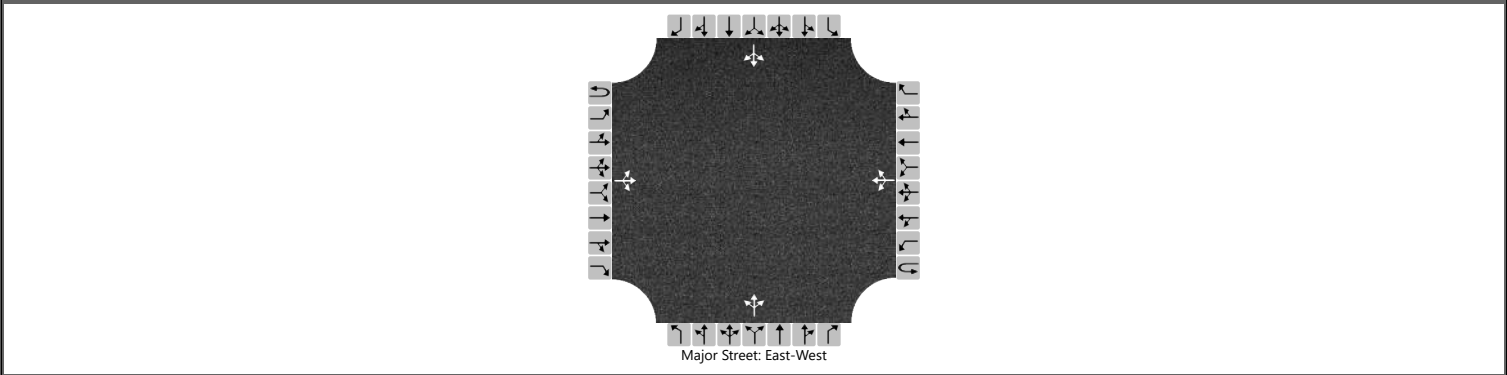
## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 75   |  |  |      |  | 75   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1184 |  |  |      |  | 625  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.06 |  |  |      |  | 0.12 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.2  |  |  |      |  | 0.4  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 8.2  |  |  |      |  | 11.5 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 3.9 |      |  |  | 11.5 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Hussey        |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Hussey Road           |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.90                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |     | Westbound |    |     |    | Northbound |    |     |    | Southbound |    |     |    |
|----------------------------|-----------|---|-----|-----|-----------|----|-----|----|------------|----|-----|----|------------|----|-----|----|
| Movement                   | U         | L | T   | R   | U         | L  | T   | R  | U          | L  | T   | R  | U          | L  | T   | R  |
| Priority                   | 1U        | 1 | 2   | 3   | 4U        | 4  | 5   | 6  |            | 7  | 8   | 9  |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0   | 0         | 0  | 1   | 0  |            | 0  | 1   | 0  |            | 0  | 1   | 0  |
| Configuration              |           |   | LTR |     |           |    | LTR |    |            |    | LTR |    |            |    | LTR |    |
| Volume (veh/h)             |           | 9 | 311 | 100 |           | 94 | 183 | 12 |            | 62 | 21  | 49 |            | 11 | 35  | 4  |
| Percent Heavy Vehicles (%) |           | 3 |     |     |           | 3  |     |    |            | 3  | 3   | 3  |            | 3  | 3   | 3  |
| Proportion Time Blocked    |           |   |     |     |           |    |     |    |            |    |     |    |            |    |     |    |
| Percent Grade (%)          |           |   |     |     |           |    |     |    | 0          |    |     |    | 0          |    |     |    |
| Right Turn Channelized     |           |   |     |     |           |    |     |    |            |    |     |    |            |    |     |    |
| Median Type   Storage      | Undivided |   |     |     |           |    |     |    |            |    |     |    |            |    |     |    |

Critical and Follow-up Headways

|                              |  |      |  |  |  |      |  |  |  |      |      |      |  |      |      |      |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  | 4.1  |  |  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  | 4.13 |  |  |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  | 2.2  |  |  |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  | 2.23 |  |  |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |

Delay, Queue Length, and Level of Service

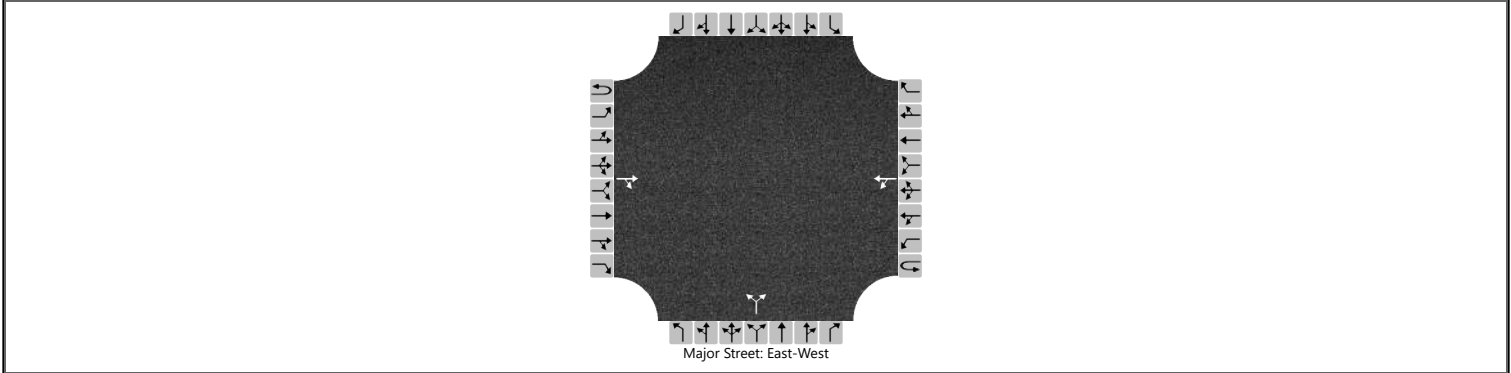
|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 10   |  |  |     | 104  |  |  |      |  | 147  |  |      |  | 56   |  |
| Capacity, c (veh/h)                     |     | 1347 |  |  |     | 1099 |  |  |      |  | 301  |  |      |  | 250  |  |
| v/c Ratio                               |     | 0.01 |  |  |     | 0.10 |  |  |      |  | 0.49 |  |      |  | 0.22 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.3  |  |  |      |  | 2.5  |  |      |  | 0.8  |  |
| Control Delay (s/veh)                   |     | 7.7  |  |  |     | 8.6  |  |  |      |  | 27.9 |  |      |  | 23.5 |  |
| Level of Service (LOS)                  |     | A    |  |  |     | A    |  |  |      |  | D    |  |      |  | C    |  |
| Approach Delay (s/veh)                  | 0.2 |      |  |  | 3.4 |      |  |  | 27.9 |  |      |  | 23.5 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | D    |  |      |  | C    |  |      |  |



# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Davis         |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/25                     | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Davis Ave             |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.84                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |     |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 361 | 28 |           | 83 | 290 |   |            | 32 |    | 64 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |     |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 99   |  |  |      |  | 114  |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1093 |  |  |      |  | 405  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.09 |  |  |      |  | 0.28 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.3  |  |  |      |  | 1.1  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 8.6  |  |  |      |  | 17.4 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  | C    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 2.7 |      |  |  | 17.4 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | C    |  |      |  |  |  |  |  |

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|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |  |  |  |                                                                                   |   |  |  |  |  |  |
| Traffic Volume (vph)       | 100                                                                               | 273                                                                               | 105                                                                               | 45                                                                                | 170                                                                               | 21                                                                                | 82                                                                                  | 274                                                                                 | 53                                                                                  | 24                                                                                  | 279                                                                                 | 145                                                                                 |
| Future Volume (vph)        | 100                                                                               | 273                                                                               | 105                                                                               | 45                                                                                | 170                                                                               | 21                                                                                | 82                                                                                  | 274                                                                                 | 53                                                                                  | 24                                                                                  | 279                                                                                 | 145                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (ft)        | 150                                                                               |                                                                                   | 75                                                                                | 145                                                                               |                                                                                   | 0                                                                                 | 100                                                                                 |                                                                                     | 100                                                                                 | 100                                                                                 |                                                                                     | 100                                                                                 |
| Storage Lanes              | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. 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                                                                                |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   | 0.983                                                                             |                                                                                   |                                                                                     |                                                                                     | 0.850                                                                               |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1770                                                                              | 1863                                                                              | 1583                                                                              | 1770                                                                              | 1831                                                                              | 0                                                                                 | 1770                                                                                | 1863                                                                                | 1583                                                                                | 1770                                                                                | 1863                                                                                | 1583                                                                                |
| Flt Permitted              | 0.408                                                                             |                                                                                   |                                                                                   | 0.334                                                                             |                                                                                   |                                                                                   | 0.468                                                                               |                                                                                     |                                                                                     | 0.560                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 760                                                                               | 1863                                                                              | 1583                                                                              | 622                                                                               | 1831                                                                              | 0                                                                                 | 872                                                                                 | 1863                                                                                | 1583                                                                                | 1043                                                                                | 1863                                                                                | 1583                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 120                                                                               |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     |                                                                                     | 120                                                                                 |                                                                                     |                                                                                     | 120                                                                                 |
| Link Speed (mph)           |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 667                                                                               |                                                                                   |                                                                                   | 695                                                                               |                                                                                   |                                                                                     | 651                                                                                 |                                                                                     |                                                                                     | 629                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 18.2                                                                              |                                                                                   |                                                                                   | 19.0                                                                              |                                                                                   |                                                                                     | 17.8                                                                                |                                                                                     |                                                                                     | 17.2                                                                                |                                                                                     |
| 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                                                                                |
| Adj. Flow (vph)            | 109                                                                               | 297                                                                               | 114                                                                               | 49                                                                                | 185                                                                               | 23                                                                                | 89                                                                                  | 298                                                                                 | 58                                                                                  | 26                                                                                  | 303                                                                                 | 158                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 109                                                                               | 297                                                                               | 114                                                                               | 49                                                                                | 208                                                                               | 0                                                                                 | 89                                                                                  | 298                                                                                 | 58                                                                                  | 26                                                                                  | 303                                                                                 | 158                                                                                 |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                                | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     | 12                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway 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                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   |
| Detector Template          | Left                                                                              | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                | Right                                                                               |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 | 20                                                                                  |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 | 20                                                                                | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   | 20                                                                                  | 20                                                                                  | 6                                                                                   | 20                                                                                  |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | 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                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                               | NA                                                                                  | Perm                                                                                | pm+pt                                                                               | NA                                                                                  | Perm                                                                                |
| Protected Phases           | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                   | 4                                                                                   |                                                                                     | 3                                                                                   | 8                                                                                   |                                                                                     |
| Permitted Phases           | 6                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                   |                                                                                     | 4                                                                                   | 8                                                                                   |                                                                                     | 8                                                                                   |

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|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Detector Phase          | 1                                                                                 | 6                                                                                 | 6                                                                                 | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                   | 4                                                                                   | 4                                                                                   | 3                                                                                   | 8                                                                                   | 8                                                                                   |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 4.0                                                                               | 8.0                                                                               | 8.0                                                                               | 4.0                                                                               | 8.0                                                                               |                                                                                   | 4.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 | 4.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 |
| Minimum Split (s)       | 9.5                                                                               | 27.7                                                                              | 27.7                                                                              | 9.5                                                                               | 30.8                                                                              |                                                                                   | 9.5                                                                                 | 30.8                                                                                | 30.8                                                                                | 9.5                                                                                 | 27.7                                                                                | 27.7                                                                                |
| Total Split (s)         | 15.0                                                                              | 45.0                                                                              | 45.0                                                                              | 15.0                                                                              | 45.0                                                                              |                                                                                   | 15.0                                                                                | 45.0                                                                                | 45.0                                                                                | 15.0                                                                                | 45.0                                                                                | 45.0                                                                                |
| Total Split (%)         | 12.5%                                                                             | 37.5%                                                                             | 37.5%                                                                             | 12.5%                                                                             | 37.5%                                                                             |                                                                                   | 12.5%                                                                               | 37.5%                                                                               | 37.5%                                                                               | 12.5%                                                                               | 37.5%                                                                               | 37.5%                                                                               |
| Maximum Green (s)       | 9.8                                                                               | 39.3                                                                              | 39.3                                                                              | 9.8                                                                               | 39.2                                                                              |                                                                                   | 9.8                                                                                 | 39.2                                                                                | 39.2                                                                                | 9.8                                                                                 | 39.3                                                                                | 39.3                                                                                |
| Yellow Time (s)         | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| All-Red Time (s)        | 2.2                                                                               | 2.7                                                                               | 2.7                                                                               | 2.2                                                                               | 2.8                                                                               |                                                                                   | 2.2                                                                                 | 2.8                                                                                 | 2.8                                                                                 | 2.2                                                                                 | 2.7                                                                                 | 2.7                                                                                 |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)     | 5.2                                                                               | 5.7                                                                               | 5.7                                                                               | 5.2                                                                               | 5.8                                                                               |                                                                                   | 5.2                                                                                 | 5.8                                                                                 | 5.8                                                                                 | 5.2                                                                                 | 5.7                                                                                 | 5.7                                                                                 |
| Lead/Lag                | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                                | Lag                                                                                 | Lag                                                                                 | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| Recall Mode             | None                                                                              | Min                                                                               | Min                                                                               | None                                                                              | Min                                                                               |                                                                                   | None                                                                                | C-Max                                                                               | C-Max                                                                               | None                                                                                | C-Max                                                                               | C-Max                                                                               |
| Walk Time (s)           |                                                                                   | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                               |                                                                                   |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |
| Flash Don't Walk (s)    |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                   | 11.0                                                                              |                                                                                   |                                                                                     | 11.0                                                                                | 11.0                                                                                |                                                                                     | 11.0                                                                                | 11.0                                                                                |
| Pedestrian Calls (#/hr) |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |
| Act Effect Green (s)    | 35.0                                                                              | 26.7                                                                              | 26.7                                                                              | 31.3                                                                              | 22.9                                                                              |                                                                                   | 70.0                                                                                | 63.8                                                                                | 63.8                                                                                | 64.4                                                                                | 57.6                                                                                | 57.6                                                                                |
| Actuated g/C Ratio      | 0.29                                                                              | 0.22                                                                              | 0.22                                                                              | 0.26                                                                              | 0.19                                                                              |                                                                                   | 0.58                                                                                | 0.53                                                                                | 0.53                                                                                | 0.54                                                                                | 0.48                                                                                | 0.48                                                                                |
| v/c Ratio               | 0.36                                                                              | 0.72                                                                              | 0.26                                                                              | 0.21                                                                              | 0.59                                                                              |                                                                                   | 0.16                                                                                | 0.30                                                                                | 0.06                                                                                | 0.04                                                                                | 0.34                                                                                | 0.19                                                                                |
| Control Delay (s/veh)   | 31.2                                                                              | 53.1                                                                              | 6.9                                                                               | 27.6                                                                              | 48.3                                                                              |                                                                                   | 13.1                                                                                | 20.1                                                                                | 0.1                                                                                 | 13.3                                                                                | 23.3                                                                                | 7.6                                                                                 |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     | 31.2                                                                              | 53.1                                                                              | 6.9                                                                               | 27.6                                                                              | 48.3                                                                              |                                                                                   | 13.1                                                                                | 20.1                                                                                | 0.1                                                                                 | 13.3                                                                                | 23.3                                                                                | 7.6                                                                                 |
| LOS                     | C                                                                                 | D                                                                                 | A                                                                                 | C                                                                                 | D                                                                                 |                                                                                   | B                                                                                   | C                                                                                   | A                                                                                   | B                                                                                   | C                                                                                   | A                                                                                   |
| Approach Delay (s/veh)  |                                                                                   | 38.4                                                                              |                                                                                   |                                                                                   | 44.3                                                                              |                                                                                   |                                                                                     | 16.1                                                                                |                                                                                     |                                                                                     | 17.6                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 60.7 (51%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 27.6

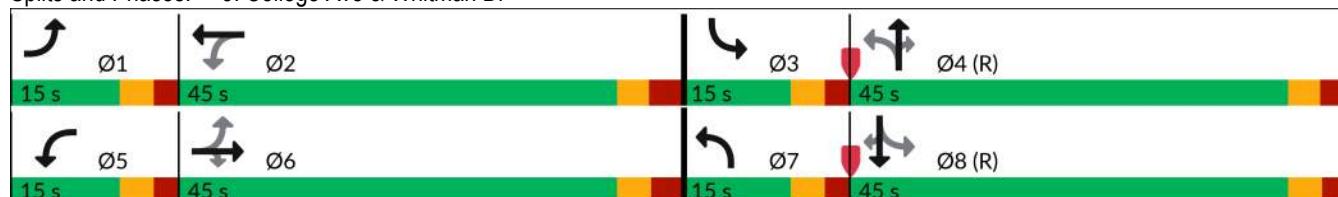
Intersection LOS: C

Intersection Capacity Utilization 55.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: College Ave & Whitman Dr



## Queues

3: College Ave &amp; Whitman Dr

02/28/2025



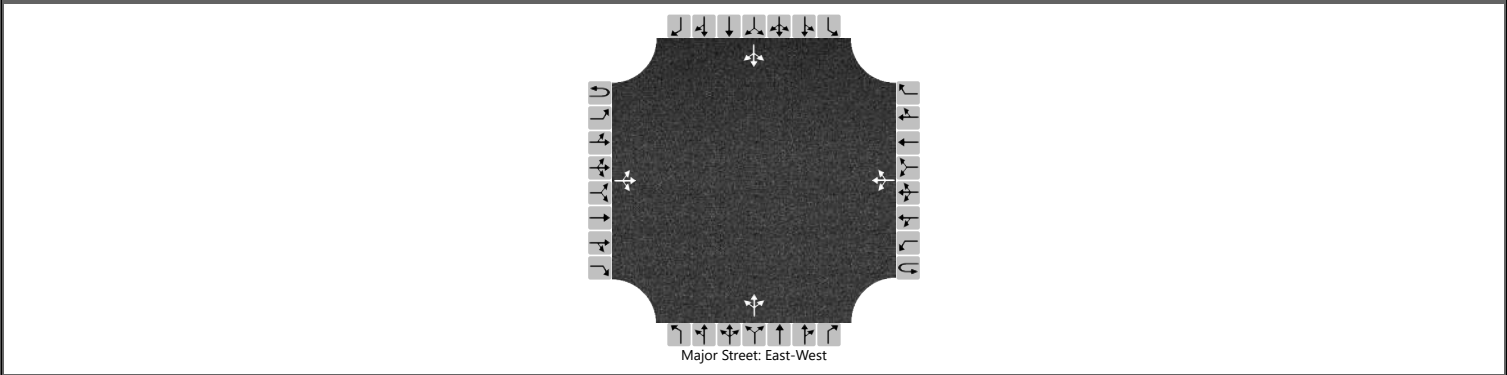
| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 109  | 297  | 114  | 49   | 208  | 89   | 298  | 58   | 26   | 303  | 158  |
| v/c Ratio               | 0.36 | 0.72 | 0.26 | 0.21 | 0.59 | 0.16 | 0.30 | 0.06 | 0.04 | 0.34 | 0.19 |
| Control Delay (s/veh)   | 31.2 | 53.1 | 6.9  | 27.6 | 48.3 | 13.1 | 20.1 | 0.1  | 13.3 | 23.3 | 7.6  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 31.2 | 53.1 | 6.9  | 27.6 | 48.3 | 13.1 | 20.1 | 0.1  | 13.3 | 23.3 | 7.6  |
| Queue Length 50th (ft)  | 61   | 219  | 0    | 26   | 144  | 28   | 135  | 0    | 8    | 142  | 15   |
| Queue Length 95th (ft)  | 92   | 290  | 40   | 48   | 199  | 64   | 244  | 0    | 25   | 261  | 66   |
| Internal Link Dist (ft) |      | 587  |      |      | 615  |      | 571  |      |      | 549  |      |
| Turn Bay Length (ft)    | 150  |      | 75   | 145  |      | 100  |      | 100  | 100  |      | 100  |
| Base Capacity (vph)     | 304  | 610  | 599  | 266  | 602  | 587  | 989  | 897  | 649  | 894  | 822  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.36 | 0.49 | 0.19 | 0.18 | 0.35 | 0.15 | 0.30 | 0.06 | 0.04 | 0.34 | 0.19 |

## Intersection Summary

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/New Driveway  |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 3/5/2025                    | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | New Driveway          |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.90                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |   | Westbound |   |     |   | Northbound |   |     |    | Southbound |    |     |    |
|----------------------------|-----------|---|-----|---|-----------|---|-----|---|------------|---|-----|----|------------|----|-----|----|
| Movement                   | U         | L | T   | R | U         | L | T   | R | U          | L | T   | R  | U          | L  | T   | R  |
| Priority                   | 1U        | 1 | 2   | 3 | 4U        | 4 | 5   | 6 |            | 7 | 8   | 9  |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0 | 0         | 0 | 1   | 0 |            | 0 | 1   | 0  |            | 0  | 1   | 0  |
| Configuration              |           |   | LTR |   |           |   | LTR |   |            |   | LTR |    |            |    | LTR |    |
| Volume (veh/h)             |           | 1 | 150 | 0 |           | 4 | 89  | 6 |            | 2 | 0   | 20 |            | 40 | 0   | 4  |
| Percent Heavy Vehicles (%) |           | 3 |     |   |           | 3 |     |   |            | 3 | 3   | 3  |            | 3  | 3   | 3  |
| Proportion Time Blocked    |           |   |     |   |           |   |     |   |            |   |     |    |            |    |     |    |
| Percent Grade (%)          |           |   |     |   |           |   |     |   | 0          |   |     |    | 0          |    |     |    |
| Right Turn Channelized     |           |   |     |   |           |   |     |   |            |   |     |    |            |    |     |    |
| Median Type   Storage      | Undivided |   |     |   |           |   |     |   |            |   |     |    |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |      |  |  |  |      |      |      |  |      |      |      |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  | 4.1  |  |  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  | 4.13 |  |  |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  | 2.2  |  |  |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  | 2.23 |  |  |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |     |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|-----|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 1    |  |  |     | 4    |  |  |     |  | 24   |  |      |  | 49   |  |
| Capacity, c (veh/h)                     |     | 1479 |  |  |     | 1405 |  |  |     |  | 850  |  |      |  | 660  |  |
| v/c Ratio                               |     | 0.00 |  |  |     | 0.00 |  |  |     |  | 0.03 |  |      |  | 0.07 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.0  |  |  |     |  | 0.1  |  |      |  | 0.2  |  |
| Control Delay (s/veh)                   |     | 7.4  |  |  |     | 7.6  |  |  |     |  | 9.4  |  |      |  | 10.9 |  |
| Level of Service (LOS)                  |     | A    |  |  |     | A    |  |  |     |  | A    |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.1 |      |  |  | 0.3 |      |  |  | 9.4 |  |      |  | 10.9 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | A   |  |      |  | B    |  |      |  |



# **Appendix 5**

## **Economic Analysis**

---



# Market Feasibility

MARTIN AIRFIELD

An analysis conducted by:  TheMettsGroup

Prepared for:



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## Purpose

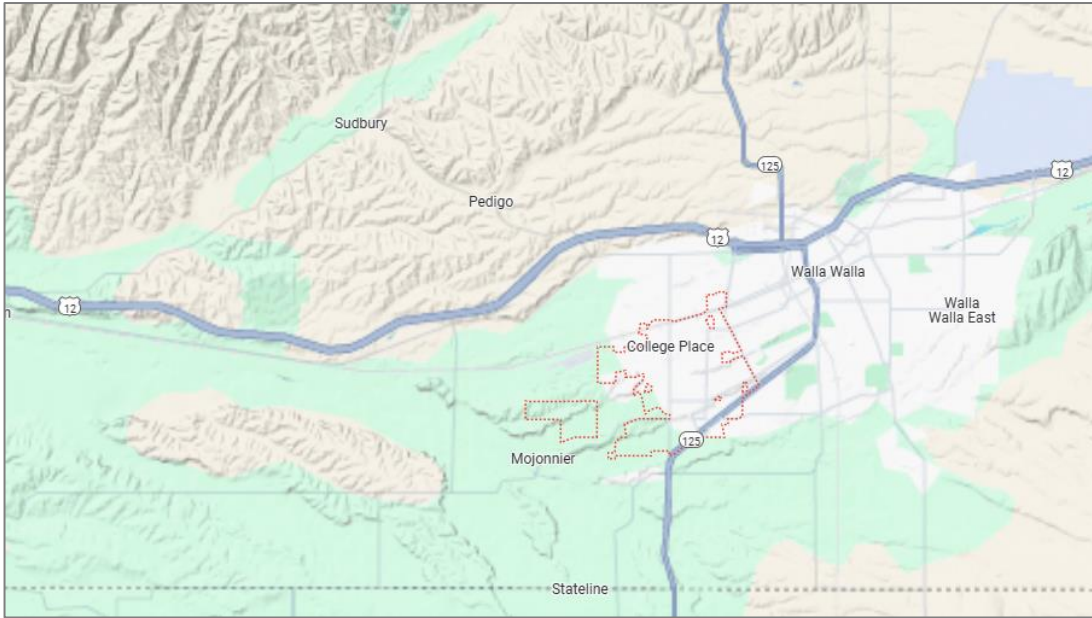
The purpose of this study is to analyze market feasible light industrial uses for the 233-acre site around Martin Airfield and bordered by Whitman Drive to the north, Hampton Lane to the west, Homestead Acres Subdivision to the east, and a bluff to the south. This study conforms to the minimum threshold criteria established by the Washington State Community and Economic Revitalization Board for potential grant funding opportunities.

The following outlines the scope within the above objectives:

1. Interview key stakeholders to gather and review pertinent project background data.
2. Assess the locational characteristics of the site relative to the industrial market.
3. Perform Market analysis for the site
4. Perform Job Benefit Analysis
5. Evaluate the overall City of College Place area economic outlook for industrial real estate development.
6. Conduct interviews with selected key persons in the College Place catchment area knowledgeable of demand potentials by various industrial uses (e.g. complementary agricultural processing/supplier needs, light manufacturing, warehouse distribution, flex space, etc.).
7. Identify and evaluate potentially competing sites and corresponding industrial uses.
8. Analyze which target industries may be located at the site.
9. Recommend specific companies that should be targeted to prospective tenants.
10. Forecast the economic impacts to the City of College Place if the site is fully tenanted with the prescribed potential industrial users.
11. Recommend a project marketing strategy for the site.
12. Prepare a corresponding Economic Feasibility Analysis and marketing strategy for the site.

## Location

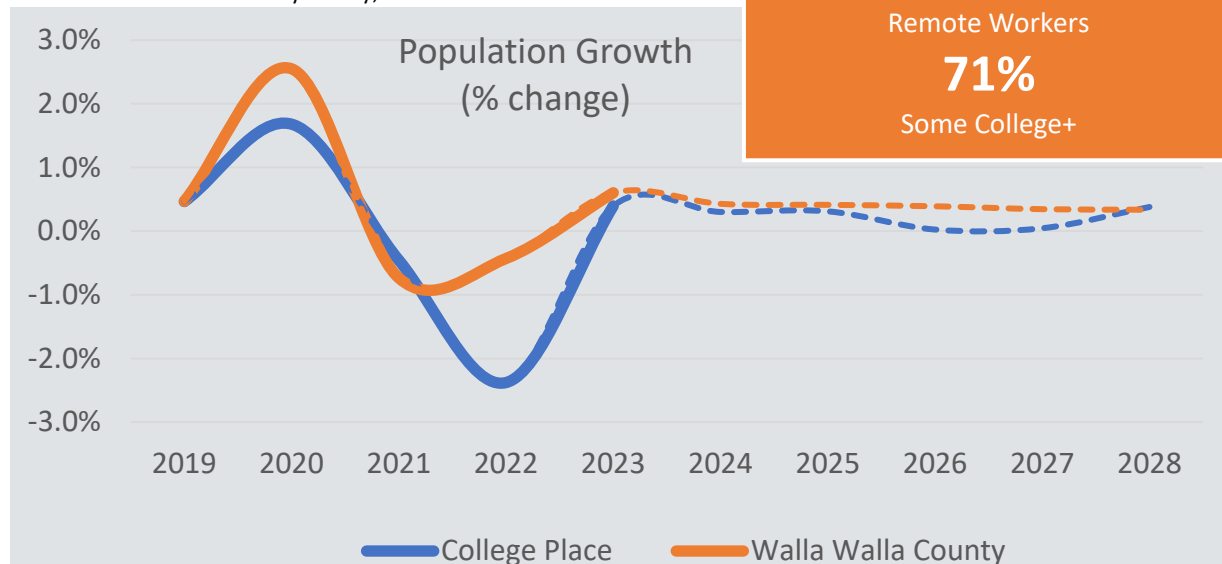
College Place is home to approximately 10,000 residents and has a growing local economy. The City's industries are anchored in government, higher education, retail, healthcare, and finance, contributing a Gross Regional Product (GRP) of \$417 million, or 10% of the county's economy. With nearly 3,900 jobs in total, the City is positioned for further economic expansion, especially with its proximity to key transportation routes such as US 12, I-82, and I-84, as well as rail access, broadband availability, and the added benefit of being an Opportunity Zone.



## Economy Overview

The population of College Place is estimated at 9,945, reflecting a modest growth of 0.4% from 2020 to 2024. Population growth trends for both College Place and Walla Walla County show similar growth trends, with a sharp decline around 2022 in College Place, followed by gradual stabilization. Workforce characteristics indicate a labor force participation rate of 59%, which is below the national average of 63.5%. Additionally, 10% of the workforce consists of remote workers, and 71% of residents have some college education or higher, suggesting a relatively educated workforce.

Source: American Community Survey, 5-Year Estimates



## Population

**9,945**

**0.4%** ↑

(2020-2024 est.)

## Workforce Characteristics

**59%**

Labor Force Participation Rate  
(63.5% U.S.)

**10%**

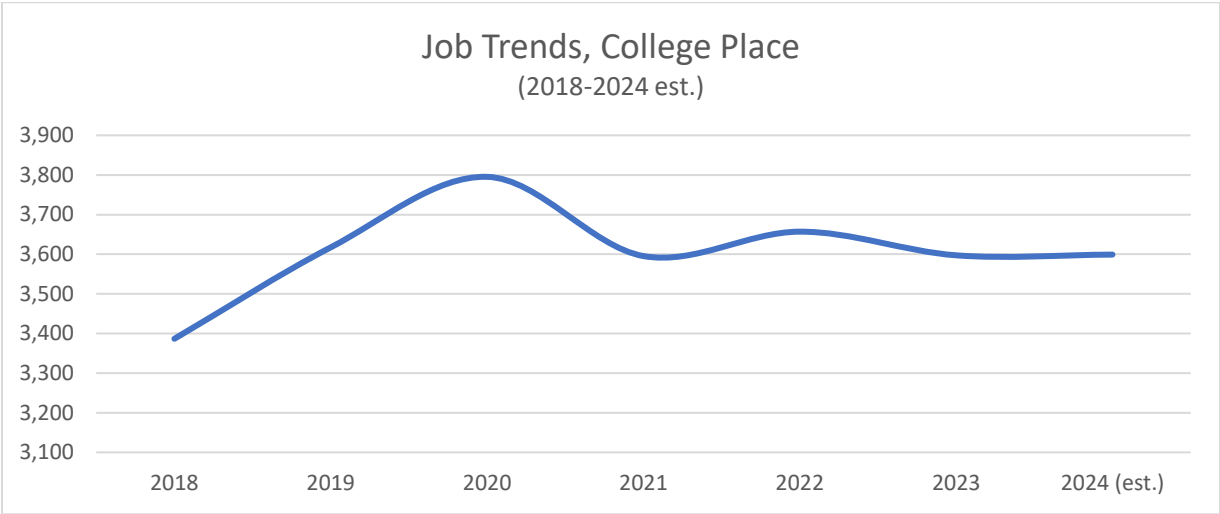
Remote Workers

**71%**

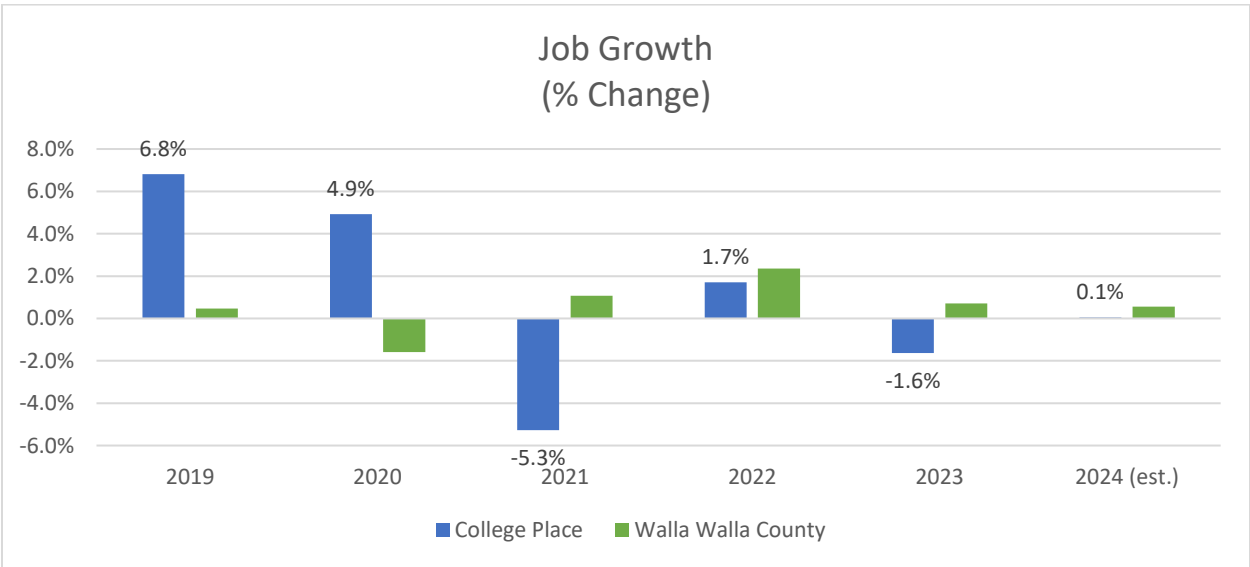
Some College+



The job market in College Place is still recovering from the pandemic. Between the peak in 2020 and the trough in late 2021, approximately 200 jobs were lost within the 99324 ZIP code, representing a 5.3% decline.



Source: Lightcast, QCEW, Non-QCEW, Self-employed



Source: Lightcast, QCEW, Non-QCEW, Self-employed

The largest contributing industries include government (primarily higher education), retail trade, accommodation and food services, health care, and finance and insurance. Government employment dominates the local labor market, followed by educational services, indicating the area's strong ties to public institutions and higher education. Retail and health care also play significant roles, supporting both local consumption and essential services.

The region's Gross Regional Product (GRP) stands at \$417 million, accounting for 10% of the County's total economic output. The primary industries driving GRP are government, finance and insurance, retail, educational services, and health care. The data suggests a stable economy with growth in key service-oriented sectors, reinforcing the importance of education, health care, and retail as economic pillars.

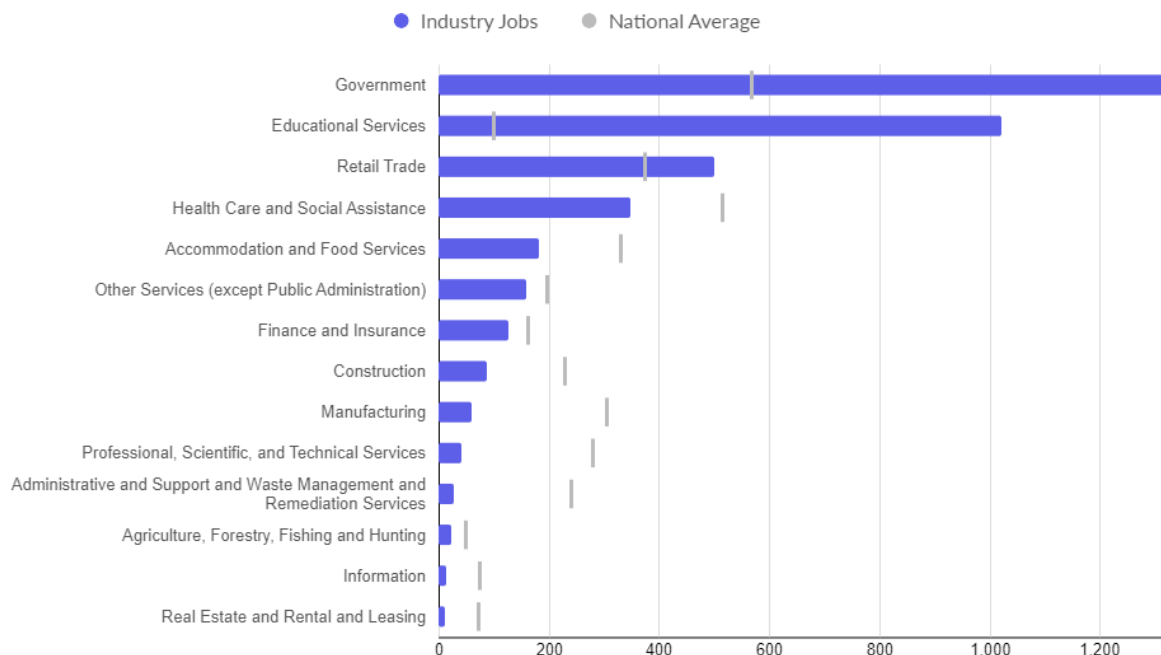
GRP
\$417M
(10% of County)

Largest Contributing Industries:

- Government
- Finance & Insurance
- Retail
- Educational Svcs
- Health Care

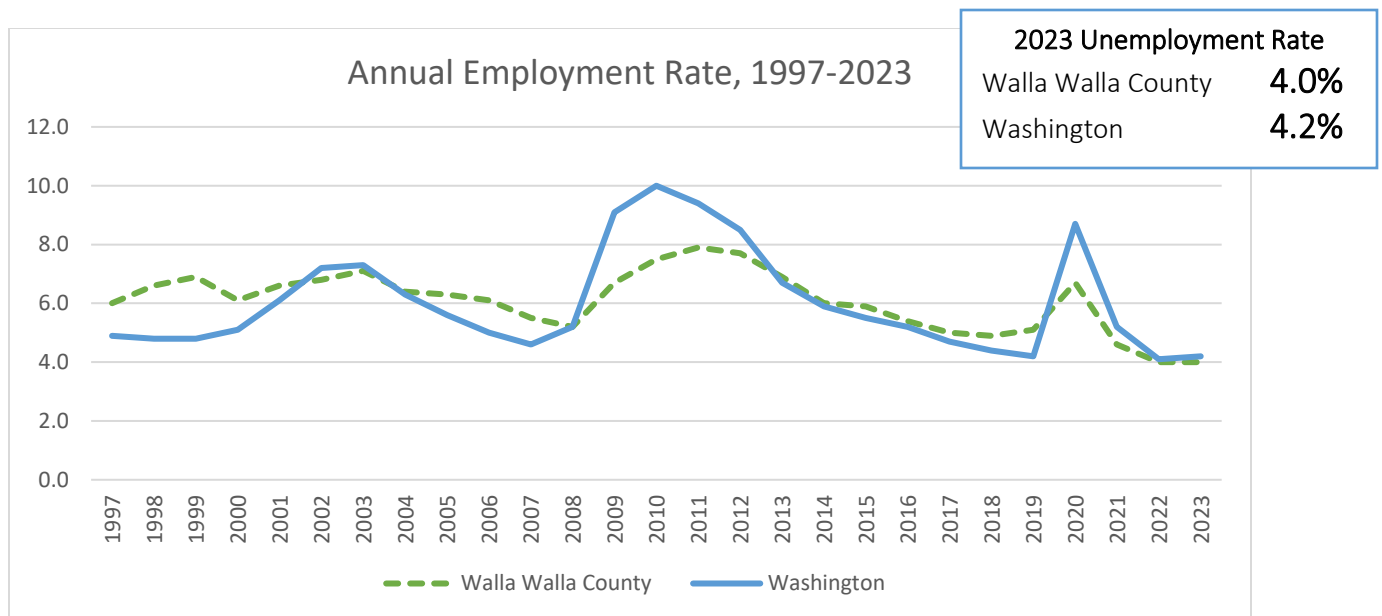
Source: Lightcast, College Place (zip code 99324)

### Largest Industries



Source: Lightcast, QCEW, Non-QCEW, Self-employed for College Place (zip code 99324)

The unemployment rate in Franklin County remains higher than the state, by 2.1 percentage points. The 2019 annual unemployment rate—the most recent annual number at the time of this report—in Franklin County was 6.4%, compared to 4.3% statewide and 3.7% for the nation.



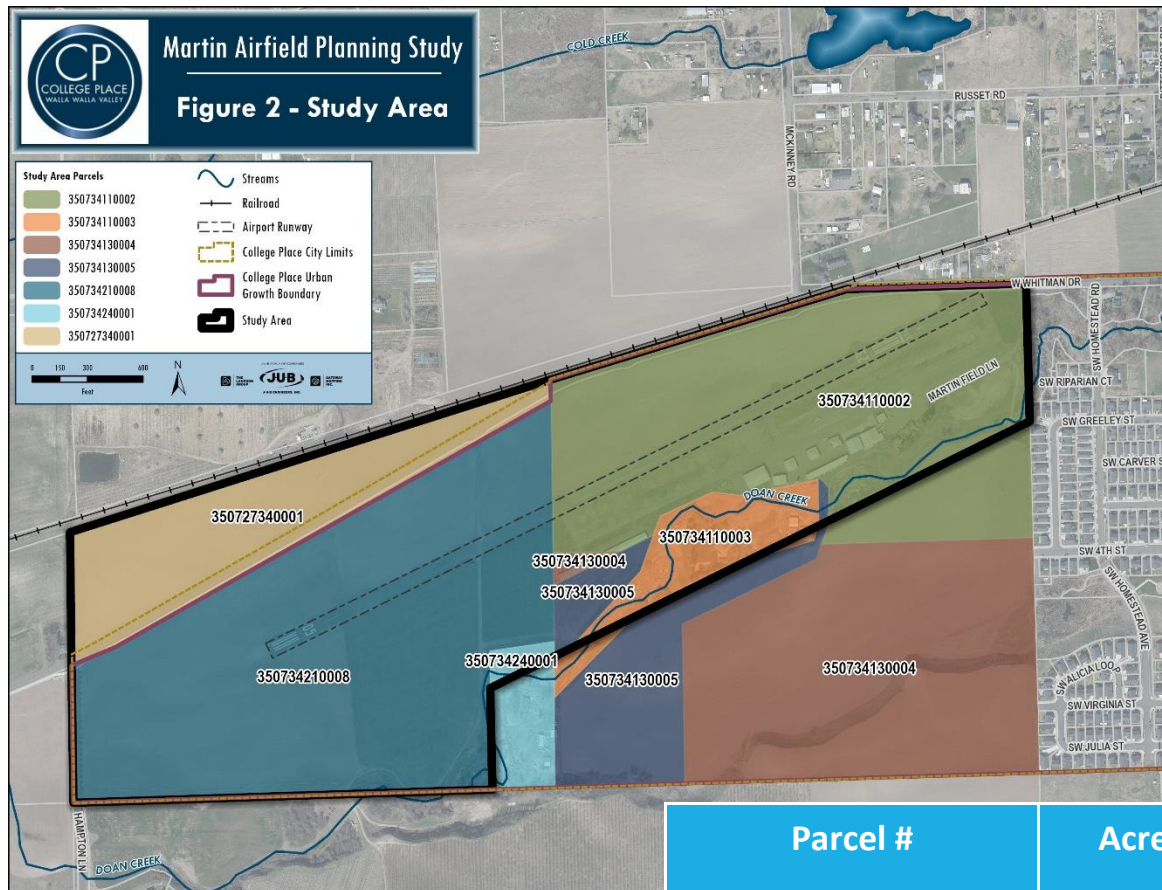
Source: U.S. Bureau of Labor Statistics, Local Area Unemployment Statistics program

According to the Bureau of Labor Statistics' Occupational Employment and Wage Statistics, the median hourly wage in Walla Walla County was \$23.04 as of the latest available data (May 2023). Walla Walla County continues to trail the state in wages—20% below the state average.

| Median Hourly Wage                     |
|----------------------------------------|
| <b>\$23.04</b><br>(Walla Walla County) |
| <b>\$28.81</b><br>(Washington)         |

## Commercial Real Estate Snapshot

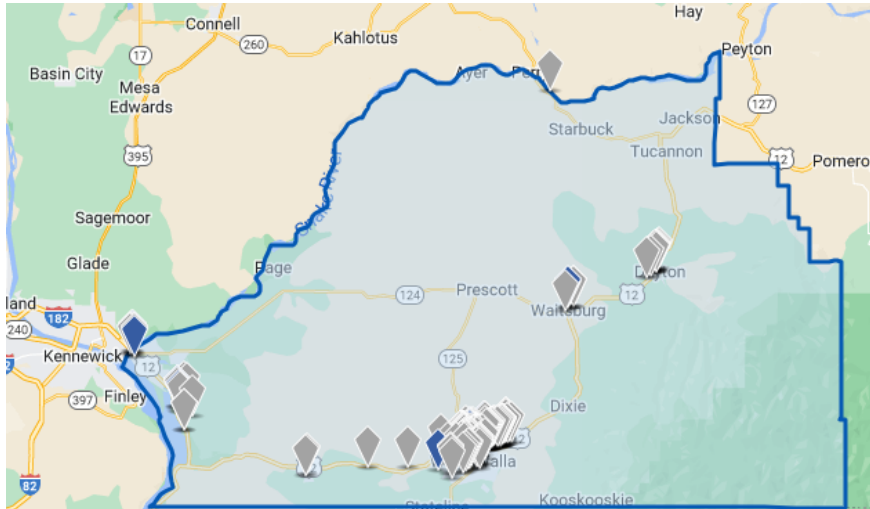
The City of College Place only has three acres of active light industrial land. The project area consists of six (6) light industrial zoned parcels, totaling 233 acres.



| Parcel #               | Acres  |
|------------------------|--------|
| 350734210008           | 79.83  |
| 350734240001 (private) | 6.61   |
| 350734130005           | 19.82  |
| 350734130004           | 54.58  |
| 350734110002           | 62.60  |
| 350734110003           | 10.00  |
| Total                  | 233.44 |

## Industrial Inventory

Of the 4.6 million square feet of industrial and flex space in the Walla Walla region (Costar), only 29% has been built in the past 30 years.

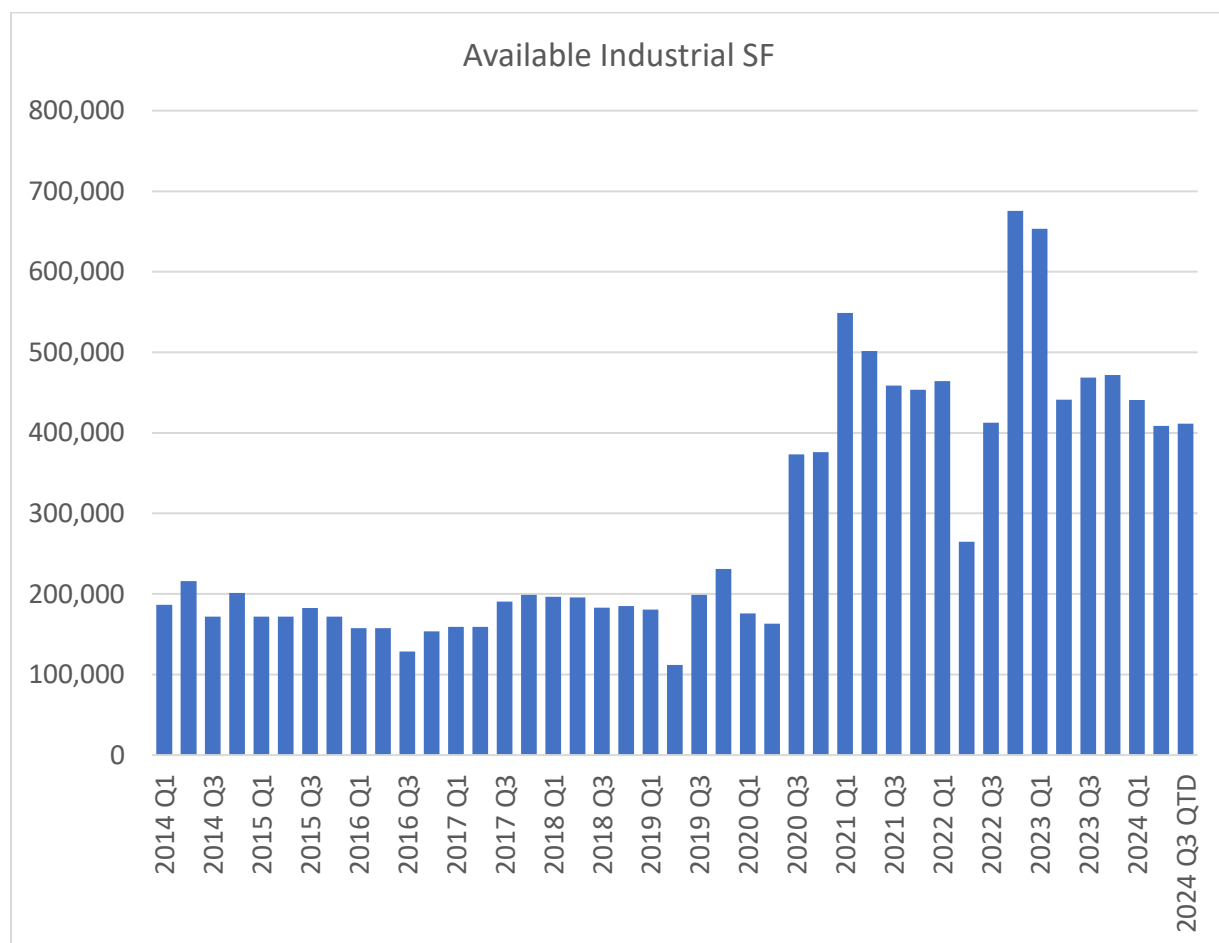


**4.6M SF**  
inventory

**411,260 SF**  
available space

**5.6%**  
vacancy rate

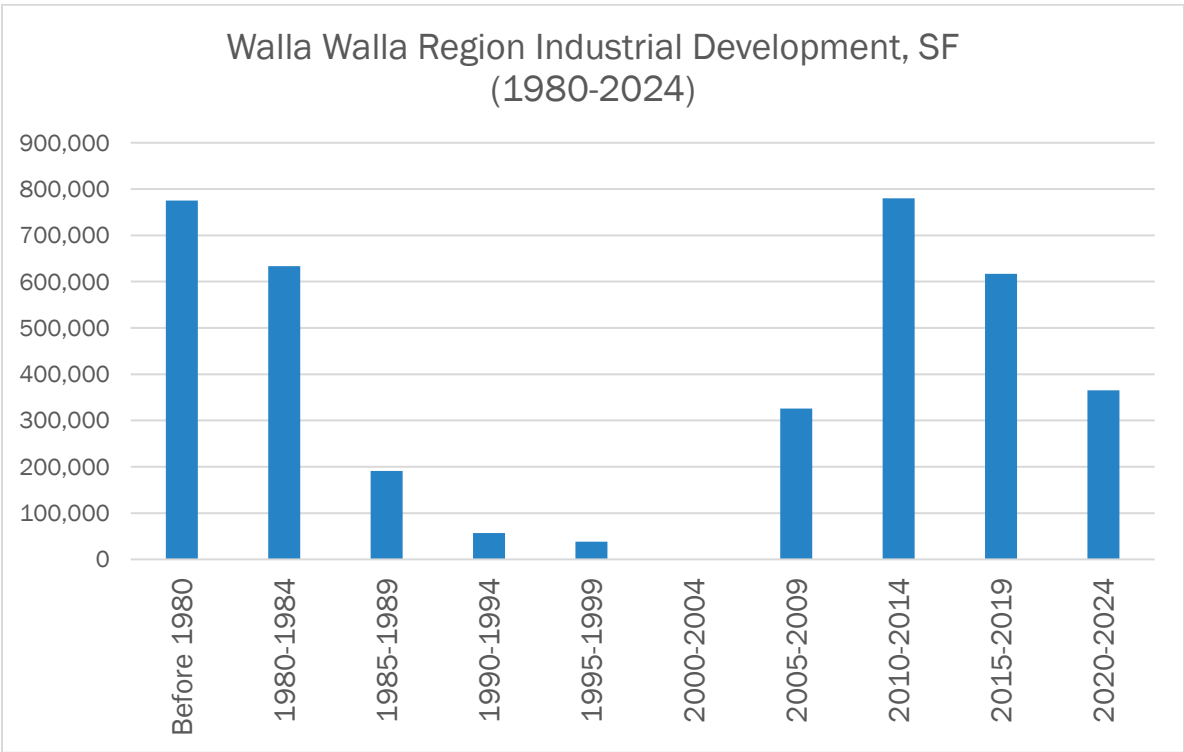
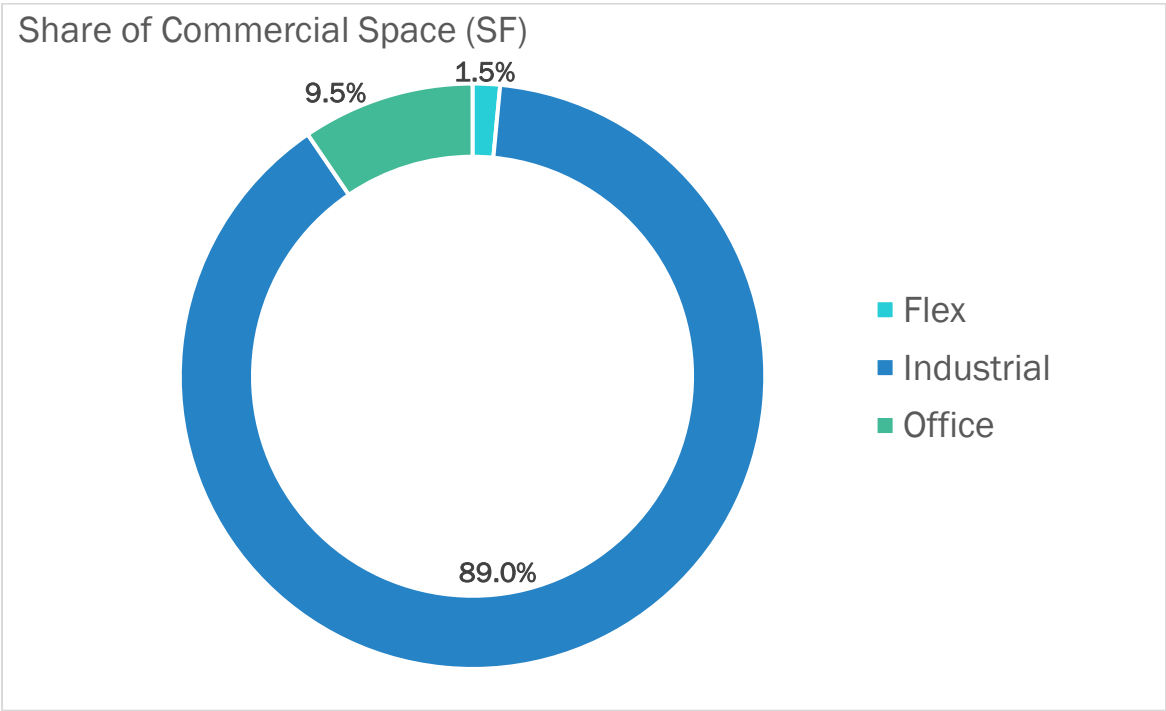
**\$8.71/SF**  
rental rate



Source: Costar



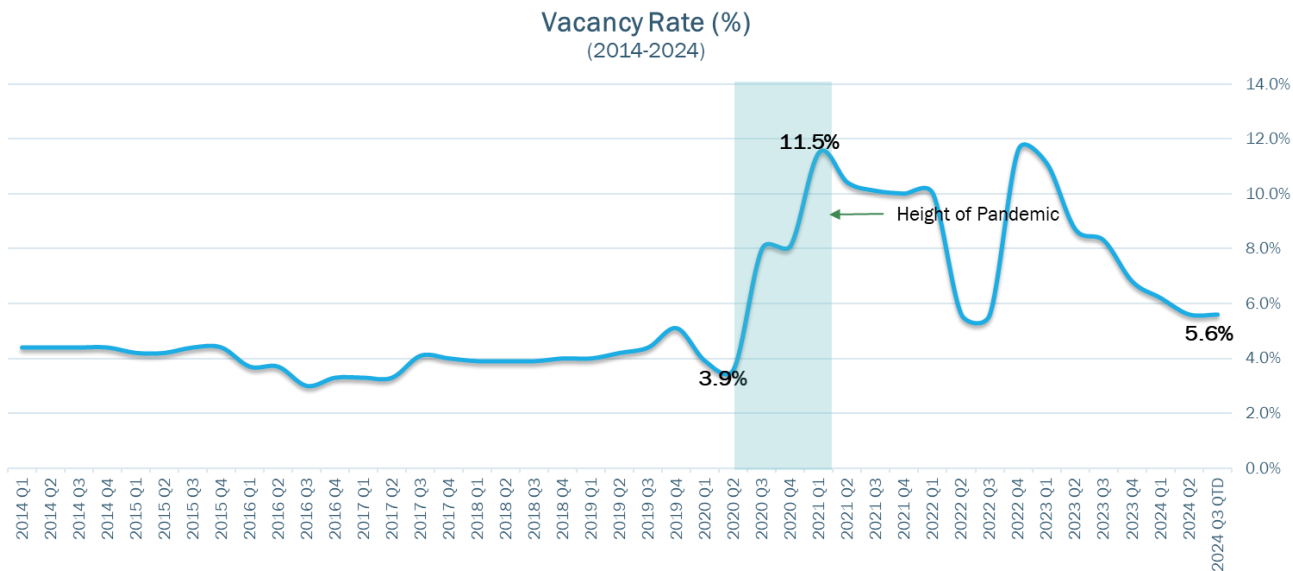
Of the 4.6 million square feet of industrial and flex space in the Walla Walla region (Costar), only 29% has been built in the past 30 years.



Source: Costar

Industrial Performance

Vacancy rates in the Walla Walla region are currently slightly above average at 5.6%. However, this is a significant improvement from the pandemic peak of 11.5%. Before the pandemic, vacancy rates typically ranged between 3% and 4%.



Source: Costar, Authors calculations

Rent growth for both industrial and office space has maintained a steady trajectory, defying the challenges posed by the pandemic.

While there was a slight deceleration in rent growth for office space during the pandemic, it managed to persevere and return to pre-pandemic levels of growth. In contrast, industrial rental rates continued their upward trend at a commendable pace.

This sustained growth, coupled with the constrained supply of new commercial inventory and low vacancy rates, underscores the demand for commercial space in Ellensburg.

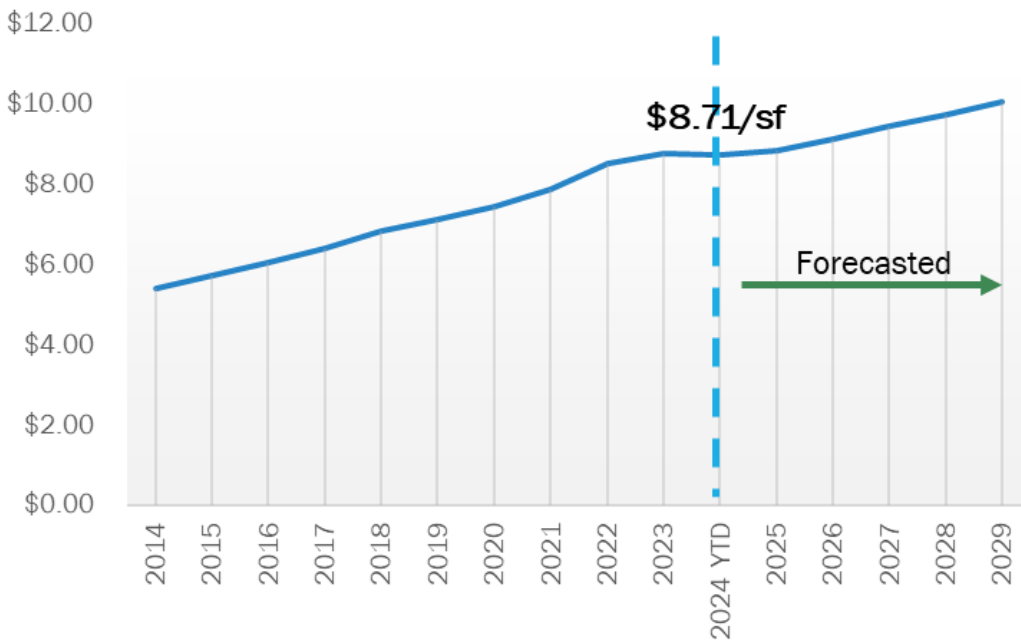
Average Annual Rent Growth, Industrial

|               |           |    |
|---------------|-----------|----|
| 10-YR         | 2014-2024 | 5% |
| Pre-pandemic  | 2017-2020 | 5% |
| Post-pandemic | 2020-2024 | 4% |

## Industrial Rent Growth



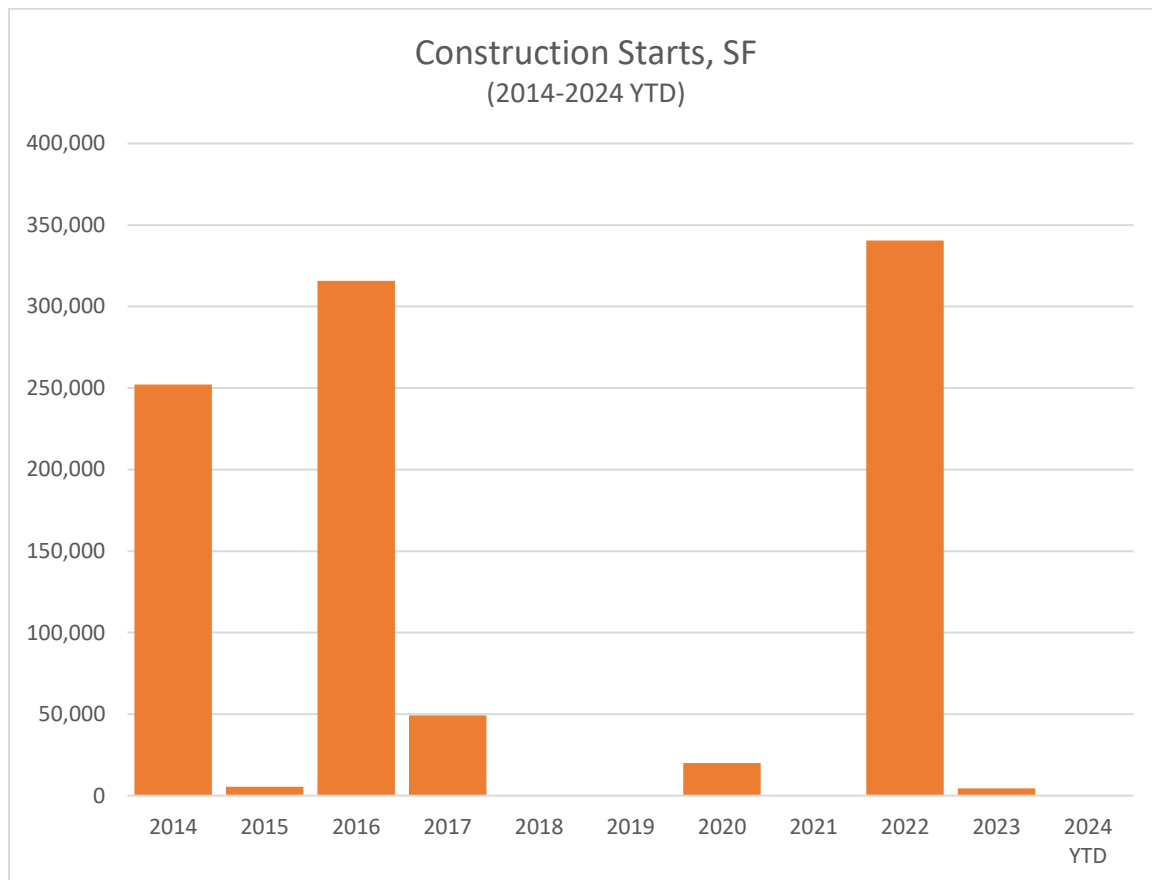
## Industrial Rental Rates (2014-2024 YTD)



Source: Costar, Authors calculations

## Industrial Pipeline

Based on information from Costar, there is 223,720 SF of industrial space under construction in the Walla Walla region. Majority of this activity started in 2022 and is anticipated to hit the market by 2025.



Source: Costar

## Competing Sites

| Address                                       | City        | Year Built | Building SF | Acres<br>(Land only) | Use        | Lease<br>(\$/SF) | For Sale<br>(\$/SF) |
|-----------------------------------------------|-------------|------------|-------------|----------------------|------------|------------------|---------------------|
| 1832 Dell Ave                                 | Walla Walla | 2023       | 4,304       |                      | Industrial | \$14.50          |                     |
| 1108 N 9th Ave                                | Walla Walla |            | 2,700       |                      | Flex       | \$10.50          |                     |
| 102 E Poplar St                               | Walla Walla | 1981       | 35,145      |                      | Flex       |                  | \$85.00             |
| 2719 E Isaacs Ave                             | Walla Walla | 2017       | 2,680       |                      | Industrial |                  | \$121.00            |
| 1012 N 9th Ave                                | Walla Walla | 1980       | 8,633       |                      | Industrial |                  | \$93.00             |
| Wallula Gap Business Park                     | Wallula     | Land       |             | 1,900                | Industrial |                  |                     |
| Avery Business Park                           | Walla Walla | Land       |             | 12                   | Industrial |                  |                     |
| Burbank Industrial Park                       | Burbank     | Land       |             | 5                    | Industrial |                  |                     |
| Burbank Business Park                         | Burbank     | Land       |             | 112                  | Industrial |                  | \$4-\$7/sf          |
| Dodd Road Industrial Park                     | Wallula     | Land       |             | 54                   | Industrial |                  |                     |
| Melrose Industrial Park                       | Walla Walla | Land       |             | 37                   | Industrial |                  |                     |
| Stearns Kelly Property                        | Wallula     | Land       |             | 105                  | Industrial |                  |                     |
| Waitsburg Business Park                       | Waitsburg   | Land       |             | 10                   | Industrial |                  | \$1.50/sf           |
| Walla Walla Regional<br>Airport Business Park | Walla Walla | Land       |             | 832                  | Industrial |                  |                     |
| Rock Hill Industrial Park                     | Dayton      | Land       |             | 3.8                  | Industrial |                  |                     |

## Industrial Market Potential

The industrial market potential in College Place is shaped by both established industries and emerging sectors, presenting significant opportunities for economic development. The region's foundation in agriculture, food manufacturing, healthcare, and retail trade positions it for continued growth, while construction, technical services, and logistics are emerging as key drivers of future expansion.

### Industry and Supply Chain Gap Analysis

An industry and supply chain gap analysis was conducted to determine the businesses and industry sectors that offer the most potential for growth around the region. This data was then ground-truthed with interviews from major businesses in the area, potential businesses, and other industry experts and stakeholders.

This analysis was assessed by four critical factors and conducted at the MSA level to establish a more accurate depiction of the industry landscape:

- Number of Jobs
- Job Growth
- Job Concentration or Location Quotient (LQ)
- Total Demand

Industries with strong demand, a high LQ, and robust job growth were classified as "Thriving & Potential for Growth" signifying their resilient and important presence in the market.

Industries showing robust demand and considerable job growth were classified under the "Emerging Industries" category. This designation suggests significant potential for expansion due to a lower employment concentration.



Additionally, industries with notable demand and a substantial number of jobs in 2023, surpassing the 1,000 mark but showing job loss, were deemed "*Important and Requiring Attention*," warranting focused attention to ensure sustained growth and economic impact.

This systematic evaluation provides an understanding of each industry's standing, allowing for targeted strategies that align with their unique characteristics and potential for development.

Applying the above methodology, the following industries can be strategically categorized and prioritized based on their supply chain dynamics. This tailored approach ensures that economic development efforts are directed towards industries with specific characteristics and growth potential, fostering a strategic alignment between the regional economy and targeted sectors.

### Industry Health Check

Agriculture and food processing remain central to the local economy, with crop production, food manufacturing, and beverage product manufacturing serving as core industries. The presence of these sectors suggests strong opportunities for value-added agriculture, food processing, and supply chain expansions such as packaging, cold storage, and distribution. Additionally, the region's healthcare sector, led by hospitals and social assistance, indicates an ongoing demand for medical services, elder care, and workforce training in healthcare-related fields. Retail and trade are also significant, with merchant wholesalers (nondurable goods) and sporting goods and hobby retailers playing a role in the local economy, pointing to potential growth in specialty retail and recreational markets.

To capitalize on these strengths, strategic investments should focus on targeted food and beverage processing infrastructure, support for healthcare workforce development, and logistics and wholesale distribution enhancements. Expanding retail and recreation offerings could further stimulate economic activity, particularly in outdoor and lifestyle industries.

Several industries are gaining traction in College Place, indicating new opportunities in construction, healthcare, professional services, and logistics. The construction sector, including building material supply dealers, specialty trade contractors, and construction of buildings, reflects increased demand for residential and commercial development. This growth underscores the need for real estate investment, workforce training in skilled trades, and green building technologies.

The expansion of ambulatory healthcare services points to a growing need for urgent care facilities, specialized outpatient clinics, and home health services, while repair and maintenance services highlight demand for auto repair, equipment servicing, and facility management. The rise of professional, scientific, and technical services, including computer systems design, engineering, custom programming, and R&D, suggests an increasing focus on technology-driven economic diversification. Encouraging the growth of tech startups, cybersecurity firms, and engineering consultancies could strengthen the region's innovation ecosystem.

Additionally, insurance carriers and durable goods wholesalers signal potential for expanded finance and logistics services, supporting regional supply chains and commercial trade. Investing in warehouse and distribution infrastructure could further position College Place as a logistics hub, particularly for durable goods related to agriculture, construction, and manufacturing.

## Industry Health Check (3-digit NAICS Codes)

### Important but Declining

- Machinery Manufacturing (333)
- Support activities for Ag and Forestry (115)
- **Animal Production (112)**
- Nursing Care Facilities (623)

### Important & Growth Industries

- Crop Production (111)
- **Food Manufacturing (311)**
- Beverage Product Manufacturing (312)
- Hospitals (622)
- Social Assistance (624)
- **Merchant Wholesalers (nondurable) (424)**
- Sporting Goods, Hobby Retailers (459)

### Weak and Declining

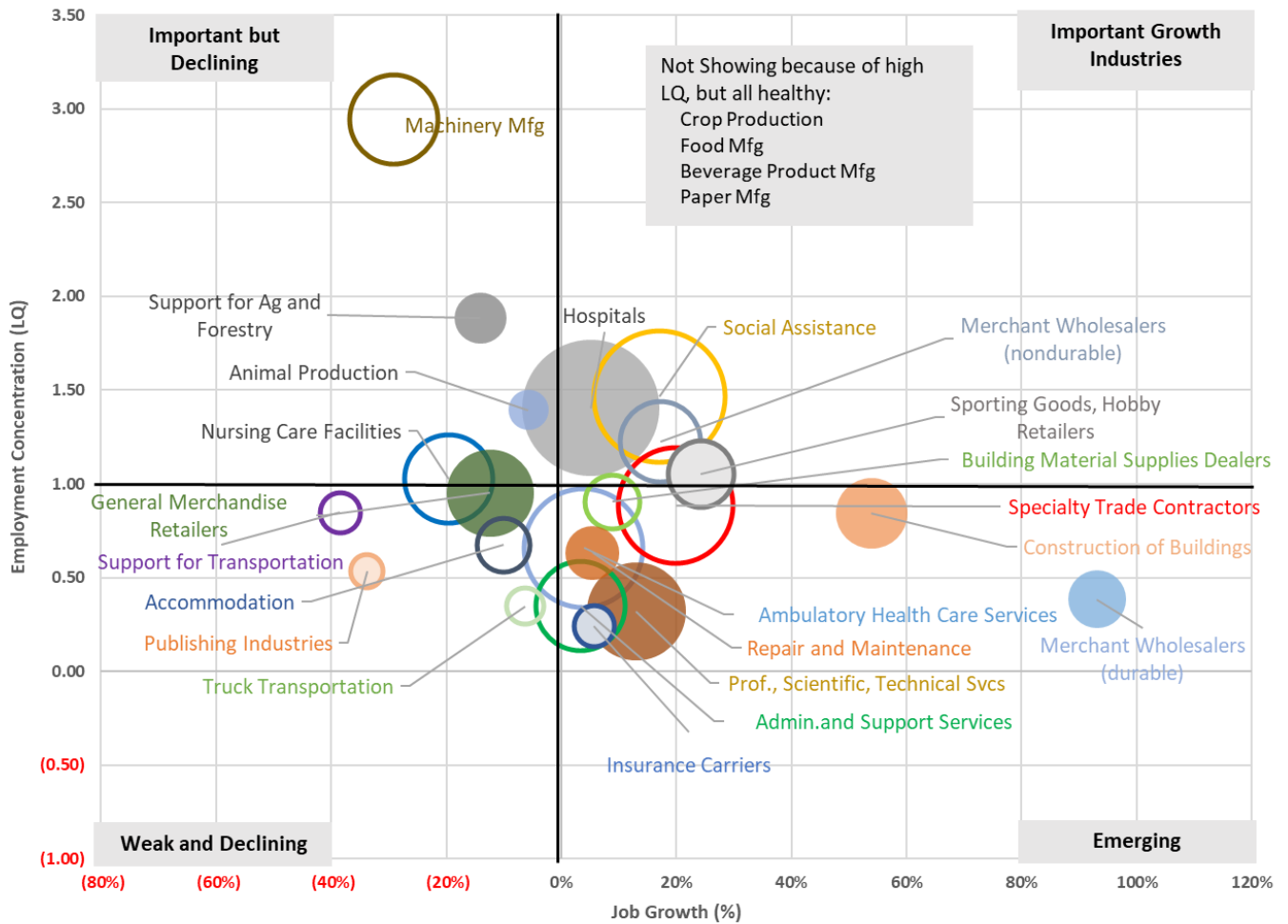
- General Merchandise Retailers (455)
- Support for Transportation (488)
- Accommodation (721)
- Publishing Industries (513)
- **Truck Transportation (484)**

### Emerging

- Building Material Supplies Dealers (444)
- Specialty Trade Contractors (238)
- Construction of Buildings (236)
- Ambulatory Health Care Services (621)
- Repair and Maintenance (811)
- **Professional, Scientific, and Technical Services** (computer systems design services, engineering services, custom computer programming, R&D) (541)
- **Administrative and Support Services (561)**
- Insurance Carriers (524)
- **Merchant Wholesalers (durable) (423)**

\*Industries highlighted in **bold** represent opportunities due to unmet higher demand within the region.

# Industry Health Check



Additionally, the following key sectors are driving the success of major employers in the region. By leveraging these industries, there is an opportunity to strengthen and expand local supply chains, attract complementary businesses, and enhance regional competitiveness through targeted infrastructure investments and workforce development.

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Animal Production

Support Activities for Animal Production

Food Manufacturing

Paperboard Manufacturing

Pesticide and Other Agricultural Chemical Manufacturing

Plastics Product Manufacturing

Glass Product Manufacturing Made of Purchased Glass

Packaging Machinery Manufacturing

Surgical and Medical Instrument Manufacturing

Industrial Machinery and Equipment Merchant Wholesalers

Drugs and Druggists' Sundries Merchant Wholesalers

Other Chemical and Allied Products Merchant Wholesalers

General Line Grocery Merchant Wholesalers

Wine and Distilled Alcoholic Beverage Merchant Wholesalers

Truck Transportation

General Warehousing and Storage

Software Publishers

Media Streaming Distribution Services

Data Processing, Hosting, and Related Services

Custom Computer Programming Services

Research and Development (including Biotechnology)

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## Potential Uses

Following the industry and supply chain gap analysis, we conducted interviews with local and regional businesses, higher education institutions, and key stakeholders to gather input on potential uses and validate the summarized data.

Based on the above analysis and insights gathered from interviews, the following uses were identified as having the greatest potential for the 233-acre site.

- Wholesalers
- Truck Transportation
- Manufacturing
  - Food
  - Glass
  - Packaging
- Aerospace-related (limited based on runway length to smaller, single-engine planes and larger general aviation aircraft, regional jets, and some small commercial aircraft)
  - Aircraft inspection services
  - Aircraft maintenance and repairs
  - Aircraft testing
  - Other aircraft parts & equipment manufacturing
  - Aircraft engine & engine parts manufacturing
  - Labs and Testing Facility (space, drones, etc.)
  - Emerging Technologies (SAF, hydrogen, etc.)
  - Advanced Air Mobility
- R&D or Professional & Technical Services
- Ag Tech: facilitate businesses and startups in testing new ideas related to agricultural logistics directly on-site, in collaboration with growers, shippers, warehouses, customers, and other relevant stakeholders.
- Logistics Hub: alleviate congestion from ports of Seattle and Tacoma
  - Intermodal transfer facility
  - Cross-dock

## Site Building Capacity

The following potential buildout scenario was estimated based on the potential uses identified in the analysis above, combined with industry standards for land requirements for different types of industrial facilities, focusing on site usage, building size, and ground coverage ratios. For each industry, the data outlines the percentage of the site utilized, the typical building square footage, and the corresponding potential number of buildings that could be accommodated on a given site. The total acreage potential across all industries is roughly 28 acres, with an average of 4 acres per building.



| Use                      | % of Site | Ground Coverage Ratio | Typical Building SF<br>(industry standard) | Potential Number of Buildings | Acres per Bldg | Typical Range (small to medium) |
|--------------------------|-----------|-----------------------|--------------------------------------------|-------------------------------|----------------|---------------------------------|
| Wholesalers              | 25%       | 50%                   | 50,000                                     | 6.7                           | 4.6            | 2-5 acres                       |
| Truck Transportation     | 15%       | 30%                   | 25,000                                     | 2.9                           | 6.4            | 2-5 acres                       |
| Manufacturing            | 20%       | 50%                   | 50,000                                     | 5.3                           | 4.6            | 2-5 acres                       |
| Food Processing          | 15%       | 40%                   | 50,000                                     | 2.6                           | 7.2            | 2-5 acres                       |
| Lab & Testing Facilities | 10%       | 30%                   | 15,000                                     | 3.2                           | 3.8            | 0.5-2 acres                     |
| R&D                      | 15%       | 30%                   | 10,000                                     | 7.2                           | 2.6            | 0.5-2 acres                     |
| Total                    | 100%      |                       |                                            | 28                            | 4              |                                 |

## Impacts

Economic impact analyses are used to estimate the overall economic activity, including spill-over and multiplier impacts, which occurs as a result of a particular business, development or event.

The economic activity related to the Martin Airfield site is the millions of dollars of goods and services purchased from local vendors and the wages and benefits paid to local workers. This initial injection of funds circulates to the business owners and employees that supply the materials, goods and services needed for the development. These contractors, businesses and households continue the economic ripple effect by hiring workers and buying goods and services to facilitate their business.

This analysis breaks down the overall project based on the results from the industry analysis and interviews. The project site layout will be further vetted by JUB Engineers based on infrastructure needs and requirements.

Once the development is completed and occupied, commercial activity and new residential households will spend millions of dollars annually in the course of their daily activities. This recirculation of the original expenditures multiplies their impact through these indirect and induced effects.

The extent to which the initial expenditures multiply is estimated using economic models that depict the relationships between industries and firms and their employees. These models are built upon expenditure patterns that are reported to the U.S. Bureau of Labor Statistics, the U.S. Census Bureau and the Bureau of Economic Analysis. Data is regionalized so that it reflects and incorporates local conditions such as average wages, expenditure patterns and resource availability and costs.

The multipliers used in this analysis were generated by IMPLAN in coordination with the U.S. Bureau of Economic Analysis' RIMS II multipliers. Where appropriate, conservative estimates were used.

To further delineate, below are brief definitions of the three typical types of impacts.

**Direct impacts:** derive directly from an activity or event (first round supply chain)

**Indirect impacts:** generated as a result of business-to-business transactions (second tier supply chain)

**Induced impacts:** generated as a result of consumer-to-business transactions (a result from consumer spending)

Direct impacts are those economic impacts that occur as a consequence of direct activity and employment provided by the businesses that support the area, other businesses and government agencies that provide a range of related support services.

Indirect impacts are generated as a result of business-to-business transactions and induced impacts are a result of consumer-to-business transactions.

The economic impact results should be interpreted as those that are *attributable* to the proposed development at the subject site rather than assuming the new development will *generate* such new activities.

Given the desirable industries that have the potential of fulfilling existing business supply chain needs and interviews from industry experts, there is potential for several different users at this site. The impacts summarized below are indicative of different users in the identified industries, as outlined in the section above. The median wage for proposed jobs in these industries is \$40.36 per hour in Walla Walla County, driven upward by manufacturing, lab and R&D positions. This is **72% higher than the CERB median hourly wage** of \$23.04 for the County. Truck transportation and warehousing average \$30.56 per hour, still above the median hourly wage for the County.

The 687 direct jobs estimated to be created at full build-out is expected to increase the labor force in Walla Walla County—assuming that some workers will reside in Walla Walla County. A small portion will most likely reside outside the area and, therefore, positively impacting their labor force numbers as well.

| Impact on Jobs     |                   |               |             |                          |            |              |
|--------------------|-------------------|---------------|-------------|--------------------------|------------|--------------|
| Impact on Jobs     | Buildout Scenario |               |             |                          |            | Total        |
|                    | MFG               | Truck Transp. | Wholesalers | Lab & Testing Facilities | R&D        |              |
| TOTAL JOBS         | 494               | 33            | 239         | 124                      | 228        | 1,118        |
| Direct             | 317               | 23            | 107         | 96                       | 144        | 687          |
| Indirect + Induced | 177               | 10            | 132         | 28                       | 84         | 430          |
| <b>SUBTOTAL</b>    | <b>494</b>        | <b>33</b>     | <b>239</b>  | <b>124</b>               | <b>228</b> | <b>1,118</b> |

Source: Author's calculations using multipliers from IMPLAN; rounds to nearest thousand

Table 1. Labor Force Impacts as a result of Jobs Directly Created (687 new direct jobs)

| Walla Walla County | Current | Impact from Direct Jobs | Percent Change |
|--------------------|---------|-------------------------|----------------|
| Labor Force        | 27,255  | 28,373                  | 4.1%           |
| Unemployed         | 1,357   | 239                     | -82.4%         |

<sup>1</sup>assuming that people that fill these jobs will reside in Walla Walla County (labor force data is based on "place of residence" and not place of work). Based on the current 5.0% unemployment rate (Jan 2025)

Source: Author's calculations based on BLS data

## Conclusion

The industrial market potential in College Place is shaped by both established industries and emerging sectors, presenting significant opportunities for economic development. The region's foundation in agriculture, food manufacturing, healthcare, and retail trade positions it for continued growth, while construction, technical services, and logistics are emerging as key drivers of future expansion.

To support these emerging industries, incentives and policy strategies should focus on workforce development, business incubation, and infrastructure investment. Strengthening construction and trade workforce training programs can address the rising demand for skilled labor. Tech and business services growth could be encouraged through business incubators, coworking spaces, and startup funding for IT and cybersecurity firms. Expanding healthcare services and insurance offerings will be crucial in meeting the needs of a growing population. Finally, the development of logistics and wholesale trade infrastructure could enhance College Place's role as a regional distribution center.

Multipliers make any project look profitable as the numbers accentuate even the smallest of growth. Without looking at the indirect and induced job creation, however, you cannot see the big picture and the impact realized. The concept is real and is more palatable when you can compare it to similar areas or projects. Conservative approaches were used throughout the analysis. It is recommended that the City track the metrics set forth, and required by CERB, to determine if the desired outcomes are achieved and to help guide future development projects.

Overall, College Place is well-positioned for economic expansion through a combination of industrial diversification, strategic investments, and workforce development initiatives. By leveraging its strong agricultural base, growing healthcare sector, and emerging technical and construction industries, the region can sustain long-term economic growth and resilience.

# **Appendix 6**

## **Detailed Cost Estimates**

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## ENGINEER'S OPINION OF PROBABLE COST

|                                                                      |                                                             |
|----------------------------------------------------------------------|-------------------------------------------------------------|
| <b>PROJECT:</b> City of College Place<br>Martin Airfield Master Plan | <b>DATE:</b> 3/18/2025<br><b>J-U-B PROJ. NO.:</b> 30-24-031 |
|----------------------------------------------------------------------|-------------------------------------------------------------|

**ITEM:** Roads

| ITEM NO.                                                              | DESCRIPTION                                                  | SCHEDULE OF VALUES |      |            |                     |
|-----------------------------------------------------------------------|--------------------------------------------------------------|--------------------|------|------------|---------------------|
|                                                                       |                                                              | QUANTITY           | UNIT | UNIT PRICE | TOTAL COST          |
| 1.00                                                                  | Mobilization                                                 |                    |      | 8.0%       | \$176,000           |
| 2.00                                                                  | Traffic Control                                              |                    |      | 5.0%       | \$110,000           |
| 3.00                                                                  | Crushed Surface Base Course                                  | 6,121              | Tons | \$35       | \$214,235           |
| 4.00                                                                  | Crushed Surface Top Course                                   | 5,226              | Tons | \$35       | \$182,910           |
| 5.00                                                                  | HMA CL 1/2" PG 64-28                                         | 3,983              | Tons | \$150      | \$597,450           |
| 6.00                                                                  | Cement Conc. Traffic Curb and Gutter                         | 8,138              | LF   | \$25       | \$203,450           |
| 7.00                                                                  | Cement Conc. Sidewalk                                        | 5,424              | SY   | \$60       | \$325,440           |
| 8.00                                                                  | Streetlights (includes wiring, J-Boxes, etc.)                | 27                 | EA   | \$7,500    | \$202,500           |
| 9.00                                                                  | Street Trees                                                 | 136                | EA   | \$500      | \$68,000            |
| 10.00                                                                 | Irrigation                                                   | 1                  | LS   | \$100,000  | \$100,000           |
| 11.00                                                                 | Stream Crossing - Does Not Include Row Acquisition For House | 1                  | LS   | \$250,000  | \$250,000           |
| 12.00                                                                 | Paint & Signage                                              | 1                  | LS   | \$50,000   | \$50,000            |
| <b>ESTIMATED CONSTRUCTION SUBTOTAL</b>                                |                                                              |                    |      |            | <b>\$ 2,480,000</b> |
| <i>Contingency <sup>1</sup></i>                                       |                                                              |                    |      |            | <b>\$ 744,000</b>   |
| <i>City of College Place Sales Tax (8.8%)</i>                         |                                                              |                    |      |            | <b>\$ 284,000</b>   |
| <i>Planning, Engineering, &amp; Administrative Costs <sup>2</sup></i> |                                                              |                    |      |            | <b>\$ 877,000</b>   |
| <b>TOTAL PROBABLE COST IN 2025 DOLLARS<sup>3</sup></b>                |                                                              |                    |      |            | <b>\$ 4,385,000</b> |

**J-U-B ENGINEERS, INC.**  
**3611 S. ZINTEL WAY, KENNEWICK, WA 99337**

<sup>1</sup> Estimated at 30% of construction subtotal

<sup>2</sup> Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 25% of construction subtotal, including contingency.

<sup>3</sup> Costs are in 2025 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.





## ENGINEER'S OPINION OF PROBABLE COST

PROJECT: City of College Place DATE: 3/18/2025  
Martin Airfield Master Plan J-U-B PROJ. NO.: 30-24-031

ITEM: Earthwork

| ITEM NO.                                                   | DESCRIPTION                  | SCHEDULE OF VALUES |      |            |            |
|------------------------------------------------------------|------------------------------|--------------------|------|------------|------------|
|                                                            |                              | QUANTITY           | UNIT | UNIT PRICE | TOTAL COST |
| 1.00                                                       | Mobilization                 |                    |      | 8.0%       | \$22,000   |
| 2.00                                                       | Traffic Control              |                    |      | 5.0%       | \$14,000   |
| 3.00                                                       | Earthwork, Grading Site      | 8,000              | CY   | \$30       | \$240,000  |
| 4.00                                                       | Clearing and Grubbing        | 5                  | ACRE | \$5,000    | \$25,000   |
| 5.00                                                       | Asphalt Pavement Restoration |                    | SY   | \$70       | \$0        |
| 6.00                                                       | Hydroseeding                 | 2                  | ACRE | \$5,000    | \$10,000   |
| 7.00                                                       | Silt Fence                   |                    | LF   | \$5        | \$0        |
| ESTIMATED CONSTRUCTION SUBTOTAL                            |                              |                    |      |            | \$ 311,000 |
| Contingency <sup>1</sup>                                   |                              |                    |      |            | \$ 93,000  |
| City of College Place Sales Tax (8.8%)                     |                              |                    |      |            | \$ 36,000  |
| Planning, Engineering, & Administrative Costs <sup>2</sup> |                              |                    |      |            | \$ 110,000 |
| TOTAL PROBABLE COST IN 2025 DOLLARS <sup>3</sup>           |                              |                    |      |            | \$ 550,000 |

J-U-B ENGINEERS, INC.

3611 S. ZINTEL WAY, KENNEWICK, WA 99337

<sup>1</sup> Estimated at 30% of construction subtotal

<sup>2</sup> Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 25% of construction subtotal, including contingency.

<sup>3</sup> Costs are in 2025 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.



## ENGINEER'S OPINION OF PROBABLE COST

|          |                                                      |                                               |
|----------|------------------------------------------------------|-----------------------------------------------|
| PROJECT: | City of College Place<br>Martin Airfield Master Plan | DATE: 2/11/2025<br>J-U-B PROJ. NO.: 30-24-031 |
| ITEM:    | Sewer Infrastructure                                 |                                               |

| ITEM NO.                                                                       | DESCRIPTION                                                                      | SCHEDULE OF VALUES |      |            |                     |
|--------------------------------------------------------------------------------|----------------------------------------------------------------------------------|--------------------|------|------------|---------------------|
|                                                                                |                                                                                  | QUANTITY           | UNIT | UNIT PRICE | TOTAL COST          |
| 1.00                                                                           | Mobilization                                                                     |                    |      | 8.0%       | \$302,000           |
| 2.00                                                                           | Construction Traffic Control                                                     |                    |      | 0.0%       | \$0                 |
| 3.00                                                                           | Gravity Sewer Pipe                                                               |                    |      |            |                     |
| 3.01                                                                           | 4" PVC Gravity Sewer Service Lateral                                             | 1,165              | LF   | \$27       | \$31,455            |
| 3.02                                                                           | 8" PVC Gravity Sewer Service Lateral                                             |                    | LF   | \$41       | \$0                 |
| 3.03                                                                           | 6" PVC Gravity Sewer Pipe                                                        |                    | LF   | \$40       | \$0                 |
| 3.04                                                                           | 8" PVC Gravity Sewer Pipe                                                        | 7,400              | LF   | \$47       | \$347,800           |
| 3.05                                                                           | 10" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$56       | \$0                 |
| 3.06                                                                           | 12" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$67       | \$0                 |
| 3.07                                                                           | 16" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$81       | \$0                 |
| 3.08                                                                           | 18" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$98       | \$0                 |
| 3.09                                                                           | 21" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$127      | \$0                 |
| 3.10                                                                           | 24" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$152      | \$0                 |
| 3.11                                                                           | 30" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$188      | \$0                 |
| 3.12                                                                           | 36" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$238      | \$0                 |
| 3.13                                                                           | Bedding and Foundation Material                                                  | 8,565              | LF   | \$15       | \$128,475           |
| 3.14                                                                           | Sewer Service Line Connection                                                    | 29                 | EA   | \$500      | \$14,500            |
| 4.00                                                                           | Gravity Trench Excavation/Backfill                                               |                    |      |            |                     |
| 4.01                                                                           | 4-10 ft.                                                                         | 3,450              | LF   | \$43       | \$148,350           |
| 4.02                                                                           | 10-16 ft.                                                                        | 5,115              | LF   | \$74       | \$378,510           |
| 4.03                                                                           | 16-20 ft.                                                                        |                    | LF   | \$104      | \$0                 |
| 4.04                                                                           | 20-24 ft.                                                                        |                    | LF   | \$135      | \$0                 |
| 4.05                                                                           | 24-28 ft.                                                                        |                    | LF   | \$168      | \$0                 |
| 4.06                                                                           | 28-30 ft.                                                                        |                    | LF   | \$207      | \$0                 |
| 4.07                                                                           | Import Backfill and Foundation Material                                          | 16,597             | CY   | \$40       | \$663,880           |
| 5.00                                                                           | Surface Repair                                                                   |                    |      |            |                     |
| 5.01                                                                           | Hydroseed                                                                        |                    | LF   | \$15       | \$0                 |
| 5.02                                                                           | Natural Ground                                                                   | 8,565              | LF   | \$25       | \$214,125           |
| 5.03                                                                           | Gravel Roadway                                                                   |                    | LF   | \$30       | \$0                 |
| 5.04                                                                           | Asphalt - Trench Patch Width per City Standards (Required for 4-16' Depth Sewer) |                    | LF   | \$39       | \$0                 |
| 5.05                                                                           | Asphalt - 1/2 Street Width per City Standards (Required for 16-20' Depth Sewer)  |                    | LF   | \$160      | \$0                 |
| 5.06                                                                           | Asphalt - Full Street Width per City Standards (Required for 20-30' Depth Sewer) |                    | LF   | \$319      | \$0                 |
| 6.00                                                                           | Manholes                                                                         |                    |      |            |                     |
| 6.01                                                                           | 48" Manholes, 4-10 ft.                                                           | 10                 | EA   | \$5,400    | \$54,000            |
| 6.02                                                                           | 48" Manholes, 10-16 ft.                                                          | 14                 | EA   | \$5,900    | \$82,600            |
| 6.03                                                                           | 48" Manholes, 16-20 ft.                                                          |                    | EA   | \$6,400    | \$0                 |
| 6.04                                                                           | 60" Manholes, 20-24 ft.                                                          |                    | EA   | \$12,650   | \$0                 |
| 6.05                                                                           | 60" Manholes, 24-28 ft.                                                          |                    | EA   | \$13,400   | \$0                 |
| 6.06                                                                           | 60" Manholes, 28-30 ft.                                                          |                    | EA   | \$13,750   | \$0                 |
| 7.00                                                                           | Lift Stations                                                                    |                    |      |            |                     |
| 7.01                                                                           | Site Work                                                                        | 1                  | LS   | \$154,000  | \$154,000           |
| 7.02                                                                           | Yard Piping                                                                      | 1                  | LS   | \$134,000  | \$134,000           |
| 7.03                                                                           | Lift Station - Structural                                                        | 1                  | LS   | \$158,000  | \$158,000           |
| 7.04                                                                           | Lift Station - Mechanical                                                        | 1                  | LS   | \$716,000  | \$716,000           |
| 7.05                                                                           | Lift Station - Electrical                                                        | 1                  | LS   | \$452,000  | \$452,000           |
| 8.00                                                                           | Project Specific Considerations                                                  |                    |      |            |                     |
| 8.01                                                                           | Dewatering                                                                       | 1                  | LS   | \$8,000    | \$8,000             |
| 9.00                                                                           | Miscellaneous Other                                                              |                    |      |            |                     |
| 9.01                                                                           | Bypass Pumping                                                                   |                    |      | 0.0%       | \$0                 |
| 9.02                                                                           | Bonding / Admin                                                                  |                    |      | 2.5%       | \$92,000            |
| <b>ESTIMATED CONSTRUCTION SUBTOTAL</b>                                         |                                                                                  |                    |      |            | <b>\$ 4,080,000</b> |
| Contingency <sup>1</sup>                                                       |                                                                                  |                    |      |            | <b>\$ 1,224,000</b> |
| City of College Place Sales Tax (8.8%)                                         |                                                                                  |                    |      |            | <b>\$ 467,000</b>   |
| Planning, Engineering, & Administrative Costs <sup>2</sup>                     |                                                                                  |                    |      |            | <b>\$ 1,443,000</b> |
| <b>TOTAL PROBABLE COST IN 2025 DOLLARS<sup>3</sup></b>                         |                                                                                  |                    |      |            | <b>\$ 7,214,000</b> |
| <b>J-U-B ENGINEERS, INC.</b><br><b>3611 S. ZINTEL WAY, KENNEWICK, WA 99337</b> |                                                                                  |                    |      |            |                     |

<sup>1</sup> Estimated at 30% of construction subtotal

<sup>2</sup> Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 25% of construction subtotal, including contingency.

<sup>3</sup> Costs are in 2025 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.



## ENGINEER'S OPINION OF PROBABLE COST

| <b>PROJECT:</b>                                            |                                                       | City of College Place<br>Martin Airfield Master Plan |      | <b>DATE:</b>            | 3/6/2025           |
|------------------------------------------------------------|-------------------------------------------------------|------------------------------------------------------|------|-------------------------|--------------------|
| <b>ITEM:</b>                                               |                                                       | Water Infrastructure                                 |      | <b>J-U-B PROJ. NO.:</b> | 30-24-031          |
| ITEM NO.                                                   | DESCRIPTION                                           | SCHEDULE OF VALUES                                   |      |                         |                    |
|                                                            |                                                       | QUANTITY                                             | UNIT | UNIT PRICE              | TOTAL COST         |
| 1.00                                                       | <b>Mobilization</b>                                   |                                                      |      | 8%                      | \$380,000          |
| 2.00                                                       | <b>Construction Survey</b>                            | 1                                                    | LS   | \$10,000                | \$10,000           |
| 3.00                                                       | <b>Erosion Control and Water Pollution Prevention</b> | 1                                                    | LS   | \$10,000                | \$10,000           |
| 4.00                                                       | <b>Materials Testing</b>                              | 1                                                    | LS   | \$5,000                 | \$5,000            |
| 5.00                                                       | <b>Project Temporary Traffic Control</b>              | 1                                                    | LS   | \$5,000                 | \$5,000            |
| 6.00                                                       | <b>Shoring and Trench Safety Systems</b>              | 1                                                    | LS   | \$2,500                 | \$2,500            |
| 7.00                                                       | <b>Surface Repair</b>                                 |                                                      |      |                         |                    |
| 7.01                                                       | Removing Asphalt Concrete Pavement                    | 625                                                  | SY   | \$5                     | \$3,125            |
| 7.02                                                       | HMA Sawcut and Seal                                   | 4,070                                                | LF   | \$2                     | \$8,140            |
| 7.03                                                       | HMA Restoration                                       | 625                                                  | SY   | \$47                    | \$29,375           |
| 8.00                                                       | <b>Water Pipe and Appurtenances</b>                   |                                                      |      |                         |                    |
| 8.01                                                       | Connect to Existing Water Main 12 In. Diam.           | 2                                                    | EA   | \$5,000                 | \$10,000           |
| 8.02                                                       | DI Pipe for Water Main 6 In. Diam.                    | 1,500                                                | LF   | \$90                    | \$135,000          |
| 8.03                                                       | DI Pipe for Water Main 14 In. Diam.                   | 830                                                  | LF   | \$186                   | \$154,380          |
| 8.04                                                       | DI Pipe for Water Main 16 In. Diam.                   | 14,395                                               | LF   | \$221                   | \$3,181,295        |
| 8.05                                                       | DI Tee 14 In. x 6 In.                                 | 3                                                    | EA   | \$2,300                 | \$6,900            |
| 8.06                                                       | DI Tee 16 In. x 6 In.                                 | 27                                                   | EA   | \$3,500                 | \$94,500           |
| 8.07                                                       | DI Tee 16 In. x 12 In.                                | 1                                                    | EA   | \$4,600                 | \$4,600            |
| 8.08                                                       | DI Tee 16 In. x 14 In.                                | 3                                                    | EA   | \$4,800                 | \$14,400           |
| 8.09                                                       | DI Tee 16 In.                                         | 1                                                    | EA   | \$11,500                | \$11,500           |
| 8.10                                                       | DI Cross 16" In.                                      | 1                                                    | EA   | \$4,400                 | \$4,400            |
| 8.11                                                       | DI Reducer 16 In. x 12 In.                            | 1                                                    | EA   | \$3,700                 | \$3,700            |
| 8.12                                                       | DI 45° Bend 16 In.                                    | 4                                                    | EA   | \$3,100                 | \$12,400           |
| 8.13                                                       | DI Cap 12 In.                                         | 2                                                    | EA   | \$710                   | \$1,420            |
| 8.14                                                       | DI Cap 14 In.                                         | 3                                                    | EA   | \$890                   | \$2,670            |
| 8.15                                                       | DI Cap 16 In.                                         | 3                                                    | EA   | \$1,550                 | \$4,650            |
| 8.16                                                       | Blowoff Assembly 2 In.                                | 8                                                    | EA   | \$2,500                 | \$20,000           |
| 8.17                                                       | Butterfly Valve 12 In.                                | 2                                                    | EA   | \$4,000                 | \$8,000            |
| 8.18                                                       | Butterfly Valve 14 In.                                | 3                                                    | EA   | \$5,400                 | \$16,200           |
| 8.19                                                       | Butterfly Valve 16 In.                                | 34                                                   | EA   | \$6,100                 | \$209,810          |
| 8.20                                                       | Comb. Air Release/Air Vacuum Valve Assembly 2 In.     | 2                                                    | EA   | \$11,000                | \$22,000           |
| 8.21                                                       | Hydrant Assembly                                      | 30                                                   | EA   | \$6,500                 | \$195,000          |
| 8.22                                                       | Bollard                                               | 60                                                   | EA   | \$1,000                 | \$60,000           |
| 8.23                                                       | Service Connection 2 In. Diam.                        | 29                                                   | EA   | \$3,400                 | \$98,600           |
| 8.24                                                       | Water Meter 2 In. Diam.                               | 29                                                   | EA   | \$6,500                 | \$188,500          |
| 9.00                                                       | <b>Project Specific Considerations</b>                |                                                      |      |                         |                    |
| 9.01                                                       | Doan Creek Crossing                                   | 1                                                    | LS   | \$100,000               | \$100,000          |
| 10.00                                                      | <b>Miscellaneous Other</b>                            |                                                      |      |                         |                    |
| 10.01                                                      | As-Built Drawings                                     | 1                                                    | LS   | \$2,500                 | \$2,500            |
| 10.02                                                      | Bonding / Admin                                       |                                                      |      | 2.5%                    | \$116,000          |
| <b>ESTIMATED CONSTRUCTION SUBTOTAL</b>                     |                                                       |                                                      |      |                         | <b>\$5,132,000</b> |
| Contingency <sup>1</sup>                                   |                                                       |                                                      |      |                         | \$1,540,000        |
| City of College Place Sales Tax (8.8%)                     |                                                       |                                                      |      |                         | \$588,000          |
| Planning, Engineering, & Administrative Costs <sup>2</sup> |                                                       |                                                      |      |                         | \$ 1,815,000       |
| <b>TOTAL PROBABLE COST IN 2025 DOLLARS <sup>3</sup></b>    |                                                       |                                                      |      |                         | <b>\$9,075,000</b> |
| <b>J-U-B ENGINEERS, INC.</b>                               |                                                       |                                                      |      |                         |                    |
| <b>3611 S. ZINTEL WAY, KENNEWICK, WA</b>                   |                                                       |                                                      |      |                         |                    |

<sup>1</sup> Estimated at 30% of construction subtotal

<sup>2</sup> Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 25% of construction subtotal, including contingency.

<sup>3</sup> Costs are in 2025 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.



## ENGINEER'S OPINION OF PROBABLE COST

|                                                                      |                                                             |
|----------------------------------------------------------------------|-------------------------------------------------------------|
| <b>PROJECT:</b> City of College Place<br>Martin Airfield Master Plan | <b>DATE:</b> 3/18/2025<br><b>J-U-B PROJ. NO.:</b> 30-24-031 |
|----------------------------------------------------------------------|-------------------------------------------------------------|

**ITEM:** Storm Drain

| ITEM NO.                                                              | DESCRIPTION                                    | SCHEDULE OF VALUES |      |            |                   |
|-----------------------------------------------------------------------|------------------------------------------------|--------------------|------|------------|-------------------|
|                                                                       |                                                | QUANTITY           | UNIT | UNIT PRICE | TOTAL COST        |
| 1.00                                                                  | Mobilization                                   |                    |      | 8.0%       | \$31,000          |
| 2.00                                                                  | Traffic Control                                |                    |      | 5.0%       | \$20,000          |
| 3.00                                                                  | Catch Basin Type 1                             |                    | EA   | \$2,500    | \$0               |
| 4.00                                                                  | Solid Wall PVC Storm Sewer Pipe 12 In. Diam.   | 500                | LF   | \$85       | \$42,500          |
| 5.00                                                                  | Stormwater Treatment Device (CDS or Aquaswirl) |                    | EA   |            | \$0               |
| 6.00                                                                  | Swales                                         | 6,000              | LF   | \$50       | \$300,000         |
| 7.00                                                                  | Pond excavation, mulch, seeding                | 1,000              | CY   | \$50       | \$50,000          |
| <b>ESTIMATED CONSTRUCTION SUBTOTAL</b>                                |                                                |                    |      |            | <b>\$ 444,000</b> |
| <i>Contingency <sup>1</sup></i>                                       |                                                |                    |      |            | <b>\$ 133,000</b> |
| <i>City of College Place Sales Tax (8.8%)</i>                         |                                                |                    |      |            | <b>\$ 51,000</b>  |
| <i>Planning, Engineering, &amp; Administrative Costs <sup>2</sup></i> |                                                |                    |      |            | <b>\$ 157,000</b> |
| <b>TOTAL PROBABLE COST IN 2025 DOLLARS<sup>3</sup></b>                |                                                |                    |      |            | <b>\$ 785,000</b> |

**J-U-B ENGINEERS, INC.**  
**3611 S. ZINTEL WAY, KENNEWICK, WA 99337**

<sup>1</sup> Estimated at 30% of construction subtotal

<sup>2</sup> Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 25% of construction subtotal, including contingency.

<sup>3</sup> Costs are in 2025 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.



## ENGINEER'S OPINION OF PROBABLE COST

PROJECT: City of College Place DATE: 3/18/2025  
Martin Airfield Master Plan J-U-B PROJ. NO.: 30-24-031

ITEM: Utilities

| ITEM NO.                                                   | DESCRIPTION                       | SCHEDULE OF VALUES |      |            |                     |
|------------------------------------------------------------|-----------------------------------|--------------------|------|------------|---------------------|
|                                                            |                                   | QUANTITY           | UNIT | UNIT PRICE | TOTAL COST          |
| 1.00                                                       | Mobilization                      |                    |      | 8.0%       | \$88,000            |
| 2.00                                                       | Traffic Control                   |                    |      | 5.0%       | \$55,000            |
|                                                            | <b>Electrical</b>                 |                    |      |            | \$0                 |
| 3.00                                                       | Primary Electrical Vaults         | 15                 | EA   | \$10,000   | \$150,000           |
| 4.00                                                       | Primary Electrical Conduit & Wire | 8,500              | LF   | \$40       | \$340,000           |
| 5.00                                                       | Transformer for Primary Service   | 0                  | EA   | \$100,000  | \$0                 |
|                                                            | <b>Fiber Optic</b>                |                    |      |            | \$0                 |
| 6.00                                                       | Fiber Optic                       | 1.6                | MI   | \$100,000  | \$160,000           |
| 7.00                                                       | Fiber Service Vaults              | 29                 | EA   | \$2,000    | \$58,000            |
|                                                            | <b>Gas</b>                        |                    |      |            | \$0                 |
| 8.00                                                       | 4" Natural Gas Main               | 12,000             | LF   | \$20       | \$240,000           |
| 9.00                                                       | Natural Gas Regulator             | 1                  | EA   | \$150,000  | \$150,000           |
| <b>ESTIMATED CONSTRUCTION SUBTOTAL</b>                     |                                   |                    |      |            | <b>\$ 1,241,000</b> |
| Contingency <sup>1</sup>                                   |                                   |                    |      |            | <b>\$ 372,000</b>   |
| City of College Place Sales Tax (8.8%)                     |                                   |                    |      |            | <b>\$ 142,000</b>   |
| Planning, Engineering, & Administrative Costs <sup>2</sup> |                                   |                    |      |            | <b>\$ 439,000</b>   |
| <b>TOTAL PROBABLE COST IN 2025 DOLLARS<sup>3</sup></b>     |                                   |                    |      |            | <b>\$ 2,194,000</b> |
| J-U-B ENGINEERS, INC.                                      |                                   |                    |      |            |                     |
| 3611 S. ZINTEL WAY, KENNEWICK, WA 99337                    |                                   |                    |      |            |                     |

<sup>1</sup> Estimated at 30% of construction subtotal

<sup>2</sup> Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 25% of construction subtotal, including contingency.

<sup>3</sup> Costs are in 2025 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.



# Appendix 1

## Permit Classification Table

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|               | Types of Permit/Approval/Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Public Notice | Public Hearing | Decision Maker                                                      | Appellate Body   |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|----------------|---------------------------------------------------------------------|------------------|
| Type 1 Review | <ul style="list-style-type: none"> <li>• ADU Permit</li> <li>• Administrative Interpretation</li> <li>• Boundary Line Adjustment</li> <li>• Building Permit</li> <li>• Certificate of Occupancy</li> <li>• Certificate of Appropriateness (and waiver) (1)</li> <li>• Certificate of Design Review</li> <li>• Certificate of Zoning Compliance</li> <li>• Clearing and Grading Permit</li> <li>• Code Enforcement Action</li> <li>• Critical Area Authorization</li> <li>• Landscaping Plan Approval</li> <li>• Permit, Minor Amendment</li> <li>• Plats, Final (10+ lots)</li> </ul> | None          | None           | Community Development Director or designee (unless otherwise noted) | Hearing Examiner |

|               | Types of Permit/Approval/Action                                                                                                                                                                                                         | Public Notice | Public Hearing                              | Decision Maker                 | Appellate Body   |
|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---------------------------------------------|--------------------------------|------------------|
|               | <ul style="list-style-type: none"> <li>• SEPA Action (no public notice required)</li> <li>• Sign Permit</li> <li>• Site Plan Approval</li> <li>• Special Property Tax Valuation <sup>(1)</sup></li> <li>• Special Use Permit</li> </ul> |               |                                             |                                |                  |
| Type 2 Review | <ul style="list-style-type: none"> <li>• Binding Site Plan</li> <li>• Critical Area Permit</li> <li>• SEPA Action (public notice required)</li> <li>• Short plat (9 lots or less)</li> <li>• Variance with Type 1/2 Permit</li> </ul>   | Yes           | None, but written comments may be submitted | Community Development Director | Hearing Examiner |

|                  | Types of<br>Permit/Approval/Action                                                                                                                                                                                                                                                                      | Public<br>Notice | Public<br>Hearing   | Decision<br>Maker   | Appellate<br>Body |
|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|---------------------|---------------------|-------------------|
| Type 3<br>Review | <ul style="list-style-type: none"> <li>• Conditional Use Permit</li> <li>• Master Planned Development</li> <li>• Plat, Preliminary (10+ lots)</li> <li>• Permit, Major Amendment</li> <li>• Reasonable Use Exception</li> <li>• Rezone, Site Specific</li> <li>• Variance with Type 3 Permit</li> </ul> | Yes              | Hearing<br>Examiner | Hearing<br>Examiner | Superior<br>Court |

|               | Types of Permit/Approval/Action                                                                                                                                                                                                                                                                                                     | Public Notice | Public Hearing      | Decision Maker | Appellate Body                |
|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---------------------|----------------|-------------------------------|
| Type 4 Review | <ul style="list-style-type: none"> <li>• Comprehensive Plan Text Amendment</li> <li>• Development Agreement <sup>(5)</sup></li> <li>• Future Land Use Map Amendment</li> <li>• Rezone, General</li> <li>• Shoreline Master Program Amendment <sup>(2)</sup></li> <li>• Unified Development Code Amendment <sup>(4)</sup></li> </ul> | Yes           | Planning Commission | City Council   | Superior Court <sup>(3)</sup> |

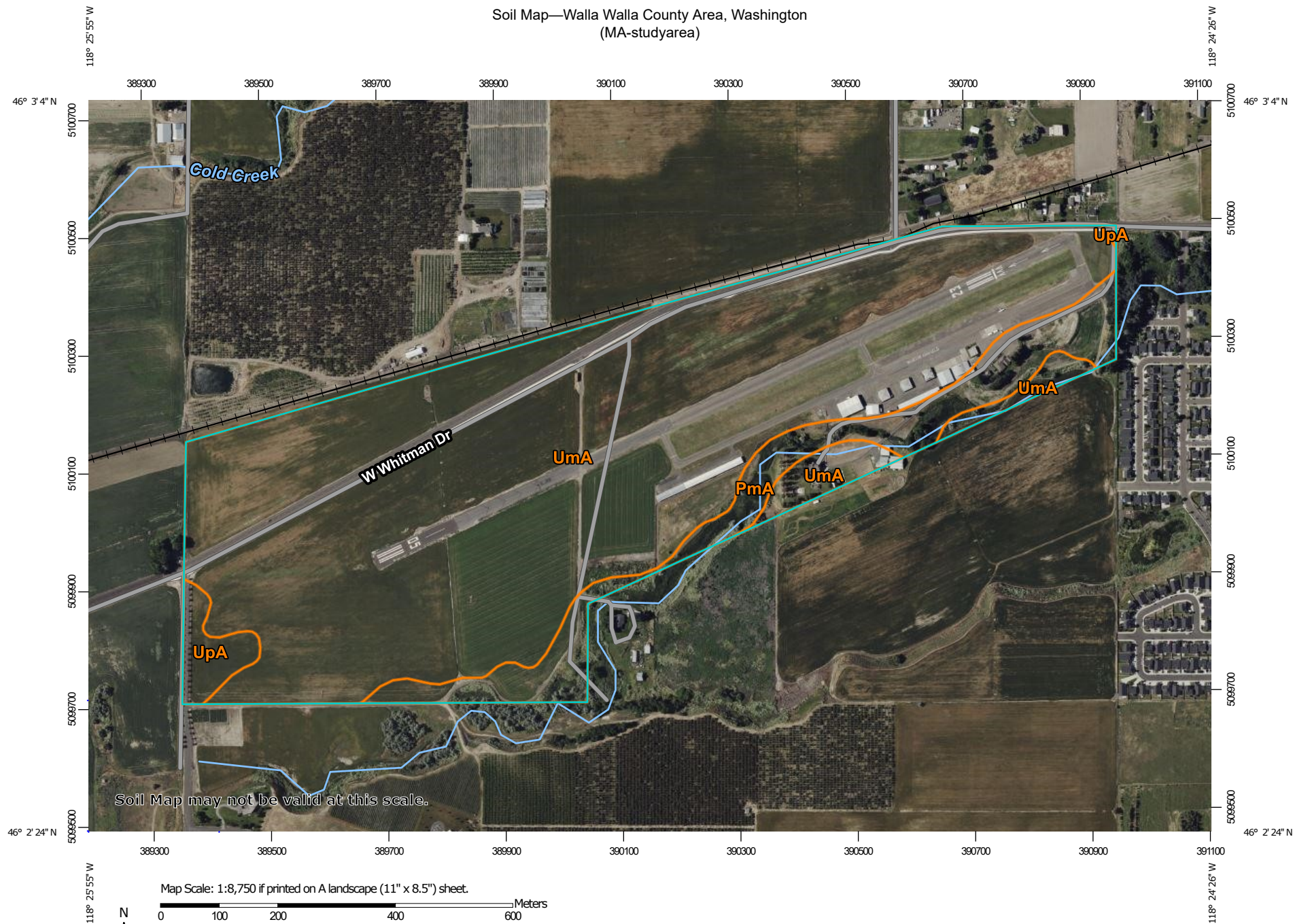


# **Appendix 2**

## **Soil Assessment**

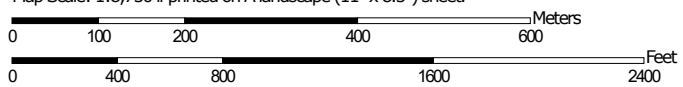
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# Soil Map—Walla Walla County Area, Washington (MA-studyarea)



Soil Map may not be valid at this scale.

Map Scale: 1:8,750 if printed on A landscape (11" x 8.5") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84



**Natural Resources  
Conservation Service**

Web Soil Survey  
National Cooperative Soil Survey

2/21/2025  
Page 1 of 3

Soil Map—Walla Walla County Area, Washington  
(MA-studyarea)

## MAP LEGEND

### Area of Interest (AOI)

 Area of Interest (AOI)

### Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

### Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

### Water Features



Streams and Canals

### Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

### Background



Aerial Photography

## MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:31,700.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Walla Walla County Area, Washington

Survey Area Data: Version 9, Aug 27, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 25, 2022—Jul 1, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

## Map Unit Legend

| Map Unit Symbol                    | Map Unit Name                                             | Acres in AOI | Percent of AOI |
|------------------------------------|-----------------------------------------------------------|--------------|----------------|
| PmA                                | Pedigo silt loam, 0 to 3 percent slopes                   | 20.4         | 11.5%          |
| UmA                                | Umapine silt loam, 0 to 3 percent slopes                  | 152.7        | 86.3%          |
| UpA                                | Umapine silt loam, leached surface, 0 to 3 percent slopes | 3.8          | 2.1%           |
| <b>Totals for Area of Interest</b> |                                                           | <b>176.8</b> | <b>100.0%</b>  |

# **Appendix 3**

## **WSDOT Airports and Compatible Land Use Criteria**

---



Table F-1

| Maximum Residential Density                                                                      |                                                 |                                                                        |                                  |                                 |                                  |                       |
|--------------------------------------------------------------------------------------------------|-------------------------------------------------|------------------------------------------------------------------------|----------------------------------|---------------------------------|----------------------------------|-----------------------|
| Compatibility Zones                                                                              | Zone 1                                          | Zone 2                                                                 | Zone 3                           | Zone 4                          | Zone 5                           | Zone 6                |
| Maximum Residential Density                                                                      |                                                 |                                                                        |                                  |                                 |                                  |                       |
|                                                                                                  | Average Number of Dwelling Units Per Gross Acre |                                                                        |                                  |                                 |                                  |                       |
| Agricultural<br>(farmland/forest)                                                                | 0                                               | Maintain current comprehensive plan designation and zoning designation |                                  |                                 |                                  |                       |
| Rural<br>(outside an urban growth boundary)                                                      | 0                                               | 1 d.u. per 10 acres                                                    | 1 d.u. per 10 acres <sup>A</sup> | 1 d.u. per 5 acres <sup>A</sup> | 1 d.u. per 10 acres <sup>A</sup> | 1 d.u. per 5 acres    |
| Urban<br>(within the urban growth boundary)                                                      | 0                                               | 0                                                                      | B                                | C                               | B                                | C                     |
| Maximum Intensities for Nonresidential Uses<br>(Commercial, Industrial, Offices, and Activities) |                                                 |                                                                        |                                  |                                 |                                  |                       |
|                                                                                                  | Average Number of People Units Per Gross Acre   |                                                                        |                                  |                                 |                                  |                       |
| Agricultural<br>(farmland/forest)                                                                | 1-5 <sup>E</sup>                                | D, E                                                                   | D, E                             | D, E                            | D, F                             | D                     |
| Rural<br>(outside an urban growth boundary)                                                      | 1-5 <sup>E</sup>                                | 10-25 <sup>E</sup>                                                     | 10-25 <sup>E</sup>               | 40-60 <sup>E</sup>              | 100-150 <sup>E</sup>             | 100-150 <sup>G</sup>  |
| Urban<br>(within the urban growth boundary)                                                      | 1-5 <sup>E</sup>                                | 50-75 <sup>E</sup>                                                     | 80-120 <sup>E</sup>              | 100-150 <sup>E</sup>            | 100-150 <sup>E</sup>             | No Limit <sup>G</sup> |

**Notes:**

- A Cluster to preserve open space to maintain open approach corridor at and near runway ends.
- B Infill development up to average of surrounding residential area is allowed, but is appropriate only if nonresidential uses are not feasible
- C Promote high density and intensity mixed use development (15 or more d.u. per acre)
- D Maintain current comprehensive plan designation and zoning designation.
- E Special Function Land uses should be prohibited.
- F 50-100 people per acre allowed if on airport and aviation-related.
- G Special Function Land uses should be avoided.

**Table F-2**  
**Airport Land Use Matrix**

|                                                                                      | Compatibility Zones |        |        |        |        |        |
|--------------------------------------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                                                      | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| <b>A. Resource Operations</b>                                                        |                     |        |        |        |        |        |
| <b>1. Agricultural (Commercial)</b>                                                  |                     |        |        |        |        |        |
| Agriculture, horticulture, general farming (crops only, not feedlots and stockyards) | P                   | P      | P      | P      | P      | P      |
| Agricultural building                                                                | L                   | L      | P      | P      | P      | P      |
| Agricultural chemical sales/storage                                                  | X                   | L      | P      | P      | P      | P      |
| Agricultural Housing/Farm labor                                                      | X                   | X      | L      | P      | L      | P      |
| Agricultural housing/farm labor                                                      | X                   | X      | L      | P      | L      | P      |
| Agricultural market                                                                  | X                   | X      | P      | P      | X      | P      |
| Agricultural related industries                                                      | X                   | L      | P      | P      | P      | P      |
| Animal husbandry                                                                     | X                   | L      | L      | L      | X      | P      |
| Agricultural feeding operation or stockyards                                         | X                   | X      | X      | X      | X      | X      |
| Agriculture or food processing facility                                              | X                   | L      | P      | P      | L      | P      |
| Livestock auction                                                                    | X                   | X      | X      | L      | X      | P      |
| Fairgrounds                                                                          | X                   | X      | X      | X      | X      | P      |
| Floriculture, aquaculture                                                            | X                   | L      | P      | P      | P      | P      |
| Fruit bin sales/storage                                                              | X                   | L      | P      | P      | P      | P      |
| <b>2. Forest (Commercial)</b>                                                        |                     |        |        |        |        |        |
| General forest silver culture                                                        | L                   | L      | P      | P      | P      | P      |
| Forest product processing                                                            | X                   | L      | P      | P      | P      | P      |
| <b>3. Mining/Refining/Offsite Hazardous Waste Treatment</b>                          |                     |        |        |        |        |        |
| Asphalt paving and roofing materials, rock crushing                                  | X                   | X      | L      | L      | L      | P      |
| Mining including sand and gravel pits                                                | X                   | L      | L      | L      | X      | P      |
| Stockpiling of earthen materials                                                     | X                   | L      | L      | L      | X      | P      |
| <b>B. Rural Development</b>                                                          |                     |        |        |        |        |        |
| <b>1. Rural Residential</b>                                                          |                     |        |        |        |        |        |
| Single-family dwelling (large lot, 5 acres or greater*)                              | X                   | L      | L      | P      | X      | P      |
| Single-family dwelling, rural centers                                                | X                   | X      | L      | L      | X      | L      |
| Residential Cluster Development, 40% open                                            | X                   | X      | LSC    | X      | X      | P      |
| Multi-family dwelling                                                                | X                   | X      | X      | X      | X      | P      |
| Temporary farm housing                                                               | X                   | X      | P      | P      | L      | P      |

#### Chart Symbols

- **“L” Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
- **“LSC” Limited Special Conditions** – Development should be moved away from the extended runway centerline. Open space should be devoted to areas that experience elevated risk.
- **“P” permitted** – Uses or activities that should be permitted, however, these activities should be reviewed to ensure that they will not create height hazard obstructions, smoke, glare, electronic, wildlife attractants, or other airspace hazards.
- **“X” Prohibited** – uses or activities that should not be constructed near the airport.

All uses or activities identified herein are subject to intensity and density limitations set forth in Table F-1. Particular attention should be given to developments that when located in combination with other permitted or limited activities may create cumulative impacts on airport operations. All uses should be reviewed to ensure that they will not create airspace hazards.

|                                                               | Compatibility Zones |        |        |        |        |        |
|---------------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                               | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| <b>2. Rural Centers</b>                                       |                     |        |        |        |        |        |
| Single-family dwelling; up to 12 dwelling units/acre          | X                   | X      | L      | L      | X      | L      |
| Two - Four family dwelling (duplex) (*)                       | X                   | X      | X      | X      | X      | L      |
| Multi-family dwelling; 12-20 units/acre                       | X                   | X      | L      | X      | X      | P      |
| 21+ units/acre                                                | X                   | X      | P      | P      | X      | P      |
| Agriculture/forest/mineral resources or industry (see item A) |                     |        |        |        |        |        |
| Community services (see item D2)                              |                     |        |        |        |        |        |
| Retail and commercial service (see items D4 & D5)             |                     |        |        |        |        |        |
| Industrial/manufacturing (see item D4s & D5)                  |                     |        |        |        |        |        |
| <b>C. Education Facilities</b>                                |                     |        |        |        |        |        |
| <b>1. Education Facilities</b>                                |                     |        |        |        |        |        |
| Junior or community college                                   | X                   | X      | L      | L      | L      | P      |
| Schools, K-12 elementary, middle, senior high                 | X                   | X      | X      | X      | X      | X      |
| Business school                                               | X                   | L      | L      | L      | L      | P      |
| Vocational schools                                            | X                   | L      | L      | L      | L      | P      |
| <b>D. Urban Development</b>                                   |                     |        |        |        |        |        |
| <b>1. Residential</b>                                         |                     |        |        |        |        |        |
| Single-family dwelling; up to 12 dwelling units/acre          | X                   | X      | X      | X      | X      | L      |
| Two - four-family dwelling (duplex)(*)                        | X                   | X      | X      | X      | X      | L      |
| Multi-family dwelling(*): 15 or more                          | X                   | X      | LSC    | X      | X      | P      |
| Mixed-use office/commercial/residential use                   | X                   | X      | P      | P      | X      | P      |
| Residential development cluster 40% > open space              | X                   | X      | L      | L      | X      | L      |
| Residential infill                                            | X                   | X      | L      | L      | L      | P      |
| Mobile home parks                                             | X                   | X      | L      | L      | X      | L      |
| Boarding house                                                | X                   | X      | L      | L      | L      | L      |
| Retirement homes                                              | X                   | X      | X      | X      | X      | L      |

### Chart Symbols

- **“L” Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
- **“LSC” Limited Special Conditions** – Development should be moved away from the extended runway centerline. Open space should be devoted to areas that experience elevated risk.
- **“P” permitted** – Uses or activities that should be permitted, however, these activities should be reviewed to ensure that they will not create height hazard obstructions, smoke, glare, electronic, wildlife attractants, or other airspace hazards.
- **“X” Prohibited** – uses or activities that should not be constructed near the airport.

All uses or activities identified herein are subject to intensity and density limitations set forth in Table F-1. Particular attention should be given to developments that when located in combination with other permitted or limited activities may create cumulative impacts on airport operations. All uses should be reviewed to ensure that they will not create airspace hazards.

|                                                         | Compatibility Zones |        |        |        |        |        |
|---------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                         | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| <b>2. Community Services</b>                            |                     |        |        |        |        |        |
| Cemetery                                                | P                   | P      | P      | P      | L      | P      |
| Churches, synagogues, temples                           | X                   | X      | L      | L      | X      | L      |
| Community center meeting halls, fraternal organizations | X                   | X      | L      | L      | X      | P      |
| Convalescent, nursing home and group homes              | X                   | X      | X      | X      | X      | L      |
| Day care facilities, family in-home                     | X                   | X      | L      | L      | X      | L      |
| Day care center                                         | X                   | X      | L      | L      | X      | L      |
| Funeral home                                            | X                   | X      | P      | P      | X      | P      |
| Police, fire stations, ambulance service                | X                   | L      | P      | P      | P      | P      |
| Hospital                                                | X                   | X      | X      | X      | X      | X      |
| Medical clinic                                          | X                   | X      | L      | L      | X      | P      |
| Correction facilities                                   | X                   | L      | L      | L      | L      | L      |
| Libraries                                               | X                   | X      | P      | P      | X      | P      |
| Museums and art galleries                               | X                   | X      | L      | P      | P      | P      |
| Zoo                                                     | X                   | X      | P      | P      | X      | P      |
| <b>3. Amusement and Recreation</b>                      |                     |        |        |        |        |        |
| Amusement park (permanent)                              | X                   | X      | L      | L      | X      | L      |
| Bowling alleys                                          | X                   | X      | P      | P      | X      | P      |
| Campground                                              | X                   | L      | L      | P      | L      | P      |
| Recreational vehicle parks; short term                  | X                   | L      | L      | P      | L      | P      |
| Drive-in theatres                                       | X                   | X      | L      | L      | X      | P      |
| Fairgrounds                                             | X                   | X      | P      | L      | L      | P      |
| Golf courses                                            | X                   | L      | P      | P      | X      | P      |
| Gymnasiums, exercise facilities                         | X                   | L      | L      | L      | L      | P      |
| Horse racing tracks, speedways                          | X                   | X      | X      | X      | X      | X      |
| Miniature golf courses                                  | X                   | X      | P      | P      | X      | P      |
| Movie theatres, auditoriums exhibition halls            | X                   | X      | L      | L      | X      | P      |
| Parks                                                   | L                   | L      | P      | P      | L      | P      |
| Roller skating rink                                     | X                   | X      | L      | L      | X      | P      |

### Chart Symbols

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|                                                                    | Compatibility Zones |        |        |        |        |        |
|--------------------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                                    | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| <b>4. Retail Trade and Service</b>                                 |                     |        |        |        |        |        |
| Addressing, mailing, and stenographic services                     | X                   | L      | P      | P      | L      | P      |
| Advertising agencies                                               | X                   | L      | P      | P      | L      | P      |
| Airport uses and activities commercial/industrial                  | L                   | P      | P      | P      | P      | P      |
| Animal clinic/hospital                                             | L                   | P      | P      | P      | P      | P      |
| Antique stores                                                     | X                   | L      | P      | P      | X      | P      |
| Automobile, truck, manufactured home, and travel trailer sales     | L                   | P      | P      | P      | P      | P      |
| Automobile and recreational vehicle (RV) sales; weekend            | L                   | P      | P      | P      | L      | P      |
| Automotive: car wash                                               | L                   | P      | P      | P      | L      | P      |
| Sales lot/auto center                                              | L                   | P      | P      | P      | P      | P      |
| Parking lots and garages                                           | L                   | P      | P      | P      | P      | P      |
| Maintenance and repair shops                                       | X                   | P      | P      | P      | P      | P      |
| Paint and body repair shops                                        | L                   | P      | P      | P      | P      | P      |
| Parts and accessories (tires, batteries, etc.)                     | X                   | P      | P      | P      | P      | P      |
| Specialized repair shops (radiator, etc.)                          | L                   | P      | P      | P      | P      | P      |
| Towing services                                                    | L                   | P      | P      | P      | P      | P      |
| Wrecking and dismantling yard                                      | L                   | P      | P      | P      | L      | P      |
| Bakery                                                             | X                   | P      | P      | P      | L      | P      |
| Beauty and barber shops                                            | X                   | L      | P      | P      | X      | P      |
| Bed and breakfast inn                                              | X                   | X      | L      | L      | X      | P      |
| Boats and marine accessories                                       | X Except storage L  | P      | P      | P      | P      | P      |
| Books, stationery, office supplies                                 | Storage only        | P      | P      | P      | L      | P      |
| Building and trade (plumbing, heating, electrical, painting, etc.) | Storage only        | P      | P      | P      | L      | P      |
| Clothing and accessories                                           | X                   | L      | P      | P      | L      | P      |
| Communication towers                                               | X                   | X      | L      | L      | L      | L      |
| Computer and electronic stores                                     | X                   | L      | P      | P      | L      | P      |
| Department, discount, variety stores                               | X                   | X      | P      | P      | X      | P      |
| Drug stores (optical goods, orthopedic supplies)                   | X                   | L      | P      | P      | L      | P      |
| Employment agencies (private)                                      | X                   | P      | P      | P      | L      | P      |

#### Chart Symbols

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|                                                                           | Compatibility Zones |        |        |        |        |        |
|---------------------------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                                           | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| Farm and implements, tools and heavy construction equipment               | X                   | L      | P      | P      | P      | P      |
| Farm supplies                                                             | L                   | P      | P      | P      | P      | P      |
| Financial institutions                                                    | X                   | P      | P      | P      | L      | P      |
| Food store                                                                | X                   | P      | P      | P      | L      | P      |
| Furniture, home furnishings, appliances                                   | X                   | P      | P      | P      | L      | P      |
| General hardware, garden equipment and supplies                           | X                   | P      | P      | P      | L      | P      |
| Grocery and convenience stores                                            | X                   | L      | P      | P      | L      | P      |
| Heavy equipment storage, maintenance and repair                           | X                   | L      | P      | P      | L      | P      |
| Insurance agents, brokers, and service agencies                           | X                   | P      | P      | P      | L      | P      |
| Kennels                                                                   | L                   | P      | P      | P      | L      | P      |
| Laundries, laundromats, and dry cleaning plants                           | X                   | P      | P      | P      | L      | P      |
| Liquor stores                                                             | X                   | P      | P      | P      | L      | P      |
| Lumber yards                                                              | L                   | P      | P      | P      | L      | P      |
| Medical and dental laboratory, offices and clinic                         | X                   | X      | L      | P      | x      | P      |
| Mini Storage                                                              | L                   | P      | P      | P      | P      | P      |
| Motels and Hotels                                                         | X                   | X      | P      | P      | P      | P      |
| Motorcycles sales/repair (including maintenance)                          | X                   | P      | P      | P      | L      | P      |
| Paint, glass, and wallpaper stores                                        | X                   | P      | P      | P      | L      | P      |
| Pet stores, pet supplies, and dog grooming                                | X                   | L      | P      | P      | L      |        |
| Professional office buildings for architects, attorneys, government, etc. | X                   | L      | P      | P      | P      | P      |
| Rental: auto, truck, trailer, fleet leasing services                      | L                   | P      | P      | P      | L      | P      |
| Repairs: small appliances, tv, business machines, watches, etc.           | L                   | P      | P      | P      | L      | P      |
| Restaurant, cafe and drive-in eating facilities                           | X                   | L      | P      | P      | P      | P      |
| Service station                                                           | X                   | L      | P      | P      | L      | P      |
| Sporting goods, bicycle shops                                             | X                   | P      | P      | P      | P      | P      |
| Taverns, bars, dance establishments                                       | X                   | L      | P      | P      | L      | P      |

### Chart Symbols

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|                                                                        | Compatibility Zones |        |        |        |        |        |
|------------------------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                                        | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| <b>5. Industry/Manufacturing</b>                                       |                     |        |        |        |        |        |
| Aircraft parts                                                         | Storage only        | L      | P      | P      | P      | P      |
| Aircraft industrial                                                    | Storage only        | L      | P      | P      | P      | P      |
| Apparel and accessories                                                | X                   | L      | P      | P      | X      | P      |
| Bakery products (wholesale)                                            | Storage only        | L      | P      | P      | X      | P      |
| Beverage industry                                                      | Storage only        | L      | P      | P      | X      | P      |
| Canning, preserving, and packaging fruits, vegetables, and other foods | X                   | L      | L      | L      | X      | P      |
| Cement and concrete plants                                             | X                   | L      | L      | L      | X      | P      |
| Chemicals (industrial, agricultural, wood, etc.)                       | X                   | X      | L      | L      | X      | L      |
| Concrete, gypsum, and plaster products                                 | Storage only        | L      | P      | L      | L      | P      |
| Confectionery and related products (wholesale)                         | Storage only        | P      | P      | P      | L      | P      |
| Mini storage                                                           | P                   | P      | P      | P      | P      | P      |
| Product assembly                                                       | Storage only        | L      | P      | P      | L      | P      |
| Prefabricated structural wood products and containers                  | Storage only        | P      | P      | P      | L      | P      |
| Printing, publishing, and binding                                      | Storage only        | P      | P      | P      | L      | P      |
| Rendering plants, slaughter houses                                     | X                   | X      | X      | X      | X      | L      |
| Rubber products                                                        | X                   | L      | P      | P      | L      | P      |
| Sawmills and planing mills                                             | Storage only        | L      | P      | P      | L      | P      |
| Sheet metal and welding shops                                          | Storage only        | P      | P      | P      | L      | P      |
| Stone products (includes finishing of monuments for retail sale)       | Storage only        | P      | P      | P      | L      | P      |

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|                                                                 | Compatibility Zones |        |        |        |        |        |
|-----------------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                                 | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| <b>6. Wholesale Trade-Storage</b>                               |                     |        |        |        |        |        |
| Warehouses                                                      | Storage only        | P      | P      | P      | P      | P      |
| Wholesale trade                                                 | Storage only        | P      | P      | P      | P      | P      |
| Storage facilities; bulk                                        | L                   | P      | P      | P      | P      | P      |
| commercial                                                      | L                   | P      | P      | P      | P      | P      |
| mini-storage                                                    | L                   | P      | P      | P      | P      | P      |
| <b>E. Transportation and Utilities</b>                          |                     |        |        |        |        |        |
| <b>1. Transportation</b>                                        |                     |        |        |        |        |        |
| Bus terminals                                                   | X                   | L      | P      | P      | L      | P      |
| Transportation storage and maintenance facilities               | Storage only        | P      | P      | P      | P      | P      |
| Transportation brokerage offices; without truck parking         | X                   | P      | P      | P      | P      | P      |
| with truck parking                                              | L                   | P      | P      | P      | P      | P      |
| Contract truck hauling, rental of trucks with drivers           | L                   | P      | P      | P      | P      | P      |
| Rail, truck terminals (for short-term storage, office)          | L                   | P      | P      | P      | P      | P      |
| Air storage and office use                                      | Storage only        | P      | P      | P      | P      | P      |
| Railroad switch yards, maintenance, and repair facilities, etc. | X                   | P      | P      | P      | P      | P      |
| Taxicab terminals, maintenance, and dispatching centers, etc.   | X                   | P      | P      | P      | P      | P      |
| <b>2. Utilities</b>                                             |                     |        |        |        |        |        |
| Power generating facilities                                     | L                   | L      | L      | L      | L      | L      |
| Utility services (substations, etc.)                            | L                   | L      | L      | L      | L      | P      |
| Wholesale trade                                                 | L                   | P      | P      | P      | L      | P      |
| Storage facilities; bulk                                        | L                   | P      | P      | P      | P      | P      |
| Commercial                                                      | L                   | P      | P      | P      | P      | P      |

### Chart Symbols

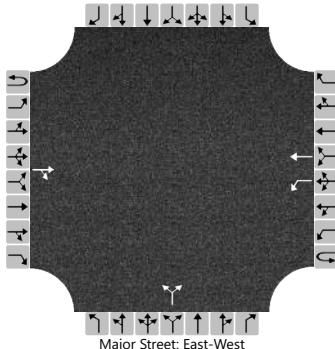
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# **Appendix 4**

## **Traffic Counts and Capacity Analysis Worksheets**

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| HCS7 Two-Way Stop-Control Report                                                  |                            |                            |                       |                     |  |                   |  |
|-----------------------------------------------------------------------------------|----------------------------|----------------------------|-----------------------|---------------------|--|-------------------|--|
| General Information                                                               |                            | Site Information           |                       | Existing Conditions |  | Capacity Analysis |  |
| Analyst                                                                           | Montgomery                 | Intersection               | Old US 12/Last Chance |                     |  |                   |  |
| Agency/Co.                                                                        | J-U-B Engineers            | Jurisdiction               | City of College Place |                     |  |                   |  |
| Date Performed                                                                    | 11/4/2024                  | East/West Street           | Old US 12             |                     |  |                   |  |
| Analysis Year                                                                     | 2024                       | North/South Street         | Last Chance Road      |                     |  |                   |  |
| Time Analyzed                                                                     | PM Peak Hour               | Peak Hour Factor           | 0.92                  |                     |  |                   |  |
| Intersection Orientation                                                          | East-West                  | Analysis Time Period (hrs) | 0.25                  |                     |  |                   |  |
| Project Description                                                               | Martin Airield Feasibility |                            |                       |                     |  |                   |  |
| Lanes                                                                             |                            |                            |                       |                     |  |                   |  |
|  |                            |                            |                       |                     |  |                   |  |

| Vehicle Volumes and Adjustments |           |   |    |    |           |    |    |   |            |    |    |    |            |    |    |    |
|---------------------------------|-----------|---|----|----|-----------|----|----|---|------------|----|----|----|------------|----|----|----|
| Approach                        | Eastbound |   |    |    | Westbound |    |    |   | Northbound |    |    |    | Southbound |    |    |    |
| Movement                        | U         | L | T  | R  | U         | L  | T  | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                        | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes                 | 0         | 0 | 1  | 0  | 0         | 1  | 1  | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration                   |           |   |    | TR |           | L  | T  |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)                  |           |   | 76 | 55 |           | 20 | 52 |   |            | 26 |    | 13 |            |    |    |    |
| Percent Heavy Vehicles (%)      |           |   |    |    |           | 3  |    |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked         |           |   |    |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)               |           |   |    |    |           |    |    |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized          |           |   |    |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Median Type   Storage           | Undivided |   |    |    |           |    |    |   |            |    |    |    |            |    |    |    |

| Critical and Follow-up Headways |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|---------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)     |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)          |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec)    |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)         |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

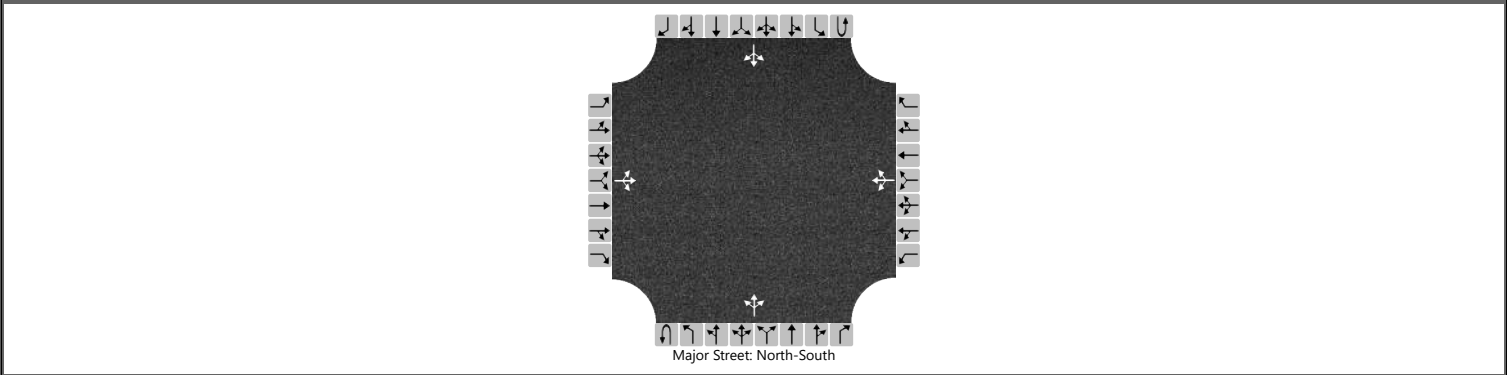
| Delay, Queue Length, and Level of Service |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-------------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                      |  |  |  |  |     | 22   |  |  |     |  | 42   |  |  |  |  |  |
| Capacity, c (veh/h)                       |  |  |  |  |     | 1434 |  |  |     |  | 813  |  |  |  |  |  |
| v/c Ratio                                 |  |  |  |  |     | 0.02 |  |  |     |  | 0.05 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh)   |  |  |  |  |     | 0.0  |  |  |     |  | 0.2  |  |  |  |  |  |
| Control Delay (s/veh)                     |  |  |  |  |     | 7.5  |  |  |     |  | 9.7  |  |  |  |  |  |
| Level of Service (LOS)                    |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                    |  |  |  |  | 2.1 |      |  |  | 9.7 |  |      |  |  |  |  |  |
| Approach LOS                              |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |



# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Last Chance/Whitman   |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2024                        | North/South Street         | Last Chance Road      |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.91                  |
| Intersection Orientation | North-South                 | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |    |     |   | Northbound |   |     |    | Southbound |    |     |   |
|----------------------------|-----------|----|-----|----|-----------|----|-----|---|------------|---|-----|----|------------|----|-----|---|
| Movement                   | U         | L  | T   | R  | U         | L  | T   | R | U          | L | T   | R  | U          | L  | T   | R |
| Priority                   |           | 10 | 11  | 12 |           | 7  | 8   | 9 | 1U         | 1 | 2   | 3  | 4U         | 4  | 5   | 6 |
| Number of Lanes            |           | 0  | 1   | 0  |           | 0  | 1   | 0 | 0          | 0 | 1   | 0  | 0          | 0  | 1   | 0 |
| Configuration              |           |    | LTR |    |           |    | LTR |   |            |   | LTR |    |            |    | LTR |   |
| Volume (veh/h)             |           | 0  | 1   | 1  |           | 20 | 0   | 7 |            | 0 | 31  | 25 |            | 13 | 61  | 3 |
| Percent Heavy Vehicles (%) |           | 3  | 3   | 3  |           | 3  | 3   | 3 |            | 3 |     |    |            | 3  |     |   |
| Proportion Time Blocked    |           |    |     |    |           |    |     |   |            |   |     |    |            |    |     |   |
| Percent Grade (%)          | 0         |    |     |    | 0         |    |     |   |            |   |     |    |            |    |     |   |
| Right Turn Channelized     |           |    |     |    |           |    |     |   |            |   |     |    |            |    |     |   |
| Median Type   Storage      | Undivided |    |     |    |           |    |     |   |            |   |     |    |            |    |     |   |

## Critical and Follow-up Headways

|                              |  |      |      |      |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|------|------|------|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |  | 4.13 |  |  |  | 4.13 |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |  | 2.23 |  |  |  | 2.23 |  |  |

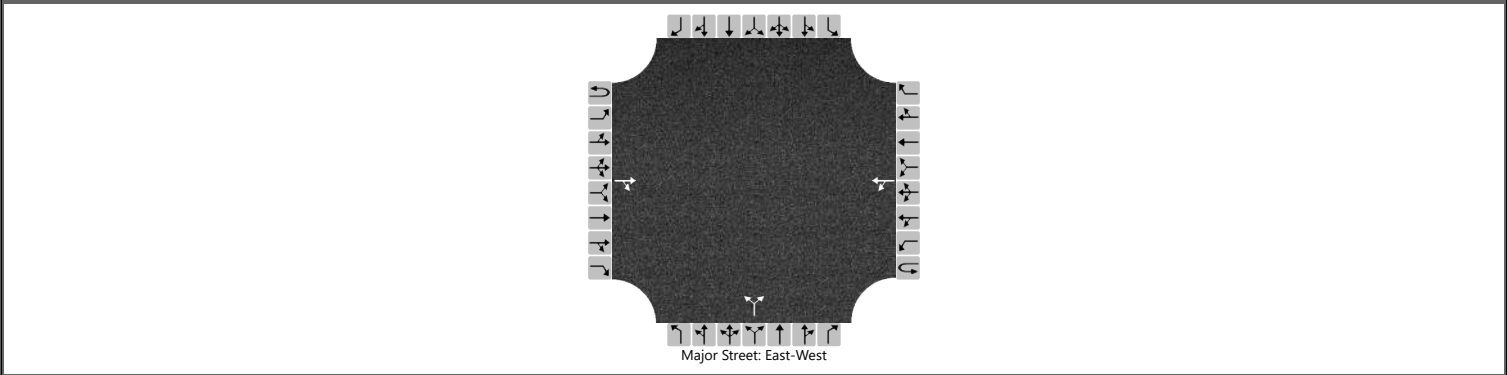
## Delay, Queue Length, and Level of Service

|                                         |     |  |      |  |     |  |      |  |     |      |  |  |     |      |  |  |
|-----------------------------------------|-----|--|------|--|-----|--|------|--|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |     |  | 2    |  |     |  | 30   |  |     | 0    |  |  |     | 14   |  |  |
| Capacity, c (veh/h)                     |     |  | 837  |  |     |  | 857  |  |     | 1524 |  |  |     | 1535 |  |  |
| v/c Ratio                               |     |  | 0.00 |  |     |  | 0.03 |  |     | 0.00 |  |  |     | 0.01 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     |  | 0.0  |  |     |  | 0.1  |  |     | 0.0  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                   |     |  | 9.3  |  |     |  | 9.4  |  |     | 7.4  |  |  |     | 7.4  |  |  |
| Level of Service (LOS)                  |     |  | A    |  |     |  | A    |  |     | A    |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  | 9.3 |  |      |  | 9.4 |  |      |  | 0.0 |      |  |  | 1.3 |      |  |  |
| Approach LOS                            | A   |  |      |  | A   |  |      |  | A   |      |  |  |     |      |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Hampton       |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2024                        | North/South Street         | Hampton Lane          |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.89                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |    |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 40 | 0  |           | 1  | 28 |   |            | 0 |    | 2 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 3  |    |   |            | 3 |    | 3 |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |    |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

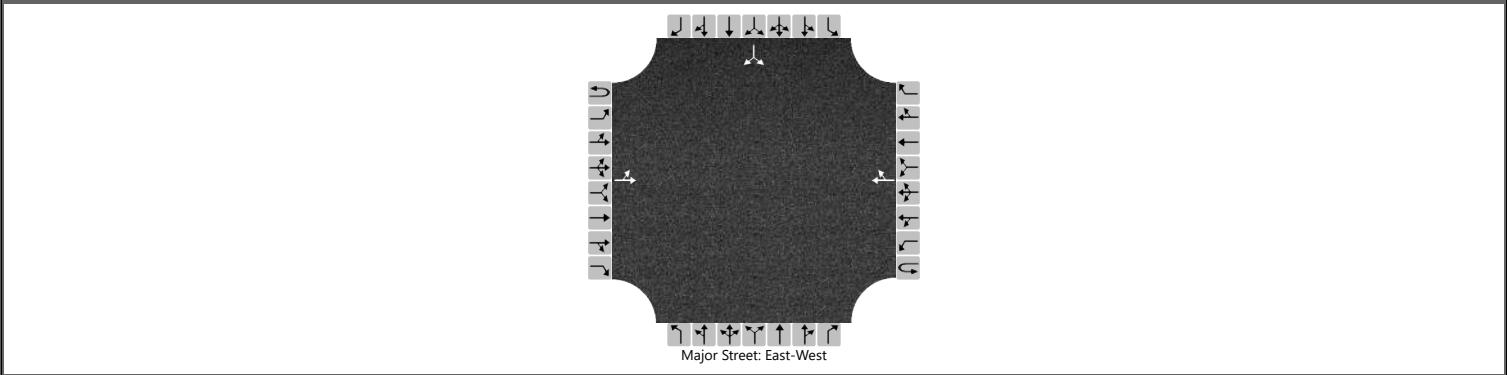
## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 1    |  |  |     |  | 2    |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1557 |  |  |     |  | 1022 |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |     |  | 0.00 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.3  |  |  |     |  | 8.5  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.3 |      |  |  | 8.5 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/McKinney      |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2024                        | North/South Street         | McKinney Road         |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.91                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |   | Westbound |   |    |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|----|---|-----------|---|----|----|------------|---|---|---|------------|----|----|----|
| Movement                   | U         | L  | T  | R | U         | L | T  | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1  | 2  | 3 | 4U        | 4 | 5  | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1  | 0 | 0         | 0 | 1  | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT |    |   |           |   |    | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 3  | 40 |   |           |   | 23 | 4  |            |   |   |   |            | 4  |    | 6  |
| Percent Heavy Vehicles (%) |           | 3  |    |   |           |   |    |    |            |   |   |   |            | 3  |    | 3  |
| Proportion Time Blocked    |           |    |    |   |           |   |    |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |    |   |           |   |    |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized     |           |    |    |   |           |   |    |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |    |    |   |           |   |    |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  |  |  |  |  |  |  |  |  | 6.43 |  | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  |  |  |  |  |  |  |  |  | 3.53 |  | 3.33 |

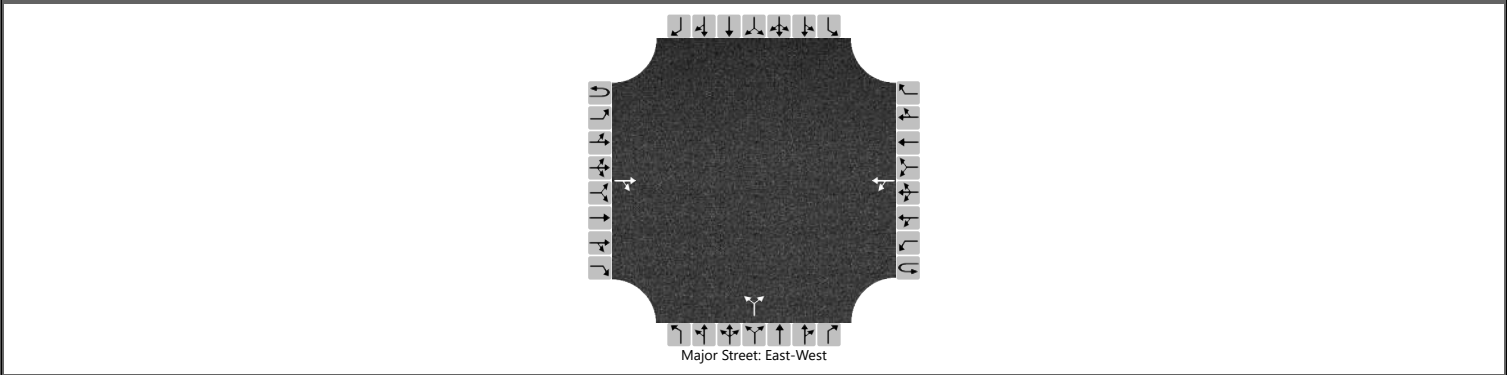
## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |   |  |  |  |  |  |  |  |     |  |      |  |
|-----------------------------------------|-----|------|--|--|---|--|--|--|--|--|--|--|-----|--|------|--|
| Flow Rate, v (veh/h)                    |     | 3    |  |  |   |  |  |  |  |  |  |  |     |  | 11   |  |
| Capacity, c (veh/h)                     |     | 1577 |  |  |   |  |  |  |  |  |  |  |     |  | 991  |  |
| v/c Ratio                               |     | 0.00 |  |  |   |  |  |  |  |  |  |  |     |  | 0.01 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |   |  |  |  |  |  |  |  |     |  | 0.0  |  |
| Control Delay (s/veh)                   |     | 7.3  |  |  |   |  |  |  |  |  |  |  |     |  | 8.7  |  |
| Level of Service (LOS)                  |     | A    |  |  |   |  |  |  |  |  |  |  |     |  | A    |  |
| Approach Delay (s/veh)                  | 0.5 |      |  |  |   |  |  |  |  |  |  |  | 8.7 |  |      |  |
| Approach LOS                            | A   |      |  |  | A |  |  |  |  |  |  |  | A   |  |      |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                         |
|--------------------------|-----------------------------|----------------------------|-------------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Martin Field Ln |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place   |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive           |
| Analysis Year            | 2024                        | North/South Street         | Martin Field Lane       |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.85                    |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                    |
| Project Description      | Martin Airfield Feasibility |                            |                         |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |    |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 39 | 0  |           | 2  | 36 |   |            | 0 |    | 5 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 3  |    |   |            | 3 |    | 3 |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |    |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

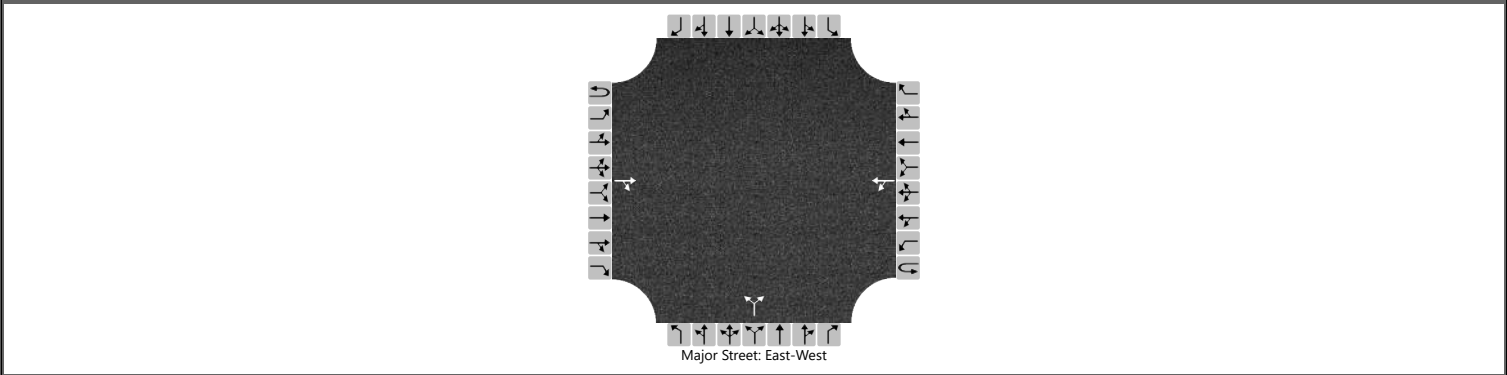
## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 2    |  |  |     |  | 6    |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1556 |  |  |     |  | 1021 |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |     |  | 0.01 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.3  |  |  |     |  | 8.5  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.4 |      |  |  | 8.5 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Homestead     |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2024                        | North/South Street         | Homestead Ave         |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.81                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|----|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |    |   |            |   | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 42 | 5  |           | 40 | 30 |   |            | 5 |    | 34 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 3  |    |   |            | 3 |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |    |   | 0          |   |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

## Delay, Queue Length, and Level of Service

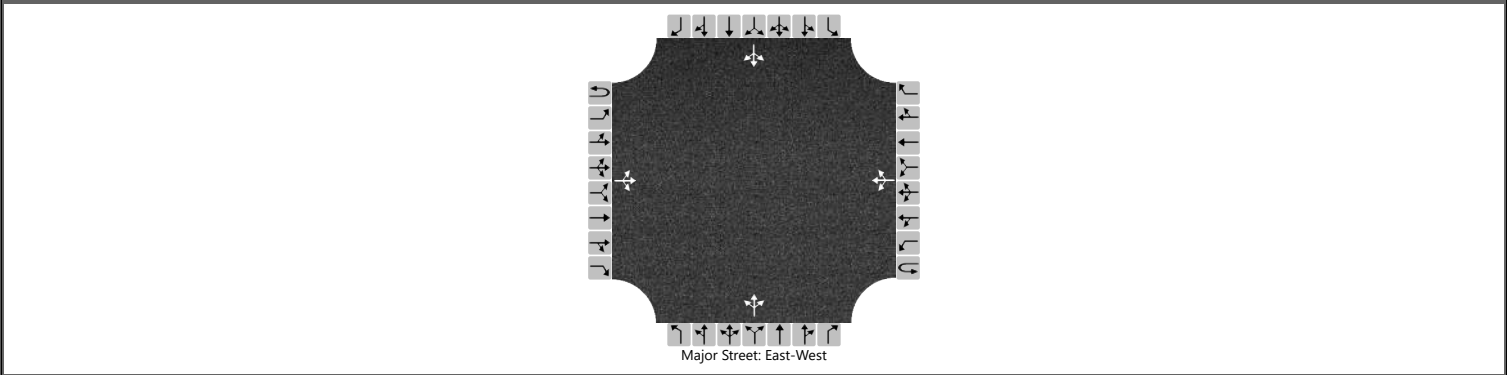
|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 49   |  |  |     |  | 48   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1540 |  |  |     |  | 970  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.03 |  |  |     |  | 0.05 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.1  |  |  |     |  | 0.2  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.4  |  |  |     |  | 8.9  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 4.3 |      |  |  | 8.9 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |



# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Hussey        |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2024                        | North/South Street         | Hussey Road           |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.90                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |     |    | Southbound |    |     |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|-----|----|------------|----|-----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T   | R  | U          | L  | T   | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8   | 9  |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1   | 0  |            | 0  | 1   | 0  |
| Configuration              |           |   | LTR |    |           |    | LTR |   |            |    | LTR |    |            |    | LTR |    |
| Volume (veh/h)             |           | 4 | 84  | 43 |           | 62 | 101 | 8 |            | 39 | 14  | 32 |            | 7  | 23  | 2  |
| Percent Heavy Vehicles (%) |           | 3 |     |    |           | 3  |     |   |            | 3  | 3   | 3  |            | 3  | 3   | 3  |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |     |    |            |    |     |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |    |     |    | 0          |    |     |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |    |     |    |            |    |     |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |    |     |    |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |      |  |  |  |      |      |      |  |      |      |      |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  | 4.1  |  |  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  | 4.13 |  |  |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  | 2.2  |  |  |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  | 2.23 |  |  |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |

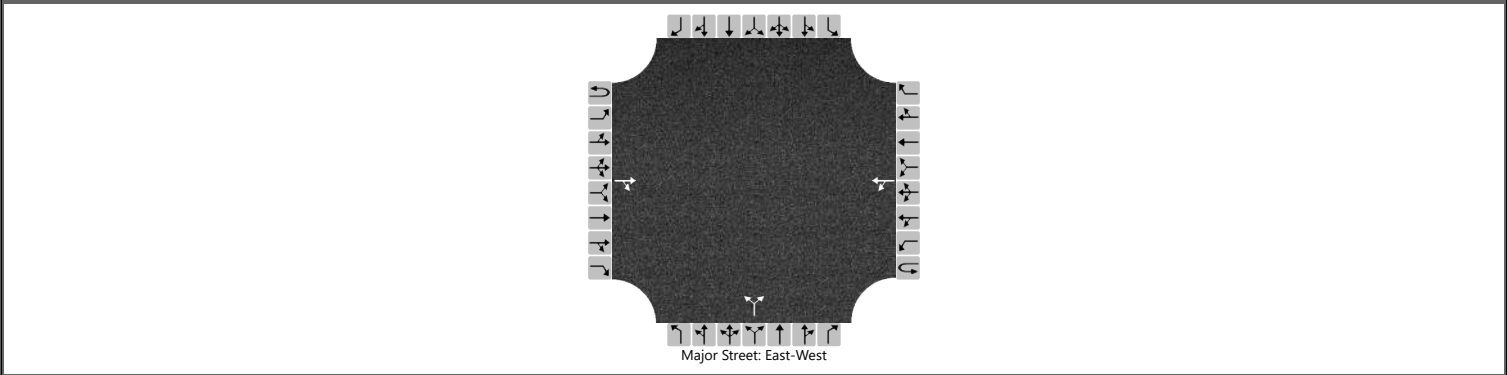
## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 4    |  |  |     | 69   |  |  |      |  | 94   |  |      |  | 36   |  |
| Capacity, c (veh/h)                     |     | 1460 |  |  |     | 1436 |  |  |      |  | 622  |  |      |  | 518  |  |
| v/c Ratio                               |     | 0.00 |  |  |     | 0.05 |  |  |      |  | 0.15 |  |      |  | 0.07 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.2  |  |  |      |  | 0.5  |  |      |  | 0.2  |  |
| Control Delay (s/veh)                   |     | 7.5  |  |  |     | 7.6  |  |  |      |  | 11.8 |  |      |  | 12.5 |  |
| Level of Service (LOS)                  |     | A    |  |  |     | A    |  |  |      |  | B    |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.3 |      |  |  | 3.0 |      |  |  | 11.8 |  |      |  | 12.5 |  |      |  |
| Approach LOS                            | A   |      |  |  | A   |      |  |  | B    |  |      |  | B    |  |      |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Davis         |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2024                        | North/South Street         | Davis Ave             |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.84                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |     |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 124 | 12 |           | 55 | 173 |   |            | 20 |    | 42 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |     |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 65   |  |  |      |  | 74   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1411 |  |  |      |  | 715  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.05 |  |  |      |  | 0.10 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.1  |  |  |      |  | 0.3  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.7  |  |  |      |  | 10.6 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 2.2 |      |  |  | 10.6 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |

Lanes, Volumes, Timings  
3: College Ave & Whitman Dr

02/28/2025

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |  |  |  |                                                                                   |   |  |  |  |  |  |
| Traffic Volume (vph)       | 42                                                                                | 115                                                                               | 44                                                                                | 30                                                                                | 104                                                                               | 14                                                                                | 50                                                                                  | 181                                                                                 | 35                                                                                  | 16                                                                                  | 184                                                                                 | 89                                                                                  |
| Future Volume (vph)        | 42                                                                                | 115                                                                               | 44                                                                                | 30                                                                                | 104                                                                               | 14                                                                                | 50                                                                                  | 181                                                                                 | 35                                                                                  | 16                                                                                  | 184                                                                                 | 89                                                                                  |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (ft)        | 150                                                                               |                                                                                   | 75                                                                                | 145                                                                               |                                                                                   | 0                                                                                 | 100                                                                                 |                                                                                     | 100                                                                                 | 100                                                                                 |                                                                                     | 100                                                                                 |
| Storage Lanes              | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. 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                                                                                |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   | 0.982                                                                             |                                                                                   |                                                                                     |                                                                                     | 0.850                                                                               |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1770                                                                              | 1863                                                                              | 1583                                                                              | 1770                                                                              | 1829                                                                              | 0                                                                                 | 1770                                                                                | 1863                                                                                | 1583                                                                                | 1770                                                                                | 1863                                                                                | 1583                                                                                |
| Flt Permitted              | 0.503                                                                             |                                                                                   |                                                                                   | 0.671                                                                             |                                                                                   |                                                                                   | 0.602                                                                               |                                                                                     |                                                                                     | 0.634                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 937                                                                               | 1863                                                                              | 1583                                                                              | 1250                                                                              | 1829                                                                              | 0                                                                                 | 1121                                                                                | 1863                                                                                | 1583                                                                                | 1181                                                                                | 1863                                                                                | 1583                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 120                                                                               |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     |                                                                                     | 120                                                                                 |                                                                                     |                                                                                     | 120                                                                                 |
| Link Speed (mph)           |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 667                                                                               |                                                                                   |                                                                                   | 695                                                                               |                                                                                   |                                                                                     | 651                                                                                 |                                                                                     |                                                                                     | 629                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 18.2                                                                              |                                                                                   |                                                                                   | 19.0                                                                              |                                                                                   |                                                                                     | 17.8                                                                                |                                                                                     |                                                                                     | 17.2                                                                                |                                                                                     |
| 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                                                                                |
| Adj. Flow (vph)            | 46                                                                                | 125                                                                               | 48                                                                                | 33                                                                                | 113                                                                               | 15                                                                                | 54                                                                                  | 197                                                                                 | 38                                                                                  | 17                                                                                  | 200                                                                                 | 97                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 46                                                                                | 125                                                                               | 48                                                                                | 33                                                                                | 128                                                                               | 0                                                                                 | 54                                                                                  | 197                                                                                 | 38                                                                                  | 17                                                                                  | 200                                                                                 | 97                                                                                  |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                                | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     | 12                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway 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                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   |
| Detector Template          | Left                                                                              | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                | Right                                                                               |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 | 20                                                                                  |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 | 20                                                                                | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   | 20                                                                                  | 20                                                                                  | 6                                                                                   | 20                                                                                  |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | 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                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                               | NA                                                                                  | Perm                                                                                | pm+pt                                                                               | NA                                                                                  | Perm                                                                                |
| Protected Phases           | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                   | 4                                                                                   |                                                                                     | 3                                                                                   | 8                                                                                   |                                                                                     |
| Permitted Phases           | 6                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                   |                                                                                     | 4                                                                                   | 8                                                                                   |                                                                                     | 8                                                                                   |

Existing 6:07 pm 02/27/2025 Baseline

Synchro 12 Report  
Page 1

Lanes, Volumes, Timings  
3: College Ave & Whitman Dr

02/28/2025

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Detector Phase          | 1                                                                                 | 6                                                                                 | 6                                                                                 | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                   | 4                                                                                   | 4                                                                                   | 3                                                                                   | 8                                                                                   | 8                                                                                   |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 4.0                                                                               | 8.0                                                                               | 8.0                                                                               | 4.0                                                                               | 8.0                                                                               |                                                                                   | 4.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 | 4.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 |
| Minimum Split (s)       | 9.5                                                                               | 27.7                                                                              | 27.7                                                                              | 9.5                                                                               | 30.8                                                                              |                                                                                   | 9.5                                                                                 | 30.8                                                                                | 30.8                                                                                | 9.5                                                                                 | 27.7                                                                                | 27.7                                                                                |
| Total Split (s)         | 15.0                                                                              | 45.0                                                                              | 45.0                                                                              | 15.0                                                                              | 45.0                                                                              |                                                                                   | 15.0                                                                                | 45.0                                                                                | 45.0                                                                                | 15.0                                                                                | 45.0                                                                                | 45.0                                                                                |
| Total Split (%)         | 12.5%                                                                             | 37.5%                                                                             | 37.5%                                                                             | 12.5%                                                                             | 37.5%                                                                             |                                                                                   | 12.5%                                                                               | 37.5%                                                                               | 37.5%                                                                               | 12.5%                                                                               | 37.5%                                                                               | 37.5%                                                                               |
| Maximum Green (s)       | 9.8                                                                               | 39.3                                                                              | 39.3                                                                              | 9.8                                                                               | 39.2                                                                              |                                                                                   | 9.8                                                                                 | 39.2                                                                                | 39.2                                                                                | 9.8                                                                                 | 39.3                                                                                | 39.3                                                                                |
| Yellow Time (s)         | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| All-Red Time (s)        | 2.2                                                                               | 2.7                                                                               | 2.7                                                                               | 2.2                                                                               | 2.8                                                                               |                                                                                   | 2.2                                                                                 | 2.8                                                                                 | 2.8                                                                                 | 2.2                                                                                 | 2.7                                                                                 | 2.7                                                                                 |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)     | 5.2                                                                               | 5.7                                                                               | 5.7                                                                               | 5.2                                                                               | 5.8                                                                               |                                                                                   | 5.2                                                                                 | 5.8                                                                                 | 5.8                                                                                 | 5.2                                                                                 | 5.7                                                                                 | 5.7                                                                                 |
| Lead/Lag                | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                                | Lag                                                                                 | Lag                                                                                 | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| Recall Mode             | None                                                                              | Min                                                                               | Min                                                                               | None                                                                              | Min                                                                               |                                                                                   | None                                                                                | C-Max                                                                               | C-Max                                                                               | None                                                                                | C-Max                                                                               | C-Max                                                                               |
| Walk Time (s)           |                                                                                   | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                               |                                                                                   |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |
| Flash Don't Walk (s)    |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                   | 11.0                                                                              |                                                                                   |                                                                                     | 11.0                                                                                | 11.0                                                                                |                                                                                     | 11.0                                                                                | 11.0                                                                                |
| Pedestrian Calls (#/hr) |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |
| Act Effect Green (s)    | 22.3                                                                              | 16.4                                                                              | 16.4                                                                              | 20.2                                                                              | 13.4                                                                              |                                                                                   | 83.2                                                                                | 79.4                                                                                | 79.4                                                                                | 79.6                                                                                | 74.3                                                                                | 74.3                                                                                |
| Actuated g/C Ratio      | 0.19                                                                              | 0.14                                                                              | 0.14                                                                              | 0.17                                                                              | 0.11                                                                              |                                                                                   | 0.69                                                                                | 0.66                                                                                | 0.66                                                                                | 0.66                                                                                | 0.62                                                                                | 0.62                                                                                |
| v/c Ratio               | 0.20                                                                              | 0.49                                                                              | 0.15                                                                              | 0.14                                                                              | 0.61                                                                              |                                                                                   | 0.07                                                                                | 0.16                                                                                | 0.03                                                                                | 0.02                                                                                | 0.17                                                                                | 0.09                                                                                |
| Control Delay (s/veh)   | 36.7                                                                              | 54.2                                                                              | 1.0                                                                               | 35.5                                                                              | 60.2                                                                              |                                                                                   | 7.5                                                                                 | 10.7                                                                                | 0.1                                                                                 | 7.7                                                                                 | 12.8                                                                                | 1.7                                                                                 |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     | 36.7                                                                              | 54.2                                                                              | 1.0                                                                               | 35.5                                                                              | 60.2                                                                              |                                                                                   | 7.5                                                                                 | 10.7                                                                                | 0.1                                                                                 | 7.7                                                                                 | 12.8                                                                                | 1.7                                                                                 |
| LOS                     | D                                                                                 | D                                                                                 | A                                                                                 | D                                                                                 | E                                                                                 |                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   |
| Approach Delay (s/veh)  |                                                                                   | 38.9                                                                              |                                                                                   |                                                                                   | 55.1                                                                              |                                                                                   |                                                                                     | 8.7                                                                                 |                                                                                     |                                                                                     | 9.1                                                                                 |                                                                                     |
| Approach LOS            |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 60.7 (51%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay (s/veh): 23.2

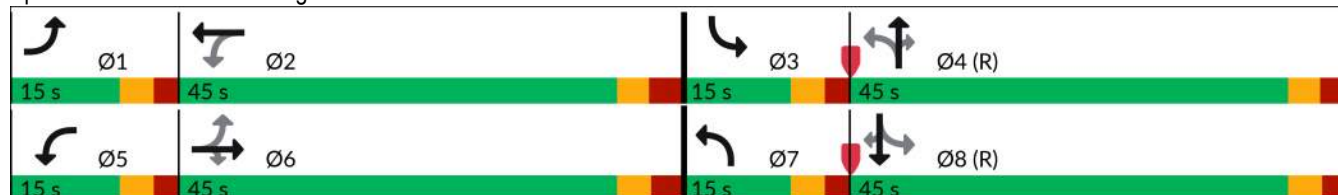
Intersection LOS: C

Intersection Capacity Utilization 35.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: College Ave & Whitman Dr



## Queues

3: College Ave &amp; Whitman Dr

02/28/2025



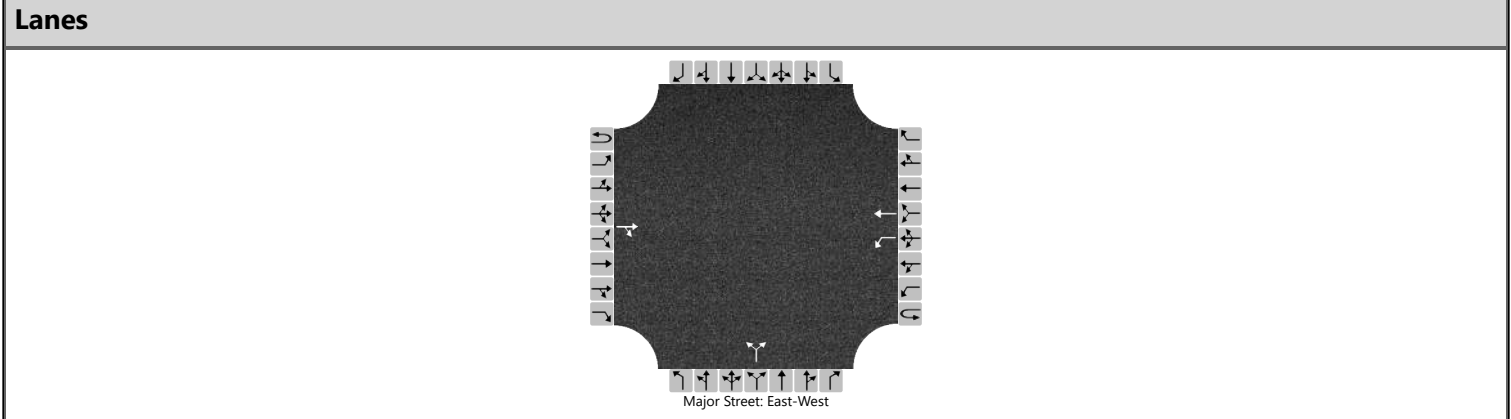
| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 46   | 125  | 48   | 33   | 128  | 54   | 197  | 38   | 17   | 200  | 97   |
| v/c Ratio               | 0.20 | 0.49 | 0.15 | 0.14 | 0.61 | 0.07 | 0.16 | 0.03 | 0.02 | 0.17 | 0.09 |
| Control Delay (s/veh)   | 36.7 | 54.2 | 1.0  | 35.5 | 60.2 | 7.5  | 10.7 | 0.1  | 7.7  | 12.8 | 1.7  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 36.7 | 54.2 | 1.0  | 35.5 | 60.2 | 7.5  | 10.7 | 0.1  | 7.7  | 12.8 | 1.7  |
| Queue Length 50th (ft)  | 28   | 93   | 0    | 20   | 91   | 12   | 49   | 0    | 4    | 68   | 0    |
| Queue Length 95th (ft)  | 56   | 150  | 0    | 45   | 150  | 31   | 122  | 0    | 14   | 128  | 18   |
| Internal Link Dist (ft) |      | 587  |      |      | 615  |      | 571  |      |      | 549  |      |
| Turn Bay Length (ft)    | 150  |      | 75   | 145  |      | 100  |      | 100  | 100  |      | 100  |
| Base Capacity (vph)     | 247  | 610  | 599  | 272  | 601  | 837  | 1233 | 1088 | 861  | 1154 | 1026 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.19 | 0.20 | 0.08 | 0.12 | 0.21 | 0.06 | 0.16 | 0.03 | 0.02 | 0.17 | 0.09 |

## Intersection Summary



HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           | 2045 No-Build Capacity Analysis |
|--------------------------|-----------------------------|----------------------------|---------------------------------|
| Analyst                  | Montgomery                  | Intersection               | Old US 12/Last Chance           |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place           |
| Date Performed           | 2/27/2025                   | East/West Street           | Old US 12                       |
| Analysis Year            | 2045                        | North/South Street         | Last Chance Road                |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.92                            |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                            |
| Project Description      | Martin Airfield Feasibility |                            |                                 |



| Vehicle Volumes and Adjustments |           |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |
|---------------------------------|-----------|---|-----|----|-----------|----|----|---|------------|----|----|----|------------|----|----|----|
| Approach                        | Eastbound |   |     |    | Westbound |    |    |   | Northbound |    |    |    | Southbound |    |    |    |
| Movement                        | U         | L | T   | R  | U         | L  | T  | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                        | 1U        | 1 | 2   | 3  | 4U        | 4  | 5  | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes                 | 0         | 0 | 1   | 0  | 0         | 1  | 1  | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration                   |           |   |     | TR |           | L  | T  |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)                  |           |   | 115 | 83 |           | 30 | 79 |   |            | 39 |    | 20 |            |    |    |    |
| Percent Heavy Vehicles (%)      |           |   |     |    |           | 3  |    |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked         |           |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)               |           |   |     |    |           |    |    |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized          |           |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Median Type   Storage           | Undivided |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |

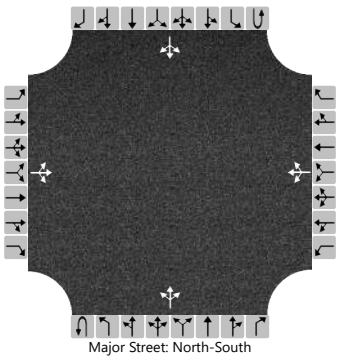
| Critical and Follow-up Headways |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|---------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)     |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)          |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec)    |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)         |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

| Delay, Queue Length, and Level of Service |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-------------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                      |  |  |  |  |     | 33   |  |  |      |  | 64   |  |  |  |  |  |
| Capacity, c (veh/h)                       |  |  |  |  |     | 1349 |  |  |      |  | 714  |  |  |  |  |  |
| v/c Ratio                                 |  |  |  |  |     | 0.02 |  |  |      |  | 0.09 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh)   |  |  |  |  |     | 0.1  |  |  |      |  | 0.3  |  |  |  |  |  |
| Control Delay (s/veh)                     |  |  |  |  |     | 7.7  |  |  |      |  | 10.5 |  |  |  |  |  |
| Level of Service (LOS)                    |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                    |  |  |  |  | 2.1 |      |  |  | 10.5 |  |      |  |  |  |  |  |
| Approach LOS                              |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Last Chance/Whitman   |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/2025                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Last Chance Road      |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.91                  |
| Intersection Orientation | North-South                 | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |    |     |    | Northbound |   |     |    | Southbound |    |     |   |
|----------------------------|-----------|----|-----|----|-----------|----|-----|----|------------|---|-----|----|------------|----|-----|---|
| Movement                   | U         | L  | T   | R  | U         | L  | T   | R  | U          | L | T   | R  | U          | L  | T   | R |
| Priority                   |           | 10 | 11  | 12 |           | 7  | 8   | 9  | 1U         | 1 | 2   | 3  | 4U         | 4  | 5   | 6 |
| Number of Lanes            |           | 0  | 1   | 0  |           | 0  | 1   | 0  | 0          | 0 | 1   | 0  | 0          | 0  | 1   | 0 |
| Configuration              |           |    | LTR |    |           |    | LTR |    |            |   | LTR |    |            |    | LTR |   |
| Volume (veh/h)             |           | 0  | 2   | 2  |           | 30 | 0   | 11 |            | 0 | 47  | 38 |            | 20 | 92  | 5 |
| Percent Heavy Vehicles (%) |           | 3  | 3   | 3  |           | 3  | 3   | 3  |            | 3 |     |    |            | 3  |     |   |
| Proportion Time Blocked    |           |    |     |    |           |    |     |    |            |   |     |    |            |    |     |   |
| Percent Grade (%)          | 0         |    |     |    | 0         |    |     |    |            |   |     |    |            |    |     |   |
| Right Turn Channelized     |           |    |     |    |           |    |     |    |            |   |     |    |            |    |     |   |
| Median Type   Storage      | Undivided |    |     |    |           |    |     |    |            |   |     |    |            |    |     |   |

Critical and Follow-up Headways

|                              |  |      |      |      |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|------|------|------|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |  | 4.13 |  |  |  | 4.13 |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |  | 2.23 |  |  |  | 2.23 |  |  |

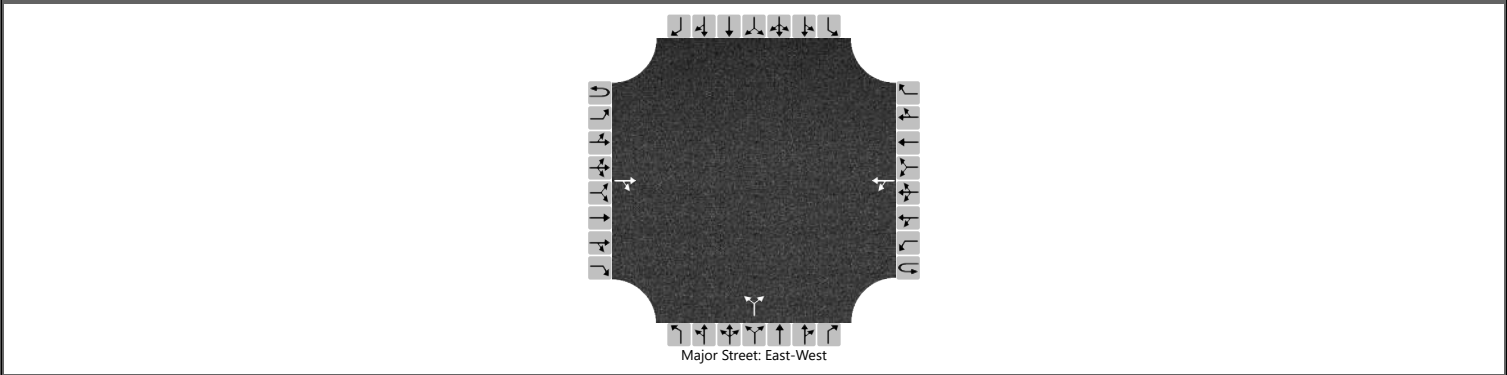
Delay, Queue Length, and Level of Service

|                                         |     |  |      |  |     |      |  |  |     |      |  |  |     |      |  |  |
|-----------------------------------------|-----|--|------|--|-----|------|--|--|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |     |  | 4    |  |     | 45   |  |  |     | 0    |  |  |     | 22   |  |  |
| Capacity, c (veh/h)                     |     |  | 770  |  |     | 775  |  |  |     | 1478 |  |  |     | 1495 |  |  |
| v/c Ratio                               |     |  | 0.01 |  |     | 0.06 |  |  |     | 0.00 |  |  |     | 0.01 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     |  | 0.0  |  |     | 0.2  |  |  |     | 0.0  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                   |     |  | 9.7  |  |     | 9.9  |  |  |     | 7.4  |  |  |     | 7.4  |  |  |
| Level of Service (LOS)                  |     |  | A    |  |     | A    |  |  |     | A    |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  | 9.7 |  |      |  | 9.9 |      |  |  | 0.0 |      |  |  | 1.4 |      |  |  |
| Approach LOS                            | A   |  |      |  | A   |      |  |  |     |      |  |  |     |      |  |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Hampton       |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Hampton Lane          |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.89                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |    |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 61 | 0  |           | 2  | 42 |   |            | 0 |    | 3 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 3  |    |   |            | 3 |    | 3 |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |    |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

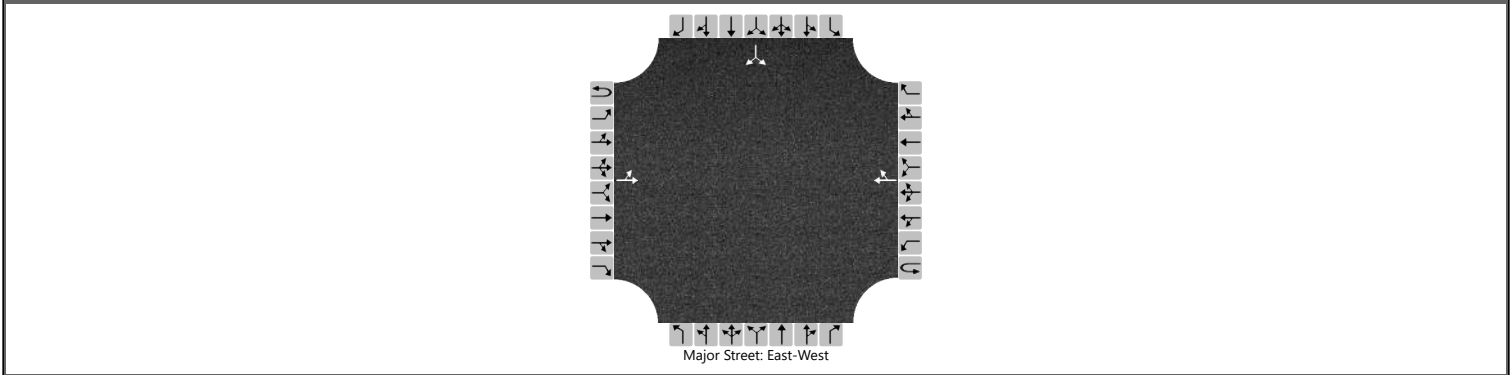
Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 2    |  |  |     |  | 3    |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1526 |  |  |     |  | 992  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |     |  | 0.00 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.4  |  |  |     |  | 8.6  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.3 |      |  |  | 8.6 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/McKinney      |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/25                     | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | McKinney Road         |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.91                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |   | Westbound |   |    |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|----|---|-----------|---|----|----|------------|---|---|---|------------|----|----|----|
| Movement                   | U         | L  | T  | R | U         | L | T  | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1  | 2  | 3 | 4U        | 4 | 5  | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1  | 0 | 0         | 0 | 1  | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT |    |   |           |   |    | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 5  | 61 |   |           |   | 35 | 6  |            |   |   |   |            | 6  |    | 9  |
| Percent Heavy Vehicles (%) |           | 3  |    |   |           |   |    |    |            |   |   |   |            | 3  |    | 3  |
| Proportion Time Blocked    |           |    |    |   |           |   |    |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |    |   |           |   |    |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized     |           |    |    |   |           |   |    |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |    |    |   |           |   |    |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  |  |  |  |  |  |  |  |  | 6.43 |  | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  |  |  |  |  |  |  |  |  | 3.53 |  | 3.33 |

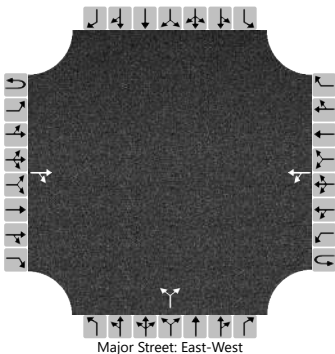
## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |  |  |  |  |  |  |  |  |     |  |      |  |
|-----------------------------------------|-----|------|--|--|--|--|--|--|--|--|--|--|-----|--|------|--|
| Flow Rate, v (veh/h)                    |     | 5    |  |  |  |  |  |  |  |  |  |  |     |  | 16   |  |
| Capacity, c (veh/h)                     |     | 1557 |  |  |  |  |  |  |  |  |  |  |     |  | 958  |  |
| v/c Ratio                               |     | 0.00 |  |  |  |  |  |  |  |  |  |  |     |  | 0.02 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |  |  |  |  |  |  |  |  |     |  | 0.1  |  |
| Control Delay (s/veh)                   |     | 7.3  |  |  |  |  |  |  |  |  |  |  |     |  | 8.8  |  |
| Level of Service (LOS)                  |     | A    |  |  |  |  |  |  |  |  |  |  |     |  | A    |  |
| Approach Delay (s/veh)                  | 0.6 |      |  |  |  |  |  |  |  |  |  |  | 8.8 |  |      |  |
| Approach LOS                            |     |      |  |  |  |  |  |  |  |  |  |  | A   |  |      |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                         |
|--------------------------|-----------------------------|----------------------------|-------------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Martin Field Ln |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place   |
| Date Performed           | 2/27/2025                   | East/West Street           | Whitman Drive           |
| Analysis Year            | 2045                        | North/South Street         | Martin Field Lane       |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.85                    |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                    |
| Project Description      | Martin Airfield Feasibility |                            |                         |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |    |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 59 | 0  |           | 3  | 55 |   |            | 0 |    | 8 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 3  |    |   |            | 3 |    | 3 |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |    |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

Delay, Queue Length, and Level of Service

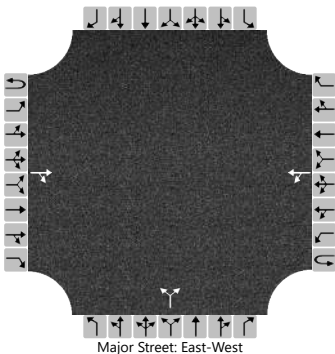
|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 4    |  |  |     |  | 9    |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1525 |  |  |     |  | 991  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |     |  | 0.01 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.4  |  |  |     |  | 8.7  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.4 |      |  |  | 8.7 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |



HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Homestead     |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/2025                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Homestead Ave         |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.81                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|----|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |    |   |            |   | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 64 | 8  |           | 61 | 45 |   |            | 8 |    | 52 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 3  |    |   |            | 3 |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |    |   | 0          |   |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

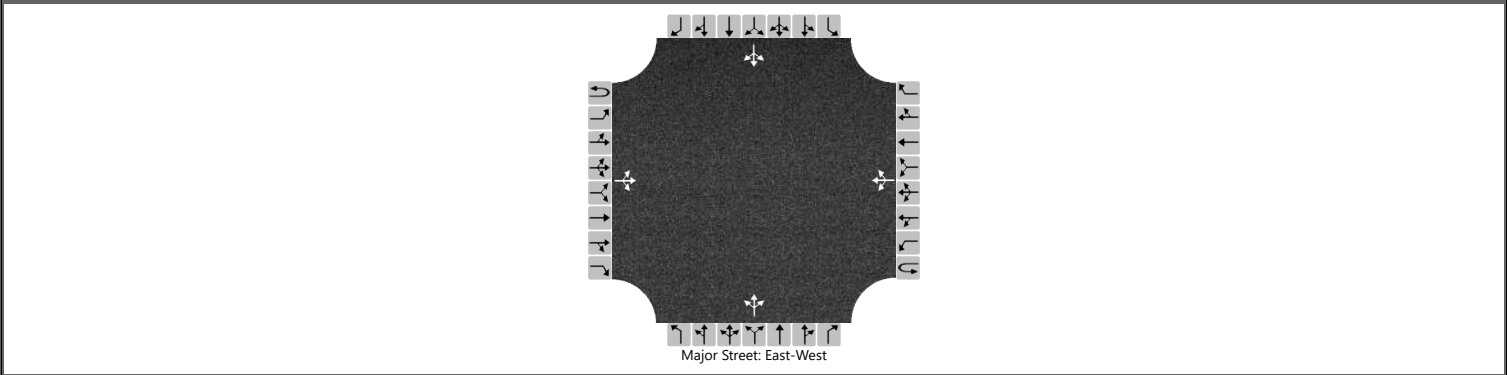
Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 75   |  |  |     |  | 74   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1500 |  |  |     |  | 915  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.05 |  |  |     |  | 0.08 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.2  |  |  |     |  | 0.3  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.5  |  |  |     |  | 9.3  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 4.5 |      |  |  | 9.3 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Hussey        |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Hussey Road           |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.90                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |    | Northbound |    |     |    | Southbound |    |     |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|----|------------|----|-----|----|------------|----|-----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R  | U          | L  | T   | R  | U          | L  | T   | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6  |            | 7  | 8   | 9  |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0  |            | 0  | 1   | 0  |            | 0  | 1   | 0  |
| Configuration              |           |   | LTR |    |           |    | LTR |    |            |    | LTR |    |            |    | LTR |    |
| Volume (veh/h)             |           | 6 | 127 | 64 |           | 94 | 153 | 12 |            | 59 | 21  | 49 |            | 11 | 35  | 3  |
| Percent Heavy Vehicles (%) |           | 3 |     |    |           | 3  |     |    |            | 3  | 3   | 3  |            | 3  | 3   | 3  |
| Proportion Time Blocked    |           |   |     |    |           |    |     |    |            |    |     |    |            |    |     |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |    | 0          |    |     |    | 0          |    |     |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |    |            |    |     |    |            |    |     |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |    |            |    |     |    |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |      |  |  |  |      |      |      |  |      |      |      |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  | 4.1  |  |  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  | 4.13 |  |  |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  | 2.2  |  |  |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  | 2.23 |  |  |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |

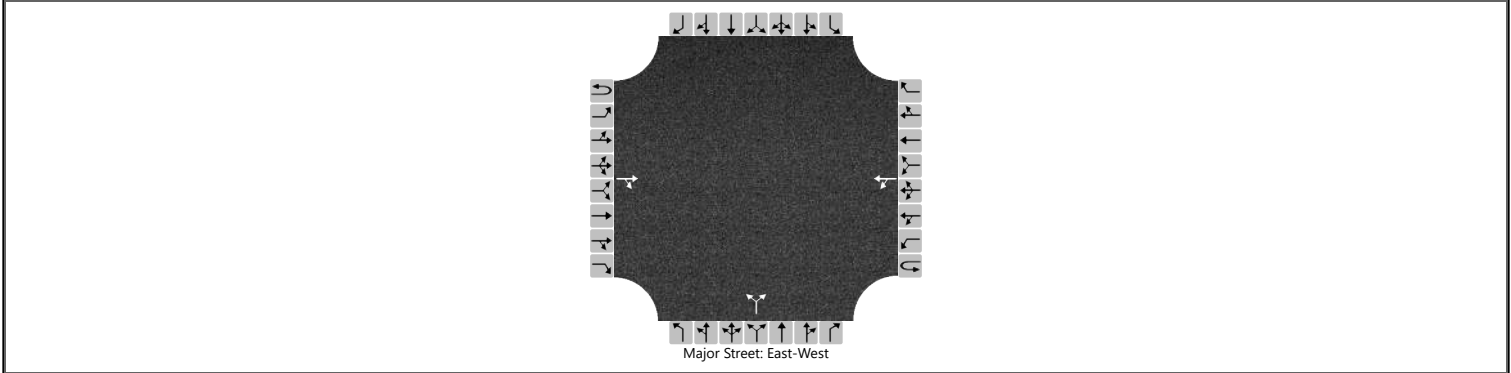
## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 7    |  |  |     | 104  |  |  |      |  | 143  |  |      |  | 54   |  |
| Capacity, c (veh/h)                     |     | 1386 |  |  |     | 1352 |  |  |      |  | 463  |  |      |  | 374  |  |
| v/c Ratio                               |     | 0.00 |  |  |     | 0.08 |  |  |      |  | 0.31 |  |      |  | 0.15 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.3  |  |  |      |  | 1.3  |  |      |  | 0.5  |  |
| Control Delay (s/veh)                   |     | 7.6  |  |  |     | 7.9  |  |  |      |  | 16.2 |  |      |  | 16.2 |  |
| Level of Service (LOS)                  |     | A    |  |  |     | A    |  |  |      |  | C    |  |      |  | C    |  |
| Approach Delay (s/veh)                  | 0.3 |      |  |  | 3.3 |      |  |  | 16.2 |  |      |  | 16.2 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | C    |  |      |  | C    |  |      |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Davis         |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/25                     | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Davis Ave             |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.84                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |     |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 188 | 18 |           | 83 | 262 |   |            | 30 |    | 64 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |     |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 99   |  |  |      |  | 112  |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1315 |  |  |      |  | 565  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.08 |  |  |      |  | 0.20 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.2  |  |  |      |  | 0.7  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 8.0  |  |  |      |  | 12.9 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 2.5 |      |  |  | 12.9 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |

Lanes, Volumes, Timings  
3: College Ave & Whitman Dr

02/28/2025

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |  |  |  |                                                                                   |   |  |  |  |  |  |
| Traffic Volume (vph)       | 64                                                                                | 174                                                                               | 67                                                                                | 45                                                                                | 158                                                                               | 21                                                                                | 76                                                                                  | 274                                                                                 | 53                                                                                  | 24                                                                                  | 279                                                                                 | 135                                                                                 |
| Future Volume (vph)        | 64                                                                                | 174                                                                               | 67                                                                                | 45                                                                                | 158                                                                               | 21                                                                                | 76                                                                                  | 274                                                                                 | 53                                                                                  | 24                                                                                  | 279                                                                                 | 135                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (ft)        | 150                                                                               |                                                                                   | 75                                                                                | 145                                                                               |                                                                                   | 0                                                                                 | 100                                                                                 |                                                                                     | 100                                                                                 | 100                                                                                 |                                                                                     | 100                                                                                 |
| Storage Lanes              | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. 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                                                                                |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   | 0.982                                                                             |                                                                                   |                                                                                     |                                                                                     | 0.850                                                                               |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1770                                                                              | 1863                                                                              | 1583                                                                              | 1770                                                                              | 1829                                                                              | 0                                                                                 | 1770                                                                                | 1863                                                                                | 1583                                                                                | 1770                                                                                | 1863                                                                                | 1583                                                                                |
| Flt Permitted              | 0.387                                                                             |                                                                                   |                                                                                   | 0.443                                                                             |                                                                                   |                                                                                   | 0.510                                                                               |                                                                                     |                                                                                     | 0.563                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 721                                                                               | 1863                                                                              | 1583                                                                              | 825                                                                               | 1829                                                                              | 0                                                                                 | 950                                                                                 | 1863                                                                                | 1583                                                                                | 1049                                                                                | 1863                                                                                | 1583                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 120                                                                               |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     |                                                                                     | 120                                                                                 |                                                                                     |                                                                                     | 120                                                                                 |
| Link Speed (mph)           |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 667                                                                               |                                                                                   |                                                                                   | 695                                                                               |                                                                                   |                                                                                     | 651                                                                                 |                                                                                     |                                                                                     | 629                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 18.2                                                                              |                                                                                   |                                                                                   | 19.0                                                                              |                                                                                   |                                                                                     | 17.8                                                                                |                                                                                     |                                                                                     | 17.2                                                                                |                                                                                     |
| 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                                                                                |
| Adj. Flow (vph)            | 70                                                                                | 189                                                                               | 73                                                                                | 49                                                                                | 172                                                                               | 23                                                                                | 83                                                                                  | 298                                                                                 | 58                                                                                  | 26                                                                                  | 303                                                                                 | 147                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 70                                                                                | 189                                                                               | 73                                                                                | 49                                                                                | 195                                                                               | 0                                                                                 | 83                                                                                  | 298                                                                                 | 58                                                                                  | 26                                                                                  | 303                                                                                 | 147                                                                                 |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                                | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     | 12                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway 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                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   |
| Detector Template          | Left                                                                              | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                | Right                                                                               |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 | 20                                                                                  |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 | 20                                                                                | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   | 20                                                                                  | 20                                                                                  | 6                                                                                   | 20                                                                                  |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | 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                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                               | NA                                                                                  | Perm                                                                                | pm+pt                                                                               | NA                                                                                  | Perm                                                                                |
| Protected Phases           | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                   | 4                                                                                   |                                                                                     | 3                                                                                   | 8                                                                                   |                                                                                     |
| Permitted Phases           | 6                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                   |                                                                                     | 4                                                                                   | 8                                                                                   |                                                                                     | 8                                                                                   |

Lanes, Volumes, Timings  
3: College Ave & Whitman Dr

02/28/2025

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Detector Phase          | 1                                                                                 | 6                                                                                 | 6                                                                                 | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                   | 4                                                                                   | 4                                                                                   | 3                                                                                   | 8                                                                                   | 8                                                                                   |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 4.0                                                                               | 8.0                                                                               | 8.0                                                                               | 4.0                                                                               | 8.0                                                                               |                                                                                   | 4.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 | 4.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 |
| Minimum Split (s)       | 9.5                                                                               | 27.7                                                                              | 27.7                                                                              | 9.5                                                                               | 30.8                                                                              |                                                                                   | 9.5                                                                                 | 30.8                                                                                | 30.8                                                                                | 9.5                                                                                 | 27.7                                                                                | 27.7                                                                                |
| Total Split (s)         | 15.0                                                                              | 45.0                                                                              | 45.0                                                                              | 15.0                                                                              | 45.0                                                                              |                                                                                   | 15.0                                                                                | 45.0                                                                                | 45.0                                                                                | 15.0                                                                                | 45.0                                                                                | 45.0                                                                                |
| Total Split (%)         | 12.5%                                                                             | 37.5%                                                                             | 37.5%                                                                             | 12.5%                                                                             | 37.5%                                                                             |                                                                                   | 12.5%                                                                               | 37.5%                                                                               | 37.5%                                                                               | 12.5%                                                                               | 37.5%                                                                               | 37.5%                                                                               |
| Maximum Green (s)       | 9.8                                                                               | 39.3                                                                              | 39.3                                                                              | 9.8                                                                               | 39.2                                                                              |                                                                                   | 9.8                                                                                 | 39.2                                                                                | 39.2                                                                                | 9.8                                                                                 | 39.3                                                                                | 39.3                                                                                |
| Yellow Time (s)         | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| All-Red Time (s)        | 2.2                                                                               | 2.7                                                                               | 2.7                                                                               | 2.2                                                                               | 2.8                                                                               |                                                                                   | 2.2                                                                                 | 2.8                                                                                 | 2.8                                                                                 | 2.2                                                                                 | 2.7                                                                                 | 2.7                                                                                 |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)     | 5.2                                                                               | 5.7                                                                               | 5.7                                                                               | 5.2                                                                               | 5.8                                                                               |                                                                                   | 5.2                                                                                 | 5.8                                                                                 | 5.8                                                                                 | 5.2                                                                                 | 5.7                                                                                 | 5.7                                                                                 |
| Lead/Lag                | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                                | Lag                                                                                 | Lag                                                                                 | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| Recall Mode             | None                                                                              | Min                                                                               | Min                                                                               | None                                                                              | Min                                                                               |                                                                                   | None                                                                                | C-Max                                                                               | C-Max                                                                               | None                                                                                | C-Max                                                                               | C-Max                                                                               |
| Walk Time (s)           |                                                                                   | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                               |                                                                                   |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |
| Flash Don't Walk (s)    |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                   | 11.0                                                                              |                                                                                   |                                                                                     | 11.0                                                                                | 11.0                                                                                |                                                                                     | 11.0                                                                                | 11.0                                                                                |
| Pedestrian Calls (#/hr) |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |
| Act Effect Green (s)    | 26.5                                                                              | 18.6                                                                              | 18.6                                                                              | 25.2                                                                              | 17.9                                                                              |                                                                                   | 77.7                                                                                | 71.9                                                                                | 71.9                                                                                | 74.0                                                                                | 68.4                                                                                | 68.4                                                                                |
| Actuated g/C Ratio      | 0.22                                                                              | 0.16                                                                              | 0.16                                                                              | 0.21                                                                              | 0.15                                                                              |                                                                                   | 0.65                                                                                | 0.60                                                                                | 0.60                                                                                | 0.62                                                                                | 0.57                                                                                | 0.57                                                                                |
| v/c Ratio               | 0.30                                                                              | 0.65                                                                              | 0.21                                                                              | 0.21                                                                              | 0.70                                                                              |                                                                                   | 0.12                                                                                | 0.27                                                                                | 0.06                                                                                | 0.04                                                                                | 0.29                                                                                | 0.15                                                                                |
| Control Delay (s/veh)   | 35.0                                                                              | 57.9                                                                              | 2.7                                                                               | 32.7                                                                              | 60.2                                                                              |                                                                                   | 9.7                                                                                 | 15.4                                                                                | 0.1                                                                                 | 9.9                                                                                 | 17.3                                                                                | 5.2                                                                                 |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     | 35.0                                                                              | 57.9                                                                              | 2.7                                                                               | 32.7                                                                              | 60.2                                                                              |                                                                                   | 9.7                                                                                 | 15.4                                                                                | 0.1                                                                                 | 9.9                                                                                 | 17.3                                                                                | 5.2                                                                                 |
| LOS                     | D                                                                                 | E                                                                                 | A                                                                                 | C                                                                                 | E                                                                                 |                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   |
| Approach Delay (s/veh)  |                                                                                   | 41.0                                                                              |                                                                                   |                                                                                   | 54.7                                                                              |                                                                                   |                                                                                     | 12.3                                                                                |                                                                                     |                                                                                     | 13.2                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 60.7 (51%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay (s/veh): 25.9

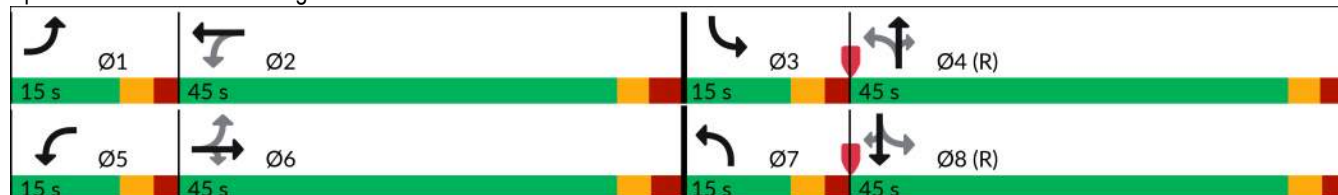
Intersection LOS: C

Intersection Capacity Utilization 50.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: College Ave & Whitman Dr





## Queues

3: College Ave &amp; Whitman Dr

02/28/2025



| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 70   | 189  | 73   | 49   | 195  | 83   | 298  | 58   | 26   | 303  | 147  |
| v/c Ratio               | 0.30 | 0.65 | 0.21 | 0.21 | 0.70 | 0.12 | 0.27 | 0.06 | 0.04 | 0.29 | 0.15 |
| Control Delay (s/veh)   | 35.0 | 57.9 | 2.7  | 32.7 | 60.2 | 9.7  | 15.4 | 0.1  | 9.9  | 17.3 | 5.2  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 35.0 | 57.9 | 2.7  | 32.7 | 60.2 | 9.7  | 15.4 | 0.1  | 9.9  | 17.3 | 5.2  |
| Queue Length 50th (ft)  | 41   | 138  | 0    | 28   | 141  | 23   | 121  | 0    | 7    | 127  | 10   |
| Queue Length 95th (ft)  | 73   | 207  | 9    | 55   | 209  | 50   | 209  | 0    | 21   | 222  | 49   |
| Internal Link Dist (ft) |      | 587  |      |      | 615  |      | 571  |      |      | 549  |      |
| Turn Bay Length (ft)    | 150  |      | 75   | 145  |      | 100  |      | 100  | 100  |      | 100  |
| Base Capacity (vph)     | 247  | 610  | 599  | 258  | 601  | 688  | 1116 | 996  | 729  | 1061 | 953  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.28 | 0.31 | 0.12 | 0.19 | 0.32 | 0.12 | 0.27 | 0.06 | 0.04 | 0.29 | 0.15 |

## Intersection Summary

### Martin Field Trip Generation

| Area           | Total Acres  | Bldg. SF<br>(1,000 SF) | PM Peak Hour Trips Generated |           |            |
|----------------|--------------|------------------------|------------------------------|-----------|------------|
|                |              |                        | Total                        | Inbound   | Outbound   |
| North Driveway | 18.65        | 325                    | 95                           | 13        | 82         |
| South Driveway | 18.56        | 323                    | 94                           | 13        | 81         |
| Total Whitman  | 37.21        | 648                    | 189                          | 26        | 163        |
| Total Hampton  | 22.22        | 387                    | 107                          | 15        | 92         |
| <b>TOTAL</b>   | <b>59.43</b> | <b>1,036</b>           | <b>296</b>                   | <b>41</b> | <b>255</b> |

#### Notes

Assumes 40% FAR

ITE Trip Generation Manual 11th Edition

Land Use 110 - General Light Industrial

Fitted equation  $=(\text{ROUNDUP}(\text{EXP}(0.72 \cdot \text{LN}(X) + 0.38), 0))$   
 where X is the sq ft of the development

Worst Driveway - included in Total Whitman trips above

|                |      |     |    |   |    |
|----------------|------|-----|----|---|----|
| North Driveway | 7.82 | 136 | 51 | 7 | 44 |
| South Driveway | 3.11 | 54  | 26 | 4 | 22 |

# Martin Airfield Feasibility Study

## PM Peak Hour Turning Movement Volumes

### Old US 12/Last Chance

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 26         | 0    | 13    | 0          | 0    | 0     | 0         | 76   | 55    | 20        | 52   | 0     | 242   |
| 2045 No-Build     | 39         | 0    | 20    | 0          | 0    | 0     | 0         | 115  | 83    | 30        | 79   | 0     | 366   |
| 20-year New Trips | 12         | 0    | 0     | 0          | 0    | 0     | 0         | 0    | 2     | 0         | 0    | 0     | 14    |
| 2045 Build        | 51         | 0    | 20    | 0          | 0    | 0     | 0         | 115  | 85    | 30        | 79   | 0     | 380   |

### Last Chance/Whitman Dr

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 0          | 31   | 25    | 13         | 61   | 3     | 0         | 1    | 1     | 20        | 0    | 7     | 162   |
| 2045 No-Build     | 0          | 47   | 38    | 20         | 92   | 5     | 0         | 2    | 2     | 30        | 0    | 11    | 247   |
| 20-year New Trips | 0          | 0    | 3     | 0          | 0    | 2     | 0         | 0    | 0     | 13        | 0    | 12    | 30    |
| 2045 Build        | 0          | 47   | 41    | 20         | 92   | 7     | 0         | 2    | 2     | 43        | 0    | 23    | 277   |

### Whitman Dr/Hampton

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 0          | 0    | 2     | 0          | 0    | 0     | 0         | 40   | 0     | 1         | 28   | 0     | 71    |
| 2045 No-Build     | 0          | 0    | 3     | 0          | 0    | 0     | 0         | 61   | 0     | 2         | 42   | 0     | 108   |
| 20-year New Trips | 9          | 0    | 83    | 0          | 0    | 0     | 0         | 3    | 2     | 13        | 16   | 0     | 126   |
| 2045 Build        | 9          | 0    | 86    | 0          | 0    | 0     | 0         | 64   | 2     | 15        | 58   | 0     | 234   |

### Whitman Dr/McKinney

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 0          | 0    | 0     | 4          | 0    | 6     | 3         | 40   | 0     | 0         | 23   | 4     | 80    |
| 2045 No-Build     | 0          | 0    | 0     | 6          | 0    | 9     | 5         | 61   | 0     | 0         | 35   | 6     | 122   |
| 20-year New Trips | 0          | 0    | 0     | 0          | 0    | 1     | 3         | 227  | 0     | 0         | 35   | 0     | 266   |
| 2045 Build        | 0          | 0    | 0     | 6          | 0    | 10    | 8         | 288  | 0     | 0         | 70   | 6     | 388   |

### Whitman Dr/Martin Field

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 0          | 0    | 5     | 0          | 0    | 0     | 0         | 39   | 0     | 2         | 36   | 0     | 82    |
| 2045 No-Build     | 0          | 0    | 8     | 0          | 0    | 0     | 0         | 59   | 0     | 3         | 55   | 0     | 125   |
| 20-year New Trips | 0          | 0    | 0     | 0          | 0    | 0     | 0         | 227  | 0     | 0         | 35   | 0     | 262   |
| 2045 Build        | 0          | 0    | 8     | 0          | 0    | 0     | 0         | 286  | 0     | 3         | 90   | 0     | 387   |

### Whitman Dr/Homestead

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 5          | 0    | 34    | 0          | 0    | 0     | 0         | 42   | 5     | 40        | 30   | 0     | 156   |
| 2045 No-Build     | 8          | 0    | 52    | 0          | 0    | 0     | 0         | 64   | 8     | 61        | 45   | 0     | 238   |
| 20-year New Trips | 1          | 0    | 0     | 0          | 0    | 0     | 0         | 223  | 4     | 0         | 34   | 0     | 262   |
| 2045 Build        | 9          | 0    | 52    | 0          | 0    | 0     | 0         | 287  | 12    | 61        | 79   | 0     | 500   |

**Whitman Dr/Hussey/Academy**

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 39         | 14   | 32    | 7          | 23   | 2     | 4         | 84   | 42    | 62        | 101  | 8     | 418   |
| 2045 No-Build     | 59         | 21   | 49    | 11         | 35   | 3     | 6         | 127  | 64    | 94        | 153  | 12    | 634   |
| 20-year New Trips | 3          | 0    | 0     | 0          | 0    | 1     | 3         | 184  | 36    | 0         | 30   | 0     | 257   |
| 2045 Build        | 62         | 21   | 49    | 11         | 35   | 4     | 9         | 311  | 100   | 94        | 183  | 12    | 891   |

**Whitman Dr/Davis**

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 20         | 0    | 42    | 0          | 0    | 0     | 1         | 124  | 12    | 55        | 173  | 1     | 428   |
| 2045 No-Build     | 30         | 0    | 64    | 0          | 0    | 0     | 2         | 188  | 18    | 83        | 262  | 2     | 649   |
| 20-year New Trips | 2          | 0    | 0     | 0          | 0    | 0     | 1         | 173  | 10    | 0         | 28   | 0     | 214   |
| 2045 Build        | 32         | 0    | 64    | 0          | 0    | 0     | 3         | 361  | 28    | 83        | 290  | 2     | 863   |

**Whitman Dr/College Ave**

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 50         | 181  | 35    | 16         | 184  | 89    | 42        | 115  | 44    | 30        | 104  | 14    | 904   |
| 2045 No-Build     | 76         | 274  | 53    | 24         | 279  | 135   | 64        | 174  | 67    | 45        | 158  | 21    | 1370  |
| 20-year New Trips | 6          | 0    | 0     | 0          | 0    | 10    | 36        | 99   | 38    | 0         | 12   | 0     | 201   |
| 2045 Build        | 82         | 274  | 53    | 24         | 279  | 145   | 100       | 273  | 105   | 45        | 170  | 21    | 1571  |

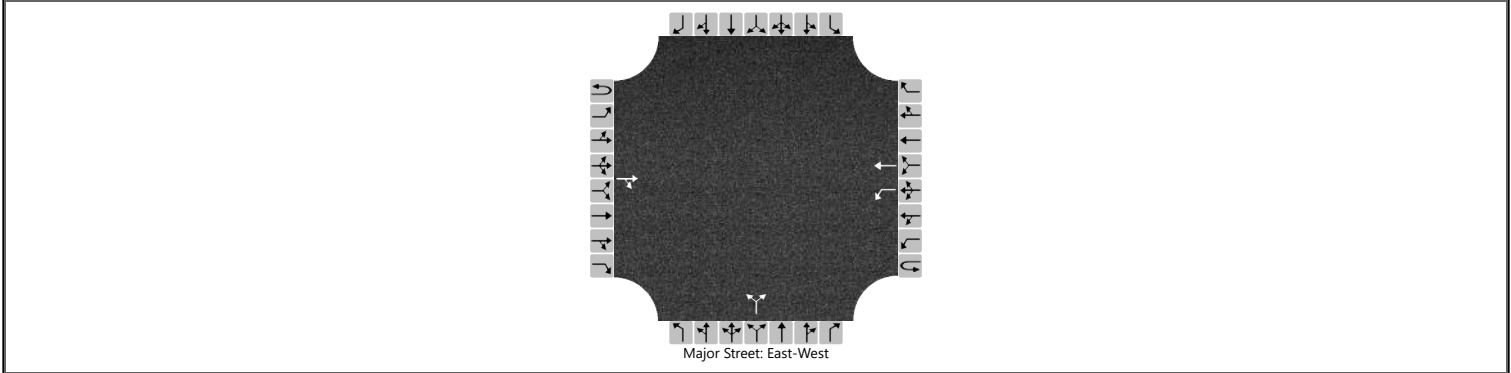
**Whitman/New Driveway (busiest one)**

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 0          | 0    | 0     | 0          | 0    | 0     | 0         | 43   | 0     | 0         | 42   | 0     | 85    |
| 2045 No-Build     | 0          | 0    | 0     | 0          | 0    | 0     | 0         | 65   | 0     | 0         | 64   | 0     | 129   |
| 20-year New Trips | 2          | 0    | 20    | 40         | 0    | 4     | 1         | 85   | 0     | 4         | 25   | 6     | 187   |
| 2045 Build        | 2          | 0    | 20    | 40         | 0    | 4     | 1         | 150  | 0     | 4         | 89   | 6     | 316   |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           | 2045 Build Capacity Analysis |
|--------------------------|-----------------------------|----------------------------|------------------------------|
| Analyst                  | Montgomery                  | Intersection               | Old US 12/Last Chance        |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place        |
| Date Performed           | 2/27/2025                   | East/West Street           | Old US 12                    |
| Analysis Year            | 2045                        | North/South Street         | Last Chance Road             |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.92                         |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                         |
| Project Description      | Martin Airfield Feasibility |                            |                              |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |    |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T  | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5  | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 1  | 1  | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | L  | T  |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 115 | 85 |           | 30 | 79 |   |            | 51 |    | 20 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |    |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |    |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

Delay, Queue Length, and Level of Service

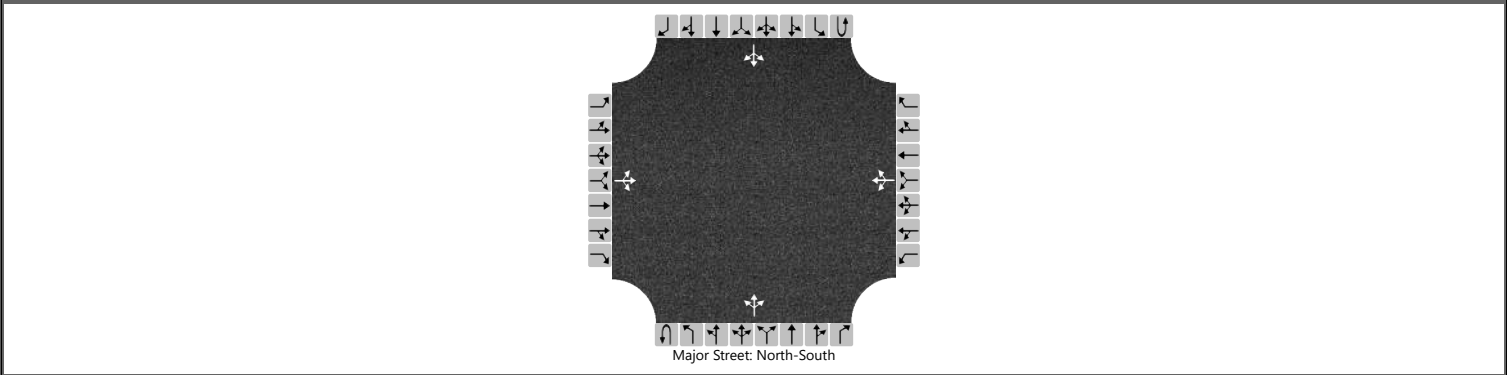
|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 33   |  |  |      |  | 77   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1346 |  |  |      |  | 702  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.02 |  |  |      |  | 0.11 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.1  |  |  |      |  | 0.4  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.7  |  |  |      |  | 10.8 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 2.1 |      |  |  | 10.8 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |



HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Last Chance/Whitman   |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/2025                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Last Chance Road      |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.91                  |
| Intersection Orientation | North-South                 | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |    |     |    | Northbound |   |     |    | Southbound |    |     |   |
|----------------------------|-----------|----|-----|----|-----------|----|-----|----|------------|---|-----|----|------------|----|-----|---|
| Movement                   | U         | L  | T   | R  | U         | L  | T   | R  | U          | L | T   | R  | U          | L  | T   | R |
| Priority                   |           | 10 | 11  | 12 |           | 7  | 8   | 9  | 1U         | 1 | 2   | 3  | 4U         | 4  | 5   | 6 |
| Number of Lanes            |           | 0  | 1   | 0  |           | 0  | 1   | 0  | 0          | 0 | 1   | 0  | 0          | 0  | 1   | 0 |
| Configuration              |           |    | LTR |    |           |    | LTR |    |            |   | LTR |    |            |    | LTR |   |
| Volume (veh/h)             |           | 0  | 2   | 2  |           | 43 | 0   | 23 |            | 0 | 47  | 41 |            | 20 | 92  | 5 |
| Percent Heavy Vehicles (%) |           | 3  | 3   | 3  |           | 3  | 3   | 3  |            | 3 |     |    |            | 3  |     |   |
| Proportion Time Blocked    |           |    |     |    |           |    |     |    |            |   |     |    |            |    |     |   |
| Percent Grade (%)          | 0         |    |     |    | 0         |    |     |    |            |   |     |    |            |    |     |   |
| Right Turn Channelized     |           |    |     |    |           |    |     |    |            |   |     |    |            |    |     |   |
| Median Type   Storage      | Undivided |    |     |    |           |    |     |    |            |   |     |    |            |    |     |   |

Critical and Follow-up Headways

|                              |  |      |      |      |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|------|------|------|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |  | 4.13 |  |  |  | 4.13 |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |  | 2.23 |  |  |  | 2.23 |  |  |

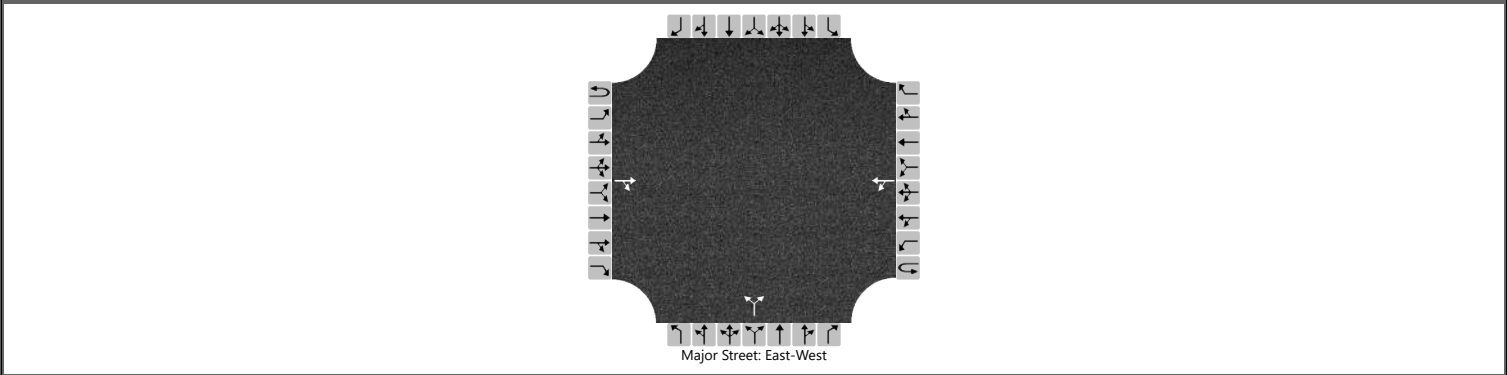
Delay, Queue Length, and Level of Service

|                                         |     |  |      |  |      |      |  |  |     |      |  |  |     |      |  |  |
|-----------------------------------------|-----|--|------|--|------|------|--|--|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |     |  | 4    |  |      | 73   |  |  |     | 0    |  |  |     | 22   |  |  |
| Capacity, c (veh/h)                     |     |  | 768  |  |      | 792  |  |  |     | 1478 |  |  |     | 1490 |  |  |
| v/c Ratio                               |     |  | 0.01 |  |      | 0.09 |  |  |     | 0.00 |  |  |     | 0.01 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     |  | 0.0  |  |      | 0.3  |  |  |     | 0.0  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                   |     |  | 9.7  |  |      | 10.0 |  |  |     | 7.4  |  |  |     | 7.5  |  |  |
| Level of Service (LOS)                  |     |  | A    |  |      | B    |  |  |     | A    |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  | 9.7 |  |      |  | 10.0 |      |  |  | 0.0 |      |  |  | 1.4 |      |  |  |
| Approach LOS                            | A   |  |      |  | B    |      |  |  |     |      |  |  |     |      |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Hampton       |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Hampton Lane          |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.89                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|----|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |    |   |            |   | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 64 | 2  |           | 15 | 58 |   |            | 9 |    | 86 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 3  |    |   |            | 3 |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |    |   | 0          |   |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

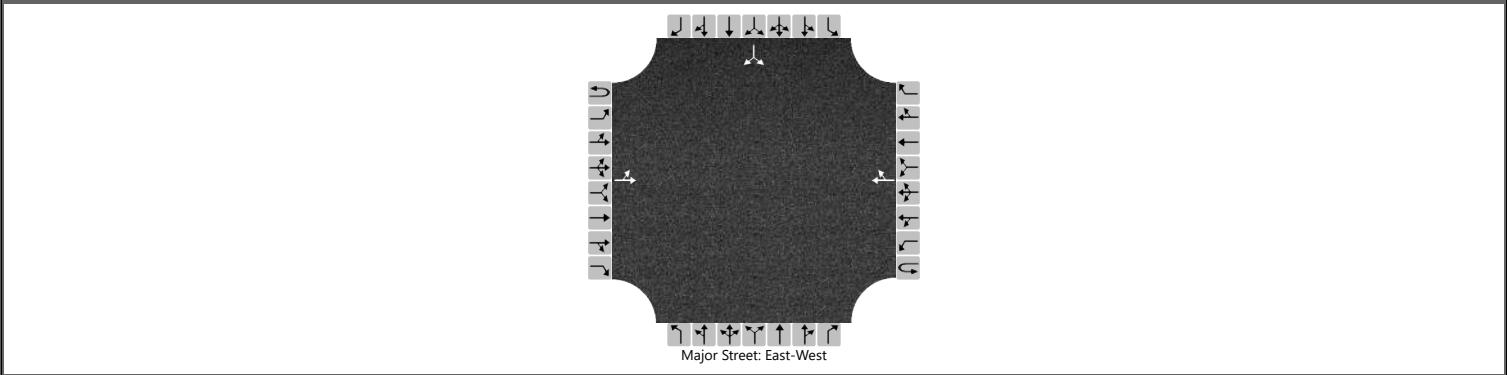
## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 17   |  |  |     |  | 107  |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1519 |  |  |     |  | 966  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.01 |  |  |     |  | 0.11 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.4  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.4  |  |  |     |  | 9.2  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 1.6 |      |  |  | 9.2 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/McKinney      |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/25                     | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | McKinney Road         |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.91                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |   |    |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|-----|---|-----------|---|----|----|------------|---|---|---|------------|----|----|----|
| Movement                   | U         | L  | T   | R | U         | L | T  | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4 | 5  | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0 | 1  | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT |     |   |           |   |    | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 8  | 288 |   |           |   | 70 | 6  |            |   |   |   |            | 6  |    | 10 |
| Percent Heavy Vehicles (%) |           | 3  |     |   |           |   |    |    |            |   |   |   |            | 3  |    | 3  |
| Proportion Time Blocked    |           |    |     |   |           |   |    |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |     |   |           |   |    |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized     |           |    |     |   |           |   |    |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |    |     |   |           |   |    |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  |  |  |  |  |  |  |  |  | 6.43 |  | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  |  |  |  |  |  |  |  |  | 3.53 |  | 3.33 |

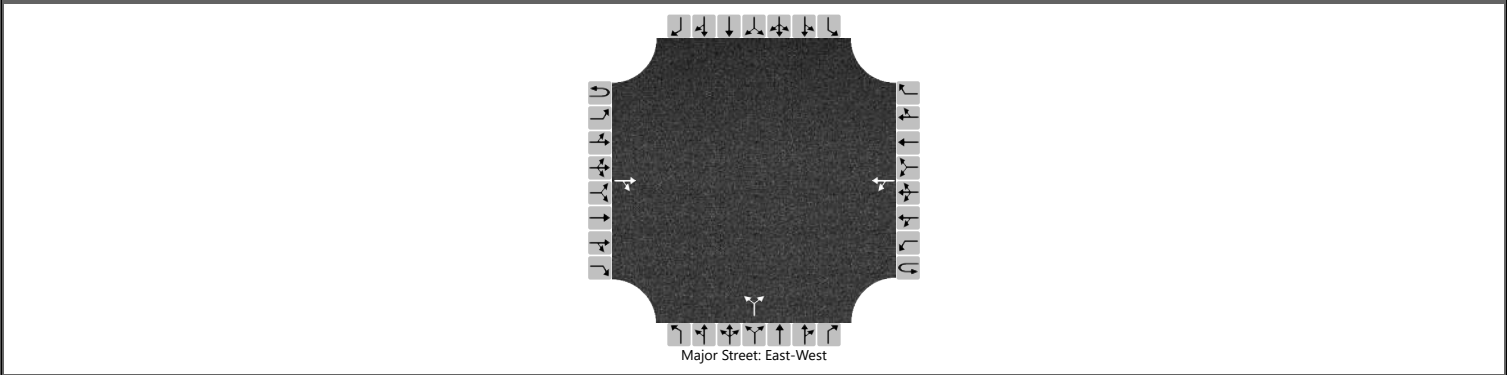
## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |  |  |  |  |  |  |  |  |     |  |      |  |
|-----------------------------------------|-----|------|--|--|--|--|--|--|--|--|--|--|-----|--|------|--|
| Flow Rate, v (veh/h)                    |     | 9    |  |  |  |  |  |  |  |  |  |  |     |  | 18   |  |
| Capacity, c (veh/h)                     |     | 1507 |  |  |  |  |  |  |  |  |  |  |     |  | 783  |  |
| v/c Ratio                               |     | 0.01 |  |  |  |  |  |  |  |  |  |  |     |  | 0.02 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |  |  |  |  |  |  |  |  |     |  | 0.1  |  |
| Control Delay (s/veh)                   |     | 7.4  |  |  |  |  |  |  |  |  |  |  |     |  | 9.7  |  |
| Level of Service (LOS)                  |     | A    |  |  |  |  |  |  |  |  |  |  |     |  | A    |  |
| Approach Delay (s/veh)                  | 0.3 |      |  |  |  |  |  |  |  |  |  |  | 9.7 |  |      |  |
| Approach LOS                            |     |      |  |  |  |  |  |  |  |  |  |  | A   |  |      |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                         |
|--------------------------|-----------------------------|----------------------------|-------------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Martin Field Ln |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place   |
| Date Performed           | 2/27/2025                   | East/West Street           | Whitman Drive           |
| Analysis Year            | 2045                        | North/South Street         | Martin Field Lane       |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.85                    |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                    |
| Project Description      | Martin Airfield Feasibility |                            |                         |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |    |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|----|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T  | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |    |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 286 | 0  |           | 3  | 90 |   |            | 0 |    | 8 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |    |   |            | 3 |    | 3 |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |    |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |    |   |            |   |    |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

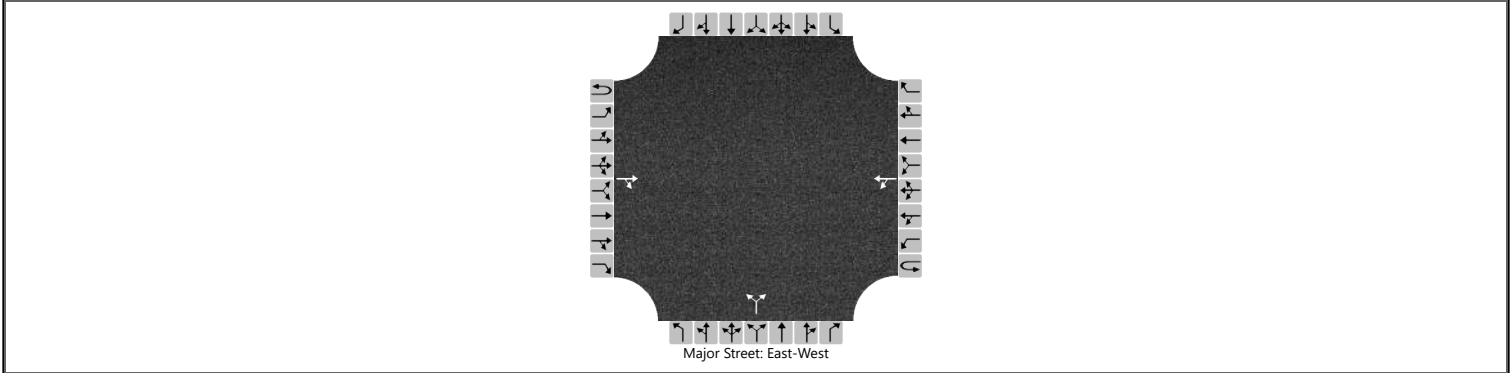
## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 4    |  |  |      |  | 9    |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1217 |  |  |      |  | 703  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |      |  | 0.01 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |      |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 8.0  |  |  |      |  | 10.2 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.3 |      |  |  | 10.2 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Homestead     |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/2025                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Homestead Ave         |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.81                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |    |   | Northbound |   |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|----|---|------------|---|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T  | R | U          | L | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |    |   |            |   | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 287 | 12 |           | 61 | 79 |   |            | 9 |    | 52 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |    |   |            | 3 |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |    |   | 0          |   |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |    |   |            |   |    |    |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

## Delay, Queue Length, and Level of Service

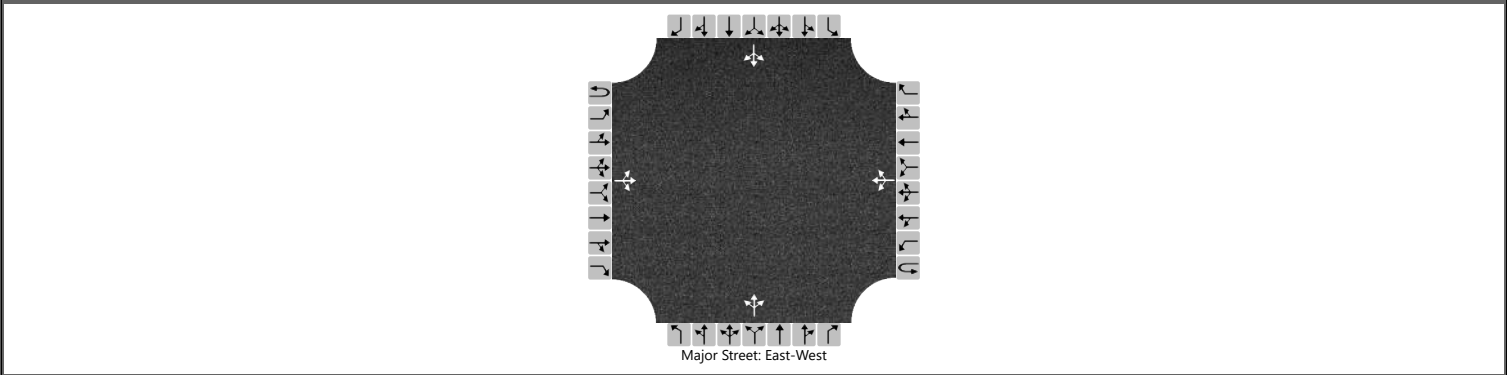
|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 75   |  |  |      |  | 75   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1184 |  |  |      |  | 625  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.06 |  |  |      |  | 0.12 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.2  |  |  |      |  | 0.4  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 8.2  |  |  |      |  | 11.5 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 3.9 |      |  |  | 11.5 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |



HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Hussey        |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Hussey Road           |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.90                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |     | Westbound |    |     |    | Northbound |    |     |    | Southbound |    |     |    |
|----------------------------|-----------|---|-----|-----|-----------|----|-----|----|------------|----|-----|----|------------|----|-----|----|
| Movement                   | U         | L | T   | R   | U         | L  | T   | R  | U          | L  | T   | R  | U          | L  | T   | R  |
| Priority                   | 1U        | 1 | 2   | 3   | 4U        | 4  | 5   | 6  |            | 7  | 8   | 9  |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0   | 0         | 0  | 1   | 0  |            | 0  | 1   | 0  |            | 0  | 1   | 0  |
| Configuration              |           |   | LTR |     |           |    | LTR |    |            |    | LTR |    |            |    | LTR |    |
| Volume (veh/h)             |           | 9 | 311 | 100 |           | 94 | 183 | 12 |            | 62 | 21  | 49 |            | 11 | 35  | 4  |
| Percent Heavy Vehicles (%) |           | 3 |     |     |           | 3  |     |    |            | 3  | 3   | 3  |            | 3  | 3   | 3  |
| Proportion Time Blocked    |           |   |     |     |           |    |     |    |            |    |     |    |            |    |     |    |
| Percent Grade (%)          |           |   |     |     |           |    |     |    | 0          |    |     |    | 0          |    |     |    |
| Right Turn Channelized     |           |   |     |     |           |    |     |    |            |    |     |    |            |    |     |    |
| Median Type   Storage      | Undivided |   |     |     |           |    |     |    |            |    |     |    |            |    |     |    |

Critical and Follow-up Headways

|                              |  |      |  |  |  |      |  |  |  |      |      |      |  |      |      |      |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  | 4.1  |  |  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  | 4.13 |  |  |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  | 2.2  |  |  |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  | 2.23 |  |  |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |

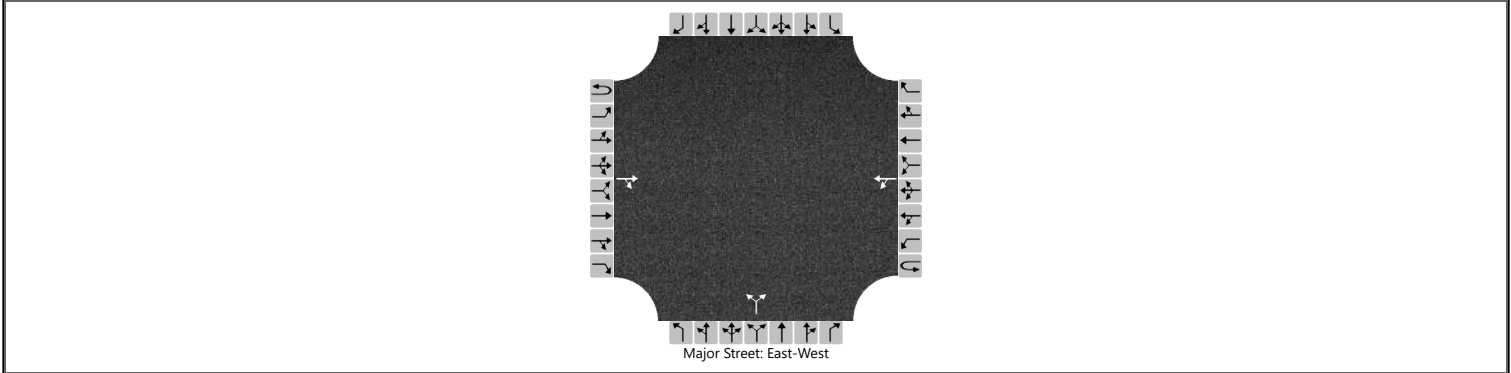
Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |  |      |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|--|------|
| Flow Rate, v (veh/h)                    |     | 10   |  |  |     | 104  |  |  |      |  | 147  |  |      |  |  | 56   |
| Capacity, c (veh/h)                     |     | 1347 |  |  |     | 1099 |  |  |      |  | 301  |  |      |  |  | 250  |
| v/c Ratio                               |     | 0.01 |  |  |     | 0.10 |  |  |      |  | 0.49 |  |      |  |  | 0.22 |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.3  |  |  |      |  | 2.5  |  |      |  |  | 0.8  |
| Control Delay (s/veh)                   |     | 7.7  |  |  |     | 8.6  |  |  |      |  | 27.9 |  |      |  |  | 23.5 |
| Level of Service (LOS)                  |     | A    |  |  |     | A    |  |  |      |  | D    |  |      |  |  | C    |
| Approach Delay (s/veh)                  | 0.2 |      |  |  | 3.4 |      |  |  | 27.9 |  |      |  | 23.5 |  |  |      |
| Approach LOS                            |     |      |  |  |     |      |  |  | D    |  |      |  | C    |  |  |      |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Davis         |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/25                     | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Davis Ave             |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.84                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |     |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 361 | 28 |           | 83 | 290 |   |            | 32 |    | 64 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |     |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 99   |  |  |      |  | 114  |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1093 |  |  |      |  | 405  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.09 |  |  |      |  | 0.28 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.3  |  |  |      |  | 1.1  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 8.6  |  |  |      |  | 17.4 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  | C    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 2.7 |      |  |  | 17.4 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | C    |  |      |  |  |  |  |  |

Lanes, Volumes, Timings  
3: College Ave & Whitman Dr

02/28/2025

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |  |  |  |                                                                                   |   |  |  |  |  |  |
| Traffic Volume (vph)       | 100                                                                               | 273                                                                               | 105                                                                               | 45                                                                                | 170                                                                               | 21                                                                                | 82                                                                                  | 274                                                                                 | 53                                                                                  | 24                                                                                  | 279                                                                                 | 145                                                                                 |
| Future Volume (vph)        | 100                                                                               | 273                                                                               | 105                                                                               | 45                                                                                | 170                                                                               | 21                                                                                | 82                                                                                  | 274                                                                                 | 53                                                                                  | 24                                                                                  | 279                                                                                 | 145                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (ft)        | 150                                                                               |                                                                                   | 75                                                                                | 145                                                                               |                                                                                   | 0                                                                                 | 100                                                                                 |                                                                                     | 100                                                                                 | 100                                                                                 |                                                                                     | 100                                                                                 |
| Storage Lanes              | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. 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                                                                                |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   | 0.983                                                                             |                                                                                   |                                                                                     |                                                                                     | 0.850                                                                               |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1770                                                                              | 1863                                                                              | 1583                                                                              | 1770                                                                              | 1831                                                                              | 0                                                                                 | 1770                                                                                | 1863                                                                                | 1583                                                                                | 1770                                                                                | 1863                                                                                | 1583                                                                                |
| Flt Permitted              | 0.408                                                                             |                                                                                   |                                                                                   | 0.334                                                                             |                                                                                   |                                                                                   | 0.468                                                                               |                                                                                     |                                                                                     | 0.560                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 760                                                                               | 1863                                                                              | 1583                                                                              | 622                                                                               | 1831                                                                              | 0                                                                                 | 872                                                                                 | 1863                                                                                | 1583                                                                                | 1043                                                                                | 1863                                                                                | 1583                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 120                                                                               |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     |                                                                                     | 120                                                                                 |                                                                                     |                                                                                     | 120                                                                                 |
| Link Speed (mph)           |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 667                                                                               |                                                                                   |                                                                                   | 695                                                                               |                                                                                   |                                                                                     | 651                                                                                 |                                                                                     |                                                                                     | 629                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 18.2                                                                              |                                                                                   |                                                                                   | 19.0                                                                              |                                                                                   |                                                                                     | 17.8                                                                                |                                                                                     |                                                                                     | 17.2                                                                                |                                                                                     |
| 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                                                                                |
| Adj. Flow (vph)            | 109                                                                               | 297                                                                               | 114                                                                               | 49                                                                                | 185                                                                               | 23                                                                                | 89                                                                                  | 298                                                                                 | 58                                                                                  | 26                                                                                  | 303                                                                                 | 158                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 109                                                                               | 297                                                                               | 114                                                                               | 49                                                                                | 208                                                                               | 0                                                                                 | 89                                                                                  | 298                                                                                 | 58                                                                                  | 26                                                                                  | 303                                                                                 | 158                                                                                 |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                                | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     | 12                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway 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                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   |
| Detector Template          | Left                                                                              | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                | Right                                                                               |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 | 20                                                                                  |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 | 20                                                                                | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   | 20                                                                                  | 20                                                                                  | 6                                                                                   | 20                                                                                  |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | 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                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                               | NA                                                                                  | Perm                                                                                | pm+pt                                                                               | NA                                                                                  | Perm                                                                                |
| Protected Phases           | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                   | 4                                                                                   |                                                                                     | 3                                                                                   | 8                                                                                   |                                                                                     |
| Permitted Phases           | 6                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                   |                                                                                     | 4                                                                                   | 8                                                                                   |                                                                                     | 8                                                                                   |

Lanes, Volumes, Timings  
3: College Ave & Whitman Dr

02/28/2025

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Detector Phase          | 1                                                                                 | 6                                                                                 | 6                                                                                 | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                   | 4                                                                                   | 4                                                                                   | 3                                                                                   | 8                                                                                   | 8                                                                                   |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 4.0                                                                               | 8.0                                                                               | 8.0                                                                               | 4.0                                                                               | 8.0                                                                               |                                                                                   | 4.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 | 4.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 |
| Minimum Split (s)       | 9.5                                                                               | 27.7                                                                              | 27.7                                                                              | 9.5                                                                               | 30.8                                                                              |                                                                                   | 9.5                                                                                 | 30.8                                                                                | 30.8                                                                                | 9.5                                                                                 | 27.7                                                                                | 27.7                                                                                |
| Total Split (s)         | 15.0                                                                              | 45.0                                                                              | 45.0                                                                              | 15.0                                                                              | 45.0                                                                              |                                                                                   | 15.0                                                                                | 45.0                                                                                | 45.0                                                                                | 15.0                                                                                | 45.0                                                                                | 45.0                                                                                |
| Total Split (%)         | 12.5%                                                                             | 37.5%                                                                             | 37.5%                                                                             | 12.5%                                                                             | 37.5%                                                                             |                                                                                   | 12.5%                                                                               | 37.5%                                                                               | 37.5%                                                                               | 12.5%                                                                               | 37.5%                                                                               | 37.5%                                                                               |
| Maximum Green (s)       | 9.8                                                                               | 39.3                                                                              | 39.3                                                                              | 9.8                                                                               | 39.2                                                                              |                                                                                   | 9.8                                                                                 | 39.2                                                                                | 39.2                                                                                | 9.8                                                                                 | 39.3                                                                                | 39.3                                                                                |
| Yellow Time (s)         | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| All-Red Time (s)        | 2.2                                                                               | 2.7                                                                               | 2.7                                                                               | 2.2                                                                               | 2.8                                                                               |                                                                                   | 2.2                                                                                 | 2.8                                                                                 | 2.8                                                                                 | 2.2                                                                                 | 2.7                                                                                 | 2.7                                                                                 |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)     | 5.2                                                                               | 5.7                                                                               | 5.7                                                                               | 5.2                                                                               | 5.8                                                                               |                                                                                   | 5.2                                                                                 | 5.8                                                                                 | 5.8                                                                                 | 5.2                                                                                 | 5.7                                                                                 | 5.7                                                                                 |
| Lead/Lag                | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                                | Lag                                                                                 | Lag                                                                                 | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| Recall Mode             | None                                                                              | Min                                                                               | Min                                                                               | None                                                                              | Min                                                                               |                                                                                   | None                                                                                | C-Max                                                                               | C-Max                                                                               | None                                                                                | C-Max                                                                               | C-Max                                                                               |
| Walk Time (s)           |                                                                                   | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                               |                                                                                   |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |
| Flash Don't Walk (s)    |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                   | 11.0                                                                              |                                                                                   |                                                                                     | 11.0                                                                                | 11.0                                                                                |                                                                                     | 11.0                                                                                | 11.0                                                                                |
| Pedestrian Calls (#/hr) |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |
| Act Effect Green (s)    | 35.0                                                                              | 26.7                                                                              | 26.7                                                                              | 31.3                                                                              | 22.9                                                                              |                                                                                   | 70.0                                                                                | 63.8                                                                                | 63.8                                                                                | 64.4                                                                                | 57.6                                                                                | 57.6                                                                                |
| Actuated g/C Ratio      | 0.29                                                                              | 0.22                                                                              | 0.22                                                                              | 0.26                                                                              | 0.19                                                                              |                                                                                   | 0.58                                                                                | 0.53                                                                                | 0.53                                                                                | 0.54                                                                                | 0.48                                                                                | 0.48                                                                                |
| v/c Ratio               | 0.36                                                                              | 0.72                                                                              | 0.26                                                                              | 0.21                                                                              | 0.59                                                                              |                                                                                   | 0.16                                                                                | 0.30                                                                                | 0.06                                                                                | 0.04                                                                                | 0.34                                                                                | 0.19                                                                                |
| Control Delay (s/veh)   | 31.2                                                                              | 53.1                                                                              | 6.9                                                                               | 27.6                                                                              | 48.3                                                                              |                                                                                   | 13.1                                                                                | 20.1                                                                                | 0.1                                                                                 | 13.3                                                                                | 23.3                                                                                | 7.6                                                                                 |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     | 31.2                                                                              | 53.1                                                                              | 6.9                                                                               | 27.6                                                                              | 48.3                                                                              |                                                                                   | 13.1                                                                                | 20.1                                                                                | 0.1                                                                                 | 13.3                                                                                | 23.3                                                                                | 7.6                                                                                 |
| LOS                     | C                                                                                 | D                                                                                 | A                                                                                 | C                                                                                 | D                                                                                 |                                                                                   | B                                                                                   | C                                                                                   | A                                                                                   | B                                                                                   | C                                                                                   | A                                                                                   |
| Approach Delay (s/veh)  |                                                                                   | 38.4                                                                              |                                                                                   |                                                                                   | 44.3                                                                              |                                                                                   |                                                                                     | 16.1                                                                                |                                                                                     |                                                                                     | 17.6                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 60.7 (51%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 27.6

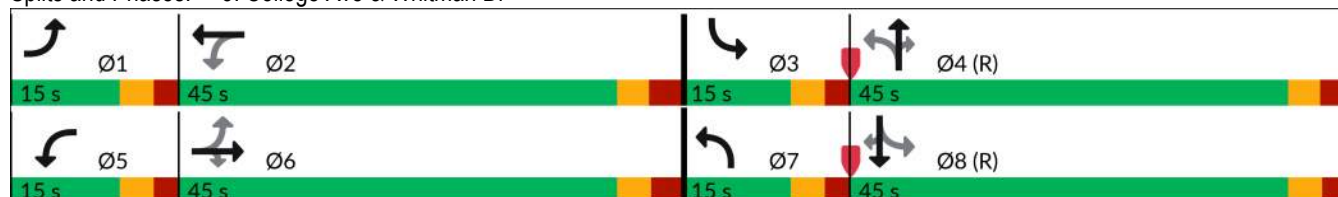
Intersection LOS: C

Intersection Capacity Utilization 55.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: College Ave & Whitman Dr



## Queues

3: College Ave &amp; Whitman Dr

02/28/2025



| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 109  | 297  | 114  | 49   | 208  | 89   | 298  | 58   | 26   | 303  | 158  |
| v/c Ratio               | 0.36 | 0.72 | 0.26 | 0.21 | 0.59 | 0.16 | 0.30 | 0.06 | 0.04 | 0.34 | 0.19 |
| Control Delay (s/veh)   | 31.2 | 53.1 | 6.9  | 27.6 | 48.3 | 13.1 | 20.1 | 0.1  | 13.3 | 23.3 | 7.6  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 31.2 | 53.1 | 6.9  | 27.6 | 48.3 | 13.1 | 20.1 | 0.1  | 13.3 | 23.3 | 7.6  |
| Queue Length 50th (ft)  | 61   | 219  | 0    | 26   | 144  | 28   | 135  | 0    | 8    | 142  | 15   |
| Queue Length 95th (ft)  | 92   | 290  | 40   | 48   | 199  | 64   | 244  | 0    | 25   | 261  | 66   |
| Internal Link Dist (ft) |      | 587  |      |      | 615  |      | 571  |      |      | 549  |      |
| Turn Bay Length (ft)    | 150  |      | 75   | 145  |      | 100  |      | 100  | 100  |      | 100  |
| Base Capacity (vph)     | 304  | 610  | 599  | 266  | 602  | 587  | 989  | 897  | 649  | 894  | 822  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.36 | 0.49 | 0.19 | 0.18 | 0.35 | 0.15 | 0.30 | 0.06 | 0.04 | 0.34 | 0.19 |

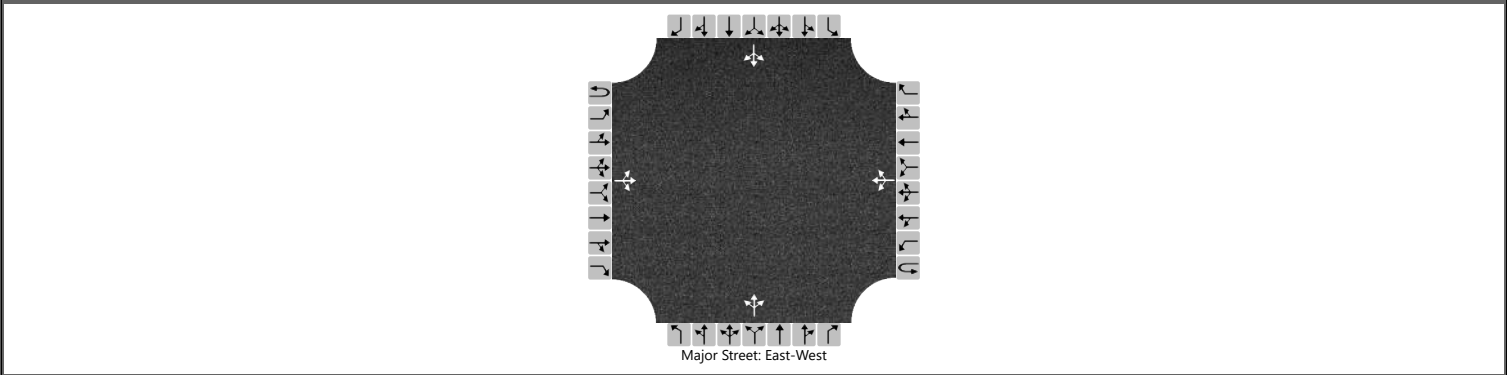
## Intersection Summary



HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/New Driveway  |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 3/5/2025                    | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | New Driveway          |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.90                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |   | Westbound |   |     |   | Northbound |   |     |    | Southbound |    |     |    |
|----------------------------|-----------|---|-----|---|-----------|---|-----|---|------------|---|-----|----|------------|----|-----|----|
| Movement                   | U         | L | T   | R | U         | L | T   | R | U          | L | T   | R  | U          | L  | T   | R  |
| Priority                   | 1U        | 1 | 2   | 3 | 4U        | 4 | 5   | 6 |            | 7 | 8   | 9  |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0 | 0         | 0 | 1   | 0 |            | 0 | 1   | 0  |            | 0  | 1   | 0  |
| Configuration              |           |   | LTR |   |           |   | LTR |   |            |   | LTR |    |            |    | LTR |    |
| Volume (veh/h)             |           | 1 | 150 | 0 |           | 4 | 89  | 6 |            | 2 | 0   | 20 |            | 40 | 0   | 4  |
| Percent Heavy Vehicles (%) |           | 3 |     |   |           | 3 |     |   |            | 3 | 3   | 3  |            | 3  | 3   | 3  |
| Proportion Time Blocked    |           |   |     |   |           |   |     |   |            |   |     |    |            |    |     |    |
| Percent Grade (%)          |           |   |     |   |           |   |     |   | 0          |   |     |    | 0          |    |     |    |
| Right Turn Channelized     |           |   |     |   |           |   |     |   |            |   |     |    |            |    |     |    |
| Median Type   Storage      | Undivided |   |     |   |           |   |     |   |            |   |     |    |            |    |     |    |

Critical and Follow-up Headways

|                              |  |      |  |  |  |      |  |  |  |      |      |      |  |      |      |      |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  | 4.1  |  |  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  | 4.13 |  |  |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  | 2.2  |  |  |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  | 2.23 |  |  |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |

Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |     |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|-----|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 1    |  |  |     | 4    |  |  |     |  | 24   |  |      |  | 49   |  |
| Capacity, c (veh/h)                     |     | 1479 |  |  |     | 1405 |  |  |     |  | 850  |  |      |  | 660  |  |
| v/c Ratio                               |     | 0.00 |  |  |     | 0.00 |  |  |     |  | 0.03 |  |      |  | 0.07 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.0  |  |  |     |  | 0.1  |  |      |  | 0.2  |  |
| Control Delay (s/veh)                   |     | 7.4  |  |  |     | 7.6  |  |  |     |  | 9.4  |  |      |  | 10.9 |  |
| Level of Service (LOS)                  |     | A    |  |  |     | A    |  |  |     |  | A    |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.1 |      |  |  | 0.3 |      |  |  | 9.4 |  |      |  | 10.9 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | A   |  |      |  | B    |  |      |  |

# **Appendix 5**

## **Economic Analysis**

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# Market Feasibility

MARTIN AIRFIELD

An analysis conducted by:  TheMettsGroup

Prepared for:



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## Purpose

The purpose of this study is to analyze market feasible light industrial uses for the 233-acre site around Martin Airfield and bordered by Whitman Drive to the north, Hampton Lane to the west, Homestead Acres Subdivision to the east, and a bluff to the south. This study conforms to the minimum threshold criteria established by the Washington State Community and Economic Revitalization Board for potential grant funding opportunities.

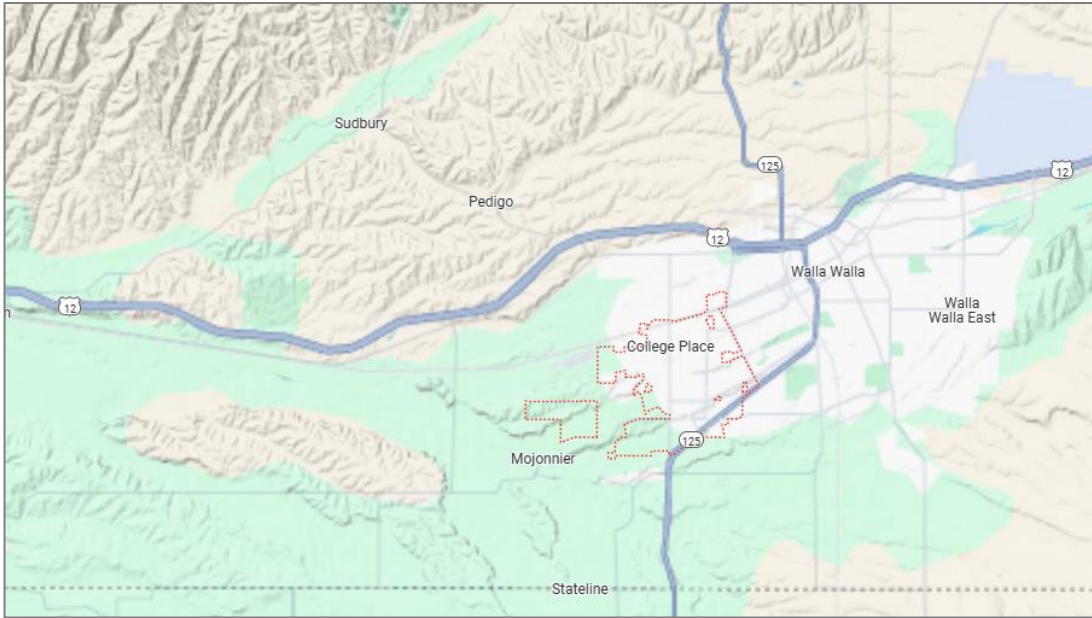
The following outlines the scope within the above objectives:

1. Interview key stakeholders to gather and review pertinent project background data.
2. Assess the locational characteristics of the site relative to the industrial market.
3. Perform Market analysis for the site
4. Perform Job Benefit Analysis
5. Evaluate the overall City of College Place area economic outlook for industrial real estate development.
6. Conduct interviews with selected key persons in the College Place catchment area knowledgeable of demand potentials by various industrial uses (e.g. complementary agricultural processing/supplier needs, light manufacturing, warehouse distribution, flex space, etc.).
7. Identify and evaluate potentially competing sites and corresponding industrial uses.
8. Analyze which target industries may be located at the site.
9. Recommend specific companies that should be targeted to prospective tenants.
10. Forecast the economic impacts to the City of College Place if the site is fully tenanted with the prescribed potential industrial users.
11. Recommend a project marketing strategy for the site.
12. Prepare a corresponding Economic Feasibility Analysis and marketing strategy for the site.

## Location

College Place is home to approximately 10,000 residents and has a growing local economy. The City's industries are anchored in government, higher education, retail, healthcare, and finance, contributing a Gross Regional Product (GRP) of \$417 million, or 10% of the county's economy. With nearly 3,900 jobs in total, the City is positioned for further economic expansion, especially with its proximity to key transportation routes such as US 12, I-82, and I-84, as well as rail access, broadband availability, and the added benefit of being an Opportunity Zone.

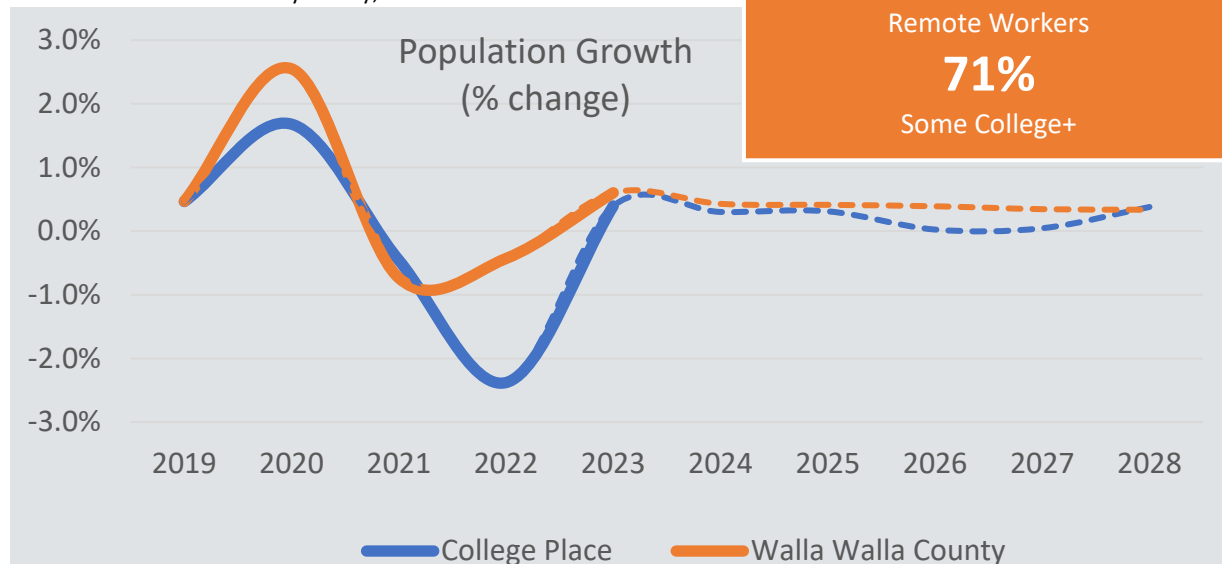




## Economy Overview

The population of College Place is estimated at 9,945, reflecting a modest growth of 0.4% from 2020 to 2024. Population growth trends for both College Place and Walla Walla County show similar growth trends, with a sharp decline around 2022 in College Place, followed by gradual stabilization. Workforce characteristics indicate a labor force participation rate of 59%, which is below the national average of 63.5%. Additionally, 10% of the workforce consists of remote workers, and 71% of residents have some college education or higher, suggesting a relatively educated workforce.

Source: American Community Survey, 5-Year Estimates



## Population

**9,945**

**0.4%** ↑

(2020-2024 est.)

## Workforce Characteristics

**59%**

Labor Force Participation Rate  
(63.5% U.S.)

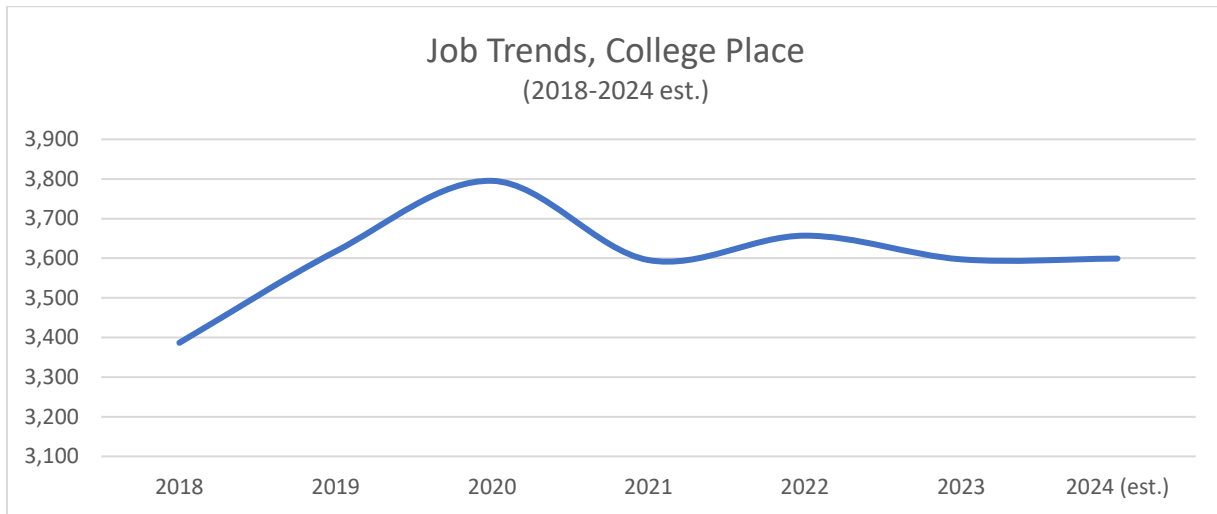
**10%**

Remote Workers

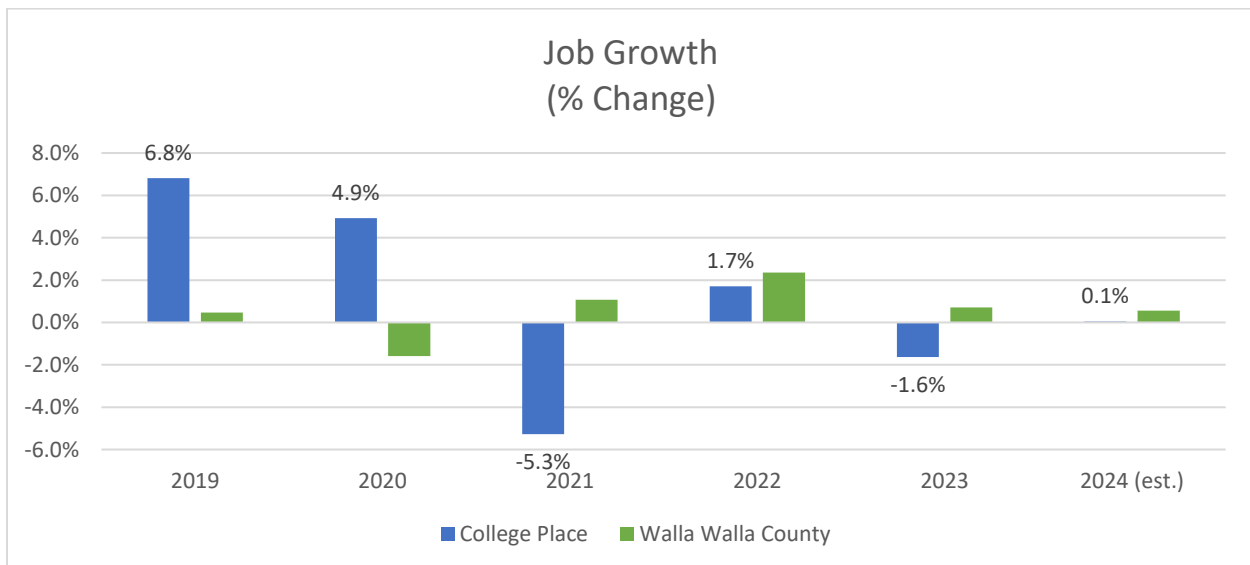
**71%**

Some College+

The job market in College Place is still recovering from the pandemic. Between the peak in 2020 and the trough in late 2021, approximately 200 jobs were lost within the 99324 ZIP code, representing a 5.3% decline.



Source: Lightcast, QCEW, Non-QCEW, Self-employed



Source: Lightcast, QCEW, Non-QCEW, Self-employed

The largest contributing industries include government (primarily higher education), retail trade, accommodation and food services, health care, and finance and insurance. Government employment dominates the local labor market, followed by educational services, indicating the area's strong ties to public institutions and higher education. Retail and health care also play significant roles, supporting both local consumption and essential services.

The region's Gross Regional Product (GRP) stands at \$417 million, accounting for 10% of the County's total economic output. The primary industries driving GRP are government, finance and insurance, retail, educational services, and health care. The data suggests a stable economy with growth in key service-oriented sectors, reinforcing the importance of education, health care, and retail as economic pillars.

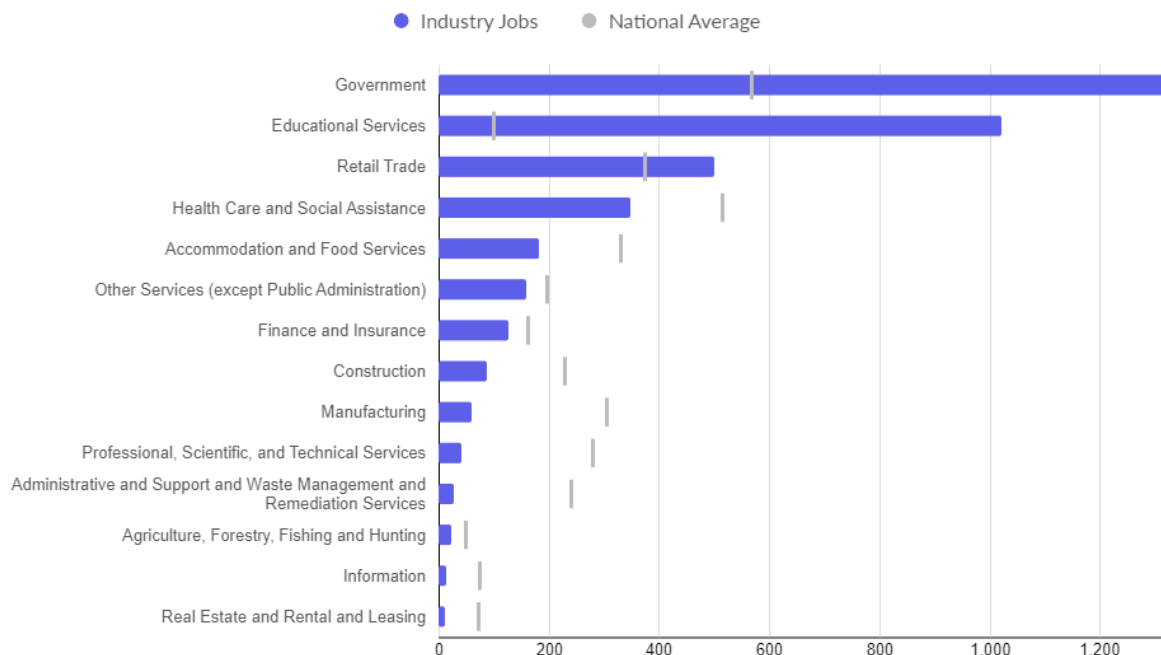
GRP
\$417M
(10% of County)

Largest Contributing Industries:

- Government
- Finance & Insurance
- Retail
- Educational Svcs
- Health Care

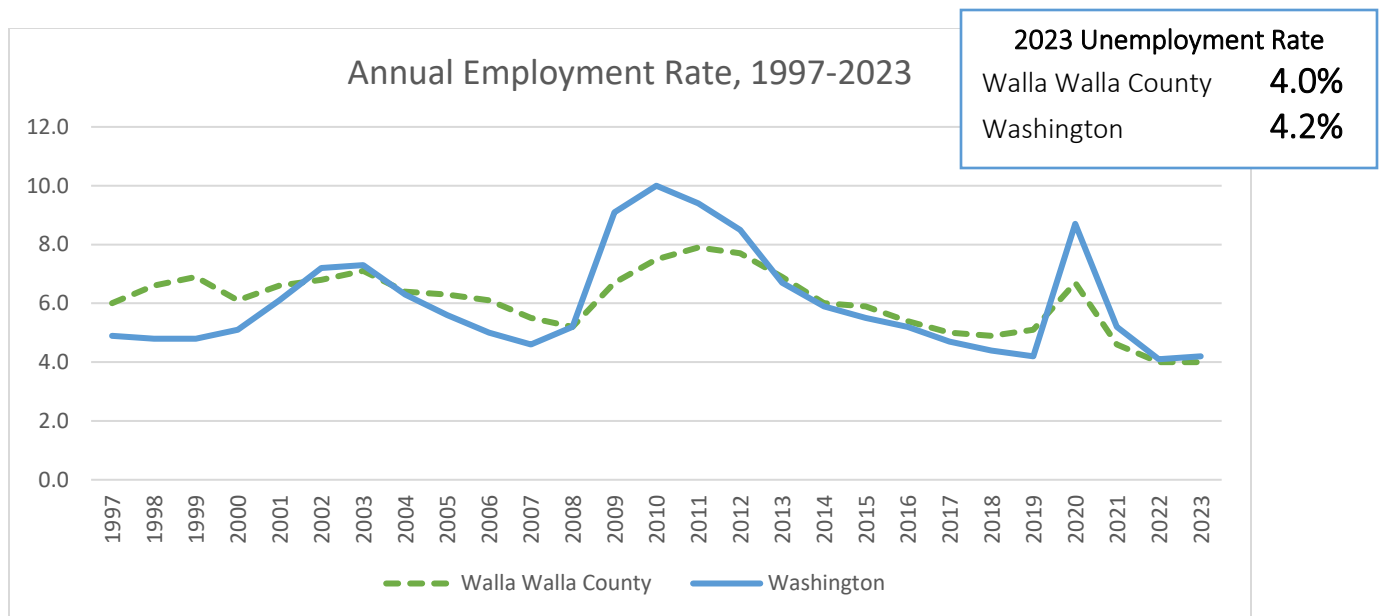
Source: Lightcast, College Place (zip code 99324)

### Largest Industries



Source: Lightcast, QCEW, Non-QCEW, Self-employed for College Place (zip code 99324)

The unemployment rate in Franklin County remains higher than the state, by 2.1 percentage points. The 2019 annual unemployment rate—the most recent annual number at the time of this report—in Franklin County was 6.4%, compared to 4.3% statewide and 3.7% for the nation.



Source: U.S. Bureau of Labor Statistics, Local Area Unemployment Statistics program

According to the Bureau of Labor Statistics' Occupational Employment and Wage Statistics, the median hourly wage in Walla Walla County was \$23.04 as of the latest available data (May 2023). Walla Walla County continues to trail the state in wages—20% below the state average.

### Median Hourly Wage

**\$23.04**

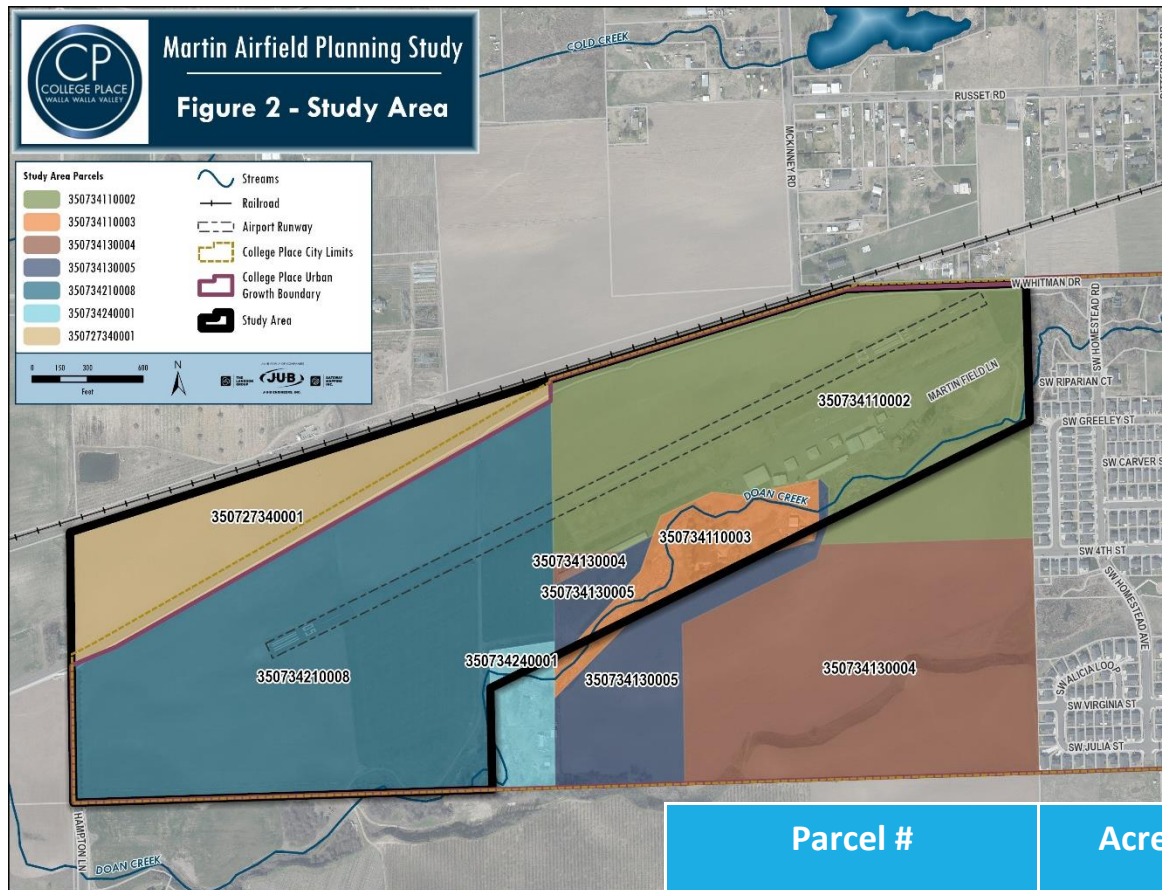
(Walla Walla County)

**\$28.81**

(Washington)

## Commercial Real Estate Snapshot

The City of College Place only has three acres of active light industrial land. The project area consists of six (6) light industrial zoned parcels, totaling 233 acres.

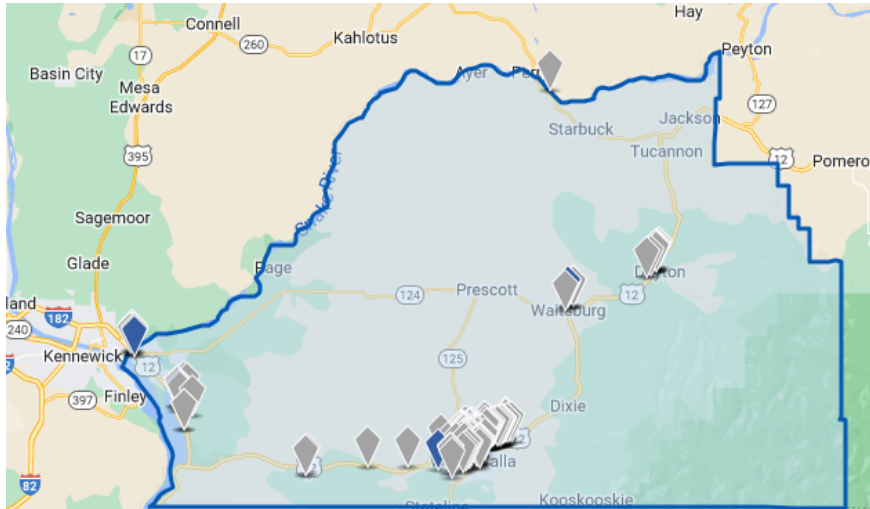


| Parcel #               | Acres  |
|------------------------|--------|
| 350734210008           | 79.83  |
| 350734240001 (private) | 6.61   |
| 350734130005           | 19.82  |
| 350734130004           | 54.58  |
| 350734110002           | 62.60  |
| 350734110003           | 10.00  |
| Total                  | 233.44 |



## Industrial Inventory

Of the 4.6 million square feet of industrial and flex space in the Walla Walla region (Costar), only 29% has been built in the past 30 years.

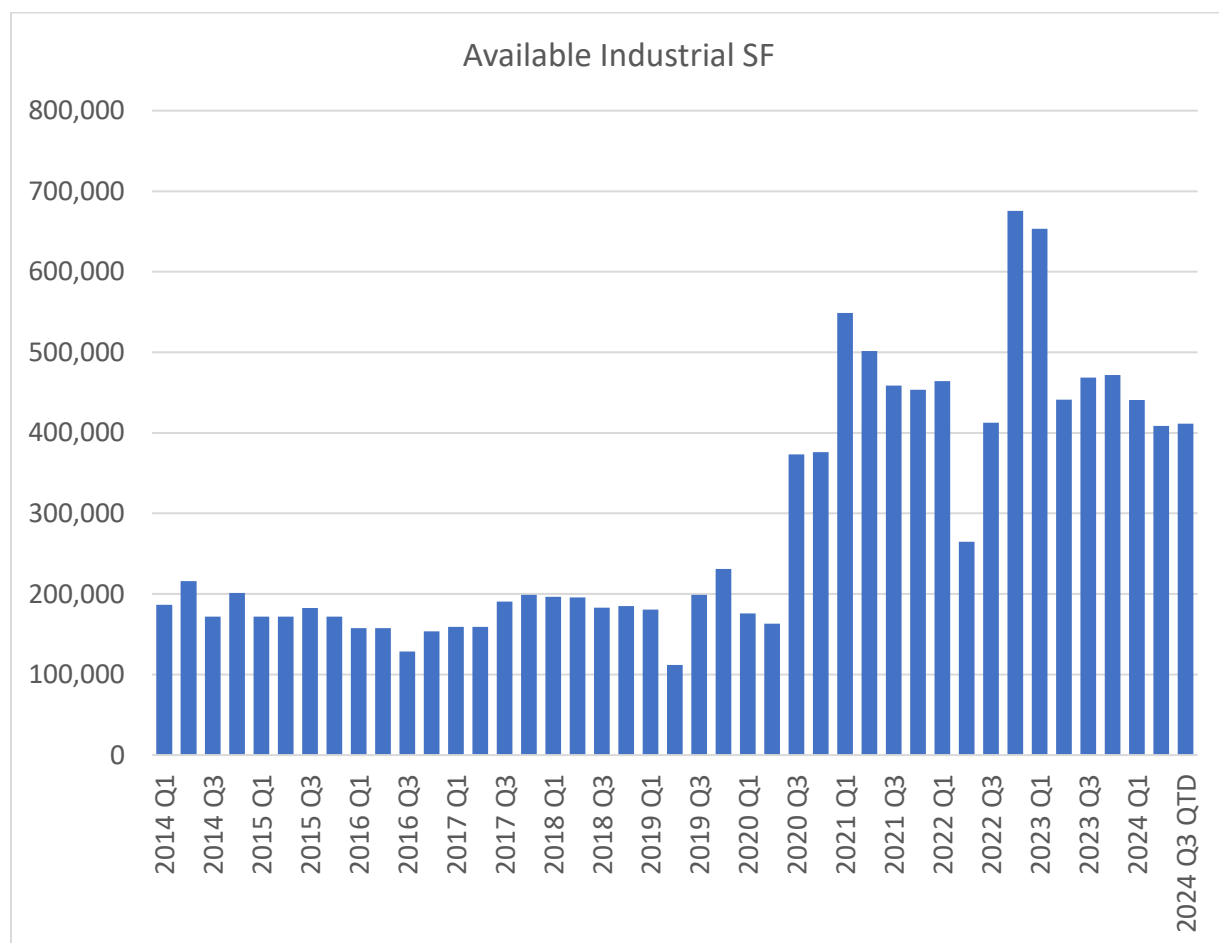


**4.6M SF**  
inventory

**411,260 SF**  
available space

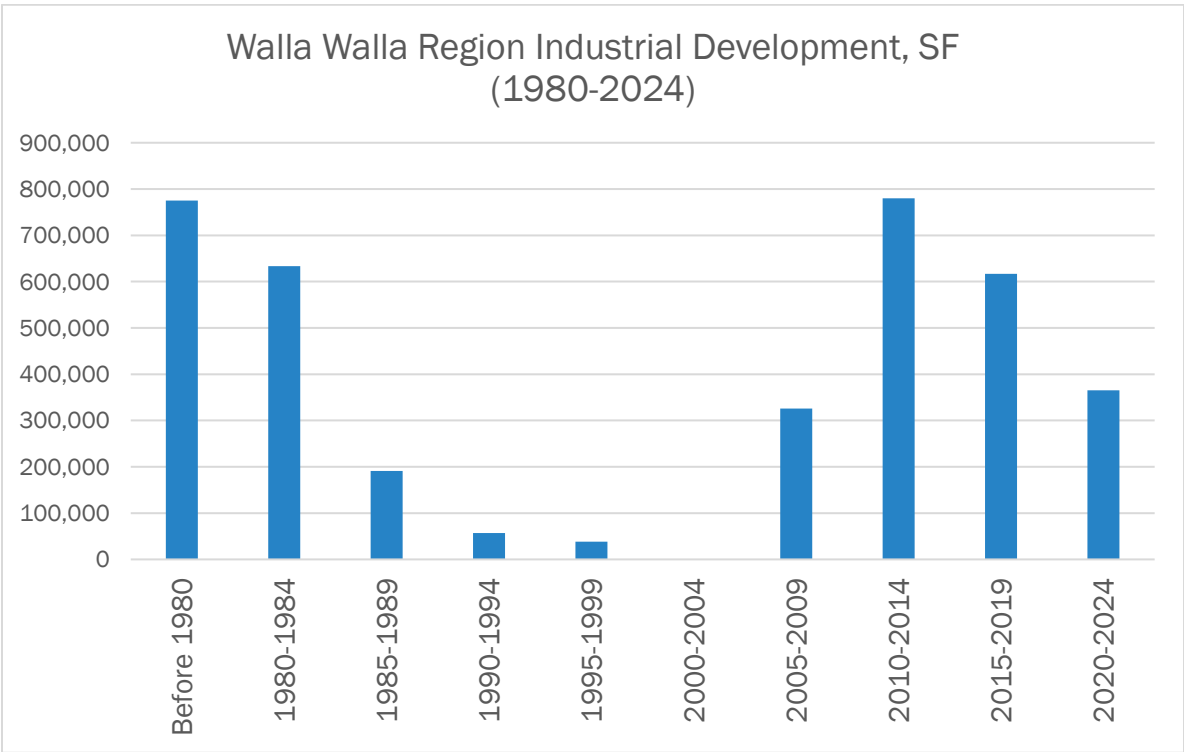
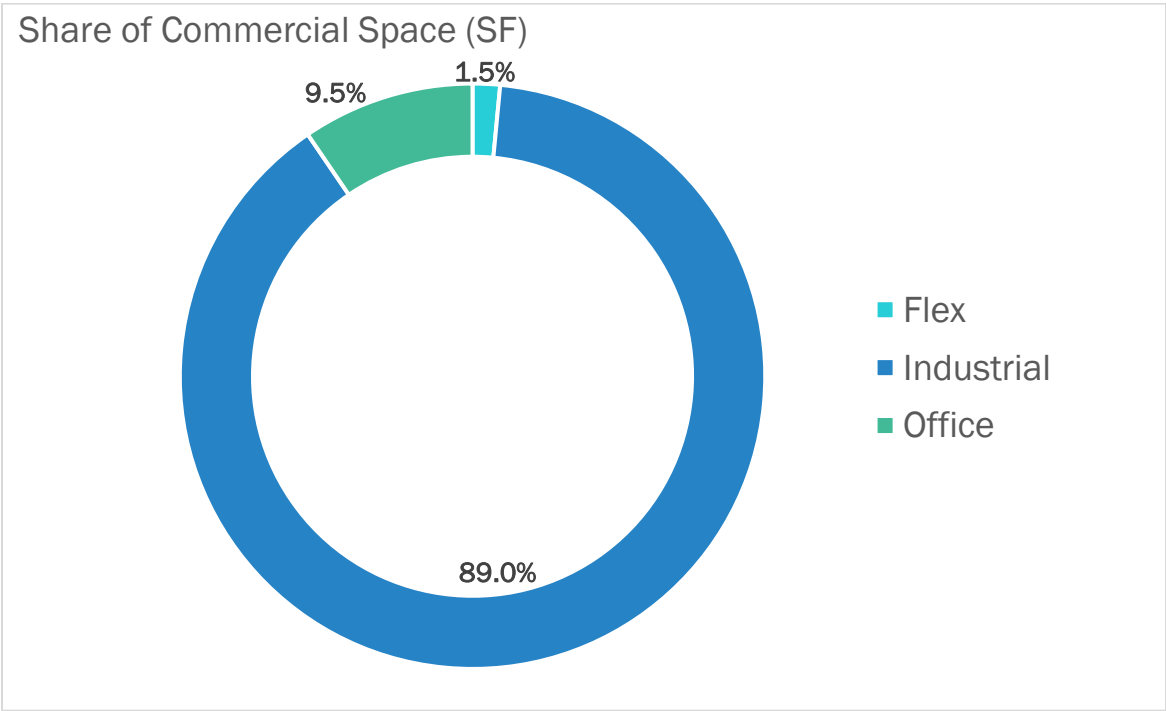
**5.6%**  
vacancy rate

**\$8.71/SF**  
rental rate



Source: Costar

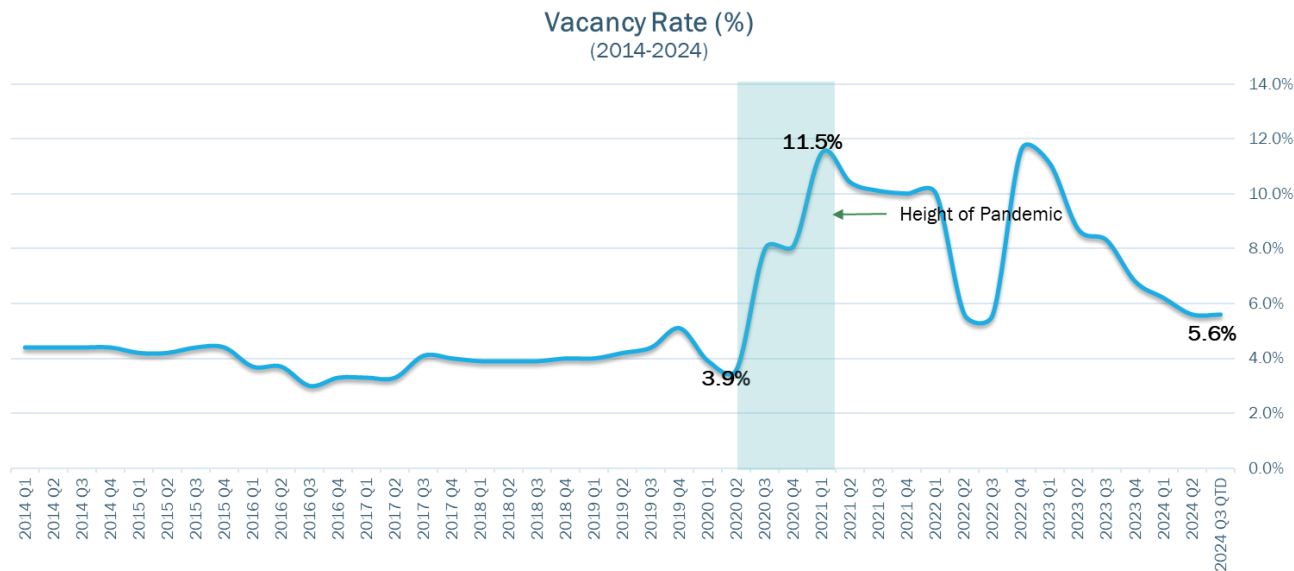
Of the 4.6 million square feet of industrial and flex space in the Walla Walla region (Costar), only 29% has been built in the past 30 years.



Source: Costar

Industrial Performance

Vacancy rates in the Walla Walla region are currently slightly above average at 5.6%. However, this is a significant improvement from the pandemic peak of 11.5%. Before the pandemic, vacancy rates typically ranged between 3% and 4%.



Source: Costar, Authors calculations

Rent growth for both industrial and office space has maintained a steady trajectory, defying the challenges posed by the pandemic.

While there was a slight deceleration in rent growth for office space during the pandemic, it managed to persevere and return to pre-pandemic levels of growth. In contrast, industrial rental rates continued their upward trend at a commendable pace.

This sustained growth, coupled with the constrained supply of new commercial inventory and low vacancy rates, underscores the demand for commercial space in Ellensburg.

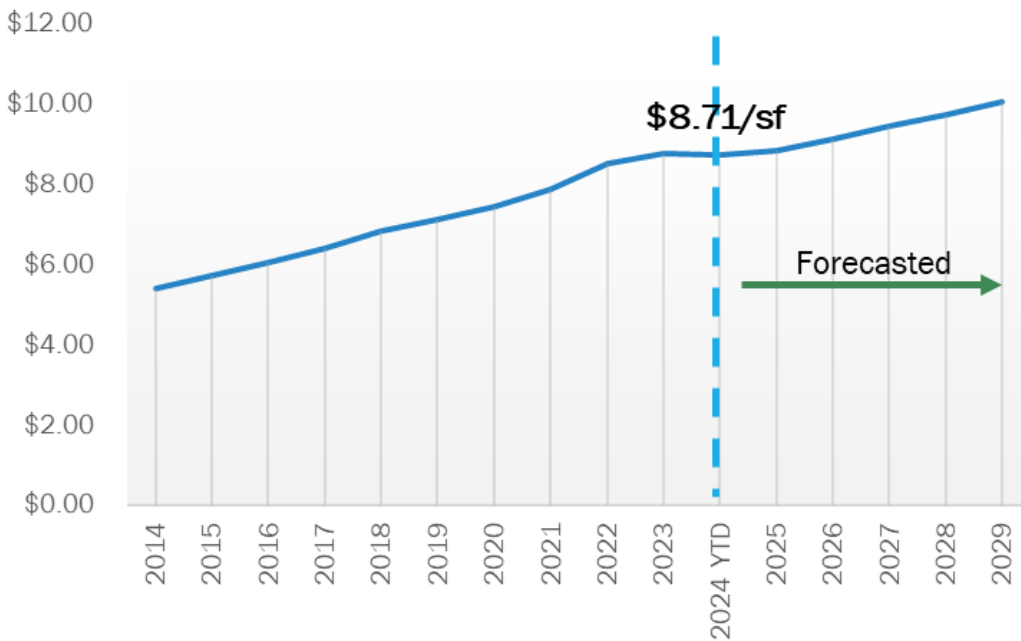
Average Annual Rent Growth, Industrial

|               |           |    |
|---------------|-----------|----|
| 10-YR         | 2014-2024 | 5% |
| Pre-pandemic  | 2017-2020 | 5% |
| Post-pandemic | 2020-2024 | 4% |

## Industrial Rent Growth



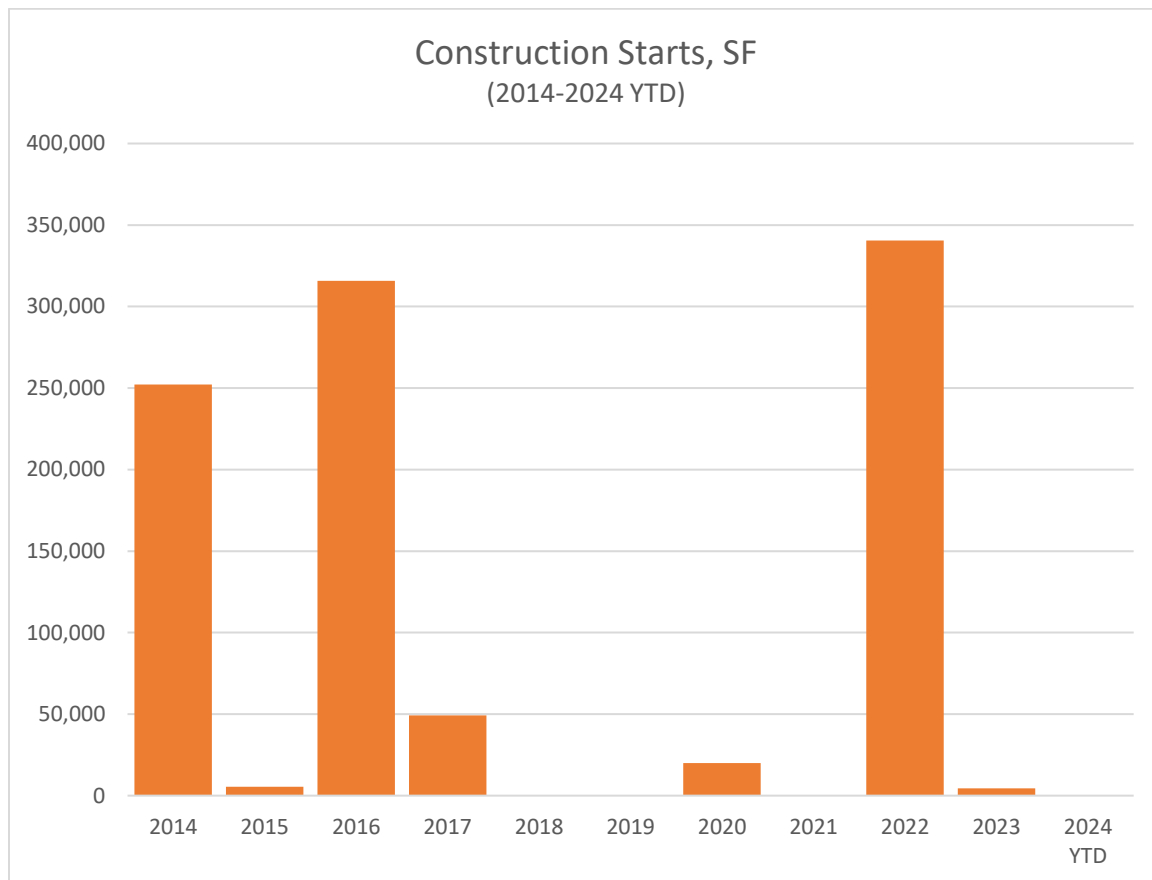
## Industrial Rental Rates (2014-2024 YTD)



Source: Costar, Authors calculations

## Industrial Pipeline

Based on information from Costar, there is 223,720 SF of industrial space under construction in the Walla Walla region. Majority of this activity started in 2022 and is anticipated to hit the market by 2025.



Source: Costar



## Competing Sites

| Address                                       | City        | Year Built | Building SF | Acres<br>(Land only) | Use        | Lease<br>(\$/SF) | For Sale<br>(\$/SF) |
|-----------------------------------------------|-------------|------------|-------------|----------------------|------------|------------------|---------------------|
| 1832 Dell Ave                                 | Walla Walla | 2023       | 4,304       |                      | Industrial | \$14.50          |                     |
| 1108 N 9th Ave                                | Walla Walla |            | 2,700       |                      | Flex       | \$10.50          |                     |
| 102 E Poplar St                               | Walla Walla | 1981       | 35,145      |                      | Flex       |                  | \$85.00             |
| 2719 E Isaacs Ave                             | Walla Walla | 2017       | 2,680       |                      | Industrial |                  | \$121.00            |
| 1012 N 9th Ave                                | Walla Walla | 1980       | 8,633       |                      | Industrial |                  | \$93.00             |
| Wallula Gap Business Park                     | Wallula     | Land       |             | 1,900                | Industrial |                  |                     |
| Avery Business Park                           | Walla Walla | Land       |             | 12                   | Industrial |                  |                     |
| Burbank Industrial Park                       | Burbank     | Land       |             | 5                    | Industrial |                  |                     |
| Burbank Business Park                         | Burbank     | Land       |             | 112                  | Industrial |                  | \$4-\$7/sf          |
| Dodd Road Industrial Park                     | Wallula     | Land       |             | 54                   | Industrial |                  |                     |
| Melrose Industrial Park                       | Walla Walla | Land       |             | 37                   | Industrial |                  |                     |
| Stearns Kelly Property                        | Wallula     | Land       |             | 105                  | Industrial |                  |                     |
| Waitsburg Business Park                       | Waitsburg   | Land       |             | 10                   | Industrial |                  | \$1.50/sf           |
| Walla Walla Regional<br>Airport Business Park | Walla Walla | Land       |             | 832                  | Industrial |                  |                     |
| Rock Hill Industrial Park                     | Dayton      | Land       |             | 3.8                  | Industrial |                  |                     |

## Industrial Market Potential

The industrial market potential in College Place is shaped by both established industries and emerging sectors, presenting significant opportunities for economic development. The region's foundation in agriculture, food manufacturing, healthcare, and retail trade positions it for continued growth, while construction, technical services, and logistics are emerging as key drivers of future expansion.

### Industry and Supply Chain Gap Analysis

An industry and supply chain gap analysis was conducted to determine the businesses and industry sectors that offer the most potential for growth around the region. This data was then ground-truthed with interviews from major businesses in the area, potential businesses, and other industry experts and stakeholders.

This analysis was assessed by four critical factors and conducted at the MSA level to establish a more accurate depiction of the industry landscape:

- Number of Jobs
- Job Growth
- Job Concentration or Location Quotient (LQ)
- Total Demand

Industries with strong demand, a high LQ, and robust job growth were classified as "Thriving & Potential for Growth" signifying their resilient and important presence in the market.

Industries showing robust demand and considerable job growth were classified under the "Emerging Industries" category. This designation suggests significant potential for expansion due to a lower employment concentration.

Additionally, industries with notable demand and a substantial number of jobs in 2023, surpassing the 1,000 mark but showing job loss, were deemed "*Important and Requiring Attention*," warranting focused attention to ensure sustained growth and economic impact.

This systematic evaluation provides an understanding of each industry's standing, allowing for targeted strategies that align with their unique characteristics and potential for development.

Applying the above methodology, the following industries can be strategically categorized and prioritized based on their supply chain dynamics. This tailored approach ensures that economic development efforts are directed towards industries with specific characteristics and growth potential, fostering a strategic alignment between the regional economy and targeted sectors.

### Industry Health Check

Agriculture and food processing remain central to the local economy, with crop production, food manufacturing, and beverage product manufacturing serving as core industries. The presence of these sectors suggests strong opportunities for value-added agriculture, food processing, and supply chain expansions such as packaging, cold storage, and distribution. Additionally, the region's healthcare sector, led by hospitals and social assistance, indicates an ongoing demand for medical services, elder care, and workforce training in healthcare-related fields. Retail and trade are also significant, with merchant wholesalers (nondurable goods) and sporting goods and hobby retailers playing a role in the local economy, pointing to potential growth in specialty retail and recreational markets.

To capitalize on these strengths, strategic investments should focus on targeted food and beverage processing infrastructure, support for healthcare workforce development, and logistics and wholesale distribution enhancements. Expanding retail and recreation offerings could further stimulate economic activity, particularly in outdoor and lifestyle industries.

Several industries are gaining traction in College Place, indicating new opportunities in construction, healthcare, professional services, and logistics. The construction sector, including building material supply dealers, specialty trade contractors, and construction of buildings, reflects increased demand for residential and commercial development. This growth underscores the need for real estate investment, workforce training in skilled trades, and green building technologies.

The expansion of ambulatory healthcare services points to a growing need for urgent care facilities, specialized outpatient clinics, and home health services, while repair and maintenance services highlight demand for auto repair, equipment servicing, and facility management. The rise of professional, scientific, and technical services, including computer systems design, engineering, custom programming, and R&D, suggests an increasing focus on technology-driven economic diversification. Encouraging the growth of tech startups, cybersecurity firms, and engineering consultancies could strengthen the region's innovation ecosystem.

Additionally, insurance carriers and durable goods wholesalers signal potential for expanded finance and logistics services, supporting regional supply chains and commercial trade. Investing in warehouse and distribution infrastructure could further position College Place as a logistics hub, particularly for durable goods related to agriculture, construction, and manufacturing.

## Industry Health Check (3-digit NAICS Codes)

### Important but Declining

- Machinery Manufacturing (333)
- Support activities for Ag and Forestry (115)
- **Animal Production (112)**
- Nursing Care Facilities (623)

### Important & Growth Industries

- Crop Production (111)
- **Food Manufacturing (311)**
- Beverage Product Manufacturing (312)
- Hospitals (622)
- Social Assistance (624)
- **Merchant Wholesalers (nondurable) (424)**
- Sporting Goods, Hobby Retailers (459)

### Weak and Declining

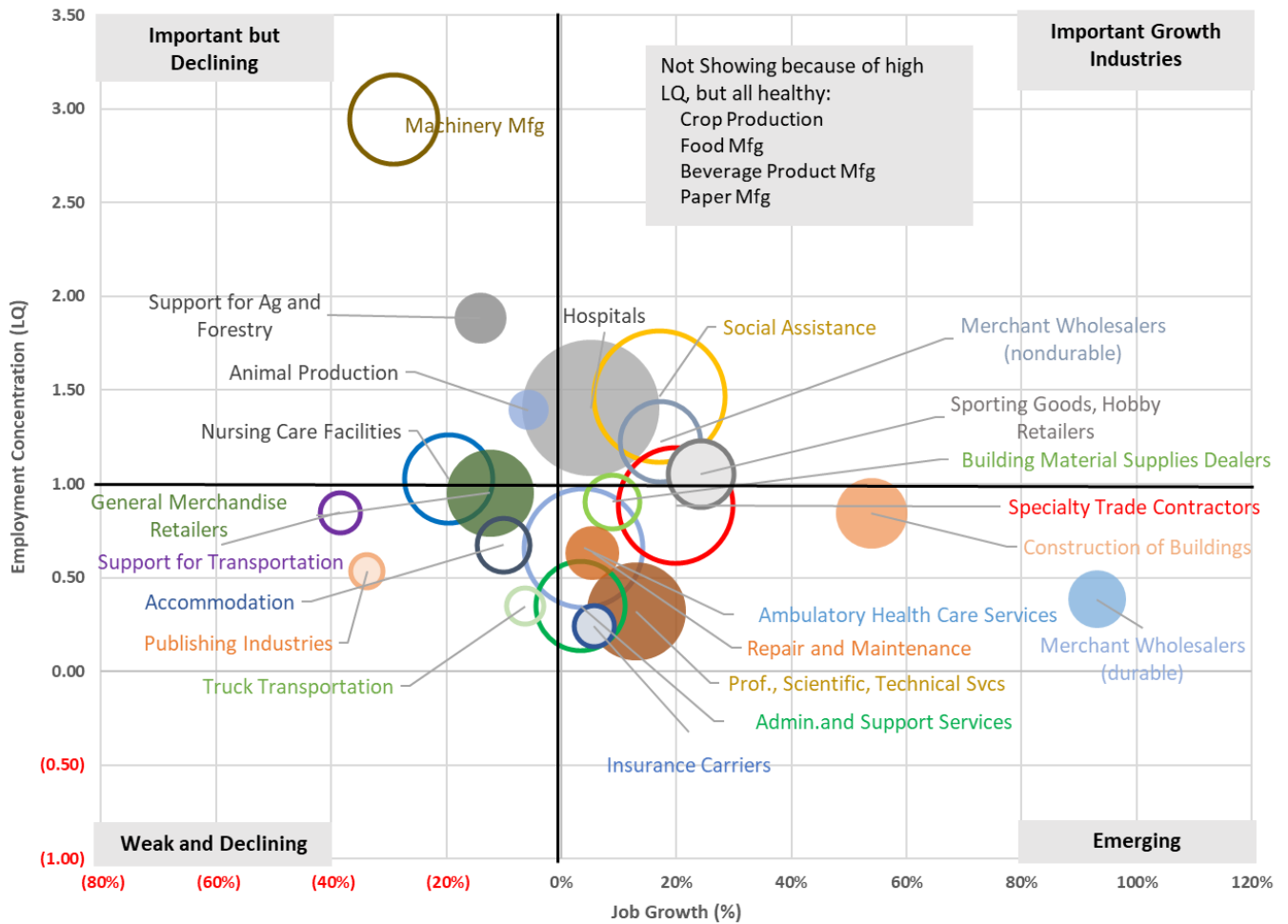
- General Merchandise Retailers (455)
- Support for Transportation (488)
- Accommodation (721)
- Publishing Industries (513)
- **Truck Transportation (484)**

### Emerging

- Building Material Supplies Dealers (444)
- Specialty Trade Contractors (238)
- Construction of Buildings (236)
- Ambulatory Health Care Services (621)
- Repair and Maintenance (811)
- **Professional, Scientific, and Technical Services** (computer systems design services, engineering services, custom computer programming, R&D) (541)
- **Administrative and Support Services (561)**
- Insurance Carriers (524)
- **Merchant Wholesalers (durable) (423)**

\*Industries highlighted in **bold** represent opportunities due to unmet higher demand within the region.

# Industry Health Check



Additionally, the following key sectors are driving the success of major employers in the region. By leveraging these industries, there is an opportunity to strengthen and expand local supply chains, attract complementary businesses, and enhance regional competitiveness through targeted infrastructure investments and workforce development.

---

Animal Production

Support Activities for Animal Production

Food Manufacturing

Paperboard Manufacturing

Pesticide and Other Agricultural Chemical Manufacturing

Plastics Product Manufacturing

Glass Product Manufacturing Made of Purchased Glass

Packaging Machinery Manufacturing

Surgical and Medical Instrument Manufacturing

Industrial Machinery and Equipment Merchant Wholesalers

Drugs and Druggists' Sundries Merchant Wholesalers

Other Chemical and Allied Products Merchant Wholesalers

General Line Grocery Merchant Wholesalers

Wine and Distilled Alcoholic Beverage Merchant Wholesalers

Truck Transportation

General Warehousing and Storage

Software Publishers

Media Streaming Distribution Services

Data Processing, Hosting, and Related Services

Custom Computer Programming Services

Research and Development (including Biotechnology)

---



## Potential Uses

Following the industry and supply chain gap analysis, we conducted interviews with local and regional businesses, higher education institutions, and key stakeholders to gather input on potential uses and validate the summarized data.

Based on the above analysis and insights gathered from interviews, the following uses were identified as having the greatest potential for the 233-acre site.

- Wholesalers
- Truck Transportation
- Manufacturing
  - Food
  - Glass
  - Packaging
- Aerospace-related (limited based on runway length to smaller, single-engine planes and larger general aviation aircraft, regional jets, and some small commercial aircraft)
  - Aircraft inspection services
  - Aircraft maintenance and repairs
  - Aircraft testing
  - Other aircraft parts & equipment manufacturing
  - Aircraft engine & engine parts manufacturing
  - Labs and Testing Facility (space, drones, etc.)
  - Emerging Technologies (SAF, hydrogen, etc.)
  - Advanced Air Mobility
- R&D or Professional & Technical Services
- Ag Tech: facilitate businesses and startups in testing new ideas related to agricultural logistics directly on-site, in collaboration with growers, shippers, warehouses, customers, and other relevant stakeholders.
- Logistics Hub: alleviate congestion from ports of Seattle and Tacoma
  - Intermodal transfer facility
  - Cross-dock

## Site Building Capacity

The following potential buildout scenario was estimated based on the potential uses identified in the analysis above, combined with industry standards for land requirements for different types of industrial facilities, focusing on site usage, building size, and ground coverage ratios. For each industry, the data outlines the percentage of the site utilized, the typical building square footage, and the corresponding potential number of buildings that could be accommodated on a given site. The total acreage potential across all industries is roughly 28 acres, with an average of 4 acres per building.

| Use                      | % of Site | Ground Coverage Ratio | Typical Building SF<br>(industry standard) | Potential Number of Buildings | Acres per Bldg | Typical Range (small to medium) |
|--------------------------|-----------|-----------------------|--------------------------------------------|-------------------------------|----------------|---------------------------------|
| Wholesalers              | 25%       | 50%                   | 50,000                                     | 6.7                           | 4.6            | 2-5 acres                       |
| Truck Transportation     | 15%       | 30%                   | 25,000                                     | 2.9                           | 6.4            | 2-5 acres                       |
| Manufacturing            | 20%       | 50%                   | 50,000                                     | 5.3                           | 4.6            | 2-5 acres                       |
| Food Processing          | 15%       | 40%                   | 50,000                                     | 2.6                           | 7.2            | 2-5 acres                       |
| Lab & Testing Facilities | 10%       | 30%                   | 15,000                                     | 3.2                           | 3.8            | 0.5-2 acres                     |
| R&D                      | 15%       | 30%                   | 10,000                                     | 7.2                           | 2.6            | 0.5-2 acres                     |
| Total                    | 100%      |                       |                                            | 28                            | 4              |                                 |

## Impacts

Economic impact analyses are used to estimate the overall economic activity, including spill-over and multiplier impacts, which occurs as a result of a particular business, development or event.

The economic activity related to the Martin Airfield site is the millions of dollars of goods and services purchased from local vendors and the wages and benefits paid to local workers. This initial injection of funds circulates to the business owners and employees that supply the materials, goods and services needed for the development. These contractors, businesses and households continue the economic ripple effect by hiring workers and buying goods and services to facilitate their business.

This analysis breaks down the overall project based on the results from the industry analysis and interviews. The project site layout will be further vetted by JUB Engineers based on infrastructure needs and requirements.

Once the development is completed and occupied, commercial activity and new residential households will spend millions of dollars annually in the course of their daily activities. This recirculation of the original expenditures multiplies their impact through these indirect and induced effects.

The extent to which the initial expenditures multiply is estimated using economic models that depict the relationships between industries and firms and their employees. These models are built upon expenditure patterns that are reported to the U.S. Bureau of Labor Statistics, the U.S. Census Bureau and the Bureau of Economic Analysis. Data is regionalized so that it reflects and incorporates local conditions such as average wages, expenditure patterns and resource availability and costs.

The multipliers used in this analysis were generated by IMPLAN in coordination with the U.S. Bureau of Economic Analysis' RIMS II multipliers. Where appropriate, conservative estimates were used.

To further delineate, below are brief definitions of the three typical types of impacts.

**Direct impacts:** derive directly from an activity or event (first round supply chain)

**Indirect impacts:** generated as a result of business-to-business transactions (second tier supply chain)

**Induced impacts:** generated as a result of consumer-to-business transactions (a result from consumer spending)

Direct impacts are those economic impacts that occur as a consequence of direct activity and employment provided by the businesses that support the area, other businesses and government agencies that provide a range of related support services.

Indirect impacts are generated as a result of business-to-business transactions and induced impacts are a result of consumer-to-business transactions.

The economic impact results should be interpreted as those that are *attributable* to the proposed development at the subject site rather than assuming the new development will *generate* such new activities.

Given the desirable industries that have the potential of fulfilling existing business supply chain needs and interviews from industry experts, there is potential for several different users at this site. The impacts summarized below are indicative of different users in the identified industries, as outlined in the section above. The median wage for proposed jobs in these industries is \$40.36 per hour in Walla Walla County, driven upward by manufacturing, lab and R&D positions. This is **72% higher than the CERB median hourly wage** of \$23.04 for the County. Truck transportation and warehousing average \$30.56 per hour, still above the median hourly wage for the County.

The 687 direct jobs estimated to be created at full build-out is expected to increase the labor force in Walla Walla County—assuming that some workers will reside in Walla Walla County. A small portion will most likely reside outside the area and, therefore, positively impacting their labor force numbers as well.

| Impact on Jobs     |                   |               |             |                          |            |              |
|--------------------|-------------------|---------------|-------------|--------------------------|------------|--------------|
| Impact on Jobs     | Buildout Scenario |               |             |                          |            | Total        |
|                    | MFG               | Truck Transp. | Wholesalers | Lab & Testing Facilities | R&D        |              |
| TOTAL JOBS         | 494               | 33            | 239         | 124                      | 228        | 1,118        |
| Direct             | 317               | 23            | 107         | 96                       | 144        | 687          |
| Indirect + Induced | 177               | 10            | 132         | 28                       | 84         | 430          |
| <b>SUBTOTAL</b>    | <b>494</b>        | <b>33</b>     | <b>239</b>  | <b>124</b>               | <b>228</b> | <b>1,118</b> |

Source: Author's calculations using multipliers from IMPLAN; rounds to nearest thousand

*Table 1. Labor Force Impacts as a result of Jobs Directly Created (687 new direct jobs)*

| Walla Walla County | Current | Impact from Direct Jobs | Percent Change |
|--------------------|---------|-------------------------|----------------|
| Labor Force        | 27,255  | 28,373                  | 4.1%           |
| Unemployed         | 1,357   | 239                     | -82.4%         |

<sup>1</sup>assuming that people that fill these jobs will reside in Walla Walla County (labor force data is based on "place of residence" and not place of work). Based on the current 5.0% unemployment rate (Jan 2025)

Source: Author's calculations based on BLS data

## Conclusion

The industrial market potential in College Place is shaped by both established industries and emerging sectors, presenting significant opportunities for economic development. The region's foundation in agriculture, food manufacturing, healthcare, and retail trade positions it for continued growth, while construction, technical services, and logistics are emerging as key drivers of future expansion.

To support these emerging industries, incentives and policy strategies should focus on workforce development, business incubation, and infrastructure investment. Strengthening construction and trade workforce training programs can address the rising demand for skilled labor. Tech and business services growth could be encouraged through business incubators, coworking spaces, and startup funding for IT and cybersecurity firms. Expanding healthcare services and insurance offerings will be crucial in meeting the needs of a growing population. Finally, the development of logistics and wholesale trade infrastructure could enhance College Place's role as a regional distribution center.

Multipliers make any project look profitable as the numbers accentuate even the smallest of growth. Without looking at the indirect and induced job creation, however, you cannot see the big picture and the impact realized. The concept is real and is more palatable when you can compare it to similar areas or projects. Conservative approaches were used throughout the analysis. It is recommended that the City track the metrics set forth, and required by CERB, to determine if the desired outcomes are achieved and to help guide future development projects.

Overall, College Place is well-positioned for economic expansion through a combination of industrial diversification, strategic investments, and workforce development initiatives. By leveraging its strong agricultural base, growing healthcare sector, and emerging technical and construction industries, the region can sustain long-term economic growth and resilience.

# **Appendix 6**

## **Detailed Cost Estimates**

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## ENGINEER'S OPINION OF PROBABLE COST

|                                                                      |                                                             |
|----------------------------------------------------------------------|-------------------------------------------------------------|
| <b>PROJECT:</b> City of College Place<br>Martin Airfield Master Plan | <b>DATE:</b> 3/18/2025<br><b>J-U-B PROJ. NO.:</b> 30-24-031 |
|----------------------------------------------------------------------|-------------------------------------------------------------|

**ITEM:** Roads

| ITEM NO.                                                              | DESCRIPTION                                                  | SCHEDULE OF VALUES |      |            |                     |
|-----------------------------------------------------------------------|--------------------------------------------------------------|--------------------|------|------------|---------------------|
|                                                                       |                                                              | QUANTITY           | UNIT | UNIT PRICE | TOTAL COST          |
| 1.00                                                                  | Mobilization                                                 |                    |      | 8.0%       | \$176,000           |
| 2.00                                                                  | Traffic Control                                              |                    |      | 5.0%       | \$110,000           |
| 3.00                                                                  | Crushed Surface Base Course                                  | 6,121              | Tons | \$35       | \$214,235           |
| 4.00                                                                  | Crushed Surface Top Course                                   | 5,226              | Tons | \$35       | \$182,910           |
| 5.00                                                                  | HMA CL 1/2" PG 64-28                                         | 3,983              | Tons | \$150      | \$597,450           |
| 6.00                                                                  | Cement Conc. Traffic Curb and Gutter                         | 8,138              | LF   | \$25       | \$203,450           |
| 7.00                                                                  | Cement Conc. Sidewalk                                        | 5,424              | SY   | \$60       | \$325,440           |
| 8.00                                                                  | Streetlights (includes wiring, J-Boxes, etc.)                | 27                 | EA   | \$7,500    | \$202,500           |
| 9.00                                                                  | Street Trees                                                 | 136                | EA   | \$500      | \$68,000            |
| 10.00                                                                 | Irrigation                                                   | 1                  | LS   | \$100,000  | \$100,000           |
| 11.00                                                                 | Stream Crossing - Does Not Include Row Acquisition For House | 1                  | LS   | \$250,000  | \$250,000           |
| 12.00                                                                 | Paint & Signage                                              | 1                  | LS   | \$50,000   | \$50,000            |
| <b>ESTIMATED CONSTRUCTION SUBTOTAL</b>                                |                                                              |                    |      |            | <b>\$ 2,480,000</b> |
| <i>Contingency <sup>1</sup></i>                                       |                                                              |                    |      |            | <b>\$ 744,000</b>   |
| <i>City of College Place Sales Tax (8.8%)</i>                         |                                                              |                    |      |            | <b>\$ 284,000</b>   |
| <i>Planning, Engineering, &amp; Administrative Costs <sup>2</sup></i> |                                                              |                    |      |            | <b>\$ 877,000</b>   |
| <b>TOTAL PROBABLE COST IN 2025 DOLLARS<sup>3</sup></b>                |                                                              |                    |      |            | <b>\$ 4,385,000</b> |

**J-U-B ENGINEERS, INC.**  
**3611 S. ZINTEL WAY, KENNEWICK, WA 99337**

<sup>1</sup> Estimated at 30% of construction subtotal

<sup>2</sup> Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 25% of construction subtotal, including contingency.

<sup>3</sup> Costs are in 2025 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.



## ENGINEER'S OPINION OF PROBABLE COST

PROJECT: City of College Place DATE: 3/18/2025  
Martin Airfield Master Plan J-U-B PROJ. NO.: 30-24-031

ITEM: Earthwork

| ITEM NO.                                                   | DESCRIPTION                  | SCHEDULE OF VALUES |      |            |            |
|------------------------------------------------------------|------------------------------|--------------------|------|------------|------------|
|                                                            |                              | QUANTITY           | UNIT | UNIT PRICE | TOTAL COST |
| 1.00                                                       | Mobilization                 |                    |      | 8.0%       | \$22,000   |
| 2.00                                                       | Traffic Control              |                    |      | 5.0%       | \$14,000   |
| 3.00                                                       | Earthwork, Grading Site      | 8,000              | CY   | \$30       | \$240,000  |
| 4.00                                                       | Clearing and Grubbing        | 5                  | ACRE | \$5,000    | \$25,000   |
| 5.00                                                       | Asphalt Pavement Restoration |                    | SY   | \$70       | \$0        |
| 6.00                                                       | Hydroseeding                 | 2                  | ACRE | \$5,000    | \$10,000   |
| 7.00                                                       | Silt Fence                   |                    | LF   | \$5        | \$0        |
| ESTIMATED CONSTRUCTION SUBTOTAL                            |                              |                    |      |            | \$ 311,000 |
| Contingency <sup>1</sup>                                   |                              |                    |      |            | \$ 93,000  |
| City of College Place Sales Tax (8.8%)                     |                              |                    |      |            | \$ 36,000  |
| Planning, Engineering, & Administrative Costs <sup>2</sup> |                              |                    |      |            | \$ 110,000 |
| TOTAL PROBABLE COST IN 2025 DOLLARS <sup>3</sup>           |                              |                    |      |            | \$ 550,000 |

J-U-B ENGINEERS, INC.  
3611 S. ZINTEL WAY, KENNEWICK, WA 99337

<sup>1</sup> Estimated at 30% of construction subtotal

<sup>2</sup> Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 25% of construction subtotal, including contingency.

<sup>3</sup> Costs are in 2025 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.



## ENGINEER'S OPINION OF PROBABLE COST

|          |                                                      |                                               |
|----------|------------------------------------------------------|-----------------------------------------------|
| PROJECT: | City of College Place<br>Martin Airfield Master Plan | DATE: 2/11/2025<br>J-U-B PROJ. NO.: 30-24-031 |
| ITEM:    | Sewer Infrastructure                                 |                                               |

| ITEM NO.                                                                       | DESCRIPTION                                                                      | SCHEDULE OF VALUES |      |            |                     |
|--------------------------------------------------------------------------------|----------------------------------------------------------------------------------|--------------------|------|------------|---------------------|
|                                                                                |                                                                                  | QUANTITY           | UNIT | UNIT PRICE | TOTAL COST          |
| 1.00                                                                           | Mobilization                                                                     |                    |      | 8.0%       | \$302,000           |
| 2.00                                                                           | Construction Traffic Control                                                     |                    |      | 0.0%       | \$0                 |
| 3.00                                                                           | Gravity Sewer Pipe                                                               |                    |      |            |                     |
| 3.01                                                                           | 4" PVC Gravity Sewer Service Lateral                                             | 1,165              | LF   | \$27       | \$31,455            |
| 3.02                                                                           | 8" PVC Gravity Sewer Service Lateral                                             |                    | LF   | \$41       | \$0                 |
| 3.03                                                                           | 6" PVC Gravity Sewer Pipe                                                        |                    | LF   | \$40       | \$0                 |
| 3.04                                                                           | 8" PVC Gravity Sewer Pipe                                                        | 7,400              | LF   | \$47       | \$347,800           |
| 3.05                                                                           | 10" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$56       | \$0                 |
| 3.06                                                                           | 12" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$67       | \$0                 |
| 3.07                                                                           | 16" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$81       | \$0                 |
| 3.08                                                                           | 18" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$98       | \$0                 |
| 3.09                                                                           | 21" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$127      | \$0                 |
| 3.10                                                                           | 24" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$152      | \$0                 |
| 3.11                                                                           | 30" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$188      | \$0                 |
| 3.12                                                                           | 36" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$238      | \$0                 |
| 3.13                                                                           | Bedding and Foundation Material                                                  | 8,565              | LF   | \$15       | \$128,475           |
| 3.14                                                                           | Sewer Service Line Connection                                                    | 29                 | EA   | \$500      | \$14,500            |
| 4.00                                                                           | Gravity Trench Excavation/Backfill                                               |                    |      |            |                     |
| 4.01                                                                           | 4-10 ft.                                                                         | 3,450              | LF   | \$43       | \$148,350           |
| 4.02                                                                           | 10-16 ft.                                                                        | 5,115              | LF   | \$74       | \$378,510           |
| 4.03                                                                           | 16-20 ft.                                                                        |                    | LF   | \$104      | \$0                 |
| 4.04                                                                           | 20-24 ft.                                                                        |                    | LF   | \$135      | \$0                 |
| 4.05                                                                           | 24-28 ft.                                                                        |                    | LF   | \$168      | \$0                 |
| 4.06                                                                           | 28-30 ft.                                                                        |                    | LF   | \$207      | \$0                 |
| 4.07                                                                           | Import Backfill and Foundation Material                                          | 16,597             | CY   | \$40       | \$663,880           |
| 5.00                                                                           | Surface Repair                                                                   |                    |      |            |                     |
| 5.01                                                                           | Hydroseed                                                                        |                    | LF   | \$15       | \$0                 |
| 5.02                                                                           | Natural Ground                                                                   | 8,565              | LF   | \$25       | \$214,125           |
| 5.03                                                                           | Gravel Roadway                                                                   |                    | LF   | \$30       | \$0                 |
| 5.04                                                                           | Asphalt - Trench Patch Width per City Standards (Required for 4-16' Depth Sewer) |                    | LF   | \$39       | \$0                 |
| 5.05                                                                           | Asphalt - 1/2 Street Width per City Standards (Required for 16-20' Depth Sewer)  |                    | LF   | \$160      | \$0                 |
| 5.06                                                                           | Asphalt - Full Street Width per City Standards (Required for 20-30' Depth Sewer) |                    | LF   | \$319      | \$0                 |
| 6.00                                                                           | Manholes                                                                         |                    |      |            |                     |
| 6.01                                                                           | 48" Manholes, 4-10 ft.                                                           | 10                 | EA   | \$5,400    | \$54,000            |
| 6.02                                                                           | 48" Manholes, 10-16 ft.                                                          | 14                 | EA   | \$5,900    | \$82,600            |
| 6.03                                                                           | 48" Manholes, 16-20 ft.                                                          |                    | EA   | \$6,400    | \$0                 |
| 6.04                                                                           | 60" Manholes, 20-24 ft.                                                          |                    | EA   | \$12,650   | \$0                 |
| 6.05                                                                           | 60" Manholes, 24-28 ft.                                                          |                    | EA   | \$13,400   | \$0                 |
| 6.06                                                                           | 60" Manholes, 28-30 ft.                                                          |                    | EA   | \$13,750   | \$0                 |
| 7.00                                                                           | Lift Stations                                                                    |                    |      |            |                     |
| 7.01                                                                           | Site Work                                                                        | 1                  | LS   | \$154,000  | \$154,000           |
| 7.02                                                                           | Yard Piping                                                                      | 1                  | LS   | \$134,000  | \$134,000           |
| 7.03                                                                           | Lift Station - Structural                                                        | 1                  | LS   | \$158,000  | \$158,000           |
| 7.04                                                                           | Lift Station - Mechanical                                                        | 1                  | LS   | \$716,000  | \$716,000           |
| 7.05                                                                           | Lift Station - Electrical                                                        | 1                  | LS   | \$452,000  | \$452,000           |
| 8.00                                                                           | Project Specific Considerations                                                  |                    |      |            |                     |
| 8.01                                                                           | Dewatering                                                                       | 1                  | LS   | \$8,000    | \$8,000             |
| 9.00                                                                           | Miscellaneous Other                                                              |                    |      |            |                     |
| 9.01                                                                           | Bypass Pumping                                                                   |                    |      | 0.0%       | \$0                 |
| 9.02                                                                           | Bonding / Admin                                                                  |                    |      | 2.5%       | \$92,000            |
| <b>ESTIMATED CONSTRUCTION SUBTOTAL</b>                                         |                                                                                  |                    |      |            | <b>\$ 4,080,000</b> |
| Contingency <sup>1</sup>                                                       |                                                                                  |                    |      |            | <b>\$ 1,224,000</b> |
| City of College Place Sales Tax (8.8%)                                         |                                                                                  |                    |      |            | <b>\$ 467,000</b>   |
| Planning, Engineering, & Administrative Costs <sup>2</sup>                     |                                                                                  |                    |      |            | <b>\$ 1,443,000</b> |
| <b>TOTAL PROBABLE COST IN 2025 DOLLARS<sup>3</sup></b>                         |                                                                                  |                    |      |            | <b>\$ 7,214,000</b> |
| <b>J-U-B ENGINEERS, INC.</b><br><b>3611 S. ZINTEL WAY, KENNEWICK, WA 99337</b> |                                                                                  |                    |      |            |                     |

<sup>1</sup> Estimated at 30% of construction subtotal

<sup>2</sup> Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 25% of construction subtotal, including contingency.

<sup>3</sup> Costs are in 2025 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.



## ENGINEER'S OPINION OF PROBABLE COST

| <b>PROJECT:</b>                                            |                                                       | City of College Place<br>Martin Airfield Master Plan |      | <b>DATE:</b>            | 3/6/2025           |
|------------------------------------------------------------|-------------------------------------------------------|------------------------------------------------------|------|-------------------------|--------------------|
| <b>ITEM:</b>                                               |                                                       | Water Infrastructure                                 |      | <b>J-U-B PROJ. NO.:</b> | 30-24-031          |
| ITEM NO.                                                   | DESCRIPTION                                           | SCHEDULE OF VALUES                                   |      |                         |                    |
|                                                            |                                                       | QUANTITY                                             | UNIT | UNIT PRICE              | TOTAL COST         |
| 1.00                                                       | <b>Mobilization</b>                                   |                                                      |      | 8%                      | \$380,000          |
| 2.00                                                       | <b>Construction Survey</b>                            | 1                                                    | LS   | \$10,000                | \$10,000           |
| 3.00                                                       | <b>Erosion Control and Water Pollution Prevention</b> | 1                                                    | LS   | \$10,000                | \$10,000           |
| 4.00                                                       | <b>Materials Testing</b>                              | 1                                                    | LS   | \$5,000                 | \$5,000            |
| 5.00                                                       | <b>Project Temporary Traffic Control</b>              | 1                                                    | LS   | \$5,000                 | \$5,000            |
| 6.00                                                       | <b>Shoring and Trench Safety Systems</b>              | 1                                                    | LS   | \$2,500                 | \$2,500            |
| 7.00                                                       | <b>Surface Repair</b>                                 |                                                      |      |                         |                    |
| 7.01                                                       | Removing Asphalt Concrete Pavement                    | 625                                                  | SY   | \$5                     | \$3,125            |
| 7.02                                                       | HMA Sawcut and Seal                                   | 4,070                                                | LF   | \$2                     | \$8,140            |
| 7.03                                                       | HMA Restoration                                       | 625                                                  | SY   | \$47                    | \$29,375           |
| 8.00                                                       | <b>Water Pipe and Appurtenances</b>                   |                                                      |      |                         |                    |
| 8.01                                                       | Connect to Existing Water Main 12 In. Diam.           | 2                                                    | EA   | \$5,000                 | \$10,000           |
| 8.02                                                       | DI Pipe for Water Main 6 In. Diam.                    | 1,500                                                | LF   | \$90                    | \$135,000          |
| 8.03                                                       | DI Pipe for Water Main 14 In. Diam.                   | 830                                                  | LF   | \$186                   | \$154,380          |
| 8.04                                                       | DI Pipe for Water Main 16 In. Diam.                   | 14,395                                               | LF   | \$221                   | \$3,181,295        |
| 8.05                                                       | DI Tee 14 In. x 6 In.                                 | 3                                                    | EA   | \$2,300                 | \$6,900            |
| 8.06                                                       | DI Tee 16 In. x 6 In.                                 | 27                                                   | EA   | \$3,500                 | \$94,500           |
| 8.07                                                       | DI Tee 16 In. x 12 In.                                | 1                                                    | EA   | \$4,600                 | \$4,600            |
| 8.08                                                       | DI Tee 16 In. x 14 In.                                | 3                                                    | EA   | \$4,800                 | \$14,400           |
| 8.09                                                       | DI Tee 16 In.                                         | 1                                                    | EA   | \$11,500                | \$11,500           |
| 8.10                                                       | DI Cross 16" In.                                      | 1                                                    | EA   | \$4,400                 | \$4,400            |
| 8.11                                                       | DI Reducer 16 In. x 12 In.                            | 1                                                    | EA   | \$3,700                 | \$3,700            |
| 8.12                                                       | DI 45° Bend 16 In.                                    | 4                                                    | EA   | \$3,100                 | \$12,400           |
| 8.13                                                       | DI Cap 12 In.                                         | 2                                                    | EA   | \$710                   | \$1,420            |
| 8.14                                                       | DI Cap 14 In.                                         | 3                                                    | EA   | \$890                   | \$2,670            |
| 8.15                                                       | DI Cap 16 In.                                         | 3                                                    | EA   | \$1,550                 | \$4,650            |
| 8.16                                                       | Blowoff Assembly 2 In.                                | 8                                                    | EA   | \$2,500                 | \$20,000           |
| 8.17                                                       | Butterfly Valve 12 In.                                | 2                                                    | EA   | \$4,000                 | \$8,000            |
| 8.18                                                       | Butterfly Valve 14 In.                                | 3                                                    | EA   | \$5,400                 | \$16,200           |
| 8.19                                                       | Butterfly Valve 16 In.                                | 34                                                   | EA   | \$6,100                 | \$209,810          |
| 8.20                                                       | Comb. Air Release/Air Vacuum Valve Assembly 2 In.     | 2                                                    | EA   | \$11,000                | \$22,000           |
| 8.21                                                       | Hydrant Assembly                                      | 30                                                   | EA   | \$6,500                 | \$195,000          |
| 8.22                                                       | Bollard                                               | 60                                                   | EA   | \$1,000                 | \$60,000           |
| 8.23                                                       | Service Connection 2 In. Diam.                        | 29                                                   | EA   | \$3,400                 | \$98,600           |
| 8.24                                                       | Water Meter 2 In. Diam.                               | 29                                                   | EA   | \$6,500                 | \$188,500          |
| 9.00                                                       | <b>Project Specific Considerations</b>                |                                                      |      |                         |                    |
| 9.01                                                       | Doan Creek Crossing                                   | 1                                                    | LS   | \$100,000               | \$100,000          |
| 10.00                                                      | <b>Miscellaneous Other</b>                            |                                                      |      |                         |                    |
| 10.01                                                      | As-Built Drawings                                     | 1                                                    | LS   | \$2,500                 | \$2,500            |
| 10.02                                                      | Bonding / Admin                                       |                                                      |      | 2.5%                    | \$116,000          |
| <b>ESTIMATED CONSTRUCTION SUBTOTAL</b>                     |                                                       |                                                      |      |                         | <b>\$5,132,000</b> |
| Contingency <sup>1</sup>                                   |                                                       |                                                      |      |                         | \$1,540,000        |
| City of College Place Sales Tax (8.8%)                     |                                                       |                                                      |      |                         | \$588,000          |
| Planning, Engineering, & Administrative Costs <sup>2</sup> |                                                       |                                                      |      |                         | \$1,815,000        |
| <b>TOTAL PROBABLE COST IN 2025 DOLLARS <sup>3</sup></b>    |                                                       |                                                      |      |                         | <b>\$9,075,000</b> |
| <b>J-U-B ENGINEERS, INC.</b>                               |                                                       |                                                      |      |                         |                    |
| <b>3611 S. ZINTEL WAY, KENNEWICK, WA</b>                   |                                                       |                                                      |      |                         |                    |

<sup>1</sup> Estimated at 30% of construction subtotal

<sup>2</sup> Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 25% of construction subtotal, including contingency.

<sup>3</sup> Costs are in 2025 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.



## ENGINEER'S OPINION OF PROBABLE COST

|                                                                      |                                                             |
|----------------------------------------------------------------------|-------------------------------------------------------------|
| <b>PROJECT:</b> City of College Place<br>Martin Airfield Master Plan | <b>DATE:</b> 3/18/2025<br><b>J-U-B PROJ. NO.:</b> 30-24-031 |
|----------------------------------------------------------------------|-------------------------------------------------------------|

**ITEM:** Storm Drain

| ITEM NO.                                                              | DESCRIPTION                                    | SCHEDULE OF VALUES |      |            |                   |
|-----------------------------------------------------------------------|------------------------------------------------|--------------------|------|------------|-------------------|
|                                                                       |                                                | QUANTITY           | UNIT | UNIT PRICE | TOTAL COST        |
| 1.00                                                                  | Mobilization                                   |                    |      | 8.0%       | \$31,000          |
| 2.00                                                                  | Traffic Control                                |                    |      | 5.0%       | \$20,000          |
| 3.00                                                                  | Catch Basin Type 1                             |                    | EA   | \$2,500    | \$0               |
| 4.00                                                                  | Solid Wall PVC Storm Sewer Pipe 12 In. Diam.   | 500                | LF   | \$85       | \$42,500          |
| 5.00                                                                  | Stormwater Treatment Device (CDS or Aquaswirl) |                    | EA   |            | \$0               |
| 6.00                                                                  | Swales                                         | 6,000              | LF   | \$50       | \$300,000         |
| 7.00                                                                  | Pond excavation, mulch, seeding                | 1,000              | CY   | \$50       | \$50,000          |
| <b>ESTIMATED CONSTRUCTION SUBTOTAL</b>                                |                                                |                    |      |            | <b>\$ 444,000</b> |
| <i>Contingency <sup>1</sup></i>                                       |                                                |                    |      |            | <b>\$ 133,000</b> |
| <i>City of College Place Sales Tax (8.8%)</i>                         |                                                |                    |      |            | <b>\$ 51,000</b>  |
| <i>Planning, Engineering, &amp; Administrative Costs <sup>2</sup></i> |                                                |                    |      |            | <b>\$ 157,000</b> |
| <b>TOTAL PROBABLE COST IN 2025 DOLLARS<sup>3</sup></b>                |                                                |                    |      |            | <b>\$ 785,000</b> |

**J-U-B ENGINEERS, INC.**  
**3611 S. ZINTEL WAY, KENNEWICK, WA 99337**

<sup>1</sup> Estimated at 30% of construction subtotal

<sup>2</sup> Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 25% of construction subtotal, including contingency.

<sup>3</sup> Costs are in 2025 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.





## ENGINEER'S OPINION OF PROBABLE COST

PROJECT: City of College Place DATE: 3/18/2025  
Martin Airfield Master Plan J-U-B PROJ. NO.: 30-24-031

ITEM: Utilities

| ITEM NO.                                                   | DESCRIPTION                       | SCHEDULE OF VALUES |      |            |                     |
|------------------------------------------------------------|-----------------------------------|--------------------|------|------------|---------------------|
|                                                            |                                   | QUANTITY           | UNIT | UNIT PRICE | TOTAL COST          |
| 1.00                                                       | Mobilization                      |                    |      | 8.0%       | \$88,000            |
| 2.00                                                       | Traffic Control                   |                    |      | 5.0%       | \$55,000            |
|                                                            | <b>Electrical</b>                 |                    |      |            | \$0                 |
| 3.00                                                       | Primary Electrical Vaults         | 15                 | EA   | \$10,000   | \$150,000           |
| 4.00                                                       | Primary Electrical Conduit & Wire | 8,500              | LF   | \$40       | \$340,000           |
| 5.00                                                       | Transformer for Primary Service   | 0                  | EA   | \$100,000  | \$0                 |
|                                                            | <b>Fiber Optic</b>                |                    |      |            | \$0                 |
| 6.00                                                       | Fiber Optic                       | 1.6                | MI   | \$100,000  | \$160,000           |
| 7.00                                                       | Fiber Service Vaults              | 29                 | EA   | \$2,000    | \$58,000            |
|                                                            | <b>Gas</b>                        |                    |      |            | \$0                 |
| 8.00                                                       | 4" Natural Gas Main               | 12,000             | LF   | \$20       | \$240,000           |
| 9.00                                                       | Natural Gas Regulator             | 1                  | EA   | \$150,000  | \$150,000           |
| <b>ESTIMATED CONSTRUCTION SUBTOTAL</b>                     |                                   |                    |      |            | <b>\$ 1,241,000</b> |
| Contingency <sup>1</sup>                                   |                                   |                    |      |            | <b>\$ 372,000</b>   |
| City of College Place Sales Tax (8.8%)                     |                                   |                    |      |            | <b>\$ 142,000</b>   |
| Planning, Engineering, & Administrative Costs <sup>2</sup> |                                   |                    |      |            | <b>\$ 439,000</b>   |
| <b>TOTAL PROBABLE COST IN 2025 DOLLARS<sup>3</sup></b>     |                                   |                    |      |            | <b>\$ 2,194,000</b> |
| J-U-B ENGINEERS, INC.                                      |                                   |                    |      |            |                     |
| 3611 S. ZINTEL WAY, KENNEWICK, WA 99337                    |                                   |                    |      |            |                     |

<sup>1</sup> Estimated at 30% of construction subtotal

<sup>2</sup> Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 25% of construction subtotal, including contingency.

<sup>3</sup> Costs are in 2025 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.

# MARTIN AIRFIELD AREA PLANNING STUDY 2025



J-U-B ENGINEERS, INC.



THE  
LANGDON  
GROUP



GATEWAY  
MAPPING  
INC.

OTHER J-U-B COMPANIES



# EXECUTIVE SUMMARY

The City of College Place has retained J-U-B ENGINEERS, Inc. to conduct a planning study evaluating the feasibility and site readiness to establish industrial development on approximately 64.5 acres of property near Martin Airfield. The City desires to attract light industrial development at Martin Airfield, which will create new jobs and private investment in growing market sectors to support the community.

Currently, the City lacks sufficient light industrial and employment lands to meet demand, making this area an essential and increasingly scarce resource for future economic development. Given this limitation, maximizing the potential of Martin Airfield for industrial use is a strategic priority.

This planning study serves as a strategic roadmap, reviewing the area's history and objectives, evaluating current infrastructure, and envisioning future scenarios necessary to draw the desired development. It offers a thorough analysis of site due diligence, highlighting both challenges and opportunities ahead. Ultimately, the aim is to assess the viability and readiness of Martin Airfield as a hub for light industrial use.

A review of existing infrastructure highlights necessary improvements to support development. These improvements include upgrades to transportation facilities, earthwork, and utility infrastructure. The study also presents preliminary cost estimates for these enhancements. The following sections provide a detailed breakdown of each critical development component:

- **Conceptual Layout** – Overview of the planned site configuration and land use.
- **Transportation Facilities** – Assessment of existing and required road networks.
- **Earthwork** – Site grading and preparation requirements.
- **Utility Requirements** – Infrastructure needs for water, electricity, and other essential services.
- **Preliminary Cost Estimate** – Estimated financial investment for proposed improvements.

By addressing these factors, this document provides a framework for informed decision-making in the development of the study area, ensuring long-term success and sustainability.

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# INTRODUCTION

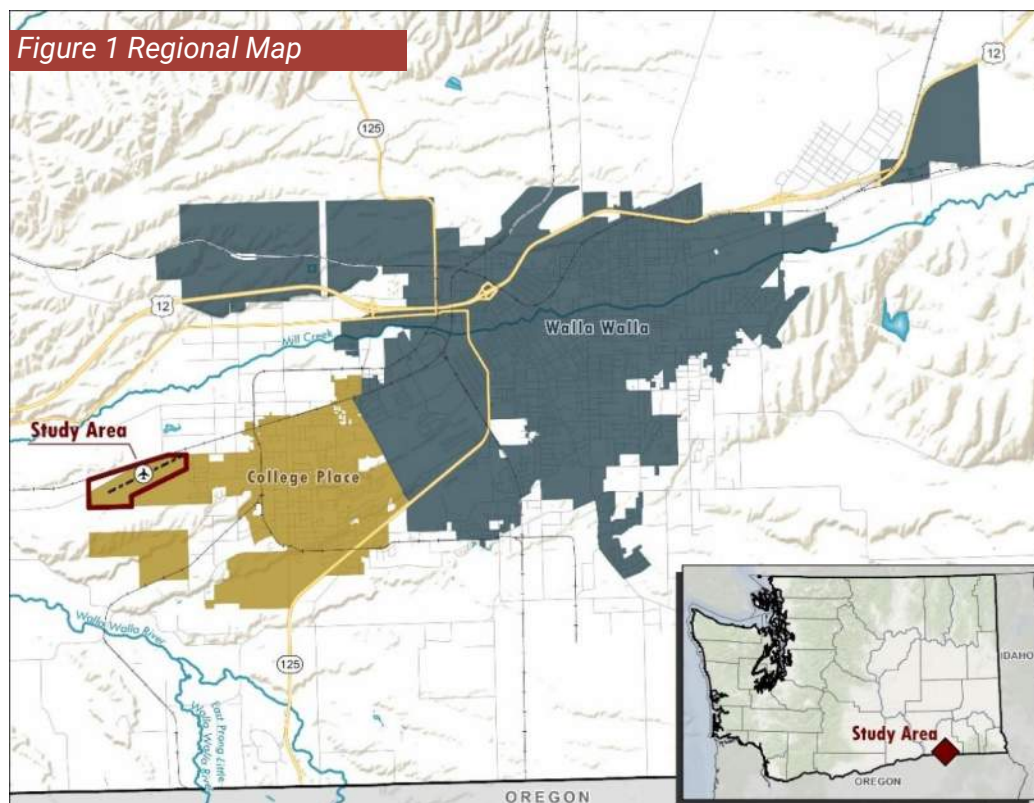
## Background

The Martin Airfield Area includes approximately 64.5 acres surrounding the Martin Airfield Airport. In March 2024, the Washington State Community Economic Revitalization Board (CERB) awarded College Place funding for economic development and research to identify infrastructure improvements needed to spur business growth and job creation.

Martin Airfield is a privately owned, public-use airport in College Place, a city in Walla Walla County. Today, Martin Airfield is a general aviation airport for private, student, and experimental aircraft pilots. Martin Airfield was historically developed as a training ground for U.S. Navy aviators. Following World War II, the airport returned to civilian use. Since returning to civilian use, the airport has been underutilized, and the city is excited to take action to identify proactive development opportunities.

## Purpose of the Plan

The City of College Place has initiated the Martin Airfield Feasibility Study to assess on-site infrastructure needs, evaluate the development layout options, and provide guidelines for future development. This Feasibility Study examines the opportunities and challenges of developing the site. The Study identifies a long-term vision of Martin Airfield with flexible plan implementation approaches that respect market conditions and interests within the Study's anticipated build-out period.



# EXISTING CONDITIONS

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The Existing Conditions chapter provides an overview of the current state of various aspects relevant to the planning process and project development. It gives a detailed description of a wide range of topics within Martin Airfield.

The Existing Conditions chapter is arranged in the following sections:

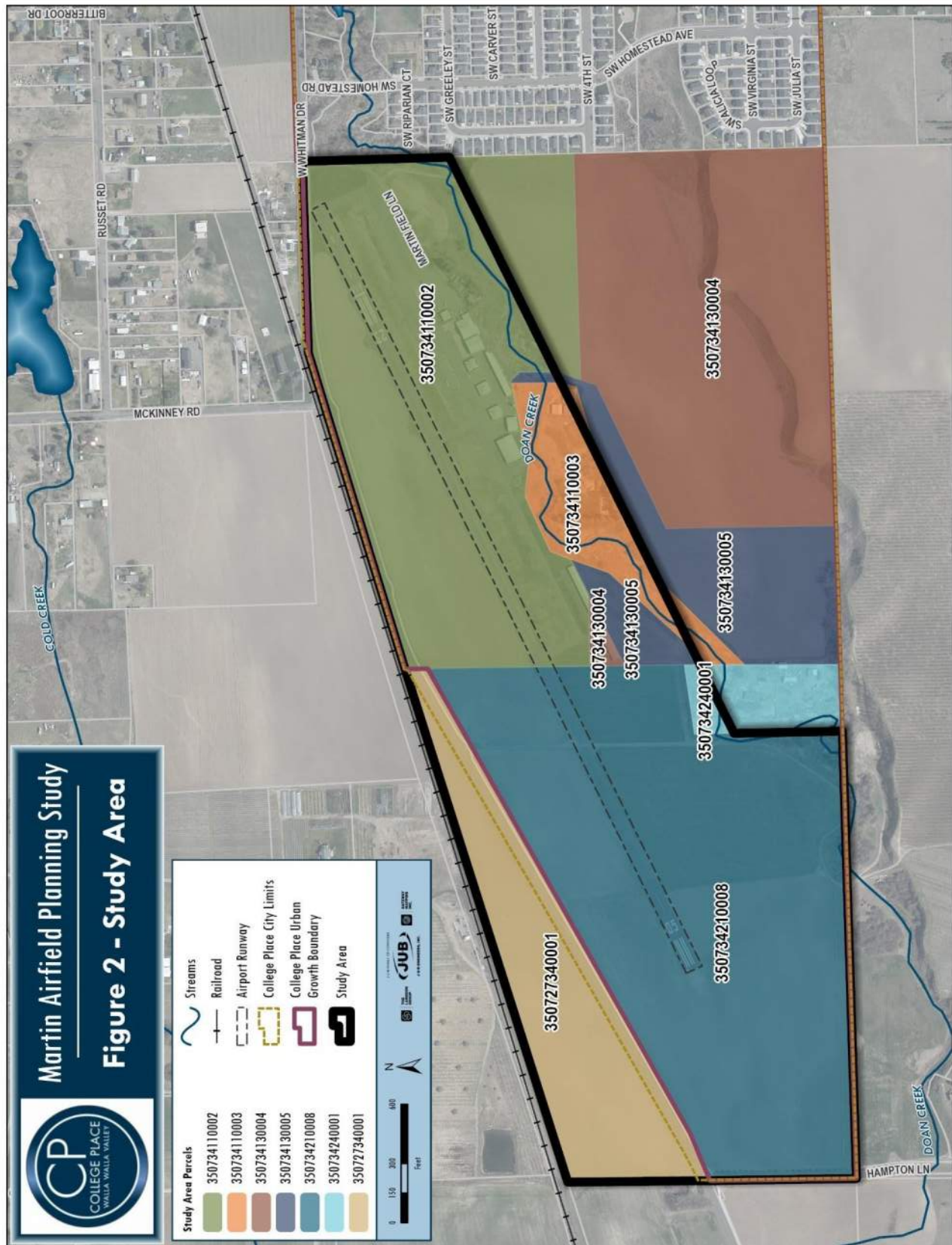
- Existing Property Description
- Land Use and Planning
- Airport Requirements
- Environmental Overview
- FAA Airspace Analysis
- Transportation
- Utility Availability
- Economic Analysis

## Existing Property Description

The land being evaluated for the Martin Airfield Master Plan consists of seven parcels, totaling nearly 180 acres, located in the City of College Place and Walla Walla County. The study area is situated on the western edge of the City of College Place. The Columbia Walla Walla (CWW) Railroad bounds the study area to the north, Doan Creek to the south, Homestead Village to the east, and Hampton Lane to the west, as shown in the Study Area Figure 2 below.







## Land Use and Planning

### **Land Use Evaluation**

#### *Current Land Uses*

The property is owned by a private entity and is farmed under a lease agreement. In addition to farming activities, Martin Airfield accommodates a variety of aviation-related uses including:

- Landside facilities – Elements supporting aviation use at an airport include terminals, hangars, tie-down spaces, fuel systems, signs, fencing, and automobile parking.
- Airside facilities – Elements at an airport that enable the safe movement and operation of aircraft between the air and ground include runways, taxiways, taxi lanes, aprons, visual aids, and weather reporting.

These facilities are depicted in the Landside and Airside Facilities (Figure 3) below.

### **Zoning Districts**

Martin Airfield has two zoning districts within the study area (see Figure 4):

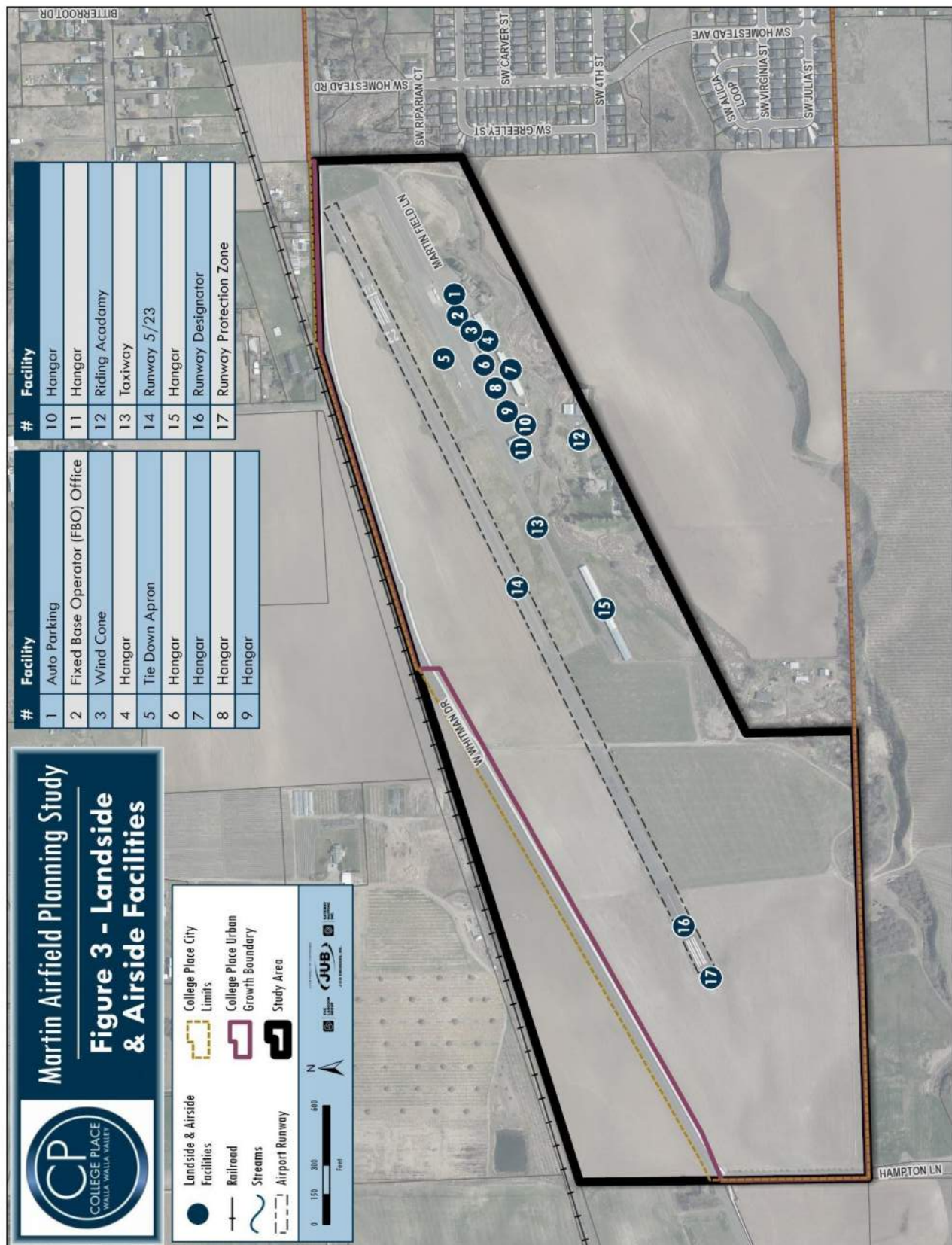
- City Zoning Districts
  - Light Industrial (LI)
- County Zoning District
  - Agriculture Residential 10 (AR-10).

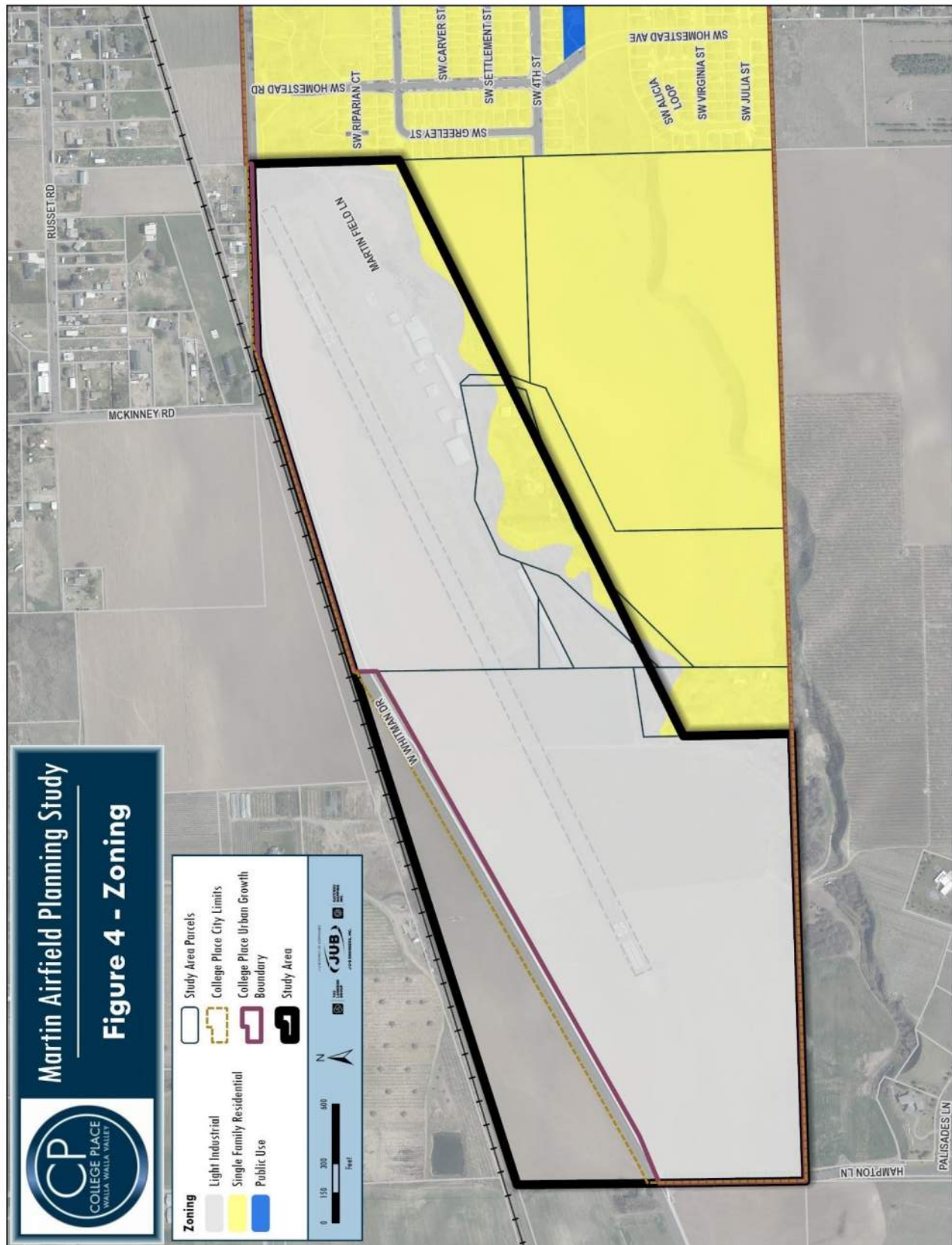
The purpose of the LI and AR-10 zoning districts are described in College Place Municipal Code (CPMC) 14.50.020 or Walla Walla County Code (WWCC) 17.12.030 and summarized below.

- Light Industrial (LI) – The purpose of the light industrial activities that do not generate offensive external impacts such as excessive noise, pollution or emissions, involve limited assembly, fabrication and handling of products, include research and technological processes and do not create exceptional demands upon public facilities and services. A further purpose is to afford protection to the industries so located by prohibiting the intrusion of incompatible influences.
- Agriculture Residential-10 (AR-10) – All lands in this district are lands of long-term commercial significance. The purpose of this district is to maintain the viability of agricultural uses. Land in this district is located adjacent to existing rural lands, rural activity centers, and urban growth areas. Uses are distinctive of the agricultural sector. Large-scale natural resource processing industry is discouraged. Limited commercial-tourism and businesses that support agriculture are permitted. Residences are an allowed use and clustering to preserve large tracts of resource land is the preferred method of residential land development.

The City of College Place does not have an Airport Overlay Zone with additional requirements. Code recommendations for an Airport Overlay Zone are described in the Airport Requirements section.







### Allowed Uses

The permitted uses for the LI and AR-10 zones are listed below.

#### Light Industrial

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• Appliance repair shop</li> <li>• Automobile service/repair(1)</li> <li>• Bakery</li> <li>• Business park</li> <li>• Communications center/facility</li> <li>• Contractor/construction yard</li> <li>• Electric vehicle infrastructure</li> <li>• Industry, light</li> <li>• Manufactured home</li> <li>• Manufacturing/assembly, light</li> <li>• Master planned development</li> <li>• Mini-storage</li> <li>• Mobile vendor</li> </ul> | <ul style="list-style-type: none"> <li>• Nursery/greenhouse</li> <li>• Parking lot</li> <li>• Public utility</li> <li>• Salvage/wrecking operations</li> <li>• School, vocational/trade</li> <li>• Shipping/receiving center</li> <li>• Storage of flammable material/liquid</li> <li>• Storage, outdoor</li> <li>• Technology center</li> <li>• Warehouse/shipping</li> <li>• Winery</li> <li>• Wireless communication facility, academic</li> <li>• Wireless communication facility, minor</li> </ul> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

#### Agriculture Residential 10

- |                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                             |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• Dwelling Units (One Family, Mobile Home, Manufactured Home)</li> <li>• Adult Family Home</li> <li>• Bed &amp; Breakfast Type I</li> <li>• Produce Stand</li> <li>• Commercial Greenhouses</li> <li>• Day Care, Family</li> <li>• Distillery, production facility</li> <li>• Storage/Packing agricultural produce</li> </ul> | <ul style="list-style-type: none"> <li>• Crop Maze</li> <li>• Park</li> <li>• Growing of Crops</li> <li>• Hatcheries</li> <li>• Timber Harvesting</li> <li>• Airports and Aircraft Landing Field—Agricultural</li> <li>• Helistops</li> <li>• Railroad Terminals</li> </ul> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

### Development Standards

The City of College Place and Walla Walla County have adopted zoning regulations and development standards (CPMC Title 14 and WWCC Title 17, respectively) that are consistent with and serve to implement the City's and County's Comprehensive Plan (2018). Below is a summary of the development standards identified in CPMC Chapter 14.60 and WWCC Chapter 17.18.

Table 1 Development Standards

| Zone                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Lot Size (min.)         | Lot Width (min.) | Density (dwelling units/Acre) | Building Height  | Front Yard       | Side Yard         | Rear Yard         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|------------------|-------------------------------|------------------|------------------|-------------------|-------------------|
| LI                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | No minimum <sup>1</sup> | 50'              | -                             | None             | None             | None <sup>2</sup> | None <sup>2</sup> |
| AR-10                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 10 AC                   | 330'             | 0.10                          | 35' <sup>3</sup> | 30' <sup>3</sup> | 10' <sup>3</sup>  | -                 |
| <b>Notes</b> <ol style="list-style-type: none"> <li>1. On corner lots, the exterior side yard setback shall be at least 15 feet from the property line.</li> <li>2. No setback required except when abutting a SFR, MFR, or PUD then a landscaped buffer equal to the height of the building at eave shall be required in accordance with the provisions of Section 14.60.040, landscaping, fences and visibility standards.</li> <li>3. Buildings housing domestic animals or any use that produces offensive noise, vibration, smoke, dust, odors, heat or glare shall maintain a seventy-five feet front yard setback and fifty feet side and rear yard setbacks.</li> </ol> |                         |                  |                               |                  |                  |                   |                   |



### **Planning Process**

The City of College Place has jurisdiction over the Martin Airfield and will process all permitting and entitlements necessary for development. The City (or its representative) will initiate the permit review and send it to the Airport Engineer for additional review and comment. The City of College Place will respond and provide a review following the College Place Municipal Code.

### **SEPA**

Any future development of the property will require environmental review. College Place will be the lead agency for the State Environmental Policy Act (SEPA) Process. SEPA is a State of Washington policy intended to ensure that state and local agencies consider environmental values during decision-making. SEPA requires state and local agencies to consider the potential environmental consequences of a proposal before approving or denying the proposal. Once the City receives a SEPA Checklist, a public notice will be sent out for a 14-day public comment period and a 14-day appeal period. Notices are sent out to the following:

- The Department of Ecology
- All agencies with jurisdiction (state, local, and federal)
- Affected tribes; and
- All local agencies whose public services would be affected by the proposal.

Because Martin Airfield is a privately owned airport, it is exempt from following federal regulations, such as the National Environmental Policy Act (NEPA), unless a federal nexus is triggered otherwise during development.

### **Platting Process**

The City has three options for the division, redivision, or alternating lots within the

Martin Airfield Study Area. These options are discussed briefly below. The complete Permitting Classification Table can be found in **Appendix 1**. CPMC Chapter 14.90 Subdivisions contains the standards and procedures for dividing land in accordance with the City of College Place Municipal Code.

- Subdivision/Short Plat
- Binding Site Plans
- Lot Line Adjustments (Boundary Line Adjustments)

### **Subdivision/Short Plat**

A subdivision or short plat is used when an applicant desires to subdivide land. This process is guided by the number of lots the applicant wants to create. A subdivision is used when ten or more lots will be created. A short plat is used when nine or fewer lots will be created.

### **Binding Site Plans**

The binding site plan process is an alternative to the subdivision process to divide property for sale, lease, or transfer of ownership as an alternative method of land division into two or more lots, parcels, or tracts in a commercial or industrial zoning district.

### **Lot Line Adjustments (Boundary Line Adjustments)**

A boundary line adjustment is a mechanism by which the city may approve the alteration of a boundary line between legally created lots, provided that:

1. Such an adjustment shall not create any additional lot, tract, parcel, site, or division, nor create lots which are nonconforming or more nonconforming than exists; and
2. A boundary line adjustment may consolidate lots under common ownership.

## Environmental Overview

### Water Resources

#### *Wetlands*

The Clean Water Act (CWA) defines wetlands as “areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.” Wetlands include swamps, marshes, bogs, and similar areas.

The U.S. Fish and Wildlife National Wetlands Inventory identifies one wetland within the study area. It is a 3.96-acre Freshwater Emergent Wetland habitat classified as a PEM1C. A Freshwater Emergent Wetland habitat classified as PEM1C refers to a specific type of wetland in the United States National Wetland Classification System. The following is an outline of the classification:

- PEM: Stands for "Palustrine Emergent," which indicates a wetland characterized by non-woody plants (emergent vegetation) such as grasses, sedges, and reeds.
- 1: This number typically denotes the subclass of the wetland, indicating it is dominated by persistent emergent vegetation.
- C: This letter signifies a specific community type within the subclass, often indicating factors like hydrology or the dominant plant species present.

In summary, a PEM1C wetland is a type of freshwater wetland dominated by persistent emergent vegetation, usually found in seasonally or permanently flooded areas. These habitats are vital in biodiversity, water quality, and flood regulation. Before any development activities in the vicinity, a field verification of this area should be completed.

The appropriate regulatory agencies have final authority regarding jurisdictional determinations and acceptance of wetland delineations. If proposed development would permanently impact federal and/or state jurisdictional wetlands, permitting with the U.S. Army Corps of Engineers (USACE) and the Washington State Department of Ecology (WDOE) would be required, and compensatory mitigation may be required.

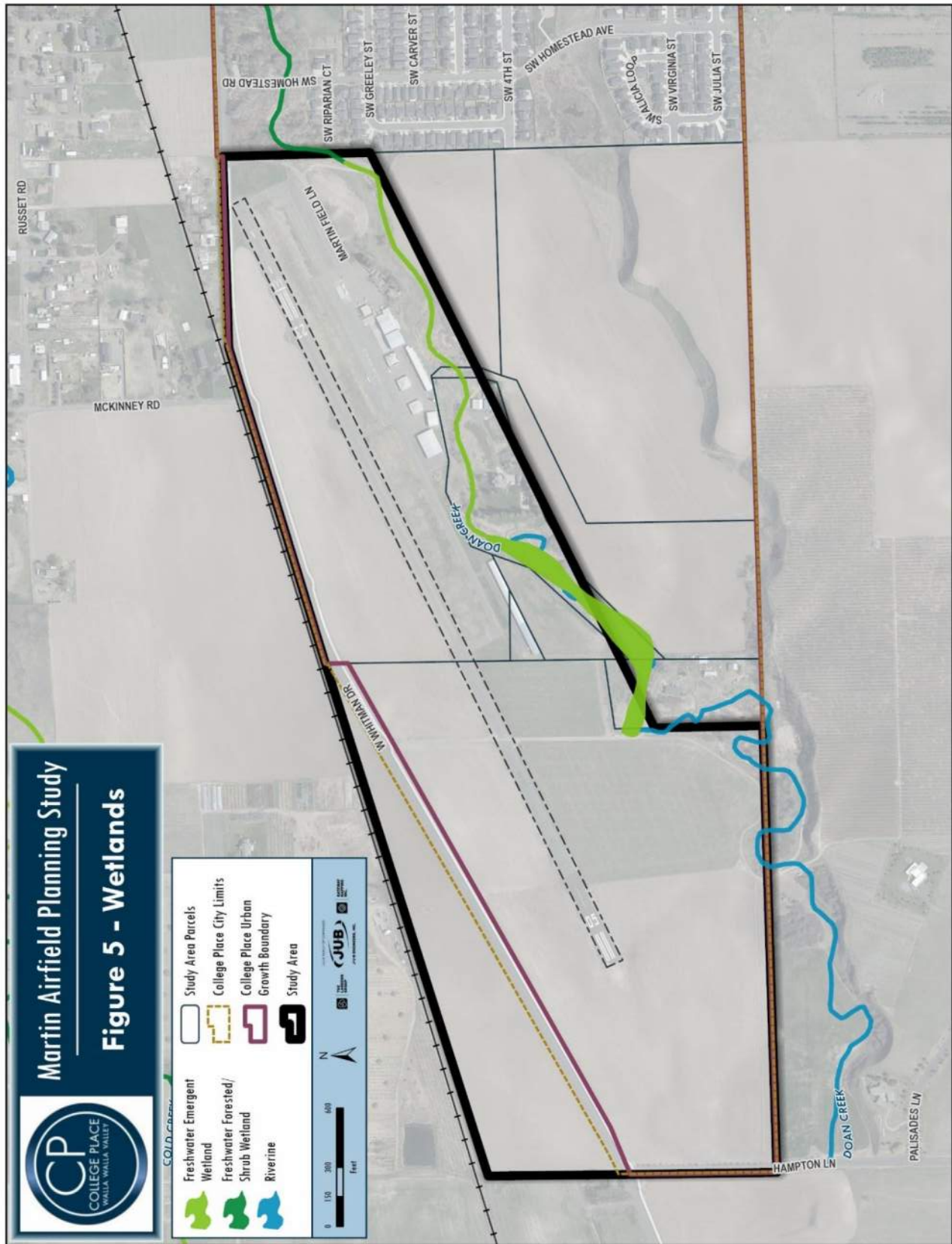
#### *Floodplains*

Floodplains are defined as lowland areas adjoining inland and coastal waters which are periodically inundated by floodwater. Floodplains are discussed in terms of the 100-year flood, 500-year flood, coastal flood, or underdetermined/undesignated areas. The study area is in Zone C (areas of minimal flooding), per the FEMA FIRM (Flood Insurance Rate Map) 530194 0440 B.

#### *Surface Waters*

Rivers, streams, lakes, oceans, ponds, and estuaries are examples of surface waters. The study area has one primary surface water feature: Doan Creek. Doan Creek is a small freshwater stream that flows through a mix of residential and natural areas. It typically features riparian zones with diverse vegetation, which support local wildlife. The creek plays a vital role in the local ecosystem, providing habitat for various species and helping with water drainage.





### **Critical Areas Ordinance**

Per City of College Place Municipal Code 14.070.030.A, “The entire City of College Place is hereby designated as a critical aquifer recharge area, and the provisions of this chapter shall apply to all proposed development activities unless specifically exempted or otherwise provided.

### **Cultural Resources**

This study does not include a cultural resource report, but it should be considered before development.

Using the predictive model, the Washington State Department of Archaeology & Historic Preservation (DAHP) mapping system, WISAARD (Washington Information System for Architectural and Archeological Records Data) identifies the study area with a value of 3, 4, and 5. The values are defined below:

1: Survey Contingent Upon Project Parameters: Low Risk

2: Survey Contingent Upon Project Parameters: Moderately Low Risk

3: Survey Recommended: Moderate Risk

4: Survey Highly Advised: High Risk

5: Survey Highly Advised: Very High Risk

Because the site is identified as Moderate to Very High Risk for survey recommendations, consulting with a cultural resource specialist or archaeologist before development is advised.

In addition to the WISAARD mapping and its recommendation for a cultural resource survey prior to development, it is also important to note that the Whitman Monument is approximately 2 miles west of the study area. The Whitman Mission National Historic Site preserves the site of the 19th-century mission established by Marcus and Narcissa Whitman to convert the Cayuse people to Christianity. The mission became a point of cultural conflict, culminating in the 1847 Whitman Massacre, in which the Whitmans and several others were killed by Cayuse members following an outbreak of measles that devastated the Native population. Today, the site includes a visitor center, interpretive trails, and a memorial, offering insight into the complex history of early missionary efforts, westward expansion, and Native resistance.

### **Air Quality**

The Clean Air Act (CAA) sets the general policy for regulating air quality throughout the U.S. Under the CAA, the Environmental Protection Agency (EPA) established National Ambient Air Quality Standards (NAAQS) to protect human health and the environment against the detrimental effects of outdoor air pollution. NAAQS exists for the following criteria pollutants: carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), sulfur dioxide (SO<sub>2</sub>), particulate matter (PM-2.5 and PM10), and lead (Pb).

Under the CAA, the EPA assesses air quality conditions within all areas of a state based on NAAQS. Areas that exceed NAAQS are considered “nonattainment” areas. Areas once considered nonattainment but currently meet NAAQS and CAA requirements are designated as

“maintenance” areas. As of July 2024, Walla Walla County is not in nonattainment or maintenance for any criteria pollutants (EPA 2024).

### **Soils Assessment**

The National Resource Cooperative Service (NRCS) online web soil survey was used to identify Martin Airfield Properties soil types, see Figure 6 below. Complete mapping and soil details are contained in **Appendix 2**.

*Table 2 Soil Assessment*

| Soil Type                                                 | Map Unit Symbol | % of Area of Interest | Acres |
|-----------------------------------------------------------|-----------------|-----------------------|-------|
| Pedigo silt loam, 0 to 3 percent slopes                   | PmA             | 11.4%                 | 20.2  |
| Umapine silt loam, 0 to 3 percent slopes                  | UmA             | 86.5%                 | 153.2 |
| Umapine silt loam, leached surface, 0 to 3 percent slopes | UpA             | 2.1%                  | 3.8   |
| Total                                                     |                 | 100%                  | 177.2 |

## **Airport Requirements**

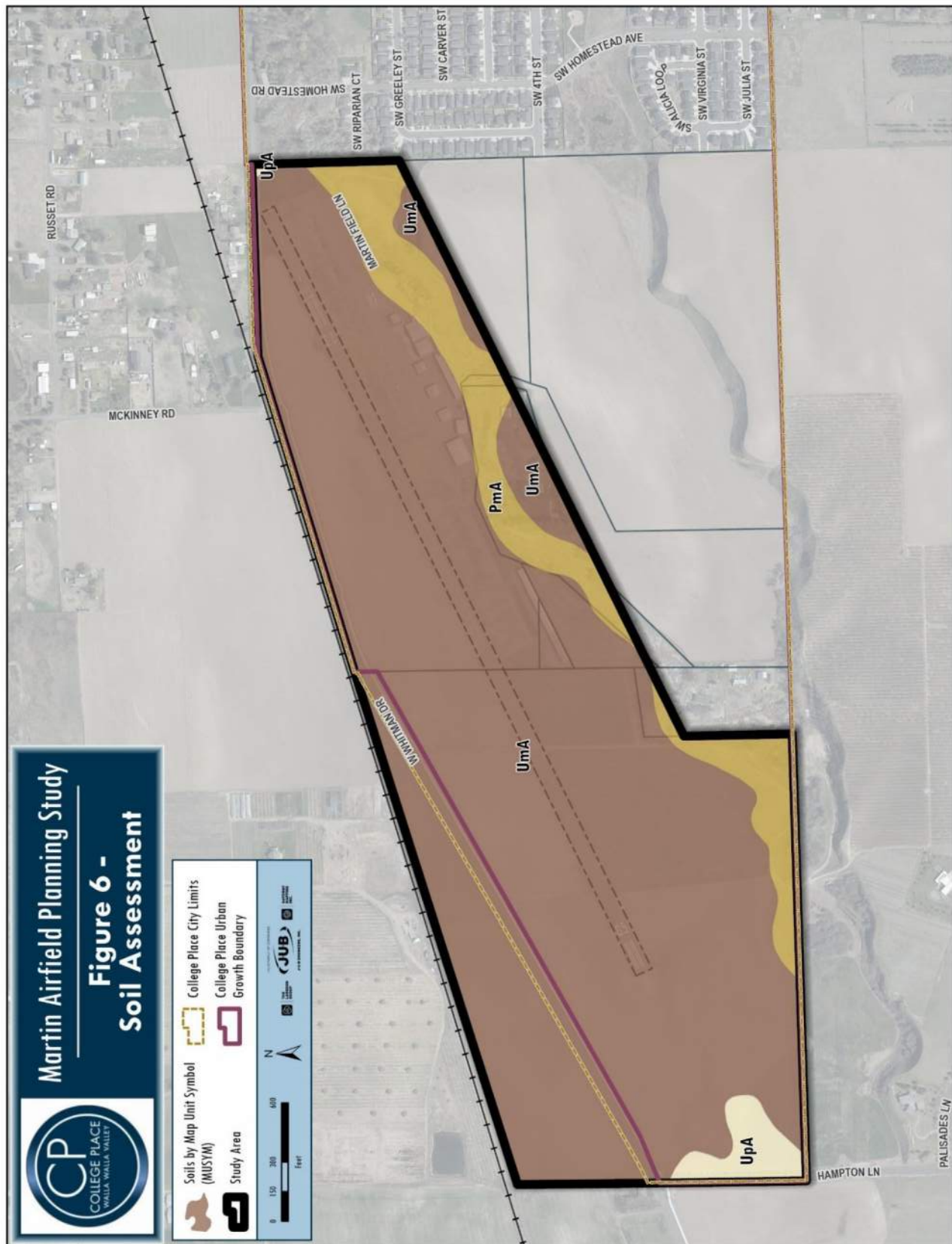
The best approach to promoting land use compatibility at and around an airport is using a combination of regulatory tools. There are two types of zoning overlays that are designed to achieve different purposes.

1. One that is designed and shaped to address critical air space surfaces depicted in federal regulations FAA Part 77 Imaginary Surfaces.
2. The other addresses land use compatibility zones or the general operating environment of the airport.

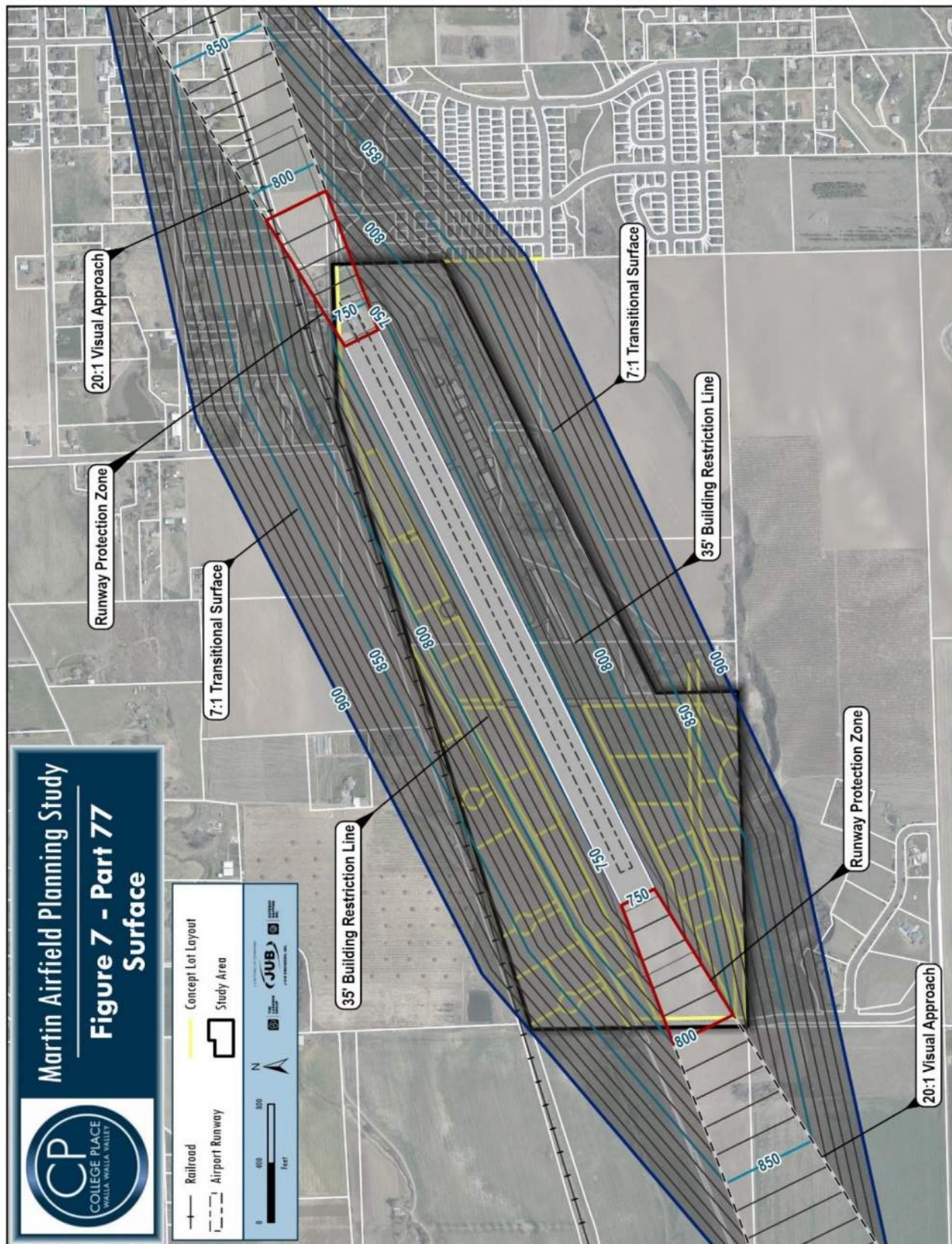
### **Key Features of an Airport Compatibility Overlay Zone:**

- **Height Restrictions** – Limits the height of buildings, towers, and other structures to prevent hazards to aircraft.
- **Noise Compatibility** – Regulates land uses to minimize conflicts, such as restricting residential developments near high-noise areas.
- **Land Use Restrictions** – Controls activities that could pose risks, such as wildlife attractants (e.g., landfills, bodies of water) or emissions that could affect visibility.
- **Approach and Safety Zones** – Establishes buffer areas where certain developments or uses are restricted to protect aircraft on takeoff and landing.

Local governments often establish these regulations in coordination with the Federal Aviation Administration (FAA) or relevant aviation authorities.









### *Land Use Compatibility Zones*

In a 2018 Walla Walla County Staff Report, WSDOT requested that the County begin working with the City to propose, at some later date, the establishment of an Airport Compatibility Zoning structure and development guidelines around Martin Field, per the Martin Field Airport Layout Plan (2020). Currently, the Martin Field Airport Layout Plan conforms with the *WSDOT Airports and Compatible Land Use Guidebook* for compatibility criteria and design.

Six land use compatibility/safety zones are identified below:

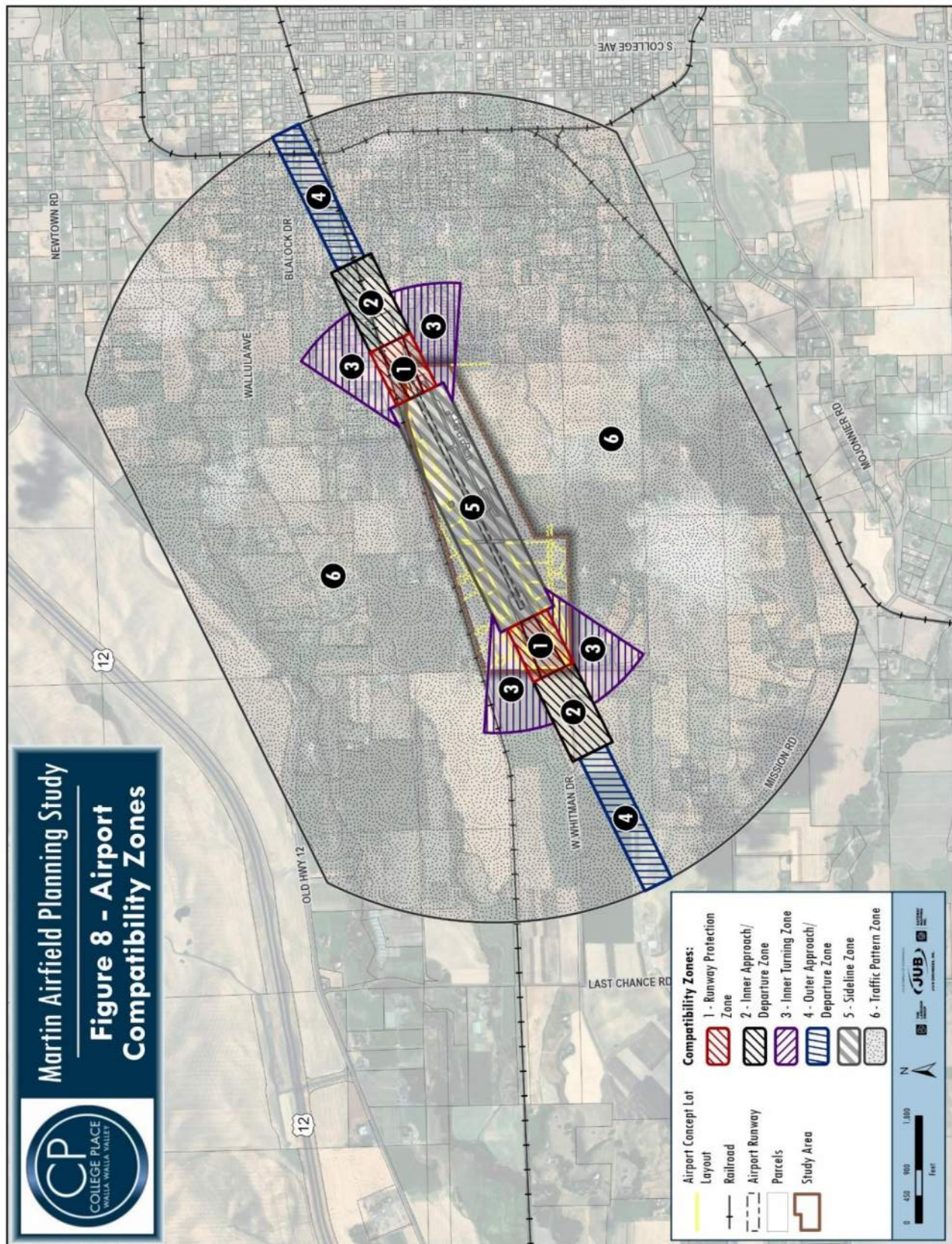
- **Zone 1, Runway Protection Zone**—This zone encompasses the runway protection zone (RPZ) at each end of the runway and should use the RPZ dimensions established in accordance with FAA standards. Also included in the zone are the strips of land immediately adjacent to the runway where FAA standards preclude structures.
- **Zone 2, Inner Approach/Departure Zone**—This zone wraps around and extends beyond Zone 1 along the runway centerline. Next to the RPZ, it represents the area where the risk of aircraft accidents is the greatest. On departure, aircraft are typically at full power in the initial phase of climb. On approach, they are at low altitude as they prepare for landing.
- **Zone 3, Inner Turning Zone**—This zone is a wedge-shaped area lying along the sides of Zone 2. When operating visually, departing aircraft may begin turning over this area to fly toward their destination or to remain in the traffic pattern. Arriving aircraft often overfly this area as well, especially if they are flying a tight pattern.
- **Zone 4, Outer Approach/Departure Zone**—This area lies beyond Zone 3 along the extended runway centerline. Aircraft flying straight out or in overfly this area at low altitude.
- **Zone 5, Sideline Zone**—Lying in narrow bands along each side of the runway, aircraft do not normally fly over the sideline zone. The principal risk is from aircraft that lose directional control while landing or just after take off.
- **Zone 6, Traffic Pattern Zone**—The final zone contains the remainder of the airport environment where aircraft fly as they approach and depart the airport or are engaged in flight training. In area, Zone 6 is typically larger than the other zones combined.

Figure 8 is a graphic depiction of land use compatibility/ safety zones surrounding Martin Field.

Permitted land uses within these zones are consistent with the criteria described by the WSDOT Airports and Compatible Land Use Criteria located in **Appendix 3**.

### **Importance of these Overlays**

Implementing these overlays is vital for the new development around Martin Field. They ensure that land use is compatible with airport operations, thereby protecting the public from potential hazards and minimizing conflicts between airport activities and surrounding developments. By coordinating with local governments and the FAA, these measures help maintain a safe airport environment while supporting sustainable growth in the area.





## Transportation

### Roadway Network

The roadway network surrounding Martin Airfield is consistent with a rural agricultural area. Whitman Drive is an east-west minor collector roadway adjacent to Martin Field on the north. The roadway was rebuilt by the county in 2020, incorporating a multi-use path and a gravel stormwater area between the roadway and the airfield. There are only local roads and driveways to the west of the airfield. To the east is the City of College Place, which has urban characteristics and a network of local and collector streets. Table 3 shows the study area roadways and their characteristics. The Existing Roadway Network Figure shows the roadway network, intersection traffic control, lane configurations at the nine study area intersections, and the existing PM Peak Hour Traffic Volumes at the study intersections (see Figure 9).

### Traffic Volumes

All-day traffic counts for the City were collected in October 2024. All-day volumes on Whitman Drive range from under 700 west of Martin Field to nearly 4,700 west of College Avenue. College Avenue all-day traffic volumes are approximately 6,000 vehicles per day near Whitman Drive. Intersection turning movement volumes were collected on October 8, 2024, at the nine study intersections from 4:00 – 6:00 PM. The PM peak hour traffic varies at each intersection, but generally the east end of the Whitman Drive corridor occurred from 4:45 – 5:45 with the west end occurring from 4:15 – 5:15. The PM peak hour traffic volumes for the study intersections are shown in the figure below and in **Appendix 4**.

### Traffic Operations

The Level-of-Service (LOS) analysis quantitatively describes the quality of operational conditions of a roadway segment or intersection and the perception by motorists and passengers. Service levels are identified by letter designation, A – F, with LOS “A” representing the best operating conditions and LOS “F” the worst. Each LOS represents a range of operating conditions, and one or more measures of effectiveness (MOEs) are used to quantify the LOS of a roadway element. For intersections, the MOE used is the average control delay (seconds) per vehicle. While there are several methodologies for estimating the LOS of intersections, the most commonly used is presented in the Highway Capacity Manual and is the methodology used in this study (HCM 2017). The Highway Capacity Manual LOS criteria for unsignalized intersections are: A < 10 seconds of average vehicle delay, B is 10 – 15 seconds, C is 15 – 25 seconds, D is 25 – 35 seconds, E is 35 – 50 seconds, and F is more than 50 seconds of average vehicle delay.

For unsignalized intersections, the delay is based on the availability of gaps in the major street traffic flow to allow minor street movements to occur. Delay results in driver frustration and anxiety, loss of time, unnecessary fuel consumption, and contributes to pollution. The minimum acceptable Level of Service for College Place is LOS “D”.

An evaluation of existing traffic operations was performed for the PM peak hour using the Highway Capacity Software for unsignalized intersections. The analysis results indicate that each of all eight unsignalized study intersections currently function with good Level of Service (LOS) “A” or “B” with each intersection having less than 13 seconds of average vehicle delay during the PM peak hour. The one signalized intersection at Whitman Dr/College Avenue functions with LOS “C” which is also acceptable. The capacity analysis worksheets are included in **Appendix 4**.

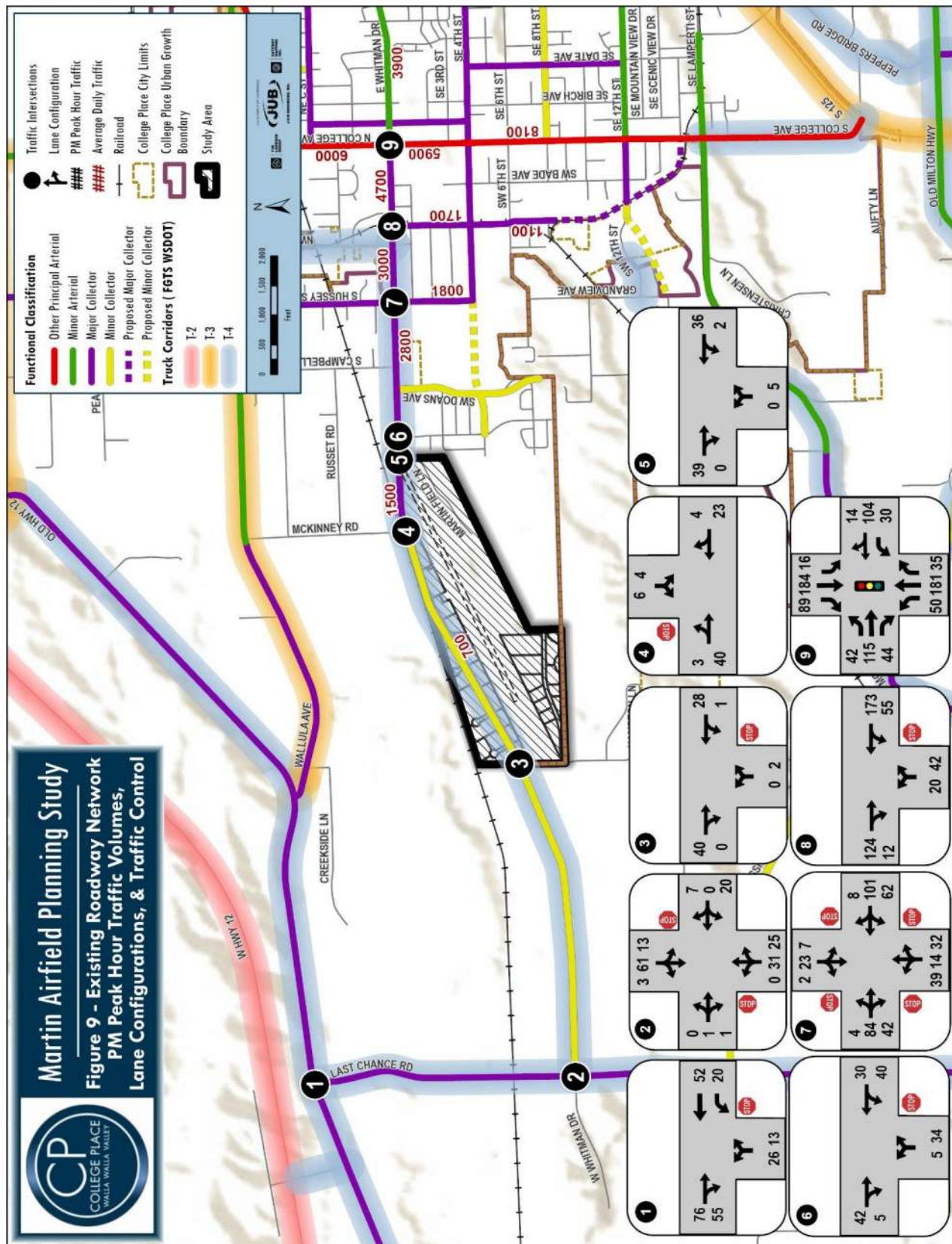


Table 3 Existing Transportation Network

| Roadway                | Functional Classification                                                       | Roadway Characteristics                                                                                                                                                                                                                                                                                           | Posted Speed                                                                                              |
|------------------------|---------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| <b>Whitman Drive *</b> | <b>Major Collector east of McKinney Rd, Minor Collector west of McKinney Rd</b> | <b>College to Academy = ~ 36' wide with two lanes, allows parking has sidewalk on north and most of south. Academy to Martin Field Lane is ~30' wide with 2 lanes and asphalt path on south side. West of Martin Field Lane has 2 12' lanes with 4' shoulders and a separated concrete pathway on south side.</b> | <b>25 MPH<br/>College to Academy, 30 MPH to Martin Field, 35 MPH to McKinney, 50 MPH west of McKinney</b> |
| Old US 12 *            | Major Collector                                                                 | two 12' lanes and 6' - 8' shoulders, turn lanes at most intersections.                                                                                                                                                                                                                                            | 50 MPH                                                                                                    |
| Last Chance Road *     | Major Collector                                                                 | 10'-12' lanes with minimal gravel shoulders.<br>Has weight restrictions on a bridge.                                                                                                                                                                                                                              | Not posted                                                                                                |
| <b>Hampton Lane *</b>  | <b>Local street</b>                                                             | <b>~20' wide with no pavement markings</b>                                                                                                                                                                                                                                                                        | <b>Not posted</b>                                                                                         |
| McKinney Road *        | Local street                                                                    | ~20' wide with no pavement markings, minimal gravel shoulders                                                                                                                                                                                                                                                     | 25 MPH                                                                                                    |
| Martin Field Lane      | Local street                                                                    | 18' - 20' with no pavement markings                                                                                                                                                                                                                                                                               | Not posted                                                                                                |
| <b>Homestead Ave</b>   | <b>Local street</b>                                                             | <b>~22' - 36' wide no pavement markings, allows parking in some places, sidewalk on west side.</b>                                                                                                                                                                                                                | <b>25 MPH</b>                                                                                             |
| <b>Academy Street</b>  | <b>Major Collector</b>                                                          | <b>South of Whitman has ~36' wide with 2 lanes and a buffered two-directional bike lane on the west side, sidewalks on both sides and school zone. North of Whitman is ~22' with no pavement markings or sidewalks.</b>                                                                                           | <b>25 MPH, with 20 MPH school zone south of Whitman</b>                                                   |
| <b>Davis Avenue</b>    | <b>Major Collector</b>                                                          | <b>~30' - 36' wide with no pavement markings, sidewalk on the east side.</b>                                                                                                                                                                                                                                      | <b>Not posted</b>                                                                                         |
| <b>College Avenue</b>  | <b>Principal Arterial</b>                                                       | <b>~36' wide with 4' painted median in places, allows parking in places, sidewalks on both sides, has pedestrian crossings</b>                                                                                                                                                                                    | <b>25 MPH</b>                                                                                             |

City roadways are indicated in **bold** text, county roadways are marked with an (\*), privately owned roadways are in regular text. Roadways that are **bold** and have an (\*) are both city/county owned roadways.



Table 4 Summary of Existing Delay/LOS

| Intersection                                                                                                                                                          | 2024 Existing Delay (seconds)/ Level of Service |                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|----------------|
|                                                                                                                                                                       | Overall Intersection                            | Worst Movement |
| Old US 12/Last Chance                                                                                                                                                 | *                                               | NB--9.7/A      |
| Whitman/Last Chance                                                                                                                                                   | *                                               | WB--9.4/A      |
| Whitman/Hampton                                                                                                                                                       | *                                               | NB--8.5/A      |
| Whitman/McKinney                                                                                                                                                      | *                                               | SB--8.7/A      |
| Whitman/Martin Field                                                                                                                                                  | *                                               | NB--8.5/A      |
| Whitman/Homestead                                                                                                                                                     | *                                               | NB--8.9/A      |
| Whitman/Hussey                                                                                                                                                        | *                                               | SB--12.5/B     |
| Whitman/Davis                                                                                                                                                         | *                                               | NB--10.6/B     |
| Whitman/College                                                                                                                                                       | 23.8/C                                          | WB--50.1/D     |
| Legend<br>EB = Eastbound, WB = Westbound NB = Northbound, SB = Southbound<br>32.6/C = seconds of delay/Level of Service<br>* Not provided for Two-Way Stop-Controlled |                                                 |                |

### Rail

The study area is immediately adjacent to a rail line owned by Columbia Walla Walla (CWW) Railroad. At this time, no rail spurs exist within the study area. No additional crossings or improvements are planned for the railroad. Two crossings exist near the study area at Last Chance Road and McKinney Road, but fall outside of the study area.

### Other Modes

Valley Transit provides fixed-route bus services in the Walla Walla Valley, with two College Place routes. The College Place Circulator, Route 2, provides the closest service to Martin Field, with half-hour service throughout the day as far west on Whitman Drive as Academy Way. Existing sidewalks and pathways in the study area were described above in the description of the street network.

## Utility Availability

The Utility Availability section will describe the existing utilities and capacities in and near the study area. Research was completed by coordinating directly with utility providers, reviewing online mapping, and researching existing system plans. The summary below is of the utility availability and whether additional coordination and/or expansion may be required/planned for future development.

Information reported in this Feasibility Study was sourced from several planning documents from the City of College Place, including:

- *City of College Place Comprehensive Water System Plan Update*, prepared by RH2 Engineering, Inc., December 2021.
- *City of College Place General Sewer Plan*, prepared by J-U-B ENGINEERS, Inc., March 2022.
- *City of College Place Wastewater Treatment Facility Plan*, prepared by J-U-B ENGINEERS, Inc., September 2018.
- *Technical Memorandum: Reservoir No. 4 Storage Capacity Evaluation*, prepared by RH2 Engineering, Inc., August 2023.

### **Sanitary Sewer Service**

Existing on-site sewage systems (OSS) or septic systems serve existing users within the Martin Airfield study area. The Walla Walla County Health District (WWCHD) is the primary one responsible for permitting and policing residential and small-flow commercial discharges using OSS within the city's urban growth area (UGA).

The City of College Place owns a sanitary sewer collection system and Wastewater Treatment Plant (WWTP) that serves properties within the City limits and a neighboring Walla Walla Housing Authority property. Jacobs has been contract operating the collection system and WWTP facilities since April 2016.

Sanitary sewage generated in the City is collected and transported to the WWTP via gravity collection sewers and pump stations. The City's public collection system has expanded from an initial series of pipelines serving the old downtown area to a system containing over 40 miles of gravity pipelines, 960 manholes, and 5 active pumping stations providing public sanitary sewer service to a residential population of approximately 9,780. The total area that can be provided with public sanitary sewer service totals approximately 1,907 acres or about 3.0 square miles. The existing wastewater collection system consists of gravity pipelines ranging in size from 6 inches in diameter up to 30 inches in diameter, of which a majority are over 30 years old.

The City's existing collection system extends to the eastern boundary of the study area. The City's Sewer Basin B, adjacent to the east of the study area, consists of existing 8-inch collector piping that serves the Homestead Village residential development. Sewer Basin B flows are collected at an existing pump station (Lift Station No. 3) at the west end of SW 4<sup>th</sup> Street, and then pumped to the east along SW 4<sup>th</sup> Street. Existing 8-inch collector pipe terminates at the eastern boundary of the study area at SW 4<sup>th</sup> Street and SW Virginia Street. A preliminary analysis of the Martin Airfield study area was conducted in the City's 2022 General Sewer Plan (GSP). The preliminary analysis indicated the Martin Airfield study area would require new infrastructure to be served by gravity flow to a low point to the southwest. Later in this report, the buildout infrastructure analysis will evaluate the optimal location, depth, and capacity required to serve the study area.

The City's activated sludge WWTP is located approximately one mile southwest of city limits, and approximately 5,000 feet south of Martin Airfield. The WWTP currently discharges to a land treatment system during the critical periods (May through October) and to Garrison Creek during the non-critical periods (November through April). The City's WWTP operates under National Pollutant Discharge Elimination System (NPDES) Waste Discharge Permit No. WA-0020656. The permit was effective on March 1, 2014, and expired on February 28, 2019, the City is currently working with the Department of Ecology to update the permit. The existing NPDES permit has the following limitations:

*Table 5 NPDES Permit Limitations*

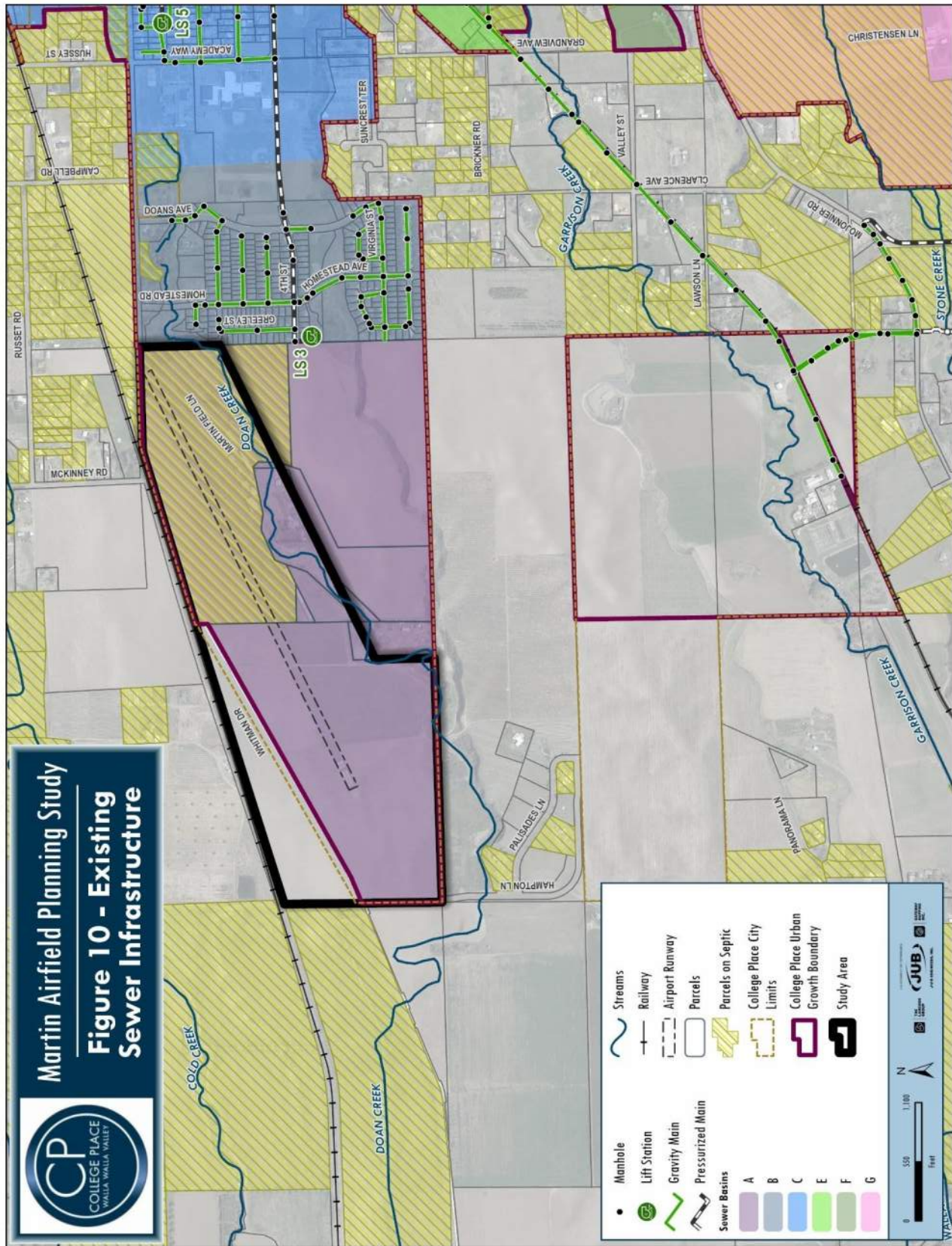
| Category                                            | Limit        |
|-----------------------------------------------------|--------------|
| Annual Average Flow                                 | 1.5 MGD      |
| Maximum Month Design Flow                           | 1.65 MGD     |
| Peak Instantaneous Design Flow                      | 5.7 MGD      |
| Irrigation Discharge for Maximum Month              | 1.65 MGD     |
| BOD <sub>5</sub> Influent Loading for Maximum Month | 4,500 lb/day |
| TSS Influent Loading for Maximum Month              | 3,400 lb/day |
| Influent Ammonia-nitrogen Max Month                 | 500 lb/day   |
| Design Population Equivalents (People)              | 11,813       |

The City's 2018 Wastewater Treatment Plant Facility Plan (Facility Plan) has the following flows and loads (from 2015 to 2016):

*Table 6 WTP Flows and Loads (2015 to 2016)*

| Category                                            | Limit        |
|-----------------------------------------------------|--------------|
| Maximum Month Flow                                  | 1.55 MGD     |
| Peak Instantaneous Flow                             | 3.16 MGD     |
| BOD <sub>5</sub> Influent Loading for Maximum Month | 1,997 lb/day |
| TSS Influent Loading for Maximum Month              | 2,086 lb/day |

Existing sanitary sewer infrastructure can be seen on the exhibit below.





### **Industrial Wastewater Service**

In accordance with the City's 2018 Wastewater Treatment Plant Facility Plan (Facility Plan); the City does not currently have any significant industrial users (SIUs) that are permitted with the Department of Ecology. Additionally, there is currently no separate industrial wastewater collection system in the City to convey flows to the Wastewater Treatment Plant (WWTP). The Facility Plan did not consider additions of any SIUs in the 20-year planning period and assumed the growth of the WWTP demands to match the general service population growth rate. The impact of the addition of an SIU to the City's wastewater collection system and WWTP will require careful evaluation and planning as the flows and loads of industrial users vary based on the proposed industry.

### **Potable Water Service**

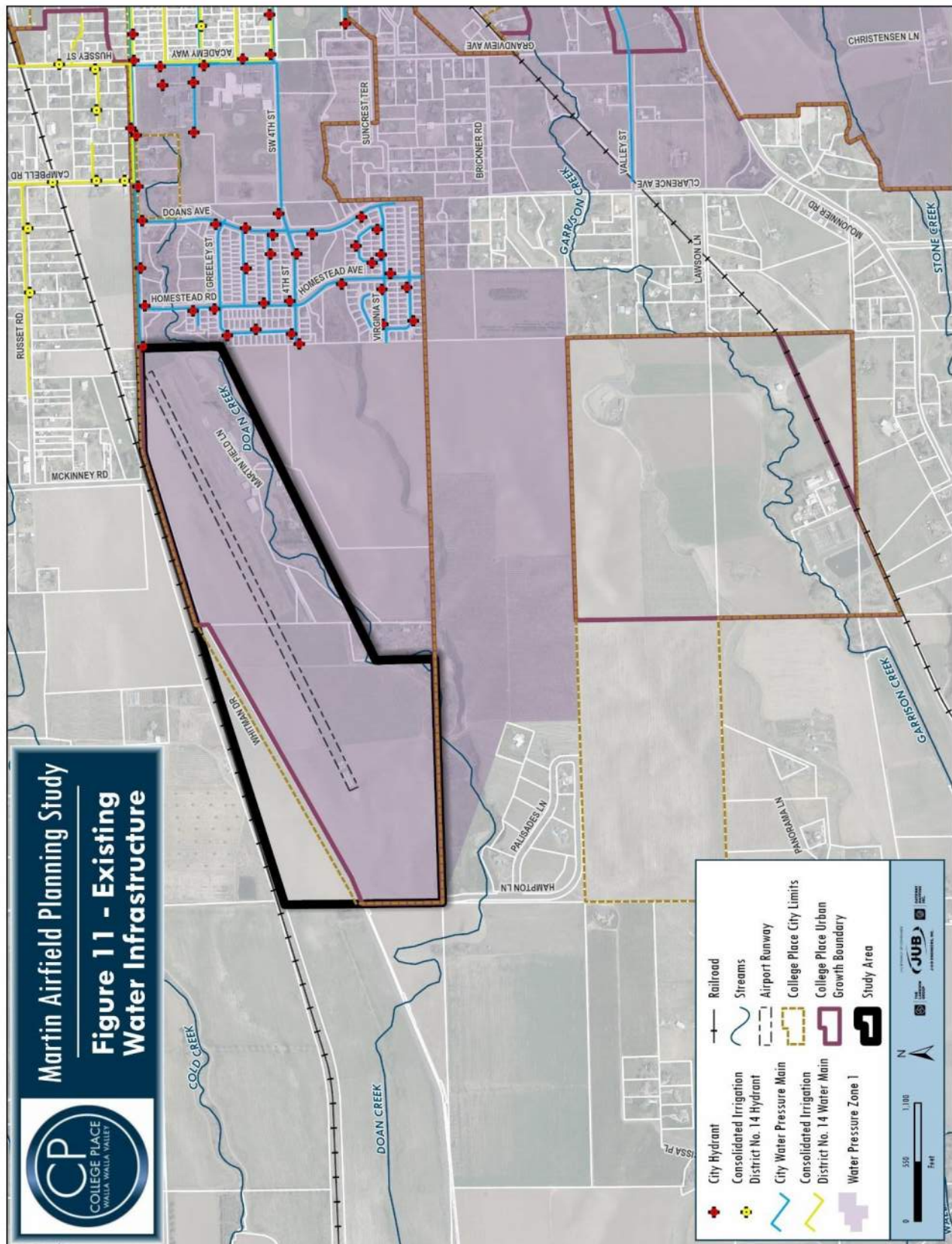
Privately owned wells currently serve the airport and residences in the study area. The nearest publicly owned water system, City of College Place, is adjacent to the study area. The College Place Water Department, public water system (PWS) ID 14050K, is a group A community water system publicly owned and managed by the City of College Place. As reported in the 2021 Comprehensive Water System Plan (WSP), the City provides water service to approximately 3,639 customer connections within the City's water service area. The City limits encompass approximately 3.0 square miles, and the existing retail water service area is approximately 3.6 square miles. In accordance with the WSP, in 2019 the system served a population of 8,302 residents.

The City's system includes three pressure zones (Zone 1, 2, and 3), four wells (Wells No. 2, 3, 4, and 6), three reservoirs (Reservoir No. 1, 2, and 3), one booster station (East Side Booster), and various pressure reducing valves. In addition to the City's water system, there are several other water purveyors within the City limits and surrounding areas that the City has intertie agreements with. The City's system contains over 48 miles of water main, ranging in size from 2 inches in diameter to 24 inches in diameter. Approximately 68% of all distribution piping is either 8-inch or 12-inch pipe.

In accordance with the WSP, the Martin Airfield study area partially lies within the City's retail service area and lies fully within the City's future service area. The study area is within the Zone 1 pressure zone, approximately ranging in elevation from 695 feet to 790 feet. The Zone 1 pressure zone serves elevations lower than 935 feet in elevation and is served by Wells No. 3 (2,400 gpm), 4 (1,700 gpm), and 6 (2,750 gpm) for a total capacity of 6,850 gpm. Well No. 2 (1,500 gpm) is an emergency back-up well only. Reservoir No. 1 provides storage for Zone 1, and is a 500,000-gallon elevated steel multi-column tank. The nearest waterlines are east of the study area, see Figure 11. The City's existing 12-inch water mains terminate at the west end of SW 4<sup>th</sup> Street and at the northeast study area boundary on W Whitman Drive. Additionally, there is existing 8-inch distribution pipe at the intersection of SW Virginia Street and SW Alicia Loop, approximately 100 feet east of the study area boundary.

Existing potable water infrastructure can be seen on the exhibit below Figure 10.





### **Surface and Storm Water Management**

This area has no known formal drainage facilities or flooding issues. The area south of Martin Airfield generally drains to Doan Creek, which runs south of the study area and flows northeast to southwest before eventually joining Mill Creek. Doan Creek also contains some wetlands, as noted previously. High groundwater is assumed to be present in low-lying areas near the creek. The areas north of Martin Airfield drain east to west and infiltrate runoff in low-lying areas onsite, such as the ditches associated with Whitman Drive, the railroad, and Hampton Lane, which forms the western border.

### **Other Utilities**

#### *Power*

Columbia Rural Electric Association (Columbia REA) provides power to Martin Airfield with underground, 3-phase available. The study area is located off an express feed on the south side of Whitman Drive that can provide ample power to future development. Pacific Power can also provide service with both single-phase and 3-phase power.

#### *Natural Gas*

Cascade Natural Gas Corporation (CNGC) has gas service to the Martin Field hangar buildings, including a recent extension west to serve all of the eastern airport building cluster. This 2-inch line could be extended as needed to serve future needs in some capacity, but the 2-inch line is not looped and its capacity is currently limited. There are looping and line upsizing options available if sufficient need is anticipated.

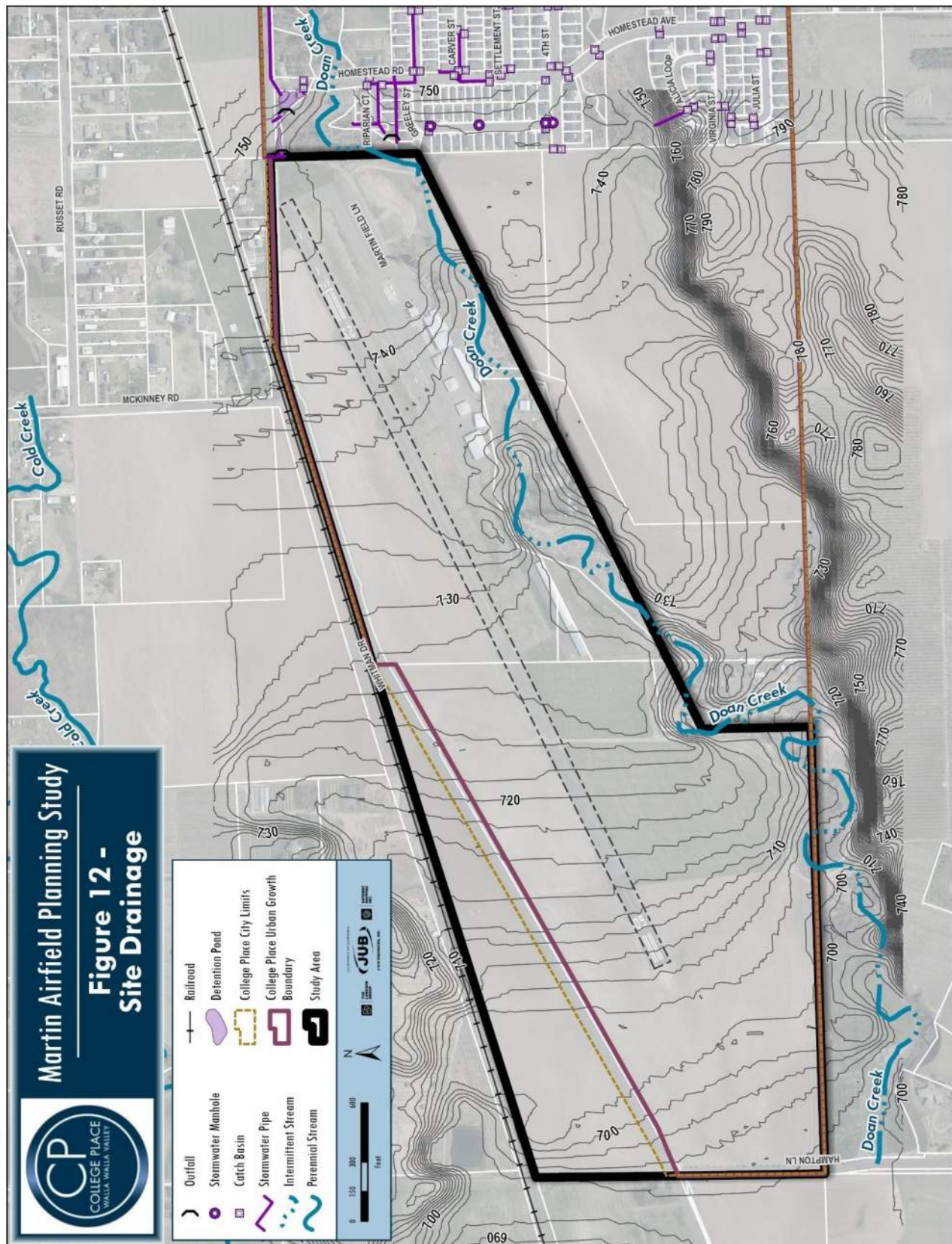
#### *Telecommunications and Fiber Optic Communication*

There are a variety of telecommunication services available in the area, including national satellite carriers. Century Link has cable internet immediately available to the site and Spectrum appears to have good coverage nearby, as well as PocketiNet, Columbia iConnect, and 360 Communications.

#### *Irrigation*

Irrigation water from an irrigation district or the City is not currently available at the site, but there appear to be five wells and a surface diversion off of Doan Creek within or near the study area that may be tied to the study parcels. The assessor lists all of the parcels except the hangar parcel as “irrigated” in various forms. One of the water rights is listed to Martin H. L. and is for 400 gpm of irrigation over 60 acres, so this water right could potentially be transferred to a new area of use for irrigation of proposed landscape areas. Additionally, these water rights should have existing pumps (or a diversion structure) that could be put into use with varying levels of improvement required.





## Economic Analysis

The Metts Group conducted an Economic Analysis for the Feasibility Study. The following is a summary of the results. The full report can be found in Appendix 5.

The Martin Airfield Economic Feasibility analysis focuses on the potential for growth and development at Martin Airfield. College Place is home to approximately 10,000 residents and has a growing local economy. The City's industries are anchored in government, higher education, retail, healthcare, and finance, contributing a Gross Regional Product (GRP) of \$417 million, or 10% of the county's economy. With nearly 3,900 jobs in total, the City is positioned for further economic expansion, especially with its proximity to key transportation routes such as US 12, I-82, and I-84, as well as rail access, broadband availability, and the added benefit of being an Opportunity Zone.

### Jobs

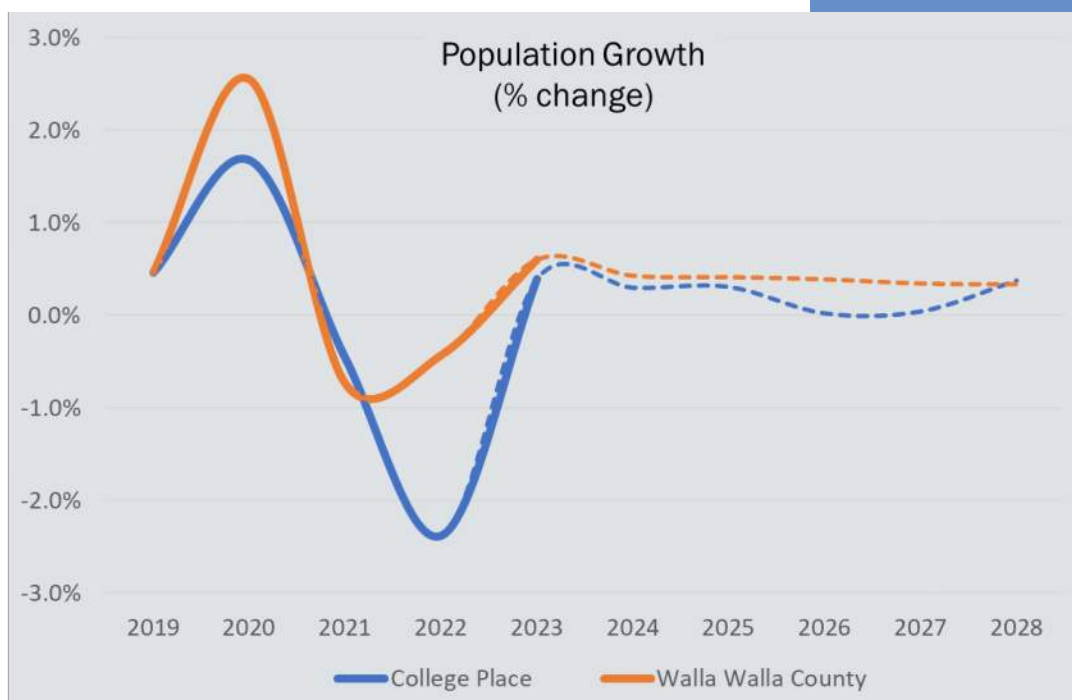
3,900

14% ↑

(2018-2023)

#### Largest Contributing Industries:

- Government (Higher Ed)
- Retail
- Accom. & Food Svcs
- Health Care
- Finance & Insurance



A target industry analysis was conducted in order to narrow down the types of uses most suitable for the project site. The target industry analysis was assessed by four critical factors and conducted at the county level to establish a more accurate depiction of the industry landscape:

- Number of Jobs
- Job Growth
- Job Concentration or Location Quotient (LQ)
- Total Demand

Industries with strong demand, a high LQ, and robust job growth were classified as "Thriving & Potential for Growth" signifying their resilient and important presence in the market.

Industries showing robust demand and considerable job growth were classified under the "Emerging Industries" category. This designation suggests significant potential for expansion due to a lower employment concentration.

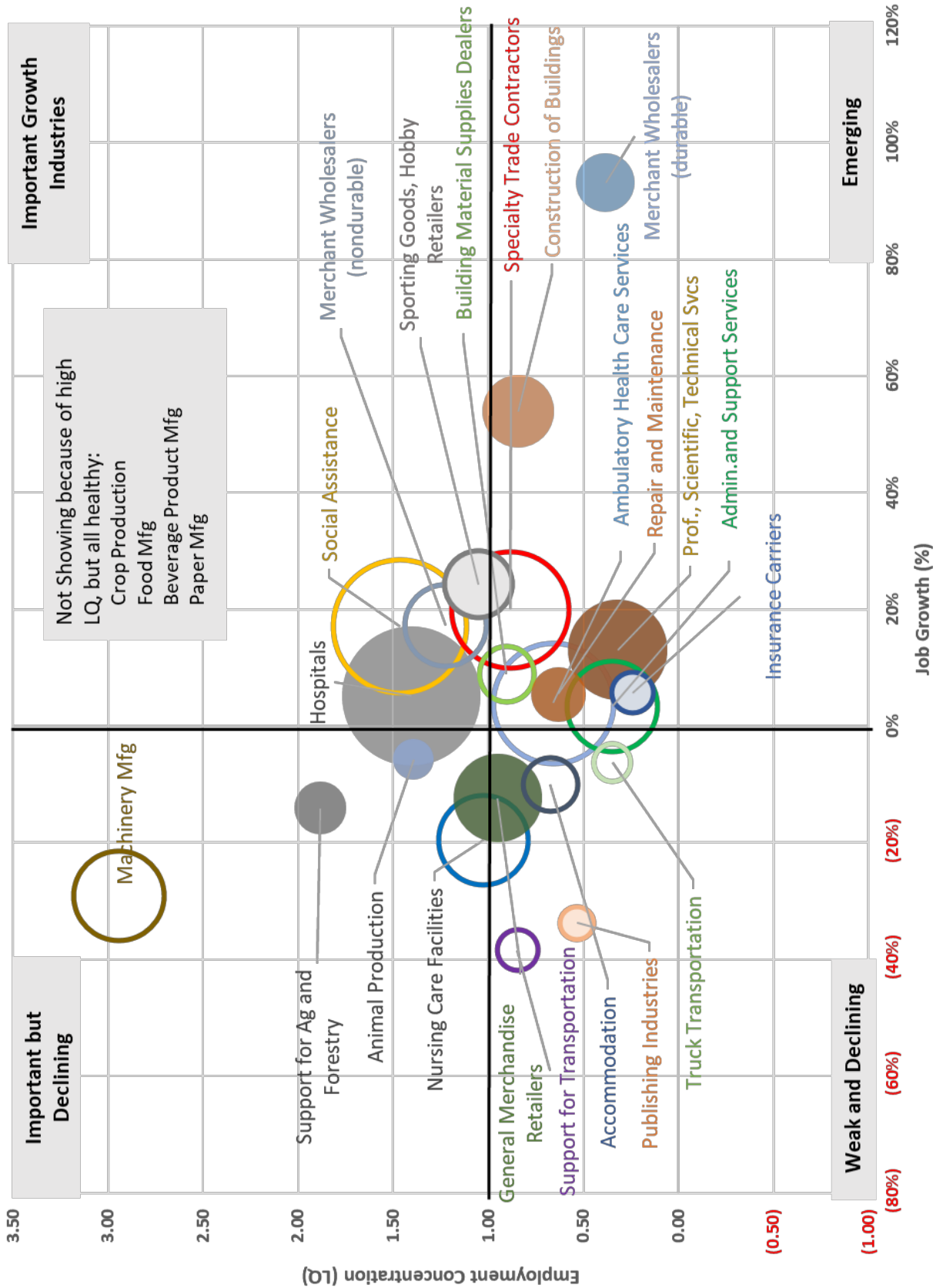
Additionally, industries with notable demand and a substantial number of jobs in 2023, surpassing the 1,000 marks but showing job loss, were deemed "Important and Requiring Attention," warranting focused attention to ensure sustained growth and economic impact.

This systematic evaluation provides an understanding of each industry's standing, allowing for targeted strategies that align with their unique characteristics and potential for development.

Applying the above methodology, the following industries can be strategically categorized and prioritized based on their supply chain dynamics. This tailored approach ensures that economic development efforts are directed towards industries with specific characteristics and growth potential, fostering a strategic alignment between the regional economy and targeted sectors.

Key industries identified within the region that exhibit both strength and growth potential include crop production, food and beverage manufacturing, hospitals, social assistance, and merchant wholesalers, while emerging industries such as specialty trade contractors, construction, professional services, and insurance carriers show promise. On the other hand, sectors like general merchandise retail, truck transportation, publishing, and accommodations are on the decline.





**Industry Health Check (3-digit NAICS Codes)**

**Important but Declining**

- Machinery Manufacturing (333)
- Support activities for Ag and Forestry (115)
- **Animal Production (112)**
- Nursing Care Facilities (623)

**Important & Growth Industries**

- Crop Production (111)
- **Food Manufacturing (311)**
- Beverage Product Manufacturing (312)
- Hospitals (622)
- Social Assistance (624)
- **Merchant Wholesalers (nondurable) (424)**
- Sporting Goods, Hobby Retailers (459)

**Weak and Declining**

- General Merchandise Retailers (455)
- Support for Transportation (488)
- Accommodation (721)
- Publishing Industries (513)
- **Truck Transportation (484)**

**Emerging**

- Building Material Supplies Dealers (444)
- Specialty Trade Contractors (238)
- Construction of Buildings (236)
- Ambulatory Health Care Services (621)
- Repair and Maintenance (811)
- **Professional, Scientific, and Technical Services** (computer systems design services, engineering services, custom computer programming, R&D) (541)
- **Administrative and Support Services (561)**
- Insurance Carriers (524)
- **Merchant Wholesalers (durable) (423)**

\*Industries highlighted in **bold** represent opportunities due to unmet higher demand within the region.

The following table outlines the key industries or areas of the economy that are central to the operations and growth of major area employers. These sectors typically provide the foundation for job creation, innovation, and economic stability, influencing the competitive advantages of businesses within them.

*Table 7 Major Employers*

| Key Sectors Driving Major Employers' Success                                                           |
|--------------------------------------------------------------------------------------------------------|
| Animal Production                                                                                      |
| Support Activities for Animal Production                                                               |
| Food Manufacturing                                                                                     |
| Paperboard Manufacturing                                                                               |
| Pesticide and Other Agricultural Chemical Manufacturing                                                |
| Plastics Product Manufacturing                                                                         |
| Glass Product Manufacturing Made of Purchased Glass                                                    |
| Packaging Machinery Manufacturing                                                                      |
| Surgical and Medical Instrument Manufacturing                                                          |
| Industrial Machinery and Equipment Merchant Wholesalers                                                |
| Drugs and Druggists' Sundries Merchant Wholesalers                                                     |
| Other Chemical and Allied Products Merchant Wholesalers                                                |
| General Line Grocery Merchant Wholesalers                                                              |
| Wine and Distilled Alcoholic Beverage Merchant Wholesalers                                             |
| Truck Transportation                                                                                   |
| General Warehousing and Storage                                                                        |
| Software Publishers                                                                                    |
| Media Streaming Distribution Services, Social Networks, and Other Media Networks and Content Providers |
| Data Processing, Hosting, and Related Services                                                         |
| Custom Computer Programming Services                                                                   |
| Research and Development (including Biotechnology)                                                     |

The commercial real estate market is healthy across the region, with a current industrial space inventory of 4.6 million square feet, a low vacancy rate of 5.6%, and stable rental rates around \$8.71 per square foot. Future development includes the construction of 223,720 square feet of industrial space, slated for completion by 2025. Approximately 3,070 acres of industrial land are available in the region. A list of competing sites is summarized in the following table.

*Table 8 Competing Sites*

| Address                                    | City        | Year Built | Bldg. SF | Acres (Land Only) | Use        | Lease (\$/SF) | For Sale (\$/SF) |
|--------------------------------------------|-------------|------------|----------|-------------------|------------|---------------|------------------|
| 1832 Dell Ave                              | Walla Walla | 2023       | 4,304    |                   | Industrial | \$14.50       |                  |
| 1108 N 9th Ave                             | Walla Walla |            | 2,700    |                   | Flex       | \$10.50       |                  |
| 102 E Poplar St                            | Walla Walla | 1981       | 35,145   |                   | Flex       |               | \$85.00          |
| 2719 E Isaacs Ave                          | Walla Walla | 2017       | 2,680    |                   | Industrial |               | \$121.00         |
| 1012 N 9th Ave                             | Walla Walla | 1980       | 8,633    |                   | Industrial |               | \$93.00          |
| Wallula Gap Business Park                  | Wallula     | Land       |          | 1,900             | Industrial |               |                  |
| Avery Business Park                        | Walla Walla | Land       |          | 12                | Industrial |               |                  |
| Burbank Industrial Park                    | Burbank     | Land       |          | 5                 | Industrial |               |                  |
| Burbank Business Park                      | Burbank     | Land       |          | 112               | Industrial |               | \$4-\$7/sf       |
| Dodd Road Industrial Park                  | Wallula     | Land       |          | 54                | Industrial |               |                  |
| Melrose Industrial Park                    | Walla Walla | Land       |          | 37                | Industrial |               |                  |
| Stearns Kelly Property                     | Wallula     | Land       |          | 105               | Industrial |               |                  |
| Waitsburg Business Park                    | Waitsburg   | Land       |          | 10                | Industrial |               | \$1.50/sf        |
| Walla Walla Regional Airport Business Park | Walla Walla | Land       |          | 832               | Industrial |               |                  |
| Rock Hill Industrial Park                  | Dayton      | Land       |          | 3.8               | Industrial |               |                  |

Martin Airfield is viewed as a prime location for a variety of potential uses, including light industrial development such as wholesaling, truck transportation, and food manufacturing, as well as aerospace-related services, aircraft maintenance, and testing. Emerging technologies like sustainable aviation fuels, hydrogen research, and advanced air mobility offer further opportunities for innovation. The site's strategic location also lends itself to agricultural technology advancements, including an ag-logistics testing hub. The site has the potential for a logistics hub to ease congestion from Seattle and Tacoma ports. However, infrastructure improvements will be essential to support future development and maximize job creation and economic impact, as outlined in the main report.

### **Potential Light Industrial Uses**

- Wholesalers
- Truck Transportation
- Manufacturing
  - Food
  - Glass
  - Packaging
- Aerospace-related (limited based on runway length to smaller, single-engine planes and larger general aviation aircraft, regional jets, and some small commercial aircraft)
  - Aircraft inspection services
  - Aircraft maintenance and repairs
  - Aircraft testing
  - Other aircraft parts & equipment manufacturing
  - Aircraft engine & engine parts manufacturing
  - Labs and Testing Facility (space, drones, etc.)
  - Emerging Technologies (SAF, hydrogen, etc.)
  - Advanced Air Mobility
  - R&D or Professional & Technical Services
  - Ag Tech: facilitate businesses and startups in testing new ideas related to agricultural logistics directly on-site, in collaboration with growers, shippers, warehouses, customers, and other relevant stakeholders.
  - Logistics Hub: alleviate congestion from ports of Seattle and Tacoma
  - Intermodal transfer facility
  - Cross-dock

The following recommendations are designed to promote sustainable long-term growth and development at Martin Airfield, capitalizing on its unique assets and strategic location to drive economic expansion and foster collaborative opportunities across public and private sectors.

- **Strategic Development:** Focus on aligning industry recruitment efforts with current market trends and growth sectors.
- **Leveraging Assets:** Capitalize on Martin Airfield's strategic proximity to major transportation networks, including highways, rail, and ports, as well as its location within an Opportunity Zone.
- **Public-Private Partnerships:** Engage with both public and private stakeholders to foster collaboration and support long-term growth and development.



# DEVELOPMENT CONSIDERATIONS

This section outlines the essential components required to fully develop the study area, including necessary improvements to support its growth. It covers the conceptual layout, existing and proposed transportation and utility networks, and cost estimates. These elements are crucial for ensuring the area is properly equipped for future development.

The Development Considerations are arranged in the following Sections:

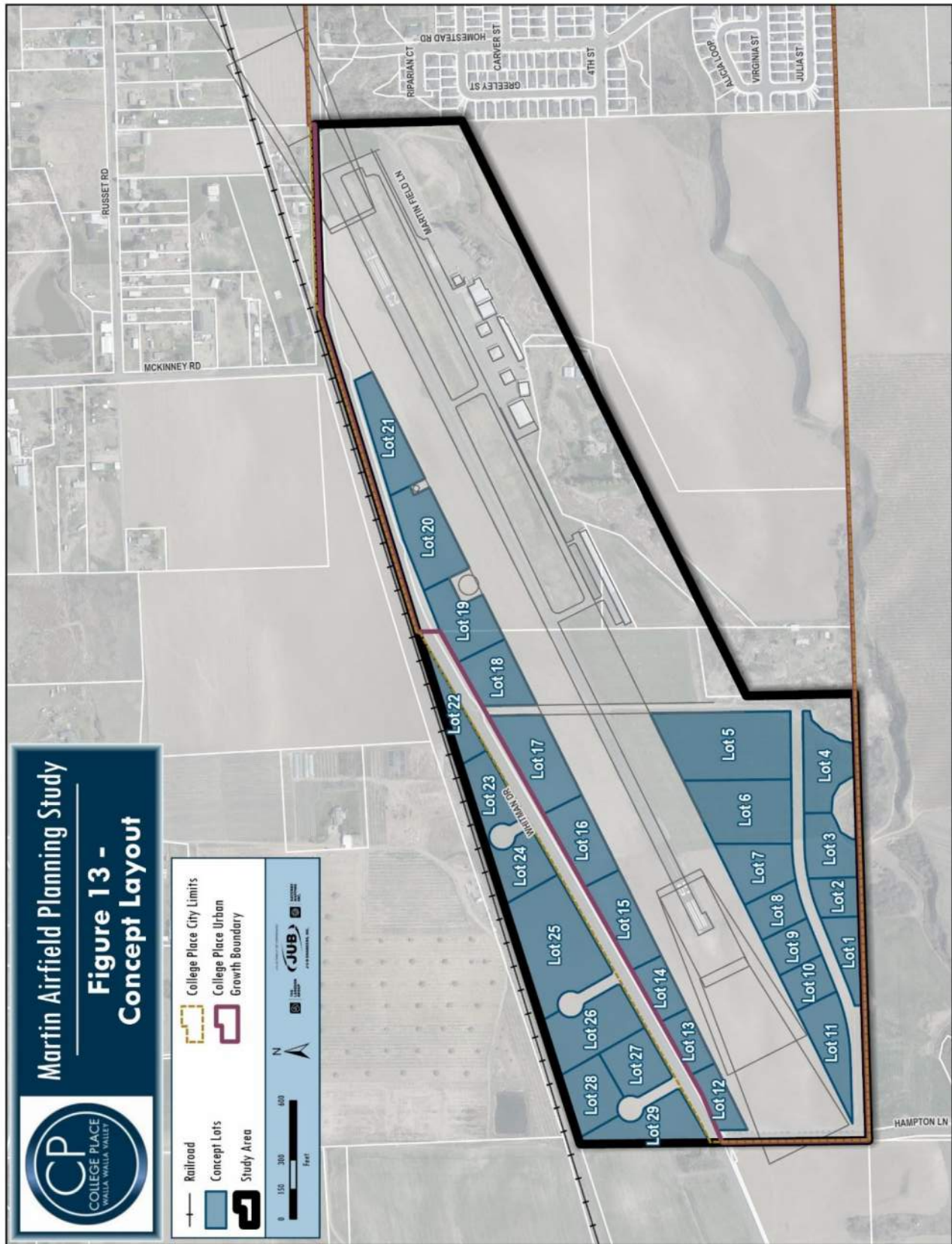
- Conceptual Layout
- Transportation Facilities
- Rail
- Earthwork
- Utility Requirements
- Preliminary Cost Estimate

## Conceptual Layout

The Martin Airfield Study Area are designed to support medium and large industrial users, with parcel sizes ranging from approximately 1 to 5 acres. The preliminary lot layout includes 29 lots in total. 18 lots with access from Whitman Drive use cul-de-sacs or shared driveways to limit the number of direct access points to Whitman Drive. The remaining 11 lots will have access off of Hampton Lane with a future access point crossing Doan's Creek to the east to the residentially zoned land. The estimated roadway improvement costs for roadway, grading, pavement, curb and gutter, streetlights, and storm drainage systems is located **Appendix 6**.

The proposed lot layout is preliminary and flexible, allowing adjustments to meet the needs of future developers. As development progresses, existing parcel boundaries will be reviewed, and modifications such as boundary line adjustments (BLAs), lot consolidations (LCs), or preliminary plat may be required to accommodate different lot sizes. The preliminary lot layout was informed by a site analysis of existing conditions, input from the City of College Place and a general understanding of the project area's needs. Rail spurs are not proposed at this time, but can be incorporated into the concept layout if there is a need from a future developer.

The exhibit below depicts the preliminary lot layout.



## Transportation Facilities

### Planned Internal Roadway Network

As mentioned above, future industrial lots created between Martin Field and the railroad tracks to the north will be served by cul-de-sacs that access Whitman Drive. These cul-de-sacs should meet city standards and should be constructed opposite each other so as to minimize turning conflicts.

Access to lots south of Martin Field will be provided by a new east-west road that will connect to Hampton Lane south of Whitman Drive. A future extension of this new road is planned that would connect to land zoned residential to the east that could give secondary access to the area.

### Off-Site Roadway Evaluation

There are three basic steps to determining future conditions with respect to traffic operations:

1. Determine background growth rate to estimate traffic volumes without the proposed development;
2. Trip generation and trip distribution for new trips to the roadway network; and
3. Capacity analysis of the forecast traffic volumes.

Traffic growth in College Place is typically 1.5% per year. To be conservatively high, a growth rate of 2% per year was assigned to traffic volumes shown in Figure 9 for all study intersections to represent growth occurring in the region that is not within the study for 20-year analysis.

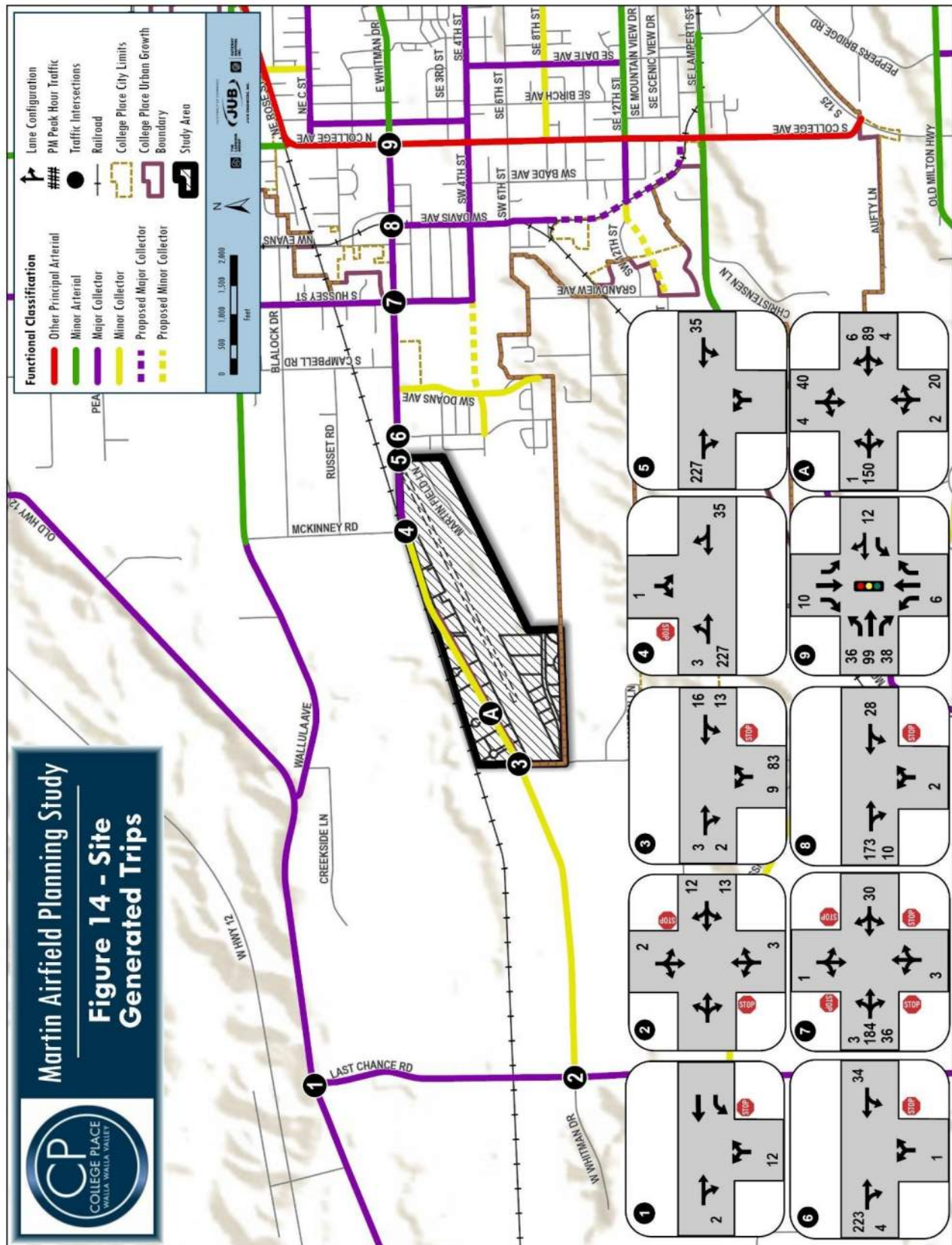
### *Trip Generation and Trip Distribution*

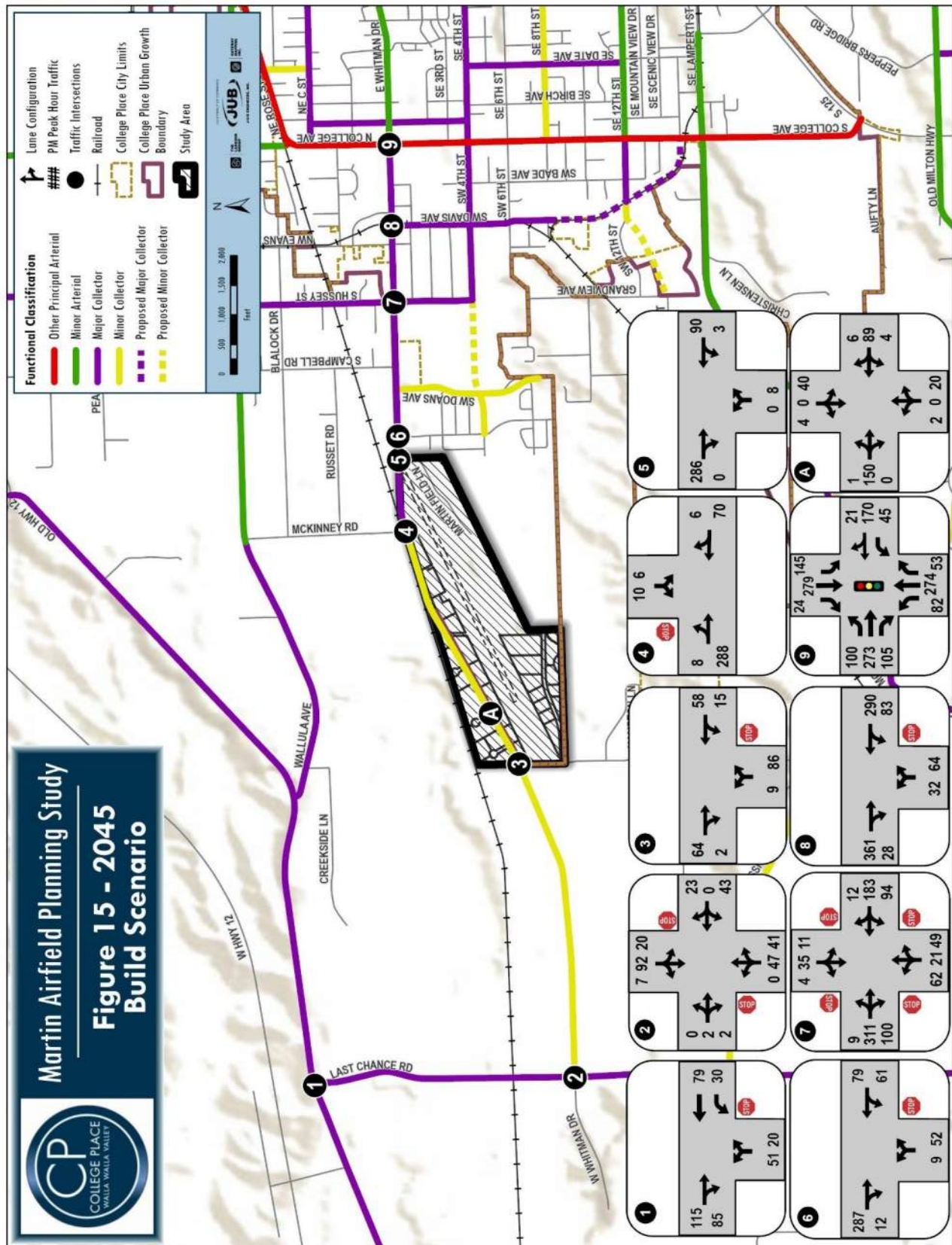
To estimate the new trips that could be added to the transportation network the development concept shown in Figure 13 that shows approximately 59.43 acres of industrial land that could be developed after roads are constructed. The Institute of Transportation Engineers *Trip Generation Manual* 11th Edition was used to estimate the number of trips that could be generated using Land Use 110 General Light Industrial. The fitted curve equation was used and the building size was estimated by using Floor Area Ratio of 40% of the acreage, totaling over 1 million square feet of industrial development. The PM peak hour trips were calculated for four areas, including the worst driveway off of Whitman Drive to be able to ensure that driveways would function acceptably, with the resulting trips shown below.

- Worst Driveway, north side – 51 trips (7 inbound, 44 outbound)
- Worst Driveway, south side – 26 trips (4 inbound, 22 outbound)
- Whitman Drive (includes the worst driveway) – 189 trips (26 inbound, 163 outbound)
- Hampton Drive – 107 trips (15 inbound, 92 outbound)

These trips were added to the roadway network using existing traffic patterns to estimate the percentages of trips throughout the roadway network. This evaluation indicated that approximately 13% of traffic in the Whitman Drive Corridor turned westbound and 87% turned eastbound, which was used for the purposes of this study. The resulting new trips at each study intersection are shown in Figure 14. The new trips were added to the 2045 No-Build Scenario volumes with the resulting Build Scenario volumes shown in Figure 15. Trip Generation and trips for all scenarios at all intersections are included in **Appendix 4**.









*Traffic Operations and Mitigation Summary*

Capacity analysis of the 2045 No-Build and Build scenarios was performed. A few seconds of delay is observed at each intersection in the No-Build Scenario with two intersections dropping one Level of Service (LOS) and all intersections functioning with acceptable LOS. For the Build Scenario, additional delay is anticipated, with five intersections dropping one LOS, the most notable being the intersection of Whitman/Hussey/Academy which falls to LOS “D”, but is still an acceptable LOS. Interestingly, the only signalized intersection of Whitman Drive/College Ave actually improves, which is counter-intuitive, but this is the result of the intersection working more efficiently because of the addition of traffic to movements that were underutilized which influences the average delay. These capacity analysis is summarized in Table 9 with detailed capacity worksheets included in Appendix 4. No mitigation for the purposes of traffic operations is anticipated.

*Table 9 Summary of 2045 Delay (seconds)/Level Of Service*

| Movement                                                                                                                                                                                                                                                                                              | 2045 No-Build        |                | 2045 Build           |                |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|----------------|----------------------|----------------|
|                                                                                                                                                                                                                                                                                                       | Overall Intersection | Worst Movement | Overall Intersection | Worst Movement |
| Old US 12/Last Chance                                                                                                                                                                                                                                                                                 | *                    | NB--10.5/B     | *                    | NB--10.8/B     |
| Whitman/Last Chance                                                                                                                                                                                                                                                                                   | *                    | WB--9.9/A      | *                    | WB--10.0/B     |
| Whitman/Hampton                                                                                                                                                                                                                                                                                       | *                    | NB--8.6/A      | *                    | NB--9.2/A      |
| Whitman/McKinney                                                                                                                                                                                                                                                                                      | *                    | SB--8.8/A      | *                    | SB--9.7/A      |
| Whitman/Martin Field                                                                                                                                                                                                                                                                                  | *                    | NB--8.7/A      | *                    | NB--10.2/B     |
| Whitman/Homestead                                                                                                                                                                                                                                                                                     | *                    | NB--9.3/A      | *                    | NB--11.5/B     |
| Whitman/Hussey/Academy                                                                                                                                                                                                                                                                                | *                    | SB--16.2/C     | *                    | NB--17.9/D     |
| Whitman/Davis                                                                                                                                                                                                                                                                                         | *                    | NB--12.9/B     | *                    | NB--17.4/C     |
| Whitman/College                                                                                                                                                                                                                                                                                       | 25.9/C               | WB--54.7/D     | 27.6/C               | WB--44.3/D     |
| Whitman/new driveway                                                                                                                                                                                                                                                                                  | N/A                  | N/A            | *                    | 10.9/B         |
| <b>Legend</b><br>EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound<br>25.9/C = seconds of delay/Level of Service<br>* Not provided for Two-Way Stop-Controlled Intersections<br>25.9/C = seconds of delay/Level of Service<br>* Not provided for Two-Way Stop-Controlled Intersections |                      |                |                      |                |

**Rail**

The study area includes rail; however, it does not encompass rail spurs or connections to the rail, owned by Columbia Walla Railroad. No recommendations are made to extend or develop a spur as part of this study. Any future spur development would be at the discretion of an individual developer seeking rail access for their specific parcel. Existing rail crossings were evaluated based on existing traffic capacity and deemed suitable. No improvements are recommended.

## Earthwork

The existing site topography slopes at approximately 1-3% from northeast to southwest and is generally planar. Minimal grading will be required to construct the new access roads and will consist primarily of stripping and removing topsoil and importing crushed rock and pavement. No site mass grading is recommended.

## Utility Requirements

### Sanitary Sewer Service

For the purposes of this study, it is assumed that the airport will continue being served by the existing privately owned septic system. The infrastructure in this section is specifically sized to serve the lots shown in the concept lot layout, see Figure 15. Additionally, there are known parcels outside of the study area that may be developed in the future, such as the Walla Walla University properties, that would rely on the sanitary sewer infrastructure in this study. The sanitary sewer infrastructure discussed in this section or any previous analysis, did not accommodate any growth outside the study area. Further evaluation of the study area and any growth outside of it will need to be analyzed independently of this study.

Sanitary sewer flows for prospective users include domestic discharges such as onsite toilets, sinks, and floor drains and industrial demands such as process, washdown, or other sewer needs. The Average Daily Flows (ADF) and Peak Hour Flows (PHF) for domestic sanitary sewer flows were estimated based on acreage and unit flows designated in the City's 2022 General Sewer Plan. The General Sewer Plan's domestic sanitary sewer unit demand for Commercial/Light Industrial is 520 gallons per acre per day (GPAD).

The sanitary sewer infrastructure will accommodate the domestic sanitary sewer flows and the industrial sanitary sewer flows anticipated by users in the study area. This is contingent on all industrial wastewater being pretreated within typical sanitary sewer strength before entering the sanitary sewer system. Pretreatment requirements and regulations are provided in Chapter 13.12 of the City's municipal code.

Typically, the industrial sanitary sewer flows are dependent on the type of light industrial facility. Since the exact kinds of facilities that could develop are unknown, the industrial sanitary sewer flows were estimated based on acreage unit flows defined in *Wastewater Engineering: Treatment and Reuse*, Fourth Edition by Metcalf & Eddy. Industrial flows are categorized as either light industrial or medium industrial. Light industrial water demands range from 1,000 to 1,500 GPAD, and medium industrial water demands range from 1,500 to 3,000 GPAD. Industrial wastewater flows are typically no more than 95% of water demands; therefore, light industrial flows range from 950 to 1,425 GPAD and medium industrial flows range from 1,425 to 2,850 GPAD (Metcalf & Eddy, 2003). To be conservative, the highest end of each range was used when estimating flows in the study area. Since the exact location of each type of use within the study area is unknown, a weighted average of the potential industrial sanitary sewer unit flows was determined and applied to all lots within the study area. The estimated industrial sanitary sewer flows by anticipated land use are summarized in Table 9.

Table 9 Industrial Sanitary Sewer Unit Flows

| Land Use <sup>1</sup>    | Portion of Study Area <sup>1</sup> | Industrial Wastewater Type | Industrial Wastewater Unit Flow (GPAD) | Weighted Industrial Wastewater Unit Flow (GPAD) |
|--------------------------|------------------------------------|----------------------------|----------------------------------------|-------------------------------------------------|
| Wholesalers              | 25%                                | None                       | 0                                      | 0.0 GPAD                                        |
| Truck Transportation     | 15%                                | None                       | 0                                      | 0.0 GPAD                                        |
| Manufacturing            | 20%                                | Light                      | 1,425                                  | 285.0 GPAD                                      |
| Food Processing          | 15%                                | Medium                     | 2,850                                  | 427.5 GPAD                                      |
| Lab & Testing Facilities | 10%                                | Light                      | 1,425                                  | 142.5 GPAD                                      |
| R & D                    | 15%                                | None                       | 0                                      | 0.0 GPAD                                        |
| <b>Total</b>             | <b>100%</b>                        |                            |                                        | <b>855.0 GPAD</b>                               |

1. Land use determinations in accordance with Figure 13.

The estimated sanitary sewer unit flows are summarized in Table 10 and the estimated sanitary sewer flows per lot are summarized in Table 11.

Table 10 Sanitary Sewer Unit Flows

| Domestic ADF <sup>1</sup> (GPAD) | Industrial ADF <sup>2</sup> (GPAD) | Total Potable ADF (GPAD) | Total PHF <sup>3</sup> (GPAD) |
|----------------------------------|------------------------------------|--------------------------|-------------------------------|
| 520.0                            | 855.0                              | 1,375.0                  | 5,362.5                       |

1. Based on Commercial/Light Industrial unit flow of 520 gallons per acre per day (2022 General Sewer Plan).

2. Based on Weighted Industrial Wastewater Unit Flow from Table 9.

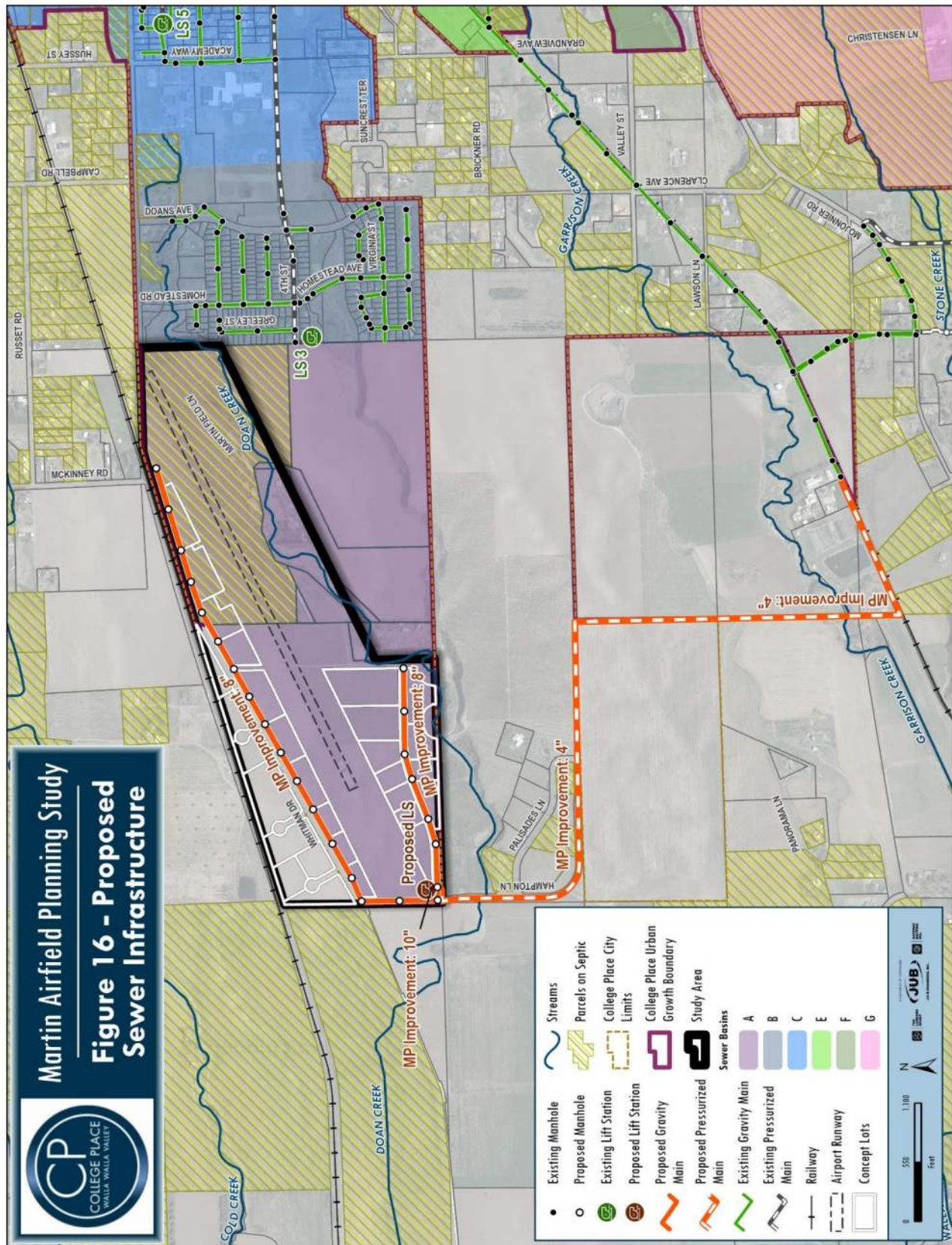
3. Based on Peak Hour Flow peaking factor of 3.90 (2022 General Sewer Plan).

| Lot          | ADF (gpm) <sup>1</sup> | PHF (gpm) <sup>2</sup> | Lot          | ADF (gpm) <sup>1</sup> | PHF (gpm) <sup>2</sup> |
|--------------|------------------------|------------------------|--------------|------------------------|------------------------|
| 1            | 1.27                   | 4.96                   | 16           | 1.92                   | 7.49                   |
| 2            | 1.06                   | 4.14                   | 17           | 2.61                   | 10.17                  |
| 3            | 1.70                   | 6.63                   | 18           | 1.78                   | 6.93                   |
| 4            | 2.04                   | 7.94                   | 19           | 2.00                   | 7.79                   |
| 5            | 4.78                   | 18.63                  | 20           | 2.51                   | 9.80                   |
| 6            | 3.35                   | 13.08                  | 21           | 1.98                   | 7.71                   |
| 7            | 1.88                   | 7.34                   | 22           | 1.30                   | 5.07                   |
| 8            | 1.18                   | 4.58                   | 23           | 1.70                   | 6.63                   |
| 9            | 1.09                   | 4.25                   | 24           | 1.70                   | 6.63                   |
| 10           | 1.02                   | 3.99                   | 25           | 4.76                   | 18.56                  |
| 11           | 1.86                   | 7.27                   | 26           | 2.71                   | 10.58                  |
| 12           | 1.00                   | 3.91                   | 27           | 1.69                   | 6.60                   |
| 13           | 0.97                   | 3.76                   | 28           | 1.83                   | 7.15                   |
| 14           | 1.05                   | 4.10                   | 29           | 2.12                   | 8.27                   |
| 15           | 1.92                   | 7.49                   |              |                        |                        |
| <b>Total</b> |                        |                        | <b>56.78</b> | <b>221.46</b>          |                        |

1. Based on Commercial/Light Industrial unit flow of 855 gallons per acre per day (Table 9).

2. Based on Peak Hour Flow peaking factor of 3.90 (2022 General Sewer Plan).





### **Potable Water Service**

For the purposes of this study, it is assumed that the airport will continue being served by the existing privately owned wells. The infrastructure in this section is specifically sized to serve the lots shown in the concept lot layout, see Figure 17. Additionally, there are known parcels outside of the study area that may also be developed in the future, such as the Walla Walla University properties, that would rely on the potable water infrastructure sized in this study. The potable water infrastructure discussed in this section or any previous source or storage analysis, did not accommodate any growth outside of the study area. Further evaluation of the study area and any growth outside of it will need to be analyzed independently of this study.

Potable water demands for prospective users include both domestic demands such as sinks, toilets, drinking water, as well as industrial demands such as process, washdown, or other water needs. Since these values are not known at this time, the Average Day Demand (ADD), Maximum Daily Demand (MDD) and Peak Hour Demand (PHD) were estimated based on acreage and unit flows designated in the City's 2022 General Sewer Plan. The General Sewer Plan's domestic sanitary sewer unit demand for Commercial/Light Industrial is 520 gallons per acre per day (GPAD), it was assumed that domestic potable water demands would be 5% higher than the domestic sanitary sewer flows for a potable water unit demand of 546 GPAD. The unit demands from the City's 2021 Water System Plan, 854 gallons per day per connection (GPD) for Commercial users, were also considered, however, the General Sewer Plan unit demands were considered more conservative in regard to the planned Light Industrial use anticipated within the study area.

In addition to the domestic potable water demands, the potable water infrastructure will also accommodate the industrial potable water demands anticipated by users in the study area. Typically, the demand of industrial potable water is dependent on the type of light industrial facility. Since the exact types of facilities that could develop are unknown the industrial potable water demands were estimated based on acreage unit flows defined in *Wastewater Engineering: Treatment and Reuse*, Fourth Edition by Metcalf & Eddy. As noted in the industrial wastewater section, industrial demands are categorized as either light industrial or medium industrial. Light industrial potable water demands range from 1,000 to 1,500 gallons per acre per day (GPAD), and medium industrial water demands range from 1,500 to 3,000 GPAD (Metcalf & Eddy, 2003). To be conservative, the highest end of each range was used when estimating flows in the study area. Since the exact location of each type of use within the study area is unknown, a weighted average of the potential industrial potable water unit demands was determined and applied to all lots within the study area. The estimated industrial potable water demands by anticipated land use are summarized in Table 12.



Table 12 Industrial Potable Water Unit Demands

| Land Use <sup>1</sup>                                    | Portion of Study Area <sup>1</sup> | Industrial Potable Water Type | Industrial Potable Water Unit Demand (GPAD) | Weighted Industrial Potable Water Unit Demand (GPAD) |
|----------------------------------------------------------|------------------------------------|-------------------------------|---------------------------------------------|------------------------------------------------------|
| Wholesalers                                              | 25%                                | None                          | 0                                           | 0                                                    |
| Truck Transportation                                     | 15%                                | None                          | 0                                           | 0                                                    |
| Manufacturing                                            | 20%                                | Light                         | 1,500                                       | 300                                                  |
| Food Processing                                          | 15%                                | Medium                        | 3,000                                       | 450                                                  |
| Lab & Testing Facilities                                 | 10%                                | Light                         | 1,500                                       | 151                                                  |
| R & D                                                    | 15%                                | None                          | 0                                           | 0                                                    |
| <b>Total</b>                                             | <b>100%</b>                        |                               |                                             | <b>901</b>                                           |
| 1. Land use determinations in accordance with Figure 13. |                                    |                               |                                             |                                                      |

The estimated unit potable water demands are summarized in Table 13 and the estimated potable water demands per lot are summarized in Table 14.

Table 13 Potable Water Unit Demands

| Domestic ADD <sup>1</sup> (GPAD)                                                                                                                                                                                                              | Industrial ADD <sup>1</sup> (GPAD) | Total ADD <sup>1</sup> (GPAD) | Total Potable MDD <sup>2</sup> (GPAD) <sup>4</sup> | Total Potable PHD <sup>3</sup> (GPAD) <sup>4</sup> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|-------------------------------|----------------------------------------------------|----------------------------------------------------|
| 546                                                                                                                                                                                                                                           | 901                                | 1,447                         | 5,165                                              | 8,626                                              |
| 1. ADD = Average Day Demand.<br>2. MDD = Maximum Day Demand.<br>3. PHD = Peak Hourly Demand.<br>4. In accordance with the City's 2021 Water System Plan the potable water peaking factors are 3.57 (MDD/ADD) and 1.67 (PHD/MDD) respectively. |                                    |                               |                                                    |                                                    |

Table 14 Estimated Potable Water Demands

| Lot                                                                                          | ADD <sup>1</sup><br>(GPM) | MDD <sup>2</sup> (GPM) | PHD <sup>3</sup><br>(GPM) | Lot          | ADD <sup>1</sup><br>(GPM) | MDD <sup>2</sup><br>(GPM) | PHD <sup>3</sup><br>(GPM) |
|----------------------------------------------------------------------------------------------|---------------------------|------------------------|---------------------------|--------------|---------------------------|---------------------------|---------------------------|
| <b>1</b>                                                                                     | 1.00                      | 3.59                   | 5.99                      | <b>16</b>    | 2.02                      | 7.21                      | 12.04                     |
| <b>2</b>                                                                                     | 1.12                      | 3.98                   | 6.65                      | <b>17</b>    | 2.74                      | 9.79                      | 16.35                     |
| <b>3</b>                                                                                     | 1.79                      | 6.39                   | 10.66                     | <b>18</b>    | 1.87                      | 6.67                      | 11.14                     |
| <b>4</b>                                                                                     | 2.14                      | 7.64                   | 12.76                     | <b>19</b>    | 2.10                      | 7.50                      | 12.52                     |
| <b>5</b>                                                                                     | 5.02                      | 17.94                  | 29.95                     | <b>20</b>    | 2.64                      | 9.43                      | 15.76                     |
| <b>6</b>                                                                                     | 3.53                      | 12.59                  | 21.03                     | <b>21</b>    | 2.08                      | 7.43                      | 12.40                     |
| <b>7</b>                                                                                     | 1.98                      | 7.07                   | 11.80                     | <b>22</b>    | 1.37                      | 4.88                      | 8.15                      |
| <b>8</b>                                                                                     | 1.24                      | 4.41                   | 7.37                      | <b>23</b>    | 1.79                      | 6.39                      | 10.66                     |
| <b>9</b>                                                                                     | 1.15                      | 4.09                   | 6.83                      | <b>24</b>    | 1.79                      | 6.39                      | 10.66                     |
| <b>10</b>                                                                                    | 1.08                      | 3.84                   | 6.41                      | <b>25</b>    | 5.00                      | 17.86                     | 29.83                     |
| <b>11</b>                                                                                    | 1.96                      | 6.99                   | 11.68                     | <b>26</b>    | 2.85                      | 10.19                     | 17.01                     |
| <b>12</b>                                                                                    | 1.06                      | 3.77                   | 6.29                      | <b>27</b>    | 1.78                      | 6.35                      | 10.60                     |
| <b>13</b>                                                                                    | 1.01                      | 3.62                   | 6.05                      | <b>28</b>    | 1.93                      | 6.89                      | 11.50                     |
| <b>14</b>                                                                                    | 1.11                      | 3.95                   | 6.59                      | <b>29</b>    | 2.23                      | 7.96                      | 13.30                     |
| <b>15</b>                                                                                    | 2.02                      | 7.21                   | 12.04                     |              |                           |                           |                           |
|                                                                                              |                           |                        |                           | <b>Total</b> | <b>59.38</b>              | <b>212.00</b>             | <b>354.04</b>             |
| 1. ADD = Average Day Demand.<br>2. MDD = Maximum Day Demand.<br>3. PHD = Peak Hourly Demand. |                           |                        |                           |              |                           |                           |                           |

In addition to the domestic and industrial water demands, the City's potable water system also provides fire flow. Fire flow demand is the amount of water required during firefighting as defined by applicable codes. Fire flow requirements are nationally established for individual buildings and expressed in terms of flow rate (gpm) and flow duration (hours). The City's planning-level fire flow requirement for Light Industrial land uses is 4,000 gpm for a duration of 4 hours.

The rate at which development occurs and the type of users added may have an impact on the City's ability and responsiveness in providing services related to fire and EMS. While this study did not evaluate details of these impacts in terms of response time, it does consider the ability to provide potable water for fire flow purposes. It is recommended that the City continue to work closely with the emergency services authorities to understand impacts to responsiveness, capacity, and service as development expands.

The study area is estimated to increase the City's Pressure Zone 1 Average Day Demands (ADD) by 59 gallons per minute (GPM) or 85,513 gallons per day (GPD). In accordance with the 2021 WSP, the City's Equivalent Residential Unit (ERU) demand is 325 GPD per connection. An ERU is defined as the approximate potable water demand of a single-family residential connection, ERUs are used to evaluate a system's capacity using a common unit of measurement. The proposed study area is estimated to add approximately 263 ERUs of growth to the City's system. In 2023,

the City retained RH2 Engineers to evaluate the impact of the increased growth rate of the Martin Airfield area compared to the 0.6% growth rate that had been anticipated in the 2021 WSP. In the 2023 technical memorandum (RH2 Engineers), the City's potable water demands were assumed to grow by 2,400 ERUs compared to the City's 2020 baseline demands with a majority of the growth being within the Martin Airfield study area. The 2023 memo indicated the additional demand to the Martin Airfield area would not require additional source improvements apart from those already indicated in the 2021 WSP. However, the increased demands to the Martin Airfield area did require additional storage capacity, thus increasing the capacity of the proposed Reservoir No. 4 from 0.50 MG to 1.0 MG. Reservoir No. 4 and the connecting transmission main are currently under design.

For the purposes of this study, the potable water infrastructure required to provide service to the study area will be limited to transmission water mains required to connect to the adjacent City distribution system, onsite distribution piping, service connections, fire hydrants and related appurtenances. Preliminary alignments for the potable water infrastructure were based on the proposed layout of lots and roadways within the study area. In accordance with the City's Water System Plan, the City's Standard Specifications, and common industry hydraulic criteria the following assumptions were made for the proposed infrastructure:

- Mains were assumed to be no smaller than 8-inches in diameter,
- Mains were sized to maintain a velocity of less than 8-feet per second during PHD conditions,
- Mains were sized to maintain a velocity of less than 10-feet per second during MDD plus Fire Flow conditions,
- Mains were looped, where practical, to increase liability and water quality,
- Fire hydrants were placed at all street intersections, at 350-foot spacings in the study area, or at 1,000-foot spacings in sections where hydrants were not needed for the protection of structures, in accordance with the International Fire Code Table C102.1,
- Isolation valves were placed at all legs of mainline tees, not including hydrants, or at 1,000-foot spacings elsewhere, and,
- Service connections were assumed to be 2-inch water meters

The proposed improvements can be seen in Figure 17. As shown in Figure 17, the proposed 16-inch water main loop will need to connect to the existing distribution system to serve prospective users in the study area. As mentioned above, the system was looped to increase water system reliability by connecting to existing 12-inch water mains near the intersection of Whitman Drive and Martin Field Lane as well as at SW 4<sup>th</sup> Street. In addition to the 16-inch water main loop, connection to Reservoir No. 4, which is currently under design, is necessary to meet the storage demands of the study area. With the phasing/subdivision timing of the study area unknown, the proposed improvements will need to be evaluated as development occurs. If the study area develops in phases, further analysis of each phase will be required to evaluate a partial system's ability to meet the operational criteria for the development and for the long-term planning of the water system outside of the development. This includes meeting the City's Water system operational goals for minimum pressure, maximum pressure, and fire flows.

### **Surface and Storm Water Management**

Minimal surface and stormwater improvements will be required to prepare the site for individual parcel development. The proposed roadways will require roadside swales and some small ponds

or swales at the low areas near the intersections to infiltrate roadway runoff. Culverts across the proposed shared driveways will also be required. Individual parcels will provide stormwater infiltration facilities for each site as they are developed. Stormwater improvements will need to be designed according to the Ecology Stormwater Management Manual for Eastern Washington and City Standards.

### **Other Utilities**

#### *Power*

Electrical improvements will include running conduits and wires along the proposed roadways and shared driveways, which includes pull boxes and termination cabinets. Pacific Power has single-phase available, and both Pacific Power and Columbia REA have three-phase power available. Transformers will be required at each lot to serve the sites with their desired voltage.

#### *Natural Gas*

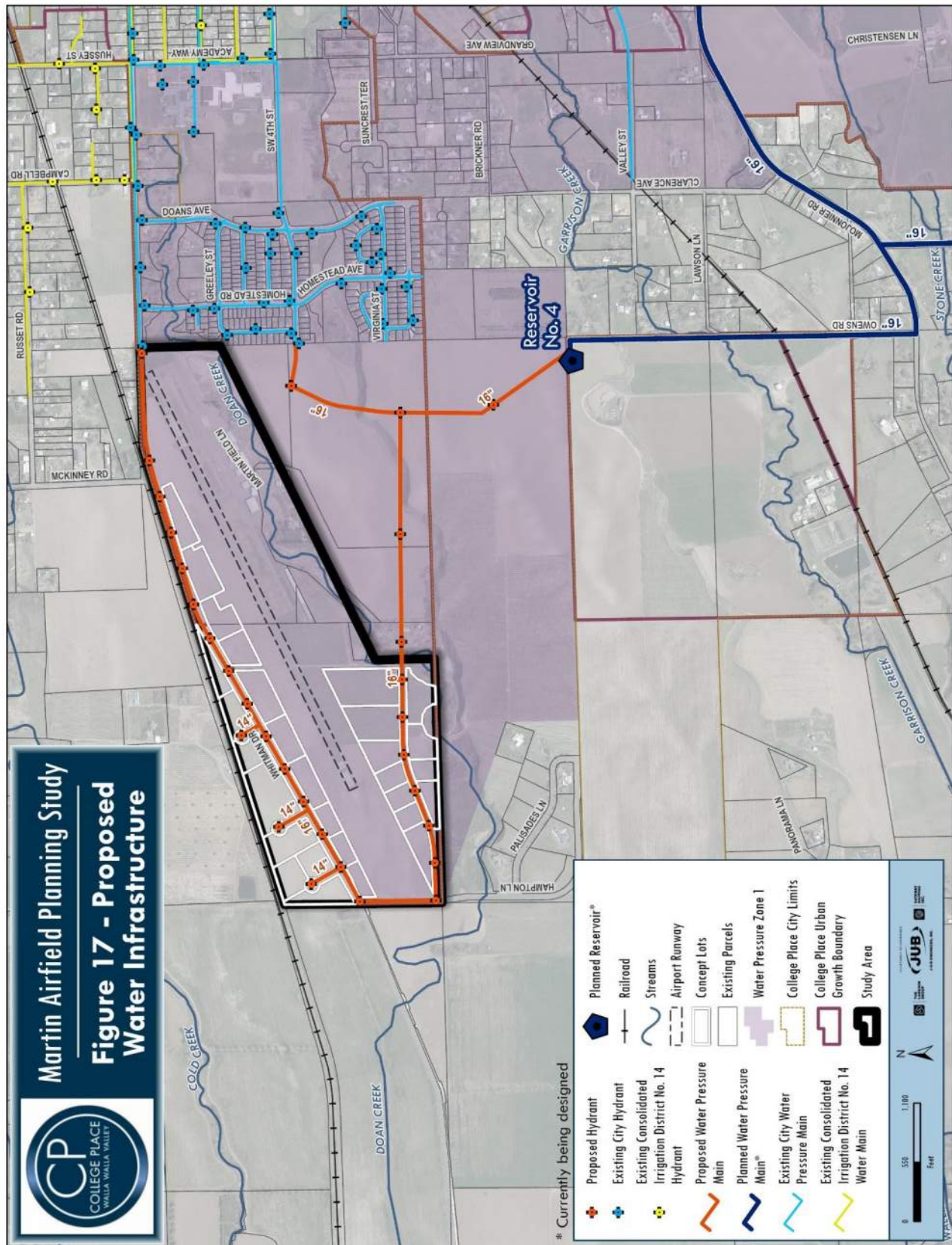
Natural gas improvements will depend on whether or not the project decides to provide gas service as part of the master development. If gas service is desired, proposed improvements will include increasing the gas line size east of the project and extending it to the site. It is assumed that a 4-inch gas line will be sufficient to serve the assumed customer base. Gas demands can vary significantly, so high-demand users may need to partner with CNGC to bring additional capacity to their site.

#### *Telecommunications and Fiber Optic Communications*

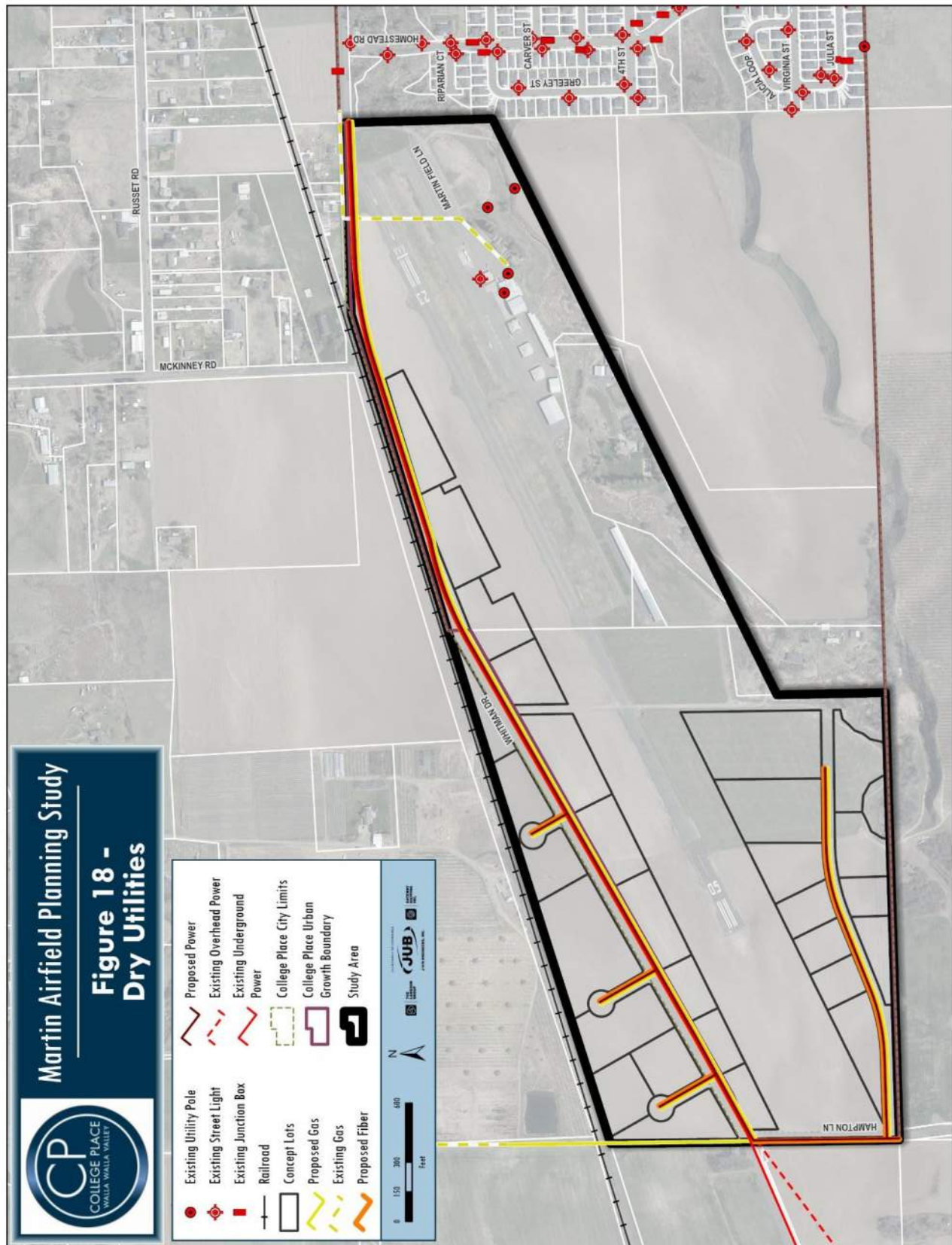
Communications improvements will include installation of new fiber optic lines along the proposed roadways by Century Link and/or Spectrum. Depending on the level of demand that the development can generate as it builds out, additional infrastructure improvements would be required to bring higher speed internet and communications to the project area. Development of the nearby housing will help generate the demand required to make this financially viable for communications providers.

#### *Irrigation*

No proposed irrigation improvements are anticipated. Light industrial users typically have minimal irrigation demand that does not justify the additional infrastructure cost. Additionally, unless the irrigation water rights that are tied to the existing airport parcels are transferred to the proposed industrial lots, no irrigation water is readily available. Irrigation lines could be installed, if desired, for future use of reclaimed water or irrigation via the existing water rights.







## Preliminary Cost Estimate

### **Development Costs**

The following is a summary of infrastructure improvement costs in 2025 dollars. Detailed reports on improvement costs are shown in Appendix 6. These costs generally include engineering, construction administration, sales tax, and 30% contingency.

*Table 15 Summary of Capital Improvement Costs*

| Description                        | Dollars             |
|------------------------------------|---------------------|
| Internal Road Network              | \$4,385,000         |
| Earthwork                          | \$550,000           |
| Sanitary Sewer Infrastructure      | \$7,214,000         |
| Potable Water Infrastructure       | \$9,075,000         |
| Surface and Storm Water Management | \$785,000           |
| Dry Utilities                      | \$2,194,000         |
| <b>Total</b>                       | <b>\$24,203,000</b> |

# NEXT STEPS

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The Next Steps Section provides an overview of what is recommended to be initiated to continue momentum and progress for development at Martin Airfield.

The Next Steps is arranged in the following sections:

- Airport Recommendations
- Transportation Recommendations
- Ongoing Communications with Utility Providers
- Funding and Revenue Sources

## Airport Recommendations

A combination of regulatory rules can be used to establish and implement land use compatibility at and around Martin Airfield. Below is a list of items, recommendations to improve land use compatibility:

- **Establish Zoning Overlays** – Consider establishing the following regulations to address land use compatibility in the airport influence area: 1) Traditional or performance-based zoning regulations; 2) Compatible land use overlay; and 3) Height hazard overlay.
- **Utilize Building Restriction Line Map** – Utilize the included BRL map showing the maximum building heights for developable lands with contours.
- **Identify Part 77 Surface** – Use the airspace definitions provided in federal law to identify FAR Part 77 Surfaces for your airport and include in the development regulations language that prohibits penetration of these surfaces. Provide a map and instructions to assist community members, airport managers, and planning staff in implementing the regulations. The FAA relies on local jurisdictions with land use authority to keep critical airspace clear of obstructions. Washington State Legislature RCW 14.12 Airport Zoning gives local jurisdictions the authority to develop and adopt airspace regulations.
- **Establish Airport Compatibility Zones** – Each airport is unique. Thus, adjusting these safety zones to fit the airfield configuration is essential. Establishing an airport compatibility zone tailored to Martin Field's needs is recommended. Use the WSDOT Airports and Compatible Land Use Criteria to follow the suggested permitted land uses for each safety zone to guide recommended development around Martin Field.

## Transportation Recommendations

### *Geotechnical Survey*

Conducting a geotechnical survey to evaluate the subsurface conditions to determine soil stability, bearing capacity, and other geologic factors for roadways or rail crossings in the study area vicinity will aid the city in identifying if mitigation measures are needed as future development occurs.

#### *Roadway Conditions Analysis*

A roadway conditions analysis will determine the ability of roadways near the study area to accommodate industrial traffic as development occurs. If roadway upgrades are recommended, this analysis will identify necessary upgrades such as resurfacing, widening or new construction.

## Ongoing Communications with Utility Providers

### **Sewer**

It will be critical to have ongoing communication between developers and the City of College Place for the sanitary sewer improvements needed to serve the Martin Airfield Study Area. Design and construction of the lift station and forcemain will be required before any development in the study area can begin. Gravity sewer pipe to the lift station will need to be evaluated as development occurs and can be constructed in phases depending on the timing and rate of development. All improvements will need to be coordinated with the City of College Place to ensure the necessary infrastructure and capacity is available for each stage of development. It is also recommended that the City further develops a Pretreatment Code and places it in effect prior to development in the study area.

### **Water**

As noted in the Utility Requirements section, connection to the City of College Place's existing water system is required to serve the Martin Airfield Study Area. Design and construction of transmission and distribution mains will need to be evaluated as development occurs. Phased system construction will be dependent on the timing and rate of development and will need to be coordinate with the City of College Place for conformance with the operational criteria of the on-site development as well as the long-term planning of the water system.

## Funding and Revenue Sources

The following is a summary of the various revenue sources available to the City to help offset the site's development cost. It is intended that a variety of funding sources will be used to implement the master plan. A range of ways to fund the basic infrastructure, with the site-specific infrastructure connections being the responsibility of the developer of the individual sites, could be available, for example:

#### *Department of Ecology Grants*

The State of Washington supplies grants for various solid waste programs, including Remedial Action Grants to assist with local hazardous waste sites, Moderate Risk/Hazardous Waste Implementation Grants to manage local hazardous waste, and Food and Yard Waste Composting Grants.

#### *Economic Development Administration (EDA)*

The Economic Development Administration (EDA) has various programs and funding opportunities available. Through the competitive grant process, EDA evaluates all projects to determine the extent in which they align with EDA's investment priorities, effectively address the creation and/or retention of high-quality jobs, and provide a clear scope of work with specific, measurable project outputs. EDA's investment priorities provide an overarching framework to ensure its grant investment portfolio – from planning to infrastructure construction – contributes

to local efforts to build, improve, or better leverage economic assets that allow businesses to succeed and regional economies to prosper and become more resilient.

*Federal Congressionally Directed Spending (CDS) and Community Project Funding (CPF)*

In November 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was passed. This established the Congressionally Directed Spending (CDS) program (as known in the Senate) and the Community Project Funding (CPF) program (as known in the House). These two terms are synonymous and created to support specific community projects as part of the annual appropriations process. For every year of funding, the CDS/CPF projects are solicited and selected by the members of the U.S. Congress and U.S. Senate. Once selected, the individual scope and funding amount for each of the selected projects is then written into law via the Annual Appropriations Bill. The CDS/CPF program is authorized through the 2026 Federal Fiscal Year (FFY).

*Infrastructure Assistance Coordinating Council (IACC)*

IACC is a nonprofit organization helping Washington communities identify and obtain infrastructure funding resources. It sponsors an annual statewide conference (typically in Wenatchee, WA) where state and federal programs convene to share funding information. Technical assistance is available for individual projects as part of this.

*Local Improvement District (LID)*

The City can work with purchasers/developers to establish a local improvement district that includes an agreed-upon repayment schedule based on agreed-upon equitable criteria. The City or County sells bonds to cover the costs of infrastructure to be built within the district, and the owners/developers pay off the bonds through regular payments, usually over a 10-20-year period.

*Office of Economic Development & Competitiveness (OEDC)*

The Office of Economic Development & Competitiveness (OEDC) is committed to providing businesses large and small with the specific solutions they need, wherever they are in the lifecycle, from conceptualization to an exit strategy. OEDC has a suite of services and programs that include Business Recruitment, Retention and expansion, Site Selection, foreign direct investment, Key Sector Support, Small Business Export Assistance, and Entrepreneurship and rural Business Assistance.

*Public/Private Development Agreements*

New development agreements between the county and/or city and a developer specify financing needs and responsibilities for infrastructure needs that serve a wider area than the developer is contemplating.

*Public Works Board (PWB) Funding*

In partnership with local governments, the Public Works Board (PWB) addresses infrastructure needs. PWB uses a dedicated funding pool to offer low-interest financing (interest rates as low as 0.5% over 20 years) in a revolving loan program to finance up to 85% of a project's cost. Applicants must have a capital facilities plan, be levying the 1/4% real estate excise tax, and comply with UGA requirements. Capital improvement planning projects are limited to planning for streets and utilities. PWB provides traditional financing and broadband specific financing. Ports are not eligible to apply for these funds and will be required to partner with the City when applying.



*Tax Increment Financing (TIF)*

Tax increment financing (TIF) is a tool that local governments in Washington State (cities, towns, counties, port districts, or any combination thereof) can use to fund public infrastructure in targeted areas to encourage private development and investment. A local government wishing to utilize TIF will designate an "increment area" surrounding the site of the public improvements. The property tax portion of increases in the assessed value of properties within the increment area is allocated toward paying for the public improvement costs.

*Washington State Department of Commerce – Community Economic Revitalization Board (CERB) Grants*

Department of Commerce funds are available via low-interest loans and grants to finance domestic and industrial water, stormwater, wastewater, public buildings, telecommunications, and port facilities.

*Washington State Department of Commerce – Industrial Site Readiness Grant*

This program offers grants of up to \$500,000 to public entities such as counties, cities, port districts, or tribal governments. The funding supports pre-development planning for large manufacturing sites, including engineering studies, permitting, and site due diligence.

*Washington State Transportation Improvement Board (TIB)*

TIB funds high-priority transportation projects in communities throughout the state to enhance the movement of people, goods, and services. TIB is an independent state agency created by the Legislature that distributes and manages street construction and maintenance grants. Funding for TIB's grant programs comes from revenue generated by three cents of the statewide gas tax. This funding may be appropriate for transportation improvements such as the widening and frontage of Road 36.

*Public Works Trust Fund (PWTF)*

The PWTF provides low-interest loans to local governments for infrastructure projects, including those related to industrial development. The fund aims to assist municipalities in addressing infrastructure needs through a dedicated funding pool. ([wacities.org](http://wacities.org))

*Better Utilizing Investments to Leverage Development (BUILD) grant*

A program administered by the U.S. Department of Transportation (DOT). It provides federal funding to support investments in infrastructure that enhance economic development and improve safety, mobility, and quality of life. The BUILD program is designed to support projects that have a significant impact on communities, especially in terms of regional economic growth, access to opportunities, and overall public welfare.

# Appendix 1

## Permit Classification Table

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|               | Types of Permit/Approval/Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Public Notice | Public Hearing | Decision Maker                                                      | Appellate Body   |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|----------------|---------------------------------------------------------------------|------------------|
| Type 1 Review | <ul style="list-style-type: none"> <li>• ADU Permit</li> <li>• Administrative Interpretation</li> <li>• Boundary Line Adjustment</li> <li>• Building Permit</li> <li>• Certificate of Occupancy</li> <li>• Certificate of Appropriateness (and waiver) (1)</li> <li>• Certificate of Design Review</li> <li>• Certificate of Zoning Compliance</li> <li>• Clearing and Grading Permit</li> <li>• Code Enforcement Action</li> <li>• Critical Area Authorization</li> <li>• Landscaping Plan Approval</li> <li>• Permit, Minor Amendment</li> <li>• Plats, Final (10+ lots)</li> </ul> | None          | None           | Community Development Director or designee (unless otherwise noted) | Hearing Examiner |

|               | Types of Permit/Approval/Action                                                                                                                                                                                                         | Public Notice | Public Hearing                              | Decision Maker                 | Appellate Body   |
|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---------------------------------------------|--------------------------------|------------------|
|               | <ul style="list-style-type: none"> <li>• SEPA Action (no public notice required)</li> <li>• Sign Permit</li> <li>• Site Plan Approval</li> <li>• Special Property Tax Valuation <sup>(1)</sup></li> <li>• Special Use Permit</li> </ul> |               |                                             |                                |                  |
| Type 2 Review | <ul style="list-style-type: none"> <li>• Binding Site Plan</li> <li>• Critical Area Permit</li> <li>• SEPA Action (public notice required)</li> <li>• Short plat (9 lots or less)</li> <li>• Variance with Type 1/2 Permit</li> </ul>   | Yes           | None, but written comments may be submitted | Community Development Director | Hearing Examiner |

|                  | Types of<br>Permit/Approval/Action                                                                                                                                                                                                                                                                      | Public<br>Notice | Public<br>Hearing   | Decision<br>Maker   | Appellate<br>Body |
|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|---------------------|---------------------|-------------------|
| Type 3<br>Review | <ul style="list-style-type: none"> <li>• Conditional Use Permit</li> <li>• Master Planned Development</li> <li>• Plat, Preliminary (10+ lots)</li> <li>• Permit, Major Amendment</li> <li>• Reasonable Use Exception</li> <li>• Rezone, Site Specific</li> <li>• Variance with Type 3 Permit</li> </ul> | Yes              | Hearing<br>Examiner | Hearing<br>Examiner | Superior<br>Court |



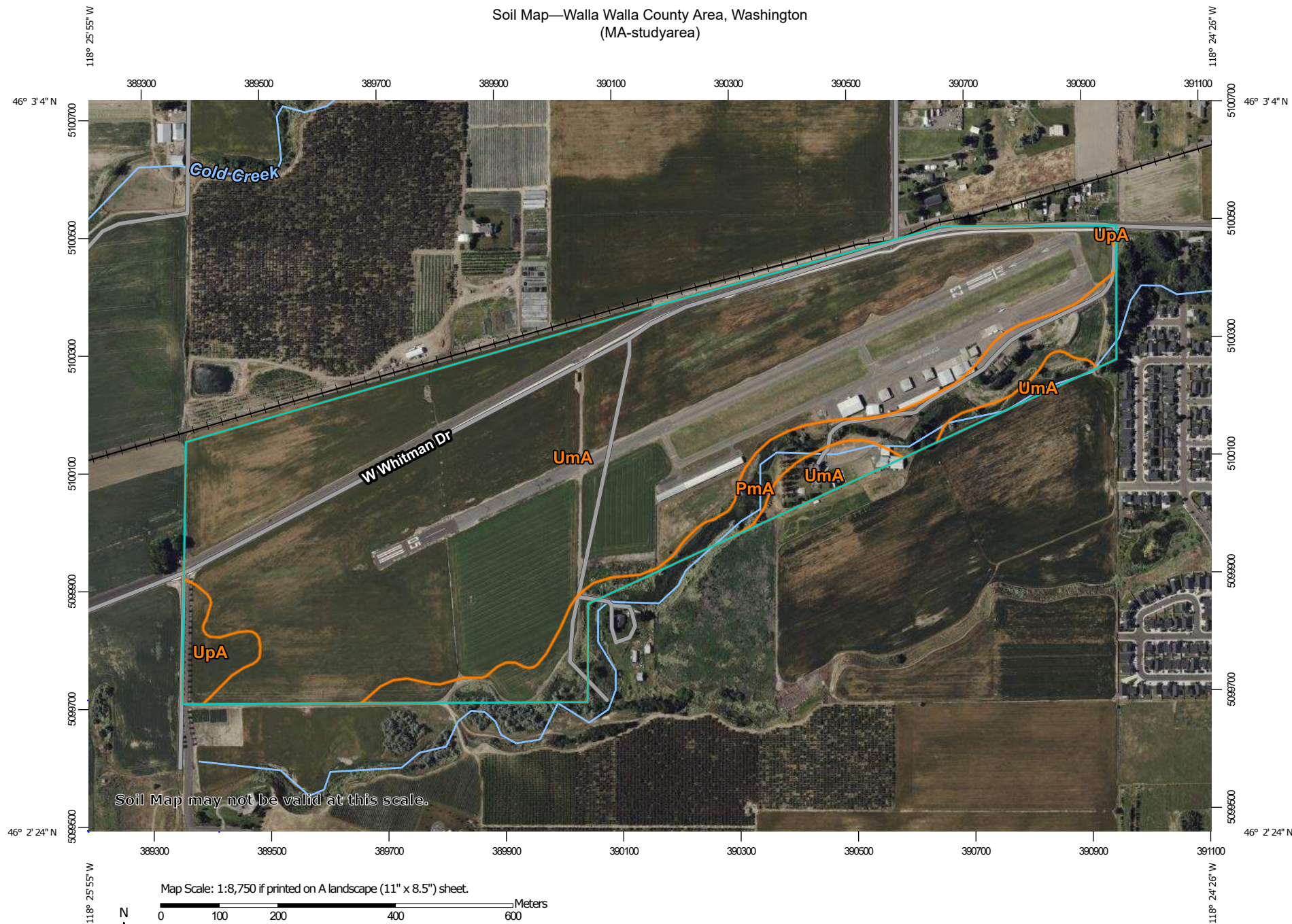
|               | Types of Permit/Approval/Action                                                                                                                                                                                                                                                                                                     | Public Notice | Public Hearing      | Decision Maker | Appellate Body                |
|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---------------------|----------------|-------------------------------|
| Type 4 Review | <ul style="list-style-type: none"> <li>• Comprehensive Plan Text Amendment</li> <li>• Development Agreement <sup>(5)</sup></li> <li>• Future Land Use Map Amendment</li> <li>• Rezone, General</li> <li>• Shoreline Master Program Amendment <sup>(2)</sup></li> <li>• Unified Development Code Amendment <sup>(4)</sup></li> </ul> | Yes           | Planning Commission | City Council   | Superior Court <sup>(3)</sup> |

# **Appendix 2**

## **Soil Assessment**

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# Soil Map—Walla Walla County Area, Washington (MA-studyarea)



**Natural Resources  
Conservation Service**

Web Soil Survey  
National Cooperative Soil Survey

2/21/2025  
Page 1 of 3

Soil Map—Walla Walla County Area, Washington  
(MA-studyarea)

## MAP LEGEND

### Area of Interest (AOI)

 Area of Interest (AOI)

### Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

### Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

### Water Features



Streams and Canals

### Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

### Background



Aerial Photography

## MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:31,700.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Walla Walla County Area, Washington

Survey Area Data: Version 9, Aug 27, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 25, 2022—Jul 1, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

## Map Unit Legend

| Map Unit Symbol                    | Map Unit Name                                             | Acres in AOI | Percent of AOI |
|------------------------------------|-----------------------------------------------------------|--------------|----------------|
| PmA                                | Pedigo silt loam, 0 to 3 percent slopes                   | 20.4         | 11.5%          |
| UmA                                | Umapine silt loam, 0 to 3 percent slopes                  | 152.7        | 86.3%          |
| UpA                                | Umapine silt loam, leached surface, 0 to 3 percent slopes | 3.8          | 2.1%           |
| <b>Totals for Area of Interest</b> |                                                           | <b>176.8</b> | <b>100.0%</b>  |



# **Appendix 3**

## **WSDOT Airports and Compatible Land Use Criteria**

---

Table F-1

| Maximum Residential Density                                                                      |                                                 |                                                                        |                                  |                                 |                                  |                       |
|--------------------------------------------------------------------------------------------------|-------------------------------------------------|------------------------------------------------------------------------|----------------------------------|---------------------------------|----------------------------------|-----------------------|
| Compatibility Zones                                                                              | Zone 1                                          | Zone 2                                                                 | Zone 3                           | Zone 4                          | Zone 5                           | Zone 6                |
| Maximum Residential Density                                                                      |                                                 |                                                                        |                                  |                                 |                                  |                       |
|                                                                                                  | Average Number of Dwelling Units Per Gross Acre |                                                                        |                                  |                                 |                                  |                       |
| Agricultural<br>(farmland/forest)                                                                | 0                                               | Maintain current comprehensive plan designation and zoning designation |                                  |                                 |                                  |                       |
| Rural<br>(outside an urban growth boundary)                                                      | 0                                               | 1 d.u. per 10 acres                                                    | 1 d.u. per 10 acres <sup>A</sup> | 1 d.u. per 5 acres <sup>A</sup> | 1 d.u. per 10 acres <sup>A</sup> | 1 d.u. per 5 acres    |
| Urban<br>(within the urban growth boundary)                                                      | 0                                               | 0                                                                      | B                                | C                               | B                                | C                     |
| Maximum Intensities for Nonresidential Uses<br>(Commercial, Industrial, Offices, and Activities) |                                                 |                                                                        |                                  |                                 |                                  |                       |
|                                                                                                  | Average Number of People Units Per Gross Acre   |                                                                        |                                  |                                 |                                  |                       |
| Agricultural<br>(farmland/forest)                                                                | 1-5 <sup>E</sup>                                | D, E                                                                   | D, E                             | D, E                            | D, F                             | D                     |
| Rural<br>(outside an urban growth boundary)                                                      | 1-5 <sup>E</sup>                                | 10-25 <sup>E</sup>                                                     | 10-25 <sup>E</sup>               | 40-60 <sup>E</sup>              | 100-150 <sup>E</sup>             | 100-150 <sup>G</sup>  |
| Urban<br>(within the urban growth boundary)                                                      | 1-5 <sup>E</sup>                                | 50-75 <sup>E</sup>                                                     | 80-120 <sup>E</sup>              | 100-150 <sup>E</sup>            | 100-150 <sup>E</sup>             | No Limit <sup>G</sup> |

**Notes:**

- A Cluster to preserve open space to maintain open approach corridor at and near runway ends.
- B Infill development up to average of surrounding residential area is allowed, but is appropriate only if nonresidential uses are not feasible
- C Promote high density and intensity mixed use development (15 or more d.u. per acre)
- D Maintain current comprehensive plan designation and zoning designation.
- E Special Function Land uses should be prohibited.
- F 50-100 people per acre allowed if on airport and aviation-related.
- G Special Function Land uses should be avoided.

**Table F-2**  
**Airport Land Use Matrix**

|                                                                                      | Compatibility Zones |        |        |        |        |        |
|--------------------------------------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                                                      | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| <b>A. Resource Operations</b>                                                        |                     |        |        |        |        |        |
| <b>1. Agricultural (Commercial)</b>                                                  |                     |        |        |        |        |        |
| Agriculture, horticulture, general farming (crops only, not feedlots and stockyards) | P                   | P      | P      | P      | P      | P      |
| Agricultural building                                                                | L                   | L      | P      | P      | P      | P      |
| Agricultural chemical sales/storage                                                  | X                   | L      | P      | P      | P      | P      |
| Agricultural Housing/Farm labor                                                      | X                   | X      | L      | P      | L      | P      |
| Agricultural housing/farm labor                                                      | X                   | X      | L      | P      | L      | P      |
| Agricultural market                                                                  | X                   | X      | P      | P      | X      | P      |
| Agricultural related industries                                                      | X                   | L      | P      | P      | P      | P      |
| Animal husbandry                                                                     | X                   | L      | L      | L      | X      | P      |
| Agricultural feeding operation or stockyards                                         | X                   | X      | X      | X      | X      | X      |
| Agriculture or food processing facility                                              | X                   | L      | P      | P      | L      | P      |
| Livestock auction                                                                    | X                   | X      | X      | L      | X      | P      |
| Fairgrounds                                                                          | X                   | X      | X      | X      | X      | P      |
| Floriculture, aquaculture                                                            | X                   | L      | P      | P      | P      | P      |
| Fruit bin sales/storage                                                              | X                   | L      | P      | P      | P      | P      |
| <b>2. Forest (Commercial)</b>                                                        |                     |        |        |        |        |        |
| General forest silver culture                                                        | L                   | L      | P      | P      | P      | P      |
| Forest product processing                                                            | X                   | L      | P      | P      | P      | P      |
| <b>3. Mining/Refining/Offsite Hazardous Waste Treatment</b>                          |                     |        |        |        |        |        |
| Asphalt paving and roofing materials, rock crushing                                  | X                   | X      | L      | L      | L      | P      |
| Mining including sand and gravel pits                                                | X                   | L      | L      | L      | X      | P      |
| Stockpiling of earthen materials                                                     | X                   | L      | L      | L      | X      | P      |
| <b>B. Rural Development</b>                                                          |                     |        |        |        |        |        |
| <b>1. Rural Residential</b>                                                          |                     |        |        |        |        |        |
| Single-family dwelling (large lot, 5 acres or greater*)                              | X                   | L      | L      | P      | X      | P      |
| Single-family dwelling, rural centers                                                | X                   | X      | L      | L      | X      | L      |
| Residential Cluster Development, 40% open                                            | X                   | X      | LSC    | X      | X      | P      |
| Multi-family dwelling                                                                | X                   | X      | X      | X      | X      | P      |
| Temporary farm housing                                                               | X                   | X      | P      | P      | L      | P      |

#### Chart Symbols

- **“L” Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
- **“LSC” Limited Special Conditions** – Development should be moved away from the extended runway centerline. Open space should be devoted to areas that experience elevated risk.
- **“P” permitted** – Uses or activities that should be permitted, however, these activities should be reviewed to ensure that they will not create height hazard obstructions, smoke, glare, electronic, wildlife attractants, or other airspace hazards.
- **“X” Prohibited** – uses or activities that should not be constructed near the airport.

All uses or activities identified herein are subject to intensity and density limitations set forth in Table F-1. Particular attention should be given to developments that when located in combination with other permitted or limited activities may create cumulative impacts on airport operations. All uses should be reviewed to ensure that they will not create airspace hazards.

|                                                               | Compatibility Zones |        |        |        |        |        |
|---------------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                               | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| <b>2. Rural Centers</b>                                       |                     |        |        |        |        |        |
| Single-family dwelling; up to 12 dwelling units/acre          | X                   | X      | L      | L      | X      | L      |
| Two - Four family dwelling (duplex) (*)                       | X                   | X      | X      | X      | X      | L      |
| Multi-family dwelling; 12-20 units/acre                       | X                   | X      | L      | X      | X      | P      |
| 21+ units/acre                                                | X                   | X      | P      | P      | X      | P      |
| Agriculture/forest/mineral resources or industry (see item A) |                     |        |        |        |        |        |
| Community services (see item D2)                              |                     |        |        |        |        |        |
| Retail and commercial service (see items D4 & D5)             |                     |        |        |        |        |        |
| Industrial/manufacturing (see item D4s & D5)                  |                     |        |        |        |        |        |
| <b>C. Education Facilities</b>                                |                     |        |        |        |        |        |
| <b>1. Education Facilities</b>                                |                     |        |        |        |        |        |
| Junior or community college                                   | X                   | X      | L      | L      | L      | P      |
| Schools, K-12 elementary, middle, senior high                 | X                   | X      | X      | X      | X      | X      |
| Business school                                               | X                   | L      | L      | L      | L      | P      |
| Vocational schools                                            | X                   | L      | L      | L      | L      | P      |
| <b>D. Urban Development</b>                                   |                     |        |        |        |        |        |
| <b>1. Residential</b>                                         |                     |        |        |        |        |        |
| Single-family dwelling; up to 12 dwelling units/acre          | X                   | X      | X      | X      | X      | L      |
| Two - four-family dwelling (duplex)(*)                        | X                   | X      | X      | X      | X      | L      |
| Multi-family dwelling(*): 15 or more                          | X                   | X      | LSC    | X      | X      | P      |
| Mixed-use office/commercial/residential use                   | X                   | X      | P      | P      | X      | P      |
| Residential development cluster 40% > open space              | X                   | X      | L      | L      | X      | L      |
| Residential infill                                            | X                   | X      | L      | L      | L      | P      |
| Mobile home parks                                             | X                   | X      | L      | L      | X      | L      |
| Boarding house                                                | X                   | X      | L      | L      | L      | L      |
| Retirement homes                                              | X                   | X      | X      | X      | X      | L      |

### Chart Symbols

- **“L” Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
- **“LSC” Limited Special Conditions** – Development should be moved away from the extended runway centerline. Open space should be devoted to areas that experience elevated risk.
- **“P” permitted** – Uses or activities that should be permitted, however, these activities should be reviewed to ensure that they will not create height hazard obstructions, smoke, glare, electronic, wildlife attractants, or other airspace hazards.
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|                                                         | Compatibility Zones |        |        |        |        |        |
|---------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                         | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| <b>2. Community Services</b>                            |                     |        |        |        |        |        |
| Cemetery                                                | P                   | P      | P      | P      | L      | P      |
| Churches, synagogues, temples                           | X                   | X      | L      | L      | X      | L      |
| Community center meeting halls, fraternal organizations | X                   | X      | L      | L      | X      | P      |
| Convalescent, nursing home and group homes              | X                   | X      | X      | X      | X      | L      |
| Day care facilities, family in-home                     | X                   | X      | L      | L      | X      | L      |
| Day care center                                         | X                   | X      | L      | L      | X      | L      |
| Funeral home                                            | X                   | X      | P      | P      | X      | P      |
| Police, fire stations, ambulance service                | X                   | L      | P      | P      | P      | P      |
| Hospital                                                | X                   | X      | X      | X      | X      | X      |
| Medical clinic                                          | X                   | X      | L      | L      | X      | P      |
| Correction facilities                                   | X                   | L      | L      | L      | L      | L      |
| Libraries                                               | X                   | X      | P      | P      | X      | P      |
| Museums and art galleries                               | X                   | X      | L      | P      | P      | P      |
| Zoo                                                     | X                   | X      | P      | P      | X      | P      |
| <b>3. Amusement and Recreation</b>                      |                     |        |        |        |        |        |
| Amusement park (permanent)                              | X                   | X      | L      | L      | X      | L      |
| Bowling alleys                                          | X                   | X      | P      | P      | X      | P      |
| Campground                                              | X                   | L      | L      | P      | L      | P      |
| Recreational vehicle parks; short term                  | X                   | L      | L      | P      | L      | P      |
| Drive-in theatres                                       | X                   | X      | L      | L      | X      | P      |
| Fairgrounds                                             | X                   | X      | P      | L      | L      | P      |
| Golf courses                                            | X                   | L      | P      | P      | X      | P      |
| Gymnasiums, exercise facilities                         | X                   | L      | L      | L      | L      | P      |
| Horse racing tracks, speedways                          | X                   | X      | X      | X      | X      | X      |
| Miniature golf courses                                  | X                   | X      | P      | P      | X      | P      |
| Movie theatres, auditoriums exhibition halls            | X                   | X      | L      | L      | X      | P      |
| Parks                                                   | L                   | L      | P      | P      | L      | P      |
| Roller skating rink                                     | X                   | X      | L      | L      | X      | P      |

### Chart Symbols

- **“L” Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
- **“LSC” Limited Special Conditions** – Development should be moved away from the extended runway centerline. Open space should be devoted to areas that experience elevated risk.
- **“P” permitted** – Uses or activities that should be permitted, however, these activities should be reviewed to ensure that they will not create height hazard obstructions, smoke, glare, electronic, wildlife attractants, or other airspace hazards.
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All uses or activities identified herein are subject to intensity and density limitations set forth in Table F-1. Particular attention should be given to developments that when located in combination with other permitted or limited activities may create cumulative impacts on airport operations. All uses should be reviewed to ensure that they will not create airspace hazards.



|                                                                    | Compatibility Zones |        |        |        |        |        |
|--------------------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                                    | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| <b>4. Retail Trade and Service</b>                                 |                     |        |        |        |        |        |
| Addressing, mailing, and stenographic services                     | X                   | L      | P      | P      | L      | P      |
| Advertising agencies                                               | X                   | L      | P      | P      | L      | P      |
| Airport uses and activities commercial/industrial                  | L                   | P      | P      | P      | P      | P      |
| Animal clinic/hospital                                             | L                   | P      | P      | P      | P      | P      |
| Antique stores                                                     | X                   | L      | P      | P      | X      | P      |
| Automobile, truck, manufactured home, and travel trailer sales     | L                   | P      | P      | P      | P      | P      |
| Automobile and recreational vehicle (RV) sales; weekend            | L                   | P      | P      | P      | L      | P      |
| Automotive: car wash                                               | L                   | P      | P      | P      | L      | P      |
| Sales lot/auto center                                              | L                   | P      | P      | P      | P      | P      |
| Parking lots and garages                                           | L                   | P      | P      | P      | P      | P      |
| Maintenance and repair shops                                       | X                   | P      | P      | P      | P      | P      |
| Paint and body repair shops                                        | L                   | P      | P      | P      | P      | P      |
| Parts and accessories (tires, batteries, etc.)                     | X                   | P      | P      | P      | P      | P      |
| Specialized repair shops (radiator, etc.)                          | L                   | P      | P      | P      | P      | P      |
| Towing services                                                    | L                   | P      | P      | P      | P      | P      |
| Wrecking and dismantling yard                                      | L                   | P      | P      | P      | L      | P      |
| Bakery                                                             | X                   | P      | P      | P      | L      | P      |
| Beauty and barber shops                                            | X                   | L      | P      | P      | X      | P      |
| Bed and breakfast inn                                              | X                   | X      | L      | L      | X      | P      |
| Boats and marine accessories                                       | X Except storage L  | P      | P      | P      | P      | P      |
| Books, stationery, office supplies                                 | Storage only        | P      | P      | P      | L      | P      |
| Building and trade (plumbing, heating, electrical, painting, etc.) | Storage only        | P      | P      | P      | L      | P      |
| Clothing and accessories                                           | X                   | L      | P      | P      | L      | P      |
| Communication towers                                               | X                   | X      | L      | L      | L      | L      |
| Computer and electronic stores                                     | X                   | L      | P      | P      | L      | P      |
| Department, discount, variety stores                               | X                   | X      | P      | P      | X      | P      |
| Drug stores (optical goods, orthopedic supplies)                   | X                   | L      | P      | P      | L      | P      |
| Employment agencies (private)                                      | X                   | P      | P      | P      | L      | P      |

#### Chart Symbols

- **“L” Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
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All uses or activities identified herein are subject to intensity and density limitations set forth in Table F-1. Particular attention should be given to developments that when located in combination with other permitted or limited activities may create cumulative impacts on airport operations. All uses should be reviewed to ensure that they will not create airspace hazards.

|                                                                           | Compatibility Zones |        |        |        |        |        |
|---------------------------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                                           | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| Farm and implements, tools and heavy construction equipment               | X                   | L      | P      | P      | P      | P      |
| Farm supplies                                                             | L                   | P      | P      | P      | P      | P      |
| Financial institutions                                                    | X                   | P      | P      | P      | L      | P      |
| Food store                                                                | X                   | P      | P      | P      | L      | P      |
| Furniture, home furnishings, appliances                                   | X                   | P      | P      | P      | L      | P      |
| General hardware, garden equipment and supplies                           | X                   | P      | P      | P      | L      | P      |
| Grocery and convenience stores                                            | X                   | L      | P      | P      | L      | P      |
| Heavy equipment storage, maintenance and repair                           | X                   | L      | P      | P      | L      | P      |
| Insurance agents, brokers, and service agencies                           | X                   | P      | P      | P      | L      | P      |
| Kennels                                                                   | L                   | P      | P      | P      | L      | P      |
| Laundries, laundromats, and dry cleaning plants                           | X                   | P      | P      | P      | L      | P      |
| Liquor stores                                                             | X                   | P      | P      | P      | L      | P      |
| Lumber yards                                                              | L                   | P      | P      | P      | L      | P      |
| Medical and dental laboratory, offices and clinic                         | X                   | X      | L      | P      | x      | P      |
| Mini Storage                                                              | L                   | P      | P      | P      | P      | P      |
| Motels and Hotels                                                         | X                   | X      | P      | P      | P      | P      |
| Motorcycles sales/repair (including maintenance)                          | X                   | P      | P      | P      | L      | P      |
| Paint, glass, and wallpaper stores                                        | X                   | P      | P      | P      | L      | P      |
| Pet stores, pet supplies, and dog grooming                                | X                   | L      | P      | P      | L      |        |
| Professional office buildings for architects, attorneys, government, etc. | X                   | L      | P      | P      | P      | P      |
| Rental: auto, truck, trailer, fleet leasing services                      | L                   | P      | P      | P      | L      | P      |
| Repairs: small appliances, tv, business machines, watches, etc.           | L                   | P      | P      | P      | L      | P      |
| Restaurant, cafe and drive-in eating facilities                           | X                   | L      | P      | P      | P      | P      |
| Service station                                                           | X                   | L      | P      | P      | L      | P      |
| Sporting goods, bicycle shops                                             | X                   | P      | P      | P      | P      | P      |
| Taverns, bars, dance establishments                                       | X                   | L      | P      | P      | L      | P      |

### Chart Symbols

- **“L” Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
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All uses or activities identified herein are subject to intensity and density limitations set forth in Table F-1. Particular attention should be given to developments that when located in combination with other permitted or limited activities may create cumulative impacts on airport operations. All uses should be reviewed to ensure that they will not create airspace hazards.

|                                                                        | Compatibility Zones |        |        |        |        |        |
|------------------------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                                        | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| <b>5. Industry/Manufacturing</b>                                       |                     |        |        |        |        |        |
| Aircraft parts                                                         | Storage only        | L      | P      | P      | P      | P      |
| Aircraft industrial                                                    | Storage only        | L      | P      | P      | P      | P      |
| Apparel and accessories                                                | X                   | L      | P      | P      | X      | P      |
| Bakery products (wholesale)                                            | Storage only        | L      | P      | P      | X      | P      |
| Beverage industry                                                      | Storage only        | L      | P      | P      | X      | P      |
| Canning, preserving, and packaging fruits, vegetables, and other foods | X                   | L      | L      | L      | X      | P      |
| Cement and concrete plants                                             | X                   | L      | L      | L      | X      | P      |
| Chemicals (industrial, agricultural, wood, etc.)                       | X                   | X      | L      | L      | X      | L      |
| Concrete, gypsum, and plaster products                                 | Storage only        | L      | P      | L      | L      | P      |
| Confectionery and related products (wholesale)                         | Storage only        | P      | P      | P      | L      | P      |
| Mini storage                                                           | P                   | P      | P      | P      | P      | P      |
| Product assembly                                                       | Storage only        | L      | P      | P      | L      | P      |
| Prefabricated structural wood products and containers                  | Storage only        | P      | P      | P      | L      | P      |
| Printing, publishing, and binding                                      | Storage only        | P      | P      | P      | L      | P      |
| Rendering plants, slaughter houses                                     | X                   | X      | X      | X      | X      | L      |
| Rubber products                                                        | X                   | L      | P      | P      | L      | P      |
| Sawmills and planing mills                                             | Storage only        | L      | P      | P      | L      | P      |
| Sheet metal and welding shops                                          | Storage only        | P      | P      | P      | L      | P      |
| Stone products (includes finishing of monuments for retail sale)       | Storage only        | P      | P      | P      | L      | P      |

### Chart Symbols

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|                                                                 | Compatibility Zones |        |        |        |        |        |
|-----------------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                                 | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| <b>6. Wholesale Trade-Storage</b>                               |                     |        |        |        |        |        |
| Warehouses                                                      | Storage only        | P      | P      | P      | P      | P      |
| Wholesale trade                                                 | Storage only        | P      | P      | P      | P      | P      |
| Storage facilities; bulk                                        | L                   | P      | P      | P      | P      | P      |
| commercial                                                      | L                   | P      | P      | P      | P      | P      |
| mini-storage                                                    | L                   | P      | P      | P      | P      | P      |
| <b>E. Transportation and Utilities</b>                          |                     |        |        |        |        |        |
| <b>1. Transportation</b>                                        |                     |        |        |        |        |        |
| Bus terminals                                                   | X                   | L      | P      | P      | L      | P      |
| Transportation storage and maintenance facilities               | Storage only        | P      | P      | P      | P      | P      |
| Transportation brokerage offices; without truck parking         | X                   | P      | P      | P      | P      | P      |
| with truck parking                                              | L                   | P      | P      | P      | P      | P      |
| Contract truck hauling, rental of trucks with drivers           | L                   | P      | P      | P      | P      | P      |
| Rail, truck terminals (for short-term storage, office)          | L                   | P      | P      | P      | P      | P      |
| Air storage and office use                                      | Storage only        | P      | P      | P      | P      | P      |
| Railroad switch yards, maintenance, and repair facilities, etc. | X                   | P      | P      | P      | P      | P      |
| Taxicab terminals, maintenance, and dispatching centers, etc.   | X                   | P      | P      | P      | P      | P      |
| <b>2. Utilities</b>                                             |                     |        |        |        |        |        |
| Power generating facilities                                     | L                   | L      | L      | L      | L      | L      |
| Utility services (substations, etc.)                            | L                   | L      | L      | L      | L      | P      |
| Wholesale trade                                                 | L                   | P      | P      | P      | L      | P      |
| Storage facilities; bulk                                        | L                   | P      | P      | P      | P      | P      |
| Commercial                                                      | L                   | P      | P      | P      | P      | P      |

### Chart Symbols

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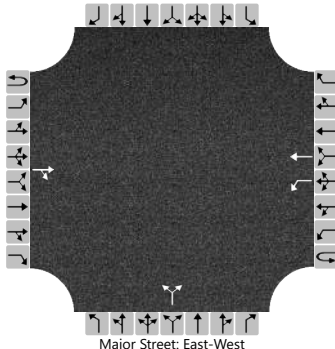
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# **Appendix 4**

## **Traffic Counts and Capacity Analysis Worksheets**

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| HCS7 Two-Way Stop-Control Report                                                                                               |                             |                            |                       |                     |  |                   |  |
|--------------------------------------------------------------------------------------------------------------------------------|-----------------------------|----------------------------|-----------------------|---------------------|--|-------------------|--|
| General Information                                                                                                            |                             | Site Information           |                       | Existing Conditions |  | Capacity Analysis |  |
| Analyst                                                                                                                        | Montgomery                  | Intersection               | Old US 12/Last Chance |                     |  |                   |  |
| Agency/Co.                                                                                                                     | J-U-B Engineers             | Jurisdiction               | City of College Place |                     |  |                   |  |
| Date Performed                                                                                                                 | 11/4/2024                   | East/West Street           | Old US 12             |                     |  |                   |  |
| Analysis Year                                                                                                                  | 2024                        | North/South Street         | Last Chance Road      |                     |  |                   |  |
| Time Analyzed                                                                                                                  | PM Peak Hour                | Peak Hour Factor           | 0.92                  |                     |  |                   |  |
| Intersection Orientation                                                                                                       | East-West                   | Analysis Time Period (hrs) | 0.25                  |                     |  |                   |  |
| Project Description                                                                                                            | Martin Airfield Feasibility |                            |                       |                     |  |                   |  |
| Lanes                                                                                                                          |                             |                            |                       |                     |  |                   |  |
| <div><div>Major Street: East-West</div></div> |                             |                            |                       |                     |  |                   |  |

| Vehicle Volumes and Adjustments |           |   |    |    |           |    |    |   |            |    |    |    |            |    |    |    |
|---------------------------------|-----------|---|----|----|-----------|----|----|---|------------|----|----|----|------------|----|----|----|
| Approach                        | Eastbound |   |    |    | Westbound |    |    |   | Northbound |    |    |    | Southbound |    |    |    |
| Movement                        | U         | L | T  | R  | U         | L  | T  | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                        | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes                 | 0         | 0 | 1  | 0  | 0         | 1  | 1  | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration                   |           |   |    | TR |           | L  | T  |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)                  |           |   | 76 | 55 |           | 20 | 52 |   |            | 26 |    | 13 |            |    |    |    |
| Percent Heavy Vehicles (%)      |           |   |    |    |           | 3  |    |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked         |           |   |    |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)               |           |   |    |    |           |    |    |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized          |           |   |    |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Median Type   Storage           | Undivided |   |    |    |           |    |    |   |            |    |    |    |            |    |    |    |

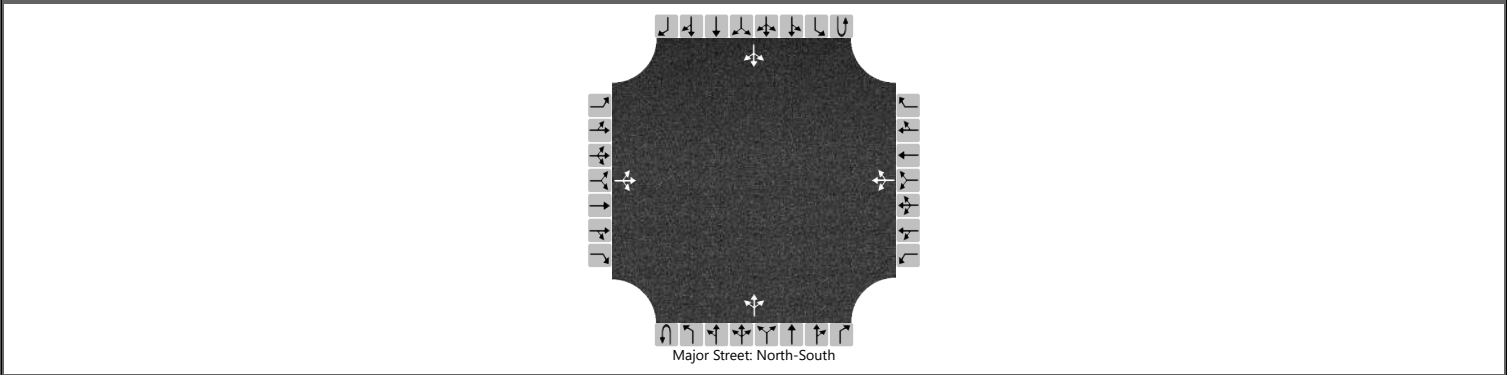
| Critical and Follow-up Headways |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|---------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)     |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)          |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec)    |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)         |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

| Delay, Queue Length, and Level of Service |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-------------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                      |  |  |  |  |     | 22   |  |  |     |  | 42   |  |  |  |  |  |
| Capacity, c (veh/h)                       |  |  |  |  |     | 1434 |  |  |     |  | 813  |  |  |  |  |  |
| v/c Ratio                                 |  |  |  |  |     | 0.02 |  |  |     |  | 0.05 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh)   |  |  |  |  |     | 0.0  |  |  |     |  | 0.2  |  |  |  |  |  |
| Control Delay (s/veh)                     |  |  |  |  |     | 7.5  |  |  |     |  | 9.7  |  |  |  |  |  |
| Level of Service (LOS)                    |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                    |  |  |  |  | 2.1 |      |  |  | 9.7 |  |      |  |  |  |  |  |
| Approach LOS                              |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Last Chance/Whitman   |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2024                        | North/South Street         | Last Chance Road      |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.91                  |
| Intersection Orientation | North-South                 | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |    |     |   | Northbound |   |     |    | Southbound |    |     |   |
|----------------------------|-----------|----|-----|----|-----------|----|-----|---|------------|---|-----|----|------------|----|-----|---|
| Movement                   | U         | L  | T   | R  | U         | L  | T   | R | U          | L | T   | R  | U          | L  | T   | R |
| Priority                   |           | 10 | 11  | 12 |           | 7  | 8   | 9 | 1U         | 1 | 2   | 3  | 4U         | 4  | 5   | 6 |
| Number of Lanes            |           | 0  | 1   | 0  |           | 0  | 1   | 0 | 0          | 0 | 1   | 0  | 0          | 0  | 1   | 0 |
| Configuration              |           |    | LTR |    |           |    | LTR |   |            |   | LTR |    |            |    | LTR |   |
| Volume (veh/h)             |           | 0  | 1   | 1  |           | 20 | 0   | 7 |            | 0 | 31  | 25 |            | 13 | 61  | 3 |
| Percent Heavy Vehicles (%) |           | 3  | 3   | 3  |           | 3  | 3   | 3 |            | 3 |     |    |            | 3  |     |   |
| Proportion Time Blocked    |           |    |     |    |           |    |     |   |            |   |     |    |            |    |     |   |
| Percent Grade (%)          | 0         |    |     |    | 0         |    |     |   |            |   |     |    |            |    |     |   |
| Right Turn Channelized     |           |    |     |    |           |    |     |   |            |   |     |    |            |    |     |   |
| Median Type   Storage      | Undivided |    |     |    |           |    |     |   |            |   |     |    |            |    |     |   |

## Critical and Follow-up Headways

|                              |  |      |      |      |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|------|------|------|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |  | 4.13 |  |  |  | 4.13 |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |  | 2.23 |  |  |  | 2.23 |  |  |

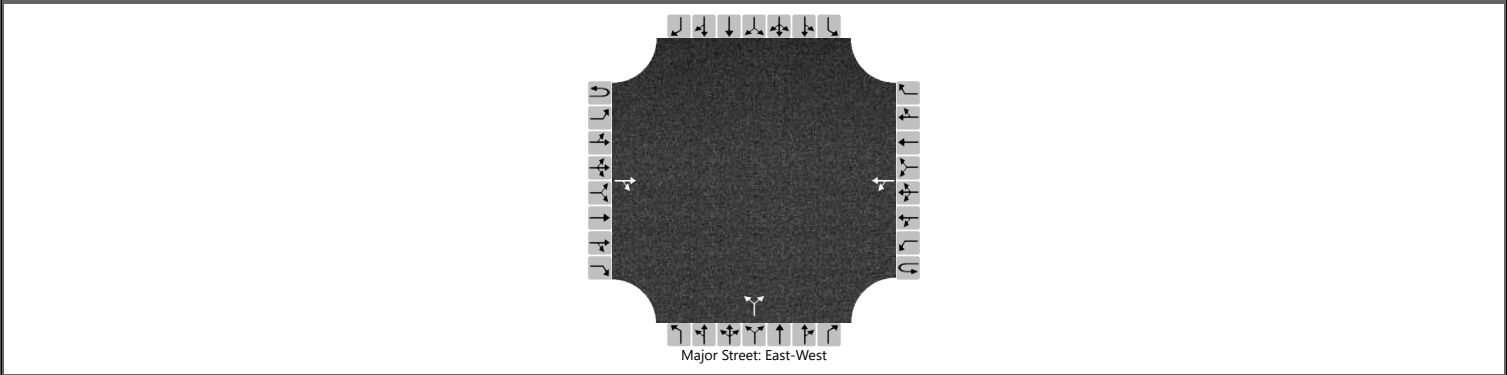
## Delay, Queue Length, and Level of Service

|                                         |     |  |      |  |     |  |      |  |     |  |      |  |     |  |      |  |
|-----------------------------------------|-----|--|------|--|-----|--|------|--|-----|--|------|--|-----|--|------|--|
| Flow Rate, v (veh/h)                    |     |  | 2    |  |     |  | 30   |  |     |  | 0    |  |     |  | 14   |  |
| Capacity, c (veh/h)                     |     |  | 837  |  |     |  | 857  |  |     |  | 1524 |  |     |  | 1535 |  |
| v/c Ratio                               |     |  | 0.00 |  |     |  | 0.03 |  |     |  | 0.00 |  |     |  | 0.01 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     |  | 0.0  |  |     |  | 0.1  |  |     |  | 0.0  |  |     |  | 0.0  |  |
| Control Delay (s/veh)                   |     |  | 9.3  |  |     |  | 9.4  |  |     |  | 7.4  |  |     |  | 7.4  |  |
| Level of Service (LOS)                  |     |  | A    |  |     |  | A    |  |     |  | A    |  |     |  | A    |  |
| Approach Delay (s/veh)                  | 9.3 |  |      |  | 9.4 |  |      |  | 0.0 |  |      |  | 1.3 |  |      |  |
| Approach LOS                            | A   |  |      |  | A   |  |      |  | A   |  |      |  |     |  |      |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Hampton       |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2024                        | North/South Street         | Hampton Lane          |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.89                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |    |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 40 | 0  |           | 1  | 28 |   |            | 0 |    | 2 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 3  |    |   |            | 3 |    | 3 |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |    |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

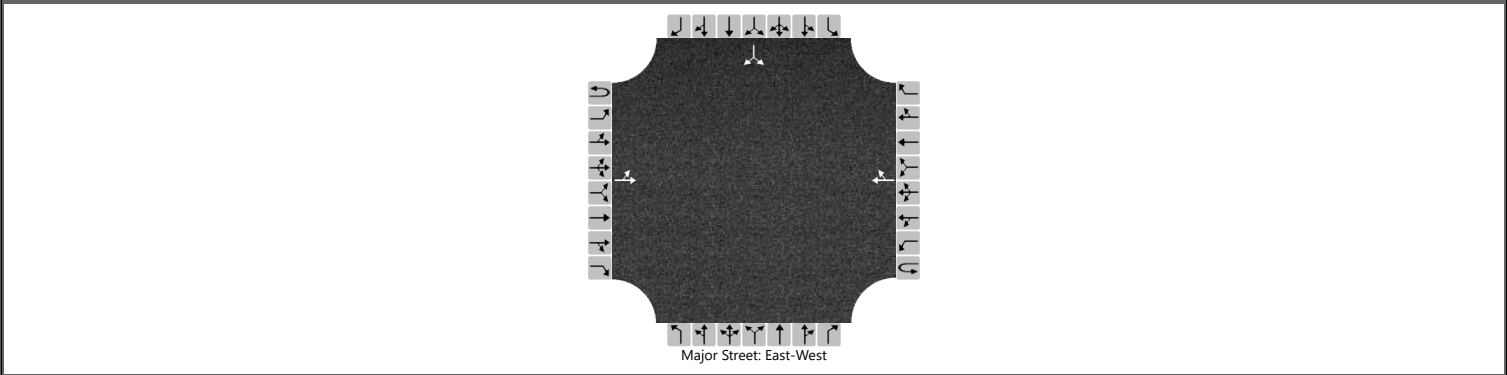
## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 1    |  |  |     |  | 2    |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1557 |  |  |     |  | 1022 |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |     |  | 0.00 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.3  |  |  |     |  | 8.5  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.3 |      |  |  | 8.5 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/McKinney      |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2024                        | North/South Street         | McKinney Road         |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.91                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |   | Westbound |   |    |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|----|---|-----------|---|----|----|------------|---|---|---|------------|----|----|----|
| Movement                   | U         | L  | T  | R | U         | L | T  | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1  | 2  | 3 | 4U        | 4 | 5  | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1  | 0 | 0         | 0 | 1  | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT |    |   |           |   |    | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 3  | 40 |   |           |   | 23 | 4  |            |   |   |   |            | 4  |    | 6  |
| Percent Heavy Vehicles (%) |           | 3  |    |   |           |   |    |    |            |   |   |   |            | 3  |    | 3  |
| Proportion Time Blocked    |           |    |    |   |           |   |    |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |    |   |           |   |    |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized     |           |    |    |   |           |   |    |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |    |    |   |           |   |    |    |            |   |   |   |            |    |    |    |

Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  |  |  |  |  |  |  |  |  | 6.43 |  | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  |  |  |  |  |  |  |  |  | 3.53 |  | 3.33 |

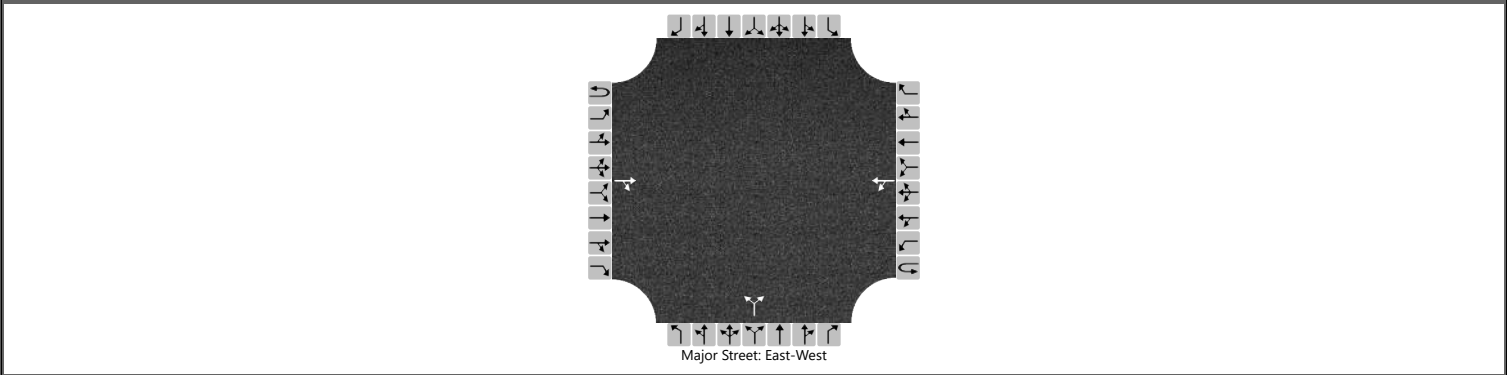
Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |   |  |  |  |  |  |  |  |     |  |      |  |
|-----------------------------------------|-----|------|--|--|---|--|--|--|--|--|--|--|-----|--|------|--|
| Flow Rate, v (veh/h)                    |     | 3    |  |  |   |  |  |  |  |  |  |  |     |  | 11   |  |
| Capacity, c (veh/h)                     |     | 1577 |  |  |   |  |  |  |  |  |  |  |     |  | 991  |  |
| v/c Ratio                               |     | 0.00 |  |  |   |  |  |  |  |  |  |  |     |  | 0.01 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |   |  |  |  |  |  |  |  |     |  | 0.0  |  |
| Control Delay (s/veh)                   |     | 7.3  |  |  |   |  |  |  |  |  |  |  |     |  | 8.7  |  |
| Level of Service (LOS)                  |     | A    |  |  |   |  |  |  |  |  |  |  |     |  | A    |  |
| Approach Delay (s/veh)                  | 0.5 |      |  |  |   |  |  |  |  |  |  |  | 8.7 |  |      |  |
| Approach LOS                            | A   |      |  |  | A |  |  |  |  |  |  |  | A   |  |      |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                         |
|--------------------------|-----------------------------|----------------------------|-------------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Martin Field Ln |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place   |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive           |
| Analysis Year            | 2024                        | North/South Street         | Martin Field Lane       |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.85                    |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                    |
| Project Description      | Martin Airfield Feasibility |                            |                         |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |    |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 39 | 0  |           | 2  | 36 |   |            | 0 |    | 5 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 3  |    |   |            | 3 |    | 3 |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |    |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

Delay, Queue Length, and Level of Service

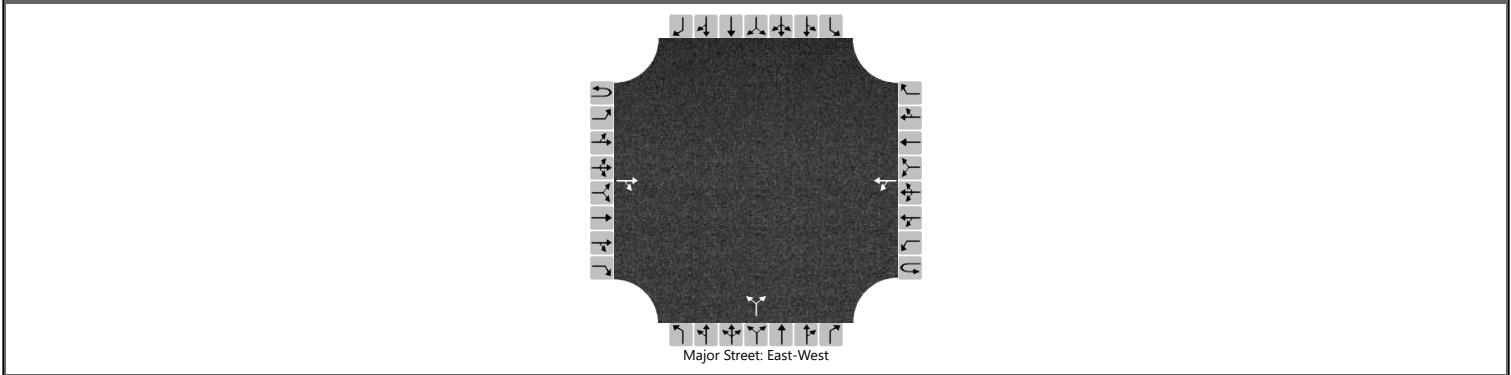
|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 2    |  |  |     |  | 6    |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1556 |  |  |     |  | 1021 |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |     |  | 0.01 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.3  |  |  |     |  | 8.5  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.4 |      |  |  | 8.5 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |



# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Homestead     |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2024                        | North/South Street         | Homestead Ave         |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.81                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|----|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |    |   |            |   | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 42 | 5  |           | 40 | 30 |   |            | 5 |    | 34 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 3  |    |   |            | 3 |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |    |   | 0          |   |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

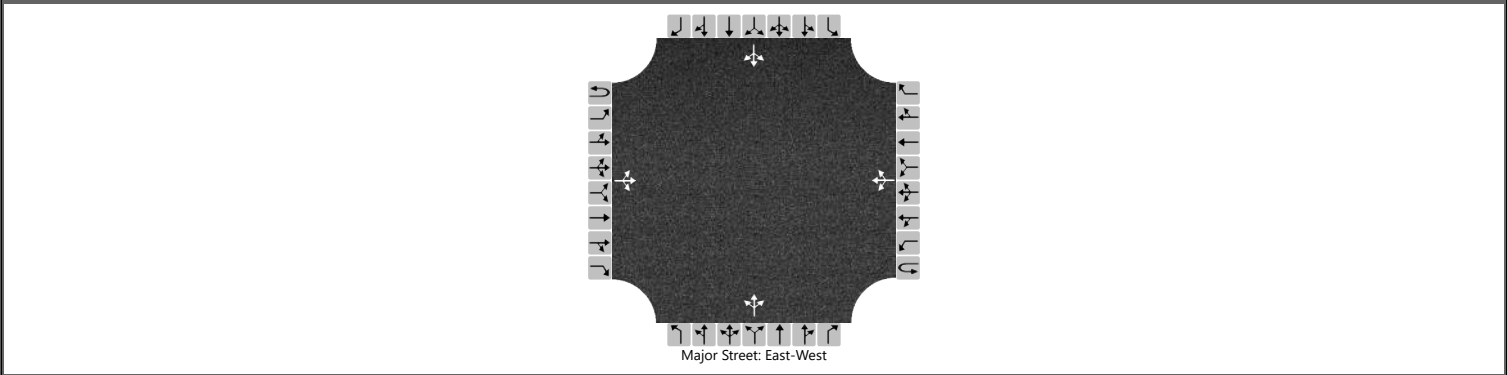
## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 49   |  |  |     |  | 48   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1540 |  |  |     |  | 970  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.03 |  |  |     |  | 0.05 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.1  |  |  |     |  | 0.2  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.4  |  |  |     |  | 8.9  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 4.3 |      |  |  | 8.9 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Hussey        |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2024                        | North/South Street         | Hussey Road           |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.90                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |     |    | Southbound |    |     |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|-----|----|------------|----|-----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T   | R  | U          | L  | T   | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8   | 9  |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1   | 0  |            | 0  | 1   | 0  |
| Configuration              |           |   | LTR |    |           |    | LTR |   |            |    | LTR |    |            |    | LTR |    |
| Volume (veh/h)             |           | 4 | 84  | 43 |           | 62 | 101 | 8 |            | 39 | 14  | 32 |            | 7  | 23  | 2  |
| Percent Heavy Vehicles (%) |           | 3 |     |    |           | 3  |     |   |            | 3  | 3   | 3  |            | 3  | 3   | 3  |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |     |    |            |    |     |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |    |     |    | 0          |    |     |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |    |     |    |            |    |     |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |    |     |    |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |      |  |  |  |      |      |      |  |      |      |      |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  | 4.1  |  |  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  | 4.13 |  |  |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  | 2.2  |  |  |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  | 2.23 |  |  |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |

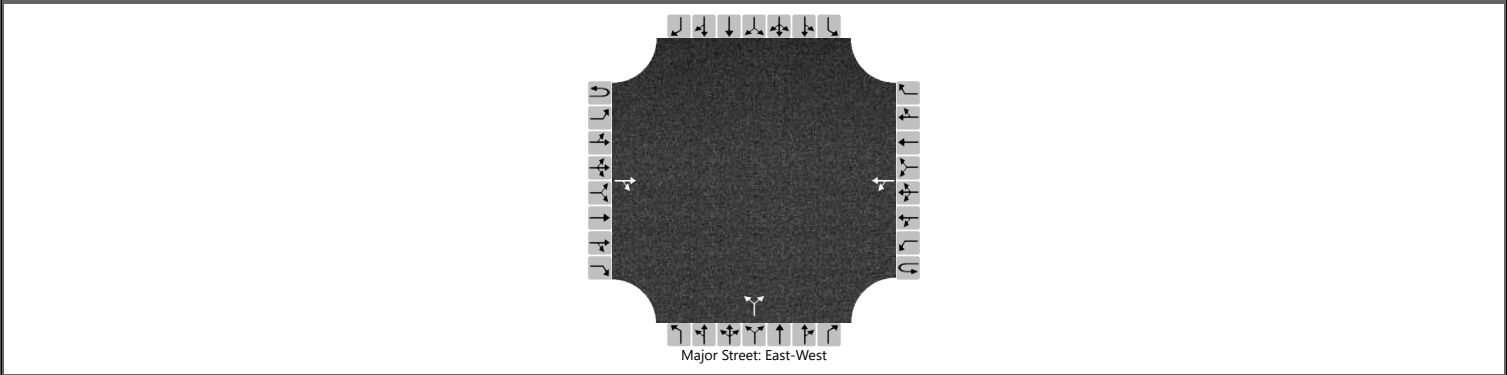
## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 4    |  |  |     | 69   |  |  |      |  | 94   |  |      |  | 36   |  |
| Capacity, c (veh/h)                     |     | 1460 |  |  |     | 1436 |  |  |      |  | 622  |  |      |  | 518  |  |
| v/c Ratio                               |     | 0.00 |  |  |     | 0.05 |  |  |      |  | 0.15 |  |      |  | 0.07 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.2  |  |  |      |  | 0.5  |  |      |  | 0.2  |  |
| Control Delay (s/veh)                   |     | 7.5  |  |  |     | 7.6  |  |  |      |  | 11.8 |  |      |  | 12.5 |  |
| Level of Service (LOS)                  |     | A    |  |  |     | A    |  |  |      |  | B    |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.3 |      |  |  | 3.0 |      |  |  | 11.8 |  |      |  | 12.5 |  |      |  |
| Approach LOS                            | A   |      |  |  | A   |      |  |  | B    |  |      |  | B    |  |      |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Davis         |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2024                        | North/South Street         | Davis Ave             |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.84                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |     |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 124 | 12 |           | 55 | 173 |   |            | 20 |    | 42 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |     |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 65   |  |  |      |  | 74   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1411 |  |  |      |  | 715  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.05 |  |  |      |  | 0.10 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.1  |  |  |      |  | 0.3  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.7  |  |  |      |  | 10.6 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 2.2 |      |  |  | 10.6 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |

Lanes, Volumes, Timings  
3: College Ave & Whitman Dr

02/28/2025

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |  |  |  |                                                                                   |   |  |  |  |  |  |
| Traffic Volume (vph)       | 42                                                                                | 115                                                                               | 44                                                                                | 30                                                                                | 104                                                                               | 14                                                                                | 50                                                                                  | 181                                                                                 | 35                                                                                  | 16                                                                                  | 184                                                                                 | 89                                                                                  |
| Future Volume (vph)        | 42                                                                                | 115                                                                               | 44                                                                                | 30                                                                                | 104                                                                               | 14                                                                                | 50                                                                                  | 181                                                                                 | 35                                                                                  | 16                                                                                  | 184                                                                                 | 89                                                                                  |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (ft)        | 150                                                                               |                                                                                   | 75                                                                                | 145                                                                               |                                                                                   | 0                                                                                 | 100                                                                                 |                                                                                     | 100                                                                                 | 100                                                                                 |                                                                                     | 100                                                                                 |
| Storage Lanes              | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. 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                                                                                |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   | 0.982                                                                             |                                                                                   |                                                                                     |                                                                                     | 0.850                                                                               |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1770                                                                              | 1863                                                                              | 1583                                                                              | 1770                                                                              | 1829                                                                              | 0                                                                                 | 1770                                                                                | 1863                                                                                | 1583                                                                                | 1770                                                                                | 1863                                                                                | 1583                                                                                |
| Flt Permitted              | 0.503                                                                             |                                                                                   |                                                                                   | 0.671                                                                             |                                                                                   |                                                                                   | 0.602                                                                               |                                                                                     |                                                                                     | 0.634                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 937                                                                               | 1863                                                                              | 1583                                                                              | 1250                                                                              | 1829                                                                              | 0                                                                                 | 1121                                                                                | 1863                                                                                | 1583                                                                                | 1181                                                                                | 1863                                                                                | 1583                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 120                                                                               |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     |                                                                                     | 120                                                                                 |                                                                                     |                                                                                     | 120                                                                                 |
| Link Speed (mph)           |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 667                                                                               |                                                                                   |                                                                                   | 695                                                                               |                                                                                   |                                                                                     | 651                                                                                 |                                                                                     |                                                                                     | 629                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 18.2                                                                              |                                                                                   |                                                                                   | 19.0                                                                              |                                                                                   |                                                                                     | 17.8                                                                                |                                                                                     |                                                                                     | 17.2                                                                                |                                                                                     |
| 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                                                                                |
| Adj. Flow (vph)            | 46                                                                                | 125                                                                               | 48                                                                                | 33                                                                                | 113                                                                               | 15                                                                                | 54                                                                                  | 197                                                                                 | 38                                                                                  | 17                                                                                  | 200                                                                                 | 97                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 46                                                                                | 125                                                                               | 48                                                                                | 33                                                                                | 128                                                                               | 0                                                                                 | 54                                                                                  | 197                                                                                 | 38                                                                                  | 17                                                                                  | 200                                                                                 | 97                                                                                  |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                                | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     | 12                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway 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                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   |
| Detector Template          | Left                                                                              | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                | Right                                                                               |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 | 20                                                                                  |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 | 20                                                                                | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   | 20                                                                                  | 20                                                                                  | 6                                                                                   | 20                                                                                  |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | 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                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                               | NA                                                                                  | Perm                                                                                | pm+pt                                                                               | NA                                                                                  | Perm                                                                                |
| Protected Phases           | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                   | 4                                                                                   |                                                                                     | 3                                                                                   | 8                                                                                   |                                                                                     |
| Permitted Phases           | 6                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                   |                                                                                     | 4                                                                                   | 8                                                                                   |                                                                                     | 8                                                                                   |

Existing 6:07 pm 02/27/2025 Baseline

Synchro 12 Report  
Page 1

Lanes, Volumes, Timings  
3: College Ave & Whitman Dr

02/28/2025

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Detector Phase          | 1                                                                                 | 6                                                                                 | 6                                                                                 | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                   | 4                                                                                   | 4                                                                                   | 3                                                                                   | 8                                                                                   | 8                                                                                   |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 4.0                                                                               | 8.0                                                                               | 8.0                                                                               | 4.0                                                                               | 8.0                                                                               |                                                                                   | 4.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 | 4.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 |
| Minimum Split (s)       | 9.5                                                                               | 27.7                                                                              | 27.7                                                                              | 9.5                                                                               | 30.8                                                                              |                                                                                   | 9.5                                                                                 | 30.8                                                                                | 30.8                                                                                | 9.5                                                                                 | 27.7                                                                                | 27.7                                                                                |
| Total Split (s)         | 15.0                                                                              | 45.0                                                                              | 45.0                                                                              | 15.0                                                                              | 45.0                                                                              |                                                                                   | 15.0                                                                                | 45.0                                                                                | 45.0                                                                                | 15.0                                                                                | 45.0                                                                                | 45.0                                                                                |
| Total Split (%)         | 12.5%                                                                             | 37.5%                                                                             | 37.5%                                                                             | 12.5%                                                                             | 37.5%                                                                             |                                                                                   | 12.5%                                                                               | 37.5%                                                                               | 37.5%                                                                               | 12.5%                                                                               | 37.5%                                                                               | 37.5%                                                                               |
| Maximum Green (s)       | 9.8                                                                               | 39.3                                                                              | 39.3                                                                              | 9.8                                                                               | 39.2                                                                              |                                                                                   | 9.8                                                                                 | 39.2                                                                                | 39.2                                                                                | 9.8                                                                                 | 39.3                                                                                | 39.3                                                                                |
| Yellow Time (s)         | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| All-Red Time (s)        | 2.2                                                                               | 2.7                                                                               | 2.7                                                                               | 2.2                                                                               | 2.8                                                                               |                                                                                   | 2.2                                                                                 | 2.8                                                                                 | 2.8                                                                                 | 2.2                                                                                 | 2.7                                                                                 | 2.7                                                                                 |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)     | 5.2                                                                               | 5.7                                                                               | 5.7                                                                               | 5.2                                                                               | 5.8                                                                               |                                                                                   | 5.2                                                                                 | 5.8                                                                                 | 5.8                                                                                 | 5.2                                                                                 | 5.7                                                                                 | 5.7                                                                                 |
| Lead/Lag                | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                                | Lag                                                                                 | Lag                                                                                 | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| Recall Mode             | None                                                                              | Min                                                                               | Min                                                                               | None                                                                              | Min                                                                               |                                                                                   | None                                                                                | C-Max                                                                               | C-Max                                                                               | None                                                                                | C-Max                                                                               | C-Max                                                                               |
| Walk Time (s)           |                                                                                   | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                               |                                                                                   |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |
| Flash Don't Walk (s)    |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                   | 11.0                                                                              |                                                                                   |                                                                                     | 11.0                                                                                | 11.0                                                                                |                                                                                     | 11.0                                                                                | 11.0                                                                                |
| Pedestrian Calls (#/hr) |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |
| Act Effect Green (s)    | 22.3                                                                              | 16.4                                                                              | 16.4                                                                              | 20.2                                                                              | 13.4                                                                              |                                                                                   | 83.2                                                                                | 79.4                                                                                | 79.4                                                                                | 79.6                                                                                | 74.3                                                                                | 74.3                                                                                |
| Actuated g/C Ratio      | 0.19                                                                              | 0.14                                                                              | 0.14                                                                              | 0.17                                                                              | 0.11                                                                              |                                                                                   | 0.69                                                                                | 0.66                                                                                | 0.66                                                                                | 0.66                                                                                | 0.62                                                                                | 0.62                                                                                |
| v/c Ratio               | 0.20                                                                              | 0.49                                                                              | 0.15                                                                              | 0.14                                                                              | 0.61                                                                              |                                                                                   | 0.07                                                                                | 0.16                                                                                | 0.03                                                                                | 0.02                                                                                | 0.17                                                                                | 0.09                                                                                |
| Control Delay (s/veh)   | 36.7                                                                              | 54.2                                                                              | 1.0                                                                               | 35.5                                                                              | 60.2                                                                              |                                                                                   | 7.5                                                                                 | 10.7                                                                                | 0.1                                                                                 | 7.7                                                                                 | 12.8                                                                                | 1.7                                                                                 |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     | 36.7                                                                              | 54.2                                                                              | 1.0                                                                               | 35.5                                                                              | 60.2                                                                              |                                                                                   | 7.5                                                                                 | 10.7                                                                                | 0.1                                                                                 | 7.7                                                                                 | 12.8                                                                                | 1.7                                                                                 |
| LOS                     | D                                                                                 | D                                                                                 | A                                                                                 | D                                                                                 | E                                                                                 |                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   |
| Approach Delay (s/veh)  |                                                                                   | 38.9                                                                              |                                                                                   |                                                                                   | 55.1                                                                              |                                                                                   |                                                                                     | 8.7                                                                                 |                                                                                     |                                                                                     | 9.1                                                                                 |                                                                                     |
| Approach LOS            |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 60.7 (51%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay (s/veh): 23.2

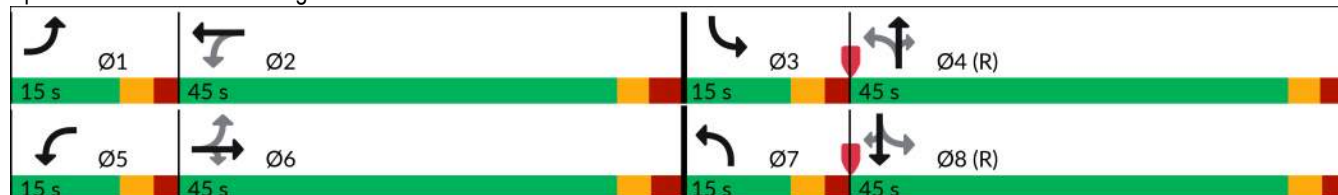
Intersection LOS: C

Intersection Capacity Utilization 35.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: College Ave & Whitman Dr





## Queues

3: College Ave &amp; Whitman Dr

02/28/2025

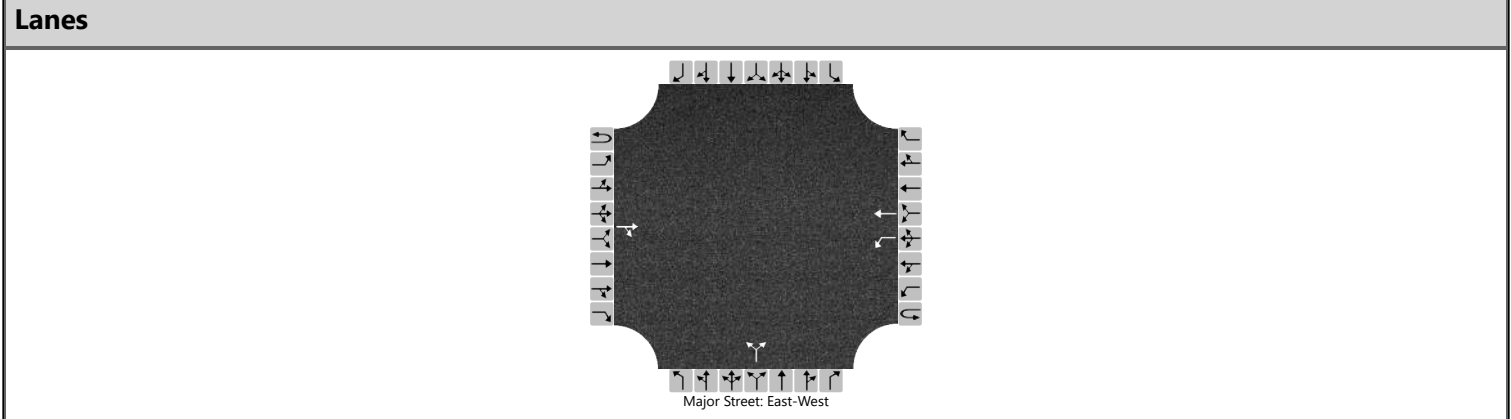


| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 46   | 125  | 48   | 33   | 128  | 54   | 197  | 38   | 17   | 200  | 97   |
| v/c Ratio               | 0.20 | 0.49 | 0.15 | 0.14 | 0.61 | 0.07 | 0.16 | 0.03 | 0.02 | 0.17 | 0.09 |
| Control Delay (s/veh)   | 36.7 | 54.2 | 1.0  | 35.5 | 60.2 | 7.5  | 10.7 | 0.1  | 7.7  | 12.8 | 1.7  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 36.7 | 54.2 | 1.0  | 35.5 | 60.2 | 7.5  | 10.7 | 0.1  | 7.7  | 12.8 | 1.7  |
| Queue Length 50th (ft)  | 28   | 93   | 0    | 20   | 91   | 12   | 49   | 0    | 4    | 68   | 0    |
| Queue Length 95th (ft)  | 56   | 150  | 0    | 45   | 150  | 31   | 122  | 0    | 14   | 128  | 18   |
| Internal Link Dist (ft) |      | 587  |      |      | 615  |      | 571  |      |      | 549  |      |
| Turn Bay Length (ft)    | 150  |      | 75   | 145  |      | 100  |      | 100  | 100  |      | 100  |
| Base Capacity (vph)     | 247  | 610  | 599  | 272  | 601  | 837  | 1233 | 1088 | 861  | 1154 | 1026 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.19 | 0.20 | 0.08 | 0.12 | 0.21 | 0.06 | 0.16 | 0.03 | 0.02 | 0.17 | 0.09 |

## Intersection Summary

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           | 2045 No-Build Capacity Analysis |
|--------------------------|-----------------------------|----------------------------|---------------------------------|
| Analyst                  | Montgomery                  | Intersection               | Old US 12/Last Chance           |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place           |
| Date Performed           | 2/27/2025                   | East/West Street           | Old US 12                       |
| Analysis Year            | 2045                        | North/South Street         | Last Chance Road                |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.92                            |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                            |
| Project Description      | Martin Airfield Feasibility |                            |                                 |



| Vehicle Volumes and Adjustments |           |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |
|---------------------------------|-----------|---|-----|----|-----------|----|----|---|------------|----|----|----|------------|----|----|----|
| Approach                        | Eastbound |   |     |    | Westbound |    |    |   | Northbound |    |    |    | Southbound |    |    |    |
| Movement                        | U         | L | T   | R  | U         | L  | T  | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                        | 1U        | 1 | 2   | 3  | 4U        | 4  | 5  | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes                 | 0         | 0 | 1   | 0  | 0         | 1  | 1  | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration                   |           |   |     | TR |           | L  | T  |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)                  |           |   | 115 | 83 |           | 30 | 79 |   |            | 39 |    | 20 |            |    |    |    |
| Percent Heavy Vehicles (%)      |           |   |     |    |           | 3  |    |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked         |           |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)               |           |   |     |    |           |    |    |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized          |           |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Median Type   Storage           | Undivided |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |

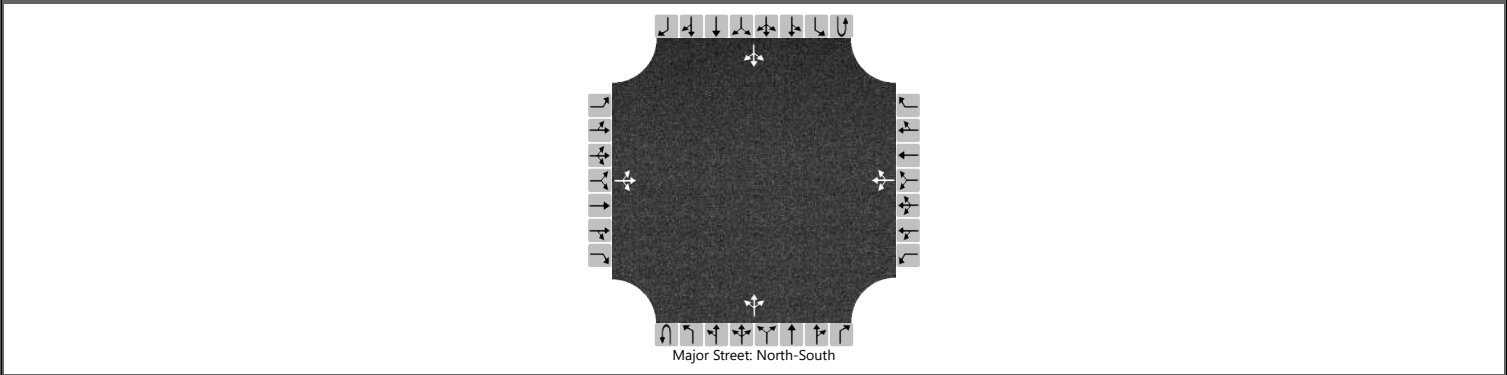
| Critical and Follow-up Headways |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|---------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)     |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)          |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec)    |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)         |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

| Delay, Queue Length, and Level of Service |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-------------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                      |  |  |  |  |     | 33   |  |  |      |  | 64   |  |  |  |  |  |
| Capacity, c (veh/h)                       |  |  |  |  |     | 1349 |  |  |      |  | 714  |  |  |  |  |  |
| v/c Ratio                                 |  |  |  |  |     | 0.02 |  |  |      |  | 0.09 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh)   |  |  |  |  |     | 0.1  |  |  |      |  | 0.3  |  |  |  |  |  |
| Control Delay (s/veh)                     |  |  |  |  |     | 7.7  |  |  |      |  | 10.5 |  |  |  |  |  |
| Level of Service (LOS)                    |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                    |  |  |  |  | 2.1 |      |  |  | 10.5 |  |      |  |  |  |  |  |
| Approach LOS                              |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Last Chance/Whitman   |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/2025                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Last Chance Road      |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.91                  |
| Intersection Orientation | North-South                 | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |    |     |    | Northbound |   |     |    | Southbound |    |     |   |
|----------------------------|-----------|----|-----|----|-----------|----|-----|----|------------|---|-----|----|------------|----|-----|---|
| Movement                   | U         | L  | T   | R  | U         | L  | T   | R  | U          | L | T   | R  | U          | L  | T   | R |
| Priority                   |           | 10 | 11  | 12 |           | 7  | 8   | 9  | 1U         | 1 | 2   | 3  | 4U         | 4  | 5   | 6 |
| Number of Lanes            |           | 0  | 1   | 0  |           | 0  | 1   | 0  | 0          | 0 | 1   | 0  | 0          | 0  | 1   | 0 |
| Configuration              |           |    | LTR |    |           |    | LTR |    |            |   | LTR |    |            |    | LTR |   |
| Volume (veh/h)             |           | 0  | 2   | 2  |           | 30 | 0   | 11 |            | 0 | 47  | 38 |            | 20 | 92  | 5 |
| Percent Heavy Vehicles (%) |           | 3  | 3   | 3  |           | 3  | 3   | 3  |            | 3 |     |    |            | 3  |     |   |
| Proportion Time Blocked    |           |    |     |    |           |    |     |    |            |   |     |    |            |    |     |   |
| Percent Grade (%)          | 0         |    |     |    | 0         |    |     |    |            |   |     |    |            |    |     |   |
| Right Turn Channelized     |           |    |     |    |           |    |     |    |            |   |     |    |            |    |     |   |
| Median Type   Storage      | Undivided |    |     |    |           |    |     |    |            |   |     |    |            |    |     |   |

## Critical and Follow-up Headways

|                              |  |      |      |      |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|------|------|------|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |  | 4.13 |  |  |  | 4.13 |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |  | 2.23 |  |  |  | 2.23 |  |  |

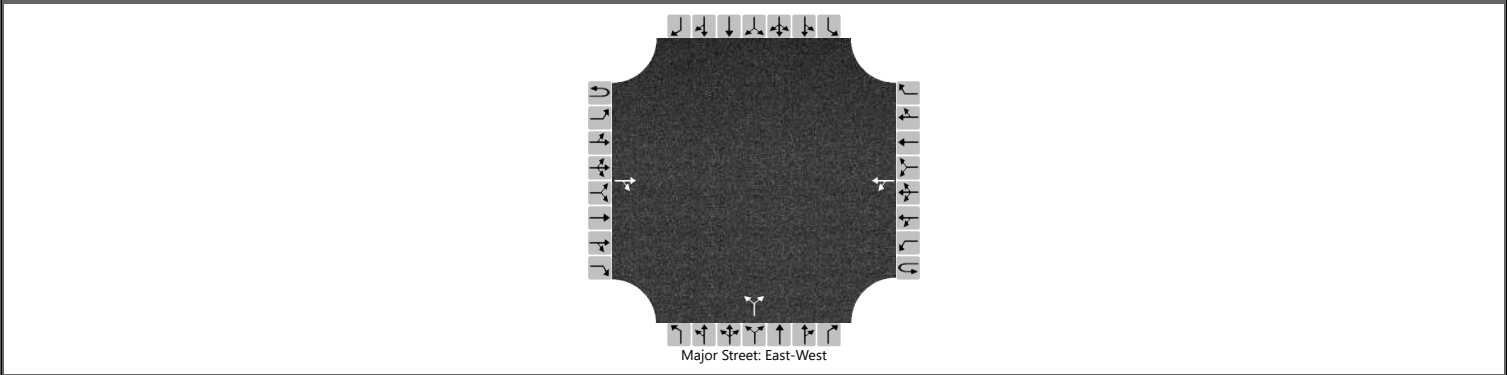
## Delay, Queue Length, and Level of Service

|                                         |     |  |      |  |     |      |  |  |     |      |  |  |     |      |  |  |
|-----------------------------------------|-----|--|------|--|-----|------|--|--|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |     |  | 4    |  |     | 45   |  |  |     | 0    |  |  |     | 22   |  |  |
| Capacity, c (veh/h)                     |     |  | 770  |  |     | 775  |  |  |     | 1478 |  |  |     | 1495 |  |  |
| v/c Ratio                               |     |  | 0.01 |  |     | 0.06 |  |  |     | 0.00 |  |  |     | 0.01 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     |  | 0.0  |  |     | 0.2  |  |  |     | 0.0  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                   |     |  | 9.7  |  |     | 9.9  |  |  |     | 7.4  |  |  |     | 7.4  |  |  |
| Level of Service (LOS)                  |     |  | A    |  |     | A    |  |  |     | A    |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  | 9.7 |  |      |  | 9.9 |      |  |  | 0.0 |      |  |  | 1.4 |      |  |  |
| Approach LOS                            | A   |  |      |  | A   |      |  |  |     |      |  |  |     |      |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Hampton       |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Hampton Lane          |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.89                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |    |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 61 | 0  |           | 2  | 42 |   |            | 0 |    | 3 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 3  |    |   |            | 3 |    | 3 |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |    |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

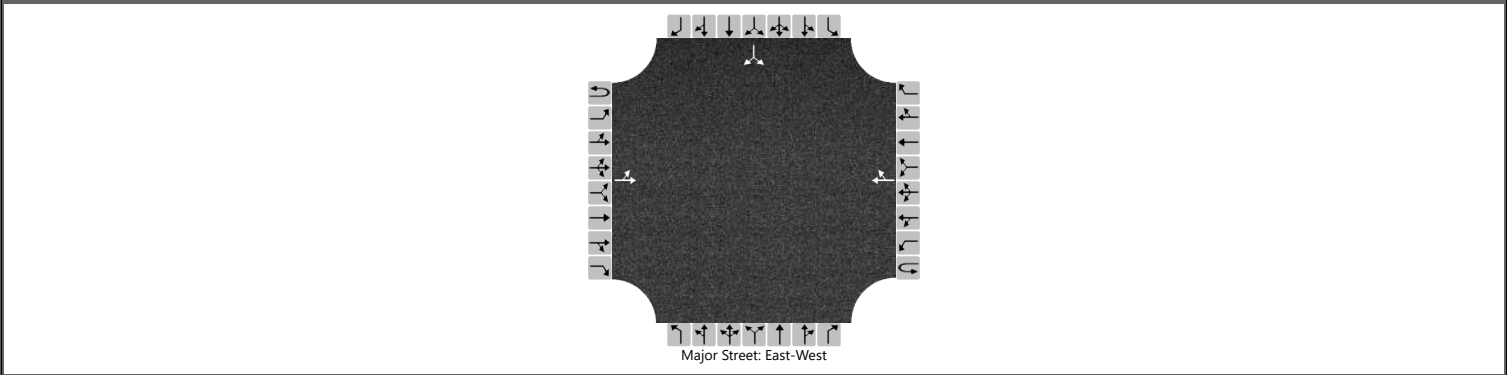
## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 2    |  |  |     |  | 3    |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1526 |  |  |     |  | 992  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |     |  | 0.00 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.4  |  |  |     |  | 8.6  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.3 |      |  |  | 8.6 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/McKinney      |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/25                     | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | McKinney Road         |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.91                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |   | Westbound |   |    |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|----|---|-----------|---|----|----|------------|---|---|---|------------|----|----|----|
| Movement                   | U         | L  | T  | R | U         | L | T  | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1  | 2  | 3 | 4U        | 4 | 5  | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1  | 0 | 0         | 0 | 1  | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT |    |   |           |   |    | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 5  | 61 |   |           |   | 35 | 6  |            |   |   |   |            | 6  |    | 9  |
| Percent Heavy Vehicles (%) |           | 3  |    |   |           |   |    |    |            |   |   |   |            | 3  |    | 3  |
| Proportion Time Blocked    |           |    |    |   |           |   |    |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |    |   |           |   |    |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized     |           |    |    |   |           |   |    |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |    |    |   |           |   |    |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  |  |  |  |  |  |  |  |  | 6.43 |  | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  |  |  |  |  |  |  |  |  | 3.53 |  | 3.33 |

## Delay, Queue Length, and Level of Service

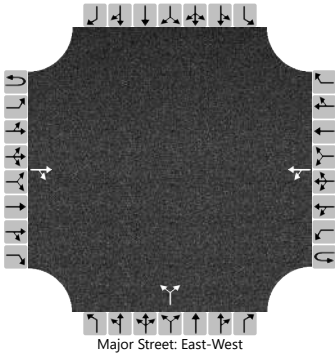
|                                         |     |      |  |  |  |  |  |  |  |  |  |  |     |  |      |  |
|-----------------------------------------|-----|------|--|--|--|--|--|--|--|--|--|--|-----|--|------|--|
| Flow Rate, v (veh/h)                    |     | 5    |  |  |  |  |  |  |  |  |  |  |     |  | 16   |  |
| Capacity, c (veh/h)                     |     | 1557 |  |  |  |  |  |  |  |  |  |  |     |  | 958  |  |
| v/c Ratio                               |     | 0.00 |  |  |  |  |  |  |  |  |  |  |     |  | 0.02 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |  |  |  |  |  |  |  |  |     |  | 0.1  |  |
| Control Delay (s/veh)                   |     | 7.3  |  |  |  |  |  |  |  |  |  |  |     |  | 8.8  |  |
| Level of Service (LOS)                  |     | A    |  |  |  |  |  |  |  |  |  |  |     |  | A    |  |
| Approach Delay (s/veh)                  | 0.6 |      |  |  |  |  |  |  |  |  |  |  | 8.8 |  |      |  |
| Approach LOS                            |     |      |  |  |  |  |  |  |  |  |  |  | A   |  |      |  |



HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                         |
|--------------------------|-----------------------------|----------------------------|-------------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Martin Field Ln |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place   |
| Date Performed           | 2/27/2025                   | East/West Street           | Whitman Drive           |
| Analysis Year            | 2045                        | North/South Street         | Martin Field Lane       |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.85                    |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                    |
| Project Description      | Martin Airfield Feasibility |                            |                         |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |    |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 59 | 0  |           | 3  | 55 |   |            | 0 |    | 8 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 3  |    |   |            | 3 |    | 3 |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |    |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |

Critical and Follow-up Headways

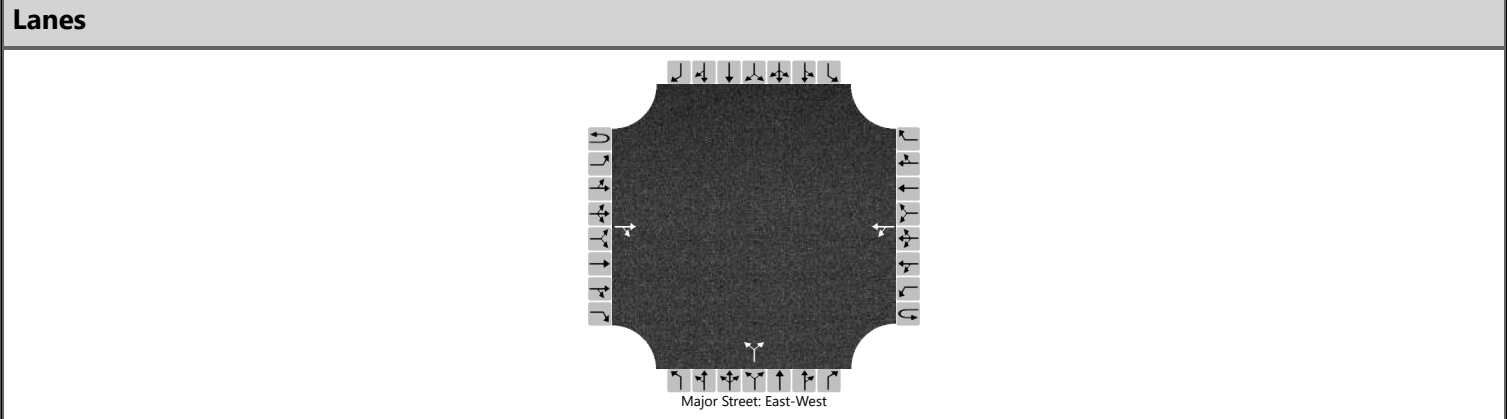
|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 4    |  |  |     |  | 9    |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1525 |  |  |     |  | 991  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |     |  | 0.01 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.4  |  |  |     |  | 8.7  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.4 |      |  |  | 8.7 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Homestead     |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/2025                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Homestead Ave         |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.81                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |



| Vehicle Volumes and Adjustments |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
|---------------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|----|------------|----|----|----|
| Approach                        | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |    | Southbound |    |    |    |
| Movement                        | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R  | U          | L  | T  | R  |
| Priority                        | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes                 | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0  |            | 0  | 0  | 0  |
| Configuration                   |           |   |    | TR |           | LT |    |   |            |   | LR |    |            |    |    |    |
| Volume (veh/h)                  |           |   | 64 | 8  |           | 61 | 45 |   |            | 8 |    | 52 |            |    |    |    |
| Percent Heavy Vehicles (%)      |           |   |    |    |           | 3  |    |   |            | 3 |    | 3  |            |    |    |    |
| Proportion Time Blocked         |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Percent Grade (%)               |           |   |    |    |           |    |    |   | 0          |   |    |    |            |    |    |    |
| Right Turn Channelized          |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Median Type   Storage           | Undivided |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |

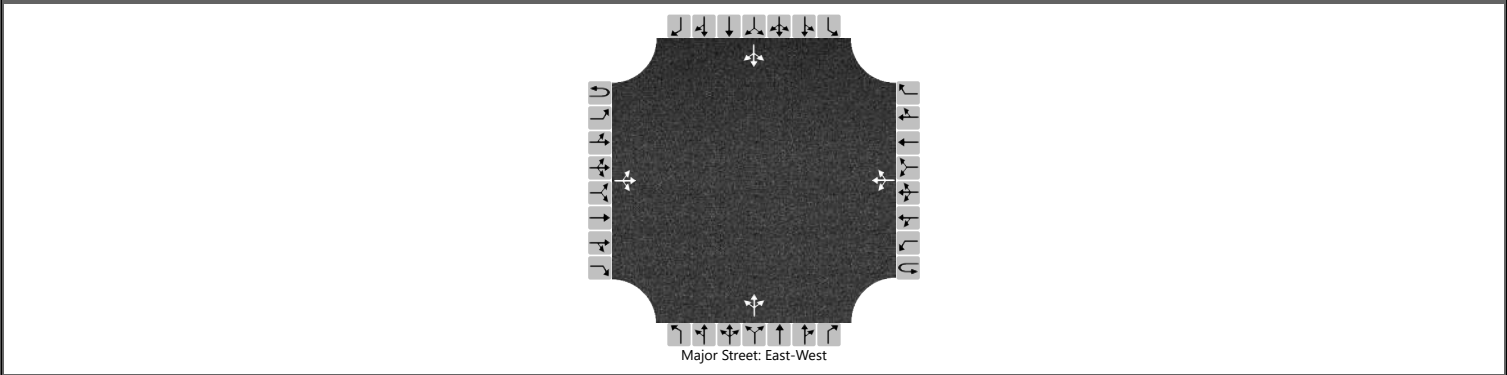
| Critical and Follow-up Headways |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|---------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)     |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)          |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec)    |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)         |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

| Delay, Queue Length, and Level of Service |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-------------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                      |  |  |  |  |     | 75   |  |  |     |  | 74   |  |  |  |  |  |
| Capacity, c (veh/h)                       |  |  |  |  |     | 1500 |  |  |     |  | 915  |  |  |  |  |  |
| v/c Ratio                                 |  |  |  |  |     | 0.05 |  |  |     |  | 0.08 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh)   |  |  |  |  |     | 0.2  |  |  |     |  | 0.3  |  |  |  |  |  |
| Control Delay (s/veh)                     |  |  |  |  |     | 7.5  |  |  |     |  | 9.3  |  |  |  |  |  |
| Level of Service (LOS)                    |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                    |  |  |  |  | 4.5 |      |  |  | 9.3 |  |      |  |  |  |  |  |
| Approach LOS                              |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Hussey        |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Hussey Road           |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.90                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |    | Northbound |    |     |    | Southbound |    |     |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|----|------------|----|-----|----|------------|----|-----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R  | U          | L  | T   | R  | U          | L  | T   | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6  |            | 7  | 8   | 9  |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0  |            | 0  | 1   | 0  |            | 0  | 1   | 0  |
| Configuration              |           |   | LTR |    |           |    | LTR |    |            |    | LTR |    |            |    | LTR |    |
| Volume (veh/h)             |           | 6 | 127 | 64 |           | 94 | 153 | 12 |            | 59 | 21  | 49 |            | 11 | 35  | 3  |
| Percent Heavy Vehicles (%) |           | 3 |     |    |           | 3  |     |    |            | 3  | 3   | 3  |            | 3  | 3   | 3  |
| Proportion Time Blocked    |           |   |     |    |           |    |     |    |            |    |     |    |            |    |     |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |    | 0          |    |     |    | 0          |    |     |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |    |            |    |     |    |            |    |     |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |    |            |    |     |    |            |    |     |    |

Critical and Follow-up Headways

|                              |  |      |  |  |  |      |  |  |  |      |      |      |  |      |      |      |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  | 4.1  |  |  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  | 4.13 |  |  |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  | 2.2  |  |  |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  | 2.23 |  |  |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |

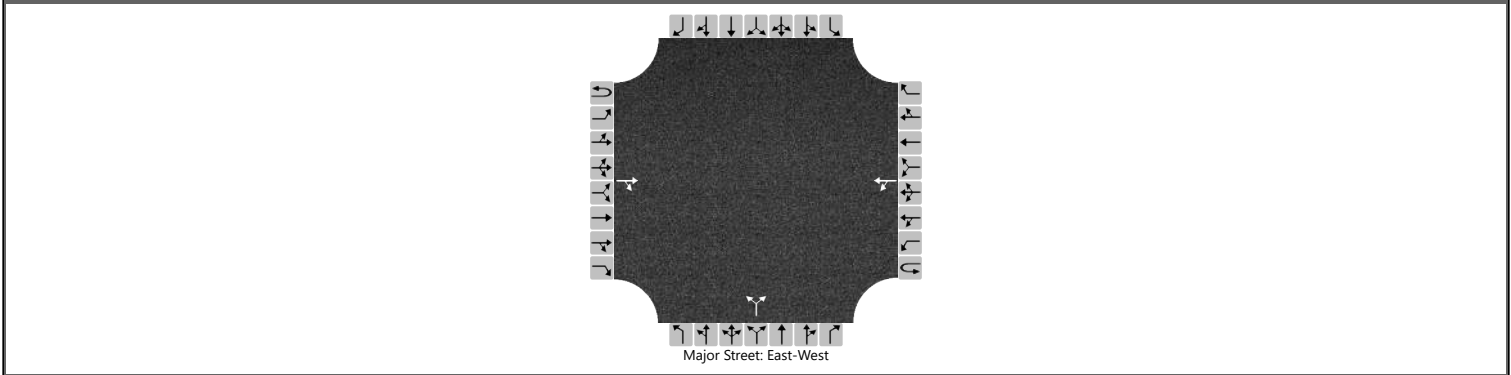
Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 7    |  |  |     | 104  |  |  |      |  | 143  |  |      |  | 54   |  |
| Capacity, c (veh/h)                     |     | 1386 |  |  |     | 1352 |  |  |      |  | 463  |  |      |  | 374  |  |
| v/c Ratio                               |     | 0.00 |  |  |     | 0.08 |  |  |      |  | 0.31 |  |      |  | 0.15 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.3  |  |  |      |  | 1.3  |  |      |  | 0.5  |  |
| Control Delay (s/veh)                   |     | 7.6  |  |  |     | 7.9  |  |  |      |  | 16.2 |  |      |  | 16.2 |  |
| Level of Service (LOS)                  |     | A    |  |  |     | A    |  |  |      |  | C    |  |      |  | C    |  |
| Approach Delay (s/veh)                  | 0.3 |      |  |  | 3.3 |      |  |  | 16.2 |  |      |  | 16.2 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | C    |  |      |  | C    |  |      |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Davis         |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/25                     | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Davis Ave             |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.84                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |     |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 188 | 18 |           | 83 | 262 |   |            | 30 |    | 64 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |     |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 99   |  |  |      |  | 112  |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1315 |  |  |      |  | 565  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.08 |  |  |      |  | 0.20 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.2  |  |  |      |  | 0.7  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 8.0  |  |  |      |  | 12.9 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 2.5 |      |  |  | 12.9 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |

Lanes, Volumes, Timings  
3: College Ave & Whitman Dr

02/28/2025

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |  |  |  |                                                                                   |   |  |  |  |  |  |
| Traffic Volume (vph)       | 64                                                                                | 174                                                                               | 67                                                                                | 45                                                                                | 158                                                                               | 21                                                                                | 76                                                                                  | 274                                                                                 | 53                                                                                  | 24                                                                                  | 279                                                                                 | 135                                                                                 |
| Future Volume (vph)        | 64                                                                                | 174                                                                               | 67                                                                                | 45                                                                                | 158                                                                               | 21                                                                                | 76                                                                                  | 274                                                                                 | 53                                                                                  | 24                                                                                  | 279                                                                                 | 135                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (ft)        | 150                                                                               |                                                                                   | 75                                                                                | 145                                                                               |                                                                                   | 0                                                                                 | 100                                                                                 |                                                                                     | 100                                                                                 | 100                                                                                 |                                                                                     | 100                                                                                 |
| Storage Lanes              | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. 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                                                                                |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   | 0.982                                                                             |                                                                                   |                                                                                     |                                                                                     | 0.850                                                                               |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1770                                                                              | 1863                                                                              | 1583                                                                              | 1770                                                                              | 1829                                                                              | 0                                                                                 | 1770                                                                                | 1863                                                                                | 1583                                                                                | 1770                                                                                | 1863                                                                                | 1583                                                                                |
| Flt Permitted              | 0.387                                                                             |                                                                                   |                                                                                   | 0.443                                                                             |                                                                                   |                                                                                   | 0.510                                                                               |                                                                                     |                                                                                     | 0.563                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 721                                                                               | 1863                                                                              | 1583                                                                              | 825                                                                               | 1829                                                                              | 0                                                                                 | 950                                                                                 | 1863                                                                                | 1583                                                                                | 1049                                                                                | 1863                                                                                | 1583                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 120                                                                               |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     |                                                                                     | 120                                                                                 |                                                                                     |                                                                                     | 120                                                                                 |
| Link Speed (mph)           |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 667                                                                               |                                                                                   |                                                                                   | 695                                                                               |                                                                                   |                                                                                     | 651                                                                                 |                                                                                     |                                                                                     | 629                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 18.2                                                                              |                                                                                   |                                                                                   | 19.0                                                                              |                                                                                   |                                                                                     | 17.8                                                                                |                                                                                     |                                                                                     | 17.2                                                                                |                                                                                     |
| 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                                                                                |
| Adj. Flow (vph)            | 70                                                                                | 189                                                                               | 73                                                                                | 49                                                                                | 172                                                                               | 23                                                                                | 83                                                                                  | 298                                                                                 | 58                                                                                  | 26                                                                                  | 303                                                                                 | 147                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 70                                                                                | 189                                                                               | 73                                                                                | 49                                                                                | 195                                                                               | 0                                                                                 | 83                                                                                  | 298                                                                                 | 58                                                                                  | 26                                                                                  | 303                                                                                 | 147                                                                                 |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                                | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     | 12                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway 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                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   |
| Detector Template          | Left                                                                              | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                | Right                                                                               |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 | 20                                                                                  |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 | 20                                                                                | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   | 20                                                                                  | 20                                                                                  | 6                                                                                   | 20                                                                                  |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | 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                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                               | NA                                                                                  | Perm                                                                                | pm+pt                                                                               | NA                                                                                  | Perm                                                                                |
| Protected Phases           | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                   | 4                                                                                   |                                                                                     | 3                                                                                   | 8                                                                                   |                                                                                     |
| Permitted Phases           | 6                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                   |                                                                                     | 4                                                                                   | 8                                                                                   |                                                                                     | 8                                                                                   |



Lanes, Volumes, Timings  
3: College Ave & Whitman Dr

02/28/2025

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Detector Phase          | 1                                                                                 | 6                                                                                 | 6                                                                                 | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                   | 4                                                                                   | 4                                                                                   | 3                                                                                   | 8                                                                                   | 8                                                                                   |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 4.0                                                                               | 8.0                                                                               | 8.0                                                                               | 4.0                                                                               | 8.0                                                                               |                                                                                   | 4.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 | 4.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 |
| Minimum Split (s)       | 9.5                                                                               | 27.7                                                                              | 27.7                                                                              | 9.5                                                                               | 30.8                                                                              |                                                                                   | 9.5                                                                                 | 30.8                                                                                | 30.8                                                                                | 9.5                                                                                 | 27.7                                                                                | 27.7                                                                                |
| Total Split (s)         | 15.0                                                                              | 45.0                                                                              | 45.0                                                                              | 15.0                                                                              | 45.0                                                                              |                                                                                   | 15.0                                                                                | 45.0                                                                                | 45.0                                                                                | 15.0                                                                                | 45.0                                                                                | 45.0                                                                                |
| Total Split (%)         | 12.5%                                                                             | 37.5%                                                                             | 37.5%                                                                             | 12.5%                                                                             | 37.5%                                                                             |                                                                                   | 12.5%                                                                               | 37.5%                                                                               | 37.5%                                                                               | 12.5%                                                                               | 37.5%                                                                               | 37.5%                                                                               |
| Maximum Green (s)       | 9.8                                                                               | 39.3                                                                              | 39.3                                                                              | 9.8                                                                               | 39.2                                                                              |                                                                                   | 9.8                                                                                 | 39.2                                                                                | 39.2                                                                                | 9.8                                                                                 | 39.3                                                                                | 39.3                                                                                |
| Yellow Time (s)         | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| All-Red Time (s)        | 2.2                                                                               | 2.7                                                                               | 2.7                                                                               | 2.2                                                                               | 2.8                                                                               |                                                                                   | 2.2                                                                                 | 2.8                                                                                 | 2.8                                                                                 | 2.2                                                                                 | 2.7                                                                                 | 2.7                                                                                 |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)     | 5.2                                                                               | 5.7                                                                               | 5.7                                                                               | 5.2                                                                               | 5.8                                                                               |                                                                                   | 5.2                                                                                 | 5.8                                                                                 | 5.8                                                                                 | 5.2                                                                                 | 5.7                                                                                 | 5.7                                                                                 |
| Lead/Lag                | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                                | Lag                                                                                 | Lag                                                                                 | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| Recall Mode             | None                                                                              | Min                                                                               | Min                                                                               | None                                                                              | Min                                                                               |                                                                                   | None                                                                                | C-Max                                                                               | C-Max                                                                               | None                                                                                | C-Max                                                                               | C-Max                                                                               |
| Walk Time (s)           |                                                                                   | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                               |                                                                                   |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |
| Flash Don't Walk (s)    |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                   | 11.0                                                                              |                                                                                   |                                                                                     | 11.0                                                                                | 11.0                                                                                |                                                                                     | 11.0                                                                                | 11.0                                                                                |
| Pedestrian Calls (#/hr) |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |
| Act Effect Green (s)    | 26.5                                                                              | 18.6                                                                              | 18.6                                                                              | 25.2                                                                              | 17.9                                                                              |                                                                                   | 77.7                                                                                | 71.9                                                                                | 71.9                                                                                | 74.0                                                                                | 68.4                                                                                | 68.4                                                                                |
| Actuated g/C Ratio      | 0.22                                                                              | 0.16                                                                              | 0.16                                                                              | 0.21                                                                              | 0.15                                                                              |                                                                                   | 0.65                                                                                | 0.60                                                                                | 0.60                                                                                | 0.62                                                                                | 0.57                                                                                | 0.57                                                                                |
| v/c Ratio               | 0.30                                                                              | 0.65                                                                              | 0.21                                                                              | 0.21                                                                              | 0.70                                                                              |                                                                                   | 0.12                                                                                | 0.27                                                                                | 0.06                                                                                | 0.04                                                                                | 0.29                                                                                | 0.15                                                                                |
| Control Delay (s/veh)   | 35.0                                                                              | 57.9                                                                              | 2.7                                                                               | 32.7                                                                              | 60.2                                                                              |                                                                                   | 9.7                                                                                 | 15.4                                                                                | 0.1                                                                                 | 9.9                                                                                 | 17.3                                                                                | 5.2                                                                                 |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     | 35.0                                                                              | 57.9                                                                              | 2.7                                                                               | 32.7                                                                              | 60.2                                                                              |                                                                                   | 9.7                                                                                 | 15.4                                                                                | 0.1                                                                                 | 9.9                                                                                 | 17.3                                                                                | 5.2                                                                                 |
| LOS                     | D                                                                                 | E                                                                                 | A                                                                                 | C                                                                                 | E                                                                                 |                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   |
| Approach Delay (s/veh)  |                                                                                   | 41.0                                                                              |                                                                                   |                                                                                   | 54.7                                                                              |                                                                                   |                                                                                     | 12.3                                                                                |                                                                                     |                                                                                     | 13.2                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 60.7 (51%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay (s/veh): 25.9

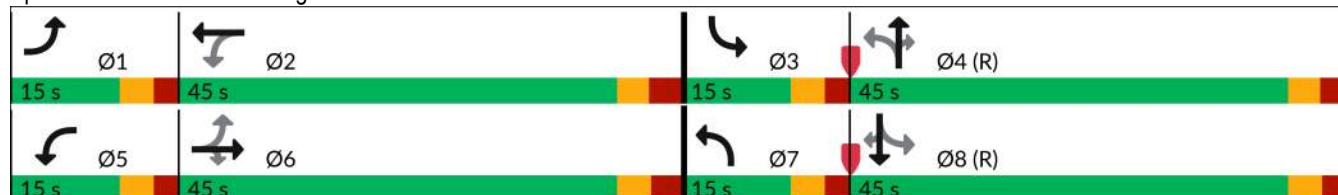
Intersection LOS: C

Intersection Capacity Utilization 50.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: College Ave & Whitman Dr



## Queues

3: College Ave &amp; Whitman Dr

02/28/2025



| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 70   | 189  | 73   | 49   | 195  | 83   | 298  | 58   | 26   | 303  | 147  |
| v/c Ratio               | 0.30 | 0.65 | 0.21 | 0.21 | 0.70 | 0.12 | 0.27 | 0.06 | 0.04 | 0.29 | 0.15 |
| Control Delay (s/veh)   | 35.0 | 57.9 | 2.7  | 32.7 | 60.2 | 9.7  | 15.4 | 0.1  | 9.9  | 17.3 | 5.2  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 35.0 | 57.9 | 2.7  | 32.7 | 60.2 | 9.7  | 15.4 | 0.1  | 9.9  | 17.3 | 5.2  |
| Queue Length 50th (ft)  | 41   | 138  | 0    | 28   | 141  | 23   | 121  | 0    | 7    | 127  | 10   |
| Queue Length 95th (ft)  | 73   | 207  | 9    | 55   | 209  | 50   | 209  | 0    | 21   | 222  | 49   |
| Internal Link Dist (ft) |      | 587  |      |      | 615  |      | 571  |      |      | 549  |      |
| Turn Bay Length (ft)    | 150  |      | 75   | 145  |      | 100  |      | 100  | 100  |      | 100  |
| Base Capacity (vph)     | 247  | 610  | 599  | 258  | 601  | 688  | 1116 | 996  | 729  | 1061 | 953  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.28 | 0.31 | 0.12 | 0.19 | 0.32 | 0.12 | 0.27 | 0.06 | 0.04 | 0.29 | 0.15 |

## Intersection Summary

### Martin Field Trip Generation

| Area           | Total Acres  | Bldg. SF<br>(1,000 SF) | PM Peak Hour Trips Generated |           |            |
|----------------|--------------|------------------------|------------------------------|-----------|------------|
|                |              |                        | Total                        | Inbound   | Outbound   |
| North Driveway | 18.65        | 325                    | 95                           | 13        | 82         |
| South Driveway | 18.56        | 323                    | 94                           | 13        | 81         |
| Total Whitman  | 37.21        | 648                    | 189                          | 26        | 163        |
| Total Hampton  | 22.22        | 387                    | 107                          | 15        | 92         |
| <b>TOTAL</b>   | <b>59.43</b> | <b>1,036</b>           | <b>296</b>                   | <b>41</b> | <b>255</b> |

#### Notes

Assumes 40% FAR

ITE Trip Generation Manual 11th Edition

Land Use 110 - General Light Industrial

Fitted equation 
$$=(\text{ROUNDUP}(\text{EXP}(0.72 \cdot \text{LN}(X) + 0.38), 0))$$
  
 where X is the sq ft of the development

Worst Driveway - included in Total Whitman trips above

|                |      |     |    |   |    |
|----------------|------|-----|----|---|----|
| North Driveway | 7.82 | 136 | 51 | 7 | 44 |
| South Driveway | 3.11 | 54  | 26 | 4 | 22 |

# Martin Airfield Feasibility Study

## PM Peak Hour Turning Movement Volumes

### Old US 12/Last Chance

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 26         | 0    | 13    | 0          | 0    | 0     | 0         | 76   | 55    | 20        | 52   | 0     | 242   |
| 2045 No-Build     | 39         | 0    | 20    | 0          | 0    | 0     | 0         | 115  | 83    | 30        | 79   | 0     | 366   |
| 20-year New Trips | 12         | 0    | 0     | 0          | 0    | 0     | 0         | 0    | 2     | 0         | 0    | 0     | 14    |
| 2045 Build        | 51         | 0    | 20    | 0          | 0    | 0     | 0         | 115  | 85    | 30        | 79   | 0     | 380   |

### Last Chance/Whitman Dr

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 0          | 31   | 25    | 13         | 61   | 3     | 0         | 1    | 1     | 20        | 0    | 7     | 162   |
| 2045 No-Build     | 0          | 47   | 38    | 20         | 92   | 5     | 0         | 2    | 2     | 30        | 0    | 11    | 247   |
| 20-year New Trips | 0          | 0    | 3     | 0          | 0    | 2     | 0         | 0    | 0     | 13        | 0    | 12    | 30    |
| 2045 Build        | 0          | 47   | 41    | 20         | 92   | 7     | 0         | 2    | 2     | 43        | 0    | 23    | 277   |

### Whitman Dr/Hampton

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 0          | 0    | 2     | 0          | 0    | 0     | 0         | 40   | 0     | 1         | 28   | 0     | 71    |
| 2045 No-Build     | 0          | 0    | 3     | 0          | 0    | 0     | 0         | 61   | 0     | 2         | 42   | 0     | 108   |
| 20-year New Trips | 9          | 0    | 83    | 0          | 0    | 0     | 0         | 3    | 2     | 13        | 16   | 0     | 126   |
| 2045 Build        | 9          | 0    | 86    | 0          | 0    | 0     | 0         | 64   | 2     | 15        | 58   | 0     | 234   |

### Whitman Dr/McKinney

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 0          | 0    | 0     | 4          | 0    | 6     | 3         | 40   | 0     | 0         | 23   | 4     | 80    |
| 2045 No-Build     | 0          | 0    | 0     | 6          | 0    | 9     | 5         | 61   | 0     | 0         | 35   | 6     | 122   |
| 20-year New Trips | 0          | 0    | 0     | 0          | 0    | 1     | 3         | 227  | 0     | 0         | 35   | 0     | 266   |
| 2045 Build        | 0          | 0    | 0     | 6          | 0    | 10    | 8         | 288  | 0     | 0         | 70   | 6     | 388   |

### Whitman Dr/Martin Field

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 0          | 0    | 5     | 0          | 0    | 0     | 0         | 39   | 0     | 2         | 36   | 0     | 82    |
| 2045 No-Build     | 0          | 0    | 8     | 0          | 0    | 0     | 0         | 59   | 0     | 3         | 55   | 0     | 125   |
| 20-year New Trips | 0          | 0    | 0     | 0          | 0    | 0     | 0         | 227  | 0     | 0         | 35   | 0     | 262   |
| 2045 Build        | 0          | 0    | 8     | 0          | 0    | 0     | 0         | 286  | 0     | 3         | 90   | 0     | 387   |

### Whitman Dr/Homestead

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 5          | 0    | 34    | 0          | 0    | 0     | 0         | 42   | 5     | 40        | 30   | 0     | 156   |
| 2045 No-Build     | 8          | 0    | 52    | 0          | 0    | 0     | 0         | 64   | 8     | 61        | 45   | 0     | 238   |
| 20-year New Trips | 1          | 0    | 0     | 0          | 0    | 0     | 0         | 223  | 4     | 0         | 34   | 0     | 262   |
| 2045 Build        | 9          | 0    | 52    | 0          | 0    | 0     | 0         | 287  | 12    | 61        | 79   | 0     | 500   |

**Whitman Dr/Hussey/Academy**

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 39         | 14   | 32    | 7          | 23   | 2     | 4         | 84   | 42    | 62        | 101  | 8     | 418   |
| 2045 No-Build     | 59         | 21   | 49    | 11         | 35   | 3     | 6         | 127  | 64    | 94        | 153  | 12    | 634   |
| 20-year New Trips | 3          | 0    | 0     | 0          | 0    | 1     | 3         | 184  | 36    | 0         | 30   | 0     | 257   |
| 2045 Build        | 62         | 21   | 49    | 11         | 35   | 4     | 9         | 311  | 100   | 94        | 183  | 12    | 891   |

**Whitman Dr/Davis**

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 20         | 0    | 42    | 0          | 0    | 0     | 1         | 124  | 12    | 55        | 173  | 1     | 428   |
| 2045 No-Build     | 30         | 0    | 64    | 0          | 0    | 0     | 2         | 188  | 18    | 83        | 262  | 2     | 649   |
| 20-year New Trips | 2          | 0    | 0     | 0          | 0    | 0     | 1         | 173  | 10    | 0         | 28   | 0     | 214   |
| 2045 Build        | 32         | 0    | 64    | 0          | 0    | 0     | 3         | 361  | 28    | 83        | 290  | 2     | 863   |

**Whitman Dr/College Ave**

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 50         | 181  | 35    | 16         | 184  | 89    | 42        | 115  | 44    | 30        | 104  | 14    | 904   |
| 2045 No-Build     | 76         | 274  | 53    | 24         | 279  | 135   | 64        | 174  | 67    | 45        | 158  | 21    | 1370  |
| 20-year New Trips | 6          | 0    | 0     | 0          | 0    | 10    | 36        | 99   | 38    | 0         | 12   | 0     | 201   |
| 2045 Build        | 82         | 274  | 53    | 24         | 279  | 145   | 100       | 273  | 105   | 45        | 170  | 21    | 1571  |

**Whitman/New Driveway (busiest one)**

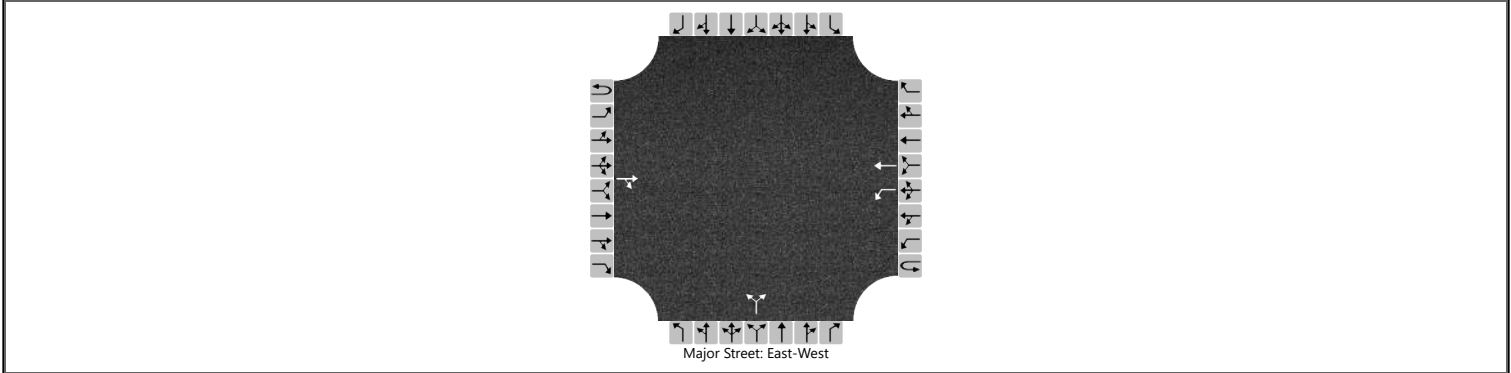
|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 0          | 0    | 0     | 0          | 0    | 0     | 0         | 43   | 0     | 0         | 42   | 0     | 85    |
| 2045 No-Build     | 0          | 0    | 0     | 0          | 0    | 0     | 0         | 65   | 0     | 0         | 64   | 0     | 129   |
| 20-year New Trips | 2          | 0    | 20    | 40         | 0    | 4     | 1         | 85   | 0     | 4         | 25   | 6     | 187   |
| 2045 Build        | 2          | 0    | 20    | 40         | 0    | 4     | 1         | 150  | 0     | 4         | 89   | 6     | 316   |



HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           | 2045 Build Capacity Analysis |
|--------------------------|-----------------------------|----------------------------|------------------------------|
| Analyst                  | Montgomery                  | Intersection               | Old US 12/Last Chance        |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place        |
| Date Performed           | 2/27/2025                   | East/West Street           | Old US 12                    |
| Analysis Year            | 2045                        | North/South Street         | Last Chance Road             |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.92                         |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                         |
| Project Description      | Martin Airfield Feasibility |                            |                              |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |    |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T  | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5  | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 1  | 1  | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | L  | T  |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 115 | 85 |           | 30 | 79 |   |            | 51 |    | 20 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |    |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |    |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

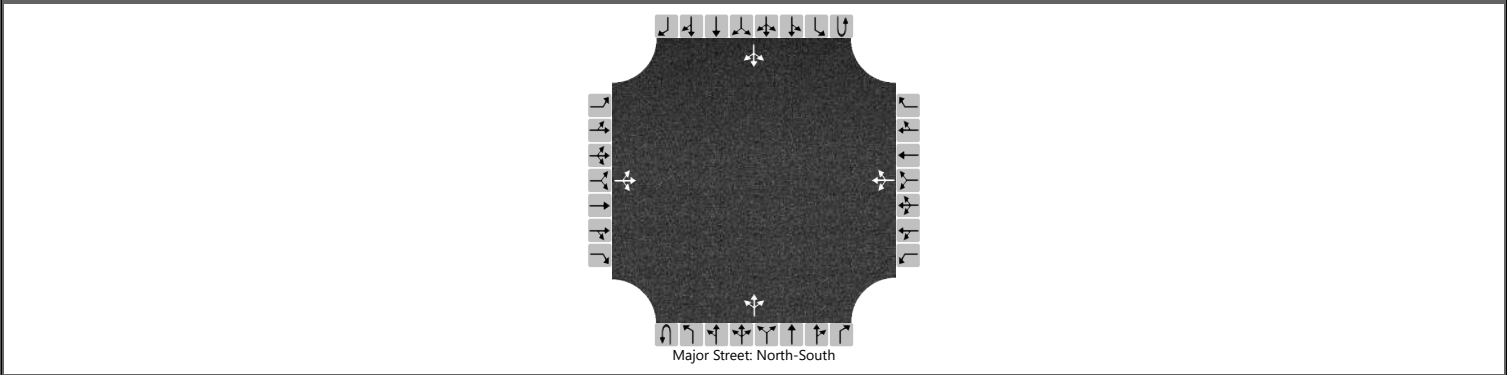
Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 33   |  |  |      |  | 77   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1346 |  |  |      |  | 702  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.02 |  |  |      |  | 0.11 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.1  |  |  |      |  | 0.4  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.7  |  |  |      |  | 10.8 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 2.1 |      |  |  | 10.8 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Last Chance/Whitman   |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/2025                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Last Chance Road      |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.91                  |
| Intersection Orientation | North-South                 | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |    |     |    | Northbound |   |     |    | Southbound |    |     |   |
|----------------------------|-----------|----|-----|----|-----------|----|-----|----|------------|---|-----|----|------------|----|-----|---|
| Movement                   | U         | L  | T   | R  | U         | L  | T   | R  | U          | L | T   | R  | U          | L  | T   | R |
| Priority                   |           | 10 | 11  | 12 |           | 7  | 8   | 9  | 1U         | 1 | 2   | 3  | 4U         | 4  | 5   | 6 |
| Number of Lanes            |           | 0  | 1   | 0  |           | 0  | 1   | 0  | 0          | 0 | 1   | 0  | 0          | 0  | 1   | 0 |
| Configuration              |           |    | LTR |    |           |    | LTR |    |            |   | LTR |    |            |    | LTR |   |
| Volume (veh/h)             |           | 0  | 2   | 2  |           | 43 | 0   | 23 |            | 0 | 47  | 41 |            | 20 | 92  | 5 |
| Percent Heavy Vehicles (%) |           | 3  | 3   | 3  |           | 3  | 3   | 3  |            | 3 |     |    |            | 3  |     |   |
| Proportion Time Blocked    |           |    |     |    |           |    |     |    |            |   |     |    |            |    |     |   |
| Percent Grade (%)          | 0         |    |     |    | 0         |    |     |    |            |   |     |    |            |    |     |   |
| Right Turn Channelized     |           |    |     |    |           |    |     |    |            |   |     |    |            |    |     |   |
| Median Type   Storage      | Undivided |    |     |    |           |    |     |    |            |   |     |    |            |    |     |   |

## Critical and Follow-up Headways

|                              |  |      |      |      |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|------|------|------|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |  | 4.13 |  |  |  | 4.13 |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |  | 2.23 |  |  |  | 2.23 |  |  |

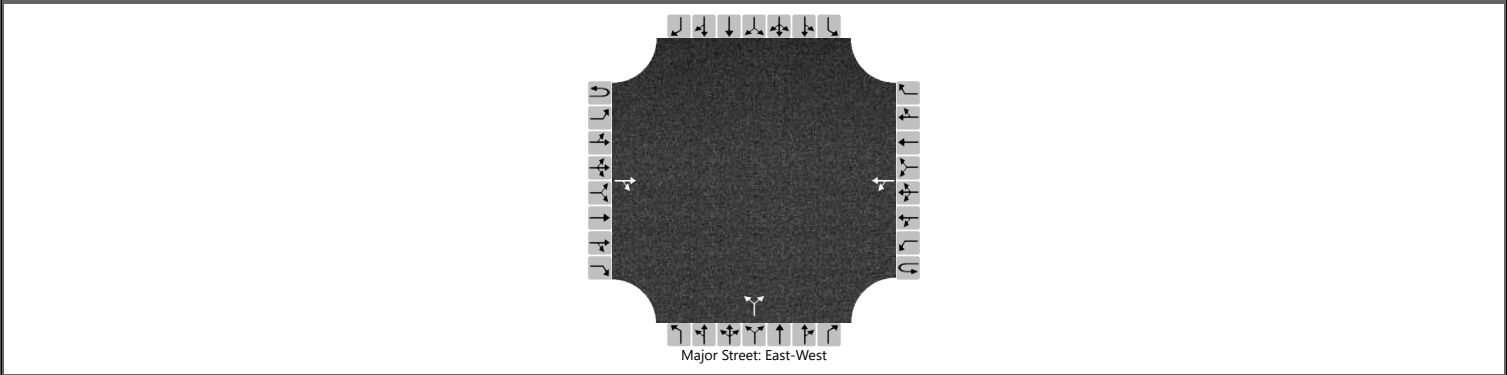
## Delay, Queue Length, and Level of Service

|                                         |     |  |      |  |      |      |  |  |     |      |  |  |     |      |  |  |
|-----------------------------------------|-----|--|------|--|------|------|--|--|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |     |  | 4    |  |      | 73   |  |  |     | 0    |  |  |     | 22   |  |  |
| Capacity, c (veh/h)                     |     |  | 768  |  |      | 792  |  |  |     | 1478 |  |  |     | 1490 |  |  |
| v/c Ratio                               |     |  | 0.01 |  |      | 0.09 |  |  |     | 0.00 |  |  |     | 0.01 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     |  | 0.0  |  |      | 0.3  |  |  |     | 0.0  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                   |     |  | 9.7  |  |      | 10.0 |  |  |     | 7.4  |  |  |     | 7.5  |  |  |
| Level of Service (LOS)                  |     |  | A    |  |      | B    |  |  |     | A    |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  | 9.7 |  |      |  | 10.0 |      |  |  | 0.0 |      |  |  | 1.4 |      |  |  |
| Approach LOS                            | A   |  |      |  | B    |      |  |  |     |      |  |  |     |      |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Hampton       |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Hampton Lane          |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.89                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|----|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |    |   |            |   | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 64 | 2  |           | 15 | 58 |   |            | 9 |    | 86 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 3  |    |   |            | 3 |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |    |   | 0          |   |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

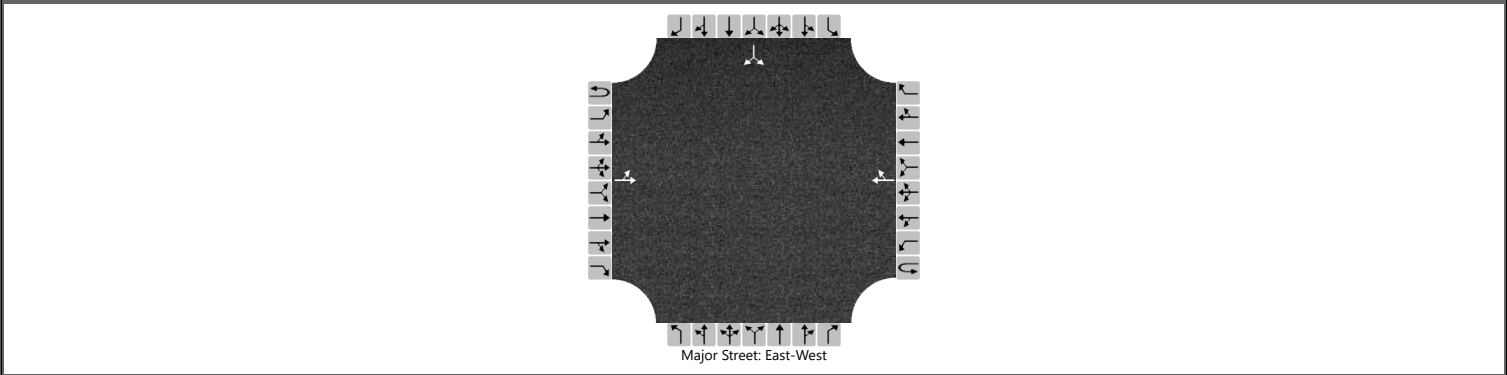
## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 17   |  |  |     |  | 107  |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1519 |  |  |     |  | 966  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.01 |  |  |     |  | 0.11 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.4  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.4  |  |  |     |  | 9.2  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 1.6 |      |  |  | 9.2 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/McKinney      |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/25                     | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | McKinney Road         |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.91                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |   |    |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|-----|---|-----------|---|----|----|------------|---|---|---|------------|----|----|----|
| Movement                   | U         | L  | T   | R | U         | L | T  | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4 | 5  | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0 | 1  | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT |     |   |           |   |    | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 8  | 288 |   |           |   | 70 | 6  |            |   |   |   |            | 6  |    | 10 |
| Percent Heavy Vehicles (%) |           | 3  |     |   |           |   |    |    |            |   |   |   |            | 3  |    | 3  |
| Proportion Time Blocked    |           |    |     |   |           |   |    |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |     |   |           |   |    |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized     |           |    |     |   |           |   |    |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |    |     |   |           |   |    |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  |  |  |  |  |  |  |  |  | 6.43 |  | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  |  |  |  |  |  |  |  |  | 3.53 |  | 3.33 |

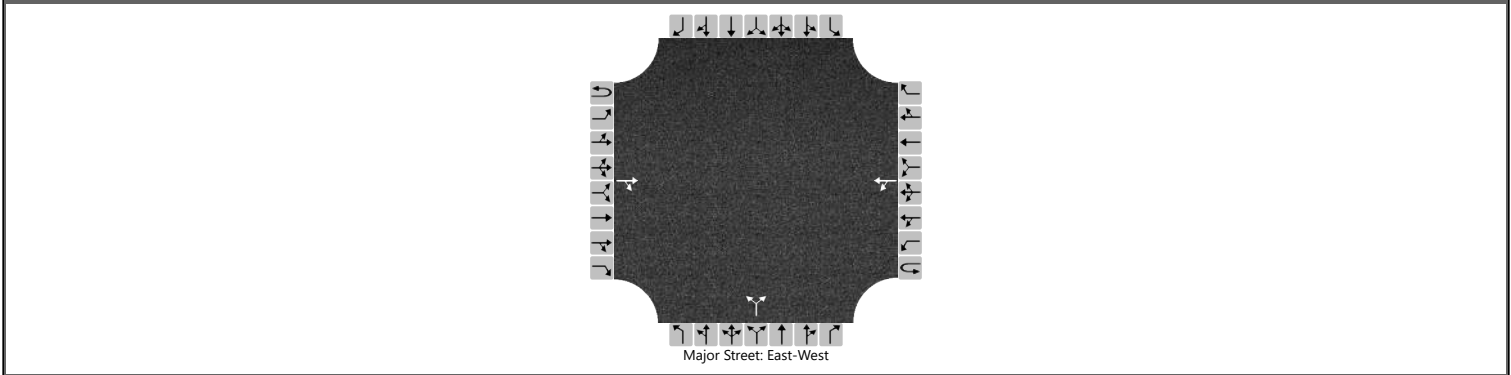
## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |  |  |  |  |  |  |  |  |     |  |      |  |
|-----------------------------------------|-----|------|--|--|--|--|--|--|--|--|--|--|-----|--|------|--|
| Flow Rate, v (veh/h)                    |     | 9    |  |  |  |  |  |  |  |  |  |  |     |  | 18   |  |
| Capacity, c (veh/h)                     |     | 1507 |  |  |  |  |  |  |  |  |  |  |     |  | 783  |  |
| v/c Ratio                               |     | 0.01 |  |  |  |  |  |  |  |  |  |  |     |  | 0.02 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |  |  |  |  |  |  |  |  |     |  | 0.1  |  |
| Control Delay (s/veh)                   |     | 7.4  |  |  |  |  |  |  |  |  |  |  |     |  | 9.7  |  |
| Level of Service (LOS)                  |     | A    |  |  |  |  |  |  |  |  |  |  |     |  | A    |  |
| Approach Delay (s/veh)                  | 0.3 |      |  |  |  |  |  |  |  |  |  |  | 9.7 |  |      |  |
| Approach LOS                            |     |      |  |  |  |  |  |  |  |  |  |  | A   |  |      |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                         |
|--------------------------|-----------------------------|----------------------------|-------------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Martin Field Ln |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place   |
| Date Performed           | 2/27/2025                   | East/West Street           | Whitman Drive           |
| Analysis Year            | 2045                        | North/South Street         | Martin Field Lane       |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.85                    |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                    |
| Project Description      | Martin Airfield Feasibility |                            |                         |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |    |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|----|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T  | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |    |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 286 | 0  |           | 3  | 90 |   |            | 0 |    | 8 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |    |   |            | 3 |    | 3 |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |    |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |    |   |            |   |    |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

## Delay, Queue Length, and Level of Service

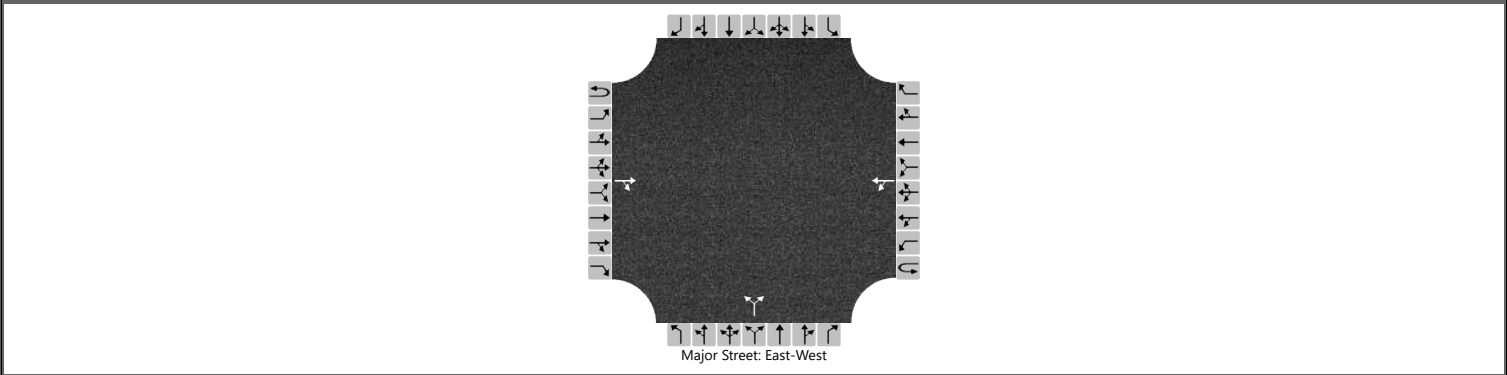
|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 4    |  |  |      |  | 9    |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1217 |  |  |      |  | 703  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |      |  | 0.01 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |      |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 8.0  |  |  |      |  | 10.2 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.3 |      |  |  | 10.2 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |



# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Homestead     |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/2025                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Homestead Ave         |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.81                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |    |   | Northbound |   |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|----|---|------------|---|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T  | R | U          | L | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |    |   |            |   | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 287 | 12 |           | 61 | 79 |   |            | 9 |    | 52 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |    |   |            | 3 |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |    |   | 0          |   |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |    |   |            |   |    |    |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

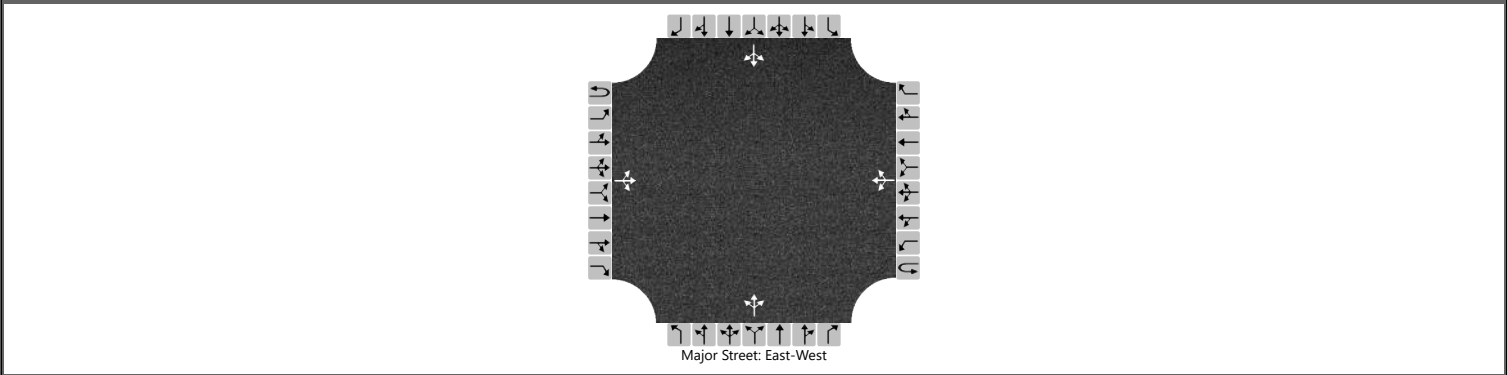
## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 75   |  |  |      |  | 75   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1184 |  |  |      |  | 625  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.06 |  |  |      |  | 0.12 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.2  |  |  |      |  | 0.4  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 8.2  |  |  |      |  | 11.5 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 3.9 |      |  |  | 11.5 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Hussey        |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Hussey Road           |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.90                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |     | Westbound |    |     |    | Northbound |    |     |    | Southbound |    |     |    |
|----------------------------|-----------|---|-----|-----|-----------|----|-----|----|------------|----|-----|----|------------|----|-----|----|
| Movement                   | U         | L | T   | R   | U         | L  | T   | R  | U          | L  | T   | R  | U          | L  | T   | R  |
| Priority                   | 1U        | 1 | 2   | 3   | 4U        | 4  | 5   | 6  |            | 7  | 8   | 9  |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0   | 0         | 0  | 1   | 0  |            | 0  | 1   | 0  |            | 0  | 1   | 0  |
| Configuration              |           |   | LTR |     |           |    | LTR |    |            |    | LTR |    |            |    | LTR |    |
| Volume (veh/h)             |           | 9 | 311 | 100 |           | 94 | 183 | 12 |            | 62 | 21  | 49 |            | 11 | 35  | 4  |
| Percent Heavy Vehicles (%) |           | 3 |     |     |           | 3  |     |    |            | 3  | 3   | 3  |            | 3  | 3   | 3  |
| Proportion Time Blocked    |           |   |     |     |           |    |     |    |            |    |     |    |            |    |     |    |
| Percent Grade (%)          |           |   |     |     |           |    |     |    | 0          |    |     |    | 0          |    |     |    |
| Right Turn Channelized     |           |   |     |     |           |    |     |    |            |    |     |    |            |    |     |    |
| Median Type   Storage      | Undivided |   |     |     |           |    |     |    |            |    |     |    |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |      |  |  |  |      |      |      |  |      |      |      |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  | 4.1  |  |  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  | 4.13 |  |  |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  | 2.2  |  |  |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  | 2.23 |  |  |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |

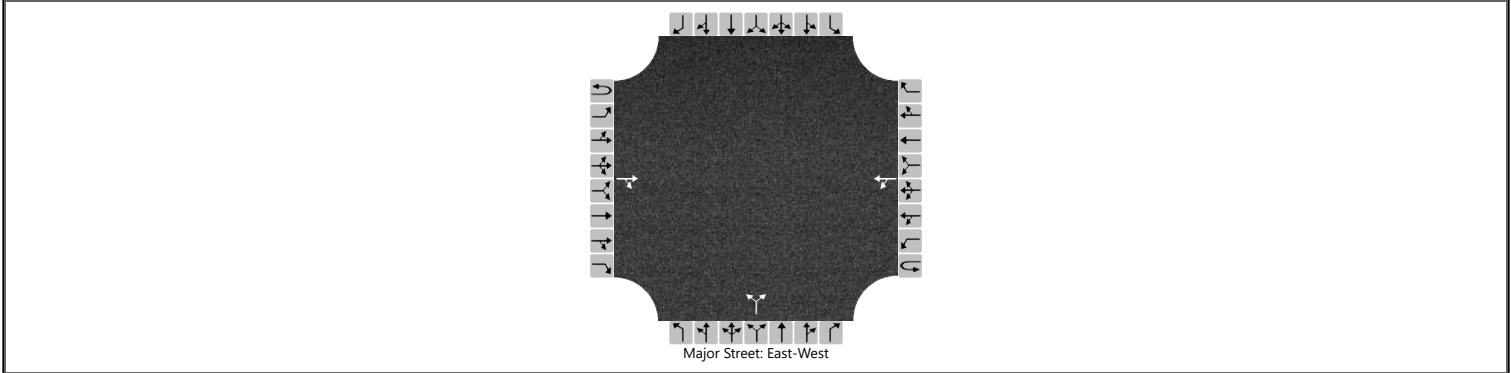
## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |  |      |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|--|------|
| Flow Rate, v (veh/h)                    |     | 10   |  |  |     | 104  |  |  |      |  | 147  |  |      |  |  | 56   |
| Capacity, c (veh/h)                     |     | 1347 |  |  |     | 1099 |  |  |      |  | 301  |  |      |  |  | 250  |
| v/c Ratio                               |     | 0.01 |  |  |     | 0.10 |  |  |      |  | 0.49 |  |      |  |  | 0.22 |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.3  |  |  |      |  | 2.5  |  |      |  |  | 0.8  |
| Control Delay (s/veh)                   |     | 7.7  |  |  |     | 8.6  |  |  |      |  | 27.9 |  |      |  |  | 23.5 |
| Level of Service (LOS)                  |     | A    |  |  |     | A    |  |  |      |  | D    |  |      |  |  | C    |
| Approach Delay (s/veh)                  | 0.2 |      |  |  | 3.4 |      |  |  | 27.9 |  |      |  | 23.5 |  |  |      |
| Approach LOS                            |     |      |  |  |     |      |  |  | D    |  |      |  | C    |  |  |      |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Davis         |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/25                     | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Davis Ave             |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.84                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |     |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 361 | 28 |           | 83 | 290 |   |            | 32 |    | 64 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |     |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 99   |  |  |      |  | 114  |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1093 |  |  |      |  | 405  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.09 |  |  |      |  | 0.28 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.3  |  |  |      |  | 1.1  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 8.6  |  |  |      |  | 17.4 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  | C    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 2.7 |      |  |  | 17.4 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | C    |  |      |  |  |  |  |  |

Lanes, Volumes, Timings  
3: College Ave & Whitman Dr

02/28/2025

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |  |  |  |                                                                                   |   |  |  |  |  |  |
| Traffic Volume (vph)       | 100                                                                               | 273                                                                               | 105                                                                               | 45                                                                                | 170                                                                               | 21                                                                                | 82                                                                                  | 274                                                                                 | 53                                                                                  | 24                                                                                  | 279                                                                                 | 145                                                                                 |
| Future Volume (vph)        | 100                                                                               | 273                                                                               | 105                                                                               | 45                                                                                | 170                                                                               | 21                                                                                | 82                                                                                  | 274                                                                                 | 53                                                                                  | 24                                                                                  | 279                                                                                 | 145                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (ft)        | 150                                                                               |                                                                                   | 75                                                                                | 145                                                                               |                                                                                   | 0                                                                                 | 100                                                                                 |                                                                                     | 100                                                                                 | 100                                                                                 |                                                                                     | 100                                                                                 |
| Storage Lanes              | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. 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                                                                                |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   | 0.983                                                                             |                                                                                   |                                                                                     |                                                                                     | 0.850                                                                               |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1770                                                                              | 1863                                                                              | 1583                                                                              | 1770                                                                              | 1831                                                                              | 0                                                                                 | 1770                                                                                | 1863                                                                                | 1583                                                                                | 1770                                                                                | 1863                                                                                | 1583                                                                                |
| Flt Permitted              | 0.408                                                                             |                                                                                   |                                                                                   | 0.334                                                                             |                                                                                   |                                                                                   | 0.468                                                                               |                                                                                     |                                                                                     | 0.560                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 760                                                                               | 1863                                                                              | 1583                                                                              | 622                                                                               | 1831                                                                              | 0                                                                                 | 872                                                                                 | 1863                                                                                | 1583                                                                                | 1043                                                                                | 1863                                                                                | 1583                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 120                                                                               |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     |                                                                                     | 120                                                                                 |                                                                                     |                                                                                     | 120                                                                                 |
| Link Speed (mph)           |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 667                                                                               |                                                                                   |                                                                                   | 695                                                                               |                                                                                   |                                                                                     | 651                                                                                 |                                                                                     |                                                                                     | 629                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 18.2                                                                              |                                                                                   |                                                                                   | 19.0                                                                              |                                                                                   |                                                                                     | 17.8                                                                                |                                                                                     |                                                                                     | 17.2                                                                                |                                                                                     |
| 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                                                                                |
| Adj. Flow (vph)            | 109                                                                               | 297                                                                               | 114                                                                               | 49                                                                                | 185                                                                               | 23                                                                                | 89                                                                                  | 298                                                                                 | 58                                                                                  | 26                                                                                  | 303                                                                                 | 158                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 109                                                                               | 297                                                                               | 114                                                                               | 49                                                                                | 208                                                                               | 0                                                                                 | 89                                                                                  | 298                                                                                 | 58                                                                                  | 26                                                                                  | 303                                                                                 | 158                                                                                 |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                                | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     | 12                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway 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                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   |
| Detector Template          | Left                                                                              | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                | Right                                                                               |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 | 20                                                                                  |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 | 20                                                                                | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   | 20                                                                                  | 20                                                                                  | 6                                                                                   | 20                                                                                  |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | 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                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                               | NA                                                                                  | Perm                                                                                | pm+pt                                                                               | NA                                                                                  | Perm                                                                                |
| Protected Phases           | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                   | 4                                                                                   |                                                                                     | 3                                                                                   | 8                                                                                   |                                                                                     |
| Permitted Phases           | 6                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                   |                                                                                     | 4                                                                                   | 8                                                                                   |                                                                                     | 8                                                                                   |

Lanes, Volumes, Timings  
3: College Ave & Whitman Dr

02/28/2025

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Detector Phase          | 1                                                                                 | 6                                                                                 | 6                                                                                 | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                   | 4                                                                                   | 4                                                                                   | 3                                                                                   | 8                                                                                   | 8                                                                                   |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 4.0                                                                               | 8.0                                                                               | 8.0                                                                               | 4.0                                                                               | 8.0                                                                               |                                                                                   | 4.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 | 4.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 |
| Minimum Split (s)       | 9.5                                                                               | 27.7                                                                              | 27.7                                                                              | 9.5                                                                               | 30.8                                                                              |                                                                                   | 9.5                                                                                 | 30.8                                                                                | 30.8                                                                                | 9.5                                                                                 | 27.7                                                                                | 27.7                                                                                |
| Total Split (s)         | 15.0                                                                              | 45.0                                                                              | 45.0                                                                              | 15.0                                                                              | 45.0                                                                              |                                                                                   | 15.0                                                                                | 45.0                                                                                | 45.0                                                                                | 15.0                                                                                | 45.0                                                                                | 45.0                                                                                |
| Total Split (%)         | 12.5%                                                                             | 37.5%                                                                             | 37.5%                                                                             | 12.5%                                                                             | 37.5%                                                                             |                                                                                   | 12.5%                                                                               | 37.5%                                                                               | 37.5%                                                                               | 12.5%                                                                               | 37.5%                                                                               | 37.5%                                                                               |
| Maximum Green (s)       | 9.8                                                                               | 39.3                                                                              | 39.3                                                                              | 9.8                                                                               | 39.2                                                                              |                                                                                   | 9.8                                                                                 | 39.2                                                                                | 39.2                                                                                | 9.8                                                                                 | 39.3                                                                                | 39.3                                                                                |
| Yellow Time (s)         | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| All-Red Time (s)        | 2.2                                                                               | 2.7                                                                               | 2.7                                                                               | 2.2                                                                               | 2.8                                                                               |                                                                                   | 2.2                                                                                 | 2.8                                                                                 | 2.8                                                                                 | 2.2                                                                                 | 2.7                                                                                 | 2.7                                                                                 |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)     | 5.2                                                                               | 5.7                                                                               | 5.7                                                                               | 5.2                                                                               | 5.8                                                                               |                                                                                   | 5.2                                                                                 | 5.8                                                                                 | 5.8                                                                                 | 5.2                                                                                 | 5.7                                                                                 | 5.7                                                                                 |
| Lead/Lag                | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                                | Lag                                                                                 | Lag                                                                                 | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| Recall Mode             | None                                                                              | Min                                                                               | Min                                                                               | None                                                                              | Min                                                                               |                                                                                   | None                                                                                | C-Max                                                                               | C-Max                                                                               | None                                                                                | C-Max                                                                               | C-Max                                                                               |
| Walk Time (s)           |                                                                                   | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                               |                                                                                   |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |
| Flash Don't Walk (s)    |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                   | 11.0                                                                              |                                                                                   |                                                                                     | 11.0                                                                                | 11.0                                                                                |                                                                                     | 11.0                                                                                | 11.0                                                                                |
| Pedestrian Calls (#/hr) |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |
| Act Effect Green (s)    | 35.0                                                                              | 26.7                                                                              | 26.7                                                                              | 31.3                                                                              | 22.9                                                                              |                                                                                   | 70.0                                                                                | 63.8                                                                                | 63.8                                                                                | 64.4                                                                                | 57.6                                                                                | 57.6                                                                                |
| Actuated g/C Ratio      | 0.29                                                                              | 0.22                                                                              | 0.22                                                                              | 0.26                                                                              | 0.19                                                                              |                                                                                   | 0.58                                                                                | 0.53                                                                                | 0.53                                                                                | 0.54                                                                                | 0.48                                                                                | 0.48                                                                                |
| v/c Ratio               | 0.36                                                                              | 0.72                                                                              | 0.26                                                                              | 0.21                                                                              | 0.59                                                                              |                                                                                   | 0.16                                                                                | 0.30                                                                                | 0.06                                                                                | 0.04                                                                                | 0.34                                                                                | 0.19                                                                                |
| Control Delay (s/veh)   | 31.2                                                                              | 53.1                                                                              | 6.9                                                                               | 27.6                                                                              | 48.3                                                                              |                                                                                   | 13.1                                                                                | 20.1                                                                                | 0.1                                                                                 | 13.3                                                                                | 23.3                                                                                | 7.6                                                                                 |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     | 31.2                                                                              | 53.1                                                                              | 6.9                                                                               | 27.6                                                                              | 48.3                                                                              |                                                                                   | 13.1                                                                                | 20.1                                                                                | 0.1                                                                                 | 13.3                                                                                | 23.3                                                                                | 7.6                                                                                 |
| LOS                     | C                                                                                 | D                                                                                 | A                                                                                 | C                                                                                 | D                                                                                 |                                                                                   | B                                                                                   | C                                                                                   | A                                                                                   | B                                                                                   | C                                                                                   | A                                                                                   |
| Approach Delay (s/veh)  |                                                                                   | 38.4                                                                              |                                                                                   |                                                                                   | 44.3                                                                              |                                                                                   |                                                                                     | 16.1                                                                                |                                                                                     |                                                                                     | 17.6                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 60.7 (51%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 27.6

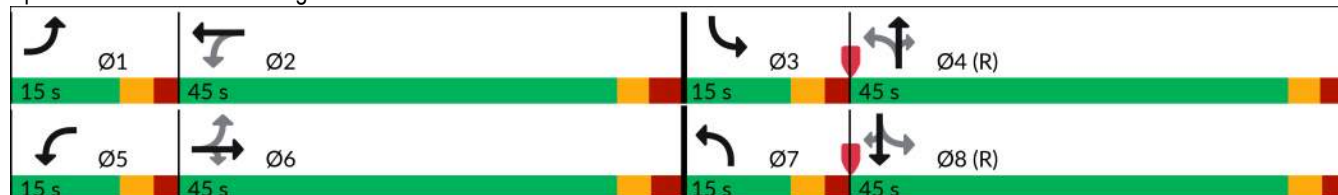
Intersection LOS: C

Intersection Capacity Utilization 55.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: College Ave & Whitman Dr





## Queues

3: College Ave &amp; Whitman Dr

02/28/2025



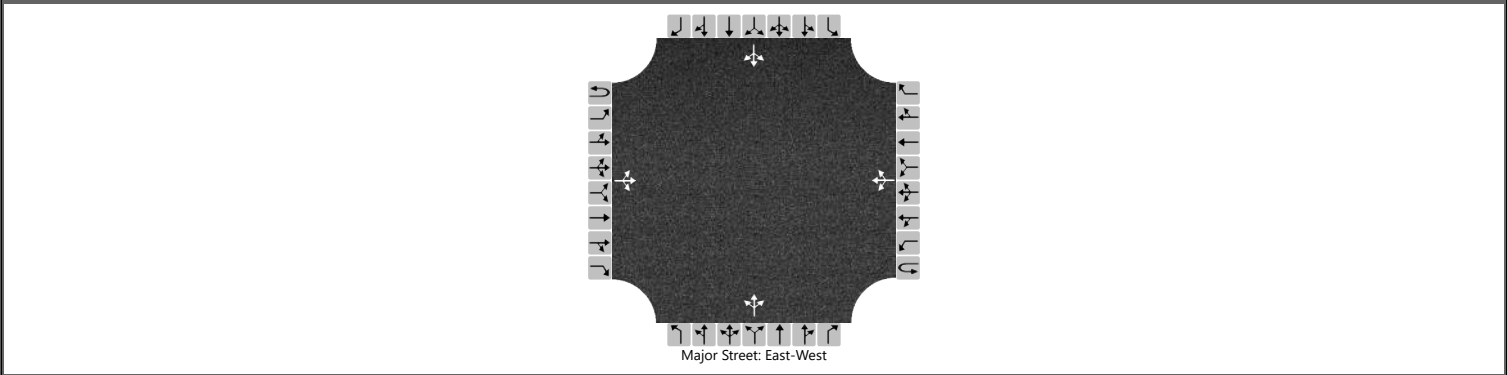
| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 109  | 297  | 114  | 49   | 208  | 89   | 298  | 58   | 26   | 303  | 158  |
| v/c Ratio               | 0.36 | 0.72 | 0.26 | 0.21 | 0.59 | 0.16 | 0.30 | 0.06 | 0.04 | 0.34 | 0.19 |
| Control Delay (s/veh)   | 31.2 | 53.1 | 6.9  | 27.6 | 48.3 | 13.1 | 20.1 | 0.1  | 13.3 | 23.3 | 7.6  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 31.2 | 53.1 | 6.9  | 27.6 | 48.3 | 13.1 | 20.1 | 0.1  | 13.3 | 23.3 | 7.6  |
| Queue Length 50th (ft)  | 61   | 219  | 0    | 26   | 144  | 28   | 135  | 0    | 8    | 142  | 15   |
| Queue Length 95th (ft)  | 92   | 290  | 40   | 48   | 199  | 64   | 244  | 0    | 25   | 261  | 66   |
| Internal Link Dist (ft) |      | 587  |      |      | 615  |      | 571  |      |      | 549  |      |
| Turn Bay Length (ft)    | 150  |      | 75   | 145  |      | 100  |      | 100  | 100  |      | 100  |
| Base Capacity (vph)     | 304  | 610  | 599  | 266  | 602  | 587  | 989  | 897  | 649  | 894  | 822  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.36 | 0.49 | 0.19 | 0.18 | 0.35 | 0.15 | 0.30 | 0.06 | 0.04 | 0.34 | 0.19 |

## Intersection Summary

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/New Driveway  |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 3/5/2025                    | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | New Driveway          |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.90                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |   | Westbound |   |     |   | Northbound |   |     |    | Southbound |    |     |    |
|----------------------------|-----------|---|-----|---|-----------|---|-----|---|------------|---|-----|----|------------|----|-----|----|
| Movement                   | U         | L | T   | R | U         | L | T   | R | U          | L | T   | R  | U          | L  | T   | R  |
| Priority                   | 1U        | 1 | 2   | 3 | 4U        | 4 | 5   | 6 |            | 7 | 8   | 9  |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0 | 0         | 0 | 1   | 0 |            | 0 | 1   | 0  |            | 0  | 1   | 0  |
| Configuration              |           |   | LTR |   |           |   | LTR |   |            |   | LTR |    |            |    | LTR |    |
| Volume (veh/h)             |           | 1 | 150 | 0 |           | 4 | 89  | 6 |            | 2 | 0   | 20 |            | 40 | 0   | 4  |
| Percent Heavy Vehicles (%) |           | 3 |     |   |           | 3 |     |   |            | 3 | 3   | 3  |            | 3  | 3   | 3  |
| Proportion Time Blocked    |           |   |     |   |           |   |     |   |            |   |     |    |            |    |     |    |
| Percent Grade (%)          |           |   |     |   |           |   |     |   | 0          |   |     |    | 0          |    |     |    |
| Right Turn Channelized     |           |   |     |   |           |   |     |   |            |   |     |    |            |    |     |    |
| Median Type   Storage      | Undivided |   |     |   |           |   |     |   |            |   |     |    |            |    |     |    |

Critical and Follow-up Headways

|                              |  |      |  |  |  |      |  |  |  |      |      |      |  |      |      |      |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  | 4.1  |  |  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  | 4.13 |  |  |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  | 2.2  |  |  |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  | 2.23 |  |  |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |

Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |     |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|-----|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 1    |  |  |     | 4    |  |  |     |  | 24   |  |      |  | 49   |  |
| Capacity, c (veh/h)                     |     | 1479 |  |  |     | 1405 |  |  |     |  | 850  |  |      |  | 660  |  |
| v/c Ratio                               |     | 0.00 |  |  |     | 0.00 |  |  |     |  | 0.03 |  |      |  | 0.07 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.0  |  |  |     |  | 0.1  |  |      |  | 0.2  |  |
| Control Delay (s/veh)                   |     | 7.4  |  |  |     | 7.6  |  |  |     |  | 9.4  |  |      |  | 10.9 |  |
| Level of Service (LOS)                  |     | A    |  |  |     | A    |  |  |     |  | A    |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.1 |      |  |  | 0.3 |      |  |  | 9.4 |  |      |  | 10.9 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | A   |  |      |  | B    |  |      |  |

# **Appendix 5**

## **Economic Analysis**

---



# Market Feasibility

MARTIN AIRFIELD

An analysis conducted by:  TheMettsGroup

Prepared for:



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## Purpose

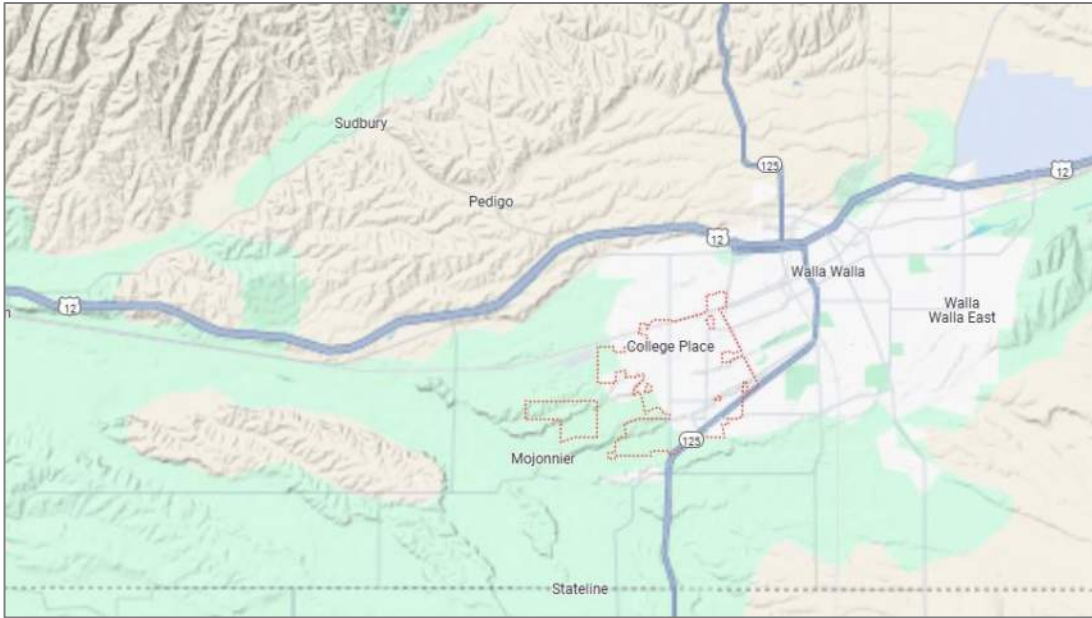
The purpose of this study is to analyze market feasible light industrial uses for the 233-acre site around Martin Airfield and bordered by Whitman Drive to the north, Hampton Lane to the west, Homestead Acres Subdivision to the east, and a bluff to the south. This study conforms to the minimum threshold criteria established by the Washington State Community and Economic Revitalization Board for potential grant funding opportunities.

The following outlines the scope within the above objectives:

1. Interview key stakeholders to gather and review pertinent project background data.
2. Assess the locational characteristics of the site relative to the industrial market.
3. Perform Market analysis for the site
4. Perform Job Benefit Analysis
5. Evaluate the overall City of College Place area economic outlook for industrial real estate development.
6. Conduct interviews with selected key persons in the College Place catchment area knowledgeable of demand potentials by various industrial uses (e.g. complementary agricultural processing/supplier needs, light manufacturing, warehouse distribution, flex space, etc.).
7. Identify and evaluate potentially competing sites and corresponding industrial uses.
8. Analyze which target industries may be located at the site.
9. Recommend specific companies that should be targeted to prospective tenants.
10. Forecast the economic impacts to the City of College Place if the site is fully tenanted with the prescribed potential industrial users.
11. Recommend a project marketing strategy for the site.
12. Prepare a corresponding Economic Feasibility Analysis and marketing strategy for the site.

## Location

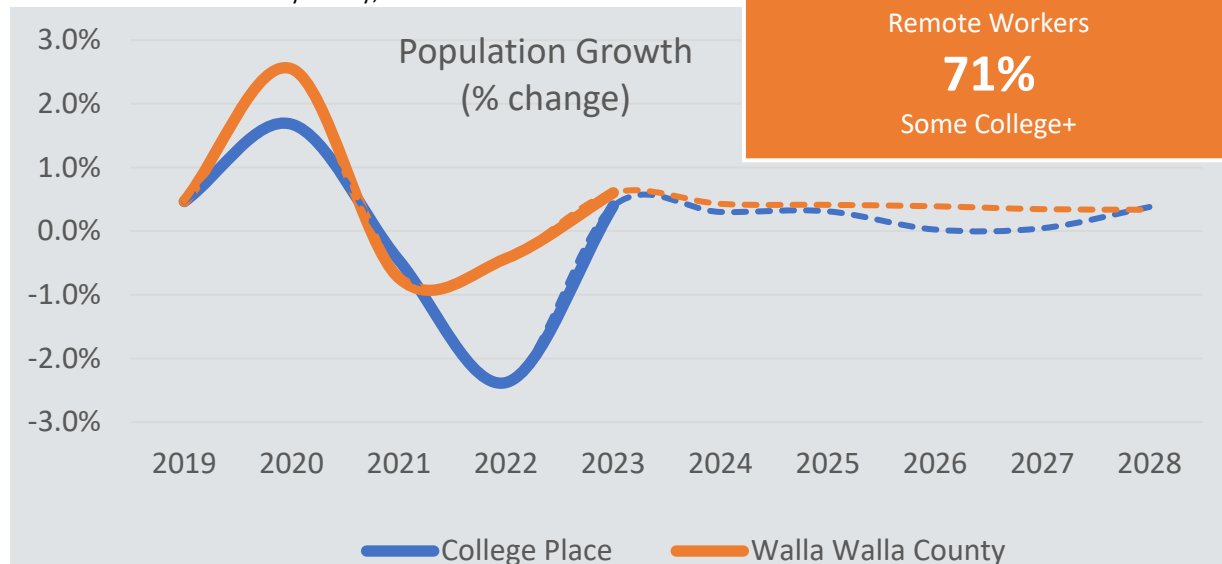
College Place is home to approximately 10,000 residents and has a growing local economy. The City's industries are anchored in government, higher education, retail, healthcare, and finance, contributing a Gross Regional Product (GRP) of \$417 million, or 10% of the county's economy. With nearly 3,900 jobs in total, the City is positioned for further economic expansion, especially with its proximity to key transportation routes such as US 12, I-82, and I-84, as well as rail access, broadband availability, and the added benefit of being an Opportunity Zone.



## Economy Overview

The population of College Place is estimated at 9,945, reflecting a modest growth of 0.4% from 2020 to 2024. Population growth trends for both College Place and Walla Walla County show similar growth trends, with a sharp decline around 2022 in College Place, followed by gradual stabilization. Workforce characteristics indicate a labor force participation rate of 59%, which is below the national average of 63.5%. Additionally, 10% of the workforce consists of remote workers, and 71% of residents have some college education or higher, suggesting a relatively educated workforce.

Source: American Community Survey, 5-Year Estimates



## Population

**9,945**

**0.4%** ↑

(2020-2024 est.)

## Workforce Characteristics

**59%**

Labor Force Participation Rate  
(63.5% U.S.)

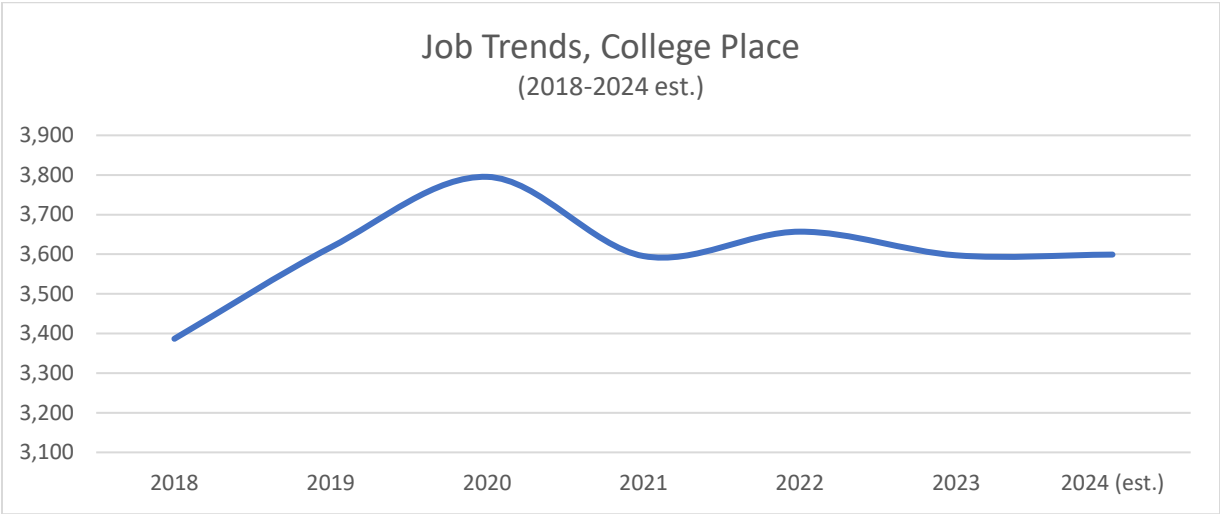
**10%**

Remote Workers

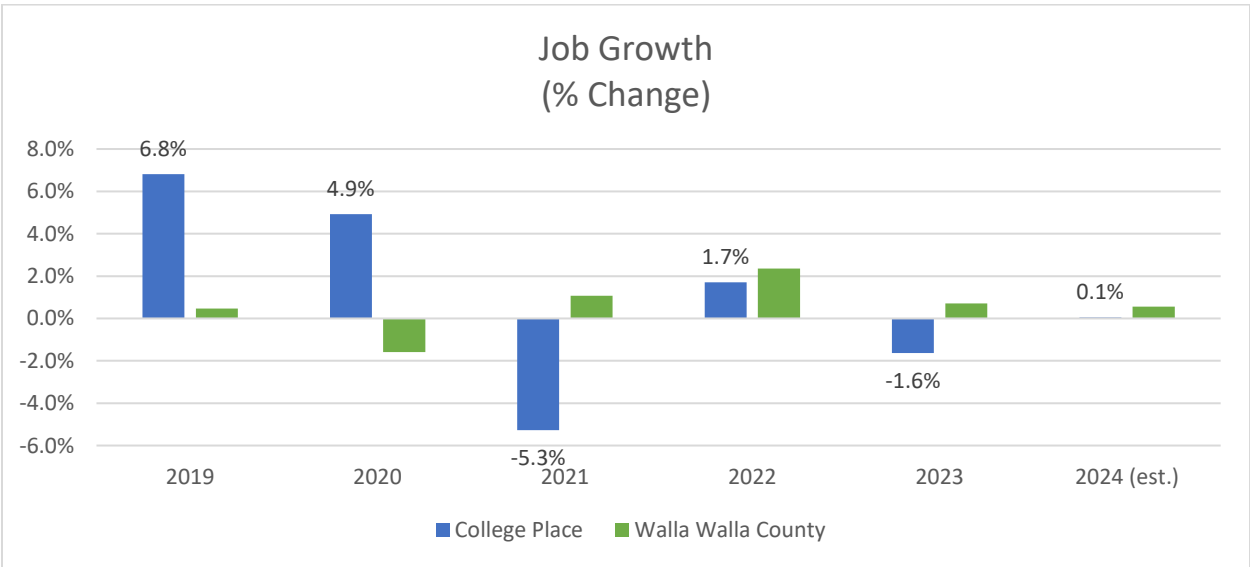
**71%**

Some College+

The job market in College Place is still recovering from the pandemic. Between the peak in 2020 and the trough in late 2021, approximately 200 jobs were lost within the 99324 ZIP code, representing a 5.3% decline.



Source: Lightcast, QCEW, Non-QCEW, Self-employed



Source: Lightcast, QCEW, Non-QCEW, Self-employed

The largest contributing industries include government (primarily higher education), retail trade, accommodation and food services, health care, and finance and insurance. Government employment dominates the local labor market, followed by educational services, indicating the area's strong ties to public institutions and higher education. Retail and health care also play significant roles, supporting both local consumption and essential services.

The region's Gross Regional Product (GRP) stands at \$417 million, accounting for 10% of the County's total economic output. The primary industries driving GRP are government, finance and insurance, retail, educational services, and health care. The data suggests a stable economy with growth in key service-oriented sectors, reinforcing the importance of education, health care, and retail as economic pillars.

GRP

**\$417M**

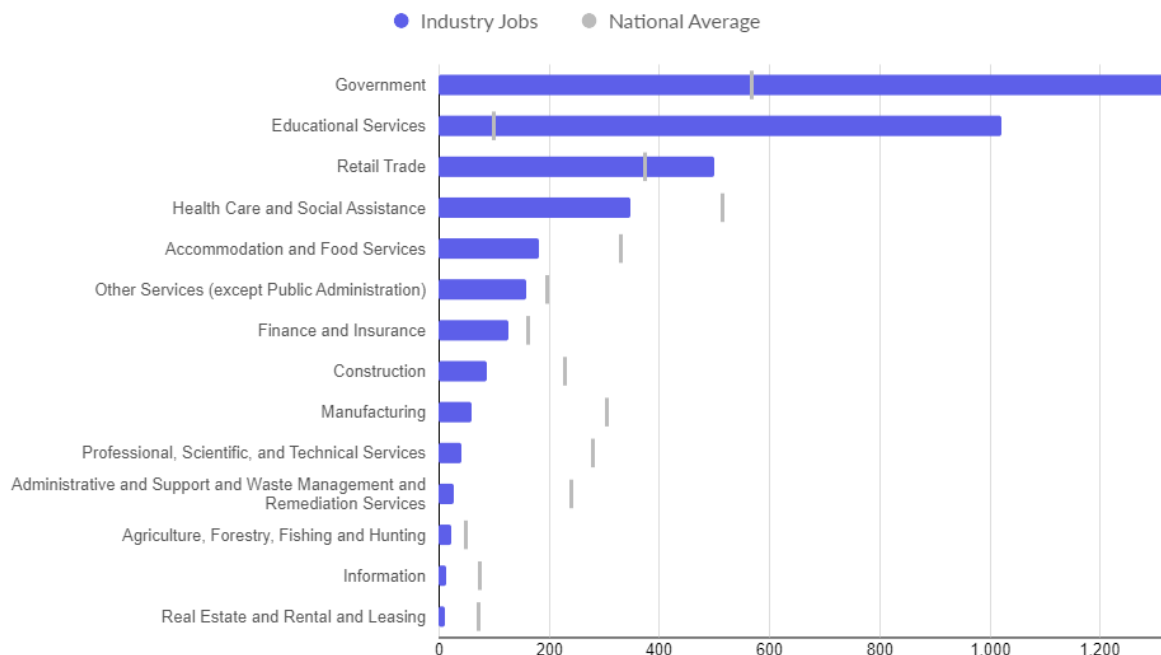
(10% of County)

Largest Contributing Industries:

- Government
- Finance & Insurance
- Retail
- Educational Svcs
- Health Care

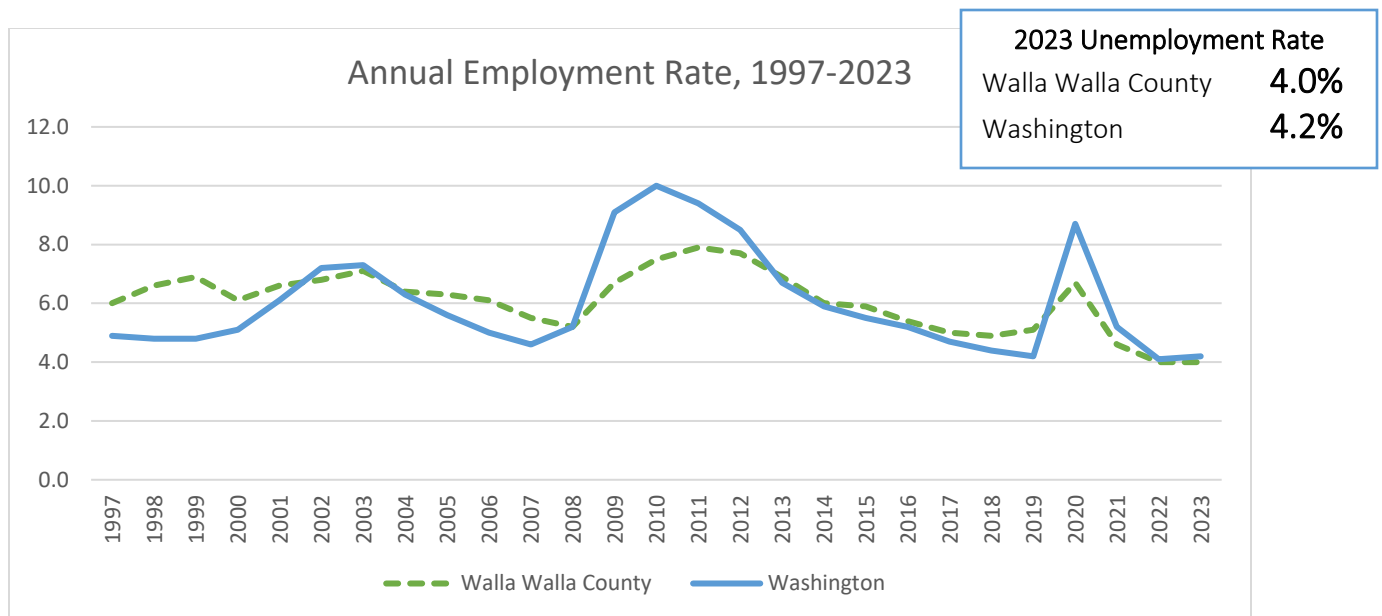
Source: Lightcast, College Place (zip code 99324)

### Largest Industries



Source: Lightcast, QCEW, Non-QCEW, Self-employed for College Place (zip code 99324)

The unemployment rate in Franklin County remains higher than the state, by 2.1 percentage points. The 2019 annual unemployment rate—the most recent annual number at the time of this report—in Franklin County was 6.4%, compared to 4.3% statewide and 3.7% for the nation.



Source: U.S. Bureau of Labor Statistics, Local Area Unemployment Statistics program

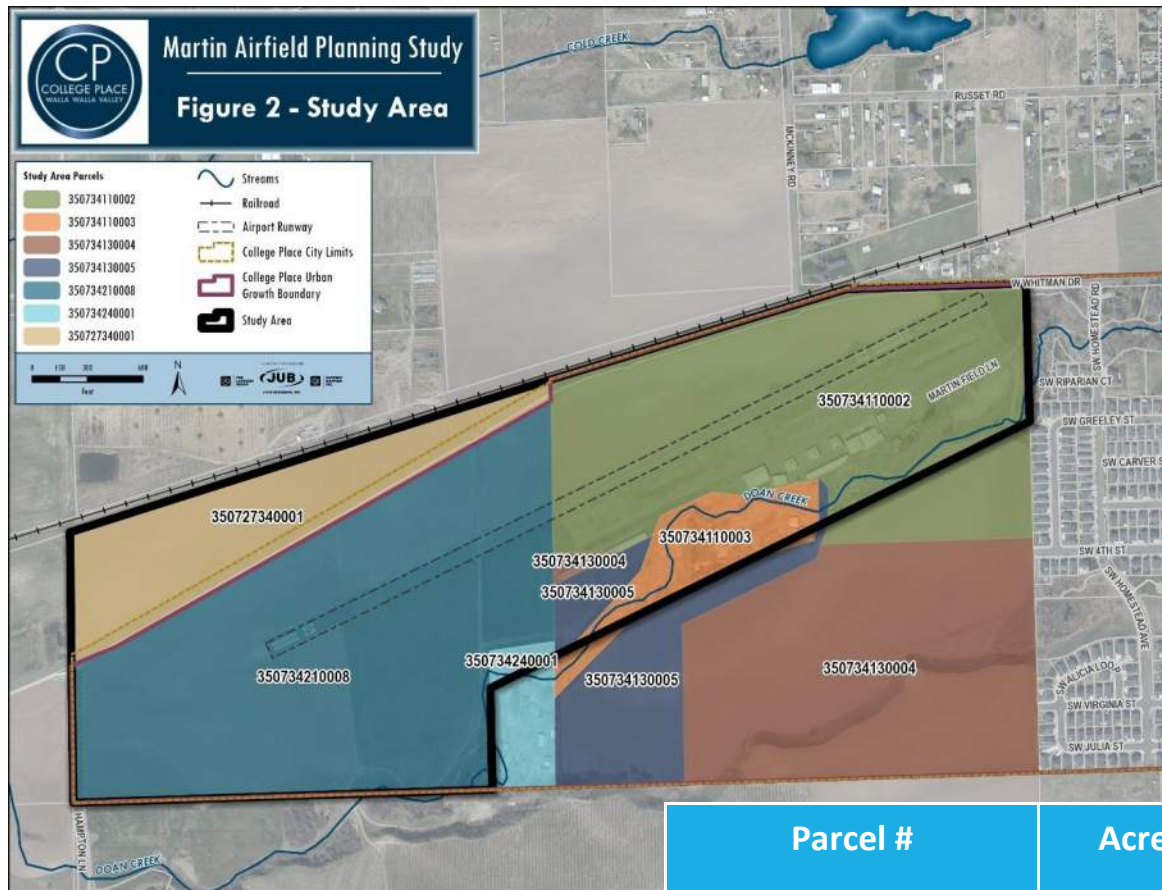
According to the Bureau of Labor Statistics' Occupational Employment and Wage Statistics, the median hourly wage in Walla Walla County was \$23.04 as of the latest available data (May 2023). Walla Walla County continues to trail the state in wages—20% below the state average.

|                                        |
|----------------------------------------|
| <b>Median Hourly Wage</b>              |
| <b>\$23.04</b><br>(Walla Walla County) |
| <b>\$28.81</b><br>(Washington)         |



## Commercial Real Estate Snapshot

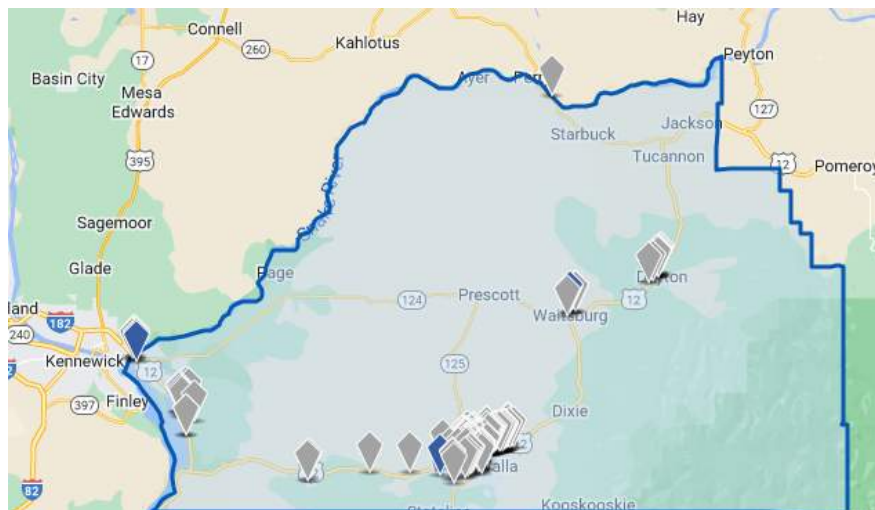
The City of College Place only has three acres of active light industrial land. The project area consists of six (6) light industrial zoned parcels, totaling 233 acres.



| Parcel #               | Acres  |
|------------------------|--------|
| 350734210008           | 79.83  |
| 350734240001 (private) | 6.61   |
| 350734130005           | 19.82  |
| 350734130004           | 54.58  |
| 350734110002           | 62.60  |
| 350734110003           | 10.00  |
| Total                  | 233.44 |

## Industrial Inventory

Of the 4.6 million square feet of industrial and flex space in the Walla Walla region (Costar), only 29% has been built in the past 30 years.

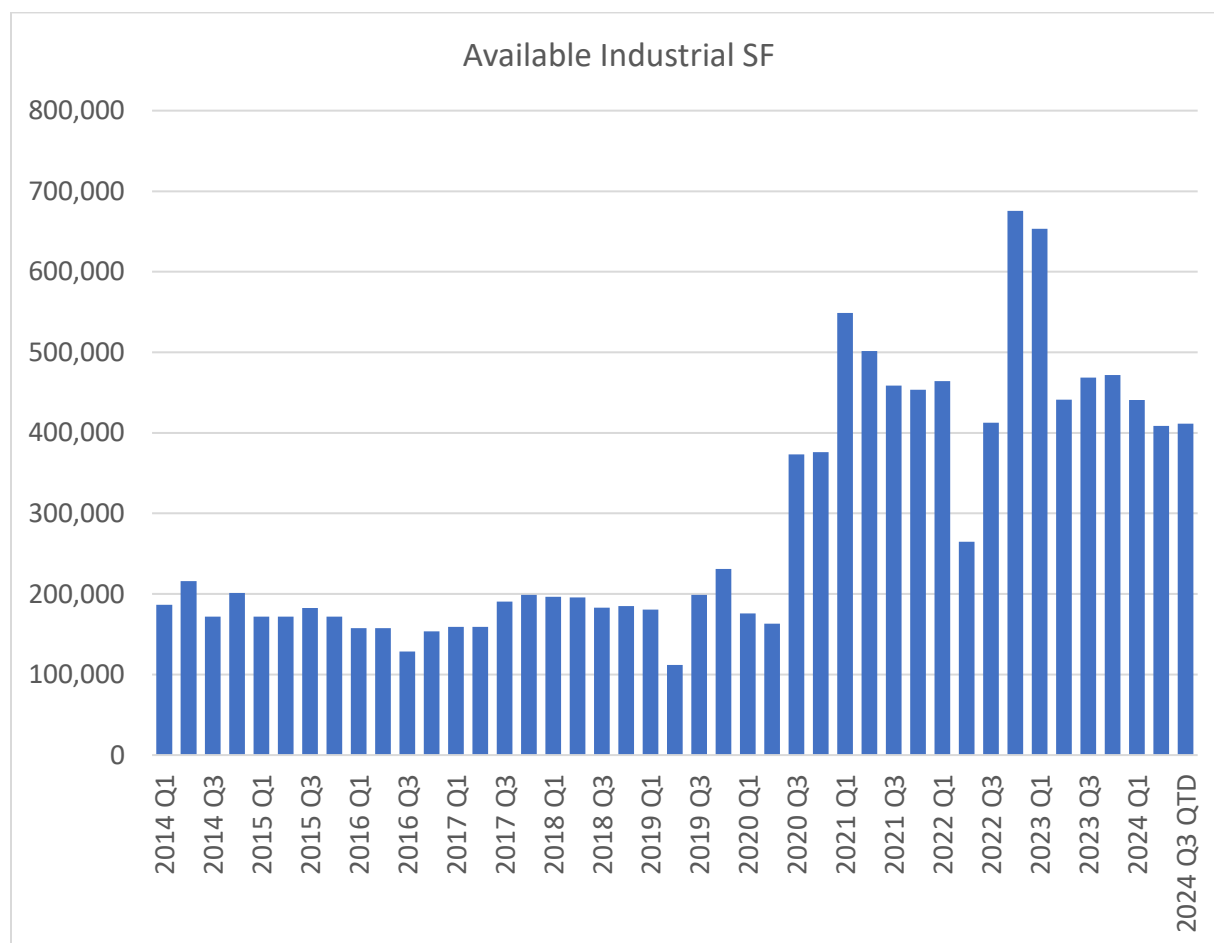


**4.6M SF**  
inventory

**411,260 SF**  
available space

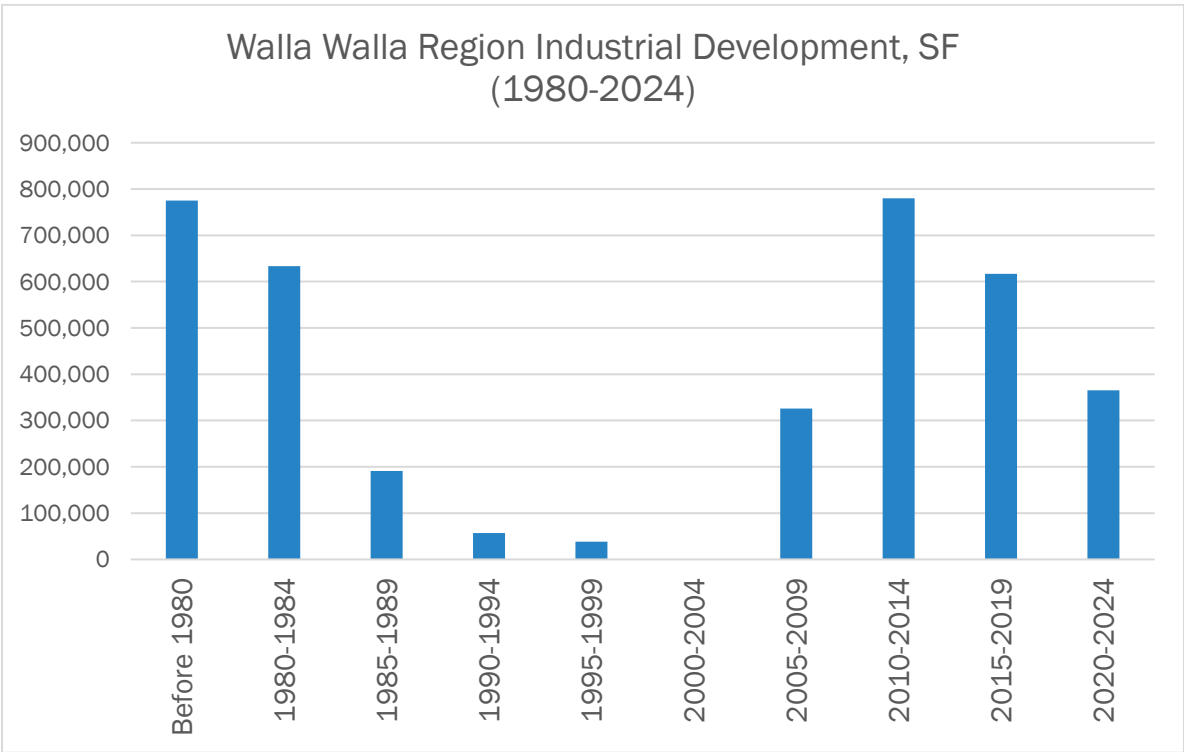
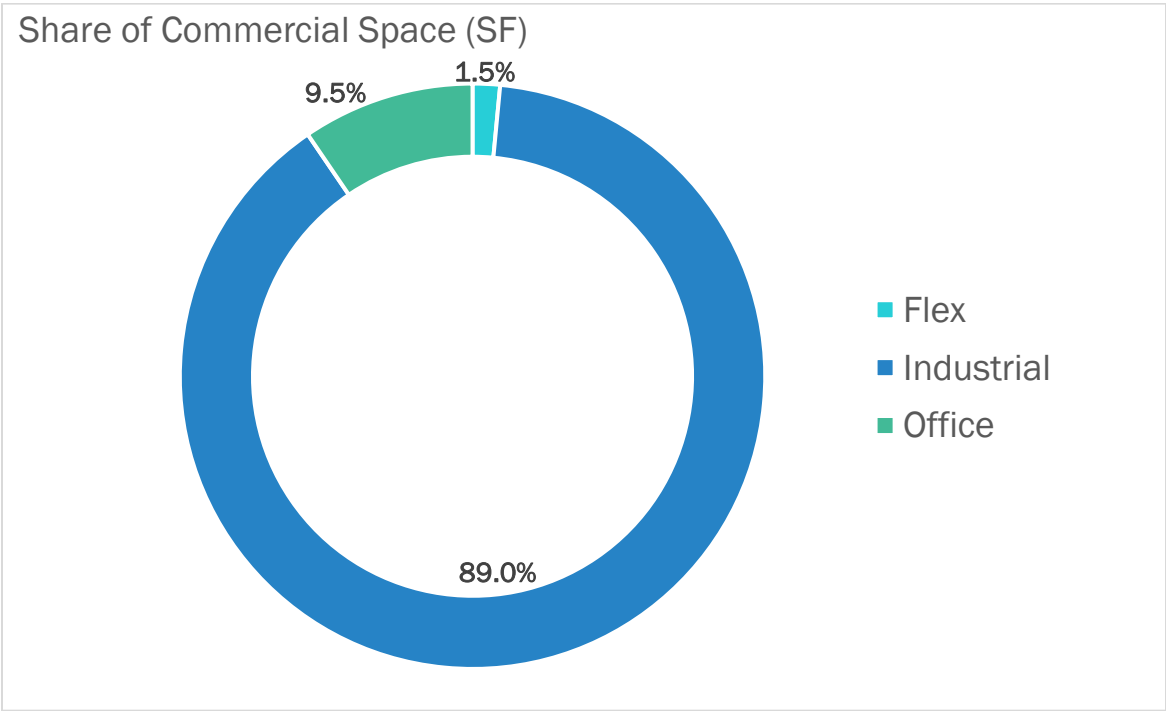
**5.6%**  
vacancy rate

**\$8.71/SF**  
rental rate



Source: Costar

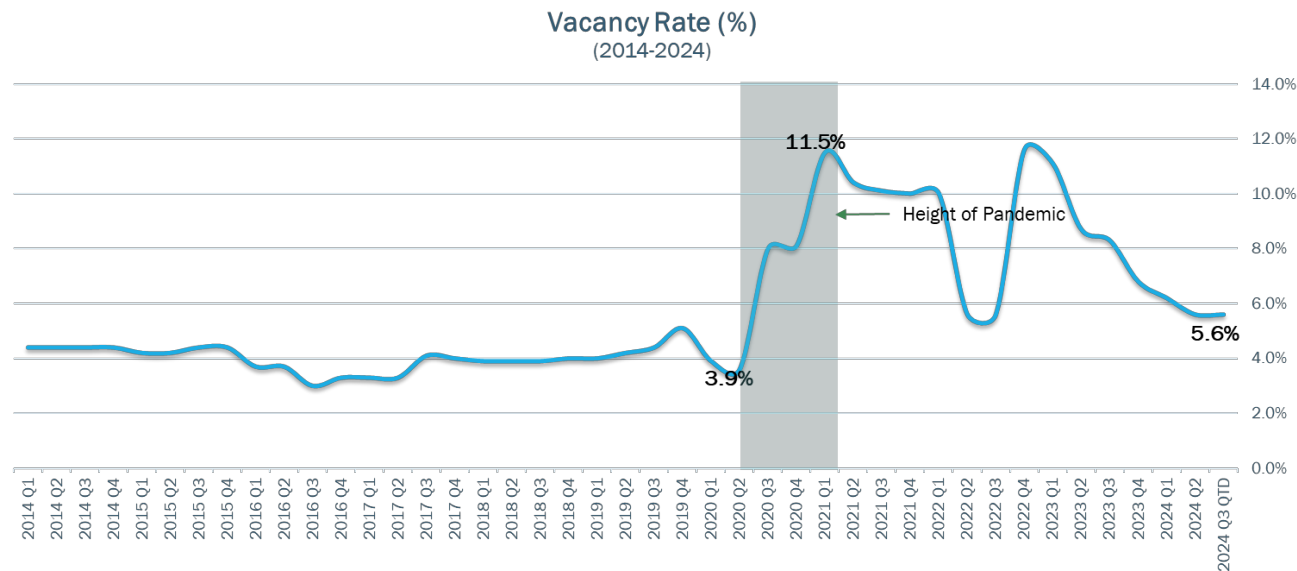
Of the 4.6 million square feet of industrial and flex space in the Walla Walla region (Costar), only 29% has been built in the past 30 years.



Source: Costar

Industrial Performance

Vacancy rates in the Walla Walla region are currently slightly above average at 5.6%. However, this is a significant improvement from the pandemic peak of 11.5%. Before the pandemic, vacancy rates typically ranged between 3% and 4%.



Source: Costar, Authors calculations

Rent growth for both industrial and office space has maintained a steady trajectory, defying the challenges posed by the pandemic.

While there was a slight deceleration in rent growth for office space during the pandemic, it managed to persevere and return to pre-pandemic levels of growth. In contrast, industrial rental rates continued their upward trend at a commendable pace.

This sustained growth, coupled with the constrained supply of new commercial inventory and low vacancy rates, underscores the demand for commercial space in Ellensburg.

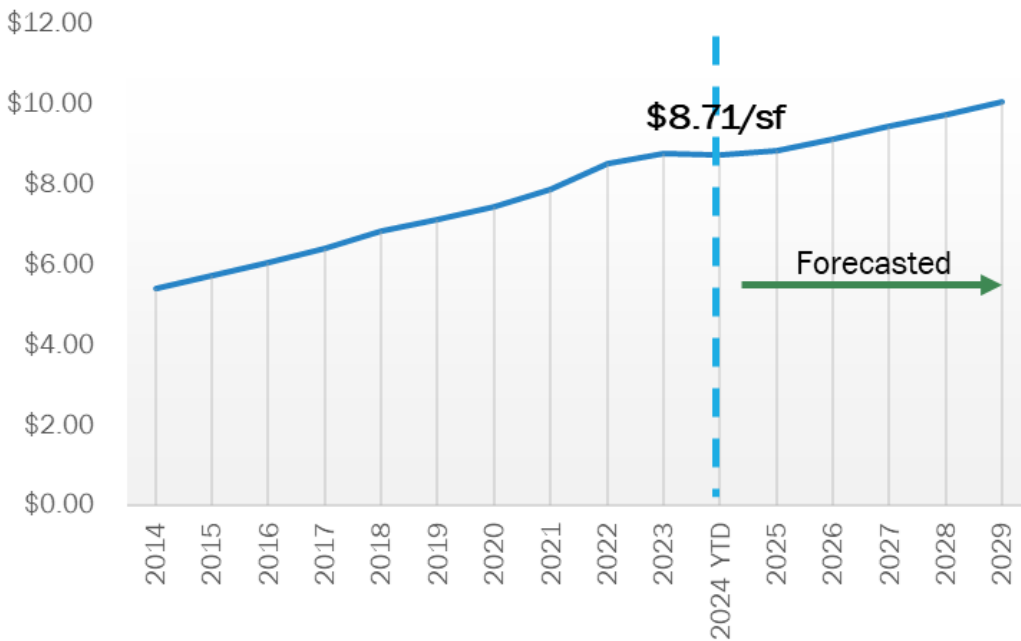
Average Annual Rent Growth, Industrial

|               |           |    |
|---------------|-----------|----|
| 10-YR         | 2014-2024 | 5% |
| Pre-pandemic  | 2017-2020 | 5% |
| Post-pandemic | 2020-2024 | 4% |

## Industrial Rent Growth



## Industrial Rental Rates (2014-2024 YTD)

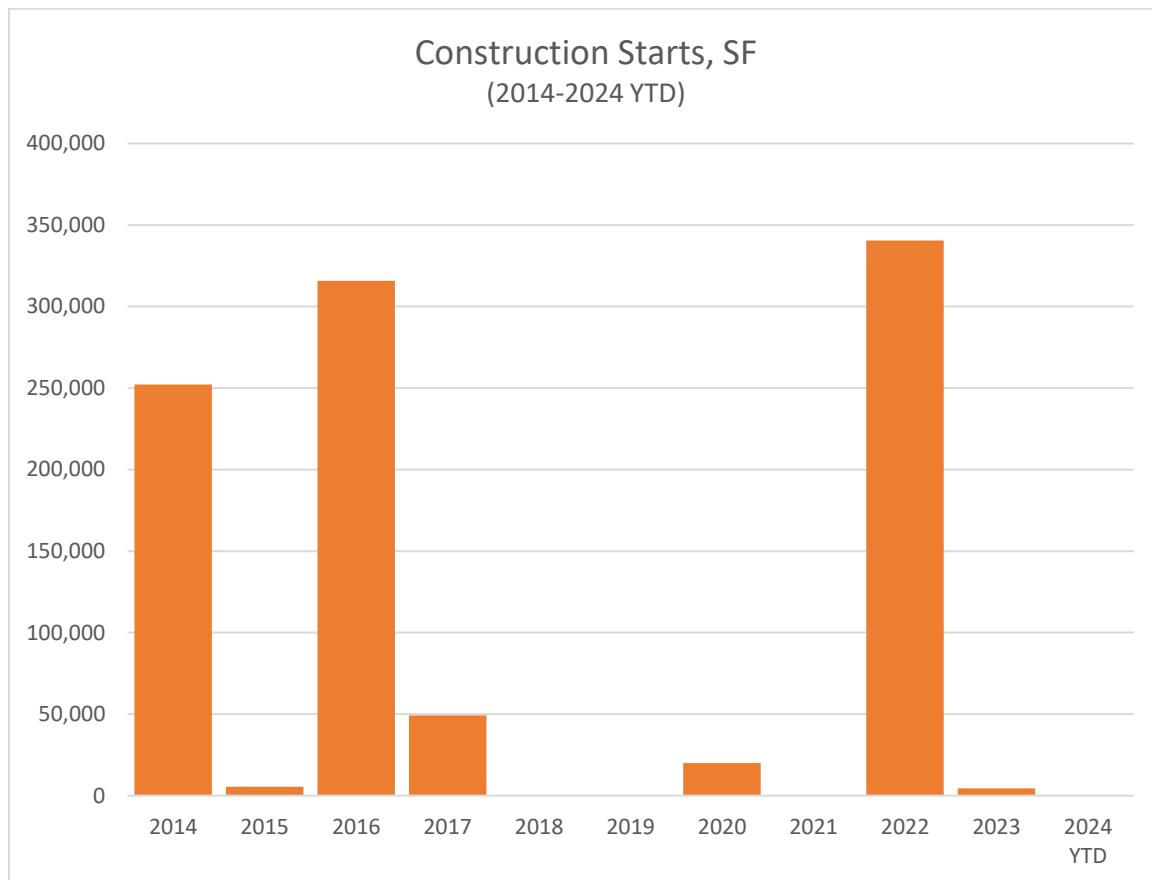


Source: Costar, Authors calculations



## Industrial Pipeline

Based on information from Costar, there is 223,720 SF of industrial space under construction in the Walla Walla region. Majority of this activity started in 2022 and is anticipated to hit the market by 2025.



Source: Costar

## Competing Sites

| Address                                       | City        | Year Built | Building SF | Acres<br>(Land only) | Use        | Lease<br>(\$/SF) | For Sale<br>(\$/SF) |
|-----------------------------------------------|-------------|------------|-------------|----------------------|------------|------------------|---------------------|
| 1832 Dell Ave                                 | Walla Walla | 2023       | 4,304       |                      | Industrial | \$14.50          |                     |
| 1108 N 9th Ave                                | Walla Walla |            | 2,700       |                      | Flex       | \$10.50          |                     |
| 102 E Poplar St                               | Walla Walla | 1981       | 35,145      |                      | Flex       |                  | \$85.00             |
| 2719 E Isaacs Ave                             | Walla Walla | 2017       | 2,680       |                      | Industrial |                  | \$121.00            |
| 1012 N 9th Ave                                | Walla Walla | 1980       | 8,633       |                      | Industrial |                  | \$93.00             |
| Wallula Gap Business Park                     | Wallula     | Land       |             | 1,900                | Industrial |                  |                     |
| Avery Business Park                           | Walla Walla | Land       |             | 12                   | Industrial |                  |                     |
| Burbank Industrial Park                       | Burbank     | Land       |             | 5                    | Industrial |                  |                     |
| Burbank Business Park                         | Burbank     | Land       |             | 112                  | Industrial |                  | \$4-\$7/sf          |
| Dodd Road Industrial Park                     | Wallula     | Land       |             | 54                   | Industrial |                  |                     |
| Melrose Industrial Park                       | Walla Walla | Land       |             | 37                   | Industrial |                  |                     |
| Stearns Kelly Property                        | Wallula     | Land       |             | 105                  | Industrial |                  |                     |
| Waitsburg Business Park                       | Waitsburg   | Land       |             | 10                   | Industrial |                  | \$1.50/sf           |
| Walla Walla Regional<br>Airport Business Park | Walla Walla | Land       |             | 832                  | Industrial |                  |                     |
| Rock Hill Industrial Park                     | Dayton      | Land       |             | 3.8                  | Industrial |                  |                     |

## Industrial Market Potential

The industrial market potential in College Place is shaped by both established industries and emerging sectors, presenting significant opportunities for economic development. The region's foundation in agriculture, food manufacturing, healthcare, and retail trade positions it for continued growth, while construction, technical services, and logistics are emerging as key drivers of future expansion.

### Industry and Supply Chain Gap Analysis

An industry and supply chain gap analysis was conducted to determine the businesses and industry sectors that offer the most potential for growth around the region. This data was then ground-truthed with interviews from major businesses in the area, potential businesses, and other industry experts and stakeholders.

This analysis was assessed by four critical factors and conducted at the MSA level to establish a more accurate depiction of the industry landscape:

- Number of Jobs
- Job Growth
- Job Concentration or Location Quotient (LQ)
- Total Demand

Industries with strong demand, a high LQ, and robust job growth were classified as "Thriving & Potential for Growth" signifying their resilient and important presence in the market.

Industries showing robust demand and considerable job growth were classified under the "Emerging Industries" category. This designation suggests significant potential for expansion due to a lower employment concentration.

Additionally, industries with notable demand and a substantial number of jobs in 2023, surpassing the 1,000 mark but showing job loss, were deemed "*Important and Requiring Attention*," warranting focused attention to ensure sustained growth and economic impact.

This systematic evaluation provides an understanding of each industry's standing, allowing for targeted strategies that align with their unique characteristics and potential for development.

Applying the above methodology, the following industries can be strategically categorized and prioritized based on their supply chain dynamics. This tailored approach ensures that economic development efforts are directed towards industries with specific characteristics and growth potential, fostering a strategic alignment between the regional economy and targeted sectors.

### Industry Health Check

Agriculture and food processing remain central to the local economy, with crop production, food manufacturing, and beverage product manufacturing serving as core industries. The presence of these sectors suggests strong opportunities for value-added agriculture, food processing, and supply chain expansions such as packaging, cold storage, and distribution. Additionally, the region's healthcare sector, led by hospitals and social assistance, indicates an ongoing demand for medical services, elder care, and workforce training in healthcare-related fields. Retail and trade are also significant, with merchant wholesalers (nondurable goods) and sporting goods and hobby retailers playing a role in the local economy, pointing to potential growth in specialty retail and recreational markets.

To capitalize on these strengths, strategic investments should focus on targeted food and beverage processing infrastructure, support for healthcare workforce development, and logistics and wholesale distribution enhancements. Expanding retail and recreation offerings could further stimulate economic activity, particularly in outdoor and lifestyle industries.

Several industries are gaining traction in College Place, indicating new opportunities in construction, healthcare, professional services, and logistics. The construction sector, including building material supply dealers, specialty trade contractors, and construction of buildings, reflects increased demand for residential and commercial development. This growth underscores the need for real estate investment, workforce training in skilled trades, and green building technologies.

The expansion of ambulatory healthcare services points to a growing need for urgent care facilities, specialized outpatient clinics, and home health services, while repair and maintenance services highlight demand for auto repair, equipment servicing, and facility management. The rise of professional, scientific, and technical services, including computer systems design, engineering, custom programming, and R&D, suggests an increasing focus on technology-driven economic diversification. Encouraging the growth of tech startups, cybersecurity firms, and engineering consultancies could strengthen the region's innovation ecosystem.

Additionally, insurance carriers and durable goods wholesalers signal potential for expanded finance and logistics services, supporting regional supply chains and commercial trade. Investing in warehouse and distribution infrastructure could further position College Place as a logistics hub, particularly for durable goods related to agriculture, construction, and manufacturing.

## Industry Health Check (3-digit NAICS Codes)

### Important but Declining

- Machinery Manufacturing (333)
- Support activities for Ag and Forestry (115)
- **Animal Production (112)**
- Nursing Care Facilities (623)

### Important & Growth Industries

- Crop Production (111)
- **Food Manufacturing (311)**
- Beverage Product Manufacturing (312)
- Hospitals (622)
- Social Assistance (624)
- **Merchant Wholesalers (nondurable) (424)**
- Sporting Goods, Hobby Retailers (459)

### Weak and Declining

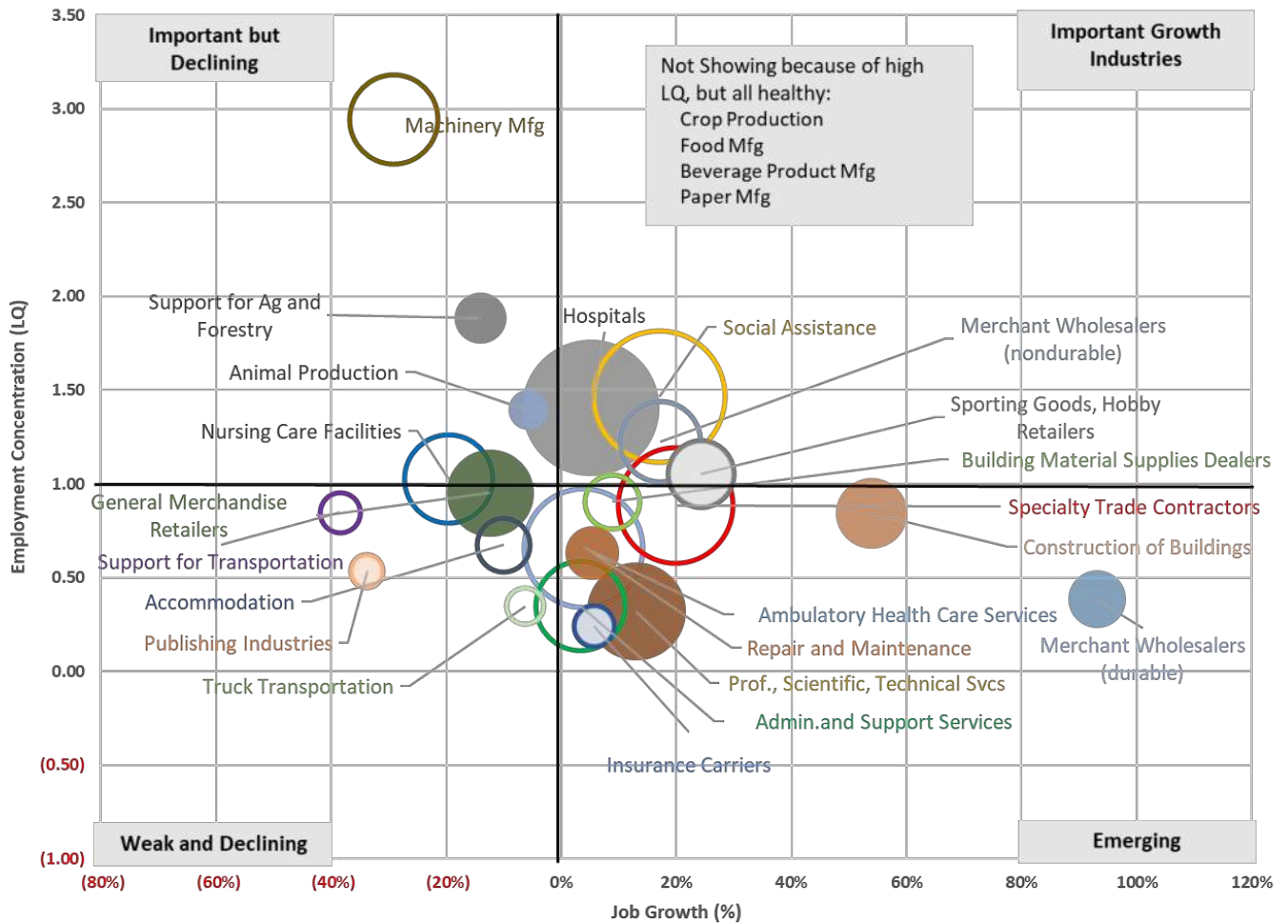
- General Merchandise Retailers (455)
- Support for Transportation (488)
- Accommodation (721)
- Publishing Industries (513)
- **Truck Transportation (484)**

### Emerging

- Building Material Supplies Dealers (444)
- Specialty Trade Contractors (238)
- Construction of Buildings (236)
- Ambulatory Health Care Services (621)
- Repair and Maintenance (811)
- **Professional, Scientific, and Technical Services** (computer systems design services, engineering services, custom computer programming, R&D) (541)
- **Administrative and Support Services (561)**
- Insurance Carriers (524)
- **Merchant Wholesalers (durable) (423)**

\*Industries highlighted in **bold** represent opportunities due to unmet higher demand within the region.

# Industry Health Check





Additionally, the following key sectors are driving the success of major employers in the region. By leveraging these industries, there is an opportunity to strengthen and expand local supply chains, attract complementary businesses, and enhance regional competitiveness through targeted infrastructure investments and workforce development.

---

Animal Production

Support Activities for Animal Production

Food Manufacturing

Paperboard Manufacturing

Pesticide and Other Agricultural Chemical Manufacturing

Plastics Product Manufacturing

Glass Product Manufacturing Made of Purchased Glass

Packaging Machinery Manufacturing

Surgical and Medical Instrument Manufacturing

Industrial Machinery and Equipment Merchant Wholesalers

Drugs and Druggists' Sundries Merchant Wholesalers

Other Chemical and Allied Products Merchant Wholesalers

General Line Grocery Merchant Wholesalers

Wine and Distilled Alcoholic Beverage Merchant Wholesalers

Truck Transportation

General Warehousing and Storage

Software Publishers

Media Streaming Distribution Services

Data Processing, Hosting, and Related Services

Custom Computer Programming Services

Research and Development (including Biotechnology)

---

## Potential Uses

Following the industry and supply chain gap analysis, we conducted interviews with local and regional businesses, higher education institutions, and key stakeholders to gather input on potential uses and validate the summarized data.

Based on the above analysis and insights gathered from interviews, the following uses were identified as having the greatest potential for the 233-acre site.

- Wholesalers
- Truck Transportation
- Manufacturing
  - Food
  - Glass
  - Packaging
- Aerospace-related (limited based on runway length to smaller, single-engine planes and larger general aviation aircraft, regional jets, and some small commercial aircraft)
  - Aircraft inspection services
  - Aircraft maintenance and repairs
  - Aircraft testing
  - Other aircraft parts & equipment manufacturing
  - Aircraft engine & engine parts manufacturing
  - Labs and Testing Facility (space, drones, etc.)
  - Emerging Technologies (SAF, hydrogen, etc.)
  - Advanced Air Mobility
- R&D or Professional & Technical Services
- Ag Tech: facilitate businesses and startups in testing new ideas related to agricultural logistics directly on-site, in collaboration with growers, shippers, warehouses, customers, and other relevant stakeholders.
- Logistics Hub: alleviate congestion from ports of Seattle and Tacoma
  - Intermodal transfer facility
  - Cross-dock

## Site Building Capacity

The following potential buildout scenario was estimated based on the potential uses identified in the analysis above, combined with industry standards for land requirements for different types of industrial facilities, focusing on site usage, building size, and ground coverage ratios. For each industry, the data outlines the percentage of the site utilized, the typical building square footage, and the corresponding potential number of buildings that could be accommodated on a given site. The total acreage potential across all industries is roughly 28 acres, with an average of 4 acres per building.

| Use                      | % of Site | Ground Coverage Ratio | Typical Building SF<br>(industry standard) | Potential Number of Buildings | Acres per Bldg | Typical Range (small to medium) |
|--------------------------|-----------|-----------------------|--------------------------------------------|-------------------------------|----------------|---------------------------------|
| Wholesalers              | 25%       | 50%                   | 50,000                                     | 6.7                           | 4.6            | 2-5 acres                       |
| Truck Transportation     | 15%       | 30%                   | 25,000                                     | 2.9                           | 6.4            | 2-5 acres                       |
| Manufacturing            | 20%       | 50%                   | 50,000                                     | 5.3                           | 4.6            | 2-5 acres                       |
| Food Processing          | 15%       | 40%                   | 50,000                                     | 2.6                           | 7.2            | 2-5 acres                       |
| Lab & Testing Facilities | 10%       | 30%                   | 15,000                                     | 3.2                           | 3.8            | 0.5-2 acres                     |
| R&D                      | 15%       | 30%                   | 10,000                                     | 7.2                           | 2.6            | 0.5-2 acres                     |
| Total                    | 100%      |                       |                                            | 28                            | 4              |                                 |

## Impacts

Economic impact analyses are used to estimate the overall economic activity, including spill-over and multiplier impacts, which occurs as a result of a particular business, development or event.

The economic activity related to the Martin Airfield site is the millions of dollars of goods and services purchased from local vendors and the wages and benefits paid to local workers. This initial injection of funds circulates to the business owners and employees that supply the materials, goods and services needed for the development. These contractors, businesses and households continue the economic ripple effect by hiring workers and buying goods and services to facilitate their business.

This analysis breaks down the overall project based on the results from the industry analysis and interviews. The project site layout will be further vetted by JUB Engineers based on infrastructure needs and requirements.

Once the development is completed and occupied, commercial activity and new residential households will spend millions of dollars annually in the course of their daily activities. This recirculation of the original expenditures multiplies their impact through these indirect and induced effects.

The extent to which the initial expenditures multiply is estimated using economic models that depict the relationships between industries and firms and their employees. These models are built upon expenditure patterns that are reported to the U.S. Bureau of Labor Statistics, the U.S. Census Bureau and the Bureau of Economic Analysis. Data is regionalized so that it reflects and incorporates local conditions such as average wages, expenditure patterns and resource availability and costs.

The multipliers used in this analysis were generated by IMPLAN in coordination with the U.S. Bureau of Economic Analysis' RIMS II multipliers. Where appropriate, conservative estimates were used.

To further delineate, below are brief definitions of the three typical types of impacts.

**Direct impacts:** derive directly from an activity or event (first round supply chain)

**Indirect impacts:** generated as a result of business-to-business transactions (second tier supply chain)

**Induced impacts:** generated as a result of consumer-to-business transactions (a result from consumer spending)

Direct impacts are those economic impacts that occur as a consequence of direct activity and employment provided by the businesses that support the area, other businesses and government agencies that provide a range of related support services.

Indirect impacts are generated as a result of business-to-business transactions and induced impacts are a result of consumer-to-business transactions.

The economic impact results should be interpreted as those that are *attributable* to the proposed development at the subject site rather than assuming the new development will *generate* such new activities.

Given the desirable industries that have the potential of fulfilling existing business supply chain needs and interviews from industry experts, there is potential for several different users at this site. The impacts summarized below are indicative of different users in the identified industries, as outlined in the section above. The median wage for proposed jobs in these industries is \$40.36 per hour in Walla Walla County, driven upward by manufacturing, lab and R&D positions. This is **72% higher than the CERB median hourly wage** of \$23.04 for the County. Truck transportation and warehousing average \$30.56 per hour, still above the median hourly wage for the County.

The 687 direct jobs estimated to be created at full build-out is expected to increase the labor force in Walla Walla County—assuming that some workers will reside in Walla Walla County. A small portion will most likely reside outside the area and, therefore, positively impacting their labor force numbers as well.

| Impact on Jobs     |                   |               |             |                          |            |              |
|--------------------|-------------------|---------------|-------------|--------------------------|------------|--------------|
| Impact on Jobs     | Buildout Scenario |               |             |                          |            | Total        |
|                    | MFG               | Truck Transp. | Wholesalers | Lab & Testing Facilities | R&D        |              |
| TOTAL JOBS         | 494               | 33            | 239         | 124                      | 228        | 1,118        |
| Direct             | 317               | 23            | 107         | 96                       | 144        | 687          |
| Indirect + Induced | 177               | 10            | 132         | 28                       | 84         | 430          |
| <b>SUBTOTAL</b>    | <b>494</b>        | <b>33</b>     | <b>239</b>  | <b>124</b>               | <b>228</b> | <b>1,118</b> |

Source: Author's calculations using multipliers from IMPLAN; rounds to nearest thousand

Table 1. Labor Force Impacts as a result of Jobs Directly Created (687 new direct jobs)

| Walla Walla County | Current | Impact from Direct Jobs | Percent Change |
|--------------------|---------|-------------------------|----------------|
| Labor Force        | 27,255  | 28,373                  | 4.1%           |
| Unemployed         | 1,357   | 239                     | -82.4%         |

<sup>1</sup>assuming that people that fill these jobs will reside in Walla Walla County (labor force data is based on "place of residence" and not place of work). Based on the current 5.0% unemployment rate (Jan 2025)

Source: Author's calculations based on BLS data

## Conclusion

The industrial market potential in College Place is shaped by both established industries and emerging sectors, presenting significant opportunities for economic development. The region's foundation in agriculture, food manufacturing, healthcare, and retail trade positions it for continued growth, while construction, technical services, and logistics are emerging as key drivers of future expansion.

To support these emerging industries, incentives and policy strategies should focus on workforce development, business incubation, and infrastructure investment. Strengthening construction and trade workforce training programs can address the rising demand for skilled labor. Tech and business services growth could be encouraged through business incubators, coworking spaces, and startup funding for IT and cybersecurity firms. Expanding healthcare services and insurance offerings will be crucial in meeting the needs of a growing population. Finally, the development of logistics and wholesale trade infrastructure could enhance College Place's role as a regional distribution center.

Multipliers make any project look profitable as the numbers accentuate even the smallest of growth. Without looking at the indirect and induced job creation, however, you cannot see the big picture and the impact realized. The concept is real and is more palatable when you can compare it to similar areas or projects. Conservative approaches were used throughout the analysis. It is recommended that the City track the metrics set forth, and required by CERB, to determine if the desired outcomes are achieved and to help guide future development projects.

Overall, College Place is well-positioned for economic expansion through a combination of industrial diversification, strategic investments, and workforce development initiatives. By leveraging its strong agricultural base, growing healthcare sector, and emerging technical and construction industries, the region can sustain long-term economic growth and resilience.



# **Appendix 6**

## **Detailed Cost Estimates**

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## ENGINEER'S OPINION OF PROBABLE COST

|                                                                      |                                                             |
|----------------------------------------------------------------------|-------------------------------------------------------------|
| <b>PROJECT:</b> City of College Place<br>Martin Airfield Master Plan | <b>DATE:</b> 3/18/2025<br><b>J-U-B PROJ. NO.:</b> 30-24-031 |
|----------------------------------------------------------------------|-------------------------------------------------------------|

**ITEM:** Roads

| ITEM NO.                                                              | DESCRIPTION                                                  | SCHEDULE OF VALUES |      |            |                     |
|-----------------------------------------------------------------------|--------------------------------------------------------------|--------------------|------|------------|---------------------|
|                                                                       |                                                              | QUANTITY           | UNIT | UNIT PRICE | TOTAL COST          |
| 1.00                                                                  | Mobilization                                                 |                    |      | 8.0%       | \$176,000           |
| 2.00                                                                  | Traffic Control                                              |                    |      | 5.0%       | \$110,000           |
| 3.00                                                                  | Crushed Surface Base Course                                  | 6,121              | Tons | \$35       | \$214,235           |
| 4.00                                                                  | Crushed Surface Top Course                                   | 5,226              | Tons | \$35       | \$182,910           |
| 5.00                                                                  | HMA CL 1/2" PG 64-28                                         | 3,983              | Tons | \$150      | \$597,450           |
| 6.00                                                                  | Cement Conc. Traffic Curb and Gutter                         | 8,138              | LF   | \$25       | \$203,450           |
| 7.00                                                                  | Cement Conc. Sidewalk                                        | 5,424              | SY   | \$60       | \$325,440           |
| 8.00                                                                  | Streetlights (includes wiring, J-Boxes, etc.)                | 27                 | EA   | \$7,500    | \$202,500           |
| 9.00                                                                  | Street Trees                                                 | 136                | EA   | \$500      | \$68,000            |
| 10.00                                                                 | Irrigation                                                   | 1                  | LS   | \$100,000  | \$100,000           |
| 11.00                                                                 | Stream Crossing - Does Not Include Row Acquisition For House | 1                  | LS   | \$250,000  | \$250,000           |
| 12.00                                                                 | Paint & Signage                                              | 1                  | LS   | \$50,000   | \$50,000            |
| <b>ESTIMATED CONSTRUCTION SUBTOTAL</b>                                |                                                              |                    |      |            | <b>\$ 2,480,000</b> |
| <i>Contingency <sup>1</sup></i>                                       |                                                              |                    |      |            | <b>\$ 744,000</b>   |
| <i>City of College Place Sales Tax (8.8%)</i>                         |                                                              |                    |      |            | <b>\$ 284,000</b>   |
| <i>Planning, Engineering, &amp; Administrative Costs <sup>2</sup></i> |                                                              |                    |      |            | <b>\$ 877,000</b>   |
| <b>TOTAL PROBABLE COST IN 2025 DOLLARS<sup>3</sup></b>                |                                                              |                    |      |            | <b>\$ 4,385,000</b> |

**J-U-B ENGINEERS, INC.**  
**3611 S. ZINTEL WAY, KENNEWICK, WA 99337**

<sup>1</sup> Estimated at 30% of construction subtotal

<sup>2</sup> Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 25% of construction subtotal, including contingency.

<sup>3</sup> Costs are in 2025 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.



## ENGINEER'S OPINION OF PROBABLE COST

PROJECT: City of College Place DATE: 3/18/2025  
Martin Airfield Master Plan J-U-B PROJ. NO.: 30-24-031

ITEM: Earthwork

| ITEM NO.                                                   | DESCRIPTION                  | SCHEDULE OF VALUES |      |            |            |
|------------------------------------------------------------|------------------------------|--------------------|------|------------|------------|
|                                                            |                              | QUANTITY           | UNIT | UNIT PRICE | TOTAL COST |
| 1.00                                                       | Mobilization                 |                    |      | 8.0%       | \$22,000   |
| 2.00                                                       | Traffic Control              |                    |      | 5.0%       | \$14,000   |
| 3.00                                                       | Earthwork, Grading Site      | 8,000              | CY   | \$30       | \$240,000  |
| 4.00                                                       | Clearing and Grubbing        | 5                  | ACRE | \$5,000    | \$25,000   |
| 5.00                                                       | Asphalt Pavement Restoration |                    | SY   | \$70       | \$0        |
| 6.00                                                       | Hydroseeding                 | 2                  | ACRE | \$5,000    | \$10,000   |
| 7.00                                                       | Silt Fence                   |                    | LF   | \$5        | \$0        |
| ESTIMATED CONSTRUCTION SUBTOTAL                            |                              |                    |      |            | \$ 311,000 |
| Contingency <sup>1</sup>                                   |                              |                    |      |            | \$ 93,000  |
| City of College Place Sales Tax (8.8%)                     |                              |                    |      |            | \$ 36,000  |
| Planning, Engineering, & Administrative Costs <sup>2</sup> |                              |                    |      |            | \$ 110,000 |
| TOTAL PROBABLE COST IN 2025 DOLLARS <sup>3</sup>           |                              |                    |      |            | \$ 550,000 |

J-U-B ENGINEERS, INC.  
3611 S. ZINTEL WAY, KENNEWICK, WA 99337

<sup>1</sup> Estimated at 30% of construction subtotal

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## ENGINEER'S OPINION OF PROBABLE COST

|          |                                                      |                                               |
|----------|------------------------------------------------------|-----------------------------------------------|
| PROJECT: | City of College Place<br>Martin Airfield Master Plan | DATE: 2/11/2025<br>J-U-B PROJ. NO.: 30-24-031 |
| ITEM:    | Sewer Infrastructure                                 |                                               |

| ITEM NO.                                                                       | DESCRIPTION                                                                      | SCHEDULE OF VALUES |      |            |                     |
|--------------------------------------------------------------------------------|----------------------------------------------------------------------------------|--------------------|------|------------|---------------------|
|                                                                                |                                                                                  | QUANTITY           | UNIT | UNIT PRICE | TOTAL COST          |
| 1.00                                                                           | Mobilization                                                                     |                    |      | 8.0%       | \$302,000           |
| 2.00                                                                           | Construction Traffic Control                                                     |                    |      | 0.0%       | \$0                 |
| 3.00                                                                           | Gravity Sewer Pipe                                                               |                    |      |            |                     |
| 3.01                                                                           | 4" PVC Gravity Sewer Service Lateral                                             | 1,165              | LF   | \$27       | \$31,455            |
| 3.02                                                                           | 8" PVC Gravity Sewer Service Lateral                                             |                    | LF   | \$41       | \$0                 |
| 3.03                                                                           | 6" PVC Gravity Sewer Pipe                                                        |                    | LF   | \$40       | \$0                 |
| 3.04                                                                           | 8" PVC Gravity Sewer Pipe                                                        | 7,400              | LF   | \$47       | \$347,800           |
| 3.05                                                                           | 10" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$56       | \$0                 |
| 3.06                                                                           | 12" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$67       | \$0                 |
| 3.07                                                                           | 16" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$81       | \$0                 |
| 3.08                                                                           | 18" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$98       | \$0                 |
| 3.09                                                                           | 21" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$127      | \$0                 |
| 3.10                                                                           | 24" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$152      | \$0                 |
| 3.11                                                                           | 30" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$188      | \$0                 |
| 3.12                                                                           | 36" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$238      | \$0                 |
| 3.13                                                                           | Bedding and Foundation Material                                                  | 8,565              | LF   | \$15       | \$128,475           |
| 3.14                                                                           | Sewer Service Line Connection                                                    | 29                 | EA   | \$500      | \$14,500            |
| 4.00                                                                           | Gravity Trench Excavation/Backfill                                               |                    |      |            |                     |
| 4.01                                                                           | 4-10 ft.                                                                         | 3,450              | LF   | \$43       | \$148,350           |
| 4.02                                                                           | 10-16 ft.                                                                        | 5,115              | LF   | \$74       | \$378,510           |
| 4.03                                                                           | 16-20 ft.                                                                        |                    | LF   | \$104      | \$0                 |
| 4.04                                                                           | 20-24 ft.                                                                        |                    | LF   | \$135      | \$0                 |
| 4.05                                                                           | 24-28 ft.                                                                        |                    | LF   | \$168      | \$0                 |
| 4.06                                                                           | 28-30 ft.                                                                        |                    | LF   | \$207      | \$0                 |
| 4.07                                                                           | Import Backfill and Foundation Material                                          | 16,597             | CY   | \$40       | \$663,880           |
| 5.00                                                                           | Surface Repair                                                                   |                    |      |            |                     |
| 5.01                                                                           | Hydroseed                                                                        |                    | LF   | \$15       | \$0                 |
| 5.02                                                                           | Natural Ground                                                                   | 8,565              | LF   | \$25       | \$214,125           |
| 5.03                                                                           | Gravel Roadway                                                                   |                    | LF   | \$30       | \$0                 |
| 5.04                                                                           | Asphalt - Trench Patch Width per City Standards (Required for 4-16' Depth Sewer) |                    | LF   | \$39       | \$0                 |
| 5.05                                                                           | Asphalt - 1/2 Street Width per City Standards (Required for 16-20' Depth Sewer)  |                    | LF   | \$160      | \$0                 |
| 5.06                                                                           | Asphalt - Full Street Width per City Standards (Required for 20-30' Depth Sewer) |                    | LF   | \$319      | \$0                 |
| 6.00                                                                           | Manholes                                                                         |                    |      |            |                     |
| 6.01                                                                           | 48" Manholes, 4-10 ft.                                                           | 10                 | EA   | \$5,400    | \$54,000            |
| 6.02                                                                           | 48" Manholes, 10-16 ft.                                                          | 14                 | EA   | \$5,900    | \$82,600            |
| 6.03                                                                           | 48" Manholes, 16-20 ft.                                                          |                    | EA   | \$6,400    | \$0                 |
| 6.04                                                                           | 60" Manholes, 20-24 ft.                                                          |                    | EA   | \$12,650   | \$0                 |
| 6.05                                                                           | 60" Manholes, 24-28 ft.                                                          |                    | EA   | \$13,400   | \$0                 |
| 6.06                                                                           | 60" Manholes, 28-30 ft.                                                          |                    | EA   | \$13,750   | \$0                 |
| 7.00                                                                           | Lift Stations                                                                    |                    |      |            |                     |
| 7.01                                                                           | Site Work                                                                        | 1                  | LS   | \$154,000  | \$154,000           |
| 7.02                                                                           | Yard Piping                                                                      | 1                  | LS   | \$134,000  | \$134,000           |
| 7.03                                                                           | Lift Station - Structural                                                        | 1                  | LS   | \$158,000  | \$158,000           |
| 7.04                                                                           | Lift Station - Mechanical                                                        | 1                  | LS   | \$716,000  | \$716,000           |
| 7.05                                                                           | Lift Station - Electrical                                                        | 1                  | LS   | \$452,000  | \$452,000           |
| 8.00                                                                           | Project Specific Considerations                                                  |                    |      |            |                     |
| 8.01                                                                           | Dewatering                                                                       | 1                  | LS   | \$8,000    | \$8,000             |
| 9.00                                                                           | Miscellaneous Other                                                              |                    |      |            |                     |
| 9.01                                                                           | Bypass Pumping                                                                   |                    |      | 0.0%       | \$0                 |
| 9.02                                                                           | Bonding / Admin                                                                  |                    |      | 2.5%       | \$92,000            |
| <b>ESTIMATED CONSTRUCTION SUBTOTAL</b>                                         |                                                                                  |                    |      |            | <b>\$ 4,080,000</b> |
| Contingency <sup>1</sup>                                                       |                                                                                  |                    |      |            | <b>\$ 1,224,000</b> |
| City of College Place Sales Tax (8.8%)                                         |                                                                                  |                    |      |            | <b>\$ 467,000</b>   |
| Planning, Engineering, & Administrative Costs <sup>2</sup>                     |                                                                                  |                    |      |            | <b>\$ 1,443,000</b> |
| <b>TOTAL PROBABLE COST IN 2025 DOLLARS<sup>3</sup></b>                         |                                                                                  |                    |      |            | <b>\$ 7,214,000</b> |
| <b>J-U-B ENGINEERS, INC.</b><br><b>3611 S. ZINTEL WAY, KENNEWICK, WA 99337</b> |                                                                                  |                    |      |            |                     |

<sup>1</sup> Estimated at 30% of construction subtotal

<sup>2</sup> Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 25% of construction subtotal, including contingency.

<sup>3</sup> Costs are in 2025 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.



## ENGINEER'S OPINION OF PROBABLE COST

| <b>PROJECT:</b>                                            |                                                       | City of College Place<br>Martin Airfield Master Plan |      | <b>DATE:</b>            | 3/6/2025           |
|------------------------------------------------------------|-------------------------------------------------------|------------------------------------------------------|------|-------------------------|--------------------|
| <b>ITEM:</b>                                               |                                                       | Water Infrastructure                                 |      | <b>J-U-B PROJ. NO.:</b> | 30-24-031          |
| ITEM NO.                                                   | DESCRIPTION                                           | SCHEDULE OF VALUES                                   |      |                         |                    |
|                                                            |                                                       | QUANTITY                                             | UNIT | UNIT PRICE              | TOTAL COST         |
| 1.00                                                       | <b>Mobilization</b>                                   |                                                      |      | 8%                      | \$380,000          |
| 2.00                                                       | <b>Construction Survey</b>                            | 1                                                    | LS   | \$10,000                | \$10,000           |
| 3.00                                                       | <b>Erosion Control and Water Pollution Prevention</b> | 1                                                    | LS   | \$10,000                | \$10,000           |
| 4.00                                                       | <b>Materials Testing</b>                              | 1                                                    | LS   | \$5,000                 | \$5,000            |
| 5.00                                                       | <b>Project Temporary Traffic Control</b>              | 1                                                    | LS   | \$5,000                 | \$5,000            |
| 6.00                                                       | <b>Shoring and Trench Safety Systems</b>              | 1                                                    | LS   | \$2,500                 | \$2,500            |
| 7.00                                                       | <b>Surface Repair</b>                                 |                                                      |      |                         |                    |
| 7.01                                                       | Removing Asphalt Concrete Pavement                    | 625                                                  | SY   | \$5                     | \$3,125            |
| 7.02                                                       | HMA Sawcut and Seal                                   | 4,070                                                | LF   | \$2                     | \$8,140            |
| 7.03                                                       | HMA Restoration                                       | 625                                                  | SY   | \$47                    | \$29,375           |
| 8.00                                                       | <b>Water Pipe and Appurtenances</b>                   |                                                      |      |                         |                    |
| 8.01                                                       | Connect to Existing Water Main 12 In. Diam.           | 2                                                    | EA   | \$5,000                 | \$10,000           |
| 8.02                                                       | DI Pipe for Water Main 6 In. Diam.                    | 1,500                                                | LF   | \$90                    | \$135,000          |
| 8.03                                                       | DI Pipe for Water Main 14 In. Diam.                   | 830                                                  | LF   | \$186                   | \$154,380          |
| 8.04                                                       | DI Pipe for Water Main 16 In. Diam.                   | 14,395                                               | LF   | \$221                   | \$3,181,295        |
| 8.05                                                       | DI Tee 14 In. x 6 In.                                 | 3                                                    | EA   | \$2,300                 | \$6,900            |
| 8.06                                                       | DI Tee 16 In. x 6 In.                                 | 27                                                   | EA   | \$3,500                 | \$94,500           |
| 8.07                                                       | DI Tee 16 In. x 12 In.                                | 1                                                    | EA   | \$4,600                 | \$4,600            |
| 8.08                                                       | DI Tee 16 In. x 14 In.                                | 3                                                    | EA   | \$4,800                 | \$14,400           |
| 8.09                                                       | DI Tee 16 In.                                         | 1                                                    | EA   | \$11,500                | \$11,500           |
| 8.10                                                       | DI Cross 16" In.                                      | 1                                                    | EA   | \$4,400                 | \$4,400            |
| 8.11                                                       | DI Reducer 16 In. x 12 In.                            | 1                                                    | EA   | \$3,700                 | \$3,700            |
| 8.12                                                       | DI 45° Bend 16 In.                                    | 4                                                    | EA   | \$3,100                 | \$12,400           |
| 8.13                                                       | DI Cap 12 In.                                         | 2                                                    | EA   | \$710                   | \$1,420            |
| 8.14                                                       | DI Cap 14 In.                                         | 3                                                    | EA   | \$890                   | \$2,670            |
| 8.15                                                       | DI Cap 16 In.                                         | 3                                                    | EA   | \$1,550                 | \$4,650            |
| 8.16                                                       | Blowoff Assembly 2 In.                                | 8                                                    | EA   | \$2,500                 | \$20,000           |
| 8.17                                                       | Butterfly Valve 12 In.                                | 2                                                    | EA   | \$4,000                 | \$8,000            |
| 8.18                                                       | Butterfly Valve 14 In.                                | 3                                                    | EA   | \$5,400                 | \$16,200           |
| 8.19                                                       | Butterfly Valve 16 In.                                | 34                                                   | EA   | \$6,100                 | \$209,810          |
| 8.20                                                       | Comb. Air Release/Air Vacuum Valve Assembly 2 In.     | 2                                                    | EA   | \$11,000                | \$22,000           |
| 8.21                                                       | Hydrant Assembly                                      | 30                                                   | EA   | \$6,500                 | \$195,000          |
| 8.22                                                       | Bollard                                               | 60                                                   | EA   | \$1,000                 | \$60,000           |
| 8.23                                                       | Service Connection 2 In. Diam.                        | 29                                                   | EA   | \$3,400                 | \$98,600           |
| 8.24                                                       | Water Meter 2 In. Diam.                               | 29                                                   | EA   | \$6,500                 | \$188,500          |
| 9.00                                                       | <b>Project Specific Considerations</b>                |                                                      |      |                         |                    |
| 9.01                                                       | Doan Creek Crossing                                   | 1                                                    | LS   | \$100,000               | \$100,000          |
| 10.00                                                      | <b>Miscellaneous Other</b>                            |                                                      |      |                         |                    |
| 10.01                                                      | As-Built Drawings                                     | 1                                                    | LS   | \$2,500                 | \$2,500            |
| 10.02                                                      | Bonding / Admin                                       |                                                      |      | 2.5%                    | \$116,000          |
| <b>ESTIMATED CONSTRUCTION SUBTOTAL</b>                     |                                                       |                                                      |      |                         | <b>\$5,132,000</b> |
| Contingency <sup>1</sup>                                   |                                                       |                                                      |      |                         | \$1,540,000        |
| City of College Place Sales Tax (8.8%)                     |                                                       |                                                      |      |                         | \$588,000          |
| Planning, Engineering, & Administrative Costs <sup>2</sup> |                                                       |                                                      |      |                         | \$ 1,815,000       |
| <b>TOTAL PROBABLE COST IN 2025 DOLLARS <sup>3</sup></b>    |                                                       |                                                      |      |                         | <b>\$9,075,000</b> |
| <b>J-U-B ENGINEERS, INC.</b>                               |                                                       |                                                      |      |                         |                    |
| <b>3611 S. ZINTEL WAY, KENNEWICK, WA</b>                   |                                                       |                                                      |      |                         |                    |

<sup>1</sup> Estimated at 30% of construction subtotal

<sup>2</sup> Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 25% of construction subtotal, including contingency.

<sup>3</sup> Costs are in 2025 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.





## ENGINEER'S OPINION OF PROBABLE COST

|                                                                      |                                                             |
|----------------------------------------------------------------------|-------------------------------------------------------------|
| <b>PROJECT:</b> City of College Place<br>Martin Airfield Master Plan | <b>DATE:</b> 3/18/2025<br><b>J-U-B PROJ. NO.:</b> 30-24-031 |
|----------------------------------------------------------------------|-------------------------------------------------------------|

**ITEM:** Storm Drain

| ITEM NO.                                                              | DESCRIPTION                                    | SCHEDULE OF VALUES |      |            |                   |
|-----------------------------------------------------------------------|------------------------------------------------|--------------------|------|------------|-------------------|
|                                                                       |                                                | QUANTITY           | UNIT | UNIT PRICE | TOTAL COST        |
| 1.00                                                                  | Mobilization                                   |                    |      | 8.0%       | \$31,000          |
| 2.00                                                                  | Traffic Control                                |                    |      | 5.0%       | \$20,000          |
| 3.00                                                                  | Catch Basin Type 1                             |                    | EA   | \$2,500    | \$0               |
| 4.00                                                                  | Solid Wall PVC Storm Sewer Pipe 12 In. Diam.   | 500                | LF   | \$85       | \$42,500          |
| 5.00                                                                  | Stormwater Treatment Device (CDS or Aquaswirl) |                    | EA   |            | \$0               |
| 6.00                                                                  | Swales                                         | 6,000              | LF   | \$50       | \$300,000         |
| 7.00                                                                  | Pond excavation, mulch, seeding                | 1,000              | CY   | \$50       | \$50,000          |
| <b>ESTIMATED CONSTRUCTION SUBTOTAL</b>                                |                                                |                    |      |            | <b>\$ 444,000</b> |
| <i>Contingency <sup>1</sup></i>                                       |                                                |                    |      |            | <b>\$ 133,000</b> |
| <i>City of College Place Sales Tax (8.8%)</i>                         |                                                |                    |      |            | <b>\$ 51,000</b>  |
| <i>Planning, Engineering, &amp; Administrative Costs <sup>2</sup></i> |                                                |                    |      |            | <b>\$ 157,000</b> |
| <b>TOTAL PROBABLE COST IN 2025 DOLLARS<sup>3</sup></b>                |                                                |                    |      |            | <b>\$ 785,000</b> |

**J-U-B ENGINEERS, INC.**  
**3611 S. ZINTEL WAY, KENNEWICK, WA 99337**

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## ENGINEER'S OPINION OF PROBABLE COST

|                                                                      |                                                             |
|----------------------------------------------------------------------|-------------------------------------------------------------|
| <b>PROJECT:</b> City of College Place<br>Martin Airfield Master Plan | <b>DATE:</b> 3/18/2025<br><b>J-U-B PROJ. NO.:</b> 30-24-031 |
|----------------------------------------------------------------------|-------------------------------------------------------------|

**ITEM:** Utilities

| ITEM NO.                                                              | DESCRIPTION                       | SCHEDULE OF VALUES |      |            |                     |
|-----------------------------------------------------------------------|-----------------------------------|--------------------|------|------------|---------------------|
|                                                                       |                                   | QUANTITY           | UNIT | UNIT PRICE | TOTAL COST          |
| 1.00                                                                  | Mobilization                      |                    |      | 8.0%       | \$88,000            |
| 2.00                                                                  | Traffic Control                   |                    |      | 5.0%       | \$55,000            |
|                                                                       | <b>Electrical</b>                 |                    |      |            | \$0                 |
| 3.00                                                                  | Primary Electrical Vaults         | 15                 | EA   | \$10,000   | \$150,000           |
| 4.00                                                                  | Primary Electrical Conduit & Wire | 8,500              | LF   | \$40       | \$340,000           |
| 5.00                                                                  | Transformer for Primary Service   | 0                  | EA   | \$100,000  | \$0                 |
|                                                                       | <b>Fiber Optic</b>                |                    |      |            | \$0                 |
| 6.00                                                                  | Fiber Optic                       | 1.6                | MI   | \$100,000  | \$160,000           |
| 7.00                                                                  | Fiber Service Vaults              | 29                 | EA   | \$2,000    | \$58,000            |
|                                                                       | <b>Gas</b>                        |                    |      |            | \$0                 |
| 8.00                                                                  | 4" Natural Gas Main               | 12,000             | LF   | \$20       | \$240,000           |
| 9.00                                                                  | Natural Gas Regulator             | 1                  | EA   | \$150,000  | \$150,000           |
| <b>ESTIMATED CONSTRUCTION SUBTOTAL</b>                                |                                   |                    |      |            | <b>\$ 1,241,000</b> |
| <i>Contingency <sup>1</sup></i>                                       |                                   |                    |      |            | <b>\$ 372,000</b>   |
| <i>City of College Place Sales Tax (8.8%)</i>                         |                                   |                    |      |            | <b>\$ 142,000</b>   |
| <i>Planning, Engineering, &amp; Administrative Costs <sup>2</sup></i> |                                   |                    |      |            | <b>\$ 439,000</b>   |
| <b>TOTAL PROBABLE COST IN 2025 DOLLARS<sup>3</sup></b>                |                                   |                    |      |            | <b>\$ 2,194,000</b> |

**J-U-B ENGINEERS, INC.**  
**3611 S. ZINTEL WAY, KENNEWICK, WA 99337**

<sup>1</sup> Estimated at 30% of construction subtotal

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# Appendix 1

## Permit Classification Table

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|               | Types of Permit/Approval/Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Public Notice | Public Hearing | Decision Maker                                                      | Appellate Body   |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|----------------|---------------------------------------------------------------------|------------------|
| Type 1 Review | <ul style="list-style-type: none"> <li>• ADU Permit</li> <li>• Administrative Interpretation</li> <li>• Boundary Line Adjustment</li> <li>• Building Permit</li> <li>• Certificate of Occupancy</li> <li>• Certificate of Appropriateness (and waiver) (1)</li> <li>• Certificate of Design Review</li> <li>• Certificate of Zoning Compliance</li> <li>• Clearing and Grading Permit</li> <li>• Code Enforcement Action</li> <li>• Critical Area Authorization</li> <li>• Landscaping Plan Approval</li> <li>• Permit, Minor Amendment</li> <li>• Plats, Final (10+ lots)</li> </ul> | None          | None           | Community Development Director or designee (unless otherwise noted) | Hearing Examiner |

|               | Types of Permit/Approval/Action                                                                                                                                                                                                         | Public Notice | Public Hearing                              | Decision Maker                 | Appellate Body   |
|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---------------------------------------------|--------------------------------|------------------|
|               | <ul style="list-style-type: none"> <li>• SEPA Action (no public notice required)</li> <li>• Sign Permit</li> <li>• Site Plan Approval</li> <li>• Special Property Tax Valuation <sup>(1)</sup></li> <li>• Special Use Permit</li> </ul> |               |                                             |                                |                  |
| Type 2 Review | <ul style="list-style-type: none"> <li>• Binding Site Plan</li> <li>• Critical Area Permit</li> <li>• SEPA Action (public notice required)</li> <li>• Short plat (9 lots or less)</li> <li>• Variance with Type 1/2 Permit</li> </ul>   | Yes           | None, but written comments may be submitted | Community Development Director | Hearing Examiner |



|               | Types of Permit/Approval/Action                                                                                                                                                                                                                                                                         | Public Notice | Public Hearing   | Decision Maker   | Appellate Body |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|------------------|------------------|----------------|
| Type 3 Review | <ul style="list-style-type: none"> <li>• Conditional Use Permit</li> <li>• Master Planned Development</li> <li>• Plat, Preliminary (10+ lots)</li> <li>• Permit, Major Amendment</li> <li>• Reasonable Use Exception</li> <li>• Rezone, Site Specific</li> <li>• Variance with Type 3 Permit</li> </ul> | Yes           | Hearing Examiner | Hearing Examiner | Superior Court |

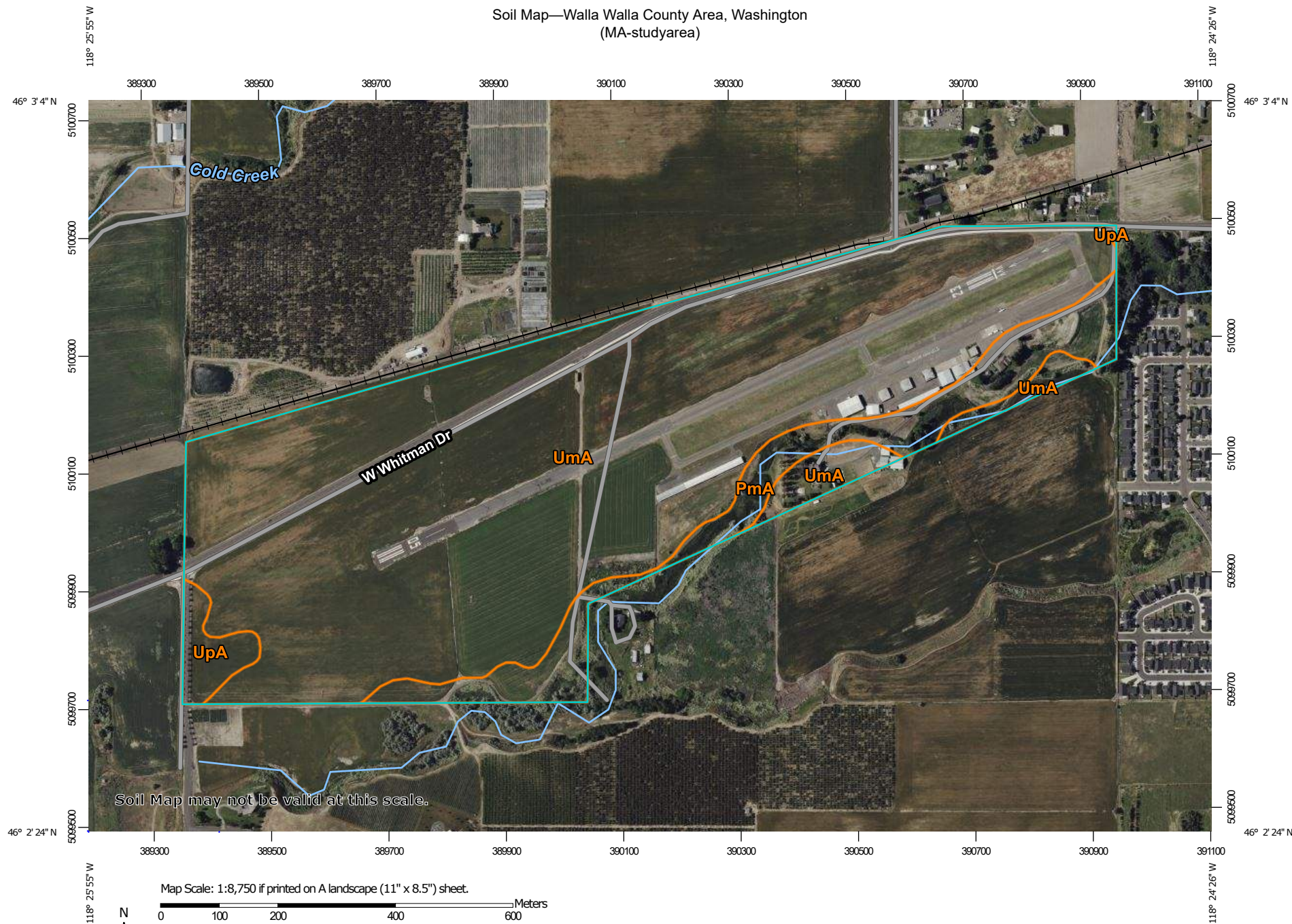
|               | Types of Permit/Approval/Action                                                                                                                                                                                                                                                                                                     | Public Notice | Public Hearing      | Decision Maker | Appellate Body                |
|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---------------------|----------------|-------------------------------|
| Type 4 Review | <ul style="list-style-type: none"> <li>• Comprehensive Plan Text Amendment</li> <li>• Development Agreement <sup>(5)</sup></li> <li>• Future Land Use Map Amendment</li> <li>• Rezone, General</li> <li>• Shoreline Master Program Amendment <sup>(2)</sup></li> <li>• Unified Development Code Amendment <sup>(4)</sup></li> </ul> | Yes           | Planning Commission | City Council   | Superior Court <sup>(3)</sup> |

# **Appendix 2**

## **Soil Assessment**

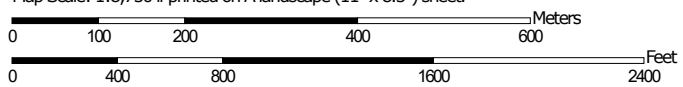
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# Soil Map—Walla Walla County Area, Washington (MA-studyarea)



Soil Map may not be valid at this scale.

Map Scale: 1:8,750 if printed on A landscape (11" x 8.5") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84



**Natural Resources  
Conservation Service**

Web Soil Survey  
National Cooperative Soil Survey

2/21/2025  
Page 1 of 3

Soil Map—Walla Walla County Area, Washington  
(MA-studyarea)

## MAP LEGEND

### Area of Interest (AOI)

 Area of Interest (AOI)

### Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

### Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

### Water Features



Streams and Canals

### Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

### Background



Aerial Photography

## MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:31,700.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Walla Walla County Area, Washington

Survey Area Data: Version 9, Aug 27, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 25, 2022—Jul 1, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.



## Map Unit Legend

| Map Unit Symbol                    | Map Unit Name                                             | Acres in AOI | Percent of AOI |
|------------------------------------|-----------------------------------------------------------|--------------|----------------|
| PmA                                | Pedigo silt loam, 0 to 3 percent slopes                   | 20.4         | 11.5%          |
| UmA                                | Umapine silt loam, 0 to 3 percent slopes                  | 152.7        | 86.3%          |
| UpA                                | Umapine silt loam, leached surface, 0 to 3 percent slopes | 3.8          | 2.1%           |
| <b>Totals for Area of Interest</b> |                                                           | <b>176.8</b> | <b>100.0%</b>  |

# **Appendix 3**

## **WSDOT Airports and Compatible Land Use Criteria**

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Table F-1

| Maximum Residential Density                                                                      |                                                 |                                                                        |                                  |                                 |                                  |                       |
|--------------------------------------------------------------------------------------------------|-------------------------------------------------|------------------------------------------------------------------------|----------------------------------|---------------------------------|----------------------------------|-----------------------|
| Compatibility Zones                                                                              | Zone 1                                          | Zone 2                                                                 | Zone 3                           | Zone 4                          | Zone 5                           | Zone 6                |
| Maximum Residential Density                                                                      |                                                 |                                                                        |                                  |                                 |                                  |                       |
|                                                                                                  | Average Number of Dwelling Units Per Gross Acre |                                                                        |                                  |                                 |                                  |                       |
| Agricultural<br>(farmland/forest)                                                                | 0                                               | Maintain current comprehensive plan designation and zoning designation |                                  |                                 |                                  |                       |
| Rural<br>(outside an urban growth boundary)                                                      | 0                                               | 1 d.u. per 10 acres                                                    | 1 d.u. per 10 acres <sup>A</sup> | 1 d.u. per 5 acres <sup>A</sup> | 1 d.u. per 10 acres <sup>A</sup> | 1 d.u. per 5 acres    |
| Urban<br>(within the urban growth boundary)                                                      | 0                                               | 0                                                                      | B                                | C                               | B                                | C                     |
| Maximum Intensities for Nonresidential Uses<br>(Commercial, Industrial, Offices, and Activities) |                                                 |                                                                        |                                  |                                 |                                  |                       |
|                                                                                                  | Average Number of People Units Per Gross Acre   |                                                                        |                                  |                                 |                                  |                       |
| Agricultural<br>(farmland/forest)                                                                | 1-5 <sup>E</sup>                                | D, E                                                                   | D, E                             | D, E                            | D, F                             | D                     |
| Rural<br>(outside an urban growth boundary)                                                      | 1-5 <sup>E</sup>                                | 10-25 <sup>E</sup>                                                     | 10-25 <sup>E</sup>               | 40-60 <sup>E</sup>              | 100-150 <sup>E</sup>             | 100-150 <sup>G</sup>  |
| Urban<br>(within the urban growth boundary)                                                      | 1-5 <sup>E</sup>                                | 50-75 <sup>E</sup>                                                     | 80-120 <sup>E</sup>              | 100-150 <sup>E</sup>            | 100-150 <sup>E</sup>             | No Limit <sup>G</sup> |

**Notes:**

- A Cluster to preserve open space to maintain open approach corridor at and near runway ends.
- B Infill development up to average of surrounding residential area is allowed, but is appropriate only if nonresidential uses are not feasible
- C Promote high density and intensity mixed use development (15 or more d.u. per acre)
- D Maintain current comprehensive plan designation and zoning designation.
- E Special Function Land uses should be prohibited.
- F 50-100 people per acre allowed if on airport and aviation-related.
- G Special Function Land uses should be avoided.

**Table F-2**  
**Airport Land Use Matrix**

|                                                                                      | Compatibility Zones |        |        |        |        |        |
|--------------------------------------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                                                      | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| <b>A. Resource Operations</b>                                                        |                     |        |        |        |        |        |
| <b>1. Agricultural (Commercial)</b>                                                  |                     |        |        |        |        |        |
| Agriculture, horticulture, general farming (crops only, not feedlots and stockyards) | P                   | P      | P      | P      | P      | P      |
| Agricultural building                                                                | L                   | L      | P      | P      | P      | P      |
| Agricultural chemical sales/storage                                                  | X                   | L      | P      | P      | P      | P      |
| Agricultural Housing/Farm labor                                                      | X                   | X      | L      | P      | L      | P      |
| Agricultural housing/farm labor                                                      | X                   | X      | L      | P      | L      | P      |
| Agricultural market                                                                  | X                   | X      | P      | P      | X      | P      |
| Agricultural related industries                                                      | X                   | L      | P      | P      | P      | P      |
| Animal husbandry                                                                     | X                   | L      | L      | L      | X      | P      |
| Agricultural feeding operation or stockyards                                         | X                   | X      | X      | X      | X      | X      |
| Agriculture or food processing facility                                              | X                   | L      | P      | P      | L      | P      |
| Livestock auction                                                                    | X                   | X      | X      | L      | X      | P      |
| Fairgrounds                                                                          | X                   | X      | X      | X      | X      | P      |
| Floriculture, aquaculture                                                            | X                   | L      | P      | P      | P      | P      |
| Fruit bin sales/storage                                                              | X                   | L      | P      | P      | P      | P      |
| <b>2. Forest (Commercial)</b>                                                        |                     |        |        |        |        |        |
| General forest silver culture                                                        | L                   | L      | P      | P      | P      | P      |
| Forest product processing                                                            | X                   | L      | P      | P      | P      | P      |
| <b>3. Mining/Refining/Offsite Hazardous Waste Treatment</b>                          |                     |        |        |        |        |        |
| Asphalt paving and roofing materials, rock crushing                                  | X                   | X      | L      | L      | L      | P      |
| Mining including sand and gravel pits                                                | X                   | L      | L      | L      | X      | P      |
| Stockpiling of earthen materials                                                     | X                   | L      | L      | L      | X      | P      |
| <b>B. Rural Development</b>                                                          |                     |        |        |        |        |        |
| <b>1. Rural Residential</b>                                                          |                     |        |        |        |        |        |
| Single-family dwelling (large lot, 5 acres or greater*)                              | X                   | L      | L      | P      | X      | P      |
| Single-family dwelling, rural centers                                                | X                   | X      | L      | L      | X      | L      |
| Residential Cluster Development, 40% open                                            | X                   | X      | LSC    | X      | X      | P      |
| Multi-family dwelling                                                                | X                   | X      | X      | X      | X      | P      |
| Temporary farm housing                                                               | X                   | X      | P      | P      | L      | P      |

#### Chart Symbols

- **“L” Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
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|                                                               | Compatibility Zones |        |        |        |        |        |
|---------------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                               | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| <b>2. Rural Centers</b>                                       |                     |        |        |        |        |        |
| Single-family dwelling; up to 12 dwelling units/acre          | X                   | X      | L      | L      | X      | L      |
| Two - Four family dwelling (duplex) (*)                       | X                   | X      | X      | X      | X      | L      |
| Multi-family dwelling; 12-20 units/acre                       | X                   | X      | L      | X      | X      | P      |
| 21+ units/acre                                                | X                   | X      | P      | P      | X      | P      |
| Agriculture/forest/mineral resources or industry (see item A) |                     |        |        |        |        |        |
| Community services (see item D2)                              |                     |        |        |        |        |        |
| Retail and commercial service (see items D4 & D5)             |                     |        |        |        |        |        |
| Industrial/manufacturing (see item D4s & D5)                  |                     |        |        |        |        |        |
| <b>C. Education Facilities</b>                                |                     |        |        |        |        |        |
| <b>1. Education Facilities</b>                                |                     |        |        |        |        |        |
| Junior or community college                                   | X                   | X      | L      | L      | L      | P      |
| Schools, K-12 elementary, middle, senior high                 | X                   | X      | X      | X      | X      | X      |
| Business school                                               | X                   | L      | L      | L      | L      | P      |
| Vocational schools                                            | X                   | L      | L      | L      | L      | P      |
| <b>D. Urban Development</b>                                   |                     |        |        |        |        |        |
| <b>1. Residential</b>                                         |                     |        |        |        |        |        |
| Single-family dwelling; up to 12 dwelling units/acre          | X                   | X      | X      | X      | X      | L      |
| Two - four-family dwelling (duplex)(*)                        | X                   | X      | X      | X      | X      | L      |
| Multi-family dwelling(*): 15 or more                          | X                   | X      | LSC    | X      | X      | P      |
| Mixed-use office/commercial/residential use                   | X                   | X      | P      | P      | X      | P      |
| Residential development cluster 40% > open space              | X                   | X      | L      | L      | X      | L      |
| Residential infill                                            | X                   | X      | L      | L      | L      | P      |
| Mobile home parks                                             | X                   | X      | L      | L      | X      | L      |
| Boarding house                                                | X                   | X      | L      | L      | L      | L      |
| Retirement homes                                              | X                   | X      | X      | X      | X      | L      |

### Chart Symbols

- **“L” Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
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|                                                         | Compatibility Zones |        |        |        |        |        |
|---------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                         | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| <b>2. Community Services</b>                            |                     |        |        |        |        |        |
| Cemetery                                                | P                   | P      | P      | P      | L      | P      |
| Churches, synagogues, temples                           | X                   | X      | L      | L      | X      | L      |
| Community center meeting halls, fraternal organizations | X                   | X      | L      | L      | X      | P      |
| Convalescent, nursing home and group homes              | X                   | X      | X      | X      | X      | L      |
| Day care facilities, family in-home                     | X                   | X      | L      | L      | X      | L      |
| Day care center                                         | X                   | X      | L      | L      | X      | L      |
| Funeral home                                            | X                   | X      | P      | P      | X      | P      |
| Police, fire stations, ambulance service                | X                   | L      | P      | P      | P      | P      |
| Hospital                                                | X                   | X      | X      | X      | X      | X      |
| Medical clinic                                          | X                   | X      | L      | L      | X      | P      |
| Correction facilities                                   | X                   | L      | L      | L      | L      | L      |
| Libraries                                               | X                   | X      | P      | P      | X      | P      |
| Museums and art galleries                               | X                   | X      | L      | P      | P      | P      |
| Zoo                                                     | X                   | X      | P      | P      | X      | P      |
| <b>3. Amusement and Recreation</b>                      |                     |        |        |        |        |        |
| Amusement park (permanent)                              | X                   | X      | L      | L      | X      | L      |
| Bowling alleys                                          | X                   | X      | P      | P      | X      | P      |
| Campground                                              | X                   | L      | L      | P      | L      | P      |
| Recreational vehicle parks; short term                  | X                   | L      | L      | P      | L      | P      |
| Drive-in theatres                                       | X                   | X      | L      | L      | X      | P      |
| Fairgrounds                                             | X                   | X      | P      | L      | L      | P      |
| Golf courses                                            | X                   | L      | P      | P      | X      | P      |
| Gymnasiums, exercise facilities                         | X                   | L      | L      | L      | L      | P      |
| Horse racing tracks, speedways                          | X                   | X      | X      | X      | X      | X      |
| Miniature golf courses                                  | X                   | X      | P      | P      | X      | P      |
| Movie theatres, auditoriums exhibition halls            | X                   | X      | L      | L      | X      | P      |
| Parks                                                   | L                   | L      | P      | P      | L      | P      |
| Roller skating rink                                     | X                   | X      | L      | L      | X      | P      |

### Chart Symbols

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|                                                                    | Compatibility Zones |        |        |        |        |        |
|--------------------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                                    | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| <b>4. Retail Trade and Service</b>                                 |                     |        |        |        |        |        |
| Addressing, mailing, and stenographic services                     | X                   | L      | P      | P      | L      | P      |
| Advertising agencies                                               | X                   | L      | P      | P      | L      | P      |
| Airport uses and activities commercial/industrial                  | L                   | P      | P      | P      | P      | P      |
| Animal clinic/hospital                                             | L                   | P      | P      | P      | P      | P      |
| Antique stores                                                     | X                   | L      | P      | P      | X      | P      |
| Automobile, truck, manufactured home, and travel trailer sales     | L                   | P      | P      | P      | P      | P      |
| Automobile and recreational vehicle (RV) sales; weekend            | L                   | P      | P      | P      | L      | P      |
| Automotive: car wash                                               | L                   | P      | P      | P      | L      | P      |
| Sales lot/auto center                                              | L                   | P      | P      | P      | P      | P      |
| Parking lots and garages                                           | L                   | P      | P      | P      | P      | P      |
| Maintenance and repair shops                                       | X                   | P      | P      | P      | P      | P      |
| Paint and body repair shops                                        | L                   | P      | P      | P      | P      | P      |
| Parts and accessories (tires, batteries, etc.)                     | X                   | P      | P      | P      | P      | P      |
| Specialized repair shops (radiator, etc.)                          | L                   | P      | P      | P      | P      | P      |
| Towing services                                                    | L                   | P      | P      | P      | P      | P      |
| Wrecking and dismantling yard                                      | L                   | P      | P      | P      | L      | P      |
| Bakery                                                             | X                   | P      | P      | P      | L      | P      |
| Beauty and barber shops                                            | X                   | L      | P      | P      | X      | P      |
| Bed and breakfast inn                                              | X                   | X      | L      | L      | X      | P      |
| Boats and marine accessories                                       | X Except storage L  | P      | P      | P      | P      | P      |
| Books, stationery, office supplies                                 | Storage only        | P      | P      | P      | L      | P      |
| Building and trade (plumbing, heating, electrical, painting, etc.) | Storage only        | P      | P      | P      | L      | P      |
| Clothing and accessories                                           | X                   | L      | P      | P      | L      | P      |
| Communication towers                                               | X                   | X      | L      | L      | L      | L      |
| Computer and electronic stores                                     | X                   | L      | P      | P      | L      | P      |
| Department, discount, variety stores                               | X                   | X      | P      | P      | X      | P      |
| Drug stores (optical goods, orthopedic supplies)                   | X                   | L      | P      | P      | L      | P      |
| Employment agencies (private)                                      | X                   | P      | P      | P      | L      | P      |

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|                                                                           | Compatibility Zones |        |        |        |        |        |
|---------------------------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                                           | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| Farm and implements, tools and heavy construction equipment               | X                   | L      | P      | P      | P      | P      |
| Farm supplies                                                             | L                   | P      | P      | P      | P      | P      |
| Financial institutions                                                    | X                   | P      | P      | P      | L      | P      |
| Food store                                                                | X                   | P      | P      | P      | L      | P      |
| Furniture, home furnishings, appliances                                   | X                   | P      | P      | P      | L      | P      |
| General hardware, garden equipment and supplies                           | X                   | P      | P      | P      | L      | P      |
| Grocery and convenience stores                                            | X                   | L      | P      | P      | L      | P      |
| Heavy equipment storage, maintenance and repair                           | X                   | L      | P      | P      | L      | P      |
| Insurance agents, brokers, and service agencies                           | X                   | P      | P      | P      | L      | P      |
| Kennels                                                                   | L                   | P      | P      | P      | L      | P      |
| Laundries, laundromats, and dry cleaning plants                           | X                   | P      | P      | P      | L      | P      |
| Liquor stores                                                             | X                   | P      | P      | P      | L      | P      |
| Lumber yards                                                              | L                   | P      | P      | P      | L      | P      |
| Medical and dental laboratory, offices and clinic                         | X                   | X      | L      | P      | x      | P      |
| Mini Storage                                                              | L                   | P      | P      | P      | P      | P      |
| Motels and Hotels                                                         | X                   | X      | P      | P      | P      | P      |
| Motorcycles sales/repair (including maintenance)                          | X                   | P      | P      | P      | L      | P      |
| Paint, glass, and wallpaper stores                                        | X                   | P      | P      | P      | L      | P      |
| Pet stores, pet supplies, and dog grooming                                | X                   | L      | P      | P      | L      |        |
| Professional office buildings for architects, attorneys, government, etc. | X                   | L      | P      | P      | P      | P      |
| Rental: auto, truck, trailer, fleet leasing services                      | L                   | P      | P      | P      | L      | P      |
| Repairs: small appliances, tv, business machines, watches, etc.           | L                   | P      | P      | P      | L      | P      |
| Restaurant, cafe and drive-in eating facilities                           | X                   | L      | P      | P      | P      | P      |
| Service station                                                           | X                   | L      | P      | P      | L      | P      |
| Sporting goods, bicycle shops                                             | X                   | P      | P      | P      | P      | P      |
| Taverns, bars, dance establishments                                       | X                   | L      | P      | P      | L      | P      |

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|                                                                        | Compatibility Zones |        |        |        |        |        |
|------------------------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                                        | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| <b>5. Industry/Manufacturing</b>                                       |                     |        |        |        |        |        |
| Aircraft parts                                                         | Storage only        | L      | P      | P      | P      | P      |
| Aircraft industrial                                                    | Storage only        | L      | P      | P      | P      | P      |
| Apparel and accessories                                                | X                   | L      | P      | P      | X      | P      |
| Bakery products (wholesale)                                            | Storage only        | L      | P      | P      | X      | P      |
| Beverage industry                                                      | Storage only        | L      | P      | P      | X      | P      |
| Canning, preserving, and packaging fruits, vegetables, and other foods | X                   | L      | L      | L      | X      | P      |
| Cement and concrete plants                                             | X                   | L      | L      | L      | X      | P      |
| Chemicals (industrial, agricultural, wood, etc.)                       | X                   | X      | L      | L      | X      | L      |
| Concrete, gypsum, and plaster products                                 | Storage only        | L      | P      | L      | L      | P      |
| Confectionery and related products (wholesale)                         | Storage only        | P      | P      | P      | L      | P      |
| Mini storage                                                           | P                   | P      | P      | P      | P      | P      |
| Product assembly                                                       | Storage only        | L      | P      | P      | L      | P      |
| Prefabricated structural wood products and containers                  | Storage only        | P      | P      | P      | L      | P      |
| Printing, publishing, and binding                                      | Storage only        | P      | P      | P      | L      | P      |
| Rendering plants, slaughter houses                                     | X                   | X      | X      | X      | X      | L      |
| Rubber products                                                        | X                   | L      | P      | P      | L      | P      |
| Sawmills and planing mills                                             | Storage only        | L      | P      | P      | L      | P      |
| Sheet metal and welding shops                                          | Storage only        | P      | P      | P      | L      | P      |
| Stone products (includes finishing of monuments for retail sale)       | Storage only        | P      | P      | P      | L      | P      |

### Chart Symbols

- **“L” Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
- **“LSC” Limited Special Conditions** – Development should be moved away from the extended runway centerline. Open space should be devoted to areas that experience elevated risk.
- **“P” permitted** – Uses or activities that should be permitted, however, these activities should be reviewed to ensure that they will not create height hazard obstructions, smoke, glare, electronic, wildlife attractants, or other airspace hazards.
- **“X” Prohibited** – uses or activities that should not be constructed near the airport.

All uses or activities identified herein are subject to intensity and density limitations set forth in Table F-1. Particular attention should be given to developments that when located in combination with other permitted or limited activities may create cumulative impacts on airport operations. All uses should be reviewed to ensure that they will not create airspace hazards.

|                                                                 | Compatibility Zones |        |        |        |        |        |
|-----------------------------------------------------------------|---------------------|--------|--------|--------|--------|--------|
|                                                                 | Zone 1              | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 |
| <b>6. Wholesale Trade-Storage</b>                               |                     |        |        |        |        |        |
| Warehouses                                                      | Storage only        | P      | P      | P      | P      | P      |
| Wholesale trade                                                 | Storage only        | P      | P      | P      | P      | P      |
| Storage facilities; bulk                                        | L                   | P      | P      | P      | P      | P      |
| commercial                                                      | L                   | P      | P      | P      | P      | P      |
| mini-storage                                                    | L                   | P      | P      | P      | P      | P      |
| <b>E. Transportation and Utilities</b>                          |                     |        |        |        |        |        |
| <b>1. Transportation</b>                                        |                     |        |        |        |        |        |
| Bus terminals                                                   | X                   | L      | P      | P      | L      | P      |
| Transportation storage and maintenance facilities               | Storage only        | P      | P      | P      | P      | P      |
| Transportation brokerage offices; without truck parking         | X                   | P      | P      | P      | P      | P      |
| with truck parking                                              | L                   | P      | P      | P      | P      | P      |
| Contract truck hauling, rental of trucks with drivers           | L                   | P      | P      | P      | P      | P      |
| Rail, truck terminals (for short-term storage, office)          | L                   | P      | P      | P      | P      | P      |
| Air storage and office use                                      | Storage only        | P      | P      | P      | P      | P      |
| Railroad switch yards, maintenance, and repair facilities, etc. | X                   | P      | P      | P      | P      | P      |
| Taxicab terminals, maintenance, and dispatching centers, etc.   | X                   | P      | P      | P      | P      | P      |
| <b>2. Utilities</b>                                             |                     |        |        |        |        |        |
| Power generating facilities                                     | L                   | L      | L      | L      | L      | L      |
| Utility services (substations, etc.)                            | L                   | L      | L      | L      | L      | P      |
| Wholesale trade                                                 | L                   | P      | P      | P      | L      | P      |
| Storage facilities; bulk                                        | L                   | P      | P      | P      | P      | P      |
| Commercial                                                      | L                   | P      | P      | P      | P      | P      |

### Chart Symbols

- **“L” Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
- **“LSC” Limited Special Conditions** – Development should be moved away from the extended runway centerline. Open space should be devoted to areas that experience elevated risk.
- **“P” permitted** – Uses or activities that should be permitted, however, these activities should be reviewed to ensure that they will not create height hazard obstructions, smoke, glare, electronic, wildlife attractants, or other airspace hazards.
- **“X” Prohibited** – uses or activities that should not be constructed near the airport.

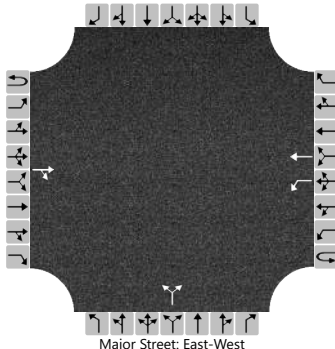
All uses or activities identified herein are subject to intensity and density limitations set forth in Table F-1. Particular attention should be given to developments that when located in combination with other permitted or limited activities may create cumulative impacts on airport operations. All uses should be reviewed to ensure that they will not create airspace hazards.



# **Appendix 4**

## **Traffic Counts and Capacity Analysis Worksheets**

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| HCS7 Two-Way Stop-Control Report                                                             |                            |                            |                       |                     |  |                   |  |
|----------------------------------------------------------------------------------------------|----------------------------|----------------------------|-----------------------|---------------------|--|-------------------|--|
| General Information                                                                          |                            | Site Information           |                       | Existing Conditions |  | Capacity Analysis |  |
| Analyst                                                                                      | Montgomery                 | Intersection               | Old US 12/Last Chance |                     |  |                   |  |
| Agency/Co.                                                                                   | J-U-B Engineers            | Jurisdiction               | City of College Place |                     |  |                   |  |
| Date Performed                                                                               | 11/4/2024                  | East/West Street           | Old US 12             |                     |  |                   |  |
| Analysis Year                                                                                | 2024                       | North/South Street         | Last Chance Road      |                     |  |                   |  |
| Time Analyzed                                                                                | PM Peak Hour               | Peak Hour Factor           | 0.92                  |                     |  |                   |  |
| Intersection Orientation                                                                     | East-West                  | Analysis Time Period (hrs) | 0.25                  |                     |  |                   |  |
| Project Description                                                                          | Martin Airield Feasibility |                            |                       |                     |  |                   |  |
| Lanes                                                                                        |                            |                            |                       |                     |  |                   |  |
| <div></div> |                            |                            |                       |                     |  |                   |  |

| Vehicle Volumes and Adjustments |           |   |    |    |           |    |    |   |            |    |    |    |            |    |    |    |
|---------------------------------|-----------|---|----|----|-----------|----|----|---|------------|----|----|----|------------|----|----|----|
| Approach                        | Eastbound |   |    |    | Westbound |    |    |   | Northbound |    |    |    | Southbound |    |    |    |
| Movement                        | U         | L | T  | R  | U         | L  | T  | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                        | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes                 | 0         | 0 | 1  | 0  | 0         | 1  | 1  | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration                   |           |   |    | TR |           | L  | T  |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)                  |           |   | 76 | 55 |           | 20 | 52 |   |            | 26 |    | 13 |            |    |    |    |
| Percent Heavy Vehicles (%)      |           |   |    |    |           | 3  |    |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked         |           |   |    |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)               |           |   |    |    |           |    |    |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized          |           |   |    |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Median Type   Storage           | Undivided |   |    |    |           |    |    |   |            |    |    |    |            |    |    |    |

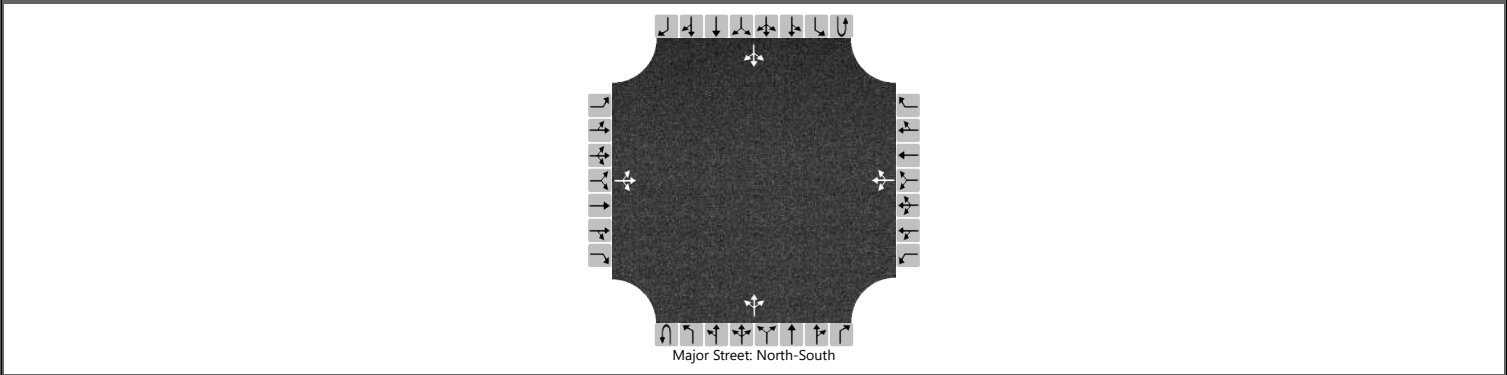
| Critical and Follow-up Headways |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|---------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)     |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)          |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec)    |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)         |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

| Delay, Queue Length, and Level of Service |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-------------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                      |  |  |  |  |     | 22   |  |  |     |  | 42   |  |  |  |  |  |
| Capacity, c (veh/h)                       |  |  |  |  |     | 1434 |  |  |     |  | 813  |  |  |  |  |  |
| v/c Ratio                                 |  |  |  |  |     | 0.02 |  |  |     |  | 0.05 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh)   |  |  |  |  |     | 0.0  |  |  |     |  | 0.2  |  |  |  |  |  |
| Control Delay (s/veh)                     |  |  |  |  |     | 7.5  |  |  |     |  | 9.7  |  |  |  |  |  |
| Level of Service (LOS)                    |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                    |  |  |  |  | 2.1 |      |  |  | 9.7 |  |      |  |  |  |  |  |
| Approach LOS                              |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Last Chance/Whitman   |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2024                        | North/South Street         | Last Chance Road      |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.91                  |
| Intersection Orientation | North-South                 | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |    |     |   | Northbound |   |     |    | Southbound |    |     |   |
|----------------------------|-----------|----|-----|----|-----------|----|-----|---|------------|---|-----|----|------------|----|-----|---|
| Movement                   | U         | L  | T   | R  | U         | L  | T   | R | U          | L | T   | R  | U          | L  | T   | R |
| Priority                   |           | 10 | 11  | 12 |           | 7  | 8   | 9 | 1U         | 1 | 2   | 3  | 4U         | 4  | 5   | 6 |
| Number of Lanes            |           | 0  | 1   | 0  |           | 0  | 1   | 0 | 0          | 0 | 1   | 0  | 0          | 0  | 1   | 0 |
| Configuration              |           |    | LTR |    |           |    | LTR |   |            |   | LTR |    |            |    | LTR |   |
| Volume (veh/h)             |           | 0  | 1   | 1  |           | 20 | 0   | 7 |            | 0 | 31  | 25 |            | 13 | 61  | 3 |
| Percent Heavy Vehicles (%) |           | 3  | 3   | 3  |           | 3  | 3   | 3 |            | 3 |     |    |            | 3  |     |   |
| Proportion Time Blocked    |           |    |     |    |           |    |     |   |            |   |     |    |            |    |     |   |
| Percent Grade (%)          | 0         |    |     |    | 0         |    |     |   |            |   |     |    |            |    |     |   |
| Right Turn Channelized     |           |    |     |    |           |    |     |   |            |   |     |    |            |    |     |   |
| Median Type   Storage      | Undivided |    |     |    |           |    |     |   |            |   |     |    |            |    |     |   |

## Critical and Follow-up Headways

|                              |  |      |      |      |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|------|------|------|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |  | 4.13 |  |  |  | 4.13 |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |  | 2.23 |  |  |  | 2.23 |  |  |

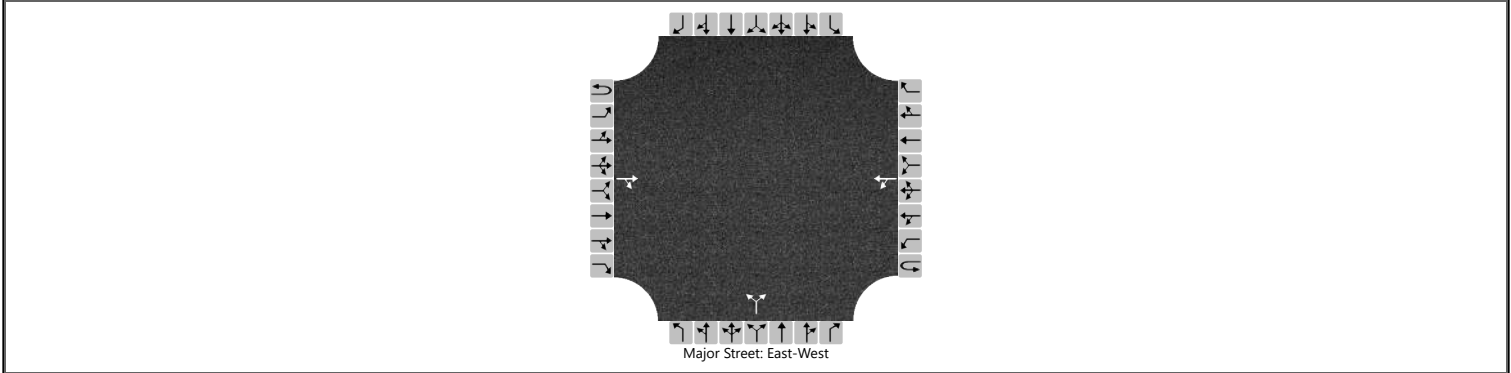
## Delay, Queue Length, and Level of Service

|                                         |     |  |      |  |     |  |      |  |     |  |      |  |     |  |      |  |
|-----------------------------------------|-----|--|------|--|-----|--|------|--|-----|--|------|--|-----|--|------|--|
| Flow Rate, v (veh/h)                    |     |  | 2    |  |     |  | 30   |  |     |  | 0    |  |     |  | 14   |  |
| Capacity, c (veh/h)                     |     |  | 837  |  |     |  | 857  |  |     |  | 1524 |  |     |  | 1535 |  |
| v/c Ratio                               |     |  | 0.00 |  |     |  | 0.03 |  |     |  | 0.00 |  |     |  | 0.01 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     |  | 0.0  |  |     |  | 0.1  |  |     |  | 0.0  |  |     |  | 0.0  |  |
| Control Delay (s/veh)                   |     |  | 9.3  |  |     |  | 9.4  |  |     |  | 7.4  |  |     |  | 7.4  |  |
| Level of Service (LOS)                  |     |  | A    |  |     |  | A    |  |     |  | A    |  |     |  | A    |  |
| Approach Delay (s/veh)                  | 9.3 |  |      |  | 9.4 |  |      |  | 0.0 |  |      |  | 1.3 |  |      |  |
| Approach LOS                            | A   |  |      |  | A   |  |      |  | A   |  |      |  |     |  |      |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Hampton       |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2024                        | North/South Street         | Hampton Lane          |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.89                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |    |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 40 | 0  |           | 1  | 28 |   |            | 0 |    | 2 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 3  |    |   |            | 3 |    | 3 |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |    |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |

Critical and Follow-up Headways

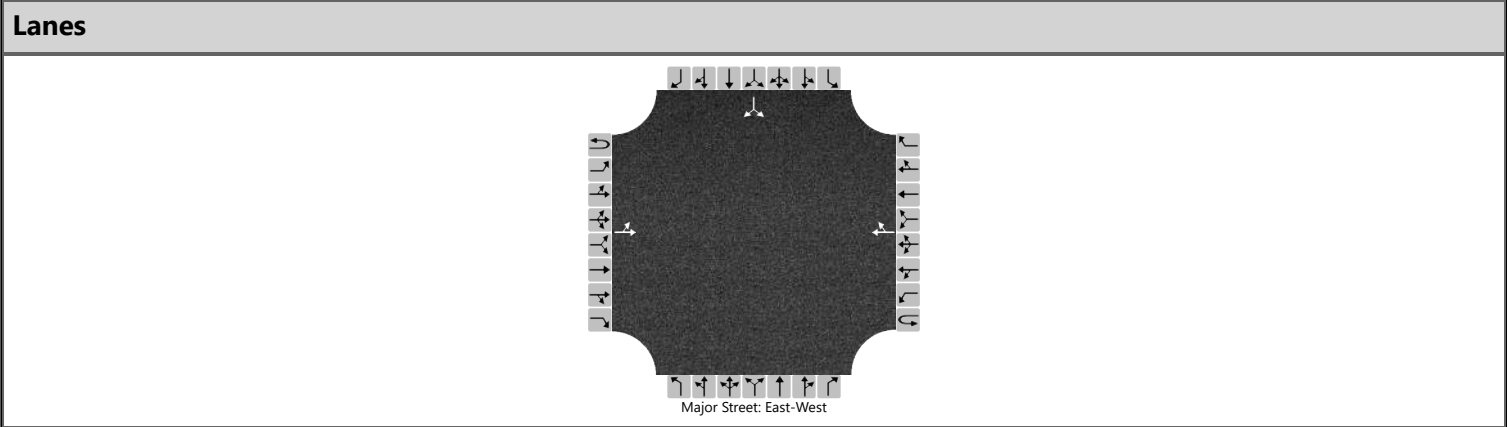
|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 1    |  |  |     |  | 2    |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1557 |  |  |     |  | 1022 |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |     |  | 0.00 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.3  |  |  |     |  | 8.5  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.3 |      |  |  | 8.5 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/McKinney      |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2024                        | North/South Street         | McKinney Road         |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.91                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |



| Vehicle Volumes and Adjustments |           |    |    |   |           |   |    |    |            |   |   |   |            |    |    |    |
|---------------------------------|-----------|----|----|---|-----------|---|----|----|------------|---|---|---|------------|----|----|----|
| Approach                        | Eastbound |    |    |   | Westbound |   |    |    | Northbound |   |   |   | Southbound |    |    |    |
| Movement                        | U         | L  | T  | R | U         | L | T  | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                        | 1U        | 1  | 2  | 3 | 4U        | 4 | 5  | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes                 | 0         | 0  | 1  | 0 | 0         | 0 | 1  | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration                   |           | LT |    |   |           |   |    | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)                  |           | 3  | 40 |   |           |   | 23 | 4  |            |   |   |   |            | 4  |    | 6  |
| Percent Heavy Vehicles (%)      |           | 3  |    |   |           |   |    |    |            |   |   |   |            | 3  |    | 3  |
| Proportion Time Blocked         |           |    |    |   |           |   |    |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)               |           |    |    |   |           |   |    |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized          |           |    |    |   |           |   |    |    |            |   |   |   |            |    |    |    |
| Median Type   Storage           | Undivided |    |    |   |           |   |    |    |            |   |   |   |            |    |    |    |

| Critical and Follow-up Headways |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|---------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)     |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)          |  | 4.13 |  |  |  |  |  |  |  |  |  |  |  | 6.43 |  | 6.23 |
| Base Follow-Up Headway (sec)    |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)         |  | 2.23 |  |  |  |  |  |  |  |  |  |  |  | 3.53 |  | 3.33 |

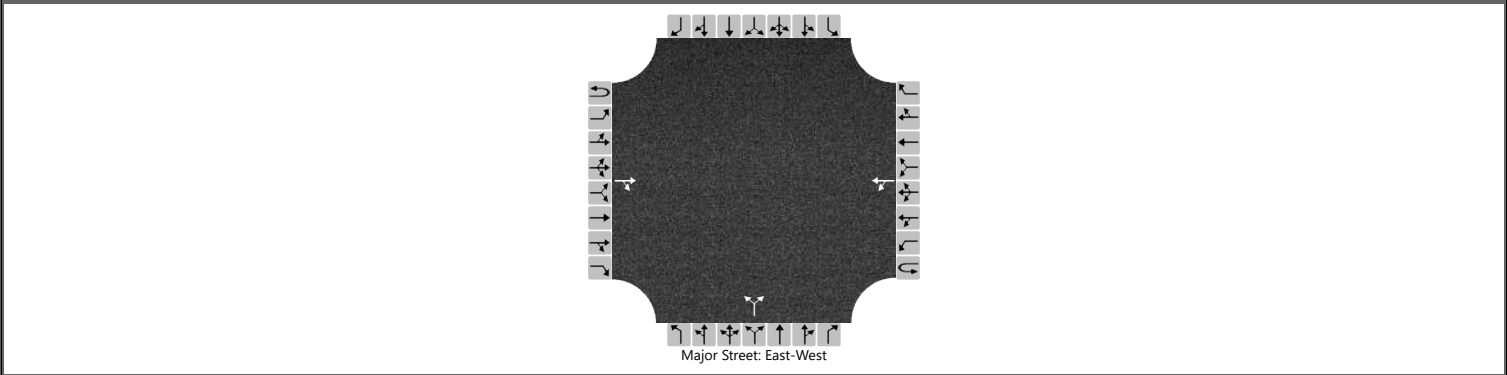
| Delay, Queue Length, and Level of Service |     |      |  |  |   |  |  |  |  |  |  |  |     |  |      |  |
|-------------------------------------------|-----|------|--|--|---|--|--|--|--|--|--|--|-----|--|------|--|
| Flow Rate, v (veh/h)                      |     | 3    |  |  |   |  |  |  |  |  |  |  |     |  | 11   |  |
| Capacity, c (veh/h)                       |     | 1577 |  |  |   |  |  |  |  |  |  |  |     |  | 991  |  |
| v/c Ratio                                 |     | 0.00 |  |  |   |  |  |  |  |  |  |  |     |  | 0.01 |  |
| 95% Queue Length, Q <sub>95</sub> (veh)   |     | 0.0  |  |  |   |  |  |  |  |  |  |  |     |  | 0.0  |  |
| Control Delay (s/veh)                     |     | 7.3  |  |  |   |  |  |  |  |  |  |  |     |  | 8.7  |  |
| Level of Service (LOS)                    |     | A    |  |  |   |  |  |  |  |  |  |  |     |  | A    |  |
| Approach Delay (s/veh)                    | 0.5 |      |  |  |   |  |  |  |  |  |  |  | 8.7 |  |      |  |
| Approach LOS                              | A   |      |  |  | A |  |  |  |  |  |  |  | A   |  |      |  |



# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                         |
|--------------------------|-----------------------------|----------------------------|-------------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Martin Field Ln |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place   |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive           |
| Analysis Year            | 2024                        | North/South Street         | Martin Field Lane       |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.85                    |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                    |
| Project Description      | Martin Airfield Feasibility |                            |                         |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |    |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 39 | 0  |           | 2  | 36 |   |            | 0 |    | 5 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 3  |    |   |            | 3 |    | 3 |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |    |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

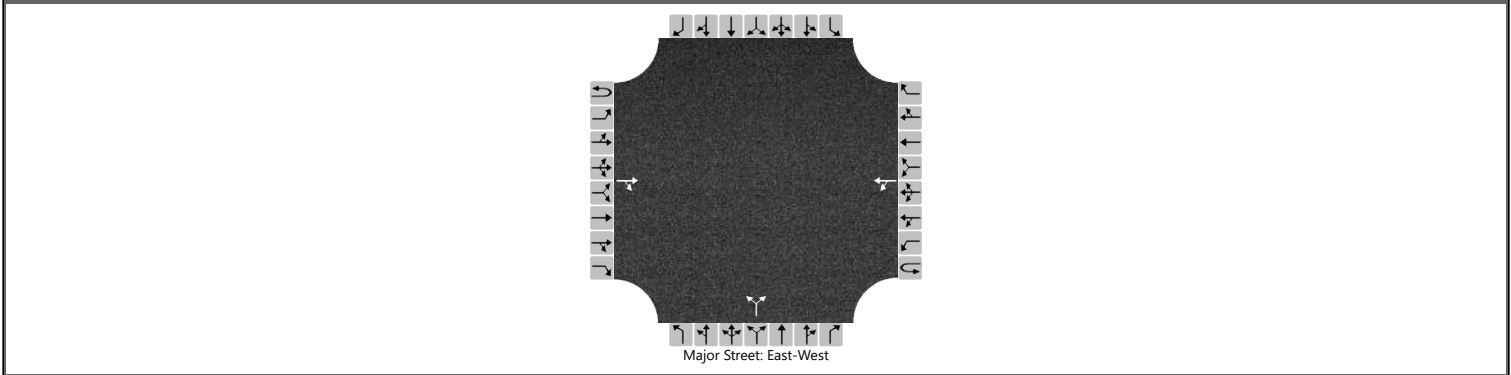
## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 2    |  |  |     |  | 6    |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1556 |  |  |     |  | 1021 |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |     |  | 0.01 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.3  |  |  |     |  | 8.5  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.4 |      |  |  | 8.5 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Homestead     |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2024                        | North/South Street         | Homestead Ave         |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.81                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|----|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |    |   |            |   | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 42 | 5  |           | 40 | 30 |   |            | 5 |    | 34 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 3  |    |   |            | 3 |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |    |   | 0          |   |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

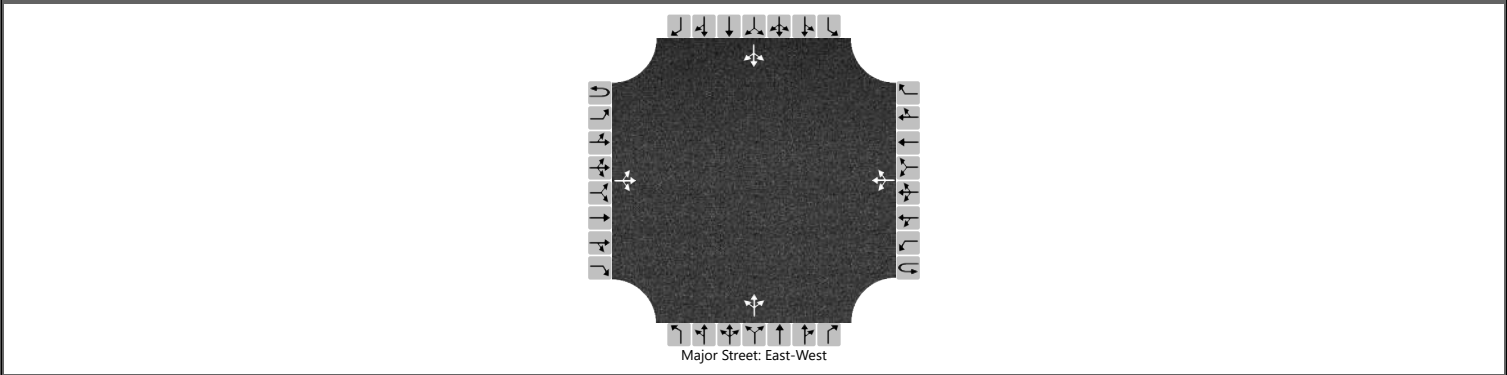
Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 49   |  |  |     |  | 48   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1540 |  |  |     |  | 970  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.03 |  |  |     |  | 0.05 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.1  |  |  |     |  | 0.2  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.4  |  |  |     |  | 8.9  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 4.3 |      |  |  | 8.9 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Hussey        |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2024                        | North/South Street         | Hussey Road           |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.90                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |     |    | Southbound |    |     |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|-----|----|------------|----|-----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T   | R  | U          | L  | T   | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8   | 9  |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1   | 0  |            | 0  | 1   | 0  |
| Configuration              |           |   | LTR |    |           |    | LTR |   |            |    | LTR |    |            |    | LTR |    |
| Volume (veh/h)             |           | 4 | 84  | 43 |           | 62 | 101 | 8 |            | 39 | 14  | 32 |            | 7  | 23  | 2  |
| Percent Heavy Vehicles (%) |           | 3 |     |    |           | 3  |     |   |            | 3  | 3   | 3  |            | 3  | 3   | 3  |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |     |    |            |    |     |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |    |     |    | 0          |    |     |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |    |     |    |            |    |     |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |    |     |    |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |      |  |  |  |      |      |      |  |      |      |      |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  | 4.1  |  |  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  | 4.13 |  |  |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  | 2.2  |  |  |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  | 2.23 |  |  |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |

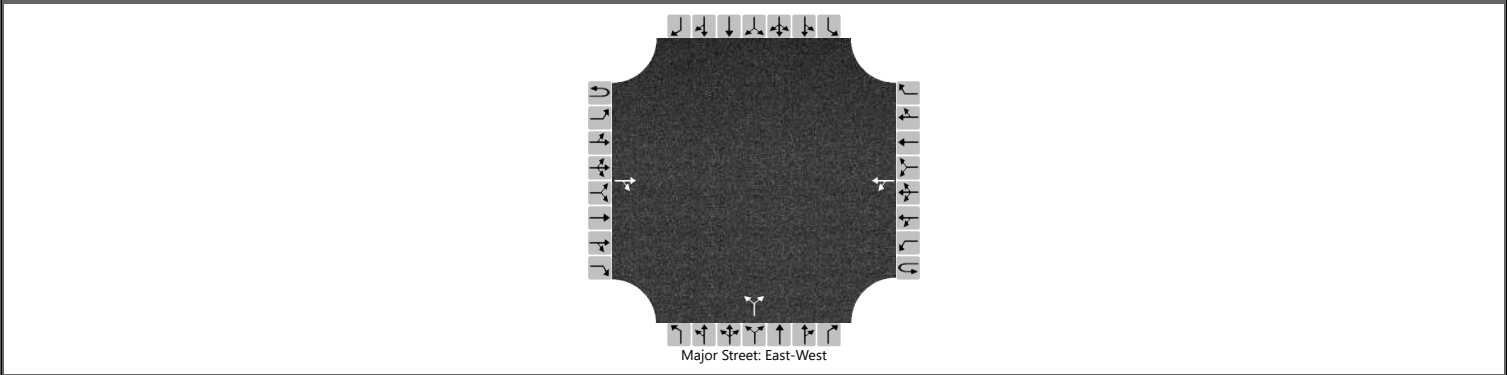
## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |  |      |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|--|------|
| Flow Rate, v (veh/h)                    |     | 4    |  |  |     | 69   |  |  |      |  | 94   |  |      |  |  | 36   |
| Capacity, c (veh/h)                     |     | 1460 |  |  |     | 1436 |  |  |      |  | 622  |  |      |  |  | 518  |
| v/c Ratio                               |     | 0.00 |  |  |     | 0.05 |  |  |      |  | 0.15 |  |      |  |  | 0.07 |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.2  |  |  |      |  | 0.5  |  |      |  |  | 0.2  |
| Control Delay (s/veh)                   |     | 7.5  |  |  |     | 7.6  |  |  |      |  | 11.8 |  |      |  |  | 12.5 |
| Level of Service (LOS)                  |     | A    |  |  |     | A    |  |  |      |  | B    |  |      |  |  | B    |
| Approach Delay (s/veh)                  | 0.3 |      |  |  | 3.0 |      |  |  | 11.8 |  |      |  | 12.5 |  |  |      |
| Approach LOS                            | A   |      |  |  | A   |      |  |  | B    |  |      |  | B    |  |  |      |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Davis         |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2024                        | North/South Street         | Davis Ave             |
| Time Analyzed            | PM Peak Hour                | Peak Hour Factor           | 0.84                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |     |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 124 | 12 |           | 55 | 173 |   |            | 20 |    | 42 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |     |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 65   |  |  |      |  | 74   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1411 |  |  |      |  | 715  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.05 |  |  |      |  | 0.10 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.1  |  |  |      |  | 0.3  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.7  |  |  |      |  | 10.6 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 2.2 |      |  |  | 10.6 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |

Lanes, Volumes, Timings  
3: College Ave & Whitman Dr

02/28/2025

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |  |  |  |                                                                                   |   |  |  |  |  |  |
| Traffic Volume (vph)       | 42                                                                                | 115                                                                               | 44                                                                                | 30                                                                                | 104                                                                               | 14                                                                                | 50                                                                                  | 181                                                                                 | 35                                                                                  | 16                                                                                  | 184                                                                                 | 89                                                                                  |
| Future Volume (vph)        | 42                                                                                | 115                                                                               | 44                                                                                | 30                                                                                | 104                                                                               | 14                                                                                | 50                                                                                  | 181                                                                                 | 35                                                                                  | 16                                                                                  | 184                                                                                 | 89                                                                                  |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (ft)        | 150                                                                               |                                                                                   | 75                                                                                | 145                                                                               |                                                                                   | 0                                                                                 | 100                                                                                 |                                                                                     | 100                                                                                 | 100                                                                                 |                                                                                     | 100                                                                                 |
| Storage Lanes              | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. 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                                                                                |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   | 0.982                                                                             |                                                                                   |                                                                                     |                                                                                     | 0.850                                                                               |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1770                                                                              | 1863                                                                              | 1583                                                                              | 1770                                                                              | 1829                                                                              | 0                                                                                 | 1770                                                                                | 1863                                                                                | 1583                                                                                | 1770                                                                                | 1863                                                                                | 1583                                                                                |
| Flt Permitted              | 0.503                                                                             |                                                                                   |                                                                                   | 0.671                                                                             |                                                                                   |                                                                                   | 0.602                                                                               |                                                                                     |                                                                                     | 0.634                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 937                                                                               | 1863                                                                              | 1583                                                                              | 1250                                                                              | 1829                                                                              | 0                                                                                 | 1121                                                                                | 1863                                                                                | 1583                                                                                | 1181                                                                                | 1863                                                                                | 1583                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 120                                                                               |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     |                                                                                     | 120                                                                                 |                                                                                     |                                                                                     | 120                                                                                 |
| Link Speed (mph)           |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 667                                                                               |                                                                                   |                                                                                   | 695                                                                               |                                                                                   |                                                                                     | 651                                                                                 |                                                                                     |                                                                                     | 629                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 18.2                                                                              |                                                                                   |                                                                                   | 19.0                                                                              |                                                                                   |                                                                                     | 17.8                                                                                |                                                                                     |                                                                                     | 17.2                                                                                |                                                                                     |
| 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                                                                                |
| Adj. Flow (vph)            | 46                                                                                | 125                                                                               | 48                                                                                | 33                                                                                | 113                                                                               | 15                                                                                | 54                                                                                  | 197                                                                                 | 38                                                                                  | 17                                                                                  | 200                                                                                 | 97                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 46                                                                                | 125                                                                               | 48                                                                                | 33                                                                                | 128                                                                               | 0                                                                                 | 54                                                                                  | 197                                                                                 | 38                                                                                  | 17                                                                                  | 200                                                                                 | 97                                                                                  |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                                | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     | 12                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway 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                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   |
| Detector Template          | Left                                                                              | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                | Right                                                                               |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 | 20                                                                                  |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 | 20                                                                                | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   | 20                                                                                  | 20                                                                                  | 6                                                                                   | 20                                                                                  |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | 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                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                               | NA                                                                                  | Perm                                                                                | pm+pt                                                                               | NA                                                                                  | Perm                                                                                |
| Protected Phases           | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                   | 4                                                                                   |                                                                                     | 3                                                                                   | 8                                                                                   |                                                                                     |
| Permitted Phases           | 6                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                   |                                                                                     | 4                                                                                   | 8                                                                                   |                                                                                     | 8                                                                                   |

Existing 6:07 pm 02/27/2025 Baseline

Synchro 12 Report  
Page 1



Lanes, Volumes, Timings  
3: College Ave & Whitman Dr

02/28/2025

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Detector Phase          | 1                                                                                 | 6                                                                                 | 6                                                                                 | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                   | 4                                                                                   | 4                                                                                   | 3                                                                                   | 8                                                                                   | 8                                                                                   |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 4.0                                                                               | 8.0                                                                               | 8.0                                                                               | 4.0                                                                               | 8.0                                                                               |                                                                                   | 4.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 | 4.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 |
| Minimum Split (s)       | 9.5                                                                               | 27.7                                                                              | 27.7                                                                              | 9.5                                                                               | 30.8                                                                              |                                                                                   | 9.5                                                                                 | 30.8                                                                                | 30.8                                                                                | 9.5                                                                                 | 27.7                                                                                | 27.7                                                                                |
| Total Split (s)         | 15.0                                                                              | 45.0                                                                              | 45.0                                                                              | 15.0                                                                              | 45.0                                                                              |                                                                                   | 15.0                                                                                | 45.0                                                                                | 45.0                                                                                | 15.0                                                                                | 45.0                                                                                | 45.0                                                                                |
| Total Split (%)         | 12.5%                                                                             | 37.5%                                                                             | 37.5%                                                                             | 12.5%                                                                             | 37.5%                                                                             |                                                                                   | 12.5%                                                                               | 37.5%                                                                               | 37.5%                                                                               | 12.5%                                                                               | 37.5%                                                                               | 37.5%                                                                               |
| Maximum Green (s)       | 9.8                                                                               | 39.3                                                                              | 39.3                                                                              | 9.8                                                                               | 39.2                                                                              |                                                                                   | 9.8                                                                                 | 39.2                                                                                | 39.2                                                                                | 9.8                                                                                 | 39.3                                                                                | 39.3                                                                                |
| Yellow Time (s)         | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| All-Red Time (s)        | 2.2                                                                               | 2.7                                                                               | 2.7                                                                               | 2.2                                                                               | 2.8                                                                               |                                                                                   | 2.2                                                                                 | 2.8                                                                                 | 2.8                                                                                 | 2.2                                                                                 | 2.7                                                                                 | 2.7                                                                                 |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)     | 5.2                                                                               | 5.7                                                                               | 5.7                                                                               | 5.2                                                                               | 5.8                                                                               |                                                                                   | 5.2                                                                                 | 5.8                                                                                 | 5.8                                                                                 | 5.2                                                                                 | 5.7                                                                                 | 5.7                                                                                 |
| Lead/Lag                | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                                | Lag                                                                                 | Lag                                                                                 | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| Recall Mode             | None                                                                              | Min                                                                               | Min                                                                               | None                                                                              | Min                                                                               |                                                                                   | None                                                                                | C-Max                                                                               | C-Max                                                                               | None                                                                                | C-Max                                                                               | C-Max                                                                               |
| Walk Time (s)           |                                                                                   | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                               |                                                                                   |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |
| Flash Don't Walk (s)    |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                   | 11.0                                                                              |                                                                                   |                                                                                     | 11.0                                                                                | 11.0                                                                                |                                                                                     | 11.0                                                                                | 11.0                                                                                |
| Pedestrian Calls (#/hr) |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |
| Act Effect Green (s)    | 22.3                                                                              | 16.4                                                                              | 16.4                                                                              | 20.2                                                                              | 13.4                                                                              |                                                                                   | 83.2                                                                                | 79.4                                                                                | 79.4                                                                                | 79.6                                                                                | 74.3                                                                                | 74.3                                                                                |
| Actuated g/C Ratio      | 0.19                                                                              | 0.14                                                                              | 0.14                                                                              | 0.17                                                                              | 0.11                                                                              |                                                                                   | 0.69                                                                                | 0.66                                                                                | 0.66                                                                                | 0.66                                                                                | 0.62                                                                                | 0.62                                                                                |
| v/c Ratio               | 0.20                                                                              | 0.49                                                                              | 0.15                                                                              | 0.14                                                                              | 0.61                                                                              |                                                                                   | 0.07                                                                                | 0.16                                                                                | 0.03                                                                                | 0.02                                                                                | 0.17                                                                                | 0.09                                                                                |
| Control Delay (s/veh)   | 36.7                                                                              | 54.2                                                                              | 1.0                                                                               | 35.5                                                                              | 60.2                                                                              |                                                                                   | 7.5                                                                                 | 10.7                                                                                | 0.1                                                                                 | 7.7                                                                                 | 12.8                                                                                | 1.7                                                                                 |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     | 36.7                                                                              | 54.2                                                                              | 1.0                                                                               | 35.5                                                                              | 60.2                                                                              |                                                                                   | 7.5                                                                                 | 10.7                                                                                | 0.1                                                                                 | 7.7                                                                                 | 12.8                                                                                | 1.7                                                                                 |
| LOS                     | D                                                                                 | D                                                                                 | A                                                                                 | D                                                                                 | E                                                                                 |                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   |
| Approach Delay (s/veh)  |                                                                                   | 38.9                                                                              |                                                                                   |                                                                                   | 55.1                                                                              |                                                                                   |                                                                                     | 8.7                                                                                 |                                                                                     |                                                                                     | 9.1                                                                                 |                                                                                     |
| Approach LOS            |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 60.7 (51%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay (s/veh): 23.2

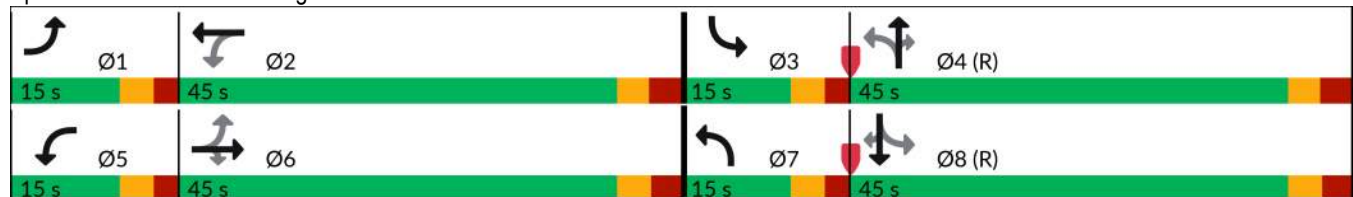
Intersection LOS: C

Intersection Capacity Utilization 35.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: College Ave & Whitman Dr



## Queues

3: College Ave &amp; Whitman Dr

02/28/2025



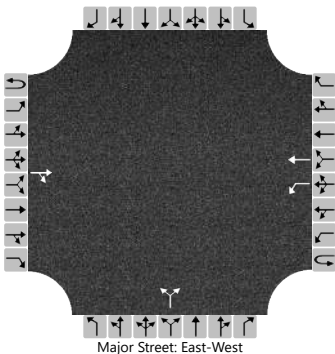
| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 46   | 125  | 48   | 33   | 128  | 54   | 197  | 38   | 17   | 200  | 97   |
| v/c Ratio               | 0.20 | 0.49 | 0.15 | 0.14 | 0.61 | 0.07 | 0.16 | 0.03 | 0.02 | 0.17 | 0.09 |
| Control Delay (s/veh)   | 36.7 | 54.2 | 1.0  | 35.5 | 60.2 | 7.5  | 10.7 | 0.1  | 7.7  | 12.8 | 1.7  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 36.7 | 54.2 | 1.0  | 35.5 | 60.2 | 7.5  | 10.7 | 0.1  | 7.7  | 12.8 | 1.7  |
| Queue Length 50th (ft)  | 28   | 93   | 0    | 20   | 91   | 12   | 49   | 0    | 4    | 68   | 0    |
| Queue Length 95th (ft)  | 56   | 150  | 0    | 45   | 150  | 31   | 122  | 0    | 14   | 128  | 18   |
| Internal Link Dist (ft) |      | 587  |      |      | 615  |      | 571  |      |      | 549  |      |
| Turn Bay Length (ft)    | 150  |      | 75   | 145  |      | 100  |      | 100  | 100  |      | 100  |
| Base Capacity (vph)     | 247  | 610  | 599  | 272  | 601  | 837  | 1233 | 1088 | 861  | 1154 | 1026 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.19 | 0.20 | 0.08 | 0.12 | 0.21 | 0.06 | 0.16 | 0.03 | 0.02 | 0.17 | 0.09 |

## Intersection Summary

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           | 2045 No-Build Capacity Analysis |
|--------------------------|-----------------------------|----------------------------|---------------------------------|
| Analyst                  | Montgomery                  | Intersection               | Old US 12/Last Chance           |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place           |
| Date Performed           | 2/27/2025                   | East/West Street           | Old US 12                       |
| Analysis Year            | 2045                        | North/South Street         | Last Chance Road                |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.92                            |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                            |
| Project Description      | Martin Airfield Feasibility |                            |                                 |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |    |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T  | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5  | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 1  | 1  | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | L  | T  |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 115 | 83 |           | 30 | 79 |   |            | 39 |    | 20 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |    |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |    |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

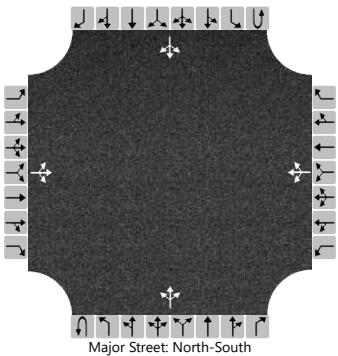
Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 33   |  |  |      |  | 64   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1349 |  |  |      |  | 714  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.02 |  |  |      |  | 0.09 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.1  |  |  |      |  | 0.3  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.7  |  |  |      |  | 10.5 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 2.1 |      |  |  | 10.5 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Last Chance/Whitman   |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/2025                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Last Chance Road      |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.91                  |
| Intersection Orientation | North-South                 | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |    |     |    | Northbound |   |     |    | Southbound |    |     |   |
|----------------------------|-----------|----|-----|----|-----------|----|-----|----|------------|---|-----|----|------------|----|-----|---|
| Movement                   | U         | L  | T   | R  | U         | L  | T   | R  | U          | L | T   | R  | U          | L  | T   | R |
| Priority                   |           | 10 | 11  | 12 |           | 7  | 8   | 9  | 1U         | 1 | 2   | 3  | 4U         | 4  | 5   | 6 |
| Number of Lanes            |           | 0  | 1   | 0  |           | 0  | 1   | 0  | 0          | 0 | 1   | 0  | 0          | 0  | 1   | 0 |
| Configuration              |           |    | LTR |    |           |    | LTR |    |            |   | LTR |    |            |    | LTR |   |
| Volume (veh/h)             |           | 0  | 2   | 2  |           | 30 | 0   | 11 |            | 0 | 47  | 38 |            | 20 | 92  | 5 |
| Percent Heavy Vehicles (%) |           | 3  | 3   | 3  |           | 3  | 3   | 3  |            | 3 |     |    |            | 3  |     |   |
| Proportion Time Blocked    |           |    |     |    |           |    |     |    |            |   |     |    |            |    |     |   |
| Percent Grade (%)          | 0         |    |     |    | 0         |    |     |    |            |   |     |    |            |    |     |   |
| Right Turn Channelized     |           |    |     |    |           |    |     |    |            |   |     |    |            |    |     |   |
| Median Type   Storage      | Undivided |    |     |    |           |    |     |    |            |   |     |    |            |    |     |   |

Critical and Follow-up Headways

|                              |  |      |      |      |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|------|------|------|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |  | 4.13 |  |  |  | 4.13 |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |  | 2.23 |  |  |  | 2.23 |  |  |

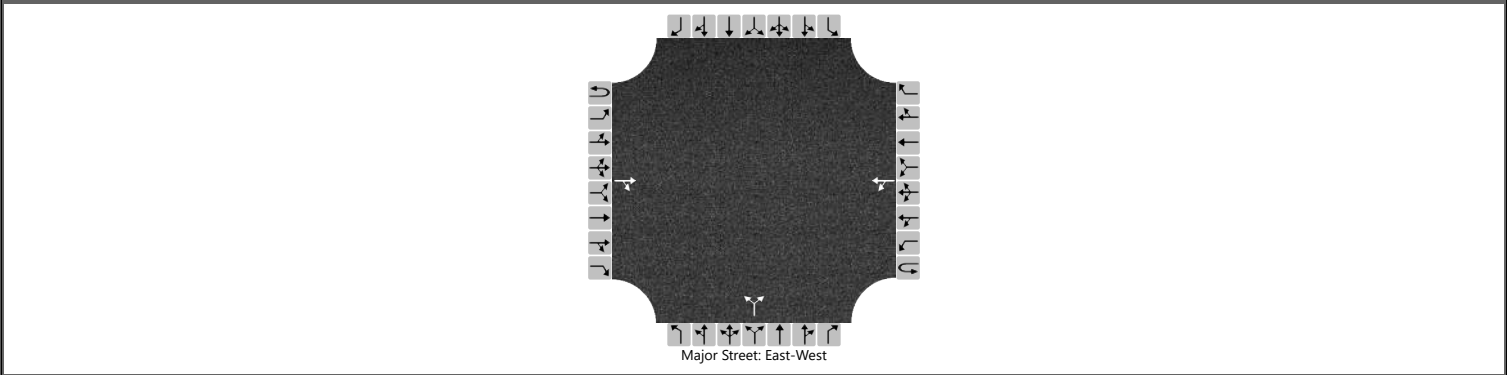
Delay, Queue Length, and Level of Service

|                                         |     |  |      |  |     |      |  |  |     |      |  |  |     |      |  |  |
|-----------------------------------------|-----|--|------|--|-----|------|--|--|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |     |  | 4    |  |     | 45   |  |  |     | 0    |  |  |     | 22   |  |  |
| Capacity, c (veh/h)                     |     |  | 770  |  |     | 775  |  |  |     | 1478 |  |  |     | 1495 |  |  |
| v/c Ratio                               |     |  | 0.01 |  |     | 0.06 |  |  |     | 0.00 |  |  |     | 0.01 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     |  | 0.0  |  |     | 0.2  |  |  |     | 0.0  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                   |     |  | 9.7  |  |     | 9.9  |  |  |     | 7.4  |  |  |     | 7.4  |  |  |
| Level of Service (LOS)                  |     |  | A    |  |     | A    |  |  |     | A    |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  | 9.7 |  |      |  | 9.9 |      |  |  | 0.0 |      |  |  | 1.4 |      |  |  |
| Approach LOS                            | A   |  |      |  | A   |      |  |  |     |      |  |  |     |      |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Hampton       |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Hampton Lane          |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.89                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |    |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 61 | 0  |           | 2  | 42 |   |            | 0 |    | 3 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 3  |    |   |            | 3 |    | 3 |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |    |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

## Delay, Queue Length, and Level of Service

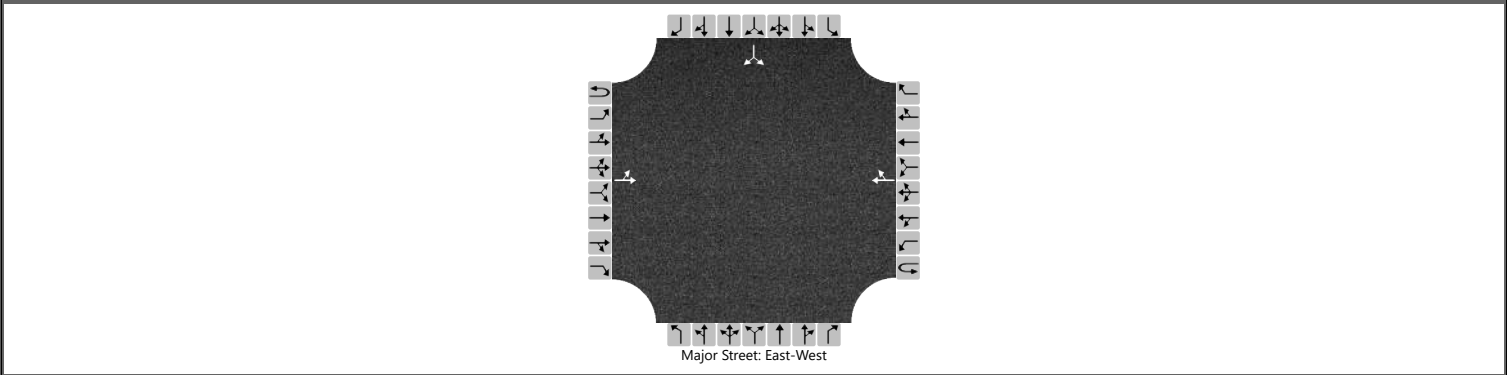
|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 2    |  |  |     |  | 3    |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1526 |  |  |     |  | 992  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |     |  | 0.00 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.4  |  |  |     |  | 8.6  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.3 |      |  |  | 8.6 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |



# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/McKinney      |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/25                     | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | McKinney Road         |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.91                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |   | Westbound |   |    |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|----|---|-----------|---|----|----|------------|---|---|---|------------|----|----|----|
| Movement                   | U         | L  | T  | R | U         | L | T  | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1  | 2  | 3 | 4U        | 4 | 5  | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1  | 0 | 0         | 0 | 1  | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT |    |   |           |   |    | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 5  | 61 |   |           |   | 35 | 6  |            |   |   |   |            | 6  |    | 9  |
| Percent Heavy Vehicles (%) |           | 3  |    |   |           |   |    |    |            |   |   |   |            | 3  |    | 3  |
| Proportion Time Blocked    |           |    |    |   |           |   |    |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |    |   |           |   |    |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized     |           |    |    |   |           |   |    |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |    |    |   |           |   |    |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  |  |  |  |  |  |  |  |  | 6.43 |  | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  |  |  |  |  |  |  |  |  | 3.53 |  | 3.33 |

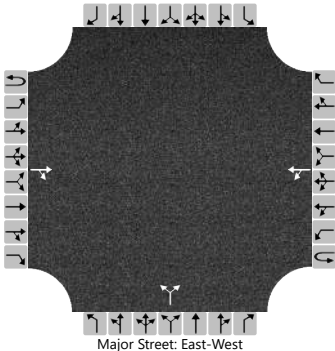
## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |  |  |  |  |  |  |  |  |     |  |      |  |
|-----------------------------------------|-----|------|--|--|--|--|--|--|--|--|--|--|-----|--|------|--|
| Flow Rate, v (veh/h)                    |     | 5    |  |  |  |  |  |  |  |  |  |  |     |  | 16   |  |
| Capacity, c (veh/h)                     |     | 1557 |  |  |  |  |  |  |  |  |  |  |     |  | 958  |  |
| v/c Ratio                               |     | 0.00 |  |  |  |  |  |  |  |  |  |  |     |  | 0.02 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |  |  |  |  |  |  |  |  |     |  | 0.1  |  |
| Control Delay (s/veh)                   |     | 7.3  |  |  |  |  |  |  |  |  |  |  |     |  | 8.8  |  |
| Level of Service (LOS)                  |     | A    |  |  |  |  |  |  |  |  |  |  |     |  | A    |  |
| Approach Delay (s/veh)                  | 0.6 |      |  |  |  |  |  |  |  |  |  |  | 8.8 |  |      |  |
| Approach LOS                            |     |      |  |  |  |  |  |  |  |  |  |  | A   |  |      |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                         |
|--------------------------|-----------------------------|----------------------------|-------------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Martin Field Ln |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place   |
| Date Performed           | 2/27/2025                   | East/West Street           | Whitman Drive           |
| Analysis Year            | 2045                        | North/South Street         | Martin Field Lane       |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.85                    |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                    |
| Project Description      | Martin Airfield Feasibility |                            |                         |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |    |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 59 | 0  |           | 3  | 55 |   |            | 0 |    | 8 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 3  |    |   |            | 3 |    | 3 |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |    |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |    |   |            |   |    |   |            |    |    |    |

Critical and Follow-up Headways

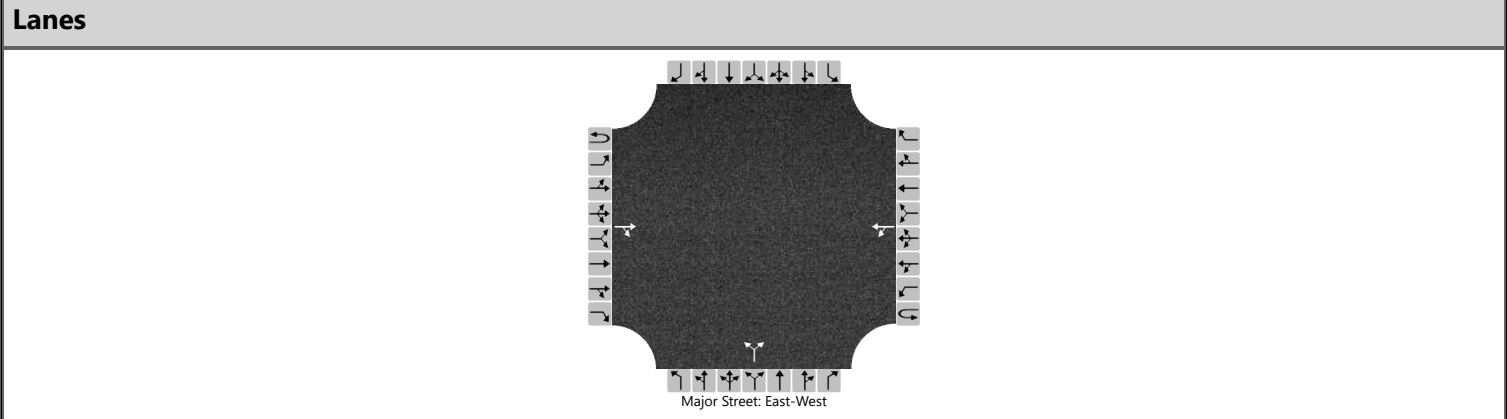
|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 4    |  |  |     |  | 9    |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1525 |  |  |     |  | 991  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |     |  | 0.01 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.4  |  |  |     |  | 8.7  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.4 |      |  |  | 8.7 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Homestead     |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/2025                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Homestead Ave         |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.81                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |



| Vehicle Volumes and Adjustments |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
|---------------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|----|------------|----|----|----|
| Approach                        | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |    | Southbound |    |    |    |
| Movement                        | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R  | U          | L  | T  | R  |
| Priority                        | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes                 | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0  |            | 0  | 0  | 0  |
| Configuration                   |           |   |    | TR |           | LT |    |   |            |   | LR |    |            |    |    |    |
| Volume (veh/h)                  |           |   | 64 | 8  |           | 61 | 45 |   |            | 8 |    | 52 |            |    |    |    |
| Percent Heavy Vehicles (%)      |           |   |    |    |           | 3  |    |   |            | 3 |    | 3  |            |    |    |    |
| Proportion Time Blocked         |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Percent Grade (%)               |           |   |    |    |           |    |    |   | 0          |   |    |    |            |    |    |    |
| Right Turn Channelized          |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Median Type   Storage           | Undivided |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |

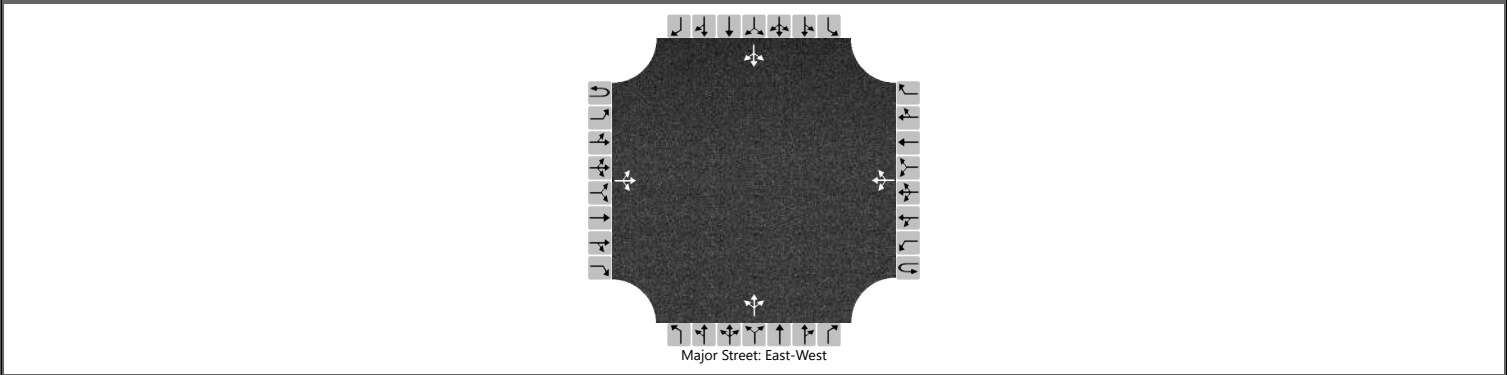
| Critical and Follow-up Headways |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|---------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)     |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)          |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec)    |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)         |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

| Delay, Queue Length, and Level of Service |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-------------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                      |  |  |  |  |     | 75   |  |  |     |  | 74   |  |  |  |  |  |
| Capacity, c (veh/h)                       |  |  |  |  |     | 1500 |  |  |     |  | 915  |  |  |  |  |  |
| v/c Ratio                                 |  |  |  |  |     | 0.05 |  |  |     |  | 0.08 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh)   |  |  |  |  |     | 0.2  |  |  |     |  | 0.3  |  |  |  |  |  |
| Control Delay (s/veh)                     |  |  |  |  |     | 7.5  |  |  |     |  | 9.3  |  |  |  |  |  |
| Level of Service (LOS)                    |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                    |  |  |  |  | 4.5 |      |  |  | 9.3 |  |      |  |  |  |  |  |
| Approach LOS                              |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Hussey        |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Hussey Road           |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.90                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |    | Northbound |    |     |    | Southbound |    |     |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|----|------------|----|-----|----|------------|----|-----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R  | U          | L  | T   | R  | U          | L  | T   | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6  |            | 7  | 8   | 9  |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0  |            | 0  | 1   | 0  |            | 0  | 1   | 0  |
| Configuration              |           |   | LTR |    |           |    | LTR |    |            |    | LTR |    |            |    | LTR |    |
| Volume (veh/h)             |           | 6 | 127 | 64 |           | 94 | 153 | 12 |            | 59 | 21  | 49 |            | 11 | 35  | 3  |
| Percent Heavy Vehicles (%) |           | 3 |     |    |           | 3  |     |    |            | 3  | 3   | 3  |            | 3  | 3   | 3  |
| Proportion Time Blocked    |           |   |     |    |           |    |     |    |            |    |     |    |            |    |     |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |    | 0          |    |     |    | 0          |    |     |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |    |            |    |     |    |            |    |     |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |    |            |    |     |    |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |      |  |  |  |      |      |      |  |      |      |      |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  | 4.1  |  |  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  | 4.13 |  |  |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  | 2.2  |  |  |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  | 2.23 |  |  |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |

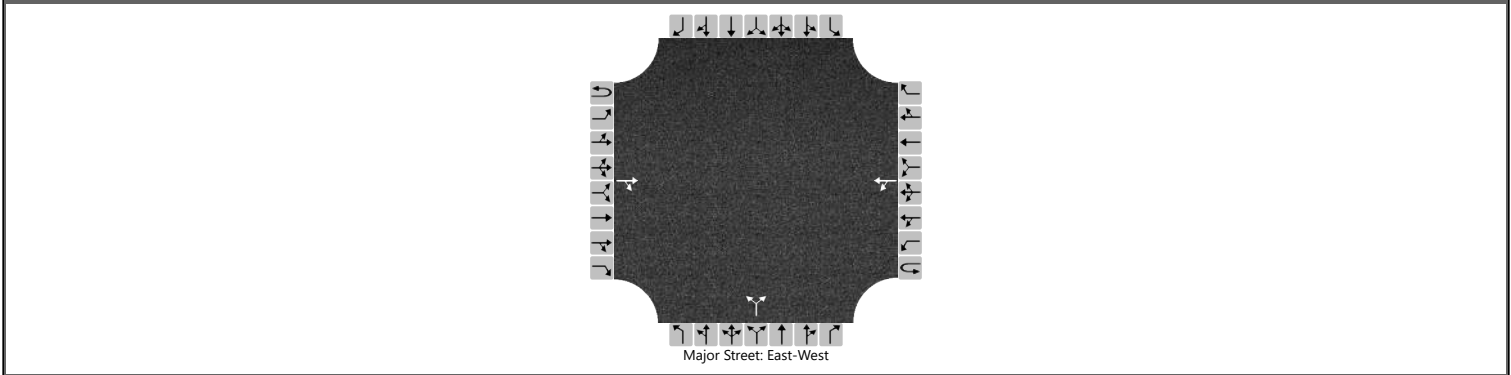
## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 7    |  |  |     | 104  |  |  |      |  | 143  |  |      |  | 54   |  |
| Capacity, c (veh/h)                     |     | 1386 |  |  |     | 1352 |  |  |      |  | 463  |  |      |  | 374  |  |
| v/c Ratio                               |     | 0.00 |  |  |     | 0.08 |  |  |      |  | 0.31 |  |      |  | 0.15 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.3  |  |  |      |  | 1.3  |  |      |  | 0.5  |  |
| Control Delay (s/veh)                   |     | 7.6  |  |  |     | 7.9  |  |  |      |  | 16.2 |  |      |  | 16.2 |  |
| Level of Service (LOS)                  |     | A    |  |  |     | A    |  |  |      |  | C    |  |      |  | C    |  |
| Approach Delay (s/veh)                  | 0.3 |      |  |  | 3.3 |      |  |  | 16.2 |  |      |  | 16.2 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | C    |  |      |  | C    |  |      |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Davis         |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/25                     | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Davis Ave             |
| Time Analyzed            | PM Peak Hour No-Build       | Peak Hour Factor           | 0.84                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |     |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 188 | 18 |           | 83 | 262 |   |            | 30 |    | 64 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |     |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 99   |  |  |      |  | 112  |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1315 |  |  |      |  | 565  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.08 |  |  |      |  | 0.20 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.2  |  |  |      |  | 0.7  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 8.0  |  |  |      |  | 12.9 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 2.5 |      |  |  | 12.9 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |



Lanes, Volumes, Timings  
3: College Ave & Whitman Dr

02/28/2025

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |  |  |  |                                                                                   |   |  |  |  |  |  |
| Traffic Volume (vph)       | 64                                                                                | 174                                                                               | 67                                                                                | 45                                                                                | 158                                                                               | 21                                                                                | 76                                                                                  | 274                                                                                 | 53                                                                                  | 24                                                                                  | 279                                                                                 | 135                                                                                 |
| Future Volume (vph)        | 64                                                                                | 174                                                                               | 67                                                                                | 45                                                                                | 158                                                                               | 21                                                                                | 76                                                                                  | 274                                                                                 | 53                                                                                  | 24                                                                                  | 279                                                                                 | 135                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (ft)        | 150                                                                               |                                                                                   | 75                                                                                | 145                                                                               |                                                                                   | 0                                                                                 | 100                                                                                 |                                                                                     | 100                                                                                 | 100                                                                                 |                                                                                     | 100                                                                                 |
| Storage Lanes              | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. 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                                                                                |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   | 0.982                                                                             |                                                                                   |                                                                                     |                                                                                     | 0.850                                                                               |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1770                                                                              | 1863                                                                              | 1583                                                                              | 1770                                                                              | 1829                                                                              | 0                                                                                 | 1770                                                                                | 1863                                                                                | 1583                                                                                | 1770                                                                                | 1863                                                                                | 1583                                                                                |
| Flt Permitted              | 0.387                                                                             |                                                                                   |                                                                                   | 0.443                                                                             |                                                                                   |                                                                                   | 0.510                                                                               |                                                                                     |                                                                                     | 0.563                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 721                                                                               | 1863                                                                              | 1583                                                                              | 825                                                                               | 1829                                                                              | 0                                                                                 | 950                                                                                 | 1863                                                                                | 1583                                                                                | 1049                                                                                | 1863                                                                                | 1583                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 120                                                                               |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     |                                                                                     | 120                                                                                 |                                                                                     |                                                                                     | 120                                                                                 |
| Link Speed (mph)           |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 667                                                                               |                                                                                   |                                                                                   | 695                                                                               |                                                                                   |                                                                                     | 651                                                                                 |                                                                                     |                                                                                     | 629                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 18.2                                                                              |                                                                                   |                                                                                   | 19.0                                                                              |                                                                                   |                                                                                     | 17.8                                                                                |                                                                                     |                                                                                     | 17.2                                                                                |                                                                                     |
| 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                                                                                |
| Adj. Flow (vph)            | 70                                                                                | 189                                                                               | 73                                                                                | 49                                                                                | 172                                                                               | 23                                                                                | 83                                                                                  | 298                                                                                 | 58                                                                                  | 26                                                                                  | 303                                                                                 | 147                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 70                                                                                | 189                                                                               | 73                                                                                | 49                                                                                | 195                                                                               | 0                                                                                 | 83                                                                                  | 298                                                                                 | 58                                                                                  | 26                                                                                  | 303                                                                                 | 147                                                                                 |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                                | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     | 12                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway 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                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   |
| Detector Template          | Left                                                                              | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                | Right                                                                               |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 | 20                                                                                  |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 | 20                                                                                | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   | 20                                                                                  | 20                                                                                  | 6                                                                                   | 20                                                                                  |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | 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                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                               | NA                                                                                  | Perm                                                                                | pm+pt                                                                               | NA                                                                                  | Perm                                                                                |
| Protected Phases           | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                   | 4                                                                                   |                                                                                     | 3                                                                                   | 8                                                                                   |                                                                                     |
| Permitted Phases           | 6                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                   |                                                                                     | 4                                                                                   | 8                                                                                   |                                                                                     | 8                                                                                   |

Lanes, Volumes, Timings  
3: College Ave & Whitman Dr

02/28/2025

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Detector Phase          | 1                                                                                 | 6                                                                                 | 6                                                                                 | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                   | 4                                                                                   | 4                                                                                   | 3                                                                                   | 8                                                                                   | 8                                                                                   |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 4.0                                                                               | 8.0                                                                               | 8.0                                                                               | 4.0                                                                               | 8.0                                                                               |                                                                                   | 4.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 | 4.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 |
| Minimum Split (s)       | 9.5                                                                               | 27.7                                                                              | 27.7                                                                              | 9.5                                                                               | 30.8                                                                              |                                                                                   | 9.5                                                                                 | 30.8                                                                                | 30.8                                                                                | 9.5                                                                                 | 27.7                                                                                | 27.7                                                                                |
| Total Split (s)         | 15.0                                                                              | 45.0                                                                              | 45.0                                                                              | 15.0                                                                              | 45.0                                                                              |                                                                                   | 15.0                                                                                | 45.0                                                                                | 45.0                                                                                | 15.0                                                                                | 45.0                                                                                | 45.0                                                                                |
| Total Split (%)         | 12.5%                                                                             | 37.5%                                                                             | 37.5%                                                                             | 12.5%                                                                             | 37.5%                                                                             |                                                                                   | 12.5%                                                                               | 37.5%                                                                               | 37.5%                                                                               | 12.5%                                                                               | 37.5%                                                                               | 37.5%                                                                               |
| Maximum Green (s)       | 9.8                                                                               | 39.3                                                                              | 39.3                                                                              | 9.8                                                                               | 39.2                                                                              |                                                                                   | 9.8                                                                                 | 39.2                                                                                | 39.2                                                                                | 9.8                                                                                 | 39.3                                                                                | 39.3                                                                                |
| Yellow Time (s)         | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| All-Red Time (s)        | 2.2                                                                               | 2.7                                                                               | 2.7                                                                               | 2.2                                                                               | 2.8                                                                               |                                                                                   | 2.2                                                                                 | 2.8                                                                                 | 2.8                                                                                 | 2.2                                                                                 | 2.7                                                                                 | 2.7                                                                                 |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)     | 5.2                                                                               | 5.7                                                                               | 5.7                                                                               | 5.2                                                                               | 5.8                                                                               |                                                                                   | 5.2                                                                                 | 5.8                                                                                 | 5.8                                                                                 | 5.2                                                                                 | 5.7                                                                                 | 5.7                                                                                 |
| Lead/Lag                | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                                | Lag                                                                                 | Lag                                                                                 | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| Recall Mode             | None                                                                              | Min                                                                               | Min                                                                               | None                                                                              | Min                                                                               |                                                                                   | None                                                                                | C-Max                                                                               | C-Max                                                                               | None                                                                                | C-Max                                                                               | C-Max                                                                               |
| Walk Time (s)           |                                                                                   | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                               |                                                                                   |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |
| Flash Don't Walk (s)    |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                   | 11.0                                                                              |                                                                                   |                                                                                     | 11.0                                                                                | 11.0                                                                                |                                                                                     | 11.0                                                                                | 11.0                                                                                |
| Pedestrian Calls (#/hr) |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |
| Act Effect Green (s)    | 26.5                                                                              | 18.6                                                                              | 18.6                                                                              | 25.2                                                                              | 17.9                                                                              |                                                                                   | 77.7                                                                                | 71.9                                                                                | 71.9                                                                                | 74.0                                                                                | 68.4                                                                                | 68.4                                                                                |
| Actuated g/C Ratio      | 0.22                                                                              | 0.16                                                                              | 0.16                                                                              | 0.21                                                                              | 0.15                                                                              |                                                                                   | 0.65                                                                                | 0.60                                                                                | 0.60                                                                                | 0.62                                                                                | 0.57                                                                                | 0.57                                                                                |
| v/c Ratio               | 0.30                                                                              | 0.65                                                                              | 0.21                                                                              | 0.21                                                                              | 0.70                                                                              |                                                                                   | 0.12                                                                                | 0.27                                                                                | 0.06                                                                                | 0.04                                                                                | 0.29                                                                                | 0.15                                                                                |
| Control Delay (s/veh)   | 35.0                                                                              | 57.9                                                                              | 2.7                                                                               | 32.7                                                                              | 60.2                                                                              |                                                                                   | 9.7                                                                                 | 15.4                                                                                | 0.1                                                                                 | 9.9                                                                                 | 17.3                                                                                | 5.2                                                                                 |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     | 35.0                                                                              | 57.9                                                                              | 2.7                                                                               | 32.7                                                                              | 60.2                                                                              |                                                                                   | 9.7                                                                                 | 15.4                                                                                | 0.1                                                                                 | 9.9                                                                                 | 17.3                                                                                | 5.2                                                                                 |
| LOS                     | D                                                                                 | E                                                                                 | A                                                                                 | C                                                                                 | E                                                                                 |                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   |
| Approach Delay (s/veh)  |                                                                                   | 41.0                                                                              |                                                                                   |                                                                                   | 54.7                                                                              |                                                                                   |                                                                                     | 12.3                                                                                |                                                                                     |                                                                                     | 13.2                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 60.7 (51%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay (s/veh): 25.9

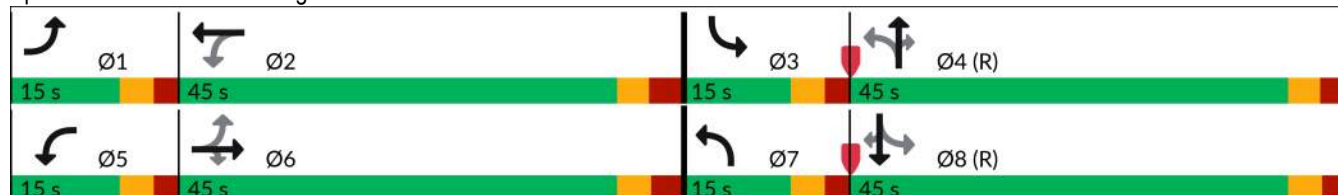
Intersection LOS: C

Intersection Capacity Utilization 50.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: College Ave & Whitman Dr



## Queues

3: College Ave &amp; Whitman Dr

02/28/2025



| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 70   | 189  | 73   | 49   | 195  | 83   | 298  | 58   | 26   | 303  | 147  |
| v/c Ratio               | 0.30 | 0.65 | 0.21 | 0.21 | 0.70 | 0.12 | 0.27 | 0.06 | 0.04 | 0.29 | 0.15 |
| Control Delay (s/veh)   | 35.0 | 57.9 | 2.7  | 32.7 | 60.2 | 9.7  | 15.4 | 0.1  | 9.9  | 17.3 | 5.2  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 35.0 | 57.9 | 2.7  | 32.7 | 60.2 | 9.7  | 15.4 | 0.1  | 9.9  | 17.3 | 5.2  |
| Queue Length 50th (ft)  | 41   | 138  | 0    | 28   | 141  | 23   | 121  | 0    | 7    | 127  | 10   |
| Queue Length 95th (ft)  | 73   | 207  | 9    | 55   | 209  | 50   | 209  | 0    | 21   | 222  | 49   |
| Internal Link Dist (ft) |      | 587  |      |      | 615  |      | 571  |      |      | 549  |      |
| Turn Bay Length (ft)    | 150  |      | 75   | 145  |      | 100  |      | 100  | 100  |      | 100  |
| Base Capacity (vph)     | 247  | 610  | 599  | 258  | 601  | 688  | 1116 | 996  | 729  | 1061 | 953  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.28 | 0.31 | 0.12 | 0.19 | 0.32 | 0.12 | 0.27 | 0.06 | 0.04 | 0.29 | 0.15 |

## Intersection Summary

### Martin Field Trip Generation

| Area           | Total Acres  | Bldg. SF<br>(1,000 SF) | PM Peak Hour Trips Generated |           |            |
|----------------|--------------|------------------------|------------------------------|-----------|------------|
|                |              |                        | Total                        | Inbound   | Outbound   |
| North Driveway | 18.65        | 325                    | 95                           | 13        | 82         |
| South Driveway | 18.56        | 323                    | 94                           | 13        | 81         |
| Total Whitman  | 37.21        | 648                    | 189                          | 26        | 163        |
| Total Hampton  | 22.22        | 387                    | 107                          | 15        | 92         |
| <b>TOTAL</b>   | <b>59.43</b> | <b>1,036</b>           | <b>296</b>                   | <b>41</b> | <b>255</b> |

#### Notes

Assumes 40% FAR

ITE Trip Generation Manual 11th Edition

Land Use 110 - General Light Industrial

Fitted equation  $= (\text{ROUNDUP}(\text{EXP}(0.72 \cdot \text{LN}(X) + 0.38), 0))$   
 where X is the sq ft of the development

Worst Driveway - included in Total Whitman trips above

|                |      |     |    |   |    |
|----------------|------|-----|----|---|----|
| North Driveway | 7.82 | 136 | 51 | 7 | 44 |
| South Driveway | 3.11 | 54  | 26 | 4 | 22 |

# Martin Airfield Feasibility Study

## PM Peak Hour Turning Movement Volumes

### Old US 12/Last Chance

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 26         | 0    | 13    | 0          | 0    | 0     | 0         | 76   | 55    | 20        | 52   | 0     | 242   |
| 2045 No-Build     | 39         | 0    | 20    | 0          | 0    | 0     | 0         | 115  | 83    | 30        | 79   | 0     | 366   |
| 20-year New Trips | 12         | 0    | 0     | 0          | 0    | 0     | 0         | 0    | 2     | 0         | 0    | 0     | 14    |
| 2045 Build        | 51         | 0    | 20    | 0          | 0    | 0     | 0         | 115  | 85    | 30        | 79   | 0     | 380   |

### Last Chance/Whitman Dr

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 0          | 31   | 25    | 13         | 61   | 3     | 0         | 1    | 1     | 20        | 0    | 7     | 162   |
| 2045 No-Build     | 0          | 47   | 38    | 20         | 92   | 5     | 0         | 2    | 2     | 30        | 0    | 11    | 247   |
| 20-year New Trips | 0          | 0    | 3     | 0          | 0    | 2     | 0         | 0    | 0     | 13        | 0    | 12    | 30    |
| 2045 Build        | 0          | 47   | 41    | 20         | 92   | 7     | 0         | 2    | 2     | 43        | 0    | 23    | 277   |

### Whitman Dr/Hampton

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 0          | 0    | 2     | 0          | 0    | 0     | 0         | 40   | 0     | 1         | 28   | 0     | 71    |
| 2045 No-Build     | 0          | 0    | 3     | 0          | 0    | 0     | 0         | 61   | 0     | 2         | 42   | 0     | 108   |
| 20-year New Trips | 9          | 0    | 83    | 0          | 0    | 0     | 0         | 3    | 2     | 13        | 16   | 0     | 126   |
| 2045 Build        | 9          | 0    | 86    | 0          | 0    | 0     | 0         | 64   | 2     | 15        | 58   | 0     | 234   |

### Whitman Dr/McKinney

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 0          | 0    | 0     | 4          | 0    | 6     | 3         | 40   | 0     | 0         | 23   | 4     | 80    |
| 2045 No-Build     | 0          | 0    | 0     | 6          | 0    | 9     | 5         | 61   | 0     | 0         | 35   | 6     | 122   |
| 20-year New Trips | 0          | 0    | 0     | 0          | 0    | 1     | 3         | 227  | 0     | 0         | 35   | 0     | 266   |
| 2045 Build        | 0          | 0    | 0     | 6          | 0    | 10    | 8         | 288  | 0     | 0         | 70   | 6     | 388   |

### Whitman Dr/Martin Field

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 0          | 0    | 5     | 0          | 0    | 0     | 0         | 39   | 0     | 2         | 36   | 0     | 82    |
| 2045 No-Build     | 0          | 0    | 8     | 0          | 0    | 0     | 0         | 59   | 0     | 3         | 55   | 0     | 125   |
| 20-year New Trips | 0          | 0    | 0     | 0          | 0    | 0     | 0         | 227  | 0     | 0         | 35   | 0     | 262   |
| 2045 Build        | 0          | 0    | 8     | 0          | 0    | 0     | 0         | 286  | 0     | 3         | 90   | 0     | 387   |

### Whitman Dr/Homestead

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 5          | 0    | 34    | 0          | 0    | 0     | 0         | 42   | 5     | 40        | 30   | 0     | 156   |
| 2045 No-Build     | 8          | 0    | 52    | 0          | 0    | 0     | 0         | 64   | 8     | 61        | 45   | 0     | 238   |
| 20-year New Trips | 1          | 0    | 0     | 0          | 0    | 0     | 0         | 223  | 4     | 0         | 34   | 0     | 262   |
| 2045 Build        | 9          | 0    | 52    | 0          | 0    | 0     | 0         | 287  | 12    | 61        | 79   | 0     | 500   |



**Whitman Dr/Hussey/Academy**

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 39         | 14   | 32    | 7          | 23   | 2     | 4         | 84   | 42    | 62        | 101  | 8     | 418   |
| 2045 No-Build     | 59         | 21   | 49    | 11         | 35   | 3     | 6         | 127  | 64    | 94        | 153  | 12    | 634   |
| 20-year New Trips | 3          | 0    | 0     | 0          | 0    | 1     | 3         | 184  | 36    | 0         | 30   | 0     | 257   |
| 2045 Build        | 62         | 21   | 49    | 11         | 35   | 4     | 9         | 311  | 100   | 94        | 183  | 12    | 891   |

**Whitman Dr/Davis**

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 20         | 0    | 42    | 0          | 0    | 0     | 1         | 124  | 12    | 55        | 173  | 1     | 428   |
| 2045 No-Build     | 30         | 0    | 64    | 0          | 0    | 0     | 2         | 188  | 18    | 83        | 262  | 2     | 649   |
| 20-year New Trips | 2          | 0    | 0     | 0          | 0    | 0     | 1         | 173  | 10    | 0         | 28   | 0     | 214   |
| 2045 Build        | 32         | 0    | 64    | 0          | 0    | 0     | 3         | 361  | 28    | 83        | 290  | 2     | 863   |

**Whitman Dr/College Ave**

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 50         | 181  | 35    | 16         | 184  | 89    | 42        | 115  | 44    | 30        | 104  | 14    | 904   |
| 2045 No-Build     | 76         | 274  | 53    | 24         | 279  | 135   | 64        | 174  | 67    | 45        | 158  | 21    | 1370  |
| 20-year New Trips | 6          | 0    | 0     | 0          | 0    | 10    | 36        | 99   | 38    | 0         | 12   | 0     | 201   |
| 2045 Build        | 82         | 274  | 53    | 24         | 279  | 145   | 100       | 273  | 105   | 45        | 170  | 21    | 1571  |

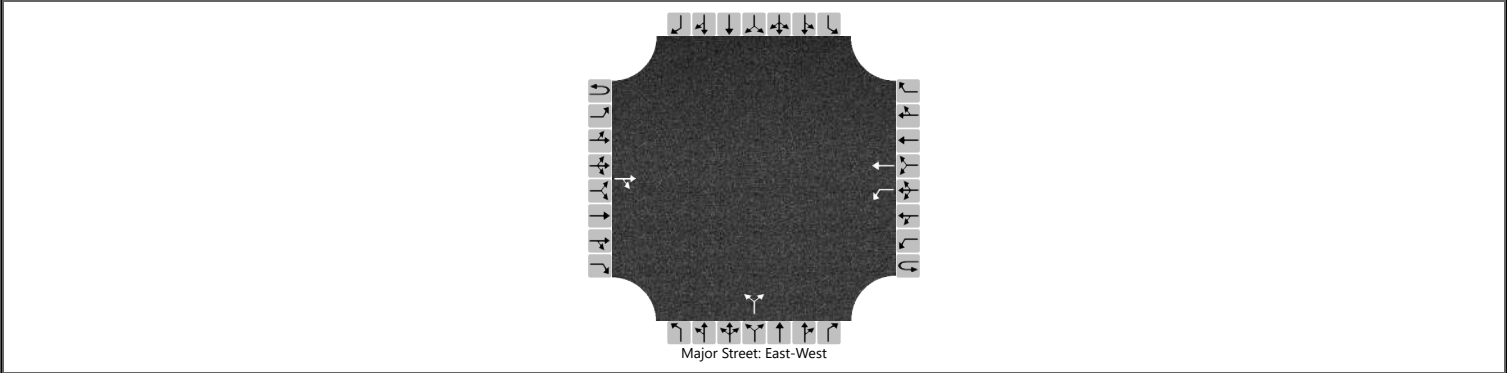
**Whitman/New Driveway (busiest one)**

|                   | Northbound |      |       | Southbound |      |       | Eastbound |      |       | Westbound |      |       | Total |
|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|-------|
| Scenario          | Left       | Thru | Right | Left       | Thru | Right | Left      | Thru | Right | Left      | Thru | Right |       |
| Existing          | 0          | 0    | 0     | 0          | 0    | 0     | 0         | 43   | 0     | 0         | 42   | 0     | 85    |
| 2045 No-Build     | 0          | 0    | 0     | 0          | 0    | 0     | 0         | 65   | 0     | 0         | 64   | 0     | 129   |
| 20-year New Trips | 2          | 0    | 20    | 40         | 0    | 4     | 1         | 85   | 0     | 4         | 25   | 6     | 187   |
| 2045 Build        | 2          | 0    | 20    | 40         | 0    | 4     | 1         | 150  | 0     | 4         | 89   | 6     | 316   |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           | 2045 Build Capacity Analysis |
|--------------------------|-----------------------------|----------------------------|------------------------------|
| Analyst                  | Montgomery                  | Intersection               | Old US 12/Last Chance        |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place        |
| Date Performed           | 2/27/2025                   | East/West Street           | Old US 12                    |
| Analysis Year            | 2045                        | North/South Street         | Last Chance Road             |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.92                         |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                         |
| Project Description      | Martin Airfield Feasibility |                            |                              |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |    |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T  | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5  | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 1  | 1  | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | L  | T  |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 115 | 85 |           | 30 | 79 |   |            | 51 |    | 20 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |    |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |    |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |

## Critical and Follow-up Headways

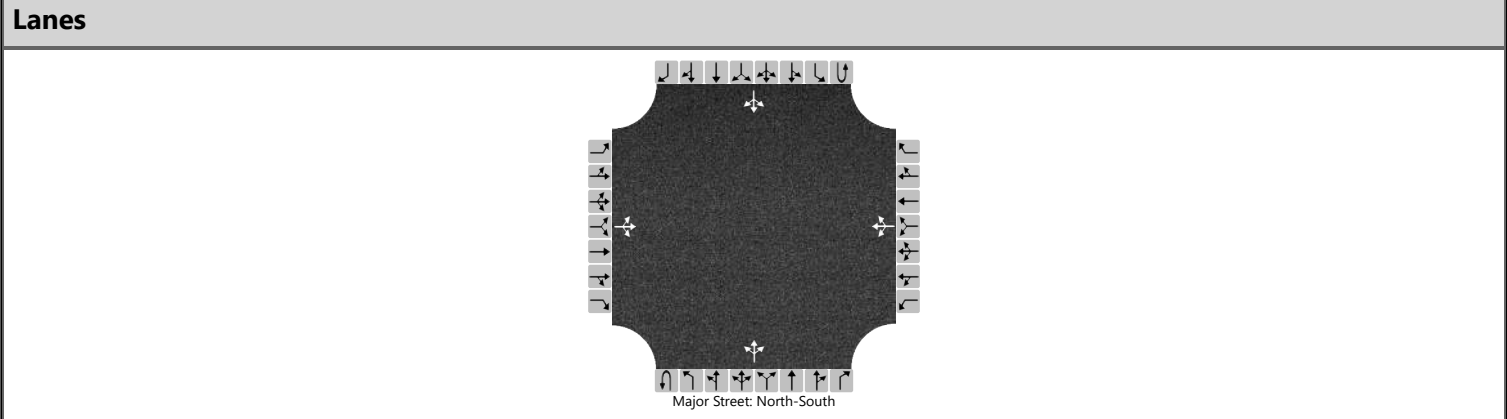
|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 33   |  |  |      |  | 77   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1346 |  |  |      |  | 702  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.02 |  |  |      |  | 0.11 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.1  |  |  |      |  | 0.4  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.7  |  |  |      |  | 10.8 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 2.1 |      |  |  | 10.8 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Last Chance/Whitman   |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/2025                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Last Chance Road      |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.91                  |
| Intersection Orientation | North-South                 | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |



| Vehicle Volumes and Adjustments |           |    |     |    |           |    |     |    |            |   |     |    |            |    |     |   |
|---------------------------------|-----------|----|-----|----|-----------|----|-----|----|------------|---|-----|----|------------|----|-----|---|
| Approach                        | Eastbound |    |     |    | Westbound |    |     |    | Northbound |   |     |    | Southbound |    |     |   |
| Movement                        | U         | L  | T   | R  | U         | L  | T   | R  | U          | L | T   | R  | U          | L  | T   | R |
| Priority                        |           | 10 | 11  | 12 |           | 7  | 8   | 9  | 1U         | 1 | 2   | 3  | 4U         | 4  | 5   | 6 |
| Number of Lanes                 |           | 0  | 1   | 0  |           | 0  | 1   | 0  | 0          | 0 | 1   | 0  | 0          | 0  | 1   | 0 |
| Configuration                   |           |    | LTR |    |           |    | LTR |    |            |   | LTR |    |            |    | LTR |   |
| Volume (veh/h)                  |           | 0  | 2   | 2  |           | 43 | 0   | 23 |            | 0 | 47  | 41 |            | 20 | 92  | 5 |
| Percent Heavy Vehicles (%)      |           | 3  | 3   | 3  |           | 3  | 3   | 3  |            | 3 |     |    |            | 3  |     |   |
| Proportion Time Blocked         |           |    |     |    |           |    |     |    |            |   |     |    |            |    |     |   |
| Percent Grade (%)               | 0         |    |     |    | 0         |    |     |    |            |   |     |    |            |    |     |   |
| Right Turn Channelized          |           |    |     |    |           |    |     |    |            |   |     |    |            |    |     |   |
| Median Type   Storage           | Undivided |    |     |    |           |    |     |    |            |   |     |    |            |    |     |   |

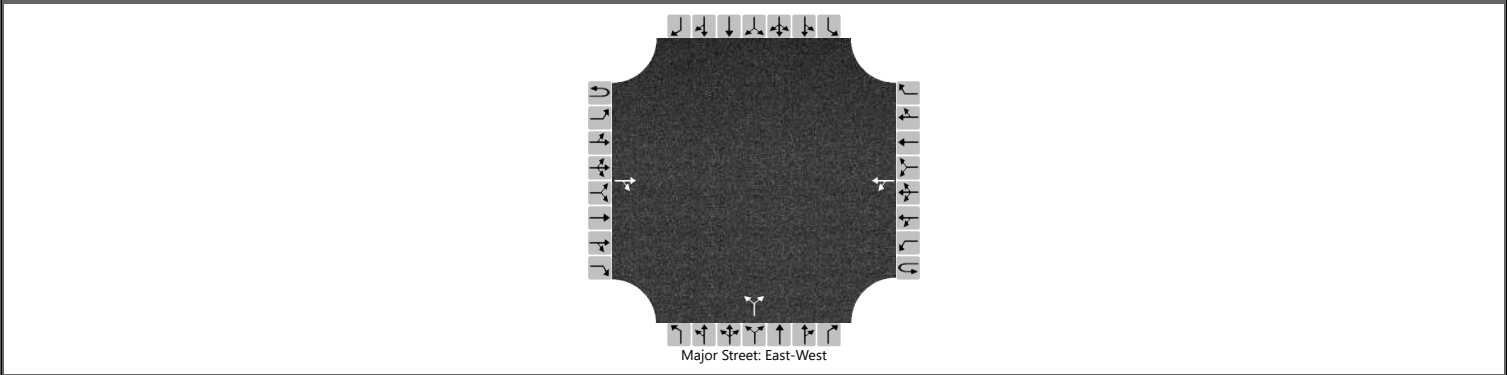
| Critical and Follow-up Headways |  |      |      |      |  |      |      |      |  |      |  |  |  |      |  |  |
|---------------------------------|--|------|------|------|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)     |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)          |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |  | 4.13 |  |  |  | 4.13 |  |  |
| Base Follow-Up Headway (sec)    |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)         |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |  | 2.23 |  |  |  | 2.23 |  |  |

| Delay, Queue Length, and Level of Service |     |  |      |  |      |      |  |  |     |      |  |  |     |      |  |  |
|-------------------------------------------|-----|--|------|--|------|------|--|--|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                      |     |  | 4    |  |      | 73   |  |  |     | 0    |  |  |     | 22   |  |  |
| Capacity, c (veh/h)                       |     |  | 768  |  |      | 792  |  |  |     | 1478 |  |  |     | 1490 |  |  |
| v/c Ratio                                 |     |  | 0.01 |  |      | 0.09 |  |  |     | 0.00 |  |  |     | 0.01 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh)   |     |  | 0.0  |  |      | 0.3  |  |  |     | 0.0  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                     |     |  | 9.7  |  |      | 10.0 |  |  |     | 7.4  |  |  |     | 7.5  |  |  |
| Level of Service (LOS)                    |     |  | A    |  |      | B    |  |  |     | A    |  |  |     | A    |  |  |
| Approach Delay (s/veh)                    | 9.7 |  |      |  | 10.0 |      |  |  | 0.0 |      |  |  | 1.4 |      |  |  |
| Approach LOS                              | A   |  |      |  | B    |      |  |  |     |      |  |  |     |      |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Hampton       |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Hampton Lane          |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.89                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |    |   | Northbound |   |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|----|---|------------|---|----|----|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T  | R | U          | L | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |    |   |            |   | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 64 | 2  |           | 15 | 58 |   |            | 9 |    | 86 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 3  |    |   |            | 3 |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |    |   | 0          |   |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |    |   |            |   |    |    |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

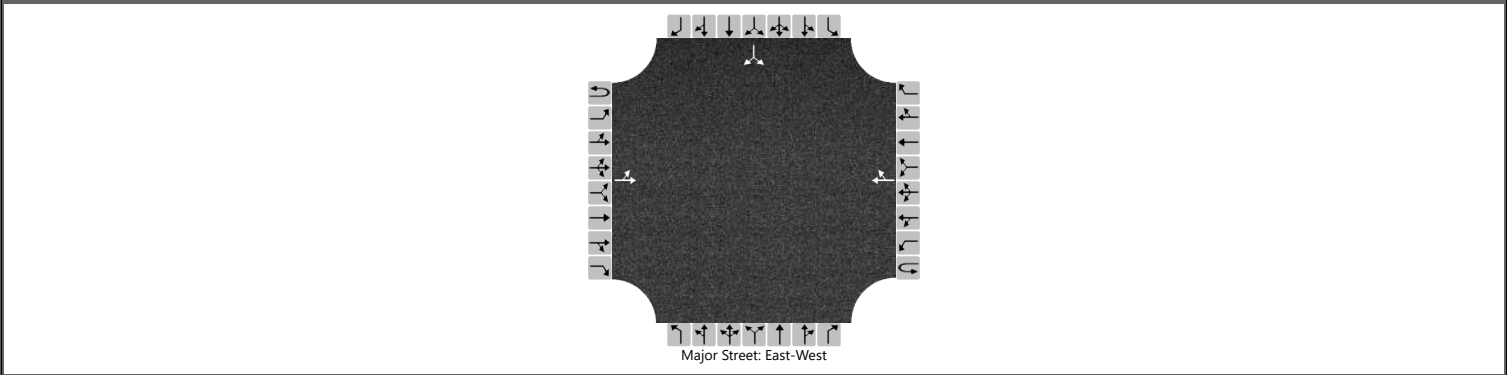
## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 17   |  |  |     |  | 107  |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1519 |  |  |     |  | 966  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.01 |  |  |     |  | 0.11 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.4  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.4  |  |  |     |  | 9.2  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 1.6 |      |  |  | 9.2 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/McKinney      |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/25                     | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | McKinney Road         |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.91                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |   |    |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|-----|---|-----------|---|----|----|------------|---|---|---|------------|----|----|----|
| Movement                   | U         | L  | T   | R | U         | L | T  | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4 | 5  | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0 | 1  | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT |     |   |           |   |    | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 8  | 288 |   |           |   | 70 | 6  |            |   |   |   |            | 6  |    | 10 |
| Percent Heavy Vehicles (%) |           | 3  |     |   |           |   |    |    |            |   |   |   |            | 3  |    | 3  |
| Proportion Time Blocked    |           |    |     |   |           |   |    |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |     |   |           |   |    |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized     |           |    |     |   |           |   |    |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |    |     |   |           |   |    |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  |  |  |  |  |  |  |  |  | 6.43 |  | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  |  |  |  |  |  |  |  |  | 3.53 |  | 3.33 |

## Delay, Queue Length, and Level of Service

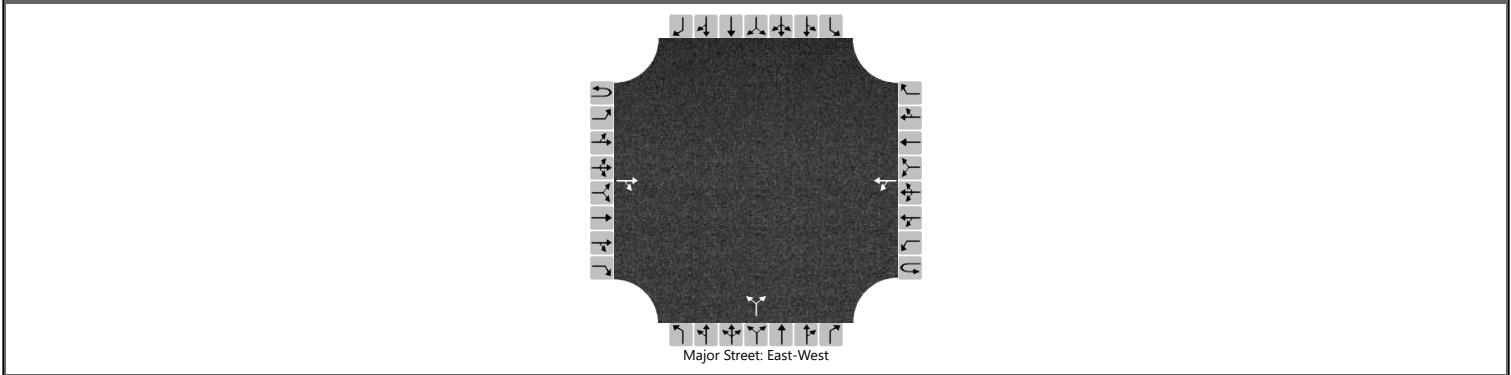
|                                         |     |      |  |  |  |  |  |  |  |  |  |  |     |  |      |  |
|-----------------------------------------|-----|------|--|--|--|--|--|--|--|--|--|--|-----|--|------|--|
| Flow Rate, v (veh/h)                    |     | 9    |  |  |  |  |  |  |  |  |  |  |     |  | 18   |  |
| Capacity, c (veh/h)                     |     | 1507 |  |  |  |  |  |  |  |  |  |  |     |  | 783  |  |
| v/c Ratio                               |     | 0.01 |  |  |  |  |  |  |  |  |  |  |     |  | 0.02 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |  |  |  |  |  |  |  |  |     |  | 0.1  |  |
| Control Delay (s/veh)                   |     | 7.4  |  |  |  |  |  |  |  |  |  |  |     |  | 9.7  |  |
| Level of Service (LOS)                  |     | A    |  |  |  |  |  |  |  |  |  |  |     |  | A    |  |
| Approach Delay (s/veh)                  | 0.3 |      |  |  |  |  |  |  |  |  |  |  | 9.7 |  |      |  |
| Approach LOS                            |     |      |  |  |  |  |  |  |  |  |  |  | A   |  |      |  |



# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                         |
|--------------------------|-----------------------------|----------------------------|-------------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Martin Field Ln |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place   |
| Date Performed           | 2/27/2025                   | East/West Street           | Whitman Drive           |
| Analysis Year            | 2045                        | North/South Street         | Martin Field Lane       |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.85                    |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                    |
| Project Description      | Martin Airfield Feasibility |                            |                         |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |    |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|----|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T  | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |    |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 286 | 0  |           | 3  | 90 |   |            | 0 |    | 8 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |    |   |            | 3 |    | 3 |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |    |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |    |   |            |   |    |   |            |    |    |    |

## Critical and Follow-up Headways

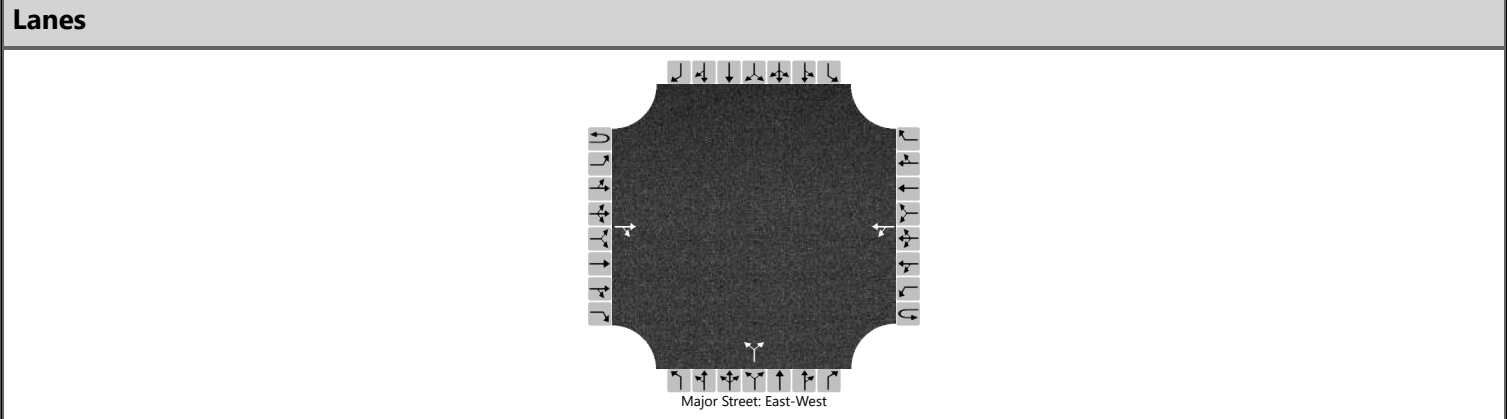
|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 4    |  |  |      |  | 9    |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1217 |  |  |      |  | 703  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |      |  | 0.01 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |      |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 8.0  |  |  |      |  | 10.2 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.3 |      |  |  | 10.2 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Homestead     |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/2025                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Homestead Ave         |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.81                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |



| Vehicle Volumes and Adjustments |           |   |     |    |           |    |    |   |            |   |    |    |            |    |    |    |
|---------------------------------|-----------|---|-----|----|-----------|----|----|---|------------|---|----|----|------------|----|----|----|
| Approach                        | Eastbound |   |     |    | Westbound |    |    |   | Northbound |   |    |    | Southbound |    |    |    |
| Movement                        | U         | L | T   | R  | U         | L  | T  | R | U          | L | T  | R  | U          | L  | T  | R  |
| Priority                        | 1U        | 1 | 2   | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes                 | 0         | 0 | 1   | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0  |            | 0  | 0  | 0  |
| Configuration                   |           |   |     | TR |           | LT |    |   |            |   | LR |    |            |    |    |    |
| Volume (veh/h)                  |           |   | 287 | 12 |           | 61 | 79 |   |            | 9 |    | 52 |            |    |    |    |
| Percent Heavy Vehicles (%)      |           |   |     |    |           | 3  |    |   |            | 3 |    | 3  |            |    |    |    |
| Proportion Time Blocked         |           |   |     |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Percent Grade (%)               |           |   |     |    |           |    |    |   | 0          |   |    |    |            |    |    |    |
| Right Turn Channelized          |           |   |     |    |           |    |    |   |            |   |    |    |            |    |    |    |
| Median Type   Storage           | Undivided |   |     |    |           |    |    |   |            |   |    |    |            |    |    |    |

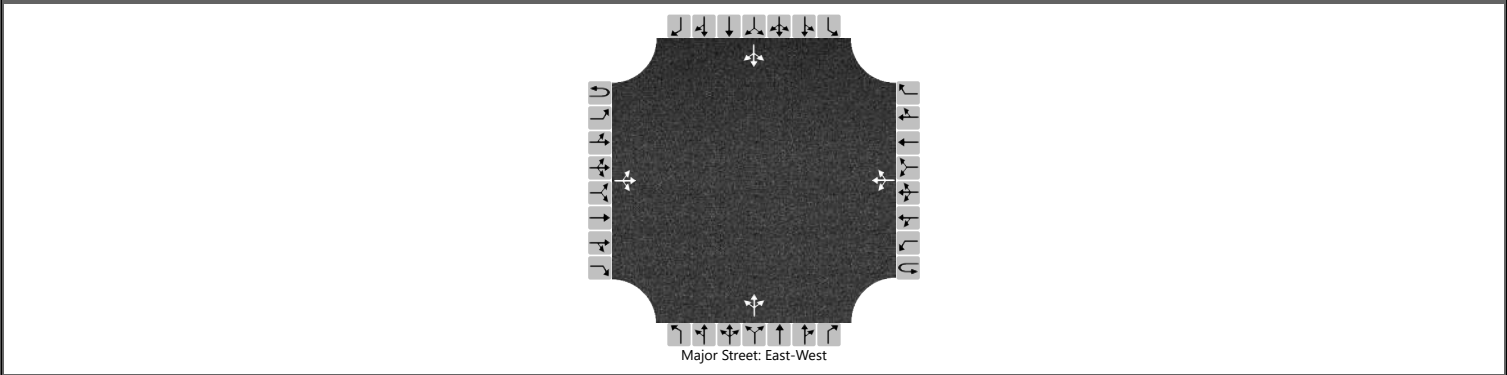
| Critical and Follow-up Headways |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|---------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)     |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)          |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec)    |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)         |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

| Delay, Queue Length, and Level of Service |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-------------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                      |  |  |  |  |     | 75   |  |  |      |  | 75   |  |  |  |  |  |
| Capacity, c (veh/h)                       |  |  |  |  |     | 1184 |  |  |      |  | 625  |  |  |  |  |  |
| v/c Ratio                                 |  |  |  |  |     | 0.06 |  |  |      |  | 0.12 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh)   |  |  |  |  |     | 0.2  |  |  |      |  | 0.4  |  |  |  |  |  |
| Control Delay (s/veh)                     |  |  |  |  |     | 8.2  |  |  |      |  | 11.5 |  |  |  |  |  |
| Level of Service (LOS)                    |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                    |  |  |  |  | 3.9 |      |  |  | 11.5 |  |      |  |  |  |  |  |
| Approach LOS                              |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Hussey        |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 11/4/2024                   | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Hussey Road           |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.90                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |     | Westbound |    |     |    | Northbound |    |     |    | Southbound |    |     |    |
|----------------------------|-----------|---|-----|-----|-----------|----|-----|----|------------|----|-----|----|------------|----|-----|----|
| Movement                   | U         | L | T   | R   | U         | L  | T   | R  | U          | L  | T   | R  | U          | L  | T   | R  |
| Priority                   | 1U        | 1 | 2   | 3   | 4U        | 4  | 5   | 6  |            | 7  | 8   | 9  |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0   | 0         | 0  | 1   | 0  |            | 0  | 1   | 0  |            | 0  | 1   | 0  |
| Configuration              |           |   | LTR |     |           |    | LTR |    |            |    | LTR |    |            |    | LTR |    |
| Volume (veh/h)             |           | 9 | 311 | 100 |           | 94 | 183 | 12 |            | 62 | 21  | 49 |            | 11 | 35  | 4  |
| Percent Heavy Vehicles (%) |           | 3 |     |     |           | 3  |     |    |            | 3  | 3   | 3  |            | 3  | 3   | 3  |
| Proportion Time Blocked    |           |   |     |     |           |    |     |    |            |    |     |    |            |    |     |    |
| Percent Grade (%)          |           |   |     |     |           |    |     |    | 0          |    |     |    | 0          |    |     |    |
| Right Turn Channelized     |           |   |     |     |           |    |     |    |            |    |     |    |            |    |     |    |
| Median Type   Storage      | Undivided |   |     |     |           |    |     |    |            |    |     |    |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |      |  |  |  |      |      |      |  |      |      |      |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  | 4.1  |  |  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  | 4.13 |  |  |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  | 2.2  |  |  |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  | 2.23 |  |  |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |

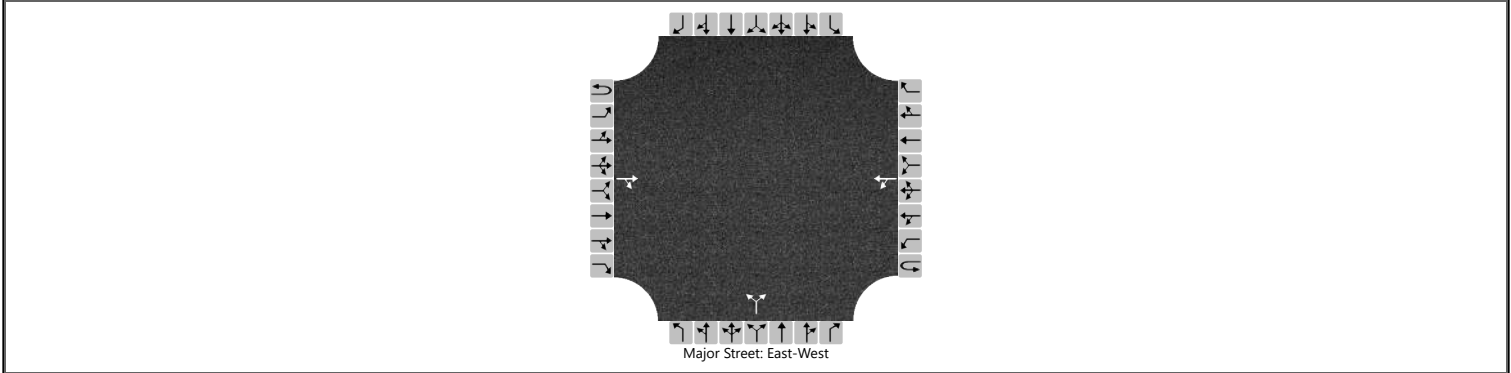
## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 10   |  |  |     | 104  |  |  |      |  | 147  |  |      |  | 56   |  |
| Capacity, c (veh/h)                     |     | 1347 |  |  |     | 1099 |  |  |      |  | 301  |  |      |  | 250  |  |
| v/c Ratio                               |     | 0.01 |  |  |     | 0.10 |  |  |      |  | 0.49 |  |      |  | 0.22 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.3  |  |  |      |  | 2.5  |  |      |  | 0.8  |  |
| Control Delay (s/veh)                   |     | 7.7  |  |  |     | 8.6  |  |  |      |  | 27.9 |  |      |  | 23.5 |  |
| Level of Service (LOS)                  |     | A    |  |  |     | A    |  |  |      |  | D    |  |      |  | C    |  |
| Approach Delay (s/veh)                  | 0.2 |      |  |  | 3.4 |      |  |  | 27.9 |  |      |  | 23.5 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | D    |  |      |  | C    |  |      |  |

HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/Davis         |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 2/27/25                     | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | Davis Ave             |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.84                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |     |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 361 | 28 |           | 83 | 290 |   |            | 32 |    | 64 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |     |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 99   |  |  |      |  | 114  |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1093 |  |  |      |  | 405  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.09 |  |  |      |  | 0.28 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.3  |  |  |      |  | 1.1  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 8.6  |  |  |      |  | 17.4 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  | C    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 2.7 |      |  |  | 17.4 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | C    |  |      |  |  |  |  |  |

Lanes, Volumes, Timings  
3: College Ave & Whitman Dr

02/28/2025

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |  |  |  |                                                                                   |   |  |  |  |  |  |
| Traffic Volume (vph)       | 100                                                                               | 273                                                                               | 105                                                                               | 45                                                                                | 170                                                                               | 21                                                                                | 82                                                                                  | 274                                                                                 | 53                                                                                  | 24                                                                                  | 279                                                                                 | 145                                                                                 |
| Future Volume (vph)        | 100                                                                               | 273                                                                               | 105                                                                               | 45                                                                                | 170                                                                               | 21                                                                                | 82                                                                                  | 274                                                                                 | 53                                                                                  | 24                                                                                  | 279                                                                                 | 145                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (ft)        | 150                                                                               |                                                                                   | 75                                                                                | 145                                                                               |                                                                                   | 0                                                                                 | 100                                                                                 |                                                                                     | 100                                                                                 | 100                                                                                 |                                                                                     | 100                                                                                 |
| Storage Lanes              | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. 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                                                                                |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   | 0.983                                                                             |                                                                                   |                                                                                     |                                                                                     | 0.850                                                                               |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1770                                                                              | 1863                                                                              | 1583                                                                              | 1770                                                                              | 1831                                                                              | 0                                                                                 | 1770                                                                                | 1863                                                                                | 1583                                                                                | 1770                                                                                | 1863                                                                                | 1583                                                                                |
| Flt Permitted              | 0.408                                                                             |                                                                                   |                                                                                   | 0.334                                                                             |                                                                                   |                                                                                   | 0.468                                                                               |                                                                                     |                                                                                     | 0.560                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 760                                                                               | 1863                                                                              | 1583                                                                              | 622                                                                               | 1831                                                                              | 0                                                                                 | 872                                                                                 | 1863                                                                                | 1583                                                                                | 1043                                                                                | 1863                                                                                | 1583                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 120                                                                               |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     |                                                                                     | 120                                                                                 |                                                                                     |                                                                                     | 120                                                                                 |
| Link Speed (mph)           |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 667                                                                               |                                                                                   |                                                                                   | 695                                                                               |                                                                                   |                                                                                     | 651                                                                                 |                                                                                     |                                                                                     | 629                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 18.2                                                                              |                                                                                   |                                                                                   | 19.0                                                                              |                                                                                   |                                                                                     | 17.8                                                                                |                                                                                     |                                                                                     | 17.2                                                                                |                                                                                     |
| 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                                                                                |
| Adj. Flow (vph)            | 109                                                                               | 297                                                                               | 114                                                                               | 49                                                                                | 185                                                                               | 23                                                                                | 89                                                                                  | 298                                                                                 | 58                                                                                  | 26                                                                                  | 303                                                                                 | 158                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 109                                                                               | 297                                                                               | 114                                                                               | 49                                                                                | 208                                                                               | 0                                                                                 | 89                                                                                  | 298                                                                                 | 58                                                                                  | 26                                                                                  | 303                                                                                 | 158                                                                                 |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                                | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     | 12                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway 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                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   |
| Detector Template          | Left                                                                              | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                | Right                                                                               |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 | 20                                                                                  |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 | 20                                                                                | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   | 20                                                                                  | 20                                                                                  | 6                                                                                   | 20                                                                                  |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | 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                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                               | NA                                                                                  | Perm                                                                                | pm+pt                                                                               | NA                                                                                  | Perm                                                                                |
| Protected Phases           | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                   | 4                                                                                   |                                                                                     | 3                                                                                   | 8                                                                                   |                                                                                     |
| Permitted Phases           | 6                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                   |                                                                                     | 4                                                                                   | 8                                                                                   |                                                                                     | 8                                                                                   |



Lanes, Volumes, Timings  
3: College Ave & Whitman Dr

02/28/2025

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Detector Phase          | 1                                                                                 | 6                                                                                 | 6                                                                                 | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                   | 4                                                                                   | 4                                                                                   | 3                                                                                   | 8                                                                                   | 8                                                                                   |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 4.0                                                                               | 8.0                                                                               | 8.0                                                                               | 4.0                                                                               | 8.0                                                                               |                                                                                   | 4.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 | 4.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 |
| Minimum Split (s)       | 9.5                                                                               | 27.7                                                                              | 27.7                                                                              | 9.5                                                                               | 30.8                                                                              |                                                                                   | 9.5                                                                                 | 30.8                                                                                | 30.8                                                                                | 9.5                                                                                 | 27.7                                                                                | 27.7                                                                                |
| Total Split (s)         | 15.0                                                                              | 45.0                                                                              | 45.0                                                                              | 15.0                                                                              | 45.0                                                                              |                                                                                   | 15.0                                                                                | 45.0                                                                                | 45.0                                                                                | 15.0                                                                                | 45.0                                                                                | 45.0                                                                                |
| Total Split (%)         | 12.5%                                                                             | 37.5%                                                                             | 37.5%                                                                             | 12.5%                                                                             | 37.5%                                                                             |                                                                                   | 12.5%                                                                               | 37.5%                                                                               | 37.5%                                                                               | 12.5%                                                                               | 37.5%                                                                               | 37.5%                                                                               |
| Maximum Green (s)       | 9.8                                                                               | 39.3                                                                              | 39.3                                                                              | 9.8                                                                               | 39.2                                                                              |                                                                                   | 9.8                                                                                 | 39.2                                                                                | 39.2                                                                                | 9.8                                                                                 | 39.3                                                                                | 39.3                                                                                |
| Yellow Time (s)         | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| All-Red Time (s)        | 2.2                                                                               | 2.7                                                                               | 2.7                                                                               | 2.2                                                                               | 2.8                                                                               |                                                                                   | 2.2                                                                                 | 2.8                                                                                 | 2.8                                                                                 | 2.2                                                                                 | 2.7                                                                                 | 2.7                                                                                 |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)     | 5.2                                                                               | 5.7                                                                               | 5.7                                                                               | 5.2                                                                               | 5.8                                                                               |                                                                                   | 5.2                                                                                 | 5.8                                                                                 | 5.8                                                                                 | 5.2                                                                                 | 5.7                                                                                 | 5.7                                                                                 |
| Lead/Lag                | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                                | Lag                                                                                 | Lag                                                                                 | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| Recall Mode             | None                                                                              | Min                                                                               | Min                                                                               | None                                                                              | Min                                                                               |                                                                                   | None                                                                                | C-Max                                                                               | C-Max                                                                               | None                                                                                | C-Max                                                                               | C-Max                                                                               |
| Walk Time (s)           |                                                                                   | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                               |                                                                                   |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |
| Flash Don't Walk (s)    |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                   | 11.0                                                                              |                                                                                   |                                                                                     | 11.0                                                                                | 11.0                                                                                |                                                                                     | 11.0                                                                                | 11.0                                                                                |
| Pedestrian Calls (#/hr) |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |
| Act Effect Green (s)    | 35.0                                                                              | 26.7                                                                              | 26.7                                                                              | 31.3                                                                              | 22.9                                                                              |                                                                                   | 70.0                                                                                | 63.8                                                                                | 63.8                                                                                | 64.4                                                                                | 57.6                                                                                | 57.6                                                                                |
| Actuated g/C Ratio      | 0.29                                                                              | 0.22                                                                              | 0.22                                                                              | 0.26                                                                              | 0.19                                                                              |                                                                                   | 0.58                                                                                | 0.53                                                                                | 0.53                                                                                | 0.54                                                                                | 0.48                                                                                | 0.48                                                                                |
| v/c Ratio               | 0.36                                                                              | 0.72                                                                              | 0.26                                                                              | 0.21                                                                              | 0.59                                                                              |                                                                                   | 0.16                                                                                | 0.30                                                                                | 0.06                                                                                | 0.04                                                                                | 0.34                                                                                | 0.19                                                                                |
| Control Delay (s/veh)   | 31.2                                                                              | 53.1                                                                              | 6.9                                                                               | 27.6                                                                              | 48.3                                                                              |                                                                                   | 13.1                                                                                | 20.1                                                                                | 0.1                                                                                 | 13.3                                                                                | 23.3                                                                                | 7.6                                                                                 |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     | 31.2                                                                              | 53.1                                                                              | 6.9                                                                               | 27.6                                                                              | 48.3                                                                              |                                                                                   | 13.1                                                                                | 20.1                                                                                | 0.1                                                                                 | 13.3                                                                                | 23.3                                                                                | 7.6                                                                                 |
| LOS                     | C                                                                                 | D                                                                                 | A                                                                                 | C                                                                                 | D                                                                                 |                                                                                   | B                                                                                   | C                                                                                   | A                                                                                   | B                                                                                   | C                                                                                   | A                                                                                   |
| Approach Delay (s/veh)  |                                                                                   | 38.4                                                                              |                                                                                   |                                                                                   | 44.3                                                                              |                                                                                   |                                                                                     | 16.1                                                                                |                                                                                     |                                                                                     | 17.6                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 60.7 (51%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 27.6

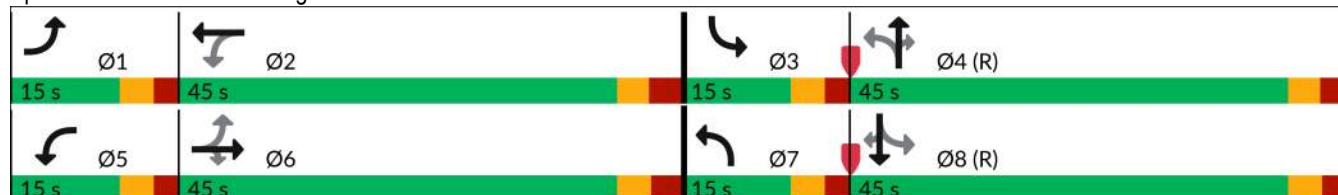
Intersection LOS: C

Intersection Capacity Utilization 55.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: College Ave & Whitman Dr



## Queues

3: College Ave &amp; Whitman Dr

02/28/2025



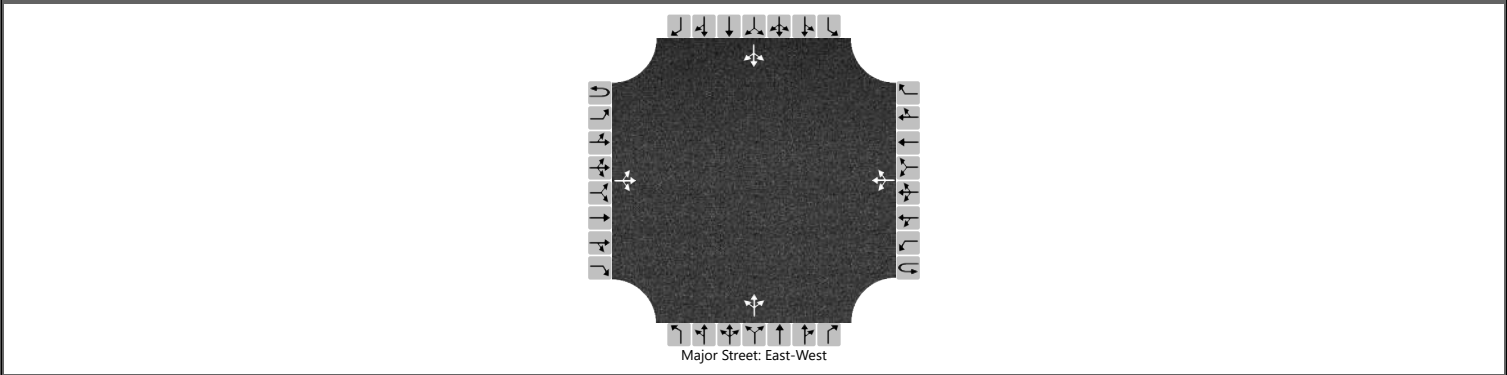
| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 109  | 297  | 114  | 49   | 208  | 89   | 298  | 58   | 26   | 303  | 158  |
| v/c Ratio               | 0.36 | 0.72 | 0.26 | 0.21 | 0.59 | 0.16 | 0.30 | 0.06 | 0.04 | 0.34 | 0.19 |
| Control Delay (s/veh)   | 31.2 | 53.1 | 6.9  | 27.6 | 48.3 | 13.1 | 20.1 | 0.1  | 13.3 | 23.3 | 7.6  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 31.2 | 53.1 | 6.9  | 27.6 | 48.3 | 13.1 | 20.1 | 0.1  | 13.3 | 23.3 | 7.6  |
| Queue Length 50th (ft)  | 61   | 219  | 0    | 26   | 144  | 28   | 135  | 0    | 8    | 142  | 15   |
| Queue Length 95th (ft)  | 92   | 290  | 40   | 48   | 199  | 64   | 244  | 0    | 25   | 261  | 66   |
| Internal Link Dist (ft) |      | 587  |      |      | 615  |      | 571  |      |      | 549  |      |
| Turn Bay Length (ft)    | 150  |      | 75   | 145  |      | 100  |      | 100  | 100  |      | 100  |
| Base Capacity (vph)     | 304  | 610  | 599  | 266  | 602  | 587  | 989  | 897  | 649  | 894  | 822  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.36 | 0.49 | 0.19 | 0.18 | 0.35 | 0.15 | 0.30 | 0.06 | 0.04 | 0.34 | 0.19 |

## Intersection Summary

# HCS7 Two-Way Stop-Control Report

| General Information      |                             | Site Information           |                       |
|--------------------------|-----------------------------|----------------------------|-----------------------|
| Analyst                  | Montgomery                  | Intersection               | Whitman/New Driveway  |
| Agency/Co.               | J-U-B Engineers             | Jurisdiction               | City of College Place |
| Date Performed           | 3/5/2025                    | East/West Street           | Whitman Drive         |
| Analysis Year            | 2045                        | North/South Street         | New Driveway          |
| Time Analyzed            | PM Peak Hour Build          | Peak Hour Factor           | 0.90                  |
| Intersection Orientation | East-West                   | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | Martin Airfield Feasibility |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |   | Westbound |   |     |   | Northbound |   |     |    | Southbound |    |     |    |
|----------------------------|-----------|---|-----|---|-----------|---|-----|---|------------|---|-----|----|------------|----|-----|----|
| Movement                   | U         | L | T   | R | U         | L | T   | R | U          | L | T   | R  | U          | L  | T   | R  |
| Priority                   | 1U        | 1 | 2   | 3 | 4U        | 4 | 5   | 6 |            | 7 | 8   | 9  |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0 | 0         | 0 | 1   | 0 |            | 0 | 1   | 0  |            | 0  | 1   | 0  |
| Configuration              |           |   | LTR |   |           |   | LTR |   |            |   | LTR |    |            |    | LTR |    |
| Volume (veh/h)             |           | 1 | 150 | 0 |           | 4 | 89  | 6 |            | 2 | 0   | 20 |            | 40 | 0   | 4  |
| Percent Heavy Vehicles (%) |           | 3 |     |   |           | 3 |     |   |            | 3 | 3   | 3  |            | 3  | 3   | 3  |
| Proportion Time Blocked    |           |   |     |   |           |   |     |   |            |   |     |    |            |    |     |    |
| Percent Grade (%)          |           |   |     |   |           |   |     |   | 0          |   |     |    | 0          |    |     |    |
| Right Turn Channelized     |           |   |     |   |           |   |     |   |            |   |     |    |            |    |     |    |
| Median Type   Storage      | Undivided |   |     |   |           |   |     |   |            |   |     |    |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |      |  |  |  |      |      |      |  |      |      |      |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  | 4.1  |  |  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  | 4.13 |  |  |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  | 2.2  |  |  |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  | 2.23 |  |  |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |     |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|-----|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 1    |  |  |     | 4    |  |  |     |  | 24   |  |      |  | 49   |  |
| Capacity, c (veh/h)                     |     | 1479 |  |  |     | 1405 |  |  |     |  | 850  |  |      |  | 660  |  |
| v/c Ratio                               |     | 0.00 |  |  |     | 0.00 |  |  |     |  | 0.03 |  |      |  | 0.07 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.0  |  |  |     |  | 0.1  |  |      |  | 0.2  |  |
| Control Delay (s/veh)                   |     | 7.4  |  |  |     | 7.6  |  |  |     |  | 9.4  |  |      |  | 10.9 |  |
| Level of Service (LOS)                  |     | A    |  |  |     | A    |  |  |     |  | A    |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.1 |      |  |  | 0.3 |      |  |  | 9.4 |  |      |  | 10.9 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | A   |  |      |  | B    |  |      |  |

# **Appendix 5**

## **Economic Analysis**

---



# Market Feasibility

MARTIN AIRFIELD

An analysis conducted by:  TheMettsGroup

Prepared for:





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## Purpose

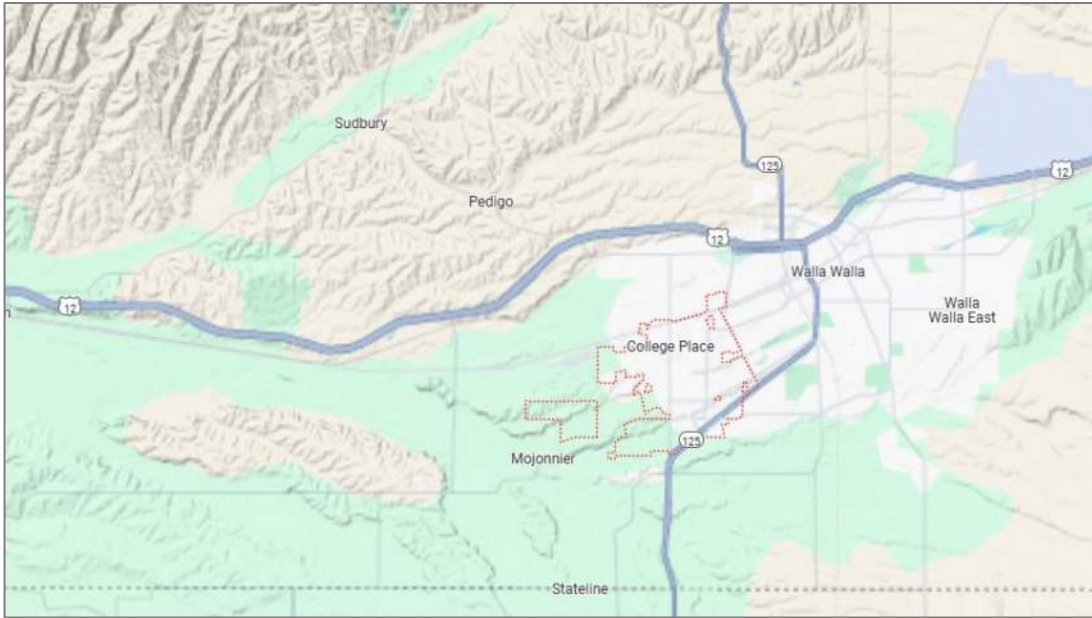
The purpose of this study is to analyze market feasible light industrial uses for the 233-acre site around Martin Airfield and bordered by Whitman Drive to the north, Hampton Lane to the west, Homestead Acres Subdivision to the east, and a bluff to the south. This study conforms to the minimum threshold criteria established by the Washington State Community and Economic Revitalization Board for potential grant funding opportunities.

The following outlines the scope within the above objectives:

1. Interview key stakeholders to gather and review pertinent project background data.
2. Assess the locational characteristics of the site relative to the industrial market.
3. Perform Market analysis for the site
4. Perform Job Benefit Analysis
5. Evaluate the overall City of College Place area economic outlook for industrial real estate development.
6. Conduct interviews with selected key persons in the College Place catchment area knowledgeable of demand potentials by various industrial uses (e.g. complementary agricultural processing/supplier needs, light manufacturing, warehouse distribution, flex space, etc.).
7. Identify and evaluate potentially competing sites and corresponding industrial uses.
8. Analyze which target industries may be located at the site.
9. Recommend specific companies that should be targeted to prospective tenants.
10. Forecast the economic impacts to the City of College Place if the site is fully tenanted with the prescribed potential industrial users.
11. Recommend a project marketing strategy for the site.
12. Prepare a corresponding Economic Feasibility Analysis and marketing strategy for the site.

## Location

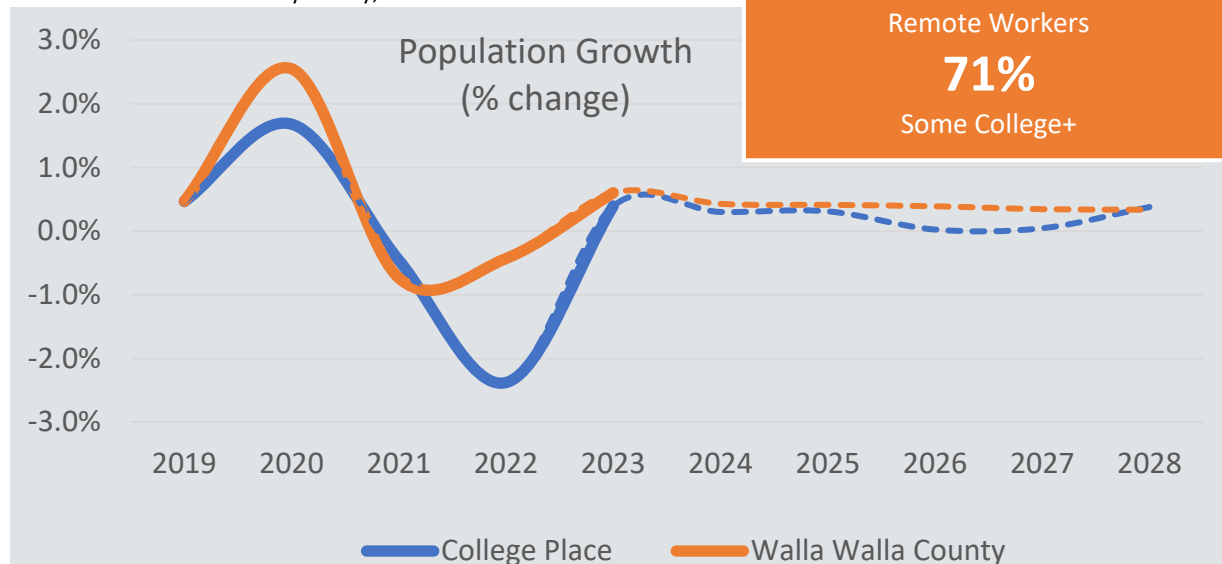
College Place is home to approximately 10,000 residents and has a growing local economy. The City's industries are anchored in government, higher education, retail, healthcare, and finance, contributing a Gross Regional Product (GRP) of \$417 million, or 10% of the county's economy. With nearly 3,900 jobs in total, the City is positioned for further economic expansion, especially with its proximity to key transportation routes such as US 12, I-82, and I-84, as well as rail access, broadband availability, and the added benefit of being an Opportunity Zone.



## Economy Overview

The population of College Place is estimated at 9,945, reflecting a modest growth of 0.4% from 2020 to 2024. Population growth trends for both College Place and Walla Walla County show similar growth trends, with a sharp decline around 2022 in College Place, followed by gradual stabilization. Workforce characteristics indicate a labor force participation rate of 59%, which is below the national average of 63.5%. Additionally, 10% of the workforce consists of remote workers, and 71% of residents have some college education or higher, suggesting a relatively educated workforce.

Source: American Community Survey, 5-Year Estimates



## Population

**9,945**

**0.4%** ↑

(2020-2024 est.)

## Workforce Characteristics

**59%**

Labor Force Participation Rate  
(63.5% U.S.)

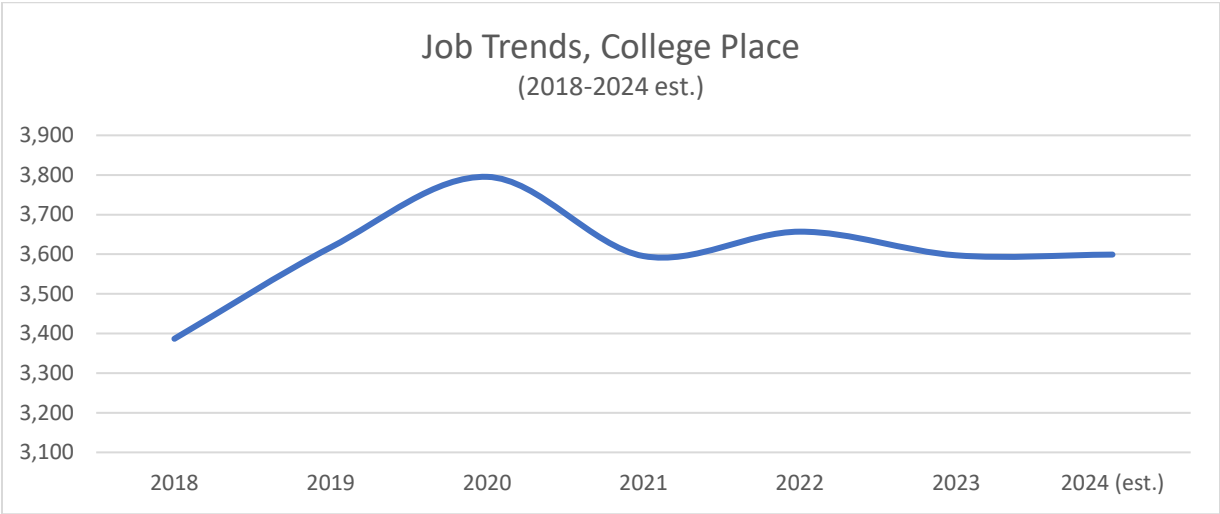
**10%**

Remote Workers

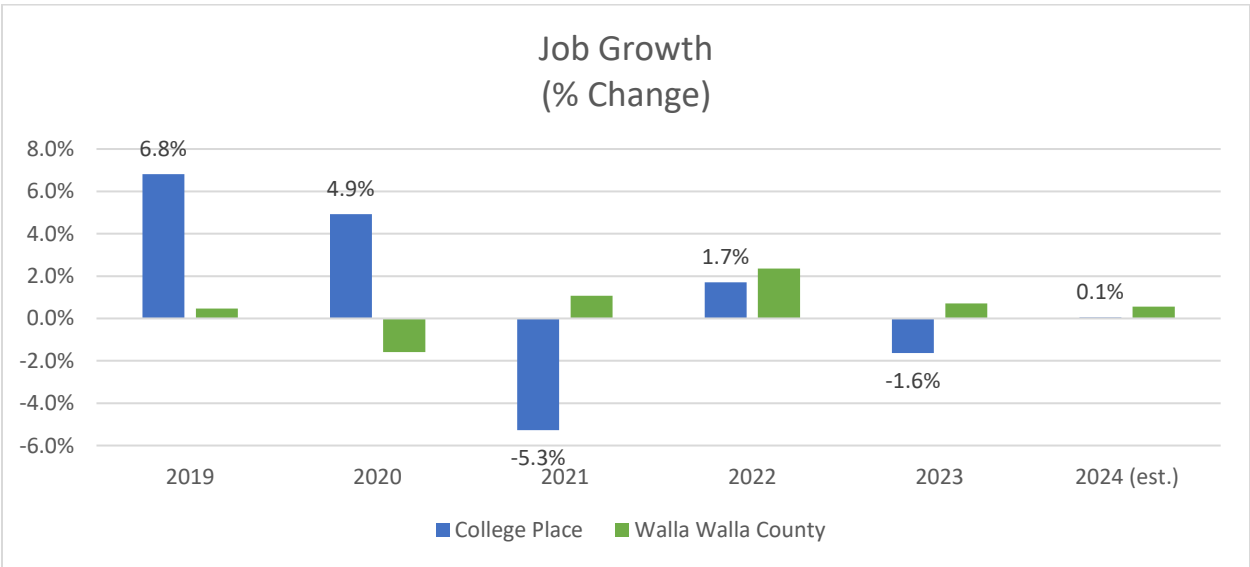
**71%**

Some College+

The job market in College Place is still recovering from the pandemic. Between the peak in 2020 and the trough in late 2021, approximately 200 jobs were lost within the 99324 ZIP code, representing a 5.3% decline.



Source: Lightcast, QCEW, Non-QCEW, Self-employed



Source: Lightcast, QCEW, Non-QCEW, Self-employed

The largest contributing industries include government (primarily higher education), retail trade, accommodation and food services, health care, and finance and insurance. Government employment dominates the local labor market, followed by educational services, indicating the area's strong ties to public institutions and higher education. Retail and health care also play significant roles, supporting both local consumption and essential services.

The region's Gross Regional Product (GRP) stands at \$417 million, accounting for 10% of the County's total economic output. The primary industries driving GRP are government, finance and insurance, retail, educational services, and health care. The data suggests a stable economy with growth in key service-oriented sectors, reinforcing the importance of education, health care, and retail as economic pillars.

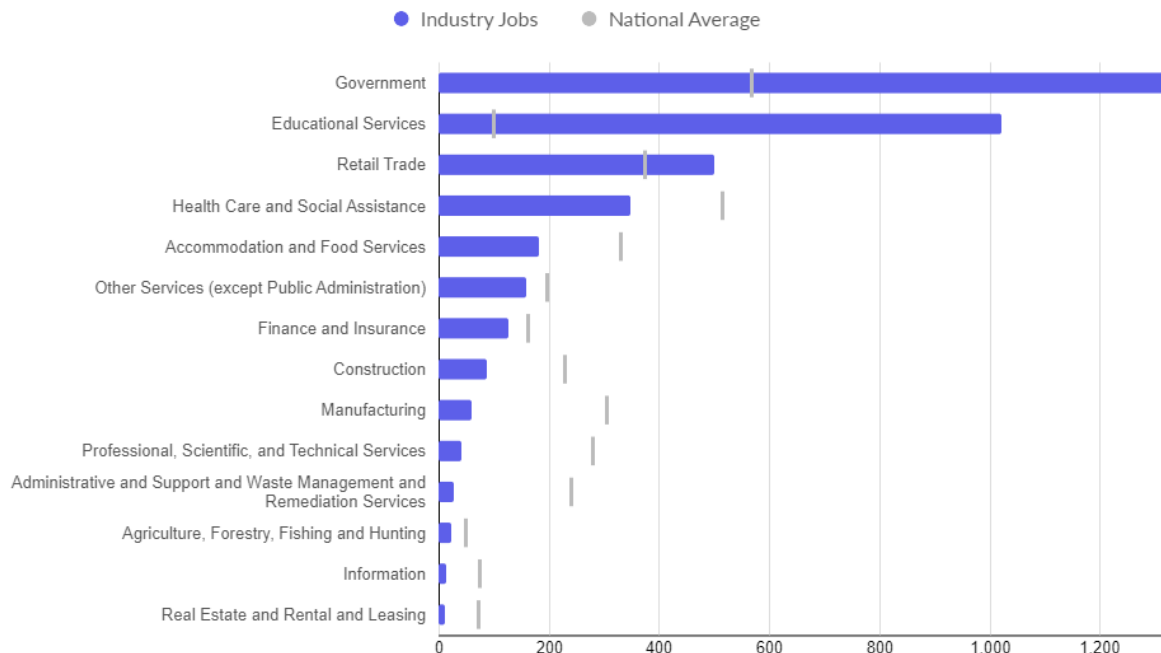
GRP
\$417M
(10% of County)

Largest Contributing Industries:

- Government
- Finance & Insurance
- Retail
- Educational Svcs
- Health Care

Source: Lightcast, College Place (zip code 99324)

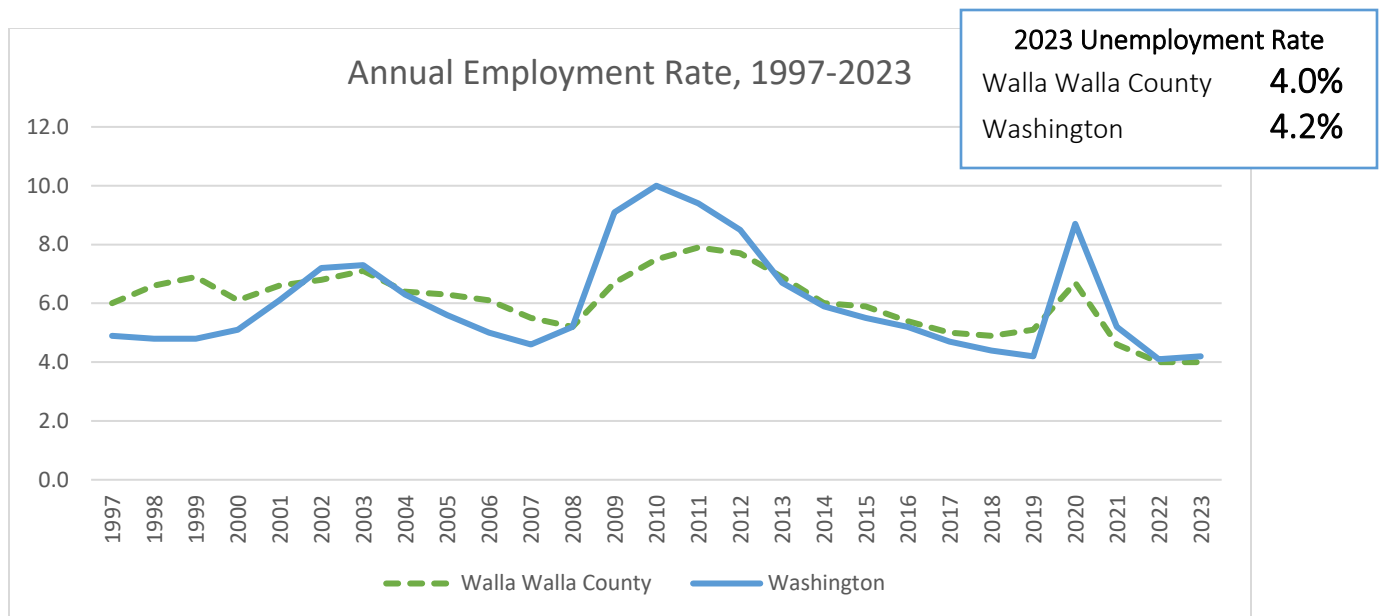
### Largest Industries



Source: Lightcast, QCEW, Non-QCEW, Self-employed for College Place (zip code 99324)

The unemployment rate in Franklin County remains higher than the state, by 2.1 percentage points. The 2019 annual unemployment rate—the most recent annual number at the time of this report—in Franklin County was 6.4%, compared to 4.3% statewide and 3.7% for the nation.





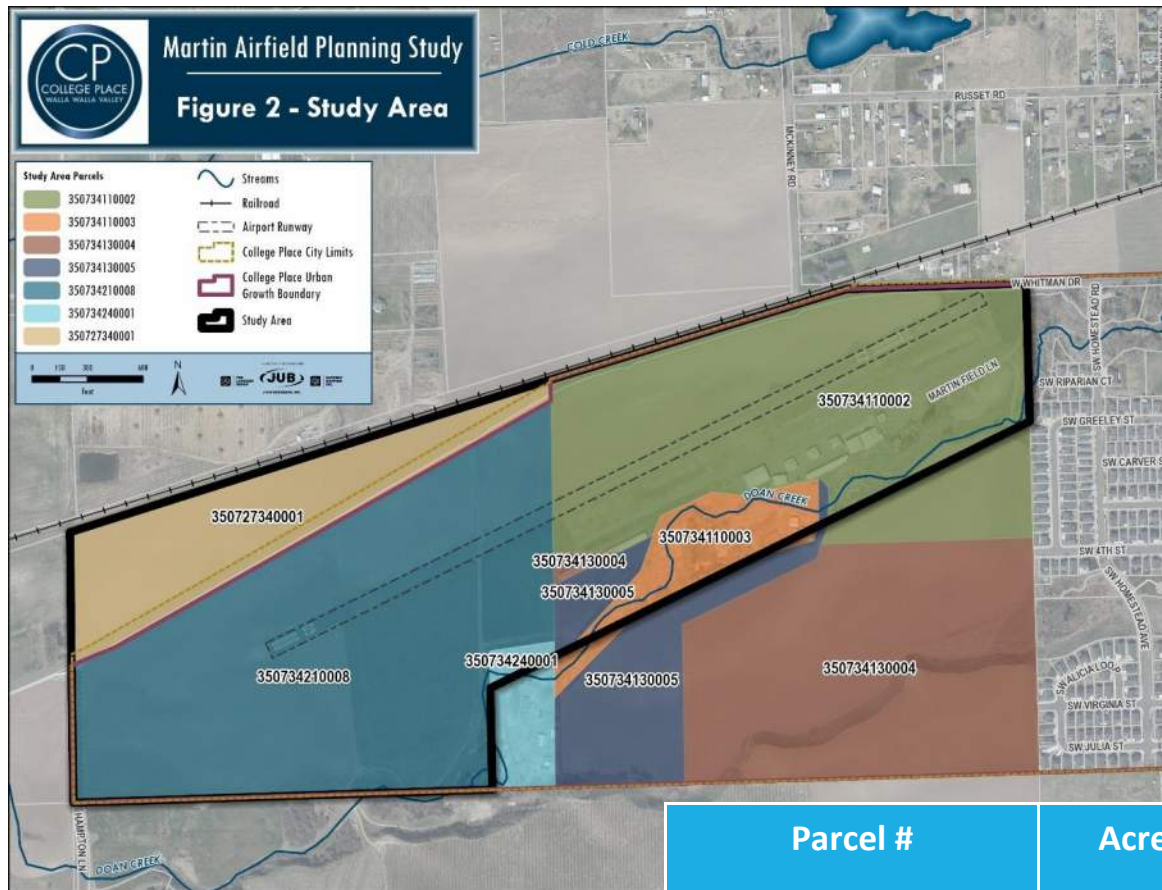
Source: U.S. Bureau of Labor Statistics, Local Area Unemployment Statistics program

According to the Bureau of Labor Statistics' Occupational Employment and Wage Statistics, the median hourly wage in Walla Walla County was \$23.04 as of the latest available data (May 2023). Walla Walla County continues to trail the state in wages—20% below the state average.

| Median Hourly Wage                     |
|----------------------------------------|
| <b>\$23.04</b><br>(Walla Walla County) |
| <b>\$28.81</b><br>(Washington)         |

## Commercial Real Estate Snapshot

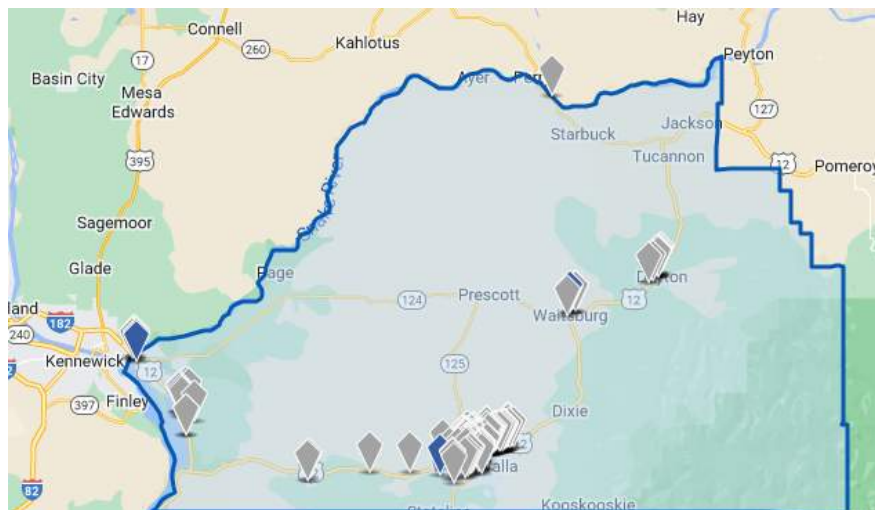
The City of College Place only has three acres of active light industrial land. The project area consists of six (6) light industrial zoned parcels, totaling 233 acres.



| Parcel #               | Acres  |
|------------------------|--------|
| 350734210008           | 79.83  |
| 350734240001 (private) | 6.61   |
| 350734130005           | 19.82  |
| 350734130004           | 54.58  |
| 350734110002           | 62.60  |
| 350734110003           | 10.00  |
| Total                  | 233.44 |

## Industrial Inventory

Of the 4.6 million square feet of industrial and flex space in the Walla Walla region (Costar), only 29% has been built in the past 30 years.

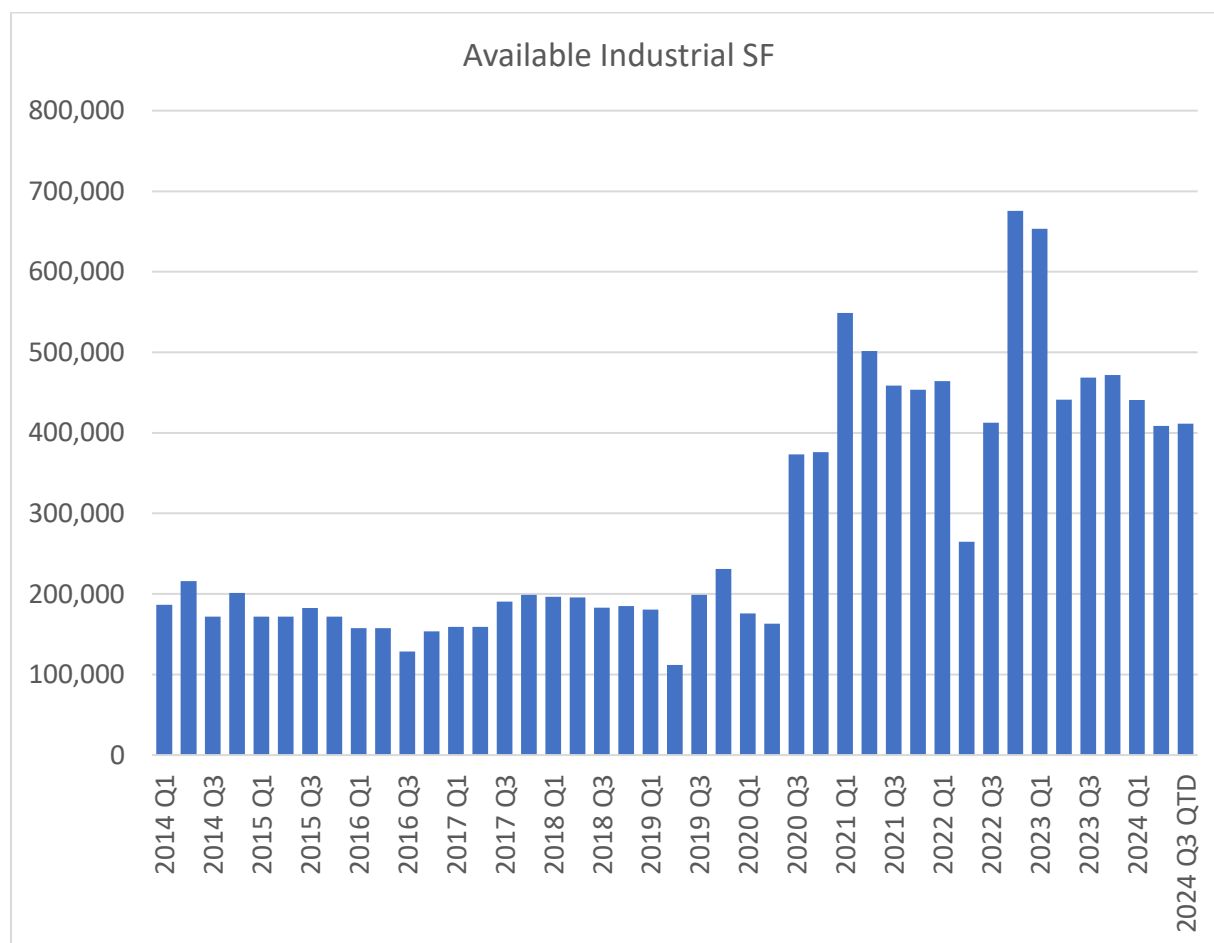


**4.6M SF**  
inventory

**411,260 SF**  
available space

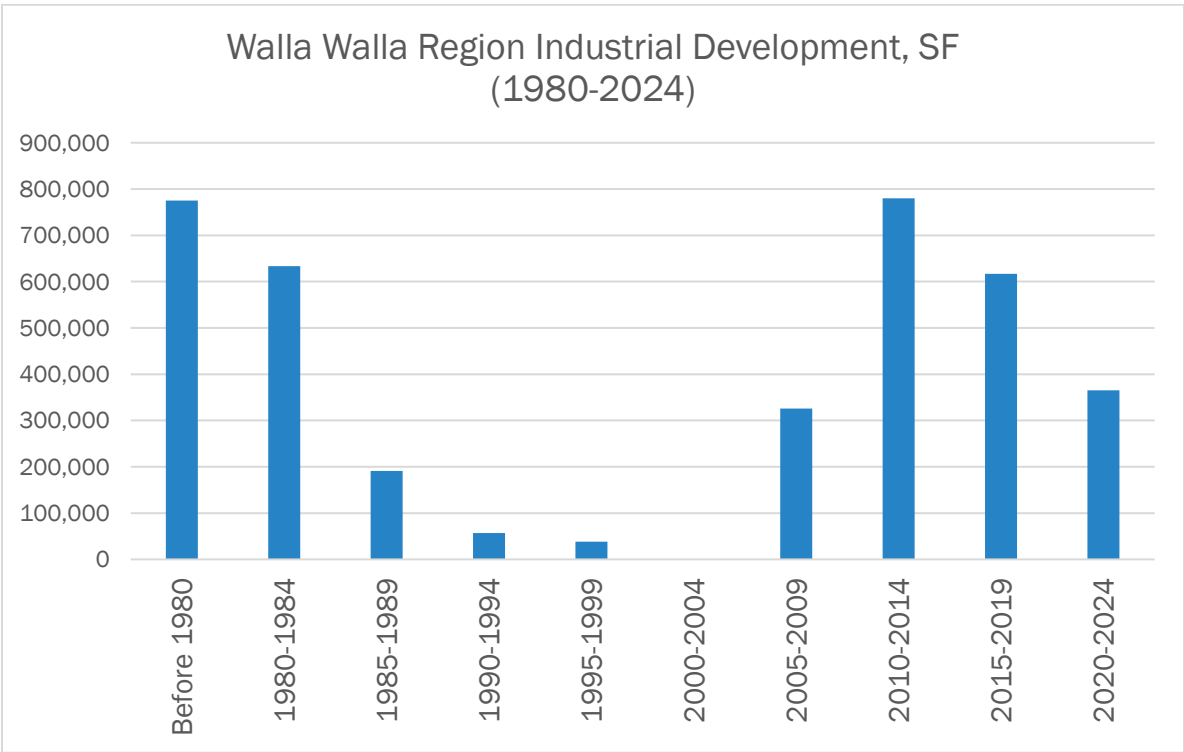
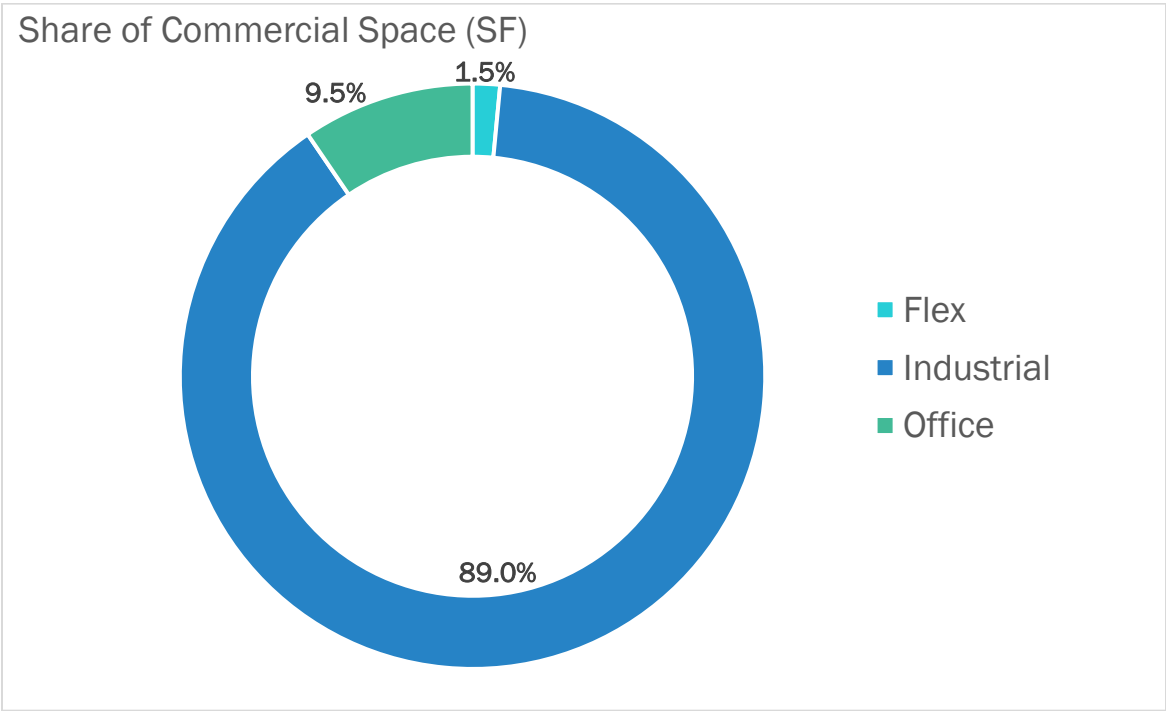
**5.6%**  
vacancy rate

**\$8.71/SF**  
rental rate



Source: Costar

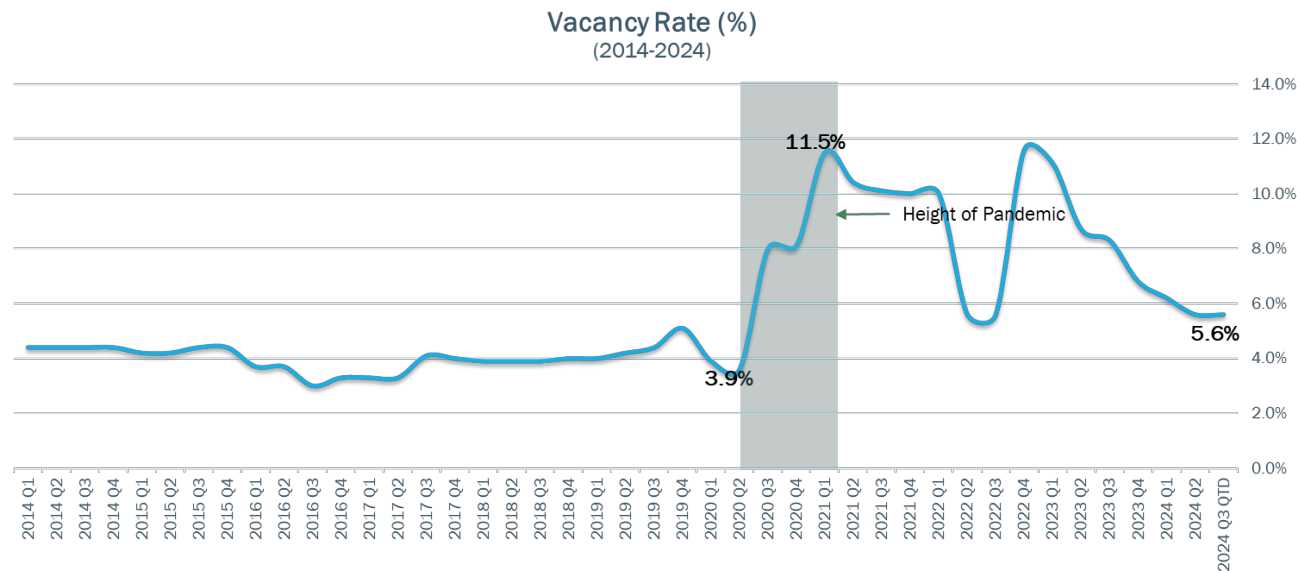
Of the 4.6 million square feet of industrial and flex space in the Walla Walla region (Costar), only 29% has been built in the past 30 years.



Source: Costar

Industrial Performance

Vacancy rates in the Walla Walla region are currently slightly above average at 5.6%. However, this is a significant improvement from the pandemic peak of 11.5%. Before the pandemic, vacancy rates typically ranged between 3% and 4%.



Source: Costar, Authors calculations

Rent growth for both industrial and office space has maintained a steady trajectory, defying the challenges posed by the pandemic.

While there was a slight deceleration in rent growth for office space during the pandemic, it managed to persevere and return to pre-pandemic levels of growth. In contrast, industrial rental rates continued their upward trend at a commendable pace.

This sustained growth, coupled with the constrained supply of new commercial inventory and low vacancy rates, underscores the demand for commercial space in Ellensburg.

Average Annual Rent Growth, Industrial

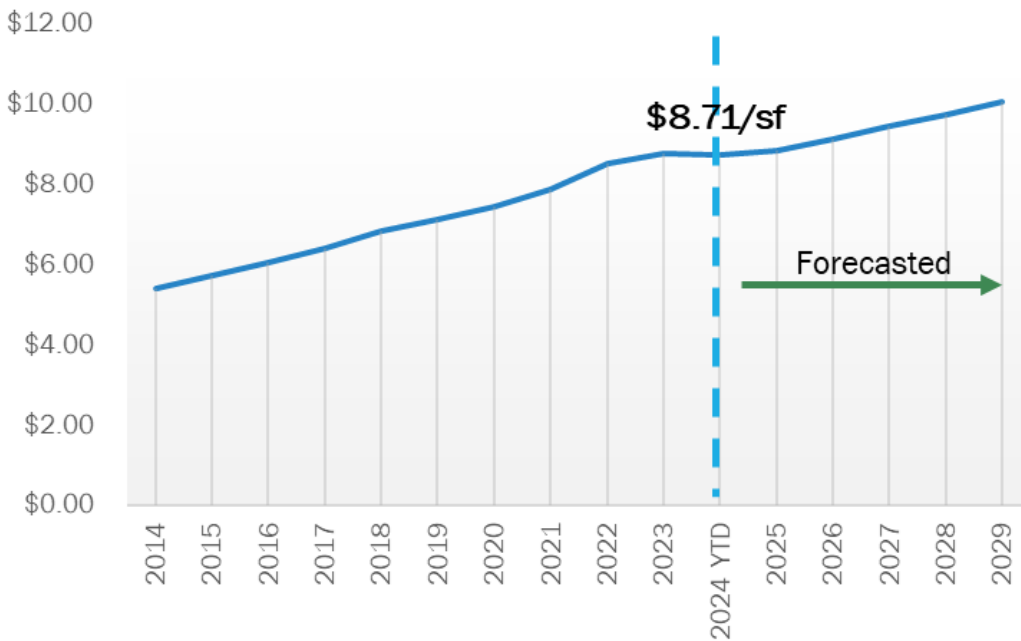
|               |           |    |
|---------------|-----------|----|
| 10-YR         | 2014-2024 | 5% |
| Pre-pandemic  | 2017-2020 | 5% |
| Post-pandemic | 2020-2024 | 4% |



## Industrial Rent Growth



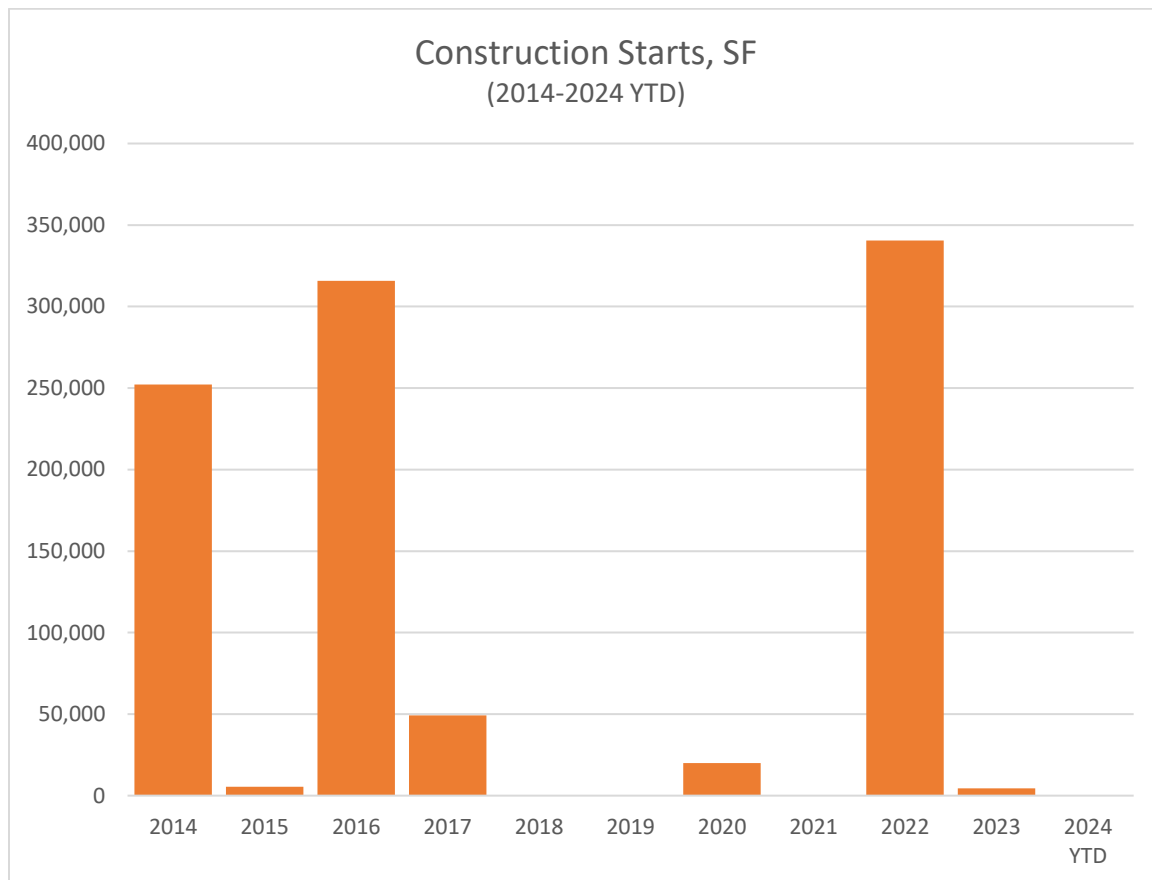
## Industrial Rental Rates (2014-2024 YTD)



Source: Costar, Authors calculations

## Industrial Pipeline

Based on information from Costar, there is 223,720 SF of industrial space under construction in the Walla Walla region. Majority of this activity started in 2022 and is anticipated to hit the market by 2025.



Source: Costar

## Competing Sites

| Address                                       | City        | Year Built | Building SF | Acres<br>(Land only) | Use        | Lease<br>(\$/SF) | For Sale<br>(\$/SF) |
|-----------------------------------------------|-------------|------------|-------------|----------------------|------------|------------------|---------------------|
| 1832 Dell Ave                                 | Walla Walla | 2023       | 4,304       |                      | Industrial | \$14.50          |                     |
| 1108 N 9th Ave                                | Walla Walla |            | 2,700       |                      | Flex       | \$10.50          |                     |
| 102 E Poplar St                               | Walla Walla | 1981       | 35,145      |                      | Flex       |                  | \$85.00             |
| 2719 E Isaacs Ave                             | Walla Walla | 2017       | 2,680       |                      | Industrial |                  | \$121.00            |
| 1012 N 9th Ave                                | Walla Walla | 1980       | 8,633       |                      | Industrial |                  | \$93.00             |
| Wallula Gap Business Park                     | Wallula     | Land       |             | 1,900                | Industrial |                  |                     |
| Avery Business Park                           | Walla Walla | Land       |             | 12                   | Industrial |                  |                     |
| Burbank Industrial Park                       | Burbank     | Land       |             | 5                    | Industrial |                  |                     |
| Burbank Business Park                         | Burbank     | Land       |             | 112                  | Industrial |                  | \$4-\$7/sf          |
| Dodd Road Industrial Park                     | Wallula     | Land       |             | 54                   | Industrial |                  |                     |
| Melrose Industrial Park                       | Walla Walla | Land       |             | 37                   | Industrial |                  |                     |
| Stearns Kelly Property                        | Wallula     | Land       |             | 105                  | Industrial |                  |                     |
| Waitsburg Business Park                       | Waitsburg   | Land       |             | 10                   | Industrial |                  | \$1.50/sf           |
| Walla Walla Regional<br>Airport Business Park | Walla Walla | Land       |             | 832                  | Industrial |                  |                     |
| Rock Hill Industrial Park                     | Dayton      | Land       |             | 3.8                  | Industrial |                  |                     |

## Industrial Market Potential

The industrial market potential in College Place is shaped by both established industries and emerging sectors, presenting significant opportunities for economic development. The region's foundation in agriculture, food manufacturing, healthcare, and retail trade positions it for continued growth, while construction, technical services, and logistics are emerging as key drivers of future expansion.

### Industry and Supply Chain Gap Analysis

An industry and supply chain gap analysis was conducted to determine the businesses and industry sectors that offer the most potential for growth around the region. This data was then ground-truthed with interviews from major businesses in the area, potential businesses, and other industry experts and stakeholders.

This analysis was assessed by four critical factors and conducted at the MSA level to establish a more accurate depiction of the industry landscape:

- Number of Jobs
- Job Growth
- Job Concentration or Location Quotient (LQ)
- Total Demand

Industries with strong demand, a high LQ, and robust job growth were classified as "Thriving & Potential for Growth" signifying their resilient and important presence in the market.

Industries showing robust demand and considerable job growth were classified under the "Emerging Industries" category. This designation suggests significant potential for expansion due to a lower employment concentration.

Additionally, industries with notable demand and a substantial number of jobs in 2023, surpassing the 1,000 mark but showing job loss, were deemed "*Important and Requiring Attention*," warranting focused attention to ensure sustained growth and economic impact.

This systematic evaluation provides an understanding of each industry's standing, allowing for targeted strategies that align with their unique characteristics and potential for development.

Applying the above methodology, the following industries can be strategically categorized and prioritized based on their supply chain dynamics. This tailored approach ensures that economic development efforts are directed towards industries with specific characteristics and growth potential, fostering a strategic alignment between the regional economy and targeted sectors.

### Industry Health Check

Agriculture and food processing remain central to the local economy, with crop production, food manufacturing, and beverage product manufacturing serving as core industries. The presence of these sectors suggests strong opportunities for value-added agriculture, food processing, and supply chain expansions such as packaging, cold storage, and distribution. Additionally, the region's healthcare sector, led by hospitals and social assistance, indicates an ongoing demand for medical services, elder care, and workforce training in healthcare-related fields. Retail and trade are also significant, with merchant wholesalers (nondurable goods) and sporting goods and hobby retailers playing a role in the local economy, pointing to potential growth in specialty retail and recreational markets.

To capitalize on these strengths, strategic investments should focus on targeted food and beverage processing infrastructure, support for healthcare workforce development, and logistics and wholesale distribution enhancements. Expanding retail and recreation offerings could further stimulate economic activity, particularly in outdoor and lifestyle industries.

Several industries are gaining traction in College Place, indicating new opportunities in construction, healthcare, professional services, and logistics. The construction sector, including building material supply dealers, specialty trade contractors, and construction of buildings, reflects increased demand for residential and commercial development. This growth underscores the need for real estate investment, workforce training in skilled trades, and green building technologies.

The expansion of ambulatory healthcare services points to a growing need for urgent care facilities, specialized outpatient clinics, and home health services, while repair and maintenance services highlight demand for auto repair, equipment servicing, and facility management. The rise of professional, scientific, and technical services, including computer systems design, engineering, custom programming, and R&D, suggests an increasing focus on technology-driven economic diversification. Encouraging the growth of tech startups, cybersecurity firms, and engineering consultancies could strengthen the region's innovation ecosystem.

Additionally, insurance carriers and durable goods wholesalers signal potential for expanded finance and logistics services, supporting regional supply chains and commercial trade. Investing in warehouse and distribution infrastructure could further position College Place as a logistics hub, particularly for durable goods related to agriculture, construction, and manufacturing.

## Industry Health Check (3-digit NAICS Codes)

### Important but Declining

- Machinery Manufacturing (333)
- Support activities for Ag and Forestry (115)
- **Animal Production (112)**
- Nursing Care Facilities (623)

### Important & Growth Industries

- Crop Production (111)
- **Food Manufacturing (311)**
- Beverage Product Manufacturing (312)
- Hospitals (622)
- Social Assistance (624)
- **Merchant Wholesalers (nondurable) (424)**
- Sporting Goods, Hobby Retailers (459)

### Weak and Declining

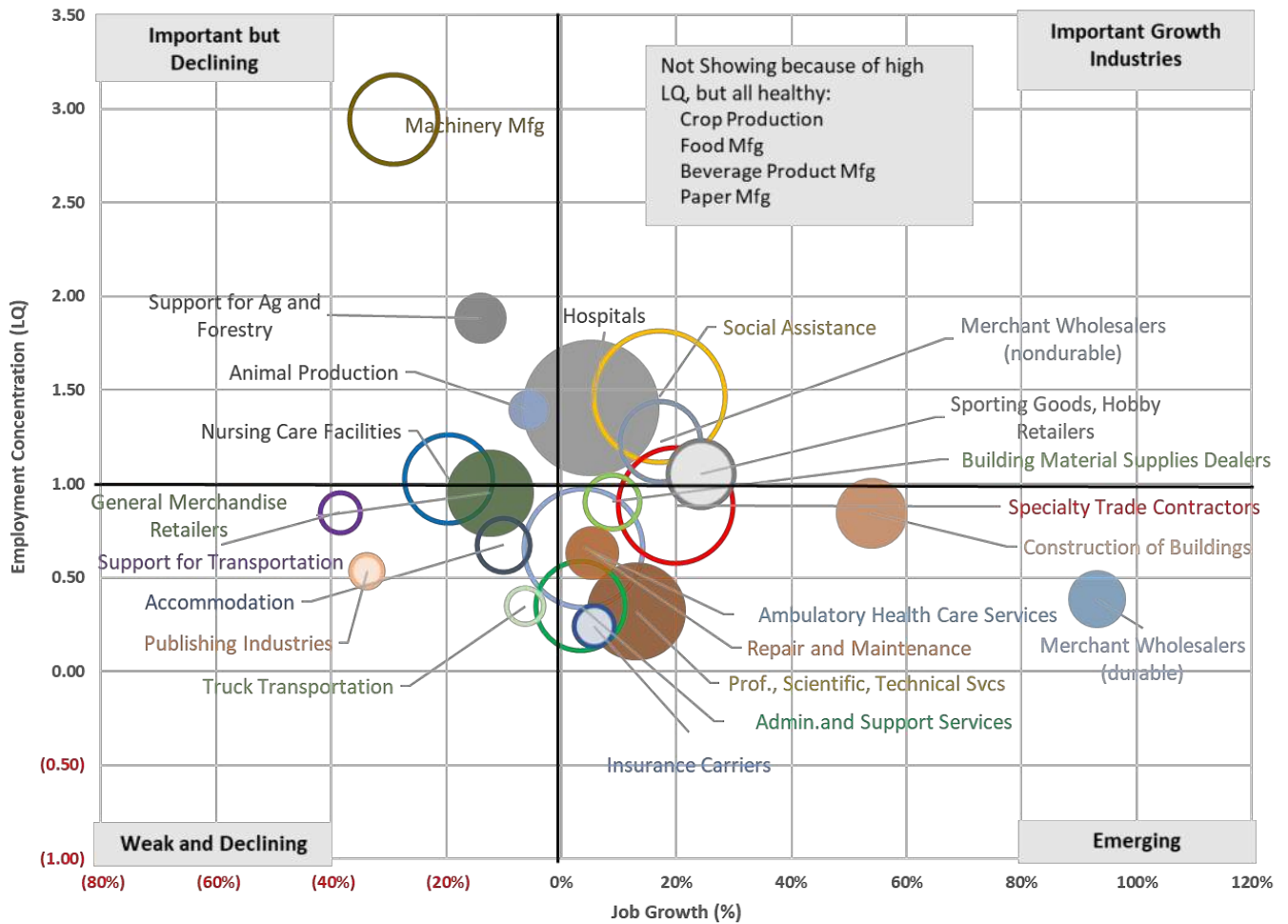
- General Merchandise Retailers (455)
- Support for Transportation (488)
- Accommodation (721)
- Publishing Industries (513)
- **Truck Transportation (484)**

### Emerging

- Building Material Supplies Dealers (444)
- Specialty Trade Contractors (238)
- Construction of Buildings (236)
- Ambulatory Health Care Services (621)
- Repair and Maintenance (811)
- **Professional, Scientific, and Technical Services** (computer systems design services, engineering services, custom computer programming, R&D) (541)
- **Administrative and Support Services (561)**
- Insurance Carriers (524)
- **Merchant Wholesalers (durable) (423)**

\*Industries highlighted in **bold** represent opportunities due to unmet higher demand within the region.

# Industry Health Check





Additionally, the following key sectors are driving the success of major employers in the region. By leveraging these industries, there is an opportunity to strengthen and expand local supply chains, attract complementary businesses, and enhance regional competitiveness through targeted infrastructure investments and workforce development.

---

Animal Production

Support Activities for Animal Production

Food Manufacturing

Paperboard Manufacturing

Pesticide and Other Agricultural Chemical Manufacturing

Plastics Product Manufacturing

Glass Product Manufacturing Made of Purchased Glass

Packaging Machinery Manufacturing

Surgical and Medical Instrument Manufacturing

Industrial Machinery and Equipment Merchant Wholesalers

Drugs and Druggists' Sundries Merchant Wholesalers

Other Chemical and Allied Products Merchant Wholesalers

General Line Grocery Merchant Wholesalers

Wine and Distilled Alcoholic Beverage Merchant Wholesalers

Truck Transportation

General Warehousing and Storage

Software Publishers

Media Streaming Distribution Services

Data Processing, Hosting, and Related Services

Custom Computer Programming Services

Research and Development (including Biotechnology)

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## Potential Uses

Following the industry and supply chain gap analysis, we conducted interviews with local and regional businesses, higher education institutions, and key stakeholders to gather input on potential uses and validate the summarized data.

Based on the above analysis and insights gathered from interviews, the following uses were identified as having the greatest potential for the 233-acre site.

- Wholesalers
- Truck Transportation
- Manufacturing
  - Food
  - Glass
  - Packaging
- Aerospace-related (limited based on runway length to smaller, single-engine planes and larger general aviation aircraft, regional jets, and some small commercial aircraft)
  - Aircraft inspection services
  - Aircraft maintenance and repairs
  - Aircraft testing
  - Other aircraft parts & equipment manufacturing
  - Aircraft engine & engine parts manufacturing
  - Labs and Testing Facility (space, drones, etc.)
  - Emerging Technologies (SAF, hydrogen, etc.)
  - Advanced Air Mobility
- R&D or Professional & Technical Services
- Ag Tech: facilitate businesses and startups in testing new ideas related to agricultural logistics directly on-site, in collaboration with growers, shippers, warehouses, customers, and other relevant stakeholders.
- Logistics Hub: alleviate congestion from ports of Seattle and Tacoma
  - Intermodal transfer facility
  - Cross-dock

## Site Building Capacity

The following potential buildout scenario was estimated based on the potential uses identified in the analysis above, combined with industry standards for land requirements for different types of industrial facilities, focusing on site usage, building size, and ground coverage ratios. For each industry, the data outlines the percentage of the site utilized, the typical building square footage, and the corresponding potential number of buildings that could be accommodated on a given site. The total acreage potential across all industries is roughly 28 acres, with an average of 4 acres per building.

| Use                      | % of Site | Ground Coverage Ratio | Typical Building SF<br>(industry standard) | Potential Number of Buildings | Acres per Bldg | Typical Range (small to medium) |
|--------------------------|-----------|-----------------------|--------------------------------------------|-------------------------------|----------------|---------------------------------|
| Wholesalers              | 25%       | 50%                   | 50,000                                     | 6.7                           | 4.6            | 2-5 acres                       |
| Truck Transportation     | 15%       | 30%                   | 25,000                                     | 2.9                           | 6.4            | 2-5 acres                       |
| Manufacturing            | 20%       | 50%                   | 50,000                                     | 5.3                           | 4.6            | 2-5 acres                       |
| Food Processing          | 15%       | 40%                   | 50,000                                     | 2.6                           | 7.2            | 2-5 acres                       |
| Lab & Testing Facilities | 10%       | 30%                   | 15,000                                     | 3.2                           | 3.8            | 0.5-2 acres                     |
| R&D                      | 15%       | 30%                   | 10,000                                     | 7.2                           | 2.6            | 0.5-2 acres                     |
| Total                    | 100%      |                       |                                            | 28                            | 4              |                                 |

## Impacts

Economic impact analyses are used to estimate the overall economic activity, including spill-over and multiplier impacts, which occurs as a result of a particular business, development or event.

The economic activity related to the Martin Airfield site is the millions of dollars of goods and services purchased from local vendors and the wages and benefits paid to local workers. This initial injection of funds circulates to the business owners and employees that supply the materials, goods and services needed for the development. These contractors, businesses and households continue the economic ripple effect by hiring workers and buying goods and services to facilitate their business.

This analysis breaks down the overall project based on the results from the industry analysis and interviews. The project site layout will be further vetted by JUB Engineers based on infrastructure needs and requirements.

Once the development is completed and occupied, commercial activity and new residential households will spend millions of dollars annually in the course of their daily activities. This recirculation of the original expenditures multiplies their impact through these indirect and induced effects.

The extent to which the initial expenditures multiply is estimated using economic models that depict the relationships between industries and firms and their employees. These models are built upon expenditure patterns that are reported to the U.S. Bureau of Labor Statistics, the U.S. Census Bureau and the Bureau of Economic Analysis. Data is regionalized so that it reflects and incorporates local conditions such as average wages, expenditure patterns and resource availability and costs.

The multipliers used in this analysis were generated by IMPLAN in coordination with the U.S. Bureau of Economic Analysis' RIMS II multipliers. Where appropriate, conservative estimates were used.

To further delineate, below are brief definitions of the three typical types of impacts.

**Direct impacts:** derive directly from an activity or event (first round supply chain)

**Indirect impacts:** generated as a result of business-to-business transactions (second tier supply chain)

**Induced impacts:** generated as a result of consumer-to-business transactions (a result from consumer spending)

Direct impacts are those economic impacts that occur as a consequence of direct activity and employment provided by the businesses that support the area, other businesses and government agencies that provide a range of related support services.

Indirect impacts are generated as a result of business-to-business transactions and induced impacts are a result of consumer-to-business transactions.

The economic impact results should be interpreted as those that are *attributable* to the proposed development at the subject site rather than assuming the new development will *generate* such new activities.

Given the desirable industries that have the potential of fulfilling existing business supply chain needs and interviews from industry experts, there is potential for several different users at this site. The impacts summarized below are indicative of different users in the identified industries, as outlined in the section above. The median wage for proposed jobs in these industries is \$40.36 per hour in Walla Walla County, driven upward by manufacturing, lab and R&D positions. This is **72% higher than the CERB median hourly wage** of \$23.04 for the County. Truck transportation and warehousing average \$30.56 per hour, still above the median hourly wage for the County.

The 687 direct jobs estimated to be created at full build-out is expected to increase the labor force in Walla Walla County—assuming that some workers will reside in Walla Walla County. A small portion will most likely reside outside the area and, therefore, positively impacting their labor force numbers as well.

| Impact on Jobs     |                   |               |             |                          |            |              |
|--------------------|-------------------|---------------|-------------|--------------------------|------------|--------------|
| Impact on Jobs     | Buildout Scenario |               |             |                          |            | Total        |
|                    | MFG               | Truck Transp. | Wholesalers | Lab & Testing Facilities | R&D        |              |
| TOTAL JOBS         | 494               | 33            | 239         | 124                      | 228        | 1,118        |
| Direct             | 317               | 23            | 107         | 96                       | 144        | 687          |
| Indirect + Induced | 177               | 10            | 132         | 28                       | 84         | 430          |
| <b>SUBTOTAL</b>    | <b>494</b>        | <b>33</b>     | <b>239</b>  | <b>124</b>               | <b>228</b> | <b>1,118</b> |

Source: Author's calculations using multipliers from IMPLAN; rounds to nearest thousand

Table 1. Labor Force Impacts as a result of Jobs Directly Created (687 new direct jobs)

| Walla Walla County | Current | Impact from Direct Jobs | Percent Change |
|--------------------|---------|-------------------------|----------------|
| Labor Force        | 27,255  | 28,373                  | 4.1%           |
| Unemployed         | 1,357   | 239                     | -82.4%         |

<sup>1</sup>assuming that people that fill these jobs will reside in Walla Walla County (labor force data is based on "place of residence" and not place of work). Based on the current 5.0% unemployment rate (Jan 2025)

Source: Author's calculations based on BLS data

## Conclusion

The industrial market potential in College Place is shaped by both established industries and emerging sectors, presenting significant opportunities for economic development. The region's foundation in agriculture, food manufacturing, healthcare, and retail trade positions it for continued growth, while construction, technical services, and logistics are emerging as key drivers of future expansion.

To support these emerging industries, incentives and policy strategies should focus on workforce development, business incubation, and infrastructure investment. Strengthening construction and trade workforce training programs can address the rising demand for skilled labor. Tech and business services growth could be encouraged through business incubators, coworking spaces, and startup funding for IT and cybersecurity firms. Expanding healthcare services and insurance offerings will be crucial in meeting the needs of a growing population. Finally, the development of logistics and wholesale trade infrastructure could enhance College Place's role as a regional distribution center.

Multipliers make any project look profitable as the numbers accentuate even the smallest of growth. Without looking at the indirect and induced job creation, however, you cannot see the big picture and the impact realized. The concept is real and is more palatable when you can compare it to similar areas or projects. Conservative approaches were used throughout the analysis. It is recommended that the City track the metrics set forth, and required by CERB, to determine if the desired outcomes are achieved and to help guide future development projects.

Overall, College Place is well-positioned for economic expansion through a combination of industrial diversification, strategic investments, and workforce development initiatives. By leveraging its strong agricultural base, growing healthcare sector, and emerging technical and construction industries, the region can sustain long-term economic growth and resilience.

# **Appendix 6**

## **Detailed Cost Estimates**

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## ENGINEER'S OPINION OF PROBABLE COST

|                                                                      |                                                             |
|----------------------------------------------------------------------|-------------------------------------------------------------|
| <b>PROJECT:</b> City of College Place<br>Martin Airfield Master Plan | <b>DATE:</b> 3/18/2025<br><b>J-U-B PROJ. NO.:</b> 30-24-031 |
|----------------------------------------------------------------------|-------------------------------------------------------------|

**ITEM:** Roads

| ITEM NO.                                                              | DESCRIPTION                                                  | SCHEDULE OF VALUES |      |            |                     |
|-----------------------------------------------------------------------|--------------------------------------------------------------|--------------------|------|------------|---------------------|
|                                                                       |                                                              | QUANTITY           | UNIT | UNIT PRICE | TOTAL COST          |
| 1.00                                                                  | Mobilization                                                 |                    |      | 8.0%       | \$176,000           |
| 2.00                                                                  | Traffic Control                                              |                    |      | 5.0%       | \$110,000           |
| 3.00                                                                  | Crushed Surface Base Course                                  | 6,121              | Tons | \$35       | \$214,235           |
| 4.00                                                                  | Crushed Surface Top Course                                   | 5,226              | Tons | \$35       | \$182,910           |
| 5.00                                                                  | HMA CL 1/2" PG 64-28                                         | 3,983              | Tons | \$150      | \$597,450           |
| 6.00                                                                  | Cement Conc. Traffic Curb and Gutter                         | 8,138              | LF   | \$25       | \$203,450           |
| 7.00                                                                  | Cement Conc. Sidewalk                                        | 5,424              | SY   | \$60       | \$325,440           |
| 8.00                                                                  | Streetlights (includes wiring, J-Boxes, etc.)                | 27                 | EA   | \$7,500    | \$202,500           |
| 9.00                                                                  | Street Trees                                                 | 136                | EA   | \$500      | \$68,000            |
| 10.00                                                                 | Irrigation                                                   | 1                  | LS   | \$100,000  | \$100,000           |
| 11.00                                                                 | Stream Crossing - Does Not Include Row Acquisition For House | 1                  | LS   | \$250,000  | \$250,000           |
| 12.00                                                                 | Paint & Signage                                              | 1                  | LS   | \$50,000   | \$50,000            |
| <b>ESTIMATED CONSTRUCTION SUBTOTAL</b>                                |                                                              |                    |      |            | <b>\$ 2,480,000</b> |
| <i>Contingency <sup>1</sup></i>                                       |                                                              |                    |      |            | <b>\$ 744,000</b>   |
| <i>City of College Place Sales Tax (8.8%)</i>                         |                                                              |                    |      |            | <b>\$ 284,000</b>   |
| <i>Planning, Engineering, &amp; Administrative Costs <sup>2</sup></i> |                                                              |                    |      |            | <b>\$ 877,000</b>   |
| <b>TOTAL PROBABLE COST IN 2025 DOLLARS<sup>3</sup></b>                |                                                              |                    |      |            | <b>\$ 4,385,000</b> |

**J-U-B ENGINEERS, INC.**  
**3611 S. ZINTEL WAY, KENNEWICK, WA 99337**

<sup>1</sup> Estimated at 30% of construction subtotal

<sup>2</sup> Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 25% of construction subtotal, including contingency.

<sup>3</sup> Costs are in 2025 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.



## ENGINEER'S OPINION OF PROBABLE COST

PROJECT: City of College Place DATE: 3/18/2025  
Martin Airfield Master Plan J-U-B PROJ. NO.: 30-24-031

ITEM: Earthwork

| ITEM NO.                                                   | DESCRIPTION                  | SCHEDULE OF VALUES |      |            |            |
|------------------------------------------------------------|------------------------------|--------------------|------|------------|------------|
|                                                            |                              | QUANTITY           | UNIT | UNIT PRICE | TOTAL COST |
| 1.00                                                       | Mobilization                 |                    |      | 8.0%       | \$22,000   |
| 2.00                                                       | Traffic Control              |                    |      | 5.0%       | \$14,000   |
| 3.00                                                       | Earthwork, Grading Site      | 8,000              | CY   | \$30       | \$240,000  |
| 4.00                                                       | Clearing and Grubbing        | 5                  | ACRE | \$5,000    | \$25,000   |
| 5.00                                                       | Asphalt Pavement Restoration |                    | SY   | \$70       | \$0        |
| 6.00                                                       | Hydroseeding                 | 2                  | ACRE | \$5,000    | \$10,000   |
| 7.00                                                       | Silt Fence                   |                    | LF   | \$5        | \$0        |
| ESTIMATED CONSTRUCTION SUBTOTAL                            |                              |                    |      |            | \$ 311,000 |
| Contingency <sup>1</sup>                                   |                              |                    |      |            | \$ 93,000  |
| City of College Place Sales Tax (8.8%)                     |                              |                    |      |            | \$ 36,000  |
| Planning, Engineering, & Administrative Costs <sup>2</sup> |                              |                    |      |            | \$ 110,000 |
| TOTAL PROBABLE COST IN 2025 DOLLARS <sup>3</sup>           |                              |                    |      |            | \$ 550,000 |

J-U-B ENGINEERS, INC.  
3611 S. ZINTEL WAY, KENNEWICK, WA 99337

<sup>1</sup> Estimated at 30% of construction subtotal

<sup>2</sup> Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 25% of construction subtotal, including contingency.

<sup>3</sup> Costs are in 2025 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.



## ENGINEER'S OPINION OF PROBABLE COST

|          |                                                      |                                               |
|----------|------------------------------------------------------|-----------------------------------------------|
| PROJECT: | City of College Place<br>Martin Airfield Master Plan | DATE: 2/11/2025<br>J-U-B PROJ. NO.: 30-24-031 |
| ITEM:    | Sewer Infrastructure                                 |                                               |

| ITEM NO.                                                                       | DESCRIPTION                                                                      | SCHEDULE OF VALUES |      |            |                     |
|--------------------------------------------------------------------------------|----------------------------------------------------------------------------------|--------------------|------|------------|---------------------|
|                                                                                |                                                                                  | QUANTITY           | UNIT | UNIT PRICE | TOTAL COST          |
| 1.00                                                                           | Mobilization                                                                     |                    |      | 8.0%       | \$302,000           |
| 2.00                                                                           | Construction Traffic Control                                                     |                    |      | 0.0%       | \$0                 |
| 3.00                                                                           | Gravity Sewer Pipe                                                               |                    |      |            |                     |
| 3.01                                                                           | 4" PVC Gravity Sewer Service Lateral                                             | 1,165              | LF   | \$27       | \$31,455            |
| 3.02                                                                           | 8" PVC Gravity Sewer Service Lateral                                             |                    | LF   | \$41       | \$0                 |
| 3.03                                                                           | 6" PVC Gravity Sewer Pipe                                                        |                    | LF   | \$40       | \$0                 |
| 3.04                                                                           | 8" PVC Gravity Sewer Pipe                                                        | 7,400              | LF   | \$47       | \$347,800           |
| 3.05                                                                           | 10" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$56       | \$0                 |
| 3.06                                                                           | 12" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$67       | \$0                 |
| 3.07                                                                           | 16" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$81       | \$0                 |
| 3.08                                                                           | 18" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$98       | \$0                 |
| 3.09                                                                           | 21" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$127      | \$0                 |
| 3.10                                                                           | 24" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$152      | \$0                 |
| 3.11                                                                           | 30" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$188      | \$0                 |
| 3.12                                                                           | 36" PVC Gravity Sewer Pipe                                                       |                    | LF   | \$238      | \$0                 |
| 3.13                                                                           | Bedding and Foundation Material                                                  | 8,565              | LF   | \$15       | \$128,475           |
| 3.14                                                                           | Sewer Service Line Connection                                                    | 29                 | EA   | \$500      | \$14,500            |
| 4.00                                                                           | Gravity Trench Excavation/Backfill                                               |                    |      |            |                     |
| 4.01                                                                           | 4-10 ft.                                                                         | 3,450              | LF   | \$43       | \$148,350           |
| 4.02                                                                           | 10-16 ft.                                                                        | 5,115              | LF   | \$74       | \$378,510           |
| 4.03                                                                           | 16-20 ft.                                                                        |                    | LF   | \$104      | \$0                 |
| 4.04                                                                           | 20-24 ft.                                                                        |                    | LF   | \$135      | \$0                 |
| 4.05                                                                           | 24-28 ft.                                                                        |                    | LF   | \$168      | \$0                 |
| 4.06                                                                           | 28-30 ft.                                                                        |                    | LF   | \$207      | \$0                 |
| 4.07                                                                           | Import Backfill and Foundation Material                                          | 16,597             | CY   | \$40       | \$663,880           |
| 5.00                                                                           | Surface Repair                                                                   |                    |      |            |                     |
| 5.01                                                                           | Hydroseed                                                                        |                    | LF   | \$15       | \$0                 |
| 5.02                                                                           | Natural Ground                                                                   | 8,565              | LF   | \$25       | \$214,125           |
| 5.03                                                                           | Gravel Roadway                                                                   |                    | LF   | \$30       | \$0                 |
| 5.04                                                                           | Asphalt - Trench Patch Width per City Standards (Required for 4-16' Depth Sewer) |                    | LF   | \$39       | \$0                 |
| 5.05                                                                           | Asphalt - 1/2 Street Width per City Standards (Required for 16-20' Depth Sewer)  |                    | LF   | \$160      | \$0                 |
| 5.06                                                                           | Asphalt - Full Street Width per City Standards (Required for 20-30' Depth Sewer) |                    | LF   | \$319      | \$0                 |
| 6.00                                                                           | Manholes                                                                         |                    |      |            |                     |
| 6.01                                                                           | 48" Manholes, 4-10 ft.                                                           | 10                 | EA   | \$5,400    | \$54,000            |
| 6.02                                                                           | 48" Manholes, 10-16 ft.                                                          | 14                 | EA   | \$5,900    | \$82,600            |
| 6.03                                                                           | 48" Manholes, 16-20 ft.                                                          |                    | EA   | \$6,400    | \$0                 |
| 6.04                                                                           | 60" Manholes, 20-24 ft.                                                          |                    | EA   | \$12,650   | \$0                 |
| 6.05                                                                           | 60" Manholes, 24-28 ft.                                                          |                    | EA   | \$13,400   | \$0                 |
| 6.06                                                                           | 60" Manholes, 28-30 ft.                                                          |                    | EA   | \$13,750   | \$0                 |
| 7.00                                                                           | Lift Stations                                                                    |                    |      |            |                     |
| 7.01                                                                           | Site Work                                                                        | 1                  | LS   | \$154,000  | \$154,000           |
| 7.02                                                                           | Yard Piping                                                                      | 1                  | LS   | \$134,000  | \$134,000           |
| 7.03                                                                           | Lift Station - Structural                                                        | 1                  | LS   | \$158,000  | \$158,000           |
| 7.04                                                                           | Lift Station - Mechanical                                                        | 1                  | LS   | \$716,000  | \$716,000           |
| 7.05                                                                           | Lift Station - Electrical                                                        | 1                  | LS   | \$452,000  | \$452,000           |
| 8.00                                                                           | Project Specific Considerations                                                  |                    |      |            |                     |
| 8.01                                                                           | Dewatering                                                                       | 1                  | LS   | \$8,000    | \$8,000             |
| 9.00                                                                           | Miscellaneous Other                                                              |                    |      |            |                     |
| 9.01                                                                           | Bypass Pumping                                                                   |                    |      | 0.0%       | \$0                 |
| 9.02                                                                           | Bonding / Admin                                                                  |                    |      | 2.5%       | \$92,000            |
| <b>ESTIMATED CONSTRUCTION SUBTOTAL</b>                                         |                                                                                  |                    |      |            | <b>\$ 4,080,000</b> |
| Contingency <sup>1</sup>                                                       |                                                                                  |                    |      |            | <b>\$ 1,224,000</b> |
| City of College Place Sales Tax (8.8%)                                         |                                                                                  |                    |      |            | <b>\$ 467,000</b>   |
| Planning, Engineering, & Administrative Costs <sup>2</sup>                     |                                                                                  |                    |      |            | <b>\$ 1,443,000</b> |
| <b>TOTAL PROBABLE COST IN 2025 DOLLARS<sup>3</sup></b>                         |                                                                                  |                    |      |            | <b>\$ 7,214,000</b> |
| <b>J-U-B ENGINEERS, INC.</b><br><b>3611 S. ZINTEL WAY, KENNEWICK, WA 99337</b> |                                                                                  |                    |      |            |                     |

<sup>1</sup> Estimated at 30% of construction subtotal

<sup>2</sup> Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 25% of construction subtotal, including contingency.

<sup>3</sup> Costs are in 2025 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.



## ENGINEER'S OPINION OF PROBABLE COST

| <b>PROJECT:</b>                                            |                                                       | City of College Place<br>Martin Airfield Master Plan |      | <b>DATE:</b>            | 3/6/2025           |
|------------------------------------------------------------|-------------------------------------------------------|------------------------------------------------------|------|-------------------------|--------------------|
| <b>ITEM:</b>                                               |                                                       | Water Infrastructure                                 |      | <b>J-U-B PROJ. NO.:</b> | 30-24-031          |
| ITEM NO.                                                   | DESCRIPTION                                           | SCHEDULE OF VALUES                                   |      |                         |                    |
|                                                            |                                                       | QUANTITY                                             | UNIT | UNIT PRICE              | TOTAL COST         |
| 1.00                                                       | <b>Mobilization</b>                                   |                                                      |      | 8%                      | \$380,000          |
| 2.00                                                       | <b>Construction Survey</b>                            | 1                                                    | LS   | \$10,000                | \$10,000           |
| 3.00                                                       | <b>Erosion Control and Water Pollution Prevention</b> | 1                                                    | LS   | \$10,000                | \$10,000           |
| 4.00                                                       | <b>Materials Testing</b>                              | 1                                                    | LS   | \$5,000                 | \$5,000            |
| 5.00                                                       | <b>Project Temporary Traffic Control</b>              | 1                                                    | LS   | \$5,000                 | \$5,000            |
| 6.00                                                       | <b>Shoring and Trench Safety Systems</b>              | 1                                                    | LS   | \$2,500                 | \$2,500            |
| 7.00                                                       | <b>Surface Repair</b>                                 |                                                      |      |                         |                    |
| 7.01                                                       | Removing Asphalt Concrete Pavement                    | 625                                                  | SY   | \$5                     | \$3,125            |
| 7.02                                                       | HMA Sawcut and Seal                                   | 4,070                                                | LF   | \$2                     | \$8,140            |
| 7.03                                                       | HMA Restoration                                       | 625                                                  | SY   | \$47                    | \$29,375           |
| 8.00                                                       | <b>Water Pipe and Appurtenances</b>                   |                                                      |      |                         |                    |
| 8.01                                                       | Connect to Existing Water Main 12 In. Diam.           | 2                                                    | EA   | \$5,000                 | \$10,000           |
| 8.02                                                       | DI Pipe for Water Main 6 In. Diam.                    | 1,500                                                | LF   | \$90                    | \$135,000          |
| 8.03                                                       | DI Pipe for Water Main 14 In. Diam.                   | 830                                                  | LF   | \$186                   | \$154,380          |
| 8.04                                                       | DI Pipe for Water Main 16 In. Diam.                   | 14,395                                               | LF   | \$221                   | \$3,181,295        |
| 8.05                                                       | DI Tee 14 In. x 6 In.                                 | 3                                                    | EA   | \$2,300                 | \$6,900            |
| 8.06                                                       | DI Tee 16 In. x 6 In.                                 | 27                                                   | EA   | \$3,500                 | \$94,500           |
| 8.07                                                       | DI Tee 16 In. x 12 In.                                | 1                                                    | EA   | \$4,600                 | \$4,600            |
| 8.08                                                       | DI Tee 16 In. x 14 In.                                | 3                                                    | EA   | \$4,800                 | \$14,400           |
| 8.09                                                       | DI Tee 16 In.                                         | 1                                                    | EA   | \$11,500                | \$11,500           |
| 8.10                                                       | DI Cross 16" In.                                      | 1                                                    | EA   | \$4,400                 | \$4,400            |
| 8.11                                                       | DI Reducer 16 In. x 12 In.                            | 1                                                    | EA   | \$3,700                 | \$3,700            |
| 8.12                                                       | DI 45° Bend 16 In.                                    | 4                                                    | EA   | \$3,100                 | \$12,400           |
| 8.13                                                       | DI Cap 12 In.                                         | 2                                                    | EA   | \$710                   | \$1,420            |
| 8.14                                                       | DI Cap 14 In.                                         | 3                                                    | EA   | \$890                   | \$2,670            |
| 8.15                                                       | DI Cap 16 In.                                         | 3                                                    | EA   | \$1,550                 | \$4,650            |
| 8.16                                                       | Blowoff Assembly 2 In.                                | 8                                                    | EA   | \$2,500                 | \$20,000           |
| 8.17                                                       | Butterfly Valve 12 In.                                | 2                                                    | EA   | \$4,000                 | \$8,000            |
| 8.18                                                       | Butterfly Valve 14 In.                                | 3                                                    | EA   | \$5,400                 | \$16,200           |
| 8.19                                                       | Butterfly Valve 16 In.                                | 34                                                   | EA   | \$6,100                 | \$209,810          |
| 8.20                                                       | Comb. Air Release/Air Vacuum Valve Assembly 2 In.     | 2                                                    | EA   | \$11,000                | \$22,000           |
| 8.21                                                       | Hydrant Assembly                                      | 30                                                   | EA   | \$6,500                 | \$195,000          |
| 8.22                                                       | Bollard                                               | 60                                                   | EA   | \$1,000                 | \$60,000           |
| 8.23                                                       | Service Connection 2 In. Diam.                        | 29                                                   | EA   | \$3,400                 | \$98,600           |
| 8.24                                                       | Water Meter 2 In. Diam.                               | 29                                                   | EA   | \$6,500                 | \$188,500          |
| 9.00                                                       | <b>Project Specific Considerations</b>                |                                                      |      |                         |                    |
| 9.01                                                       | Doan Creek Crossing                                   | 1                                                    | LS   | \$100,000               | \$100,000          |
| 10.00                                                      | <b>Miscellaneous Other</b>                            |                                                      |      |                         |                    |
| 10.01                                                      | As-Built Drawings                                     | 1                                                    | LS   | \$2,500                 | \$2,500            |
| 10.02                                                      | Bonding / Admin                                       |                                                      |      | 2.5%                    | \$116,000          |
| <b>ESTIMATED CONSTRUCTION SUBTOTAL</b>                     |                                                       |                                                      |      |                         | <b>\$5,132,000</b> |
| Contingency <sup>1</sup>                                   |                                                       |                                                      |      |                         | \$1,540,000        |
| City of College Place Sales Tax (8.8%)                     |                                                       |                                                      |      |                         | \$588,000          |
| Planning, Engineering, & Administrative Costs <sup>2</sup> |                                                       |                                                      |      |                         | \$ 1,815,000       |
| <b>TOTAL PROBABLE COST IN 2025 DOLLARS <sup>3</sup></b>    |                                                       |                                                      |      |                         | <b>\$9,075,000</b> |
| <b>J-U-B ENGINEERS, INC.</b>                               |                                                       |                                                      |      |                         |                    |
| <b>3611 S. ZINTEL WAY, KENNEWICK, WA</b>                   |                                                       |                                                      |      |                         |                    |

<sup>1</sup> Estimated at 30% of construction subtotal

<sup>2</sup> Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 25% of construction subtotal, including contingency.

<sup>3</sup> Costs are in 2025 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.



## ENGINEER'S OPINION OF PROBABLE COST

|                                                                      |                                                             |
|----------------------------------------------------------------------|-------------------------------------------------------------|
| <b>PROJECT:</b> City of College Place<br>Martin Airfield Master Plan | <b>DATE:</b> 3/18/2025<br><b>J-U-B PROJ. NO.:</b> 30-24-031 |
|----------------------------------------------------------------------|-------------------------------------------------------------|

**ITEM:** Storm Drain

| ITEM NO.                                                              | DESCRIPTION                                    | SCHEDULE OF VALUES |      |            |                   |
|-----------------------------------------------------------------------|------------------------------------------------|--------------------|------|------------|-------------------|
|                                                                       |                                                | QUANTITY           | UNIT | UNIT PRICE | TOTAL COST        |
| 1.00                                                                  | Mobilization                                   |                    |      | 8.0%       | \$31,000          |
| 2.00                                                                  | Traffic Control                                |                    |      | 5.0%       | \$20,000          |
| 3.00                                                                  | Catch Basin Type 1                             |                    | EA   | \$2,500    | \$0               |
| 4.00                                                                  | Solid Wall PVC Storm Sewer Pipe 12 In. Diam.   | 500                | LF   | \$85       | \$42,500          |
| 5.00                                                                  | Stormwater Treatment Device (CDS or Aquaswirl) |                    | EA   |            | \$0               |
| 6.00                                                                  | Swales                                         | 6,000              | LF   | \$50       | \$300,000         |
| 7.00                                                                  | Pond excavation, mulch, seeding                | 1,000              | CY   | \$50       | \$50,000          |
| <b>ESTIMATED CONSTRUCTION SUBTOTAL</b>                                |                                                |                    |      |            | <b>\$ 444,000</b> |
| <i>Contingency <sup>1</sup></i>                                       |                                                |                    |      |            | <b>\$ 133,000</b> |
| <i>City of College Place Sales Tax (8.8%)</i>                         |                                                |                    |      |            | <b>\$ 51,000</b>  |
| <i>Planning, Engineering, &amp; Administrative Costs <sup>2</sup></i> |                                                |                    |      |            | <b>\$ 157,000</b> |
| <b>TOTAL PROBABLE COST IN 2025 DOLLARS<sup>3</sup></b>                |                                                |                    |      |            | <b>\$ 785,000</b> |

**J-U-B ENGINEERS, INC.**  
**3611 S. ZINTEL WAY, KENNEWICK, WA 99337**

<sup>1</sup> Estimated at 30% of construction subtotal

<sup>2</sup> Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 25% of construction subtotal, including contingency.

<sup>3</sup> Costs are in 2025 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.



## ENGINEER'S OPINION OF PROBABLE COST

|                                                                      |                                                             |
|----------------------------------------------------------------------|-------------------------------------------------------------|
| <b>PROJECT:</b> City of College Place<br>Martin Airfield Master Plan | <b>DATE:</b> 3/18/2025<br><b>J-U-B PROJ. NO.:</b> 30-24-031 |
|----------------------------------------------------------------------|-------------------------------------------------------------|

**ITEM:** Utilities

| ITEM NO.                                                              | DESCRIPTION                       | SCHEDULE OF VALUES |      |            |                     |
|-----------------------------------------------------------------------|-----------------------------------|--------------------|------|------------|---------------------|
|                                                                       |                                   | QUANTITY           | UNIT | UNIT PRICE | TOTAL COST          |
| 1.00                                                                  | Mobilization                      |                    |      | 8.0%       | \$88,000            |
| 2.00                                                                  | Traffic Control                   |                    |      | 5.0%       | \$55,000            |
|                                                                       | <b>Electrical</b>                 |                    |      |            | \$0                 |
| 3.00                                                                  | Primary Electrical Vaults         | 15                 | EA   | \$10,000   | \$150,000           |
| 4.00                                                                  | Primary Electrical Conduit & Wire | 8,500              | LF   | \$40       | \$340,000           |
| 5.00                                                                  | Transformer for Primary Service   | 0                  | EA   | \$100,000  | \$0                 |
|                                                                       | <b>Fiber Optic</b>                |                    |      |            | \$0                 |
| 6.00                                                                  | Fiber Optic                       | 1.6                | MI   | \$100,000  | \$160,000           |
| 7.00                                                                  | Fiber Service Vaults              | 29                 | EA   | \$2,000    | \$58,000            |
|                                                                       | <b>Gas</b>                        |                    |      |            | \$0                 |
| 8.00                                                                  | 4" Natural Gas Main               | 12,000             | LF   | \$20       | \$240,000           |
| 9.00                                                                  | Natural Gas Regulator             | 1                  | EA   | \$150,000  | \$150,000           |
| <b>ESTIMATED CONSTRUCTION SUBTOTAL</b>                                |                                   |                    |      |            | <b>\$ 1,241,000</b> |
| <i>Contingency <sup>1</sup></i>                                       |                                   |                    |      |            | <b>\$ 372,000</b>   |
| <i>City of College Place Sales Tax (8.8%)</i>                         |                                   |                    |      |            | <b>\$ 142,000</b>   |
| <i>Planning, Engineering, &amp; Administrative Costs <sup>2</sup></i> |                                   |                    |      |            | <b>\$ 439,000</b>   |
| <b>TOTAL PROBABLE COST IN 2025 DOLLARS<sup>3</sup></b>                |                                   |                    |      |            | <b>\$ 2,194,000</b> |

**J-U-B ENGINEERS, INC.**  
**3611 S. ZINTEL WAY, KENNEWICK, WA 99337**

<sup>1</sup> Estimated at 30% of construction subtotal

<sup>2</sup> Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 25% of construction subtotal, including contingency.

<sup>3</sup> Costs are in 2025 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.



***City of College Place, Washington***  
**RESOLUTION NO. 25-036**

**A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE, WASHINGTON  
ADOPTING THE MARTIN AIRFIELD PLANNING STUDY TO THE CITY OF COLLEGE PLACE  
COMPREHENSIVE PLAN AS AN APPENDIX**

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

**Whereas**, the City of College Place has adopted a Comprehensive Plan pursuant to RCW 36.70A; and

**Whereas**, the Martin Airfield Area Planning Study was prepared to analyze and provide recommendations on site development around the Martin Airfield area; and

**Whereas**, the City of College Place Planning Commission, following public input and deliberation, recommended that the Martin Airfield Planning Study be adopted by Council as an index to the Comprehensive Plan; and

**Whereas**, adoption of the Martin Airfield Planning Study does not amend the Comprehensive Plan but provides supplementary information to support implementation and future amendments;

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

1. The Martin Airfield Planning Study is hereby adopted as an indexed document to the City of College Place Comprehensive Plan.
2. The Planning Department is directed to make the Martin Airfield Planning Study publicly available and maintain it as part of an index in the Comprehensive Plan.

**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 13<sup>th</sup> day of May, 2025.

Attest:

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Norma L. Hernández, Mayor

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Maryelizabeth E. Garcia, City Clerk

## I. PURPOSE

A policy is needed to provide guidelines for the borrowing of cash or other assets using interfund loans. The City of College Place is a non-charter code city. As such, the legislative body may exercise its powers to approve interfund loans.

## II. POLICY

This policy applies to all loans made between two or more city funds. Only that portion of a given fund which is clearly inactive or in excess of current needs for the anticipated length of the loan may be loaned to other municipal funds. Interfund loans are temporary or short-term borrowing of cash or other assets and may be made for the following reasons:

- To offset timing differences in cash flow
- To offset timing differences between expenditures and reimbursements, typically associated with grant funding.
- To provide funds for interim financing in conjunction with obtaining long-term financing.
- For short-term borrowing in place of external financing.
- For other needs as deemed appropriate by City Council.

Interfund loan monies may only be used for the purpose identified in the authorizing resolution. Appropriate accounting records will be maintained to reflect the balances of loans in every fund affected by such transactions. A reasonable rate of interest, based on market rates, will be paid.

## III. PROCEDURE

It is permissible to make interfund loans on those municipal monies which are clearly inactive or in excess of current needs for the anticipated length of the loan and legally available for investment (i.e., no restrictions). The City Administrator and Finance Director will determine which money may or may not be available for interfund lending, since the special character of some money involves commitments and restrictions which would require individual consideration.

The requirements for making and accounting for interfund loans are as follows:

1. The City Council must approve by resolution all interfund loans. The resolution will include a planned schedule of repayment of the loan principal as well as setting

a reasonable rate of interest to be paid to the lending fund. The following guidelines should be used in establishing the rate of interest:

- a. Not lower than the “opportunity cost” if the funds were otherwise invested, such as the LGIP (Local Government Investment Pool) rate or a bank CD rate for a similar term.
- b. Treasury yields or short-term bond yields for a similar term.
- c. Not higher than the external rate available to the municipality.

2. Interest is not required in the following circumstances:

- a. The borrowing fund has no independent source of revenue other than the lending fund; or
- b. The borrowing fund is normally funded by the lending fund. (For example, General Fund is used to fund Streets and capital projects.)
- c. The lending fund is the General Fund, which, being unrestricted, can loan interest-free, except to a proprietary fund (i.e, enterprise funds such as Water and Sewer).

3. The borrowing fund must anticipate sufficient revenues to be in a position over the period of the loan to make the specified principal and interest payments as required in the authorizing resolution.

4. The term of the loan may continue over a period of more than one year but must be “temporary” in the sense that no permanent diversion of the lending fund results from the failure to repay by the borrowing fund. A loan that continues longer than three years will be scrutinized for a “permanent diversion” of moneys. (Note: these restrictions and limitations do not apply to those funds which are legally permitted to support one another through appropriations, transfers, advances, etc.)

5. Appropriate accounting records will be maintained to reflect the balance of loans in every fund affected by such transactions.

- a. Interfund loans receivable and interfund loans payable will be reconciled periodically.
- b. The original interfund loan and repayments of the loan are recorded as non-expenditure disbursements and nonrevenue receipts.

- c. Loan interest on an interfund loan will be recorded as revenue to the loaning fund, and an expenditure of the fund receiving the loan.
- d. Interfund loan monies may only be used for the purpose identified in the authorizing resolution.

## 3 Accounting

### 3.9 Interfund Activities

#### 3.9.1 Interfund Loans

3.9.1.10 This section does not attempt to determine which moneys of a local government may or may not be available for interfund lending, since the special character of some moneys involves commitments and restrictions which would require individual consideration. As a rule of thumb, however, it may be considered permissible to make interfund loans of those moneys which are clearly inactive or in excess of anticipated cash needs throughout the duration of the loan **and** legally available for investment. Interfund loans can only be done within the primary government (i.e., the governmental and proprietary funds). Loans between governmental or proprietary funds and the fiduciary funds are intergovernmental loans (not interfund loans) and procedures in [BARS 3.4.7, Intergovernmental and Forgivable Loans](#) should be followed.

In addition, the governing body may make a management decision (without a formal lending agreement, however documented in governing body meeting minutes) to loan from the General Fund an amount to other governmental or proprietary funds in lieu of a permanent transfer or contribution (for example, loans of unrestricted General Fund monies). Lending of General Fund monies would require the same repayment schedule as described below.

3.9.1.20 The minimum acceptable procedures for making and accounting for interfund loans are as follows:

1. The legislative body of a local government must, by ordinance or resolution, approve all interfund loans, indicating the lending and borrowing funds, and provide in the authorization a planned schedule of repayment of the loan principal as well as setting a reasonable rate of interest (based on the external rate available to the local government) to be paid to the lending fund. The planned schedule of repayment should specify the due date(s) of payment(s) needed to repay the principal and interest on the loan.

2. Interest should be charged in all cases, unless:

- a. The borrowing fund has no other source of revenue other than the lending fund; or

- b. The borrowing fund is normally funded by the lending fund; or

c. The borrowing fund is a governmental fund and the lending fund in is the General Fund.

3. The borrowing fund must anticipate sufficient revenues to be able over the period of the loan to make the specified principal and interest payments as required in the authorizing ordinance or resolution.

4. The loan status should be reviewed annually by the legislative body at any open public meeting.

5. The term of the loan may continue over a period of more than one year but must be "temporary" in the sense that no permanent diversion of the lending fund results from the failure to repay by the borrowing fund. A loan that continues longer than three years will be scrutinized for a permanent diversion of moneys. (Note: these restrictions and limitations do not apply to those funds which are legally permitted to support one another through appropriations, transfers, advances, etc.)

6. Appropriate accounting records should be maintained to reflect the balances of loans in every fund affected by such transactions.

3.9.1.30 No debt instrument issued by one fund and held by another fund can be considered an investment. Such activity should be accounted for and reported as an interfund loan. Although the accounting treatment for such situations is not specified within a source of authoritative pronouncements, GAAP standards require transactions to be with an external party in order to classify them as other than interfund.

3.9.1.31 When a fund has a negative fund balance, it has effectively borrowed money from other funds. The governing body may authorize a policy for handling negative fund balances administratively that provides for appropriate terms and interest, including negative fund balances of fiduciary funds. However, if negative fund balances are significant or persist beyond 60 days in substance, then procedures described in 3.9.1.10 should be followed. For negative fund balances of fiduciary funds that are significant or persist beyond 60 days in substance, then procedures described in [BARS 3.4.7 Intergovernmental and Forgivable Loans](#) should be followed.

3.9.1.32 When a fund is subject to taxes, fees or other charges from other funds, the resulting receivable is not considered a loan unless and until the fund is given extra time to pay. For example, when a fund has an overdue balance and is subjected to the same collection practices as other customers, or the fund is allowed to pay significantly later than other funds or customers, or unpaid balances are otherwise allowed to accrue. Granting extra time for specific funds to pay or reimburse other funds will be scrutinized



to determine whether it represents an extension of credit from one fund to another, which should conform to requirements for interfund loans as described above.

3.9.1.40 For reporting interfund loan transactions, see BARS Manual [3.9.8, Interfund Activities Overview](#).

***City of College Place, Washington***  
**RESOLUTION NO. 25-037**

**A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE, WASHINGTON  
REGARDING ESTABLISHMENT OF AN INTERFUND LOAN POLICY AND PROCEDURE**

**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 recognizes that it is fiscally responsible to define policy and procedures for the use and approval of Interfund Loans and.

**Whereas,** the State Auditor’s Office has set out guidelines within the Washington State Bars Manual and will establish an Interfund Policy and Procedure in compliance with this guidance.

**Whereas,** and the City of College Place Finance Committee met on May 09<sup>th</sup>, 2025 and approved the establishment of an interfund loan program as set out in Exhibit 1.

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

- 1.** Adopt the Interfund Loan Policy in Exhibit 1 and incorporate it into existing City Financial Policies.

**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 13th day of May, 2025.

Attest:

---

Norma L. Hernández, Mayor

---

Maryelizabeth E. Garcia, City Clerk

# 2025 EVENTOS DE LA CUIDAD

**18**

MAYO, 2025

## BLOCK PARTY DE LA CUIDAD

1-6 PM

WALLA WALLA UNIVERSITY &  
COLLEGE AVENUE

**29**

MAYO, 2025

## MERCADO EN EL PARQUE

THURSDAYS 4-7 PM  
EXCLUDES 6/19, ENDS 9/25

LIONS PARK -  
801 SE LARCH AVE

**21**

JUNIO, 2025

## PELICULAS AL PARQUE

DOMINGOS AL ATARDECER  
7/12, 8/2, 8/23 & 9/13

LIONS PARK -  
801 SE LARCH AVE

**29**

JUNIO, 2025

## FESTIVAL DE LIBERTAD

6-10 PM

FOOTBALL FIELD & TRACK FACILITY-  
COLLEGE PLACE HIGH SCHOOL

**31**

OCT, 2025

## TRUNK -OR- TREAT

3-6 PM

COLLEGE PLACE CITY HALL  
625 S COLLEGE AVE, 99324

**04**

DEC, 2025

## WINTERFEST

6-8 PM

COLLEGE PLACE CITY HALL  
625 S COLLEGE AVE, 99324



COLLEGE PLACE  
**MARKET**  
IN THE PARK

### NOSOTROS DAMOS LA BIENVENIDA:

- SUN BUCKS
- SNAP-EBT
- SNAP MARKET MATCH
- WIC FMNP
- SENIOR FMNP





# 2025 EVENT SCHEDULE

**18**

MAY, 2025

## CITY BLOCK PARTY

1-6 PM

WALLA WALLA UNIVERSITY &  
COLLEGE AVENUE

**29**

MAY, 2025

## MARKET IN THE PARK

THURSDAYS 4-7 PM  
EXCLUDES 6/19, ENDS 9/25

LIONS PARK -  
801 SE LARCH AVE

**21**

JUNE, 2025

## MOVIES @ THE PARK

SUNDAYS AT SUNDOWN  
7/12, 8/2, 8/23 & 9/13

LIONS PARK -  
801 SE LARCH AVE

**29**

JUNE, 2025

## FREEDOM FESTIVAL

6-10 PM

FOOTBALL FIELD & TRACK FACILITY-  
COLLEGE PLACE HIGH SCHOOL

**31**

OCT, 2025

## TRUNK -OR- TREAT

3-6 PM

COLLEGE PLACE CITY HALL  
625 S COLLEGE AVE, 99324

**04**

DEC, 2025

## WINTERFEST

6-8 PM

COLLEGE PLACE CITY HALL  
625 S COLLEGE AVE, 99324



**COLLEGE PLACE  
MARKET  
IN THE PARK**

### WE WELCOME

- SUN BUCKS
- SNAP-EBT
- SNAP MARKET MATCH
- WIC FMNP
- SENIOR FMNP

**SUN  
BUCKS**  
WASHINGTON





# *Dedication Ceremony* **LIONS PARK**

*All Are Welcome!!!*

The City of College Place and our esteemed government officials invite the community to the Grand Re-Opening of the renovated Lions Park!

*Join us for this momentous occasion!*

*May 29, 2025 at 4:30 PM*



**Lions Park**  
801 SE Larch Avenue,  
College Place, WA 99324







USTED Y SU FAMILIA ESTÁN INVITADOS A UNA

*Evento de Dedicación*

# PARA LIONS PARK

ACTIVIDADES, FOOD TRUCKS, REGALOS, MANUALIDADES Y MÁS –  
¡DIVERSION PARA TODOS!

**4-7**  
PM

**DERBI DE PESCA**

College Place Lions Club



**4-7**  
PM

**MERCADO EN EL PARQUE**

Bienvenidos Distinguidos Invitados

**4:10**  
PM

**HIMNO NACIONAL**

Isaiah Garcia

**4:15**  
PM

**TIERRA BIENVENIDA**

Invitada Especial Jeanine Gordon

**4:30**  
PM

**CEREMONIA DE CORTE DE CINTA**

Walla Walla Valley Chamber of Commerce



**LIONS PARK**  
801 SE LARCH AVE  
99324



**JUEVES**  
**MAYO 29, 2025**



**4:00 PM -**  
**7:00 PM**





**YOU & YOUR FAMILY ARE INVITED TO A**

*Dedication Event*

**FOR LIONS PARK**

ACTIVITIES, FOOD TRUCKS, GIFTS, CRAFTS & MORE - *FUN FOR EVERYONE!!!*

**4-7**  
PM

**FISHING DERBY**

College Place Lions Club



**4-7**  
PM

**MARKET IN THE PARK**

Welcome Distinguished Guests

**4:10**  
PM

**NATIONAL ANTHEM**

Isaiah Garcia

**4:15**  
PM

**LAND WELCOME**

Special Guest Jeanine Gordon

**4:30**  
PM

**RIBBON CUTTING CEREMONY**

Walla Walla Valley Chamber of Commerce



**LIONS PARK**  
801 SE LARCH AVE  
99324



**THURSDAY,**  
**MAY 29, 2025**



**4:00 PM -**  
**7:00 PM**

# WWV Chamber 2025 Community Charrette Report

## 1. Purpose and Overview

This report synthesizes insights, questions, and themes gathered by eleven scribes during the Walla Walla Valley Chamber's Community Charrette. It is designed to serve as a resource for City and County officials who hosted and participated in the discussions, as well as for entities currently conducting general plan updates, strategic planning, or interagency collaborations.

The charrette brought together a cross-section of the Walla Walla Valley community to explore shared challenges and brainstorm innovative solutions. This report aims to:

- Summarize critical themes and recurring topics
- Reflect public sentiment and priorities
- Capture open-ended questions for continued analysis
- Offer actionable ideas and next steps

A complete, anonymized set of notes is included in the appendix to ensure transparency and allow jurisdictions to explore topic-specific commentary. These aggregated notes have been scrubbed of personal identifiers and negative comments and de-duplicated for clarity.

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## 2. Methodology

- **Date of Charrette:** March 5, 2025
  - **Participants:** Approximately 90 community members representing sectors such as local government, education, agriculture, healthcare, small business, nonprofits, and civic groups
  - **Format:** Facilitated round-table conversations with City and County leadership
  - **Data Collection:** Notes from eleven scribes were aggregated, grouped thematically, and synthesized into key findings. Full notes are included in the appendix.
- 

## 3. Key Themes & Community Insights

### 3.1 Infrastructure & Development

**Concerns:**

- Confusion around contractor selection, oversight, and accountability
- Zoning inconsistencies inhibiting both housing and business growth

#### **Community Aspirations:**

- Transparent public contracting processes
- Development standards that reflect community values (e.g., walkability, workforce access)
- Balanced growth that protects neighborhood character

#### **Unanswered Questions:**

- What tools can increase oversight of public contracts?
- How can we better align infrastructure projects with land use goals?

### **3.2 Housing & Zoning**

#### **Challenges Identified:**

- Persistent shortage of affordable and workforce housing
- Zoning and permitting processes seen as outdated or inflexible

#### **Ideas Shared:**

- Support for zoning reform to allow for greater density and housing diversity
- Incentives for infill development and accessory dwelling units (ADUs)
- Proactive code enforcement to maintain housing standards

#### **Considerations:**

- Legal limits on rent control and landlord regulation
- Balancing growth with the capacity of existing services and infrastructure

### **3.3 City Services & Operations**

#### **Public Sentiment:**

- Broad satisfaction with essential services including libraries, utilities, parks, and public safety

#### **Requested Improvements:**

- Enhanced sidewalk repair, tree canopy coverage, and proactive debris cleanup

**Operational Notes:**

- Recognition of staffing challenges and funding constraints

**3.4 Youth Engagement & Retention****Community Worries:**

- Limited non-wine-related activities for youth
- Young residents leaving the area post-graduation

**Proposed Strategies:**

- Strengthen internship pipelines and technical training
- Host youth-focused events and non-alcoholic social spaces
- Expand rural transit options and access to community hubs

**3.5 Funding & Capacity Building****Identified Needs:**

- Centralized support for grant writing and collaboration
- Resource-sharing among nonprofits and public entities

**Opportunities for Action:**

- Develop a regional grant readiness program
- Facilitate cooperative funding efforts for joint projects

**3.6 Regional Collaboration & Governance****Concerns Raised:**

- Redundant efforts across jurisdictions
- Misalignment in planning and communication

**Suggestions:**

- Regular cross-jurisdictional planning sessions
- Shared frameworks for tourism, workforce development, and emergency response

**3.7 Transportation & Mobility****Public Requests:**

- Safer infrastructure for pedestrians and cyclists
- Better rural transit and real-time scheduling tools

**Innovative Concepts:**

- Free transit for students and seniors
- Ride-share subsidies in underserved areas
- Exploration of smart transit pilots

**Action Step:**

- Convene a multi-jurisdictional transportation working group

### **3.8 Agriculture & Wine Economy**

**Growth Opportunities:**

- Expanded agritourism (farm-to-table dinners, tours, seasonal events)
- Youth outreach and AgTech innovation

**Emerging Trends:**

- Shift toward sustainable farming practices
- Declining tasting room foot traffic
- Increased demand for non-alcoholic and eco-conscious offerings

### **3.9 Education & Workforce Development**

**Key Issues:**

- Rising food insecurity among students
- Early learning and vocational access disparities
- Enrollment declines in rural districts

**Community Solutions:**

- Stronger school-employer partnerships
- Multilingual family engagement
- Increased mentorship and hands-on training programs

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## **4. Outstanding Questions & Considerations**

- What are viable models for regional event or convention centers?
  - How can cities monitor and report real-time planning and development data?
  - How will short-term rental policies evolve with state legislation?
  - Are there peer regions demonstrating successful zoning reform or smart growth?
  - How might budget shortfalls impact long-range infrastructure or housing plans?
- 

## 5. Additional Community Observations

- Walla Walla employs a full-time arborist
  - Countywide population growth is modest at 0.8% annually
  - Death rates now outpace birth rates in the region
  - Current kindergarten enrollment trails high school graduation rates by over 100 students
- 

## 6. Long-Term Planning: Vision to 2050

- Balancing updated safety codes with affordability in housing retrofits
  - Rescaling government functions to align with demographic shifts
  - Fostering trust through open, shared data platforms
  - Protecting rural landscapes while accommodating growth
  - Ensuring infrastructure and housing supply align with projected workforce needs
- 

## 7. Recommendations & Next Steps

1. **Commission legal and policy reviews** to clarify open questions.
  2. **Translate themes into tactical work plans** by agency or department, with defined milestones.
  3. **Host follow-up meetings or webinars** to maintain momentum and public engagement.
  4. **Develop a public-facing dashboard** with community KPIs and project timelines.
  5. **Pursue targeted funding opportunities** aligned with the community's identified priorities.
  6. **Distribute tailored summary briefs** to each jurisdiction for internal planning.
  7. **Promote ongoing coordination** through interagency forums and rotating working groups.
-



**Appendix:**

- Aggregated scribe notes (edited for anonymity and clarity) are included to support further study and reporting by interested jurisdictions and partners.
- Executive Summary included

## **WWV Chamber 2025 Community Charrette Aggregated Scribe Data / Report Appendix**

### **City of Walla Walla Comments**

#### **How does the City determine if your contractor is a good choice?**

- Previous jobs: if the relationship exists, they look at previous projects.
- Without a relationship: question partners and collaborators.

#### **Need for separate areas/zoning**

- Separate areas/zoning for wine, commercial, and residential, and how to construct more in each category to create both housing and jobs.

#### **How does WW address a balanced plan for growth? Table discussion suggestions**

- Reactive, not proactive, enforcement.
- Development flexibility.
- Get rid of single-family homes.
- Allow duplexes and condos everywhere.
- Share more data.
- Create environment for growth and jobs.
- What are you doing with the educational system to grow a good workforce?
- 1% a year reported growth is basically none; how do we fix this?

#### **Government and taxation**

- Government is limited on what taxes can be implemented at a City level.

#### **Would the city be open to allowing VRBOs if the state approves the pending bill?**

- City Council would need to determine allowability.

#### **How can you regulate housing rental costs?**

- Property management organizations and state laws largely provide that regulation; cities are limited.
- Local government cannot implement rent control; it is state regulated.

- City is understaffed and staff overworked: no personnel available for inspections and cannot inspect private property (generally owners and property management companies).

### **Controlling unkempt and overgrown housing**

- Government has limited ability to regulate housing conditions and overgrowth at all levels.

### **What services and programs are provided by the City of Walla Walla?**

- Public works (water, sewer, roads)
- Emergency services (fire, police)
- Parks & Recreation
- Waste Management
- Library
- Planning
- Livability
- Safety

### **How do you assess the City's performance?**

- **Satisfactory:** "great," "very good," "no complaints," "pretty darn well." Strengths include three colleges, penitentiary, VA, Corps of Engineers, airport, several manufacturing companies, wine industry, and other ag production.
- **Opportunities for Improvement:**
  - Need for improved road and other infrastructure maintenance.
  - Need for "beautification" of the city to improve appeal. Suggestions:
    - Trees or other barriers to block industrial areas.
    - Zoning enforcement to remove "clutter."
    - Improved leaf removal.

### **How can you create an environment to keep youth engaged and caring about our WW community? What can youth do that is not alcohol or winery related?**

- Jobs for youth

- Affordable youth housing
- Museums
- Pools
- Concerts
- Singular events
- YMCA
- See it remain warm & friendly and keep small-town feel as we grow
- Good housing with realistic property taxes
- Keep talent here (youth jobs)
- Need much better and larger medical care for all ages
- Need to attract tech sector
- Find ways to keep our youth from fleeing the community
- Higher paying wages and tech jobs
- Cultural development opportunities
- Residents discuss becoming part of Tri-Cities often
- Colleges and universities to work together more collaboratively
- Business incubation
- Intentional conversation between schools and colleges for collaboration
- Better transportation at no cost or limited cost throughout the county with greater connectivity to Tri-Cities
- Enhance the Fairgrounds and create higher usage to provide activities for more locals, youth, and visitors
- Wa-Hi enhancements (physical and programmatic)
- Ice skating rink
- Tech sectors in community to afford more programs in educational systems
- Multi-utility sports facility:
  - Raise funds for start-up then turn over to City and Parks to grow and maintain

- Metro region parks and trails system

### **Do we have landmark cities we want to grow to be like?**

### **What does the community think it needs—results of your surveys**

- We think taxes on back-end of new businesses opening.
- VRBO areas for revenue for taxes.
- Better housing regulations.
- Parking at business areas (walking problem).
- Tourist issues:
  - No place to take kids while visiting.
  - Family-friendly concierge.
  - Day-care drop-in for kiddo's.
  - Recycling service outside of the city limits and implement glass recycling, making environmentally conscious businesses and employees more attracted to the community.
- Additionally, a community sports complex (current facilities utilized at capacity; demand for indoor sports not being serviced, which would bring additional commerce to the city).
- Provide Art Commission funding; seek grants for the arts.
- Embrace cultural aspects of the community.
- Enhance walking trail network and natural spaces.
- Road safety and bike safety.

### **How would these services and events get funded?**

- Federal and state grants
- Private grants
- Private donations
- Fees
- Rents

- Taxing
- In-kind contributions

### **Interesting Facts**

- The city has a full-time arborist who manages trees in Walla Walla.
- The county is growing at 0.80% annually.
- The birth rate in Walla Walla is lower than the death rate.
- There are 100 fewer kindergarteners than high-school graduates in the district.

### **City of College Place**

- CP is growing faster than rest of the county but no longer cheaper.
- Population is shifting.
- How do we cut red tape in government and housing specifically?
- School superintendents are struggling and overburdened and have to continue to bring in expensive consultants.
- Need to update housing and education to modern times.
- Build work-life balance for all in WWV.
- Walkable, connected community; better interconnection of biking paths.
- CP water challenges particularly related to agricultural usage; 600 new homes on schedule increasing water demand.
- Schools struggling to get new bonds for needed construction, modernization and expansion.
- CP needs more schools and more affordable housing for families.
- More retail and varied businesses for residents.
- Align school schedules throughout the county.
- CP needs more childcare—a great deal more for daytime and nighttime use.
- Improve parks including Lions; multiplex sports center.
- Revitalize College Avenue; mixed-use housing needed.
- 20% of CP is non-taxable as longtime residents leave property willed to the church.



- Create incentives to move business to CP—small and large.
- Create jobs in CP.
- CP is going in the right direction but needs to continue to work on challenges and diversification.
- Interesting incorporation docs to “create a sin-free city”: tell the story as new residents don’t know the developmental story of CP.

### **County-Focused Commentary**

- We need a strategic water plan for the Valley providing for residential, commercial, and agricultural use.
- Focus on Canada and contract for Columbia River agreement.
- County needs to update codes for childcare and remove barriers for desperately needed childcare which is blocking business growth and attraction throughout the County.
- Incentives and support growth.
- Code redefinitions and revisions for workforce housing and affordable housing options.
- Public voting on more issues.
- Better communication from county to residents.
- Too many tax increases to cover county business which makes it difficult to keep the doors open.
- Fees too high for county permits generally restricting business and growth.
- More trails and structured outdoor experiences are needed.
- Connecting existing trails (Bennington, Mill Creek, out to College Place).
- Improve collaboration and communication between counties and all cities.
- Need to protect our farms we were founded on agriculture and need to protect our current farms as well as proving adequate water resources over time.
- Encourage agritourism.
- How is county revenue shortfall being addressed in short and long-term for sustainability without taxing business and people out of the county?

## **Port & Regional Questions**

### **How can we make region more attractive to young families?**

- Barriers:
  - Housing
  - Family activities
  - Declining school enrollments and consolidations
  - Downtown housing challenges, NIMBY, permitting, rising costs, lack of political support of growth.
- Questions on sustainability of wine & tourism industry relative to diversity and sustainability.

### **Critical Infrastructure & Economic Branding**

- We cannot have opportunities without internet infrastructure.
- Critical infrastructure: broadband, water, wastewater codes.
- Need better economic development and regional branding/marketing to broaden branding to attract business & industry.
- Broaden education to show youth what we have in this community and connect them to it.
- Who are we? What is our brand? We were wheat, now we are wine. How do we balance agriculture and other business sectors?
- What is our target growth and how do we get there? What are the community's values and culture? How do we leverage that in marketing?
- What industry in the Valley can we capitalize on?
- How do we keep the diversity of industry we have and make it sustainable while we increase growth opportunities?

### **Education Barriers & Solutions**

#### **Barriers to success**

- Food insecurity.
- 30% of students are below poverty line in the Valley.

- Childcare and early education opportunities gaps.
- Outdated governmental regulations.
- Zoning restrictions and building codes.
- Conflict resolution skills needed.
- Parental engagement is lacking or nonexistence.
- Lack of CTE integration in the Valley.
- Too few students entering the system causing school closures and potential downsizing and closures in some areas of the county and more idle school space needed in rapidly growing College Place.
- Lack of access to opportunity for many students.
- Multi-lingual access for all and early language training.
- Sports costs and timings are barriers to a large sector of WWV students.

#### **Needs to overcome challenges**

- Community education by districts ongoing, not just bonding requests.
- Encourage community engagement.
- Additional mentors for students through community programs like Friends for Children, Boys and Girls Clubs etc. at no cost to families.
- Valley-wide improved school infrastructure.
- CTE expansion throughout the Valley and coordination with WWCC and other post-secondary entities and trade opportunities.
- If we do not remedy this long before 2050 our community will continue to bleed students and with lack of growth, lose desirability, business and workforce.

#### **City Development & Planning Challenges**

- Challenges with housing availability and affordability need short and long-term solutions, plans and implementation.
- Solve the mix of new and older homes and weird additions with some code.
- Provide for a variety of sizes and price points perhaps with builder incentives.
- Address the need for tiny home villages and research viable solutions.

- Streamline the planning process and costs and provide builder incentives to encourage use of WW's progressive codes and density expansion.
- Public education on benefits to distill NIMBY attitude prevent in community.
- Rezone empty downtown buildings for housing or mixed-use with incentives for conversion.
- Growth is inevitable.
- Get out ahead of growth and encourage growth.
- Councils and commissions need to move forward with a solid collaborative growth plan.
- Increase rental property inventory and workforce affordable housing at all levels.
- Residents and visitors have concerns about parking.
- Increased walkability areas and connectivity of trail system to encourage live-work-play-centric lifestyle.
- Builders and developers complain about the Valley processes and prefer to build in the Tri-Cities. What processes are they using that we could implement?
- Lack of care of many properties—inspections? Violations?

### **Transportation Needs**

- Increased transportation options may require fewer private vehicles and more housing options.
- Addition of route development critical.
- Governmental regulation challenges transportation.
- Funding is a serious challenge that is not improving currently.
- Should we encourage Lyft and similar ride-share services to engage in our community and provide for that?
- Better marketing of availability of WWV transportation routes and ability for transportation to Tri-Cities.
- Desperately needed additional accessibility options and expansion.
- Assist unhoused with access and free transport to facilities with available free showers, food, resources.

- Public transport for all flights from WWV airport to hotels and other locations for all flights inbound and outbound.
- PR, education and collateral for all routes and maps—not everyone can google.
- Keep transit free and advise public that it is for many that is a huge incentive to leave their vehicle at home or facilitate those without vehicles to work in locations that are not walkable.

## **Agriculture & Wine Industry**

- There is a City of WW Master Tourism Plan that we can share—good to look at that and the Rural Tourism Support Program. Wine is core to our visitor economy and part of our community agricultural industry, but how does that broaden?
- Ag has been everything for this county to date—wheat, barley, lentils, peas—and now it's wine; needs to evolve and change; think produce is key especially in current tariff situation; need to enhance produce.
- Need to have programs to reach youth so they understand where food comes from; maybe there are existing programs for elementary-aged kids—learning to grow and/or cook their own foods; or bring in their home experience to the school or broader audience, be more inclusive of cultures.
- Looking at 2050...tourism identity, need more agriculture intermixed. Like every 5th grader toured the Foundry—could we expand to field trips to apple orchards, wheat fields, etc.
- Growing up everyone used to work harvest, even if you weren't living on a farm. Now tech doesn't require as large a crew so less opportunity for exposure. State of WA on cutting edge of ag technology. Look at online resources to see how many are in the area. Wheat growers are foundation to ag industry in the area.
- It's not all about tourism but is a piece about connecting people to land and experience of it. And bring the experience to the hub of the wheel, e.g., bring to our Farmers Market.
- How is wine industry doing here?
- LK: Market trends are changing and make wine as a “future”; correcting now for oversupply; interest in non-alcoholic lifestyle(s) and nutritional labeling and organic; people drinking less and some replacement with other products (e.g., cannabis). Locally, there are a lot of wineries and tasting rooms (45 downtown alone). During pandemic, worked to expand winery experiences for higher revenue per guest.

People spending more time at fewer wineries. Wineries seeing about 20% less traffic, so looking at ways to fill the gap, especially recruiting next wine consumers. During 2022, very strong year—even higher than 2017.

- Still a lot of potential for agritourism—people want experiences, especially city dwellers.
- Agrihood concept: One owner (Steve) from Des Moines, Iowa, 4th generation farmer, started land real estate company; in 4-5th year in Iowa on an “Agri-hood” with 300 acres, four quadrants of houses with dense & diverse housing, parks, central working farm where residents have plots and classes; example: <https://agrihoodliving.com/>
- WWV Chamber hosts on the last Wednesday of each month at Chamber—Agribusiness Roundtable encompassing all aspects of sector.
- Do an Ag Charrette? Maybe integrate into some Chamber event: AgTech—SmartFarm. Even look at technology—KEY Technologies! Water Tech is our community’s industrial future. Nelson Irrigation. Smart technologies—smart cities (track traffic patterns to be more efficient; all about sensing and patrolling). In farming, tractors that are GPS-aligned and self-driving, measure moisture, remove weeds, etc.
- Ag Tech center—maybe out at Airport District or College Place.
- Wine connects to agriculture—cornerstone of this community.
- Grow ag technologies HERE. How do we build the next generation of companies here? The three factors to get companies to WW Valley—vision, financial support, mentoring support.



## **2025 WWV Chamber Community Charette**

### **Executive Summary**

In early 2025, the Walla Walla Valley Chamber of Commerce hosted a Community Charrette to give residents, businesses, and local agencies the chance to speak directly with government and community leaders about shared regional challenges. Held at the Courtyard by Marriot., The Charrette brought together nearly 90 participants for a series of roundtable conversations on key topics like housing, youth retention, infrastructure, transportation, and economic development.

This report captures the main themes that emerged from those discussions. It highlights where community voices aligned, identifies areas of concern or uncertainty, and lifts up questions that deserve further exploration. The findings are based on scribe notes from eleven simultaneous roundtables. Comments were reviewed and grouped by topic to reflect both how often ideas were mentioned and the range of perspectives offered. Personally identifying details and non-constructive feedback were removed to keep the focus on meaningful input.

Designed as a working tool, this report aims to support local governments and partner organizations as they plan next steps and continue public engagement. It includes a summary of long-term challenges, questions for future discussion, and actionable ideas. For full transparency, the appendix contains all scribe notes in their original form.

## Permit Report

01/01/2025 to 04/30/2025

Time: 08:36:39 Date: 05/02/2025

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## Boundary Line Adjustment

## Permit Type:

| Permit Number    | Name                                                   | Description              | Valuation | Date Issued | FeeTotal      | Total Paid    |
|------------------|--------------------------------------------------------|--------------------------|-----------|-------------|---------------|---------------|
| 2025.0156.BO0001 | Bauer Jeanna<br>746 Songbird Ln SE<br>35-07-36-46-0002 | BOUNDARY LINE ADJUSTMENT |           | 04/24/2025  | 100.00        | 100.00        |
| Contractor       | Bauer Jeanna                                           |                          |           |             |               |               |
| <b>Totals:</b>   | <b>1</b>                                               |                          |           |             | <b>100.00</b> | <b>100.00</b> |

## Building Permit

## Permit Type:

| Permit Number    | Name                                                                      | Description                                   | Valuation                 | Date Issued | FeeTotal | Total Paid |
|------------------|---------------------------------------------------------------------------|-----------------------------------------------|---------------------------|-------------|----------|------------|
| 2025.0008.BP0001 | Denney Eric<br>338 Davin Dr SE<br>35-07-36-55-0103                        | SIDING & WINDOWS                              | 26,000.00                 | 01/09/2025  | 800.83   | 800.83     |
| Contractor       | Tyas Construction, Tyas Trevor                                            |                                               |                           |             |          |            |
| 2025.0009.BP0002 | Johns Kurt<br>210 4th St SE<br>35-07-36-60-0309                           | CONCRETE STEPS AND SIDEWALK<br>FRONT OF HOUSE | 3,000.00                  | 01/14/2025  | 223.48   | 223.48     |
| Contractor       | Triple J Const & Cncrete LLC, Guzman Julio                                |                                               |                           |             |          |            |
| 2025.0023.BP0003 | Mironov Peter and Larisa<br>1047 Date Ave SE<br>35-07-36-60-1515          | Installation of pre-built shed.               | 12,764.16<br>Sq. Ft.: 192 | 02/04/2025  | 563.50   | 563.50     |
| Contractor       | Mironov Peter and Larisa                                                  |                                               |                           |             |          |            |
| 2025.0025.BP0004 | Prowess General Contracting, Curni<br>115 5th St SW<br>35-07-35-60-1735   | Remodel                                       | 35,000.00                 | 02/04/2025  | 899.81   | 899.81     |
| Contractor       | Prowess General Contracting, Curnuck Josiah                               |                                               |                           |             |          |            |
| 2025.0029.BP0005 | BDA Properties LLC, Ben Dawson<br>510 Birch Ave SE #1<br>35-07-36-60-0411 | INTERIOR REMODEL                              | 35,000.00                 | 02/05/2025  | 965.81   | 965.81     |
| Contractor       | Prowess General Contracting, Curnuck Josiah                               |                                               |                           |             |          |            |
| 2025.0033.BP0006 | Watts Gerald<br>325 6th St SE<br>35-07-36-61-0310                         | INTERIOR GUTTED = REMODEL +<br>WINDOWS        | 100,000.00                | 02/13/2025  | 1,876.03 | 1,876.03   |
| Contractor       | Watts Gerald                                                              |                                               |                           |             |          |            |

## Permit Report

01/01/2025 to 04/30/2025

Time: 08:36:39 Date: 05/02/2025

Page: 2

## Building Permit

## Permit Type:

| Permit Number    | Name                                                                            | Description                      | Valuation                 | Date Issued | FeeTotal | Total Paid |
|------------------|---------------------------------------------------------------------------------|----------------------------------|---------------------------|-------------|----------|------------|
| 2025.0036.BP0007 | Serven, Ruby<br>1309 Independence Dr SE<br>35-07-36-62-0130                     | 720 SQ FT SHOP                   | 31,910.40<br>Sq. Ft.: 480 | 02/18/2025  | 910.82   | 910.82     |
| Contractor       | Dick's Construction, Phillips Richard                                           |                                  |                           |             |          |            |
| 2025.0037.BP0008 | Myers Diane<br>316 4th St SE<br>35-07-36-60-0308                                | BATHROOM REMODEL                 | 6,321.00                  | 02/20/2025  | 325.12   | 325.12     |
| Contractor       | Barber Construction, Barber Dave                                                |                                  |                           |             |          |            |
| 2025.0041.BP0009 | Richmond Robert & Patricia<br>814 12th St SE<br>35-07-36-56-0102                | REPLACE 3 WINDOWS                | 13,469.00                 | 02/24/2025  | 436.99   |            |
| Contractor       | Renewal By Anderson, Boesl Tyson                                                |                                  |                           |             |          |            |
| 2025.0043.BP0010 | 920 SE Harvest Dr, Davis Doug<br>1439 Independence Dr SE<br>35-07-36-62-0122    | ADDING STUCCO TO EXTERIOR        | 15,000.00                 | 02/26/2025  | 528.40   | 528.40     |
| Contractor       | Lobos Plastering, Emilio Villalobox                                             |                                  |                           |             |          |            |
| 2025.0048.BP0011 | King Patricia<br>963 Robin Dr SE<br>35-07-36-43-0054                            | FREE STANDING CARPORT            | 26,791.44<br>Sq. Ft.: 403 | 03/03/2025  | 819.16   | 819.16     |
| Contractor       | Pinas Roofing, Pina Enrique                                                     |                                  |                           |             |          |            |
| 2025.0095.BP0012 | Oltman Bothers Construction LLC, C<br>1100 College Ave S #3<br>35-07-35-60-2809 | FIRE SPRINKLER PIPE              | 6,000.00                  | 03/13/2025  | 299.71   | 299.71     |
| Contractor       | Oltman Bothers Construction LLC, Oltman, Jake                                   |                                  |                           |             |          |            |
| 2025.0098.BP0014 | Mironov Peter and Larisa<br>1047 Date Ave SE<br>35-07-36-60-1515                | BLOCK RETAINING WALL WITH STAIRS | 7,500.00                  | 03/14/2025  | 519.03   | 519.03     |
| Contractor       | Phaze 4 Construction,                                                           |                                  |                           |             |          |            |
| 2025.0097.BP0013 | Bennett John<br>630 3rd St SW<br>35-07-35-52-4549                               | SIDING & WINDOW                  | 1,500.00                  | 03/14/2025  | 170.43   | 170.43     |
| Contractor       | Bennett John                                                                    |                                  |                           |             |          |            |

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## Building Permit

## Permit Type:

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|------------------|--------------------------------------------------------------|----------------------------------------------------|---------------------------|-------------|------------------|------------------|
| 2025.0114.BP0016 | Magnuson Jay<br>218 8th St SE<br>35-07-36-60-1124            | REPLACE DECK                                       | 10,000.00                 | 03/21/2025  | 401.35           | 401.35           |
| Contractor       | Serl Construction, Serl Larry                                |                                                    |                           |             |                  |                  |
| 2025.0112.BP0015 | Macias-Cuellar Cynthia<br>112 13th St SW<br>35-07-35-44-0037 | 12' X 14' ADDITION, BATHROOM AND<br>WALK IN CLOSET | 24,179.87<br>Sq. Ft.: 143 | 03/21/2025  | 782.50           | 782.50           |
| Contractor       | Mendez Construction LLC, Juan Mendez                         |                                                    |                           |             |                  |                  |
| 2025.0122.BP0017 | Nelson Trevor<br>326 4th St SE<br>35-07-36-60-0306           | REPLACE OUTSIDE STAIRS                             | 8,364.63                  | 03/27/2025  | 375.94           | 375.94           |
| Contractor       | Lightfoots Construction, Josh Lightfoot                      |                                                    |                           |             |                  |                  |
| 2025.0145.BP0018 | O'Brien John<br>1210 Virginia St SW<br>35-07-35-79-0001      | BATHROOM REMODEL                                   | 10,000.00                 | 04/11/2025  | 401.35           | 401.35           |
| Contractor       | Floor to Roof LLC, Velazquez Elizabeth                       |                                                    |                           |             |                  |                  |
| 2025.0148.BP0019 | Johanson Michael<br>1245 Dewey Dr SE<br>35-07-36-56-0201     | DRIVEWAY & CONCRETE FRONT<br>STEP                  | 7,000.00                  | 04/18/2025  | 259.12           | 259.12           |
| Contractor       | Triple J Const & Cncrete LLC, Guzman Julio                   |                                                    |                           |             |                  |                  |
| 2025.0161.BP0020 | Parnell, Odette<br>104 6th St SE<br>35-07-36-60-0531         | REPLACE 2 WINDOWS                                  | 2,800.00                  | 04/30/2025  | 223.48           | 223.48           |
| Contractor       | Parnell, Odette                                              |                                                    |                           |             |                  |                  |
| <b>Totals:</b>   | <b>20</b>                                                    |                                                    | <b>382,600.50</b>         |             | <b>11,782.86</b> | <b>11,345.87</b> |
|                  |                                                              | <b>Sq. Ft.</b>                                     | <b>1,218</b>              |             |                  |                  |

## Commercial

## Permit Type:

| Permit Number    | Name                                                                    | Description                | Valuation                 | Date Issued | FeeTotal | Total Paid |
|------------------|-------------------------------------------------------------------------|----------------------------|---------------------------|-------------|----------|------------|
| 2025.0116.CO0001 | AHR College Place WA FLF, Prosky<br>20 Larch Ave SE<br>35-07-36-76-0002 | FREESTANDING COVERED PATIO | 39,736.32<br>Sq. Ft.: 192 | 03/24/2025  | 1,009.97 | 1,009.97   |
| Contractor       | Contract Interiors, Schutt Sora                                         |                            |                           |             |          |            |

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## Commercial

## Permit Type:

| Permit Number    | Name                                                                           | Description                                   | Valuation        | Date Issued | FeeTotal        | Total Paid      |
|------------------|--------------------------------------------------------------------------------|-----------------------------------------------|------------------|-------------|-----------------|-----------------|
| 2025.0127.CO0002 | Spokane Teachers Credit Union, De<br>1228 Commercial Dr SE<br>36-07-31-32-0073 | WALL, SPLIT 1 CONFERENCE ROOM<br>INTO 2       | 3,500.00         | 04/01/2025  | 201.39          | 201.39          |
| Contractor       | Cliff Thorn Construction, Cliff Thorn                                          |                                               |                  |             |                 |                 |
| 2025.0135.CO0003 | Walla Walla University - AP,<br>115 Whitman W<br>35-07-35-51-0403              | WINDOW IN HALLWAY, 1/2 LITE<br>WINDOW IN DOOR | 19,600.00        | 04/08/2025  | 607.95          | 607.95          |
| Contractor       | Nelson Construction, DiMino Larry                                              |                                               |                  |             |                 |                 |
| <b>Totals:</b>   | <b>3</b>                                                                       |                                               | <b>62,836.32</b> |             | <b>1,819.31</b> | <b>1,819.31</b> |

Sq. Ft.

192

## Demolition Permit

## Permit Type:

| Permit Number    | Name                                                     | Description | Valuation | Date Issued | FeeTotal     | Total Paid   |
|------------------|----------------------------------------------------------|-------------|-----------|-------------|--------------|--------------|
| 2025.0045.DP0001 | Garcia Susena<br>1304 Central Ave SE<br>35-07-36-58-0319 | DEMO CARORT |           | 02/28/2025  | 72.50        | 72.50        |
| Contractor       | Tru North Star LLC, Luna-Tello Pablo                     |             |           |             |              |              |
| <b>Totals:</b>   | <b>1</b>                                                 |             |           |             | <b>72.50</b> | <b>72.50</b> |

## Fire Department

## Permit Type:

| Permit Number    | Name                                                                           | Description          | Valuation | Date Issued | FeeTotal      | Total Paid    |
|------------------|--------------------------------------------------------------------------------|----------------------|-----------|-------------|---------------|---------------|
| 2025.0034.FI0001 | Wal-Mart Stores Inc. # 01-2476<br>1700 Meadowbrook Blvd SE<br>35-06-01-21-0067 | FIREWORKS TENT STAND |           | 02/13/2025  | 150.00        | 150.00        |
| Contractor       | American Promo Events - TNT Fireworks, Caitlyn Mic                             |                      |           |             |               |               |
| <b>Totals:</b>   | <b>1</b>                                                                       |                      |           |             | <b>150.00</b> | <b>150.00</b> |

## Fencing Permit

## Permit Type:

| Permit Number | Name | Description | Valuation | Date Issued | FeeTotal | Total Paid |
|---------------|------|-------------|-----------|-------------|----------|------------|
|---------------|------|-------------|-----------|-------------|----------|------------|

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## Fencing Permit

## Permit Type:

| Permit Number    | Name                                                               | Description                          | Valuation | Date Issued | FeeTotal      | Total Paid    |
|------------------|--------------------------------------------------------------------|--------------------------------------|-----------|-------------|---------------|---------------|
| 2025.0052.FP0002 | Martinez Jose<br>419 6th St SE<br>35-07-36-52-0204                 | 42" HIGH IN FRONT AND SIDE FENCE     |           | 03/06/2025  | 66.00         | 66.00         |
| Contractor       | Martinez Jose                                                      |                                      |           |             |               |               |
| 2025.0113.FP0003 | Dotolo Gene & Lorna J<br>302 Cargill Circle NE<br>35-07-25-63-0001 | 95 L;INEAL FEET OF FENCE             |           | 03/21/2025  | 66.00         | 66.00         |
| Contractor       | Sunset Decks Construction LLC, Bocook Rodney                       |                                      |           |             |               |               |
| 2025.0136.FP0004 | Streifling Connie<br>220 Lamperti Ln SE<br>35-06-01-22-0034        | ADD FENCE ON WESTSIDE OF<br>PROPERTY |           | 04/08/2025  | 66.00         | 66.00         |
| Contractor       | Streifling Connie                                                  |                                      |           |             |               |               |
| 2025.0149.FP0005 | Brower Bernice<br>6 13th St SW<br>35-07-35-44-0053                 | 6' Fence                             |           | 04/21/2025  | 66.00         | 66.00         |
| Contractor       | Bocanegra, Bocanegra Construction LLC Israel                       |                                      |           |             |               |               |
| 2025.0154.FP0006 | Flores Laurie & Patrick<br>59 College Ave N<br>35-07-26-52-3901    | REPLACE BACKSIDE PROPERTY<br>FENCE   |           | 04/23/2025  | 66.00         |               |
| Contractor       | Sunset Decks Construction LLC, Bocook Rodney                       |                                      |           |             |               |               |
| <b>Totals:</b>   | <b>5</b>                                                           |                                      |           |             | <b>330.00</b> | <b>264.00</b> |

## Mechanical Permit

## Permit Type:

| Permit Number    | Name                                                                 | Description                 | Valuation | Date Issued | FeeTotal | Total Paid |
|------------------|----------------------------------------------------------------------|-----------------------------|-----------|-------------|----------|------------|
| 2025.0004.MP0001 | Walla Walla University - AP,<br>215 Whitman Dr W<br>35-07-35-51-0503 | FURNACE                     |           | 01/13/2025  | 66.00    | 66.00      |
| Contractor       | Blaze 2 Blizzard, Zavala Anthony                                     |                             |           |             |          |            |
| 2025.0006.MP0002 | Combs Kevin<br>29 Tremont Dr NE<br>35-07-25-56-0211                  | NEW GAS FURNACE & HEAT PUMP |           | 01/14/2025  | 132.00   | 132.00     |
| Contractor       | Total Comfort Solutions LLC,                                         |                             |           |             |          |            |



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## Mechanical Permit

## Permit Type:

| Permit Number    | Name                                                              | Description                         | Valuation | Date Issued | FeeTotal | Total Paid |
|------------------|-------------------------------------------------------------------|-------------------------------------|-----------|-------------|----------|------------|
| 2025.0007.MP0003 | Roddy Alex<br>25 6th St SE<br>35-07-36-60-0409                    | HEAT PUMP WATER HEATER              |           | 01/14/2025  | 66.00    | 66.00      |
| Contractor       | Total Comfort Solutions LLC,                                      |                                     |           |             |          |            |
| 2025.0013.MP0004 | Walla Walla University - AP,<br>437 1st St SW<br>35-07-35-52-4448 | REPLACE ATTIC FURNACE               |           | 01/21/2025  | 66.00    | 66.00      |
| Contractor       | Blaze to Blizzard, Avalos Anthony                                 |                                     |           |             |          |            |
| 2025.0015.MP0005 | Andy's Market<br>1117 College Ave S<br>35-07-36-60-1334           | REPLACE BOILER WITH COMBO<br>BOILER |           | 01/23/2025  | 100.00   | 100.00     |
| Contractor       | Total Comfort Solutions LLC,                                      |                                     |           |             |          |            |
| 2025.0018.MP0007 | Walla Walla University - AP,<br>435 1st St SW<br>35-07-35-52-4448 | REPLACE ATTIC FURNACE               |           | 01/24/2025  | 66.00    | 66.00      |
| Contractor       | Blaze to Blizzard, Avalos Anthony                                 |                                     |           |             |          |            |
| 2025.0022.MP0008 | Lopez Eldon<br>75 6th St SE<br>35-07-36-60-0437                   | DUCTLESS HEAT PUMP WITH 2<br>HEADS  |           | 01/30/2025  | 66.00    | 66.00      |
| Contractor       | College Place HTG & A/C,                                          |                                     |           |             |          |            |
| 2025.0027.MP0009 | Lopez Elden D & Alisa C<br>81 6th St SE<br>35-07-36-60-0437       | 3 HEAD MINI SPLIT                   |           | 02/05/2025  | 66.00    | 66.00      |
| Contractor       | College Place HTG & A/C,                                          |                                     |           |             |          |            |
| 2025.0028.MP0010 | Lopez Elden D & Alisa C<br>83 6th St SE<br>35-07-36-60-0437       | 3 HEAD MINI SPLIT                   |           | 02/05/2025  | 66.00    | 66.00      |
| Contractor       | College Place HTG & A/C,                                          |                                     |           |             |          |            |
| 2025.0032.MP0011 | Toye Calvin/Michael<br>715 Evans Ave SW<br>35-07-35-60-2230       | HEAT PUMP & AIR HANDLER             |           | 02/11/2025  | 132.00   | 132.00     |
| Contractor       | College Place HTG & A/C,                                          |                                     |           |             |          |            |

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## Permit Type:

| Permit Number    | Name                                                                                  | Description                                    | Valuation | Date Issued | FeeTotal | Total Paid |
|------------------|---------------------------------------------------------------------------------------|------------------------------------------------|-----------|-------------|----------|------------|
| 2025.0046.MP0012 | Myers Rickey<br>624 Kiwanis Dr SE<br>35-07-36-48-0224                                 | ELECTRIC FURNACE & HP W/NEW<br>AIR HANDLE & HP |           | 03/03/2025  | 132.00   | 132.00     |
| Contractor       | Total Comfort Solutions LLC,                                                          |                                                |           |             |          |            |
| 2025.0049.MP0013 | Brown Wesley<br>730 8th St SE<br>35-07-36-60-0901                                     | DUCTLESS SYSTEM                                |           | 03/05/2025  | 66.00    | 66.00      |
| Contractor       | Total Comfort Solutions LLC,                                                          |                                                |           |             |          |            |
| 2025.0055.MP0014 | Garcia Susena<br>1304 Central Ave SE<br>35-07-36-58-0319                              | GAS PRESSURE TEST = MOVING GAS<br>PIPE         |           | 03/11/2025  | 66.00    | 66.00      |
| Contractor       | Garcia Susena                                                                         |                                                |           |             |          |            |
| 2025.0056.MP0015 | Martinez, Domingo<br>124 Sunny Dr SE<br>35-07-36-58-0503                              | ELECTRIC FURNACE AND HEAT<br>PUMP              |           | 03/11/2025  | 132.00   | 132.00     |
| Contractor       | Total Comfort Solutions LLC,                                                          |                                                |           |             |          |            |
| 2025.0057.MP0016 | Mill Creek Homes LLC, Brodeck Ker<br>1003 Garrison Village Way SE<br>35-07-36-08-0001 | SFR                                            |           | 03/11/2025  | 340.16   | 340.16     |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                     |                                                |           |             |          |            |
| 2025.0062.MP0017 | Mill Creek Homes LLC, Brodeck Ker<br>1021 Garrison Village Way SE<br>35-07-36-08-0002 | SFR                                            |           | 03/11/2025  | 366.91   | 366.91     |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                     |                                                |           |             |          |            |
| 2025.0068.MP0018 | Mill Creek Homes LLC, Brodeck Ker<br>1039 Garrison Village Way SE<br>35-07-36-08-0003 | SFR                                            |           | 03/11/2025  | 421.34   | 421.34     |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                     |                                                |           |             |          |            |
| 2025.0073.MP0019 | Mill Creek Homes LLC, Brodeck Ker<br>875 6th St SE<br>35-07-36-08-0022                |                                                |           | 03/11/2025  | 332.78   | 332.78     |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                     |                                                |           |             |          |            |

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## Permit Type:

| Permit Number    | Name                                                                      | Description              | Valuation | Date Issued | FeeTotal | Total Paid |
|------------------|---------------------------------------------------------------------------|--------------------------|-----------|-------------|----------|------------|
| 2025.0078.MP0020 | Mill Creek Homes LLC, Brodeck Ker<br>621 Quail Run SE<br>35-07-36-08-0026 |                          |           | 03/11/2025  | 494.21   | 494.21     |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                         |                          |           |             |          |            |
| 2025.0083.MP0021 | Mill Creek Homes LLC, Brodeck Ker<br>683 Quail Run SE<br>35-07-36-08-0035 |                          |           | 03/11/2025  | 425.03   | 425.03     |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                         |                          |           |             |          |            |
| 2025.0088.MP0022 | Mill Creek Homes LLC, Brodeck Ker<br>689 Quail Run SE<br>35-07-36-08-0036 |                          |           | 03/11/2025  | 378.90   | 378.90     |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                         |                          |           |             |          |            |
| 2025.0099.MP0023 | Walla Walla University - AP,<br>720 Bade Ave SW<br>35-07-35-60-2328       | POWER FLAME ON BOILER #1 |           | 03/14/2025  | 100.00   |            |
| Contractor       | McKinstry Co. LLC,                                                        |                          |           |             |          |            |
| 2025.0100.MP0024 | Lopez David<br>977 Commodore PI SE<br>35-07-36-71-0213                    | HP & AIR HANDLER         |           | 03/17/2025  | 132.00   | 132.00     |
| Contractor       | College Place HTG & A/C,                                                  |                          |           |             |          |            |
| 2025.0105.MP0025 | Serra Mike<br>1000 Creekside Dr SE<br>35-07-36-88-0021                    | HP & Gas Furnace         |           | 03/19/2025  | 132.00   | 132.00     |
| Contractor       | College Place HTG & A/C,                                                  |                          |           |             |          |            |
| 2025.0108.MP0026 | Walla Walla University - AP,<br>15 4th St SE<br>35-07-36-51-1908          | WALL FURNACE             |           | 03/20/2025  | 66.00    | 66.00      |
| Contractor       | Blaze to Blizzard, Avalos Anthony                                         |                          |           |             |          |            |
| 2025.0121.MP0027 | Ridler Louella<br>609 Whitman Dr W<br>35-07-35-52-4455                    | HP & Air Handler         |           | 03/26/2025  | 132.00   | 132.00     |
| Contractor       | College Place HTG & A/C,                                                  |                          |           |             |          |            |

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## Mechanical Permit

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| Permit Number    | Name                                                                      | Description                 | Valuation | Date Issued | FeeTotal        | Total Paid      |
|------------------|---------------------------------------------------------------------------|-----------------------------|-----------|-------------|-----------------|-----------------|
| 2025.0138.MP0028 | Wentland Cleo<br>102 Maple Ave SE<br>35-07-36-69-0205                     | REPLACE AC                  |           | 04/08/2025  | 66.00           | 66.00           |
| Contractor       | College Place HTG & A/C,                                                  |                             |           |             |                 |                 |
| 2025.0140.MP0029 | Mill Creek Homes LLC, Brodeck Ker<br>669 Quail Run SE<br>35-07-36-08-0033 |                             |           | 04/10/2025  | 332.78          | 332.78          |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                         |                             |           |             |                 |                 |
| 2025.0146.MP0030 | Hanson Lars<br>222 Davis Ave SW<br>35-07-35-52-4535                       | 4-Zone ductless mini-split. |           | 04/16/2025  | 66.00           | 66.00           |
| Contractor       | American Air Heating & Cooling,                                           |                             |           |             |                 |                 |
| 2025.0150.MP0031 | O'Brien John<br>1210 Virginia St SW<br>35-07-35-79-0001                   | GAS PIPING & GAS FIREPLACE  |           | 04/21/2025  | 132.00          | 132.00          |
| Contractor       | College Place HTG & A/C,                                                  |                             |           |             |                 |                 |
| 2025.0151.MP0032 | Walla Walla University - AP,<br>100 4th St SW<br>35-07-35-51-0704         | Heat Pump                   |           | 04/22/2025  | 100.00          | 100.00          |
| Contractor       | Blaze to Blizzard, Avalos Anthony                                         |                             |           |             |                 |                 |
| 2025.0160.MP0033 | Salanoa Maria<br>800 Sentry Dr SE<br>35-07-36-70-0208                     | GAS FURNACE & AC            |           | 04/29/2025  | 132.00          | 132.00          |
| Contractor       | College Place HTG & A/C,                                                  |                             |           |             |                 |                 |
| <b>Totals:</b>   | <b>32</b>                                                                 |                             |           |             | <b>5,372.11</b> | <b>5,272.11</b> |

## Plumbing Permit

## Permit Type:

| Permit Number    | Name                                                         | Description  | Valuation | Date Issued | FeeTotal | Total Paid |
|------------------|--------------------------------------------------------------|--------------|-----------|-------------|----------|------------|
| 2025.0003.PP0001 | Smith Robert & Susan<br>400 Whitman Dr W<br>35-07-26-52-3973 | SEWER REPAIR |           | 01/13/2025  | 66.00    | 66.00      |
| Contractor       | John's Excavating & Paving,                                  |              |           |             |          |            |

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| Permit Number    | Name                                                                                  | Description                                                     | Valuation | Date Issued | FeeTotal | Total Paid |
|------------------|---------------------------------------------------------------------------------------|-----------------------------------------------------------------|-----------|-------------|----------|------------|
| 2025.0016.PP0002 | Smith Robert & Susan<br>400 Whitman Dr W<br>35-07-26-52-3973                          | WATER SVC LINE                                                  |           | 01/23/2025  | 66.00    | 66.00      |
| Contractor       | John's Excavating & Paving,                                                           |                                                                 |           |             |          |            |
| 2025.0031.PP0003 | Quaile Leonard<br>118 Birch Ave NE<br>35-07-25-57-0314                                | REPAIR SEWER SVC LINE                                           |           | 02/10/2025  | 66.00    | 66.00      |
| Contractor       | R&W Excavation LLC, Richardson Taylor                                                 |                                                                 |           |             |          |            |
| 2025.0040.PP0004 | Living Trust, Corson Alvin<br>228 Whitman Dr W<br>35-07-26-52-3977                    | REPAIR WATER LEAK                                               |           | 02/20/2025  | 66.00    | 66.00      |
| Contractor       | Johnson Custom Farming & Excavating, Johnson Mike                                     |                                                                 |           |             |          |            |
| 2025.0050.PP0005 | Miller, David<br>509 5th St SE<br>35-07-36-60-0102                                    | REPLACE SEWER SVC LINE FROM<br>HOUSE TO EXISTING PIPE IN STREET |           | 03/05/2025  | 66.00    | 66.00      |
| Contractor       | R&W Excavation LLC, Richardson Taylor                                                 |                                                                 |           |             |          |            |
| 2025.0058.PP0006 | Mill Creek Homes LLC, Brodeck Ker<br>1003 Garrison Village Way SE<br>35-07-36-08-0001 | SFR                                                             |           | 03/11/2025  | 340.16   | 340.16     |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                     |                                                                 |           |             |          |            |
| 2025.0063.PP0007 | Mill Creek Homes LLC, Brodeck Ker<br>1021 Garrison Village Way SE<br>35-07-36-08-0002 | SFR                                                             |           | 03/11/2025  | 366.91   | 366.91     |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                     |                                                                 |           |             |          |            |
| 2025.0069.PP0008 | Mill Creek Homes LLC, Brodeck Ker<br>1039 Garrison Village Way SE<br>35-07-36-08-0003 | SFR                                                             |           | 03/11/2025  | 421.34   | 421.34     |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                     |                                                                 |           |             |          |            |
| 2025.0074.PP0009 | Mill Creek Homes LLC, Brodeck Ker<br>875 6th St SE<br>35-07-36-08-0022                |                                                                 |           | 03/11/2025  | 332.78   | 332.78     |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                     |                                                                 |           |             |          |            |

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|------------------|---------------------------------------------------------------------------|--------------------------------------|-----------|-------------|----------|------------|
| 2025.0079.PP0010 | Mill Creek Homes LLC, Brodeck Ker<br>621 Quail Run SE<br>35-07-36-08-0026 |                                      |           | 03/11/2025  | 494.21   | 494.21     |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                         |                                      |           |             |          |            |
| 2025.0084.PP0011 | Mill Creek Homes LLC, Brodeck Ker<br>683 Quail Run SE<br>35-07-36-08-0035 |                                      |           | 03/11/2025  | 425.03   | 425.03     |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                         |                                      |           |             |          |            |
| 2025.0089.PP0012 | Mill Creek Homes LLC, Brodeck Ker<br>689 Quail Run SE<br>35-07-36-08-0036 |                                      |           | 03/11/2025  | 378.90   | 378.90     |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                         |                                      |           |             |          |            |
| 2025.0103.PP0013 | Steffanson, Dwight<br>116 9th St SW<br>35-07-35-60-2506                   | RPL SEWER LINE FROM ALLEY TO<br>BLDG |           | 03/18/2025  | 66.00    | 66.00      |
| Contractor       | Ken Adams Plumbing Inc, Adams Ken                                         |                                      |           |             |          |            |
| 2025.0111.PP0014 | Hanson Lars<br>222 Davis Ave SW<br>35-07-35-52-4535                       |                                      |           | 03/20/2025  | 66.00    | 66.00      |
| Contractor       | Clark & Young Excavation LLC, Clark Dustin                                |                                      |           |             |          |            |
| 2025.0118.PP0015 | Mariya<br>621 8th St SE<br>35-07-36-60-0806                               | Backflow                             |           | 03/24/2025  | 66.00    | 66.00      |
| Contractor       | Total Comfort Solutions LLC,                                              |                                      |           |             |          |            |
| 2025.0124.PP0016 | Gnikrederf Mad Dog<br>1424 College Ave S<br>35-07-35-44-0024              | REPLACE SEWER                        |           | 03/31/2025  | 66.00    | 66.00      |
| Contractor       |                                                                           |                                      |           |             |          |            |
| 2025.0126.PP0017 | Curnuck Ireland<br>317 Scenic View Dr SE<br>35-07-36-58-0321              | REPLACE SEWER                        |           | 03/31/2025  | 66.00    | 66.00      |
| Contractor       | R&W Excavation LLC, Richardson Taylor                                     |                                      |           |             |          |            |



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## Plumbing Permit

## Permit Type:

| Permit Number    | Name                                                                      | Description                 | Valuation | Date Issued | FeeTotal        | Total Paid      |
|------------------|---------------------------------------------------------------------------|-----------------------------|-----------|-------------|-----------------|-----------------|
| 2025.0130.PP0018 | Randall Marie<br>417 2nd St SW<br>35-07-35-52-4570                        | SEWER AND WATER LINE REPAIR |           | 04/02/2025  | 66.00           | 66.00           |
| Contractor       | Ken Adams Plumbing Inc, Adams Ken                                         |                             |           |             |                 |                 |
| 2025.0131.PP0019 | Randall Marie<br>417 2nd St SW<br>35-07-35-52-4570                        | WATER AND SEWER LINE REPAIR |           | 04/02/2025  | 66.00           | 66.00           |
| Contractor       | Ken Adams Plumbing Inc, Adams Ken                                         |                             |           |             |                 |                 |
| 2025.0137.PP0020 | Waybright, Jack<br>21 4th St SE<br>35-07-36-51-1909                       | WATER LINE                  |           | 04/08/2025  | 66.00           | 66.00           |
| Contractor       | 365 Plumbing & Drain, Fernando                                            |                             |           |             |                 |                 |
| 2025.0139.PP0021 | Johanson Michael<br>1245 Dewey Dr SE<br>35-07-36-56-0201                  | IRRIGATION SYSTEM           |           | 04/09/2025  | 66.00           | 66.00           |
| Contractor       | Rodriguez Roberto                                                         |                             |           |             |                 |                 |
| 2025.0141.PP0022 | Mill Creek Homes LLC, Brodeck Ker<br>669 Quail Run SE<br>35-07-36-08-0033 |                             |           | 04/10/2025  | 332.78          | 332.78          |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                         |                             |           |             |                 |                 |
| <b>Totals:</b>   | <b>22</b>                                                                 |                             |           |             | <b>4,016.11</b> | <b>4,016.11</b> |

## Short Plat

## Permit Type:

| Permit Number    | Name                                                     | Description                                           | Valuation | Date Issued | FeeTotal      | Total Paid    |
|------------------|----------------------------------------------------------|-------------------------------------------------------|-----------|-------------|---------------|---------------|
| 2025.0093.PS0001 | Curnuck Bruce<br>284 Maple Ave NE #1<br>35-07-25-61-0205 | SUBDIVIDE PARCEL 35-07-25-61-0205<br>INTO TWO PARCELS |           | 03/12/2025  | 400.00        | 400.00        |
| Contractor       | Anderson Perry, Holling, PLS Matt                        |                                                       |           |             |               |               |
| <b>Totals:</b>   | <b>1</b>                                                 |                                                       |           |             | <b>400.00</b> | <b>400.00</b> |

## Roofing Permit

## Permit Type:

| Permit Number | Name | Description | Valuation | Date Issued | FeeTotal | Total Paid |
|---------------|------|-------------|-----------|-------------|----------|------------|
|---------------|------|-------------|-----------|-------------|----------|------------|

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## Roofing Permit

## Permit Type:

| Permit Number    | Name                                                                  | Description | Valuation | Date Issued | FeeTotal | Total Paid |
|------------------|-----------------------------------------------------------------------|-------------|-----------|-------------|----------|------------|
| 2025.0001.RO0001 | Tegtmeier Jan<br>1309 College Ave S<br>35-07-36-58-0109               | REROOF      |           | 01/09/2025  | 138.50   | 138.50     |
| Contractor       | Pina's Roofing, Pina Enrique                                          |             |           |             |          |            |
| 2025.0002.RO0002 | Eglelman Elizabeth<br>1229 Sky Ave SE<br>35-07-36-58-1006             | REROOF      |           | 01/10/2025  | 138.50   | 138.50     |
| Contractor       | Eglelman Elizabeth                                                    |             |           |             |          |            |
| 2025.0005.RO0003 | Quezada Minerva<br>706 Elm Ave SE<br>35-07-36-60-0712                 | REROOF      |           | 01/13/2025  | 138.50   | 138.50     |
| Contractor       | Quezada Minerva                                                       |             |           |             |          |            |
| 2025.0011.RO0004 | Animal Clinic of Walla Walla,<br>2089 Taumaron Rd<br>35-06-01-12-0054 | REROOF      | 5,000.00  | 01/15/2025  | 260.80   | 260.80     |
| Contractor       | Pina's Roofing, Pina Enrique                                          |             |           |             |          |            |
| 2025.0012.RO0005 | Wild Fern LLC,<br>1012 College Ave S<br>35-07-35-60-2804              | REROOF      |           | 01/21/2025  | 138.50   | 138.50     |
| Contractor       | Real Roofing, Alondra                                                 |             |           |             |          |            |
| 2025.0019.RO0006 | Denney Eric<br>338 Davin Dr SE<br>35-07-36-55-0103                    | REROOF      |           | 01/24/2025  | 138.50   | 138.50     |
| Contractor       | Denney Eric                                                           |             |           |             |          |            |
| 2025.0020.RO0007 | Warren Carlene<br>718 Scenic View Dr SE<br>35-07-36-74-0102           | REROOF      |           | 01/28/2025  | 138.50   | 138.50     |
| Contractor       | Silver Star Construction, Gonzalez Fred                               |             |           |             |          |            |
| 2025.0024.RO0008 | Granger, Barry<br>433 Stanford Pl SE<br>35-07-36-67-0304              | Reroof      |           | 02/04/2025  | 138.50   | 138.50     |
| Contractor       | Pina's Roofing, Enrique Pina                                          |             |           |             |          |            |

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## Roofing Permit

## Permit Type:

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|------------------|-----------------------------------------------------------------------|-------------|-----------|-------------|----------|------------|
| 2025.0026.RO0009 | 925 S College Ave LLC,<br>925 College Ave S<br>35-07-36-60-1239       | Reroof      |           | 02/04/2025  | 138.50   | 138.50     |
| Contractor       | Palmer Roofing,                                                       |             |           |             |          |            |
| 2025.0035.RO0010 | Haid John & Deisy<br>1111 Cotter PI SE<br>35-07-36-57-0232            | REROOF      |           | 02/18/2025  | 138.50   | 138.50     |
| Contractor       | Alpine Roofing, Sanchez Katya                                         |             |           |             |          |            |
| 2025.0038.RO0011 | Hunker Jeff<br>473 Stanford PI SE<br>35-07-36-67-0308                 | Reroof      |           | 02/20/2025  | 138.50   | 138.50     |
| Contractor       | Pina's Roofing, Enrique Pina                                          |             |           |             |          |            |
| 2025.0042.RO0012 | MRD General Contracting LLC, Dou<br>525 6th St SE<br>35-07-36-52-0101 | REROOF      |           | 02/26/2025  | 138.50   | 138.50     |
| Contractor       | MRD General Contracting LLC, Dougherty Matthew                        |             |           |             |          |            |
| 2025.0053.RO0014 | Espinoza T.J.<br>258 Damson PI NE B<br>35-07-25-58-0310               | REROOF      |           | 03/10/2025  | 138.50   | 138.50     |
| Contractor       | Pina's Roofing, Enrique Pina                                          |             |           |             |          |            |
| 2025.0054.RO0015 | Chamberlin Holly<br>210 2nd St SE<br>35-07-36-51-2102                 | REROOF      |           | 03/10/2025  | 138.50   | 138.50     |
| Contractor       | Pina's Roofing, Enrique Pina                                          |             |           |             |          |            |
| 2025.0101.RO0017 | Lovinger Sharon<br>1192 Constitution Dr SE<br>35-07-36-62-0306        | REROOF      |           | 03/18/2025  | 138.50   | 138.50     |
| Contractor       | A&A Roofing Services, Madrigal Noe                                    |             |           |             |          |            |
| 2025.0115.RO0018 | Tillay Mary Lou<br>1575 College Ave S<br>35-07-36-33-0006             | REROOF      |           | 03/24/2025  | 138.50   | 138.50     |
| Contractor       | Silver Star Construction, Gonzalez Fred                               |             |           |             |          |            |

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## Permit Type:

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|------------------|------------------------------------------------------------------------|---------------------|-----------|-------------|----------|------------|
| 2025.0117.RO0019 | Hargreaves, Maxine<br>406 6th St SE<br>35-07-36-60-0734                | REROOF              |           | 03/24/2025  | 138.50   | 138.50     |
| Contractor       | Hargreaves, Maxine                                                     |                     |           |             |          |            |
| 2025.0119.RO0020 | Zaro Brandon<br>1020 12th St SE<br>35-07-36-53-0003                    | Reroof              |           | 03/25/2025  | 138.50   | 138.50     |
| Contractor       | R & Z Roofing & Gutters LLC, Fry Zachary                               |                     |           |             |          |            |
| 2025.0120.RO0021 | Excellent Adventure LLC ALi & Ted<br>115 9th St SE<br>35-07-36-60-1229 | Reroof              |           | 03/25/2025  | 138.50   | 138.50     |
| Contractor       | Pina's Roofing, Pina Enrique                                           |                     |           |             |          |            |
| 2025.0123.RO0022 | Real Roofing, Alondra<br>25 5th St SW<br>35-07-35-60-1730              | Residential Re-Roof |           | 03/28/2025  | 138.50   | 138.50     |
| Contractor       | Real Roofing, Alondra                                                  |                     |           |             |          |            |
| 2025.0129.RO0023 | Tellado Betty L<br>310 11th St SW<br>35-07-35-66-0103                  | REROOF              |           | 04/02/2025  | 138.50   | 138.50     |
| Contractor       | BN Covered Exteriors, Irvan Zach                                       |                     |           |             |          |            |
| 2025.0132.RO0024 | Farlin, Marlene<br>303 4th St SE<br>35-07-36-51-2115                   | REROOF              |           | 04/03/2025  | 138.50   | 138.50     |
| Contractor       | Gillespie Roofing Inc, Cholula Marco                                   |                     |           |             |          |            |
| 2025.0133.RO0025 | Nichols, Cash<br>1521 Freedom PI SE<br>35-07-36-62-0104                | REROOF              |           | 04/03/2025  | 138.50   | 138.50     |
| Contractor       | Walla Walla Construction, Lara Alez                                    |                     |           |             |          |            |
| 2025.0155.RO0026 | Miller, David<br>509 5th St SE<br>35-07-36-60-0102                     | REROOF              |           | 04/24/2025  | 138.50   | 138.50     |
| Contractor       | Real Roofing, Alondra                                                  |                     |           |             |          |            |

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|------------------|---------------------------------------------------------------|-------------|-----------------|-------------|-----------------|-----------------|
| 2025.0157.RO0027 | Heisler Jon<br>115 Birch Ave NE<br>35-07-25-57-0206           | Reroof      |                 | 04/25/2025  | 138.50          | 138.50          |
| Contractor       | VW Quality Roofing LLC, Venegas Jesus                         |             |                 |             |                 |                 |
| 2025.0158.RO0028 | Dickerson, Clinton & Lyn<br>312 4th St SE<br>35-07-36-60-0320 | Reroof      |                 | 04/28/2025  | 138.50          | 138.50          |
| Contractor       | Berentsen Roofing & Construction,                             |             |                 |             |                 |                 |
| 2025.0159.RO0029 | Marlton George<br>109 9th Street SW<br>35-07-35-60-2548       | Reroof      |                 | 04/28/2025  | 138.50          | 138.50          |
| Contractor       | Marlton George                                                |             |                 |             |                 |                 |
| 2025.0162.RO0030 | Mellish Barbars<br>212 8th St SE<br>35-07-36-60-1127          | Reroof      |                 | 04/30/2025  | 138.50          | 138.50          |
| Contractor       | Mellish Barbars                                               |             |                 |             |                 |                 |
| <b>Totals:</b>   | <b>28</b>                                                     |             | <b>5,000.00</b> |             | <b>4,000.30</b> | <b>4,000.30</b> |

## Right Of Way Permit

## Permit Type:

| Permit Number    | Name                                                                             | Description                                   | Valuation | Date Issued | FeeTotal | Total Paid |
|------------------|----------------------------------------------------------------------------------|-----------------------------------------------|-----------|-------------|----------|------------|
| 2025.0010.RW0001 | Johns Kurt<br>210 4th St SE<br>35-07-36-60-0309                                  | CONCRETE STEPS AND SIDEWALK<br>FRONT OF HOUSE |           | 01/14/2025  | 100.00   | 100.00     |
| Contractor       | Triple J Const & Cncrete LLC, Guzman Julio                                       |                                               |           |             |          |            |
| 2025.0014.RW0002 | Charter Communications, Hofman K<br>1705 Meadowbrook Blvd SE<br>35-06-01-21-0082 | TRENCH (1)2" CONDUIT                          |           | 01/22/2025  | 200.00   | 200.00     |
| Contractor       | NW Underground Utilities Inc,                                                    |                                               |           |             |          |            |
| 2025.0021.RW0003 | Hill Mark<br>615 Scenic View Dr SE<br>35-07-36-58-0819                           | RETAINING WALL                                |           | 01/29/2025  | 100.00   | 100.00     |
| Contractor       | Sunshine Landscape and Pools, Francisco Esparza                                  |                                               |           |             |          |            |

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## Right Of Way Permit

## Permit Type:

| Permit Number    | Name                                                      | Description                                                                      | Valuation | Date Issued | FeeTotal | Total Paid |
|------------------|-----------------------------------------------------------|----------------------------------------------------------------------------------|-----------|-------------|----------|------------|
| 2025.0030.RW0004 | Quaile Leonard<br>118 Birch Ave NE<br>35-07-25-57-0314    | REPLACE SEWER SVC LINE                                                           |           | 02/06/2025  | 100.00   | 100.00     |
| Contractor       | R&W Excavation LLC, Richardson Taylor                     |                                                                                  |           |             |          |            |
| 2025.0044.RW0005 | City of College Place Public Works,<br><br>RIGHT-OF-WAY   | C ST & S DECCIO RMV GRASS RLC W<br>CNCT, 5TH ST RPLC SDWLK , LARCH<br>RPLC SDWLK |           | 02/27/2025  | 100.00   | 100.00     |
| Contractor       | Moreno and Castillo Construction,                         |                                                                                  |           |             |          |            |
| 2025.0051.RW0006 | Miller, David<br>509 5th St SE<br>35-07-36-60-0102        | REPLACE SEWER SVC LINE FROM<br>HOUSE TO EXISTING PIPE IN STREET                  |           | 03/05/2025  | 100.00   | 100.00     |
| Contractor       | R&W Excavation LLC, Richardson Taylor                     |                                                                                  |           |             |          |            |
| 2025.0102.RW0007 | Steffanson, Dwight<br>116 9th St SW<br>35-07-35-60-2506   | REPLACEING SEWER FROM ALLEY<br>TO BUILDING                                       |           | 03/18/2025  | 100.00   | 100.00     |
| Contractor       | Ken Adams Plumbing Inc, Adams Ken                         |                                                                                  |           |             |          |            |
| 2025.0104.RW0008 | Charter Communications, Hofman K<br><br>RIGHT-OF-WAY      | 1 SW COLLEGE PL<br>AERIAL DELASH/OVERLASH ON<br>EXISTING POLES                   |           | 03/18/2025  | 100.00   | 100.00     |
| Contractor       | NW Underground Utilities Inc,                             |                                                                                  |           |             |          |            |
| 2025.0106.RW0009 | Ellis, Ivan R<br>404 3rd St SE<br>35-07-36-21-0052        | REPLACE 40' POLE WITH A 45' POLE                                                 |           | 03/19/2025  | 100.00   | 100.00     |
| Contractor       | Pacific Power and Light WW, Wright Kyle                   |                                                                                  |           |             |          |            |
| 2025.0107.RW0010 | Mulkey, Jean E<br>420 Hillcrest Dr SE<br>35-07-36-60-0119 | REMOVE AND REPLACE CONCRETE<br>DRIVEWAY APPROACH                                 |           | 03/20/2025  | 100.00   | 100.00     |
| Contractor       | DAX Moreno Construction Company, LLC, Meghan              |                                                                                  |           |             |          |            |
| 2025.0110.RW0011 | Hanson Lars<br>222 Davis Ave SW<br>35-07-35-52-4535       | NEW SEWER LINE FROM HOUSE TO<br>CITY SEWER                                       |           | 03/20/2025  | 100.00   | 100.00     |
| Contractor       | Clark & Young Excavation LLC, Clark Dustin                |                                                                                  |           |             |          |            |



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|------------------|---------------------------------------------------------------------|--------------------------------------------------------------|-----------|-------------|-----------------|-----------------|
| 2025.0125.RW0012 | Curnuck Ireland<br>317 Scenic View Dr SE<br>35-07-36-58-0321        | REPLACE SEWER                                                |           | 03/31/2025  | 100.00          | 100.00          |
| Contractor       | R&W Excavation LLC, Richardson Taylor                               |                                                              |           |             |                 |                 |
| 2025.0152.RW0013 | Johanson Michael<br>1245 Dewey Dr SE<br>35-07-36-56-0201            | 6' x 22" - 24" WIDE REPLACEMENT<br>SECTION DRIVEWAY APPROACH |           | 04/22/2025  | 100.00          |                 |
| Contractor       | Triple J Const & Cncrete LLC, Guzman Julio                          |                                                              |           |             |                 |                 |
| 2025.0153.RW0014 | Ammon Douglas & Cheryl<br>1299 Commercial Dr SE<br>36-07-31-23-0061 | INSTALL NEW GAS SERVICE                                      |           | 04/22/2025  | 100.00          |                 |
| Contractor       | Cascade Natural Gas,                                                |                                                              |           |             |                 |                 |
| <b>Totals:</b>   | <b>14</b>                                                           |                                                              |           |             | <b>1,500.00</b> | <b>1,300.00</b> |

## Single Family Residence

## Permit Type:

| Permit Number    | Name                                                                                  | Description | Valuation                   | Date Issued | FeeTotal | Total Paid |
|------------------|---------------------------------------------------------------------------------------|-------------|-----------------------------|-------------|----------|------------|
| 2025.0060.SF0001 | Mill Creek Homes LLC, Brodeck Ker<br>1003 Garrison Village Way SE<br>35-07-36-08-0001 | SFR         | 290,817.07<br>Sq. Ft.: 2057 | 03/11/2025  | 3,880.21 | 3,880.21   |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                     |             |                             |             |          |            |
| 2025.0065.SF0002 | Mill Creek Homes LLC, Brodeck Ker<br>1021 Garrison Village Way SE<br>35-07-36-08-0002 | SFR         | 319,994.68<br>Sq. Ft.: 2204 | 03/11/2025  | 4,108.48 | 4,108.48   |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                     |             |                             |             |          |            |
| 2025.0071.SF0003 | Mill Creek Homes LLC, Brodeck Ker<br>1039 Garrison Village Way SE<br>35-07-36-08-0003 | SFR         | 378,447.98<br>Sq. Ft.: 2543 | 03/11/2025  | 4,707.19 | 4,707.19   |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                     |             |                             |             |          |            |
| 2025.0076.SF0004 | Mill Creek Homes LLC, Brodeck Ker<br>875 6th St SE<br>35-07-36-08-0022                | SFR         | 282,327.46<br>Sq. Ft.: 2036 | 03/11/2025  | 3,733.03 | 3,733.03   |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                     |             |                             |             |          |            |

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## Single Family Residence

## Permit Type:

| Permit Number    | Name                                                                      | Description | Valuation                                    | Date Issued | FeeTotal         | Total Paid       |
|------------------|---------------------------------------------------------------------------|-------------|----------------------------------------------|-------------|------------------|------------------|
| 2025.0081.SF0005 | Mill Creek Homes LLC, Brodeck Ker<br>621 Quail Run SE<br>35-07-36-08-0026 |             | 457,418.54<br>Sq. Ft.: 3108                  | 03/11/2025  | 5,508.84         | 5,508.84         |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                         |             |                                              |             |                  |                  |
| 2025.0086.SF0006 | Mill Creek Homes LLC, Brodeck Ker<br>683 Quail Run SE<br>35-07-36-08-0035 |             | 382,163.15<br>Sq. Ft.: 2610                  | 03/11/2025  | 4,747.78         | 4,747.78         |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                         |             |                                              |             |                  |                  |
| 2025.0091.SF0007 | Mill Creek Homes LLC, Brodeck Ker<br>689 Quail Run SE<br>35-07-36-08-0036 |             | 332,877.40<br>Sq. Ft.: 2324                  | 03/11/2025  | 4,240.40         | 4,240.40         |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                         |             |                                              |             |                  |                  |
| 2025.0143.SF0008 | Mill Creek Homes LLC, Brodeck Ker<br>669 Quail Run SE<br>35-07-36-08-0033 | SFR         | 282,327.46<br>Sq. Ft.: 2036                  | 04/10/2025  | 3,733.03         | 3,733.03         |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                         |             |                                              |             |                  |                  |
| <b>Totals:</b>   | <b>8</b>                                                                  |             | <b>2,726,373.74</b><br><b>Sq. Ft. 18,918</b> |             | <b>34,658.96</b> | <b>34,658.96</b> |

## Sign Permit

## Permit Type:

| Permit Number    | Name                                                                                | Description  | Valuation | Date Issued | FeeTotal      | Total Paid    |
|------------------|-------------------------------------------------------------------------------------|--------------|-----------|-------------|---------------|---------------|
| 2025.0096.SI0001 | M.V. Investments, LLC, Watts Travis<br>1705 Meadowbrook Blvd SE<br>35-06-01-21-0082 | 2 WALL SIGNS |           | 03/13/2025  | 150.00        | 150.00        |
| Contractor       | Mustang Signs, Amber                                                                |              |           |             |               |               |
| 2025.0128.SI0002 | Spokane Teachers Credit Union, De<br>1228 Commercial Dr SE<br>36-07-31-32-0073      | SIGNS        |           | 04/01/2025  | 216.00        | 216.00        |
| Contractor       | Jamison Signs, Jamison Ken                                                          |              |           |             |               |               |
| <b>Totals:</b>   | <b>2</b>                                                                            |              |           |             | <b>366.00</b> | <b>366.00</b> |

## Solar Panels

## Permit Type:

| Permit Number | Name | Description | Valuation | Date Issued | FeeTotal | Total Paid |
|---------------|------|-------------|-----------|-------------|----------|------------|
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## Solar Panels

## Permit Type:

| Permit Number    | Name                                                                  | Description         | Valuation | Date Issued | FeeTotal      | Total Paid    |
|------------------|-----------------------------------------------------------------------|---------------------|-----------|-------------|---------------|---------------|
| 2025.0147.SO0001 | Freedom Forever Washington LLC,<br>922 Vintage Way SE<br>350736601028 | Rooftop Solar Array |           | 04/16/2025  | 101.50        | 101.50        |
| Contractor       | Freedom Forever Washington LLC,                                       |                     |           |             |               |               |
| <b>Totals:</b>   | <b>1</b>                                                              |                     |           |             | <b>101.50</b> | <b>101.50</b> |

## Sewer Permit

## Permit Type:

| Permit Number    | Name                                                                                  | Description | Valuation | Date Issued | FeeTotal | Total Paid |
|------------------|---------------------------------------------------------------------------------------|-------------|-----------|-------------|----------|------------|
| 2025.0059.SP0001 | Mill Creek Homes LLC, Brodeck Ker<br>1003 Garrison Village Way SE<br>35-07-36-08-0001 | SFR         |           | 03/11/2025  | 3,566.00 | 3,566.00   |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                     |             |           |             |          |            |
| 2025.0064.SP0002 | Mill Creek Homes LLC, Brodeck Ker<br>1021 Garrison Village Way SE<br>35-07-36-08-0002 | SFR         |           | 03/11/2025  | 3,566.00 | 3,566.00   |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                     |             |           |             |          |            |
| 2025.0070.SP0003 | Mill Creek Homes LLC, Brodeck Ker<br>1039 Garrison Village Way SE<br>35-07-36-08-0003 | SFR         |           | 03/11/2025  | 3,566.00 | 3,566.00   |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                     |             |           |             |          |            |
| 2025.0075.SP0004 | Mill Creek Homes LLC, Brodeck Ker<br>875 6th St SE<br>35-07-36-08-0022                | SFR         |           | 03/11/2025  | 3,566.00 | 3,566.00   |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                     |             |           |             |          |            |
| 2025.0080.SP0005 | Mill Creek Homes LLC, Brodeck Ker<br>621 Quail Run SE<br>35-07-36-08-0026             |             |           | 03/11/2025  | 3,566.00 | 3,566.00   |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                     |             |           |             |          |            |
| 2025.0085.SP0006 | Mill Creek Homes LLC, Brodeck Ker<br>683 Quail Run SE<br>35-07-36-08-0035             |             |           | 03/11/2025  | 3,566.00 | 3,566.00   |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                     |             |           |             |          |            |

## Permit Report

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## Sewer Permit

## Permit Type:

| Permit Number    | Name                                                                      | Description   | Valuation | Date Issued | FeeTotal         | Total Paid       |
|------------------|---------------------------------------------------------------------------|---------------|-----------|-------------|------------------|------------------|
| 2025.0090.SP0007 | Mill Creek Homes LLC, Brodeck Ker<br>689 Quail Run SE<br>35-07-36-08-0036 |               |           | 03/11/2025  | 3,566.00         | 3,566.00         |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                         |               |           |             |                  |                  |
| 2025.0109.SP0008 | Hanson Lars<br>222 Davis Ave SW<br>35-07-35-52-4535                       | NEW SEWER SVC |           | 03/20/2025  | 3,566.00         | 3,566.00         |
| Contractor       | Clark & Young Excavation LLC, Clark Dustin                                |               |           |             |                  |                  |
| 2025.0142.SP0009 | Mill Creek Homes LLC, Brodeck Ker<br>669 Quail Run SE<br>35-07-36-08-0033 |               |           | 04/10/2025  | 3,566.00         | 3,566.00         |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                         |               |           |             |                  |                  |
| <b>Totals:</b>   | <b>9</b>                                                                  |               |           |             | <b>32,094.00</b> | <b>32,094.00</b> |

## Water Permit

## Permit Type:

| Permit Number    | Name                                                                                  | Description | Valuation | Date Issued | FeeTotal | Total Paid |
|------------------|---------------------------------------------------------------------------------------|-------------|-----------|-------------|----------|------------|
| 2025.0061.WP0001 | Mill Creek Homes LLC, Brodeck Ker<br>1003 Garrison Village Way SE<br>35-07-36-08-0001 | SFR         |           | 03/11/2025  | 5,254.07 | 5,254.07   |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                     |             |           |             |          |            |
| 2025.0067.WP0003 | Mill Creek Homes LLC, Brodeck Ker<br>1021 Garrison Village Way SE<br>35-07-36-08-0002 | SFR         |           | 03/11/2025  | 5,254.07 | 5,254.07   |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                     |             |           |             |          |            |
| 2025.0072.WP0004 | Mill Creek Homes LLC, Brodeck Ker<br>1039 Garrison Village Way SE<br>35-07-36-08-0003 | SFR         |           | 03/11/2025  | 5,254.07 | 5,254.07   |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                     |             |           |             |          |            |
| 2025.0077.WP0005 | Mill Creek Homes LLC, Brodeck Ker<br>875 6th St SE<br>35-07-36-08-0022                | SFR         |           | 03/11/2025  | 5,254.07 | 5,254.07   |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                     |             |           |             |          |            |

## Permit Report

01/01/2025 to 04/30/2025

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## Water Permit

## Permit Type:

| Permit Number    | Name                                                                             | Description                    | Valuation | Date Issued | FeeTotal         | Total Paid       |
|------------------|----------------------------------------------------------------------------------|--------------------------------|-----------|-------------|------------------|------------------|
| 2025.0082.WP0006 | Mill Creek Homes LLC, Brodeck Ker<br>621 Quail Run SE<br>35-07-36-08-0026        |                                |           | 03/11/2025  | 5,254.07         | 5,254.07         |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                |                                |           |             |                  |                  |
| 2025.0087.WP0007 | Mill Creek Homes LLC, Brodeck Ker<br>683 Quail Run SE<br>35-07-36-08-0035        |                                |           | 03/11/2025  | 5,254.07         | 5,254.07         |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                |                                |           |             |                  |                  |
| 2025.0092.WP0008 | Mill Creek Homes LLC, Brodeck Ker<br>689 Quail Run SE<br>35-07-36-08-0036        |                                |           | 03/11/2025  | 5,254.07         | 5,254.07         |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                |                                |           |             |                  |                  |
| 2025.0134.WP0009 | Christ Community Fellowship, Wilco<br>3170 Peppers Bridge Rd<br>35-06-01-24-0047 | WATER SVC WITH FIRE CONNECTION |           | 04/04/2025  | 29,786.03        | 29,786.03        |
| Contractor       | Christ Community Fellowship, Wilcox Marcus                                       |                                |           |             |                  |                  |
| 2025.0144.WP0010 | Mill Creek Homes LLC, Brodeck Ker<br>669 Quail Run SE<br>35-07-36-08-0033        |                                |           | 04/10/2025  | 5,254.07         | 5,254.07         |
| Contractor       | Mill Creek Homes LLC, Brodeck Ken                                                |                                |           |             |                  |                  |
| <b>Totals:</b>   | <b>9</b>                                                                         |                                |           |             | <b>71,818.59</b> | <b>71,818.59</b> |

## Report Summary

| Permit Type:             | Total Qty. | Total Valuation | Total Fees | Apr. Qty. | Apr. Valuation | Apr. Fees |
|--------------------------|------------|-----------------|------------|-----------|----------------|-----------|
| Boundary Line Adjustment | 1          |                 | 100.00     | 1         |                | 100.00    |
| Building Permit          | 20         | 382,600.50      | 11,782.86  | 3         | 19,800.00      | 883.95    |
| Commercial               | 3          | 62,836.32       | 1,819.31   | 2         | 23,100.00      | 809.34    |
| Demolition Permit        | 1          |                 | 72.50      |           |                |           |
| Fencing Permit           | 5          |                 | 330.00     | 3         |                | 198.00    |
| Fire Department          | 1          |                 | 150.00     |           |                |           |
| Mechanical Permit        | 32         |                 | 5,372.11   | 6         |                | 828.78    |
| Plumbing Permit          | 22         |                 | 4,016.11   | 5         |                | 596.78    |

Report Summary

| Permit Type:            | Total Qty. | Total Valuation | Total Fees | Apr. Qty. | Apr. Valuation | Apr. Fees |
|-------------------------|------------|-----------------|------------|-----------|----------------|-----------|
| Right Of Way Permit     | 14         |                 | 1,500.00   | 2         |                | 200.00    |
| Roofing Permit          | 28         | 5,000.00        | 4,000.30   | 8         |                | 1,108.00  |
| Sewer Permit            | 9          |                 | 32,094.00  | 1         |                | 3,566.00  |
| Short Plat              | 1          |                 | 400.00     |           |                |           |
| Sign Permit             | 2          |                 | 366.00     | 1         |                | 216.00    |
| Single Family Residence | 8          | 2,726,373.74    | 34,658.96  | 1         | 282,327.46     | 3,733.03  |
| Solar Panels            | 1          |                 | 101.50     | 1         |                | 101.50    |
| Water Permit            | 9          |                 | 71,818.59  | 2         |                | 35,040.10 |
|                         | 157        | 3,176,810.56    | 168,582.24 | 36        | 325,227.46     | 47,381.48 |



APRIL 2025

| Date              | Residential | Reinspect | Commercial | Reinspect | Investigation |  | Daily Total:   |
|-------------------|-------------|-----------|------------|-----------|---------------|--|----------------|
| 4/1/2025          | 5           | 8         |            | 2         |               |  | 15             |
| 4/2/2025          | 4           | 1         |            |           |               |  | 5              |
| 4/3/2025          | 4           |           |            |           |               |  | 4              |
| 4/4/2025          | 3           |           |            |           |               |  | 3              |
| 4/5/2025          |             |           |            |           |               |  | 0              |
| 4/6/2025          |             |           |            |           |               |  | 0              |
| 4/7/2025          | 7           | 1         |            |           | 1             |  | 9              |
| 4/8/2025          | 6           |           |            |           |               |  | 6              |
| 4/9/2025          | 8           |           |            |           |               |  | 8              |
| 4/10/2025         | 7           |           |            |           |               |  | 7              |
| 4/11/2025         | 1           |           |            |           |               |  | 1              |
| 4/12/2025         |             |           |            |           |               |  | 0              |
| 4/13/2025         |             |           |            |           |               |  | 0              |
| 4/14/2025         | 2           |           |            |           |               |  | 2              |
| 4/15/2025         | 6           | 1         |            |           |               |  | 7              |
| 4/16/2025         |             |           | 1          |           |               |  | 1              |
| 4/17/2025         | 2           |           |            |           |               |  | 2              |
| 4/18/2025         | 1           | 1         |            |           |               |  | 2              |
| 4/19/2025         |             |           |            |           |               |  | 0              |
| 4/20/2025         |             |           |            |           |               |  | 0              |
| 4/21/2025         | 11          |           |            |           |               |  | 11             |
| 4/22/2025         | 7           |           |            |           |               |  | 7              |
| 4/23/2025         | 3           | 3         | 1          |           |               |  | 7              |
| 4/24/2025         | 1           | 2         |            | 1         | 1             |  | 5              |
| 4/25/2025         | 2           | 1         |            |           |               |  | 3              |
| 4/26/2025         |             |           |            |           |               |  | 0              |
| 4/27/2025         |             |           |            |           |               |  | 0              |
| 4/28/2025         | 8           |           |            |           |               |  | 8              |
| 4/29/2025         | 6           | 1         |            |           | 1             |  | 8              |
| 4/30/2025         | 23          | 2         | 1          |           |               |  | 26             |
|                   |             |           |            |           |               |  | 0              |
|                   |             |           |            |           |               |  |                |
|                   |             |           |            |           |               |  | Monthly Total: |
| Totals:           | 117         | 21        | 3          | 3         | 3             |  | 147            |
|                   |             |           |            |           |               |  |                |
|                   |             |           |            |           |               |  |                |
| Residential Total | 138         |           |            |           |               |  |                |
|                   |             |           |            |           |               |  |                |
| Commercial Total  | 6           |           |            |           |               |  |                |
|                   |             |           |            |           |               |  |                |
|                   |             |           |            |           |               |  |                |
|                   |             |           |            |           |               |  |                |
|                   |             |           |            |           |               |  |                |

## 2025 Inspection Counts-Building Official

| Date                     | Residential | Reinspect | Commercial | Reinspect | Investigation | Daily Total:          |
|--------------------------|-------------|-----------|------------|-----------|---------------|-----------------------|
| 4/1/2025                 | 0           | 0         | 0          | 0         | 1             | 1                     |
| 4/2/2025                 | 0           | 0         | 0          | 0         | 2             | 2                     |
| 4/3/2025                 | 0           | 0         | 0          | 0         | 0             | 0                     |
| 4/4/2025                 | 1           | 0         | 0          | 0         | 1             | 2                     |
| 4/5/2025                 |             |           |            |           |               | 0                     |
| 4/6/2025                 |             |           |            |           |               | 0                     |
| 4/7/2025                 | 6           | 0         | 0          | 0         | 1             | 7                     |
| 4/8/2025                 | 0           | 0         | 0          | 0         | 3             | 3                     |
| 4/9/2025                 | 1           | 0         | 0          | 0         | 2             | 3                     |
| 4/10/2025                | 0           | 0         | 1          | 0         | 0             | 1                     |
| 4/11/2025                | 0           | 0         | 2          | 0         | 1             | 3                     |
| 4/12/2025                |             |           |            |           |               | 0                     |
| 4/13/2025                |             |           |            |           |               | 0                     |
| 4/14/2025                | 0           | 0         | 2          | 0         | 1             | 3                     |
| 4/15/2025                | 5           | 0         | 0          | 0         | 0             | 5                     |
| 4/16/2025                | 0           | 0         | 1          | 0         | 0             | 1                     |
| 4/17/2025                | 0           | 0         | 1          | 0         | 0             | 1                     |
| 4/18/2025                | 0           | 0         | 0          | 0         | 0             | 0                     |
| 4/19/2025                |             |           |            |           |               | 0                     |
| 4/20/2025                |             |           |            |           |               | 0                     |
| 4/21/2025                | 0           | 0         | 0          | 0         | 0             | 0                     |
| 4/22/2025                | 2           | 0         | 0          | 0         | 4             | 6                     |
| 4/23/2025                | 0           | 0         | 0          | 0         | 2             | 2                     |
| 4/24/2025                | 0           | 0         | 0          | 0         | 1             | 1                     |
| 4/25/2025                | 0           | 0         | 0          | 0         | 0             | 0                     |
| 4/26/2025                |             |           |            |           |               | 0                     |
| 4/27/2025                |             |           |            |           |               | 0                     |
| 4/28/2025                | Off         |           |            |           |               | 0                     |
| 4/29/2025                | Off         |           |            |           |               | 0                     |
| 4/30/2025                | 0           | 0         | 0          | 0         | 0             | 0                     |
|                          |             |           |            |           |               | 0                     |
|                          |             |           |            |           |               | <b>Monthly Total:</b> |
| <b>Totals:</b>           | 15          | 0         | 7          | 0         | 19            | 41                    |
|                          |             |           |            |           |               |                       |
| <b>Residential Total</b> | 15          |           |            |           |               |                       |
|                          |             |           |            |           |               |                       |
| <b>Commercial Total</b>  | 7           |           |            |           |               |                       |

**Report Period 4/1/2025 ~ 4/30/2025**

## WALLA WALLA AREA BUILDING PERMIT STATISTICS

| JURISDICTION<br>SINGLE FAMILY<br>RESIDENCE PERMITS | THIS TIME PERIOD |            | YEAR TO DATE - Same time in: |            |      |            |      |            |      |            |      |            |      |            |
|----------------------------------------------------|------------------|------------|------------------------------|------------|------|------------|------|------------|------|------------|------|------------|------|------------|
|                                                    |                  |            | 2025                         |            | 2024 |            | 2023 |            | 2022 |            | 2021 |            | 2020 |            |
|                                                    | #                | \$ Amount  | #                            | \$ Amount  | #    | \$ Amount  | #    | \$ Amount  | #    | \$ Amount  | #    | \$ Amount  | #    | \$ Amount  |
| CITY OF WALLA WAL                                  | 12               | 3,127,396  | 26                           | 8,342,314  | 18   | 6,072,985  | 58   | 13,482,957 | 15   | 5,087,441  | 21   | 6,120,026  | 5    | 1,574,203  |
| COLLEGE PLACE                                      | 1                | 282,327    | 8                            | 2,726,373  | 2    | 755,637    | 1    | 196,000    | 3    | 1,300,015  | 23   | 6,188,479  | 4    | 1,180,883  |
| WALLA WALLA COU                                    | 4                | 5,177,307  | 11                           | 10,468,336 | 7    | 3,488,316  | 12   | 5,336,969  | 12   | 5,910,401  | 17   | 6,106,134  | 17   | 7,192,865  |
| TOTAL SINGLE<br>FAMILY RESIDENCE                   | 17               | 8,587,030  | 45                           | 21,537,023 | 27   | 10,316,938 | 71   | 19,015,927 | 30   | 12,297,857 | 61   | 18,414,639 | 26   | 9,947,951  |
| *MANUFACTURED<br>HOMES                             |                  |            | 1                            | 0          |      |            |      |            |      |            |      |            |      |            |
| ALL OTHER BUILDING<br>PERMITS                      |                  | 17,423,634 |                              | 34,299,254 |      | 66,899,027 |      | 64,268,966 |      | 18,019,025 |      | 39,908,846 |      | 17,949,689 |
| GRAND TOTAL ALL<br>PERMITS                         |                  | 26,010,664 |                              | 55,836,277 |      | 77,215,965 |      | 83,284,893 |      | 30,316,882 |      | 58,323,481 |      | 27,897,640 |

\*Manufactured Homes not included in totals

