



CITY COUNCIL MEETING AGENDA
Council Chambers, 1000 Laurel Street

June 3, 2013
Monday

Study Session
7:00 p.m.

- 1. Call to Order**
- 2. Roll Call of Council Members**
- 3. Study Items**
 - a. Resolution – Pierce Transit Service Reduction
 - b. Fire Annexation Update
 - c. Six-Year Transportation Improvement Program
- 4. Adjournment**

Note: Public comment is generally not taken at Study Sessions. However, on some occasions, public comments may be allowed at the discretion of the Chair and Council. The public may also submit written communications, via letters or emails to dperry@cityofmilton.net. Any item received by noon on the day of the meeting will be distributed to Council.

If you need ADA accommodations, please contact City Hall at (253) 517-2705 prior to the meeting. Thank you.

PENDING COUNCIL AGENDA CALENDAR (Dates are Subject to Change) FOR PLANNING PURPOSES ONLY

June 2013			
Mon 06/03	7:00 pm	Special Meeting Study Session	A. Resolution Pierce Transit Service Reduction B. Fire Annexation Update C. 6 – Year Transportation Improvement Program
Mon 06/10	7:00 pm	Regular Meeting	A. Presentation – World Trade Center Memorial B. Birch Street Crossing Closeout & Acceptance – Consent Agenda C. Milton Way Sidewalk project Grant Acceptance D. DWLS Impound Ordinance
Mon 06/17	6:00 pm 7:00 pm	Executive Session Regular Meeting	A. Public Hearing - PSE Franchise Renewal B. Public Hearing & Adoption of 6 – Year Transportation Improvement Program C. Granting of Easement to DOE D. Olofsson Estates Park Rezoning Request
July 2013			
Mon 07/01	7:00 pm	Study Session	A. Solid Waste Contract Discussion B. 2012 Stormwater Manual C. Electric Systems Plan Update
Mon 07/08	7:00 pm	Regular Meeting	A. Resolution Amending Building Permit Fees B. Adoption of PSE Franchise Agreement C. Ordinance Amending Utility Tax Collection
Mon 07/15	7:00 pm	Regular Meeting	A. 2013 2 nd Quarter Financial Report & Mid-Year Budget Review B. Adoption of 2012 Stormwater Manual
Mon 08/05	7:00 pm	Study Session	A. Street Presentation
Mon 08/12	7:00 pm	Regular Meeting	
Mon 08/19	7:00 pm	Regular Meeting	**MEETING CANCELLED**
September 2013			
Tue 09/03	7:00 pm	Study Session	
Mon 09/09	7:00 pm	Regular Meeting	
Mon 09/16	7:00 pm	Regular Meeting	A. 2014 Revenue Estimates & Fee Schedule Changes
Mon 09/30		<i>No Council Meeting</i>	<i>Preliminary Budget Distributed to Council</i>
October 2013			
Mon 10/07	7:00 pm	Study Session	A. General Fund Budget Review
Mon 10/14	7:00 pm	Regular Meeting	A. Public Hearing on Revenue Estimates B. Adoption of Tax Levy C. General Fund Budget Review (contd. If needed).



To: Mayor Perry & City Council Members
From: City Administrator Mukerjee
Date: June 3, 2013, Special Meeting
Re: **Pierce Transit Service Reduction**

ATTACHMENTS:

- A. Resolution with Exhibit A
- B. Pierce Transit (PT) Profile: Milton, Fife & Edgewood
- C. PT Community Matrix, Boardings, System Map, Shuttle Client Map
- D. Route Modification Details – 402, 500, 501
- E. Para Transit Origin – Destination Trips
- F. Proposed Service Reduction Hours
- G. Proposed Shuttle Boundary Maps

TYPE OF ACTION: Move to approve the attached resolution.

Information Only Discussion Action Expenditure Required:

Recommendation/Action: Discuss impacts of potential transit service changes in Milton.

Previous Council Review: April 1, 2013.

Issue: Consider passing a joint resolution with the cities of Fife and Edgewood, opposing Pierce Transit's Service Reduction Plan for routes 501 & 402 and proposing an alternative Circulator Route for consideration by Pierce Transit.

Discussion: Pierce County is considering service reductions this September by about 34% of the fixed route service level.

The reductions will have critical impacts on the residents of Milton, Fife and Edgewood, reducing, and in some cases eliminating public transportation and shuttle services which serve as life-line for some of the most vulnerable residents of the communities. Specifically, Routes 501 and 402, which service Milton, Fife and Edgewood are scheduled for severe service reductions.

Route 501, currently starts at the Tacoma Dome Station, goes through Fife and Milton, to the Federal Way Transit Center, with 30 trips per day on weekdays, 12 on Saturdays, and 10 on Sundays. Pierce Transit is proposing to eliminate the portion of the route from Milton to Federal Way Transit Center, along with all weekend service (including shuttle service) and weekday trips will be reduced to 16 per day, with no mid-day service.

Route 402 currently starts at 171st Street and Meridian in unincorporated Pierce County, goes through the South Hill Mall Transit Center, Puyallup, Edgewood, and Milton to the Federal Way Transit Center, with 29 trips per day on weekdays, 22 on Saturdays, and 18 on Sundays. Pierce

Transit is proposing to alter the frequency of the Milton to Federal Way Transit Center segment from one hour to every two hours on weekdays and no service on weekends.

According to Pierce Transit data from 2011, the cities of Milton, Fife and Edgewood contribute approximately \$4 million annually to Pierce Transit's sales tax revenues, but currently receive only \$2.75 million in combined value of services.

An alternative Circulator Route has been drawn up in an attempt to reduce costs and eliminate redundancies of service, but also provide critical public transportation services to the three communities. The proposed resolution is being jointly considered by Milton, Fife and Edgewood city councils. It expresses opposition to the proposed service reductions and urges the Pierce Transit Board of Commissioners to implement the Circulator Route Concept prior or any reductions in Route 501 and Route 402.

Fife Deputy Mayor Glen Hull, who is also a member of the Pierce Transit Board of Commissioners will be at the meeting to explain the benefits of the Circulator Route.

**CITY OF FIFE RESOLUTION NO. 1552
CITY OF MILTON RESOLUTION NO. 13-1834
CITY OF EDGEWOOD RESOLUTION NO. 13-0300**

A RESOLUTION OF THE CITY COUNCILS OF THE
CITIES OF FIFE, MILTON AND EDGEWOOD,
PIERCE COUNTY, WASHINGTON OPPOSING
PIERCE TRANSIT'S SERVICE REDUCTION PLAN
FOR ROUTES 501 AND 402, AND PROPOSING AN
ALTERATIVE ROUTE FOR CONSIDERATION BY
PIERCE TRANSIT

WHEREAS, due to the Great Recession, Pierce Transit's sales tax revenue, which accounts for 70% of its total revenue, has been sharply reduced; and

WHEREAS, sales tax increase ballot measures proposed by Pierce Transit on February 8, 2011 and November 6, 2012 both failed; and

WHEREAS, in order to address the revenue shortfall, Pierce Transit eliminated 20 percent of fixed route services on June 12, 2011, and an additional 15 percent on October 2, 2011; and

WHEREAS, the reduced service area has also resulted in further decreases in sales tax revenue; and

WHEREAS, to address its continued revenue shortfall, Pierce Transit has proposed further bus service reductions effective September 29, 2013; and

WHEREAS, the changes proposed would eliminate approximately 34 percent of the fixed route service level of 417,000 annual service hours to approximately 300,000 annual service hours; and

WHEREAS, the proposed changes include a severe service reduction to Routes 501 and 402 serving the needs of Fife, Milton, and Edgewood; and

WHEREAS, Route 501 currently starts at the Tacoma Dome Station, goes through Fife and Milton, to Federal Way, with 30 trips per day on weekdays, 12 on Saturdays, and 10 on Sundays; and

WHEREAS, as proposed, the portion of Route 501 from Milton to Federal Way will be eliminated, along with all weekend service, which will severely reduce

CITY OF FIFE RESOLUTION NO. 1552
CITY OF MILTON RESOLUTION NO. 1834
CITY OF EDGEWOOD RESOLUTION NO. 13-0300

shuttle services to the City of Fife on weekends, and weekday trips will be reduced to 16 per day,; and

WHEREAS, Route 402 currently starts at 171st Street and Meridian in unincorporated Pierce County, goes through the South Hill Mall Transit Center, Puyallup, Edgewood, and Milton to Federal Way, with 29 trips per day on weekdays, 22 on Saturdays, and 18 on Sundays; and

WHEREAS, as proposed, the portion of Route 402 from Milton to Federal Way will be reduced to every two hours during the weekdays and eliminated during the weekends; and

WHEREAS, the cities of Fife, Milton and Edgewood contribute approximately \$4 million annually to Pierce Transit in sales tax revenue, but currently receive only about \$2.75 million in combined value of services; and

WHEREAS, the cities of Fife, Milton and Edgewood understand the need to reduce costs in order to meet revenue reductions, but believe services provided to participating jurisdictions should be proportionate to the revenue generated from those jurisdictions; and

WHEREAS, the cities of Fife, Milton and Edgewood recommend that Pierce Transit implement a Circulator Route Concept as set forth in Exhibit A attached hereto to serve and connect our communities; and

WHEREAS, the Circulator Route Concept would provide the cities of Fife, Milton and Edgewood with much needed circulation and connectivity to key commercial, employment and civic services, and provide access to a residential population of approximately 4200 residents south of Union Pacific railroad tracks in Fife that is currently not being serviced, along with maintaining healthy and livable communities; and

WHEREAS, the Circulator Route Concept would support Pierce Transit's mission, reduce system service duplications, while providing service more commensurate to the revenue generated by the three cities, but still result in an estimated reduced cost compared to the current Route 501; and

BE IT RESOLVED that the City Councils of Fife, Milton and Edgewood hereby oppose the proposed reductions to Routes 501 and 402 and urge the Pierce Transit Board of Commissioners to implement the Circulator Route Concept, attached hereto as Exhibit A, prior to any reductions in Route 501 and Route 402.

ADOPTED by the Fife City Council at an open public meeting held on the 28th day of May, 2013.

Robert D. Cerqui, Mayor

Attest:

Carol Etgen, City Clerk

ADOPTED by the Milton City Council at an open public meeting held on the 3rd day of June, 2013.

Debra Perry, Mayor

Attest:

Lisa Tylor, City Clerk

ADOPTED by the Edgewood City Council at an open public meeting held on the 28th day of May, 2013.

Jeffery Hogan, Mayor

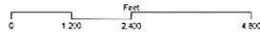
Attest:

Debbie Zabell, City Clerk

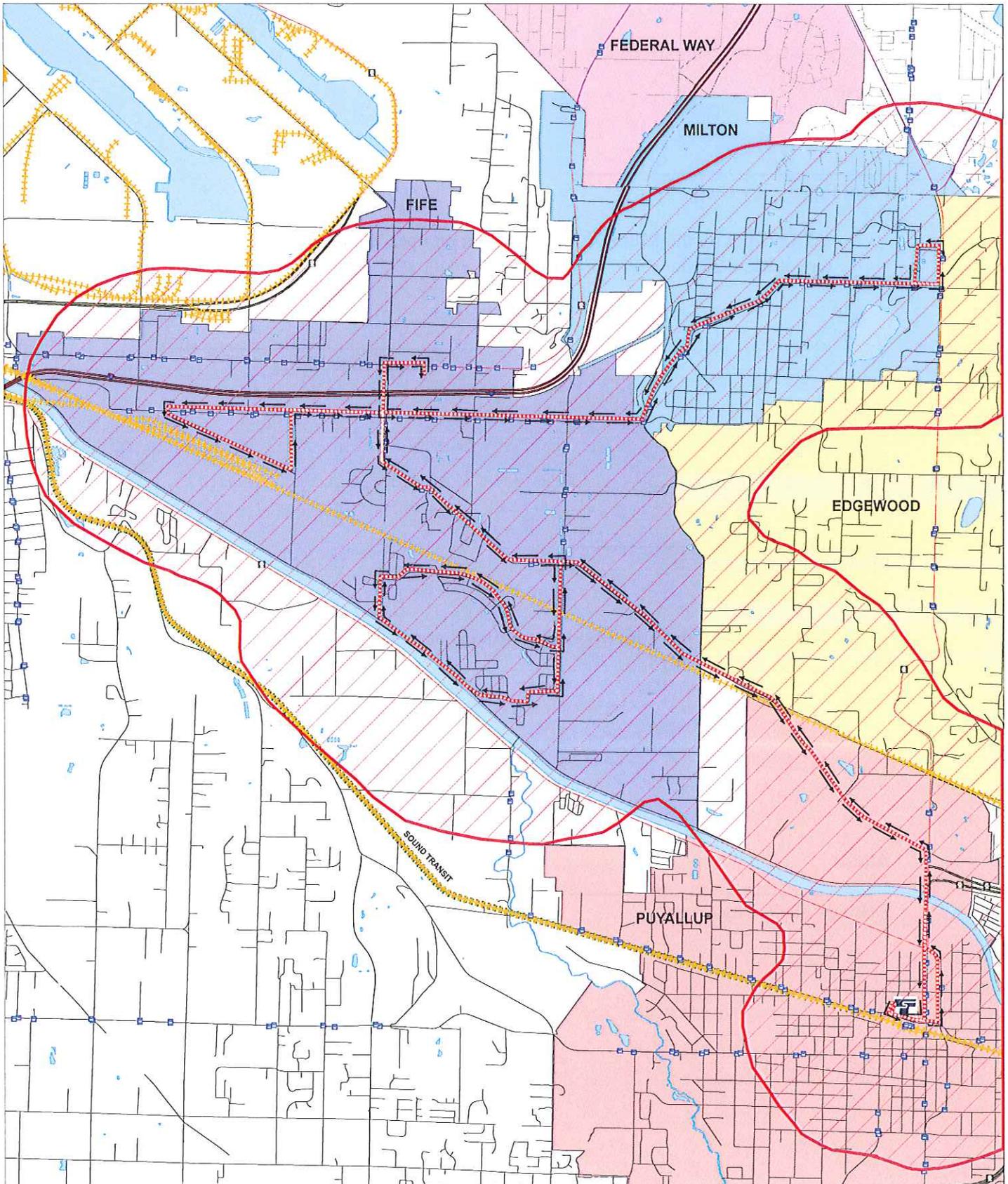


EXHIBIT A

PROPOSED EXPANDED TRANSPORTATION ROUTE (With 0.75 mile buffer)



ES:413
& Horizontal CGS Tech.
H:05/20/03/03.PDF





September Service Change Impacts:

- 402 - Federal Way to 176th via Meridian Corridor.
 - Weekday – Span of Service will be modified, start at 5:45am (currently 5:15am) and end at 7:45pm (currently 9:00pm)
 - Frequency will remain unchanged at 60 min all day
 - Peak service routing will remain unchanged while midday service will operate every hour from 171st & Meridian to Meridian & Emerald (Milton Way) and every two hours to Federal Way Transit Center.
 - Saturday – Span of service 8:15am-7:15pm. Service will operate every 90 min. in both directions. Service will operate between South Hill Mall TC and Meridian at Emerald ONLY. No service to Federal Way Transit Center.
 - Sunday – Span of service 9:00am – 5:15pm. Service will operate every 90 min. in both directions. Service will operate between South Hill Mall TC and Meridian at Emerald only. NO service to Federal Way Transit Center.

- 500 – Downtown Tacoma to Federal Transit Center
 - Weekday - Span of service will be modified, start at 5:30 AM (currently 5:45 AM) and end at 9:30 PM (currently 10:30 PM).
 - Peak frequency will be every 30 min. (currently 60 min.); midday will be every 60 min. (currently 60 min.)
 - Saturday – Span of service 7:00AM – 7:00PM. Service will operate every 75 min. in both directions. Service operates to the 348th Ave. Park & Ride only No service to Federal Way TC. Transfer at the 348th P&R to King County Metro Rt. 182 for service to Federal Way
 - Sunday - Span of service 8:45AM – 6:30PM. Service will operate every 75 min. in both directions. Service operates to 348th Ave. Park & Ride only. No service to Federal Way TC. Transfer at the 348th P&R to King County Metro Rt. 182 for service to Federal Way

- 501 – Downtown Tacoma to Milton
 - Weekday - Span of service will be modified, start at 6:15 AM (currently 6:00 AM) and end at 7:15 PM (currently 9:00 PM).
 - Service will be Peak only, 8 morning trips; 8 afternoon trips.
 - Service will operate from the Tacoma Dome Station to Meridian and Emerald St. in Milton.
 - Service to Federal Way will be via the 402-Meridian.
 - Saturday – No Service.
 - Sunday – No Service.

- SHUTTLE Paratransit impacts will reflect the Span & Frequency on both the Route 402, 500 & 501.





Service Statistic for Milton As of 2012

Fixed Route Annual Boardings:	26,457
SHUTTLE Paratransit Boardings:	1,369
SHUTTLE Paratransit Clients:	45
Vanpools	3

Service Profile for Routes Serving Milton:

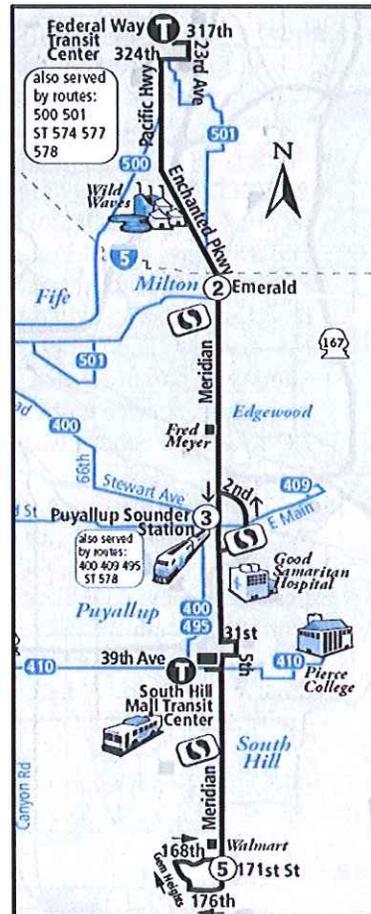
- Route 402 - Federal Way to 176th via Meridian Corridor
 - 341,167 Annual Boardings
 - 1,102 Avg. Weekday Boardings
 - 647 Avg. Saturday Boardings
 - 441 Avg. Sunday Boardings
- Route 500 – Downtown Tacoma to Federal Way Transit Center
 - 356,868 Annual Boardings
 - 1,052 Avg. Weekday Boardings
 - 911 Avg. Saturday Boardings
 - 692 Avg. Sunday Boardings
- Route 501 – Downtown Tacoma to Federal Way Transit Center via Fife/Milton
 - 168,425 Annual Boardings
 - 598 Avg. Weekday Boardings
 - 181 Avg. Saturday Boardings
 - 113 Avg. Sunday Boardings

SHUTTLE Paratransit:

- SHUTTLE Paratransit Service is provided ¾ of a mile from the fixed route system.
- Milton SHUTTLE Paratransit service access is determined by fixed Routes 402 and 501.

City Profile: Milton

2010 Census Population: 6,137

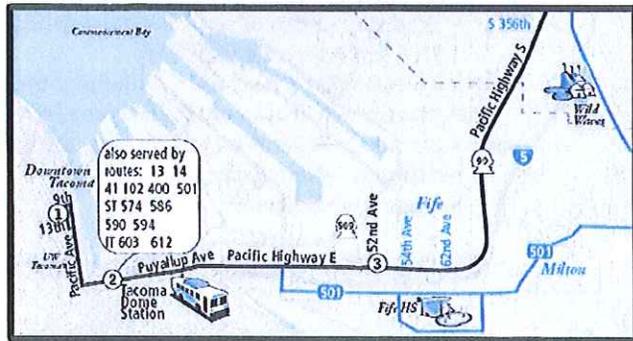




City Profile: Fife

2010 Census Population: 9,173

Service Statistic for Fife	2012
Fixed Route Annual Boardings:	73,984
SHUTTLE Paratransit Boardings:	4,630
SHUTTLE Paratransit Clients:	47
Vanpools (origin or destination)	0
Vanpool participants	15



Service Profile for Routes Serving Fife:

- Route 500 – Downtown Tacoma to Federal Way Transit Center
 - 356,868 Annual Boardings
 - 1,052 Avg. Weekday Boardings
 - 911 Avg. Saturday Boardings
 - 692 Avg. Sunday Boardings
- Route 501 – Downtown Tacoma to Federal Way Transit Center via Fife/Milton
 - 168,425 Annual Boardings
 - 598 Avg. Weekday Boardings
 - 181 Avg. Saturday Boardings
 - 113 Avg. Sunday Boardings

SHUTTLE Paratransit:

- SHUTTLE Paratransit Service is provided $\frac{3}{4}$ of a mile from the fixed route system.
- Fife SHUTTLE Paratransit service access is determined by fixed Routes 500 and 501.

September Service Change Impacts:

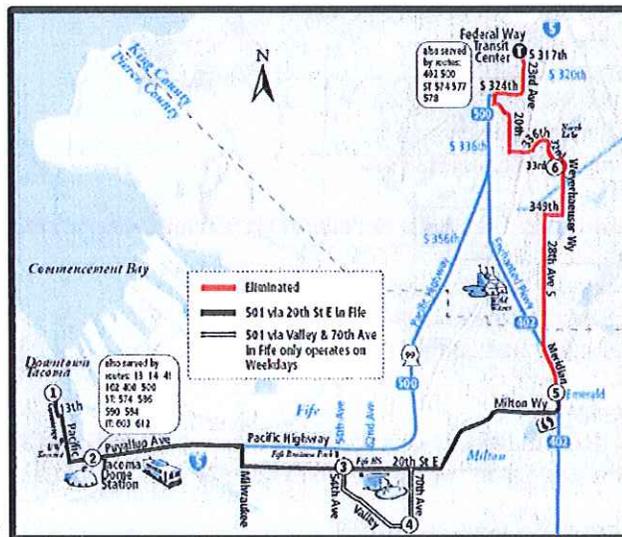
- 500 – Downtown Tacoma to Federal Transit Center
 - Weekday - Span of service will be modified, start at 5:30 AM (currently 5:45 AM) and end at 9:30 PM (currently 10:30 PM).
 - Peak frequency will be every 30 min. (currently 60 min.); midday will be every 60 min. (currently 60 min.)
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- 501 - Downtown Tacoma to Federal
 - Weekday - Span of service will be modified, start at 6:15 AM (currently 6:00 AM) and end at 7:15 PM (currently 9:00 PM).
 - Service will be Peak only, 8 morning trips; 8 afternoon trips.
 - Service will operate from the Tacoma Dome Station to Meridian and Emerald St. in Milton.
 - Service to Federal Way will be via the 402-Meridian.
 - Saturday – No Service.
 - Sunday – No Service.

- SHUTTLE Paratransit impacts will reflect the Span & Frequency on both the Route 500 & 501.





City Profile: Edgewood
 Census Population: 9,387

Service Statistic for Edgewood 2012	
Fixed Route Annual Boardings:	9,275
SHUTTLE Paratransit Boardings:	775
SHUTTLE Paratransit Clients:	20
Vanpools	2

Service Profile for Routes Serving Edgewood:

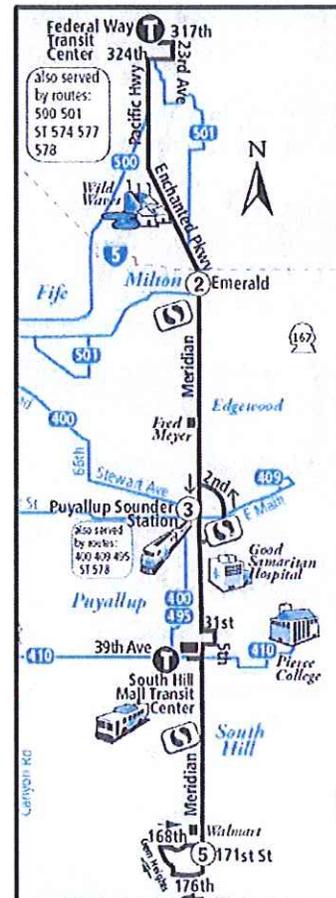
- Route 402 - Federal Way to 176th via Meridian Corridor
 - 341,167 Annual Boardings
 - 1,102 Avg. Weekday Boardings
 - 647 Avg. Saturday Boardings
 - 441 Avg. Sunday Boardings

SHUTTLE Paratransit:

- SHUTTLE Paratransit Service is provided ¾ of a mile from the fixed route system. Edgewood SHUTTLE Paratransit service access is determined by fixed Routes 402 and 501.

September Service Change Impacts:

- 402 - Federal Way to 176th via Meridian Corridor.
 - Weekday - Span of Service will be modified, start at 5:45am (currently 5:15am) and end at 7:45pm (currently 9:00pm)
 - Frequency will remain unchanged at 60 min all day
 - Peak service routing will remain unchanged while midday service will operate every hour from 171st & Meridian to Meridian & Emerald (Milton Way) and every two hours to Federal Way Transit Center.
 - Saturday - Span of service 8:15am-7:15pm. Service will operate every 90 min. in both directions. Service will operate between South Hill Mall TC and Meridian at Emerald ONLY. No service to Federal Way Transit Center.
 - Sunday - Span of service 9:00am - 5:15pm. Service will operate every 90 min. in both directions. Service will operate between South Hill Mall TC and Meridian at Emerald only. NO service to Federal Way Transit Center.
- SHUTTLE Paratransit impacts will reflect the Span and Frequency on both the Route 402 and 501.



[Back to Agenda Bill](#)



December 22, 2011

SUBJECT: Pierce Transit Service by Community Matrix

Public Transportation Improvement Conference Members:

Please find attached a matrix that breaks out, by community, the service hours and costs associated with operating Pierce Transit's primary three services; Local Fixed-Route Buses, Vanpools, and SHUTTLE/Paratransit. Also included in the matrix are each city or town's sales tax contributions (0.06%) for 2010 from the Washington Department of Revenue.

All services and their corresponding "value" (*costs associated with operating*) are represented at both pre-reduction and current operating levels.

- **Fixed-Route** bus hours were assigned to jurisdictions based on route distances and time scheduled in each community. Pre-reduction Fixed-Route costs were set at \$119.80 per service hour (*2010 actual costs*). Current Fixed-Route costs are estimated to be \$141 per service hour; these estimations are predicated on ongoing contract negotiations.
- The number of **Vanpool** origins and destinations in each community reflect groups of up to 15 residents or employees who either live or work in the jurisdiction. Pre-reduction Vanpool costs were set at \$27.64 per service hour (*2010 actual costs*). Current Vanpool costs are estimated to be \$31.17 per service hour; these estimations are predicated on ongoing contract negotiations.
- The number of **SHUTTLE/Paratransit** boardings simply reflects the annual total number of trips per jurisdiction. Pre-reduction SHUTTLE/Paratransit costs were set at \$40.50 per passenger trip (*2010 actual costs*). Current SHUTTLE/Paratransit costs are estimated to be \$50.65 per passenger trip; these estimations are predicated on ongoing contract negotiations.

The increase in costs over the last two years are due to overall inflation and spreading overhead costs essential to operations over fewer service hours and passenger trips as a result of service reductions experienced in 2011.

Pierce Transit receives 66 percent of its operating revenue from the 0.06 percent local sales tax collections. Fares represent approximately 12 percent of revenue. This will continue to decline through 2012 due to fewer service hours on the road. Federal FTA dollars represent approximately 7 percent of operating dollars through preventive maintenance. The remainder of revenue comes from advertising, interest, and partnerships.

Tina Lee
Capital Planning Manager
Pierce Transit

Pierce Transit Services to Community by Mode

	Auburn**		Bonney Lake		Buckley		DuPont		Edgewood		File		Fincnet		Gln Harbor		JBLM		Lakewood		Millon	
	Pre Reduction	Current	Pre Reduction	Current	Pre Reduction	Current	Pre Reduction	Current	Pre Reduction	Current	Pre Reduction	Current	Pre Reduction	Current	Pre Reduction	Current	Pre Reduction	Current	Pre Reduction	Current	Pre Reduction	Current
Fixed Route Bus Service 14,009,274 2010 Annual Boardings 10,076,759 2012 Est. Annual Boardings Annual Service Hours to Community	3,624	3,624	6750	2,400	0	0	0	0	3,400	2,100	15,450	12,600	3,650	15,800	12,270	620	68,000	67,000				2,150
Fixed Route Value (2010 Budgeted Cost Per Service Hour \$18.40) (2012 Estimated Cost Per Service Hour \$140.84)	\$113,621	\$113,621	\$608,650	\$338,016	\$0	\$0	\$0	\$0	\$407,200	\$304,214	\$1,850,910	\$1,774,584	\$514,066	\$1,897,840	\$1,770,959	\$2,300,160	\$87,321	\$3,254,220	\$9,436,280	\$407,320	\$302,800	
2010 Special Event Services																\$41,200						
Vanpool 423,306 2010 Annual Boardings 608,809 2012 Est. Annual Boardings Vanpools Originating from Community Vanpools Destination to Community	0	0	15	15	5	5	2	2	1	1	0	0	2	2	30	0	0	0	0	0	0	3
Vanpool Value to Community (2010 Budgeted Cost Per Service Hour \$27.64) (2012 Estimated Cost Per Service Hour \$31.17)	\$0	\$0	\$408,088	\$176,718	\$46,929	\$58,908	\$179,744	\$212,062	\$9,966	\$11,781	\$0	\$0	\$19,972	\$23,582	\$376,989	\$169,768	\$200,261	\$139,801	\$164,037	\$29,957	\$35,344	
SHUTTLE 470,009 2010 Annual Boardings 384,111 2012 Est. Annual Boardings SHUTTLE Annual Boardings	0	0	3,270	0	1,576	0	0	0	1,893	709	4,920	3,793	3,048	2,921	11,420	12,503	5,201	3,708	63,559	50,966	2,536	1,800
SHUTTLE Service Values (2010 Budgeted Cost Per Passenger \$40.50) (2012 Estimated Cost Per Passenger \$50.65)	\$0	\$0	\$132,435	\$0	\$69,828	\$0	\$0	\$0	\$68,162	\$39,950	\$100,746	\$190,596	\$123,444	\$147,949	\$462,510	\$633,277	\$210,641	\$187,810	\$2,574,018	\$3,006,688	\$118,009	\$84,209
Combined Value of Services to Community	\$113,621	\$113,621	\$1,090,072	\$514,734	\$191,627	\$58,906	\$179,744	\$212,062	\$485,467	\$354,945	\$2,050,656	\$1,965,180	\$1,011,966	\$2,674,895	\$2,780,639	\$2,721,759	\$475,412	\$10,968,039	\$12,608,105	\$556,185	\$432,359	
Dept of Revenue 2010 Tax Reported PTBA *	\$407,701		\$2,082,624		\$297,457		\$460,459		\$309,750		\$3,209,857		\$191,460		\$3,120,332		\$0		\$5,000,200		\$409,316	
Additional Community Values: Major PT Facilities in Community	Auburn		Bonney Lake		Buckley		DuPont		Edgewood		File		Fincnet		Gln Harbor		JBLM		Lakewood		Millon	
			Bonney Lake P&R		Buckley		DuPont		Edgewood		File		Fincnet		Gln Harbor		JBLM		Lakewood		Millon	
															Kemball Drive P&R				Lakewood Transit Center			
																			SP-512 P&R			

* Link to Dept of Revenue <http://dor.wa.gov/content/aboutus/statisticsandreports/ptba/statisticsreports.aspx?query=localtaxables>
 ** The Auburn route is based on a Tri-Party Agreement with the City of Auburn, King County Metro and Pierce Transit. Each party contributes roughly \$113,621 to this service.

WEEKDAY SYSTEM MAP

Effective September 29, 2013
Proposed

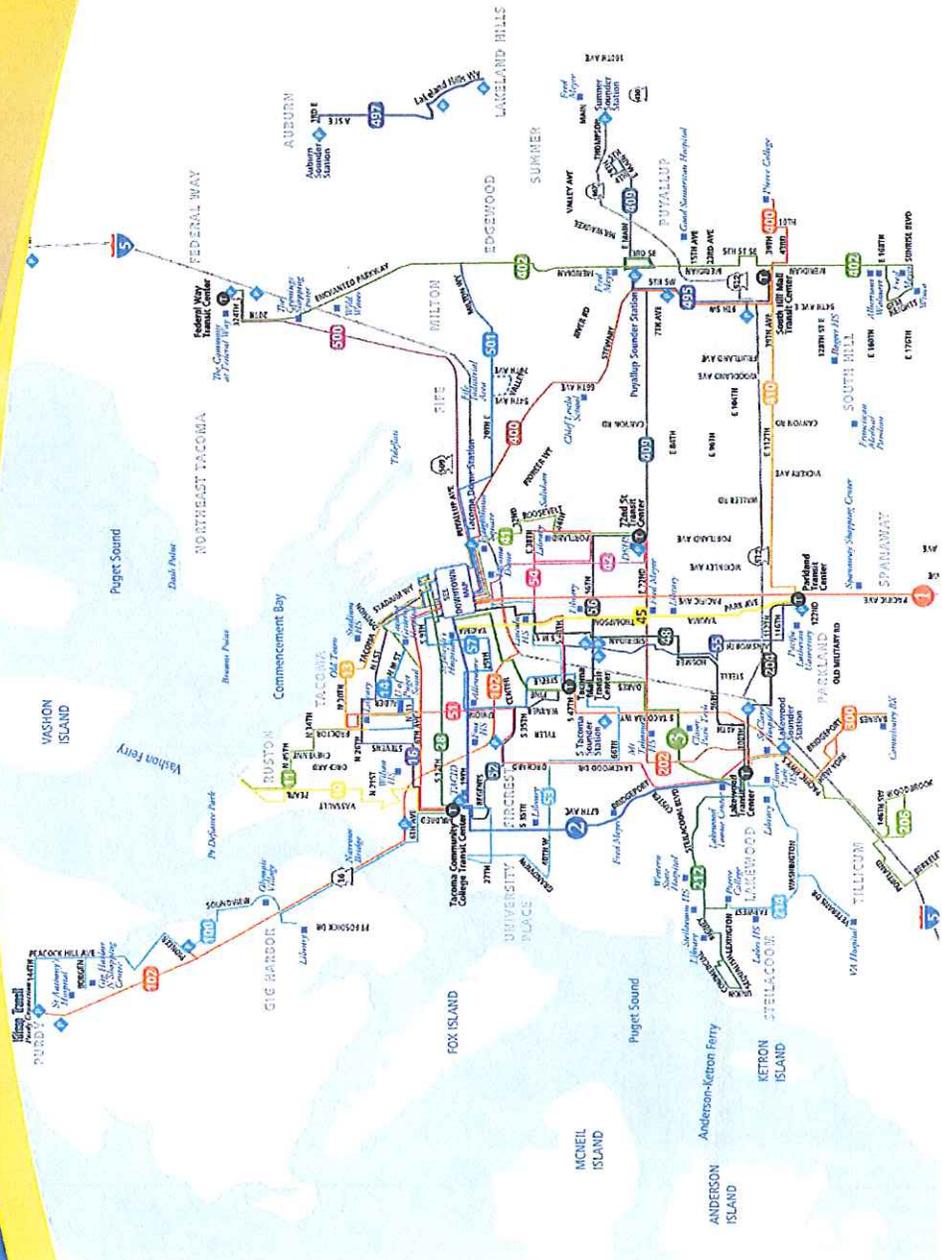


Pierce Transit
SYSTEM MAP

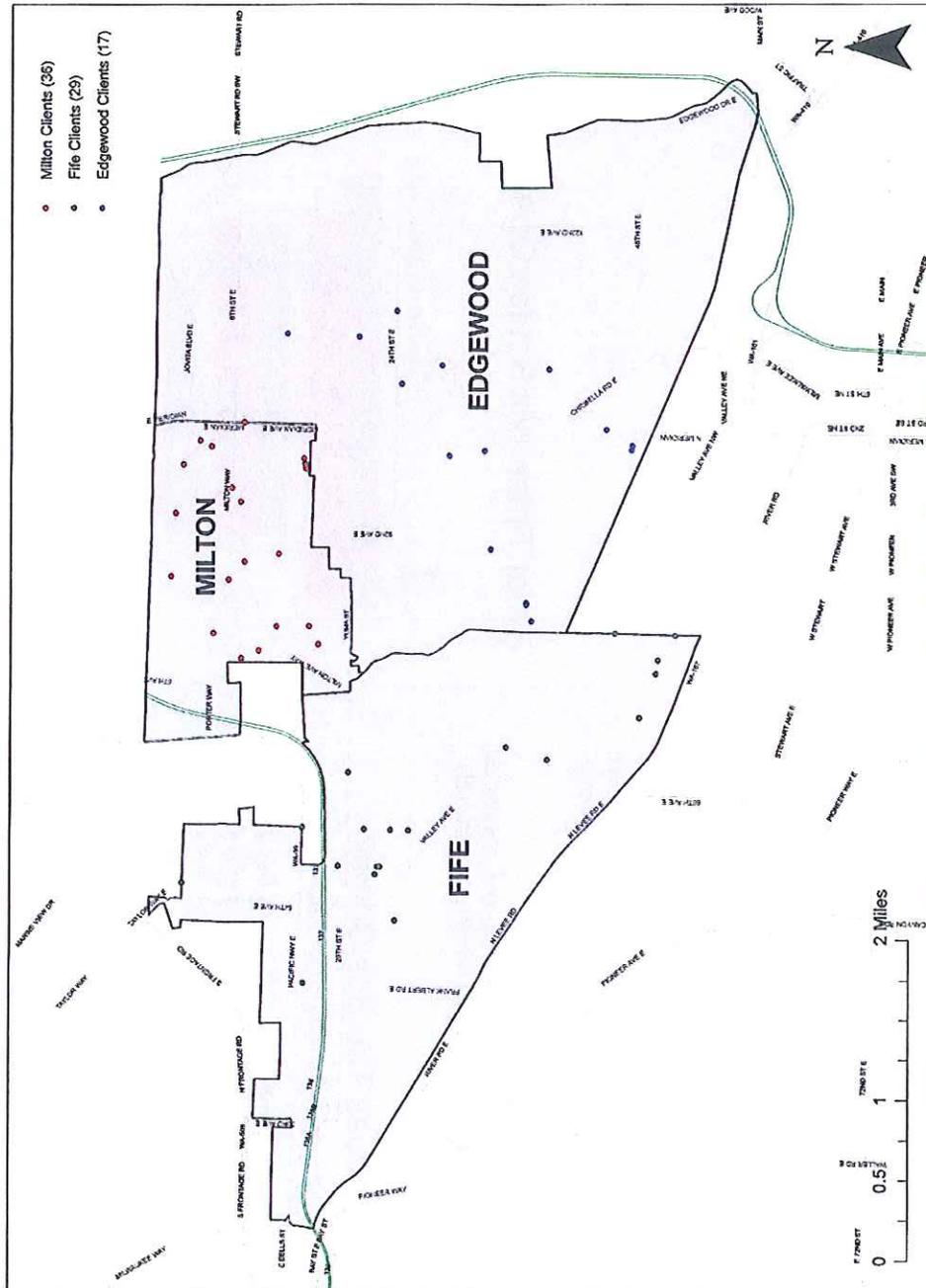
PARK & RIDE:

TRANSIT CENTER:

ROUTE NUMBER:



SHUTTLE Registered Clients as of 5/16/2013



Created for Pierce Transit by Jodi Kelly

Route 402 Meridian



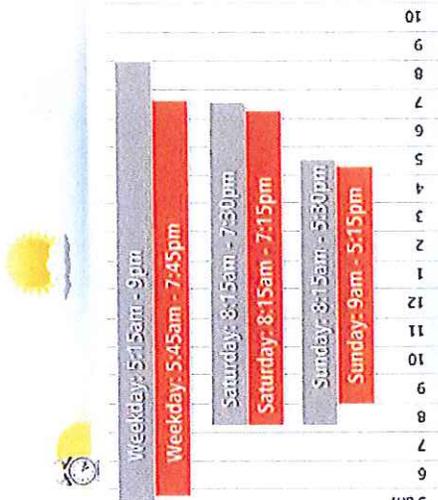
Route Modification Details:

- Weekday - Span of service will be modified, start at 5:45 AM (currently 5:15 AM) and end at 7:45 PM (currently 9:00 PM).
- Frequency will remain unchanged (60 min. all day).
- Peak service routing will remain unchanged; Midday service will operate every hour from 171st & Meridian to Meridian & Emerald (Milton Way) and every two hours to Federal Way Transit Center. *120*
- Saturday - Span of service 8:15AM - 7:15PM. Service will operate every 90 min. in both directions. Service will operate between South Hill Mall TC and Meridian at Emerald only. No service to Federal Way TC.
- Sunday - Span of service 9:00AM - 5:15PM. Service will operate every 90 min. in both directions. Service will operate between South Hill Mall TC and Meridian at Emerald only. No service to Federal Way TC.

Number Of Trips Per Day of Service

	September	Today's Service
Weekdays	27	29
Saturdays	15	22
Sundays	11	18

What Times Will Routes Operate?



How Often Does The Bus Come?

Based on weekday frequency in minutes

	September	Today's Service
Peak 6-9am 3-6pm	60	60
Mid Day	60	60
PM 6pm +	60	60

Current Schedule
Proposed Sept. 2013 Schedule

See reverse side for a map of the route.

Route 500 Federal Way



Route Modification Details:

- Weekday - Span of service will be modified, start at 5:30 AM (currently 5:45 AM) and end at 9:30 PM (currently 10:30 PM).
- Peak frequency will be every 30 min. (currently 60 min.); midday will be every 60 min. (currently 60 min.) .
- Saturday – Span of service 7:00AM – 7:00PM. Service will operate every 75 min. in both directions. Service operates to the 348th Ave. Park & Ride only. No service to Federal Way TC
- Sunday - Span of service 8:45AM – 6:30PM. Service will operate every 75 min. in both directions. Service operates to 348th Ave. Park & Ride only. No service to Federal Way TC.

Number Of Trips Per Day of Service

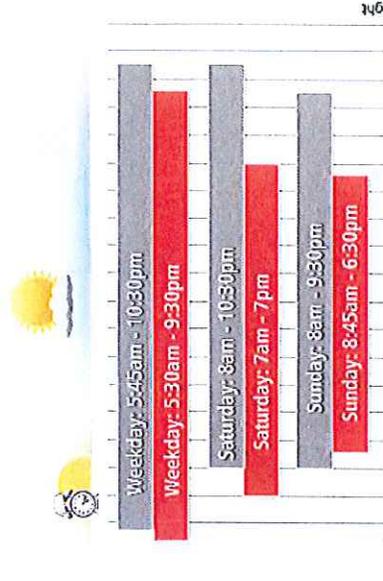
	September	Today's Service
Weekdays	44	33
Saturdays	20	30
Sundays	16	28

How Often Does The Bus Come?

Based on weekday frequency in minutes

	September	Today's Service
Peak 6-9am 3-6pm	30	60
Mid Day	60	60
PM 6pm +	60	60

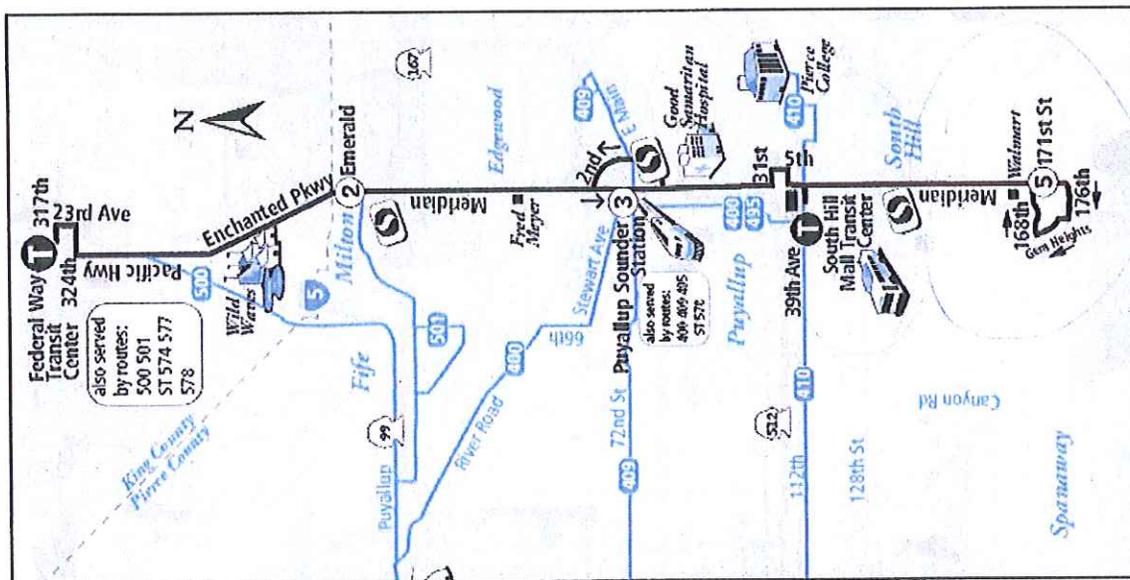
What Times Will Routes Operate?



Current Schedule

Proposed Sept. 2013 Schedule

See reverse side for a map of the route. →



Route 501 Milton-Tacoma Dome



Route Modification Details:

- Weekday - Span of service will be modified, start at 6:15 AM (currently 6:00 AM) and end at 7:15 PM (currently 9:00 PM).
- Service will be Peak only, 8 morning trips; 8 afternoon trips.
- Service will operate from the Tacoma Dome Station to Meridian and Emerald St. in Milton.
- Service to Federal Way will be via the 402-Meridian.
- Saturday – No Service.
- Sunday – No Service.

Number Of Trips Per Day of Service

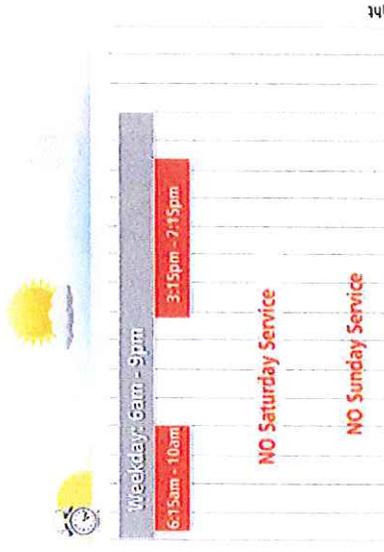
	September	Today's Service
Weekdays	16	30
Saturdays	0	12
Sundays	0	10

How Often Does The Bus Come?

Based on weekday frequency in minutes

	September	Today's Service
Peak 6-9am 3-6pm	6:00	6:00
Mid Day	00	6:00
PM 6pm +	6:00	6:00

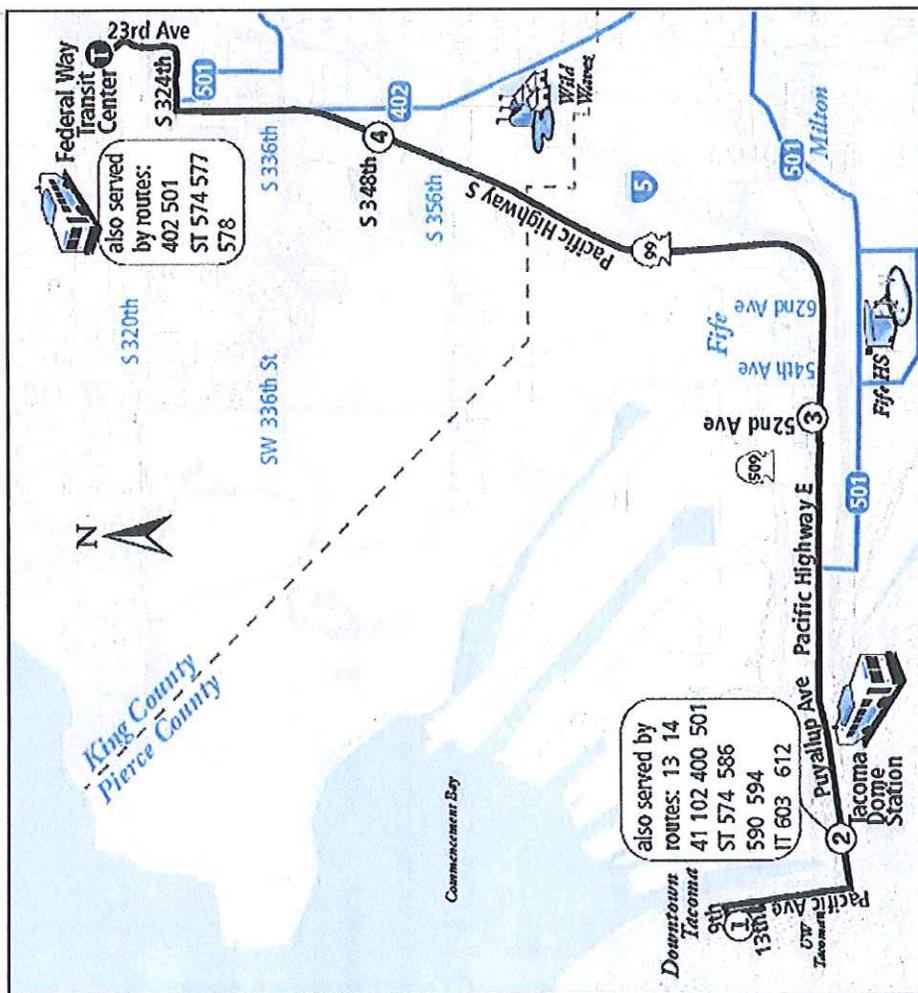
What Times Will Routes Operate?*



*While a number of weekend fixed routes are scheduled to be eliminated 9/29/13 SHUTTLE riders should contact SHUTTLE reservations to find out about trip alternatives

Current Schedule
Proposed Sept. 2013 Schedule

See reverse side for a map of the route.



Pierce Transit SHUTTLE Paratransit Origin & Destination Trips: 2012

Origin	Destination	Total Passengers (clients, PCA's, Cmps)
EDGEWOOD	PUYALLUP	175
EDGEWOOD	FEDERAL WAY	150
EDGEWOOD	PARKLAND	141
EDGEWOOD	TACOMA	139
EDGEWOOD	MILTON	127
EDGEWOOD	UNIVERSITY PLACE	19
EDGEWOOD	SUMNER	8
EDGEWOOD	EDGEWOOD	7
EDGEWOOD	LAKEWOOD	5
EDGEWOOD	SOUTH HILL	4
Total Edgewood		775
FIFE	TACOMA	1,870
FIFE	FIFE	791
FIFE	FEDERAL WAY	645
FIFE	LAKEWOOD	409
FIFE	SUMNER	305
FIFE	PUYALLUP	304
FIFE	SPANAWAY	115
FIFE	MILTON	70
FIFE	SOUTH HILL	56
FIFE	UNIVERSITY PLACE	48
FIFE	GIG HARBOR	13
FIFE	FIRCREST	2
FIFE	PARKLAND	2
Total Fife		4,630
MILTON	TACOMA	469
MILTON	PUYALLUP	302
MILTON	FEDERAL WAY	286
MILTON	MILTON	167
MILTON	EDGEWOOD	96
MILTON	FIFE	85
MILTON	LAKEWOOD	40
MILTON	FIRCREST	24
MILTON	UNIVERSITY PLACE	22
MILTON	GIG HARBOR	21
MILTON	SPANAWAY	1
Total Milton		1,513
Puyallup	Puyallup	15,437
Puyallup	Tacoma	8,639
Puyallup	Lakewood	1,636
Puyallup	Sumner	763
Puyallup	Spanaway	710
Puyallup	Federal Way	649
Puyallup	Parkland	638
Puyallup	South Hill	483
Puyallup	Graham	449
Puyallup	University Place	371
Puyallup	Fife	271
Puyallup	Gig Harbor	246
Puyallup	Milton	239
Puyallup	Edgewood	129
Puyallup	JBLM	129
Puyallup	Steilacoom	59
Puyallup	Fircrest	56
Total Puyallup	Jan 1 2012 - Oct 31 2012	30,958
	Annualized Boardings	37,141

Proposed Service Hour Reductions to Routes
Weekdays

Pierce Transit Vehicle schedule:	Feb-13 Weekday	Sep-13 Weekday
<u>Route</u>	<u>Total</u>	<u>Total</u>
1	177h36	156h27
2	97h39	83h36
3	72h45	75h24
10	22h32	22h05
11	22h08	16h49
13	11h49	9h03
14	15h49	9h47
16	19h13	18h09
28	23h13	22h16
41	35h29	28h01
42	17h51	16h47
45	23h43	21h42
48	46h31	39h29
51	28h44	21h39
52	29h45	28h11
53	47h38	43h32
54	24h38	18h45
55	31h00	30h29
56	13h26	13h42

Proposed Service Hour Reductions to Routes
Weekdays

57	48h05	23h49
62	7h08	0h00
100	29h43	22h06
102	16h08	15h39
202	43h09	31h46
204	32h29	28h11
206	40h34	27h46
212	36h20	20h40
214	43h53	20h29
300	40h12	19h37
400	50h09	32h40
402	50h36	44h47
409	16h41	14h11
410	31h11	21h16
495	6h06	4h38
497	14h23	14h07
500	41h11	43h47
501	39h24	8h53
TOTAL	1348h51	1070h15
Annual Total	343,944	272,901

Proposed Service Hour Reductions to Routes
Saturdays

Route	Feb-13 Saturday	Sep-13 Saturday
	<u>Total</u>	<u>Total</u>
1	147h10	71h40
2	73h31	23h34
3	62h16	23h35
10	11h39	11h11
11	12h09	0h00
13	4h13	0h00
14	4h46	0h00
16	18h46	10h17
28	14h06	8h58
41	20h29	11h36
42	16h31	8h56
45	14h15	0h00
48	23h51	12h33
51	18h42	0h00
52	21h35	8h10
53	23h44	9h36
54	12h14	11h01
55	21h43	10h56
56	12h31	8h29

Proposed Service Hour Reductions to Routes
Saturdays

57	20h46	12h24
100	17h27	11h52
202	21h19	11h52
204	22h43	11h33
206	30h19	9h13
212	11h44	9h28
214	13h47	10h51
300	17h16	11h17
402	45h43	12h29
409	9h03	0h00
410	18h50	10h37
500	31h05	13h01
501	14h20	0h00
Total	808h33	355h09
Annual Total	42,042	18,465

Proposed Service Hour Reductions to Routes
Sundays

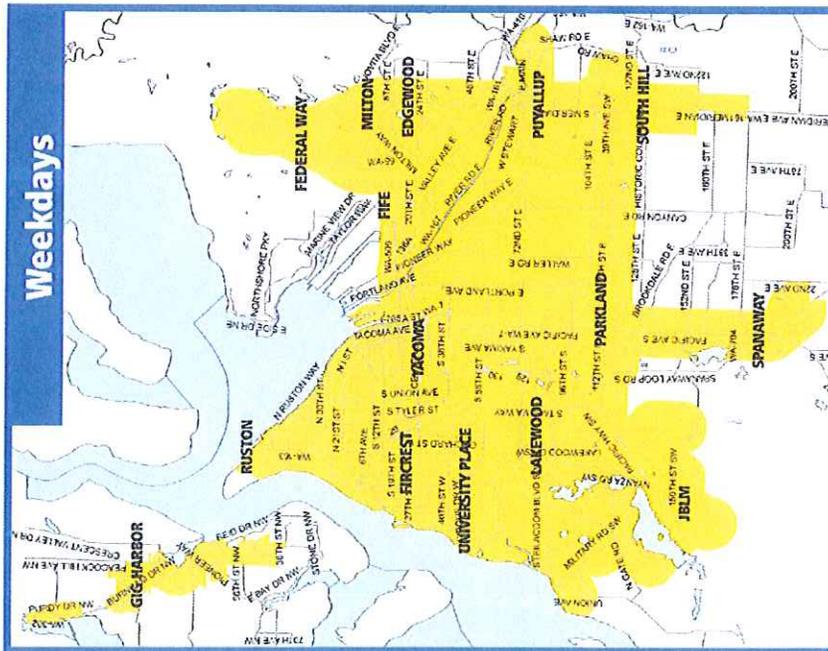
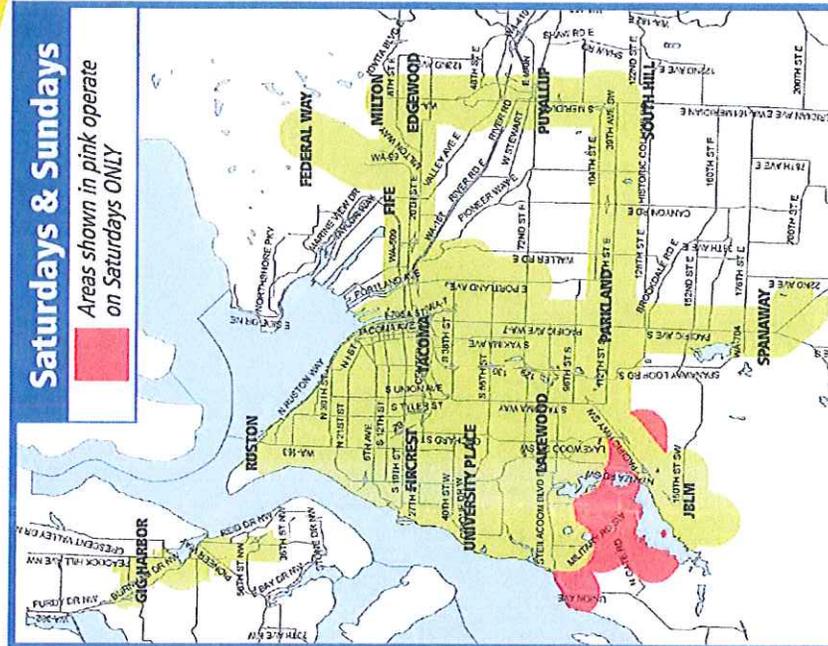
Route	Feb-13 Sunday	Sep-13 Sunday
	<u>Total</u>	<u>Total</u>
1	81h45	49h23
2	50h20	19h48
3	30h35	17h48
10	9h49	9h26
11	12h37	0h00
13	0h00	0h00
14	0h00	0h00
16	13h16	8h15
28	8h35	0h00
41	12h46	9h26
42	10h00	0h00
45	0h00	0h00
48	16h17	10h15
51	18h42	0h00
52	8h03	5h39
53	20h54	0h00
54	8h22	0h00
55	9h44	5h00
56	9h35	0h00

Proposed Service Hour Reductions to Routes
Sundays

57	14h52	0h00
100	18h18	9h09
202	8h40	8h15
204	8h23	8h23
206	9h10	8h55
212	7h33	8h44
214	10h21	0h00
300	11h13	0h00
402	37h20	8h53
409	8h42	0h00
410	9h14	8h47
500	29h28	10h12
501	12h28	0h00
Total	507h02	206h18
Annual Total	29,406	10,727

Back to Agenda Bill

SHUTTLE BOUNDARY MAPS





To: Mayor Perry & City Council Members
From: City Administrator Mukerjee
Date: June 3, 2013, Study Session
Re: **Fire Annexation Update**

ATTACHMENTS: A. Interlocal Agreement for Annexation
B. Milton Station Staffing Data for 2013
C. Milton Response Time Stats, April 2013

TYPE OF ACTION:

Information Only Discussion Action Expenditure Required:

Recommendation/Action:

Previous Council Review:

Issue: This is an update on the recently approved fire annexation.

Background: The annexation of Milton into the East Pierce Fire District was approved by the voters of Milton and the fire district, and it is now in effect.

Discussion: In October, 2012, Milton and the fire district executed an inter-local annexation agreement which addresses roles and responsibilities of the two entities. A copy of the agreement is attached (*Attachment A*).

Section 3 of the agreement relates to the Milton Fire Station:

- The ownership of the station remains with the Milton, and the building is leased to East Pierce. If the district discontinues use of the fire station for delivery of fire and medical services, the fire station is no longer available for use by the district. The use will be deemed discontinued if it is no longer staffed by uniformed fire personnel and used to house emergency services. The Milton Station staffing data is shown on *Attachment B*, which shows the "Response Capable" staffing i.e. 2-person staffing, varying between 23% and 13% and "3-Person Staffing" varying between 19% and 3%.
- The city conveys all furnishings, fixtures, and equipment contained within the building. The district is solely responsible to maintain and operate the fire station and the surrounding grounds, parking areas, and landscaping adjacent to the building.

The response time stats for April 2013 are shown on *Attachment C*. The average response time for April was 6:33 minutes.

At the May 6th Study Session, Council members commented on the staffing of the Fire Department building, which has been very low to none, and asked that Chief Jerry Thorson be asked to come to the city council and explain the staffing issue.

Chief Thorson will be at the Council meeting to address these issues and answer any questions.

**INTERLOCAL AGREEMENT FOR ANNEXATION OF THE CITY OF
MILTON TO PIERCE COUNTY FIRE PROTECTION DISTRICT NO. 22,
DBA EAST PIERCE FIRE & RESCUE**

THIS AGREEMENT is entered into by the City of Milton ("the City") and Pierce County Fire Protection District No. 22, dba East Pierce Fire & Rescue ("the District"), for the purposes stated below.

RECITALS

A. The City and the District have contiguous boundaries. The City has an Operational Service Agreement with the District for fire and emergency medical service. The term of the agreement is from January 1, 2011 through December 31, 2015.

B. The City and the District are authorized by RCW Chapter 52.04 to cause an election to be held in order for the voters of the City and the voters of the District to decide whether or not the City should be annexed to and become part of the District. The City and the District have had ongoing discussions concerning whether, and under what terms, they would agree to submit this issue to the voters. The City and the District have now reached agreement on the said terms and conditions and desire to reduce their agreement to writing.

AGREEMENT

1. Annexation Process.

A. **Pursuit of Annexation.** Pursuant to RCW 52.04.061 - .131, the parties agree to pursue annexation of the City to the District according to the terms and conditions set forth in the Agreement and any amendments thereto, subject to approval of such annexation by the Pierce County and King County Boundary Review Boards and the voters of the City and District. Contemporaneously with its execution of this Agreement, the City has passed an ordinance requesting annexation to the District. Contemporaneously with its execution of this Agreement, the District has accepted the City's annexation request.

B. **Boundary Review Board Notices and Proceedings.** The parties agree to join together in pursuing a notice of intent to be filed with the Pierce County and King County Boundary Review Boards (BRBs) seeking annexation of the City to the District. The City shall take the lead in filing the notice of intent with the BRB, pursuant to RCW Chapter 36.93. The City shall also act as lead agency for SEPA purposes in connection with the annexation. The parties agree that they will not request the BRB to review the annexation. In the event that a request for review is filed by any person or persons authorized to do so under RCW 36.93.100, the District and the City agree to jointly coordinate, prepare, and present testimony to the BRB in favor of the annexation and to take all necessary actions to obtain BRB approval of the annexation.

C. **Notification of County Councils Election.** The District agrees to take all necessary steps to notify the Pierce County Council and King County Council of the District's acceptance of the annexation and to request that the Commissioners call a special election to be held in April, 2013, provided, that if the BRB's jurisdiction is invoked and a hearing is held on the annexation by the BRB pursuant to RCW Chapter 36.93, the District shall request the next available election date after the BRB decision, and any appeal thereof, becomes final, assuming that the same is favorable to annexation.

D. **Costs.** The parties understand and agree that Pierce/King County elections will invoice the City for all election costs within the city and the District for elections costs for the voters within the district. Both parties agree to pay the elections costs as invoiced within their respective boundaries. The parties agree to divide the costs associated with filing the notice of intent, issuance of SEPA and the conduct of the election at 9% by City and 91% by District, which are proportionate to the number of registered voters in each jurisdiction, provided however, each party shall at their sole cost prepare the legal description and map of their respective jurisdictions. For the shared costs, the City shall invoice the District and the District shall pay the City within 30 days of the date of the invoice.

E. **Cooperation as to Other Matters.** The parties agree to cooperate as to any other matters necessary to effectuate the annexation of the City to the District.

2. **Post-Annexation Fire & Emergency Medical Services.**

A. **Generally.** Upon the effective date of annexation of the City to the District, the District shall be solely responsible for the provision of fire protection, fire suppression, and emergency medical services within the incorporated boundaries of the City and the boundaries of the District. The District shall provide a generally uniform level of service throughout the District, including within the incorporated boundaries of the City, and shall in no event generally provide a lesser level of service within the City's boundaries than outside such boundaries. The "effective date of annexation" shall mean the date on which the election results are certified by the Pierce County and King County canvassing boards.

B. **Interim Financing of Services.** The City shall continue to pay for the District's services in the manner and in the amounts specified in the Operational Service Agreement until December 31st of the calendar year in which the District first becomes eligible to levy real property taxes in the City.

C. **Voter Approved Capital Indebtedness.** Pursuant to RCW 52.04.171, all property located within the boundaries of the City, which property is subject to an excess levy by the City for the repayment of voter-approved indebtedness for fire protection related capital improvements incurred prior to the effective date of annexation is exempt from voter-approved excess property taxes levied by the District for repayment of indebtedness prior to the effective date of the annexation. Similarly, property within the District shall be exempt from any voter-approved excess property taxes levied by the City for repayment of indebtedness incurred prior to the effective date of annexation.

D. **Fire Protection of City Owned Facilities.** The District shall provide fire and emergency medical services to city owned facilities at no cost to the City.

E. **Coverage & Staffing.** The district agrees to provide Fire and Emergency Medical services to meet the East Pierce Fire and Rescue emergency response goals. (See attachment 2). The Milton Station will be the first staffing priority for sleeper volunteer firefighters. Once station 114 is staffed, additional personnel will be assigned as needed to other district priorities. The requirements for volunteer firefighters will be according to the District's Volunteer Program Manual.

F. **Fire Prevention, Investigation & Code Enforcement Services.** The district agrees to provide fire prevention, fire investigation and code enforcement services within the boundaries of the City. Such services shall include but not necessarily be limited to the following: development plan review and approval, fire investigations, testing of sprinkler systems in new construction, , inspection, testing of fire alarm systems for certification in new construction, and enforcement of fire code violations. The district may adopt any reasonable fees associated with these services at the same level as the rest of the district. The city will assess reasonable "pass through" fire permit and plan review fees as adopted by the District. The City and the District will cooperate to regularly update the fees to remain reasonable. The City will collect the "pass through" fire permit and plan review fees. The City will retain 10% of said fees to offset the tracking/routing services, the remainder of the fees shall be paid to the district once per quarter.

G. **Emergency Management Services.** The District shall provide emergency management services to the City and the Fire Chief or designee shall coordinate EOC activities with the City, provide information, and maintain communication with the Mayor and city staff during activation.

H. **City Employees CPR Training.** The district will provide one CPR class per year for City Employees at no cost to the city.

I. **Fire Hydrant Inspections.** Fire hydrants within the city will be included in the district's hydrant inspection program and inspected on a regular basis at the same frequency as the rest of the district.

J. **Fire Marshal and Fire Code Official.** The term "local fire official," shall mean the chief (or his designee) of East Pierce Fire and Rescue. The "fire marshal" shall mean the fire marshal of East Pierce Fire and Rescue.

3. **Fire Station.** The real property at 1000 Laurel Street, Milton, WA, known commonly as the "Milton Fire Station" is the property of the City. Upon the effective date of annexation, the City hereby agrees to lease to the District the Fire Station building for one hundred (\$100) dollars per year. The City conveys all furnishings, fixtures, and equipment contained within the building to the District. The District hereby accepts the building, generator and its furnishing, fixtures and equipment in an "as is" condition. City makes no warranties or guarantees of any kind as to the condition of the same or the fitness of the same for any particular use, intended or unintended. The District agrees to be solely responsible to maintain and operate said Fire Station, or a replacement fire station and the surrounding grounds, parking areas and landscaping adjacent to the building (see Exhibit A for a sketch of such grounds and areas on the site) and pay all for all utilities. The District shall carry property and liability insurance coverage for the building, and shall pay any deductible on the policy in case of damage or destruction.

If the district discontinues use of the Fire Station for delivery of fire and medical services, then the Fire Station shall no longer be available for use by the district. The use will be deemed as discontinued if it is not staffed by uniformed fire personnel and used to house emergency vehicles. The City shall not sell, lease or offer the Fire Station for use as anything other than a fire station; provided that the district does not discontinue its use under this Agreement.

4. **Apparatus and Equipment.** Effective upon the date of annexation, the City hereby conveys and transfers to the District the City's entire interest in any and all fire, medical and other emergency apparatus, including, without limitation, all ambulances, fire engines, fire vehicles, trailers, and other fire-fighting and emergency equipment utilized by the fire department of the City. The City will also convey and transfer to the District any and all interest in any computers, telephones, radios, and other miscellaneous items utilized by the City fire department. The City will execute any necessary documents to confirm the transfer, but the intent of this paragraph is that title be conveyed immediately and automatically upon the effective date of annexation. The City agrees to transfer and assign any and all interest it may have in any manufacturer's, contractor's, or vendor's warranties related to the items to be conveyed under this paragraph to the District, to the extent that the same may be validly transferred or assigned. The conveyances required by this paragraph shall be without charge by the City. The City hereby represents and warrants that it is the sole owner of the acquired assets and has good and marketable title thereto, free and clear from all encumbrances, security interests, liens, charges, conditional sales contracts or claims of any kind, known or unknown, by any person. The District hereby accepts the items to be conveyed under this paragraph in an "as is" condition as of the date of the transfer and the City makes no warranties or guarantees of any kind as to the condition of the same or the fitness of the same for any particular use, intended or unintended.

5. **Maintenance and Operation of Fire Station, Apparatus and Equipment.** Upon transfer of the property to be conveyed by the City to the District under paragraphs 3 and 4 above, the District shall assume sole responsibility for the maintenance, operation and repair of the same and the City shall in no event be liable for any such maintenance, operation or repair.

6. **Transfer of Employees.** Upon the effective date of annexation, all employees of the City's Fire Department who have previously transferred, and are currently employed by the District shall become employees of the District in accordance with applicable statutes.

7. **Claims Existing Prior to Annexation – Indemnity.** Anything contained in this Agreement notwithstanding, the City shall remain solely liable for all liabilities, claims, damages, demands or other expenses of any kind or nature, known or unknown, including, but not limited to, the payment of general obligation and other bonds: (a) arising out of, in connection with or stemming from the City's ownership and usage of the acquired assets described in paragraphs 3 and 4, above, prior to annexation: and/or (b) arising out of, in connection with or stemming from the City's operation of the Milton Fire Department prior to annexation. The City is not transferring and the District is not assuming any of the foregoing liabilities, claims, demands, damages or other expenses.

8. Liabilities – Indemnity.

A. By City.

1. The City agrees to indemnify, hold harmless, and defend the District, its officers, agents, and employees, from and against any and all claims, losses, or liability for injuries, sickness, or death of persons, including employees of the City, or damage to property, occurring prior to the effective date of annexation and arising out of any negligent act, error, or omission of the City, its officers, agents, or employees, in providing fire and emergency medical services. The indemnity under this paragraph is intended to protect the District from claims by third parties stemming from events in connection with fire department operations occurring before annexation, and shall be limited thereto.

2. The City agrees to indemnify, hold harmless and defend the District, its officers, agents, and employees, from and against any and all losses, liabilities or other expenses arising out of any claims, demands or any other losses resulting to the District: (a) by reason of or arising out of the duties or liabilities of the City not expressly assumed by the District under this Agreement; or (b) that arise out of or are incurred by the District by reason of the incorrectness or breach by the City of any of the agreements, representations or warranties contained in the Agreement.

B. By District.

1. The District agrees to indemnify, hold harmless, and defend the City, its officers, agents, and employees, from and against any and all claims, losses, or liability for injuries, sickness, or death of persons, including employees of the City, or damage to property, occurring on or after the effective date of annexation and arising out of any negligent act, error, or omission of the District, its officers, agents, or employees, in providing fire and emergency medical services. The indemnity under this paragraph is intended to protect the City from claims by third parties stemming from events in connection with fire department operations occurring after annexation, and shall be limited thereto.

2. The District agrees to indemnify, hold harmless and defend the City, its officers, agents, and employees, from and against any and all losses, liabilities or other expenses arising out of any claims, demands or any other losses resulting to the City: (a) by reason of or arising out of the duties or liabilities of the District not expressly assumed by the City under this Agreement; or (b) that arise out of or are incurred by the City by reason of the incorrectness or breach by the District of any of the agreements, representations or warranties contained in the Agreement.

9. Obligations Contingent. The obligations of the parties under this Agreement are expressly contingent upon receipt of a favorable vote on annexation at the elections referenced in Section 1C. Except as otherwise expressly set forth in this Agreement, in the event that the annexation ballot proposition is not submitted to the voters, or in the event that the proposition is submitted and does not receive the favorable vote in both the District and the City that is required for annexation, this Agreement shall terminate and the parties shall have no further obligations under it. In the event that the annexation proposition is submitted and fails, the Operational Service Agreement between the City and the District will determine how fire and emergency medical services are provided through the term

of the agreement. Assuming the annexation is successful; this agreement shall guide the parties in their relationship post-annexation, but shall be reviewed by the parties commencing 18 months after the effective date of annexation to ascertain whether either party wishes to modify any provisions of the agreement.

10. **Availability of Records.** The City and the District agree to cooperate with each other in making available public records in the City's or the District's possession and control regarding the fire and emergency medical services operations.

11. **Costs.** Subject to subparagraph 1(D), above, each party agrees to bear and pay its own expenses in connection with the negotiation and implementation of this Agreement, including, but not limited to, its attorneys' fees and consultant fees.

12. **Existing agreements.** Upon annexation of the City to the District and transfer of the property referred to in paragraphs 3 and 4 above, except as provided in Paragraph 2.B, the Agreement referred to in Recital A above shall be automatically terminated and of no further effect.

13. **Notices.** Any notices to be given under this Agreement shall be delivered in person or mailed to the parties at the following addresses:

To the City:

Debra Perry, Mayor
City of Milton
1000 Laurel Street
Milton, WA 98354

To the District:

Rick Kuss, Chair Board of Commissioners
Pierce County Fire Protection District No. 22
18421 Veterans Memorial Drive East
Bonney Lake, WA 98391

14. **Integrated Agreement.** This Agreement constitutes the entire agreement between the parties regarding the subject matter hereof and may be modified only by a written instrument signed by all parties hereto.

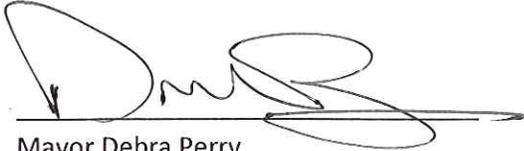
15. **Severability.** In the event that any section, sentence, clause, or paragraph of this Agreement is held to be invalid by any court of competent jurisdiction, the remainder of this Agreement shall not be affected and shall remain in full force and effect.

16. **Litigation.** In the event that either party deems it necessary to institute legal action or proceedings to enforce any right or obligation under this agreement, the parties agree that such actions shall be initiated in the Superior court of the State of Washington, in and for Pierce County. The prevailing party in any such litigation shall be entitled to recover its costs, including reasonable attorney's fees, in addition to any other award.

17. **Third Party Rights.** Anything to the contrary notwithstanding, nothing contained in this Agreement shall be interpreted to create third party rights in any person or entity not a party thereto.

18. **Effective Date.** This Agreement shall become effective upon approval and execution by both parties.

CITY OF MILTON



Mayor Debra Perry

Date: OCTOBER 1, 2012

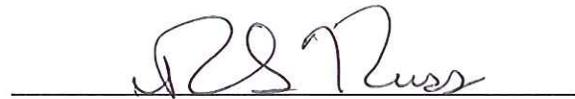
ATTEST/AUTHENTICATED:

LISA M TYLOR
Lisa Tylor, City Clerk

APPROVED AS TO FORM:

[Signature]
City Attorney, Bio Park

**PIERCE COUNTY FIRE PROTECTION DISTRICT
NO. 22 dba EAST PIERCE FIRE & RESCUE**



Commissioner Rick Kuss

Date: 10/16/12

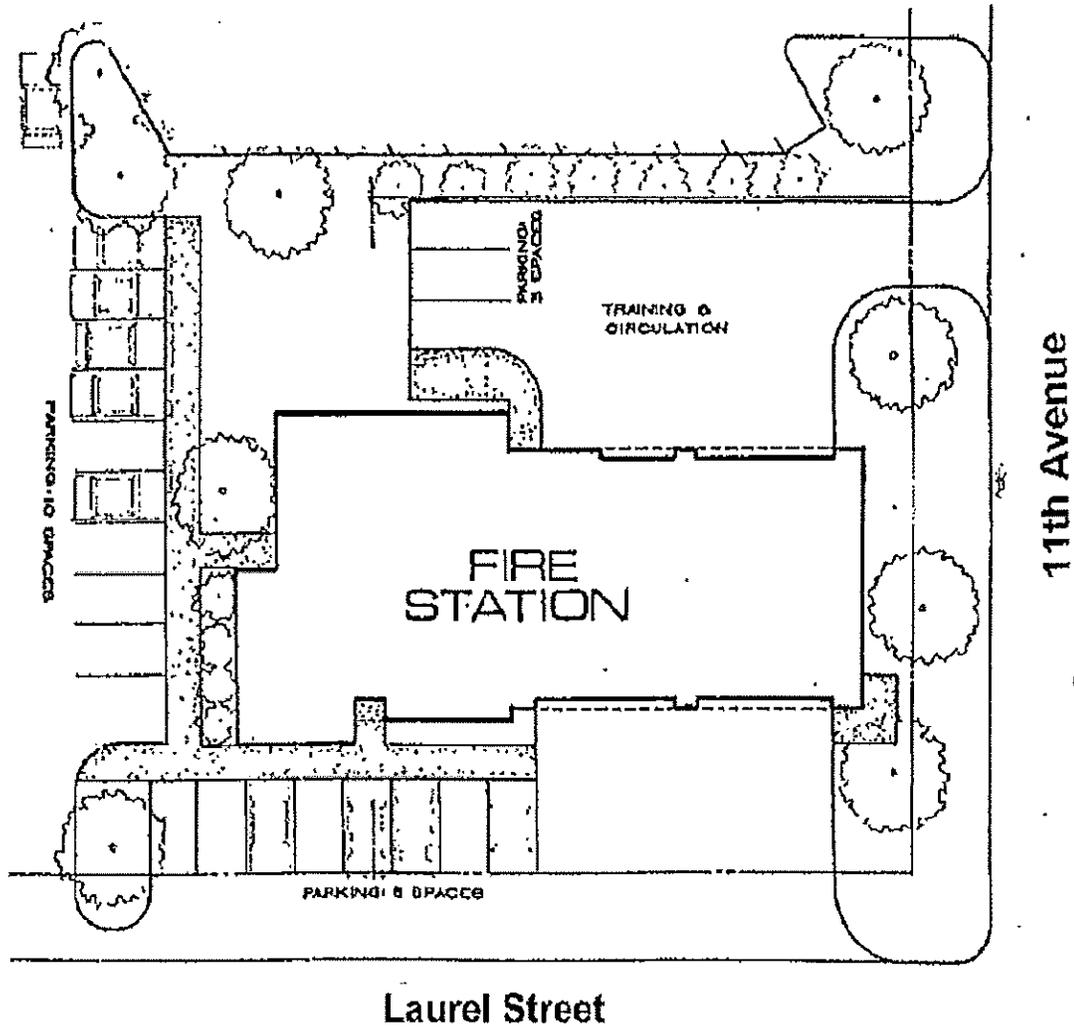
ATTEST/AUTHENTICATED:

Nancy Keck
Nancy Keck, Secretary

APPROVED AS TO FORM:

[Signature]
Attorney, Joseph Quinn

Attachment 1
Map of Station and Grounds
1000 Laurel Street, Milton, WA



EMERGENCY RESPONSE GOAL STATEMENTS

City of Milton

(January 1, 2011 to August 10, 2012)

1. **Response time¹⁰ for the arrival of the first arriving engine company¹² at a fire suppression incident¹⁵ (Building or Dwelling Only NFIRS 111 & 121)**
 - a) The National Fire Protection Association² defines 4 minutes as the performance standard. Our agency meets this objective 80 percent of the time.
 - b) Our agency has defined the City of Milton with 1 geographic area within city limits:
 - For the 1st geographic area²¹, our agency has defined 6 minutes as the performance standard. Our agency meets this objective 100 percent of the time.
 - 90% of our response times for this objective are 3:55 minutes or less.
2. **Response time¹⁰ for the arrival of the first arriving engine company¹² to all other fires¹⁶**
 - a) The National Fire Protection Association² defines 4 minutes as the performance standard. Our agency meets this objective 88 percent of the time.
 - b) Our agency has defined the City of Milton with 1 geographic area within city limits.
 - For the 1st geographic area²¹, our agency has defined 6 minutes as the performance standard. Our agency meets this objective 100 percent of the time.
 - 90% of our response times for this objective are 3:41 minutes or less.
3. **Response time¹⁰ for the arrival of a unit with first responder¹⁸ or higher level capability at an emergency medical incident⁹**
 - a) The National Fire Protection Association² defines 4 minutes as the performance standard. Our agency meets this objective 58 percent of the time.
 - b) Our agency has defined the City of Milton with 1 geographic area within city limits.
 - For the 1st geographic area²¹, our agency has defined 6 minutes as the performance standard. Our agency meets this objective 87 percent of the time.
 - 90% of our response times¹⁰ for this objective are 6:38 minutes or less.
4. **Response time¹⁰ for the arrival of an advanced life support unit¹⁹ at an emergency medical incident⁹, where this service is provided by the fire department²⁰.**
 - a) The National Fire Protection Association² defines 8 minutes as the performance standard. Our agency meets this objective 94 percent of the time.
 - b) Our agency has defined the City of Milton with 1 geographic area within city limits.

- For the 1st geographic area²¹, our agency has defined 8 minutes as the performance standard. Our agency meets this objective 94 percent of the time.
 - 90% of our response times¹⁰ for this objective are 6:38 minutes or less.

Premise

- 1) We are only capturing the apparatus' times when that unit is responding and arriving priority.
- 2) We are only reporting on incidents that occur within our own jurisdiction.
- 3) Apparatus from neighboring agencies that respond into our jurisdiction (mutual aid or automatic aid received) will be measured.
- 4) Due to the flexibility for each agency to identify their own geographical area(s), a standard definition of descriptions has been included in the definition section, consistent with those definitions found in CFAI.

Definitions

- 1) **Turnout Time** – The time interval that begins when the notification process begins by either an audible alarm or visual annunciation, or both, and ends at the beginning point of travel. Reference NFPA 1710 3.3.53.8.
- 2) **National Fire Protection Association (NFPA 1710 Standard - 2010 Edition)** –The standard for the organization and deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments.
- 3) **NFIRS** – National Fire Incident Reporting System.
- 4) **Fire Incident** – All NFIRS 100 incident types.
- 5) **Special Operation Incident** – Those emergency incidents to which the fire department responds that require specific and advanced training and specialized tools and equipment. Reference NFPA 1710 3.3.41.2.
- 6) **CPR** – Cardiopulmonary resuscitation.
- 7) **BLS** – A specific level of pre-hospital medical care provided by trained responders, focused on rapidly evaluating a patient's condition; maintaining a patient's airway, breathing, and circulation; controlling external bleeding; preventing shock; and preventing further injury or disability by immobilizing potential spinal or other bone fractures. Reference NFPA 1710 3.3.36.2
- 8) **ALS** – Emergency medical treatment beyond basic life support that provides for advanced airway management including intubation, advanced cardiac monitoring, defibrillation, establishment and maintenance of intravenous access, and drug therapy. Reference NFPA 1710 3.3.36.1

- 9) **Emergency Medical Incident** – The treatment of patients using basic first aid, CPR, BLS, ALS, and other medical procedures prior to the arrival at a hospital or other health care facility. Reference NFPA 1710 3.3.17. Note: Only NFIRS 321, 322, and 323 incident types.
- 10) **Response Time (aka Travel Time)** – Means the time immediately following the turnout time that begins when units are en route to the emergency incident and ends when the first arriving unit arrives at the scene. Reference NFPA 1710 3.3.53.7.
- 11) **NFPA 1710** – The standard for the organization and deployment of fire suppression, emergency medical operations, and special operations to the public by career fire departments.
- 12) **Engine Company** – Apparatus whose primary functions are to pump and deliver water and perform basic firefighting at fires; including search and rescue. Reference NFPA 1710 5.2.3.1.
- 13) **NFIRS 111** – Building fire.
- 14) **NFIRS 121** – Fire in mobile home used as fixed residence.
- 15) **Fire Suppression Incident** - Only NFIRS 111 and 121 incident types.
- 16) **All Other Fires** – All NFIRS 100 level incident types except 111 and 121.
- 17) **Full First Alarm Assignment** - Means the appropriate number and type of both apparatus and fire suppression personnel, as defined by each jurisdiction, sufficient to perform the eight NFPA defined fire-fighting tasks at a working structure fire incident. Reference NFPA 1710 5.2.4.2.2
- 18) **First Responder** – A trained individual providing initial assessment and basic first-aid intervention, including cardiac pulmonary resuscitation and automatic external defibrillator capability. Reference NFPA 1710 3.3.24
- 19) **Advanced Life Support Unit** – Personnel and equipment capable of providing ALS care.
- 20) **Fire Department** – A fire protection district or a regional fire protection service authority responsible for firefighting actions, emergency medical services, and other special operations in a specified geographical area. Reference Revised Code of Washington 52.33.020 (4)
- 21) **Geographical Areas:** 5 Classifications of geographical areas have been identified as defined in the CFAI (Commission on Fire Accreditation International) manual. Each

agency will identify which classification(s) apply to their agency, based on the defined area or zones population density.

Metropolitan: an incorporated or unincorporated area with a population of over 200,000 people and/or a population density over 3,000 people per square mile.

Urban: an incorporated or unincorporated area with a population of over 30,000 people and/or population density over 2,000 people per square mile.

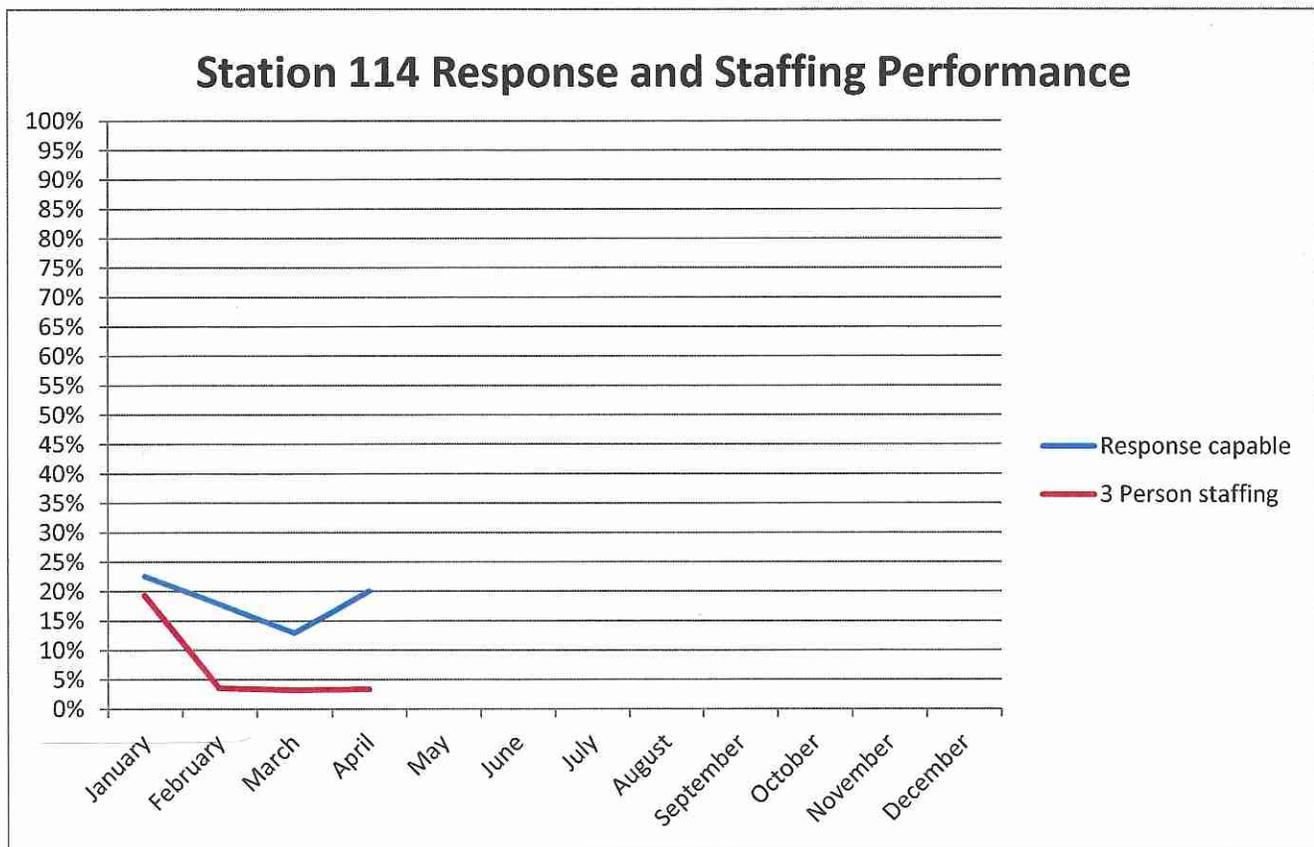
Suburban: an incorporated or unincorporated area with a population of 10,000 to 29,999 and/or any area with a population density of 1,000 to 2,000 people per square mile.

Rural: an incorporated or unincorporated area with total population less than 10,000 people, or with a population of less than 1,000 people per square mile.

Wilderness: any rural area not readily accessible by public or private maintained road.

[Back to Agenda Bill](#)

Month	Response capable	3 Person staffing
January	23%	19%
February	18%	4%
March	13%	3%
April	20%	3%
May		
June		
July		
August		
September		
October		
November		
December		



Milton Stats
April 2013

RUNCARD	DATE	ALARM NUMBER	LOCATION	ARRIVAL ORDER	UNIT ID	DISPATCH TIME	ENROUTE TIME	ARRIVAL TIME	CLEAR TIME	RESPONSE TIME	TYPE	ALS CALLS	TRANSPORTS FROM (10)	TRANSPORTS BY OTHER AGENCIES
22-1141	4/2/13	0001984	1600 blk & 12th Av	1	M18	8:34:58	8:35:27	8:38:41	9:48:28	0:03:43	UNCON1	1	1	
	4/2/13			2	E18	8:34:58	8:35:38	8:39:01	8:57:44	0:04:03				
	4/6/13	0002062	1700 blk & Emerald St	1	M18	0:54:43	0:56:45	1:01:17	3:06:44	0:06:34	CHEST1	1	1	
	4/6/13			2	E18	0:54:43	0:56:30	1:01:52	1:29:10	0:07:09				
	4/8/13	0002108	1600 blk & 11th Ave	1	E18	12:14:36	12:16:58	12:26:51	12:36:32	0:12:15	API	1		
	4/8/13			2	M14	12:14:36	12:16:49	12:29:28	14:20:47	0:14:52			1	
	4/9/13	0002145	1000 Laurel St	1	E114	20:14:56	20:14:56	20:14:56	21:56:42			CHEST1	1	
	4/9/13			2	M18	20:16:15	20:16:59	20:22:20	21:38:24	0:06:05				1
	4/9/13			3	E18	20:16:15	20:17:31	20:22:47	20:27:00	0:06:32				
	4/11/13	0002179	1600 blk & Juniper St	1	M18	8:36:17	8:38:08	8:41:52	10:05:04	0:05:35	MVA2		1	
	4/11/13			2	E18	8:36:17	8:37:53	8:42:53	9:12:39	0:06:36				
	4/11/13	0002185	300 blk & 15th Av	1	M18	16:07:08	16:07:57	16:14:16	16:31:15	0:07:08	FALL2			
	4/11/13			2	E18	16:07:08	16:08:11	16:14:20	16:31:15	0:07:12				
	4/12/13	0002215	300 blk & 18th Av	1	M18	22:29:06	22:30:22	22:36:16	0:28:23	0:07:10	SEIZURE1	1	1	
4/12/13			2	E18	22:29:06	22:31:18	22:37:51	23:28:39	0:08:45					
4/12/13			3	L13	23:04:44	23:04:44	23:14:00	23:28:35	0:09:16					
4/14/13	0002242	Kent St & 10th St	1	E18	13:55:32	13:57:13	14:02:12	14:38:43	0:06:40	MVA1	1	1		
4/14/13			2	M18	13:55:32	13:56:58	14:02:12	15:53:47	0:43:48					
4/14/13	0002252	1800 blk & Taylor St	1	E18	18:14:06	18:16:10	18:19:36	18:53:55	0:05:30	67B1				
4/16/13	0002289	1800 blk & Oak St	1	E18	10:25:30	10:28:08	10:33:00	11:01:35	0:07:30	69C2				
4/18/13	0002349	1400 blk & 8th Ave	1	E18	21:57:17	21:59:28	22:04:52	22:32:09	0:07:35	SOB1	1			
4/18/13			2	M18	21:57:17	21:58:42	22:05:13	23:58:10	0:07:56			1		
4/21/13	0002413	11th Ave & Oak St	1	M18	20:10:45	20:11:02	20:16:28	21:07:43	0:05:43	OD2				
4/21/13			2	E18	20:10:45	20:11:45	20:16:59	20:52:00	0:06:14					
4/24/13	0002464	Kent St & 10th St	1	M18	9:20:25	9:21:13	9:25:22	9:41:38	0:04:57	INJ1	1			
4/24/13			2	E18	9:20:25	9:21:11	9:26:01	9:40:26	0:05:36					
4/28/13	0002552	400 blk & 14th Av	1	E18	10:04:08	10:05:09	10:10:17	10:59:49	0:06:09	ALLER2				
4/28/13			2	M13	10:04:08	10:04:15	10:21:56	11:00:48	0:17:48					
22-1141 Total										0:08:50				
22-1142	4/8/13	0002117	1700 blk & Utah Ct	1	M18	20:00:39	20:02:07	20:08:35	21:35:57	0:07:56	AP2		1	
	4/8/13			2	E18	20:00:39	20:03:18	20:09:59	20:27:54	0:09:20				
	4/15/13	0002264	1700 blk & Cypress Ct	1	E18	0:44:41	0:46:36	0:53:59	1:16:15	0:09:18	CHEST1	1		

Milton Stats
April 2013

RUNCARD	DATE	ALARM NUMBER	LOCATION	ARRIVAL ORDER	UNIT ID	DISPATCH TIME	ENROUTE TIME	ARRIVAL TIME	CLEAR TIME	RESPONSE TIME	TYPE	CALLS FROM MILITARY	TRANSPORTS	TRANSFERS BY OTHER AGENCIES
	4/15/13			2	M18	0:44:41	0:46:29	0:53:59	2:01:17	0:09:18			1	
	4/22/13	0002434	28th Ave S & Enchanted Way	1	M18	16:57:10	16:59:00	17:02:53	18:07:18	0:05:43	MVA2		1	
	4/22/13			2	E18	16:58:17	16:58:18	17:17:05	17:19:41	0:18:48				
22-1142 Total														
	4/11/13	0002177	500 blk & 7th Av	1	E18	6:02:37	6:03:48	6:10:24	6:39:36	0:07:47	FALL2			
	4/11/13			2	M18	6:02:37	6:04:29	6:11:06	7:36:19	0:08:29			1	
	4/24/13	0002460	700 blk & 5th Ave	1	E18	5:35:16	5:37:58	5:43:29	6:17:39	0:08:13	MUTAGN			
22-1144 Total														
	4/8/13	0002113	7700 blk & Pacific Hwy E	1	M18	17:23:40	17:26:34	17:32:31	17:58:13	0:08:51	MVA2			
	4/8/13			2	E18	17:23:40	17:26:34	17:33:16	17:58:03	0:09:36				
	4/19/13	0002361	8200 blk & Pacific Hwy E	1	M18	15:14:58	15:15:00	15:23:06	15:38:58	0:08:08	MVA2			
	4/22/13	0002438	6600 blk & 5th stct NE	1	M18	21:37:25	21:38:32	21:47:09	22:22:14	0:09:44	OD1	1		
	4/22/13			2	E18	21:37:25	21:38:44	21:47:09	22:23:26	0:09:44				
	4/26/13	0002498	7400 blk & Pacific Hwy E	1	E18	1:18:29	1:20:57	1:27:35	1:37:47	0:09:06	SICK2			
	4/26/13			2	M18	1:18:29	1:20:59	1:27:50	1:37:47	0:09:21				
	4/27/13	0002543	7900 blk & Pacific Hwy E	1	M18	22:52:39	22:54:03	23:01:39	1:04:44	0:09:00	INJ2		1	
	4/27/13			2	E18	22:52:39	22:54:16	23:02:09	23:40:48	0:09:30				
22-1145 Total														
	4/1/13	0001970	2500 blk & Birch Ct	1	E18	14:43:23	14:44:46	14:49:34	15:16:10	0:06:11	UNCONZ			
	4/1/13			2	M13	14:43:23	14:44:41	14:55:12	15:16:55	0:11:49				
	4/1/13	0001979	200 blk & 27th Av	1	E18	21:33:24	21:35:32	21:40:08	22:14:55	0:06:44	DIAB1	1		
	4/1/13			2	M18	21:33:24	21:34:28	21:40:27	22:15:44	0:07:03				
	4/3/13	0002004	2800 blk & Milton Wy	1	E18	3:06:43	3:09:27	3:13:07	3:53:29	0:06:24	52C3S			
	4/3/13	0002016	2500 blk & Alder St	1	E18	16:46:29	16:47:30	16:53:51	18:17:20	0:07:22	UNCON1	1		
	4/3/13			2	M18	16:46:29	16:46:51	16:53:56	18:04:45	0:07:27				
	4/4/13	0002024	2800 blk & Milton Wy	1	E18	3:22:22	3:24:09	3:29:25	3:55:47	0:07:03	52C3S			
	4/7/13	0002096	2600 blk & Birch Ct	1	E18	22:16:30	22:18:26	22:21:52	22:45:58	0:05:22	SOB1	1		
	4/7/13			2	M18	22:16:30	22:18:10	22:21:52	0:25:47	0:05:22				
	4/10/13	0002163	2700 blk & Milton Wy	1	M18	15:02:53	15:03:23	15:09:05	16:23:14	0:06:12	SICK3		1	
	4/10/13			2	E18	15:02:53	15:03:31	15:09:32	15:22:34	0:06:39				
	4/12/13	0002212	200 blk & 27th Av	1	M18	19:15:45	19:16:09	19:20:53	20:52:16	0:05:08	CHEST1	1		
	4/12/13			2	E18	19:15:45	19:17:05	19:22:14	19:45:07	0:06:29				
22-1146 Total														

Milton Stats
April 2013

RUNCARD	DATE	ALARM NUMBER	LOCATION	ARRIVAL ORDER	UNIT ID	DISPATCH TIME	ENROUTE TIME	ARRIVAL TIME	CLEAR TIME	RESPONSE TIME	TYPE	THIS CALLS	TRANSFERS FROM (MILITARY)	TRANSFERS TO (MILITARY)
	4/13/13	0002221	2500 blk & Birch Ct	1	M18	3:22:22	3:23:57	3:29:13	3:55:26	0:06:51	CHEST1	1		
	4/13/13			2	E18	3:22:22	3:24:42	3:29:52	3:42:27	0:07:30				
	4/15/13	0002268	900 blk & Meridian Av E	1	E18	10:14:34	10:16:02	10:18:34	10:36:12	0:04:00	SEIZURE1	1		
	4/15/13			2	M13	10:14:34	10:15:41	10:26:04	10:30:37	0:11:30				
	4/17/13	0002306	2300 blk & Milton Way	1	M18	3:40:50	3:42:13	3:47:45	6:53:14	0:06:55	OD1	1		
	4/17/13			2	E18	3:40:50	3:43:31	3:47:52	4:10:00	0:07:02				
	4/17/13	0002307	2500 blk & Alder St	1	M18	7:51:41	7:53:32	7:59:12	9:10:34	0:07:31	BLEED2		1	
	4/17/13			2	E18	7:51:41	7:53:39	7:59:20	8:07:48	0:07:39				
	4/17/13	0002316	2300 blk & Milton Wy	1	E18	14:44:30	14:47:32	14:51:51	15:10:28	0:07:21	52C1P			
	4/17/13	0002322	2300 blk & Milton Wy	1	E18	18:52:06	18:52:53	18:57:20	19:02:14	0:05:14	52C1P			
	4/17/13	0002323	600 blk & 28th Av	1	E18	19:09:15	19:09:53	19:11:12	19:46:27	0:01:57	CHEST1	1		
	4/17/13			2	M18	19:09:15	19:10:14	19:14:11	20:36:58	0:04:56			1	
	4/18/13	0002337	400 blk & 25th Av Pl	1	M18	13:23:00	13:23:48	13:28:27	14:14:51	0:05:27	SOB2			
	4/18/13			2	E18	13:23:00	13:25:01	13:31:16	13:40:06	0:08:16				
	4/20/13	0002362	300 blk & 25th Av	1	E18	14:27:45	14:29:21	14:35:28	15:08:44	0:07:43	SICK2			
	4/20/13			2	M18	14:27:45	14:29:28	14:45:41	16:21:20	0:17:56			1	
	4/21/13	0002400	2400 blk & Emerald Dr	1	E18	12:46:06	12:47:22	12:50:50	13:15:42	0:04:44	FALL2			
	4/21/13			2	M18	12:46:06	12:46:34	12:51:00	14:09:10	0:04:54			1	
	4/22/13	0002416	200 blk & 27th Ave	1	E18	4:19:50	4:22:09	4:27:33	4:41:34	0:07:43	SOB1	1		
	4/22/13			2	M18	4:19:50	4:21:11	4:27:34	5:30:15	0:07:44			1	
	4/22/13	0002430	2700 blk & Milton Wy	1	M13	14:56:59	14:57:18	15:12:47	17:31:25	0:15:48	UNCON1	1		
	4/22/13			2	E11	14:58:49	14:58:49	15:13:07	16:03:10	0:14:18				
	4/22/13			3	B11	15:06:00	15:06:00	15:20:12	15:36:11	0:14:12				
	4/22/13			4	KCE61	15:06:51	15:14:30	15:22:05	15:36:51	0:15:14				
	4/22/13			5	S174	15:22:26	15:22:26	15:37:00	17:38:17	0:14:34				
	4/25/13	0002482	2400 blk & Milton Wy	1	E18	5:16:51	5:18:58	5:25:53	5:36:58	0:09:02	AP1	1		
	4/25/13			2	M18	5:16:51	5:18:51	5:25:53	6:21:08	0:09:02			1	
	4/27/13	0002520	2500 blk & Alder St	1	E18	6:27:15	6:28:31	6:28:46	7:05:25	0:01:31	AP1	1		
	4/27/13			2	M18	6:27:15	6:28:13	6:34:02	8:18:11	0:06:47			1	
	4/27/13	0002533	600 blk & 28th Ave	1	A114	12:47:24	12:50:49	12:50:49	13:08:10	0:03:25	FALL2			
	4/27/13			2	M18	12:45:42	12:46:17	12:55:46	14:09:18	0:10:04			1	
	4/27/13			3	E18	12:45:42	12:46:55	12:56:18	13:08:10	0:10:36				

Milton Stats
April 2013

RUNCARD	DATE	ALARM NUMBER	LOCATION	ARRIVAL ORDER	UNIT ID	DISPATCH TIME	ENROUTE TIME	ARRIVAL TIME	CLEAR TIME	RESPONSE TIME	TYPE	ALS CALLS	TRANSFERS FROM MILITON	TRANSFERS BY OTHER AGENCIES
	4/27/13	0002534	90 blk & 28th Ave	1	E18	13:08:10	13:08:23	13:11:44	13:41:38	0:03:34	FALL2			
	4/27/13			2	A114	13:08:10	13:08:23	13:12:13	13:41:38	0:04:03				
	4/27/13			3	M13	13:07:10	13:09:19	13:24:57	13:35:01	0:17:47				
	4/27/13	0002535	2500 blk & Alder St	1	E18	15:05:41	15:07:07	15:12:28	15:42:29	0:06:47	SICK2			
	4/27/13			2	M18	15:05:41	15:06:58	15:15:05	18:30:50	0:09:24			1	
	4/27/13			3	A114	15:05:41	15:06:29	15:15:05	16:42:41	0:09:24				
	22-1146 Total 0:07:57													
22-1147	4/3/13	0002019	2200 blk & 6th Av	1	M18	22:53:11	22:54:52	22:58:57	0:02:51	0:05:46	SICK2		1	
	4/3/13			2	E18	22:53:11	22:55:10	22:59:18	23:15:36	0:06:07				
	4/4/13	0002027	2200 blk & 6th Av	1	M18	8:21:42	8:22:28	8:27:32	9:01:35	0:05:50	MHTX		1	
	4/5/13	0002056	2100 blk & 16th Av	1	M18	16:27:45	16:28:12	16:31:47	17:57:59	0:04:02	SICK2		1	
	4/5/13			2	E18	16:27:45	16:29:07	16:32:32	16:56:28	0:04:47				
	4/9/13	0002125	2200 blk & 6th Ave	1	M18	5:56:14	5:57:01	6:04:01	7:39:42	0:07:47	SICK2		1	
	4/9/13			2	E18	5:56:14	5:58:01	6:05:01	6:29:50	0:08:47				
	4/10/13	0002159	2800 blk & Queens Wy	1	M18	13:32:48	13:33:44	13:39:32	14:25:55	0:06:44	PSYCH2		1	
	4/10/13			2	E18	13:32:48	13:33:50	13:40:01	14:03:01	0:07:13				
	4/13/13	0002231	2800 blk & Queens Wy	1	E18	17:06:53	17:07:43	17:10:19	17:48:32	0:03:26	PSYCH2			
	4/13/13			2	M11	17:06:53	17:08:00	17:23:24	18:38:38	0:16:31			1	
	4/14/13	0002255	200 blk & Milton Wy	1	M18	20:17:56	20:19:31	20:23:41	22:16:23	0:05:46	INJ3		1	
	4/14/13			2	E18	20:17:56	20:19:22	20:23:45	21:03:29	0:05:50				
	4/15/13	0002274	2400 blk & 13th Av	1	M13	15:26:03	15:27:04	15:28:59	17:07:06	0:02:56	SICK2		1	
	4/15/13			2	E18	15:27:01	15:27:07	15:32:23	15:49:03	0:05:22				
	4/15/13	0002279	2200 blk & 6th Av	1	E114	19:57:26	20:01:03	20:02:08	20:19:35	0:04:42	SOB1	1		
	4/15/13			2	E18	19:57:26	19:58:44	20:02:40	20:18:27	0:05:14				
	4/15/13			3	M18	19:58:26	19:58:26	20:04:46	21:07:21	0:06:20			1	
	4/16/13	0002304	2100 blk & 10th Ave	1	E114	23:54:17	23:56:36	23:58:54	0:16:25	0:04:37	OD3			
	4/16/13			2	M18	23:54:17	23:55:31	0:00:02	1:05:56	0:05:45			1	
	4/16/13			3	E18	23:54:17	23:56:26	0:00:05	0:16:13	0:05:48				
	4/18/13	0002338	2200 blk & 6th Ave	1	E18	13:40:11	13:40:11	13:45:53	14:04:23	0:05:42	FALL2			
	4/18/13			2	M13	13:38:59	13:40:29	13:51:43	14:57:33	0:12:44			1	
	4/23/13	0002447	2800 blk & Queens Wy	1	E18	14:54:21	14:55:31	15:01:04	15:44:43	0:06:43	DIAB1	1		
	4/23/13			2	M13	14:54:21	14:55:35	15:04:05	15:43:54	0:09:44				

Milton Stats
April 2013

ROUND	DATE	ALARM NUMBER	LOCATION	ARRIVAL ORDER	UNIT ID	DISPATCH TIME	ENROUTE TIME	ARRIVAL TIME	CLEAR TIME	RESPONSE TIME	TYPE	AUS CALLS	TRANSFERS FROM MILLION	TRANSFERS BY OTHER AGENCIES
	4/25/13	0002486	2200 blk & 6th Av	1	M18	10:31:34	10:32:53	10:38:14	11:37:57	0:06:40	CHEST1	1	1	
	4/25/13			2	L13	10:31:34	10:33:25	10:45:55	11:02:50	0:14:21				
	4/26/13	0002507	2200 blk & 6th Av	1	M18	13:22:48	13:22:48	13:28:05	14:07:20	0:05:17	INJ2			
	4/26/13	0002510	200 blk & Milton Wy	1	M18	14:49:36	14:50:58	14:54:38	16:48:57	0:05:02	SICK2		1	
	4/26/13			2	E18	14:49:36	14:50:48	14:54:56	15:21:21	0:05:20				
	4/26/13	0002513	2200 blk & 6th Av	1	E114	19:54:52	19:58:27	20:00:46	20:16:25	0:05:54	SERVLC			
	4/26/13			2	E18	19:54:52	19:56:21	20:01:51	20:08:58	0:06:59				
	4/28/13	0002560	1300 blk & Xavier St	1	M18	19:45:28	19:46:03	19:49:04	21:15:38	0:03:36	CHEST1	1	1	
	4/28/13			2	E18	19:45:28	19:46:16	19:49:06	20:16:00	0:03:38				
	4/28/13	0002562	1900 blk & 24th Avct	1	E18	20:17:16	20:18:16	20:20:51	20:26:01	0:03:35	MVA1	1		
	4/29/13	0002573	1300 blk & Vine St	1	M18	11:58:31	11:59:46	12:04:52	13:37:14	0:06:21	SICK2		1	
	4/29/13			2	E13	11:58:31	12:00:36	12:09:05	12:22:40	0:10:34				
	4/30/13	0002602	2200 blk & 6th Av	1	M18	20:13:05	20:13:46	20:18:21	21:41:16	0:05:16	SOB2		1	
	4/30/13			2	E18	20:13:05	20:13:59	20:22:23	20:40:49	0:09:18				
22-1147 Total										0:06:34				
Grand Total of all units										0:08:07	27	42	0	
Total Average Response for all First Arriving Units										0:06:33				
Total Calls											70			
Total of calls Station 114 was on scene											7			
*Responses over 10 minutes (based on 1st arriving unit)														
2108 Units responded from Station 13, Sumner														
2430 Units responded from Station 11, Bonney Lake														

Back to Agenda
Bill



To: Mayor Perry and City Councilmembers
From: Public Works Director Neal
Date: June 3, 2013 Study Session
Re: Six-Year Transportation Improvement Program (TIP)

ATTACHMENTS: Adopted 2013 - 2018 Six-Year TIP, for review and editing

TYPE OF ACTION:

Information Only Discussion Action Expenditure Required:

Recommendation/Action: No action is necessary at this time. A final version of the 6-year TIP will be brought back to Council for formal adoption by resolution after a public hearing.

Fiscal Impact/Source of Funds: The 6-year TIP is based upon anticipated revenues versus desirable projects. There are always more projects than available revenues, so the TIP attempts to balance the two with an eye to City goals and priorities, including development requirements and maintenance of the existing system.

Previous Council Review: None

Issue: The yearly update to the Six Year Transportation Improvement Program.

Discussion: The Six Year Transportation Improvement Program (TIP) is a planning document that lists all transportation-related projects that the City of Milton hopes to complete over the course of the next six years, starting at the beginning of 2014. Local agencies are required to develop and adopt a 6-year TIP every year. At least one public hearing must be held during the development of the final TIP, and adoption must occur by resolution.

The following is from the Municipal Research and Services Center (MRSC) webpage, and is a good summary of some of the requirements governing a TIP:

Cities ([RCW 35.77.010](#)) and counties ([RCW 36.81.121](#)) are required to prepare and adopt a comprehensive transportation program for the ensuing six calendar years, after one or more public hearings, that is to be filed with the Secretary of the Washington State Department of Transportation after adoption. These six-year TIPs are to be consistent with the city or county comprehensive plan transportation element.

Six-year transportation improvement programs (TIP) are to include proposed road and bridge construction work and other transportation facilities and programs deemed appropriate and - since 2005 - any new or enhanced bicycle or pedestrian facilities identified pursuant to [RCW 36.70A.070\(6\)](#) or other applicable changes that promote non-motorized transit. They are also to contain information as to how a city or county will act to preserve railroad right-of-way in the event a railroad ceases to operate in its jurisdiction. In addition, a six-year TIP is to set forth those projects and programs of regional significance for inclusion in the transportation improvement program within that region.

The Washington State Department of Transportation (WSDOT) has compiled a [Statewide Transportation Improvement Program \(STIP\)](#) that includes a [STIP Searchable Web Database](#) from which projects can be located by agency or by MPO/RTPO.

The State requires us to include all projects with secured funding and any projects that are planned but not funded in years 1 through 3. Those projects identified for years 1 through 3 are incorporated into the State TIP. In years 4 through 6, we identify projects that the City of Milton either would like to complete as funding becomes available or that require significant long-term planning to accomplish.

As a reminder, this is a **planning tool**, and is not meant to be a specific program of exactly what will happen. Variables such as funding, City goals, work load, and council priorities will have an impact on this plan. Adoption of the 6-year TIP does not irreversibly commit the City of Milton to constructing the projects. Changes, deletions, and revisions to the document are allowed by a majority of the City Council **at any time**, but only after a public hearing.

Each year's TIP is typically almost an exact duplicate of the previous year's TIP. Attached for the Council's reference is the TIP that was adopted in 2012, for the six year period 2013 thru 2018. Included as relatively recent additions to last year's TIP are the following projects:

1. The possibility of a new I-5 interchange, as discussed at the July 14, 2008 study session and mentioned at more recent council meetings. However, with the completion of Phase I of the visioning work, this project could be deleted from this year's TIP.
2. A planning item for a feasibility study of the proposed I-5 Interchange. This project can also be deleted for the same reasons as above.
3. A street lighting project for Milton Way, in response to the positive feedback on the street lighting installed as part of the Milton Way Improvement Project.
4. A pedestrian improvement project along Oak Street from the tip of Triangle Park to the school entrance.
5. A project to interconnect the signals on Milton Way at 23rd, 27th, and 28th with the signal at the SR161/Milton Way intersection and the new signal that will be constructed as part of the Jovita Boulevard Realignment Project.
6. In response to various public comments, a project for an elevated walkway in or around the West Milton Nature Preserve.

During previous Council discussions, there has also been interest in adding a project to the TIP for a pedestrian link between Milton Way and the Interurban Trail. As discussed last year, there are too many variables to make an accurate assessment of cost for this project, such as location, right of way requirements, stormwater improvements, etc. Due to the potential high cost of this project, staff suggested that further scoping take place, perhaps even breaking the projects into multiple phases, prior to adding to the TIP. As such, this project is not shown in the attached TIP from last year.

Other projects that the Council may consider adding are:

7. Milton Way improvements in the Uptown area adjacent to Safeway and Albertsons.
8. Planning level street design for Pacific Highway.
9. Pedestrian safety improvements at the Porter Way/Interurban Trail crossing.

At this time, Council needs to discuss whether these projects are still relevant/desired in light of recent developments in the City, projects by surrounding jurisdictions, the results of the visioning process, etc. Suggested changes and modifications will be incorporated in the new 2013 document for adoption at the June 17th meeting.



CITY OF MILTON

**SIX-YEAR COMPREHENSIVE
TRANSPORTATION IMPROVEMENT PROGRAM
2013-2018**

PREFACE

Chapter 35.77.010 of the Revised Code of Washington (RCW) provides that each city shall annually update its Six-Year Comprehensive Transportation Program and file a copy of the adopted Program with the Secretary of the Washington State Department of Transportation (WSDOT) each year. The Program is necessary to allow cities and counties to obtain State and Federal funding. For a project to obtain funding from the State, it must appear in the agency's current Program. Because the state also disperses federal highway funds, this requirement applies to federally funded projects as well.

RCW 35.77.010 also requires each city to specifically set forth those projects and programs of regional significance for inclusion in the transportation improvement program for that region. There are no projects included in this Program which are considered regionally significant.

The Program is based upon anticipated revenues versus desirable projects. There are always more projects than available revenues. Therefore, a primary objective of the Program is to integrate the two to produce a comprehensive, realistic program for the orderly development and maintenance of our street system.

Several important points must be considered during the review of the proposed Program. The early years of the Program are fairly definite in that it can be assumed that those projects will be constructed as scheduled, pending anticipated funding received. Projects in the later years are more flexible and may be accelerated, delayed or canceled as funding and conditions change.

It is also important to note that the adoption of the Program does not irreversibly commit the City of Milton to construct the projects. A project may be canceled at any time during the course of study or design. The usual reasons for canceling a project are that it is environmentally unacceptable or contrary to the best interests of the community as a whole. The Program may at any time be revised by a majority of the City Council, but only after a public hearing.

GRANT APPLICATIONS AND LEVERAGING LOCAL DOLLARS

The need to leverage local dollars through grant applications is very important to the City, especially in light of the decrease in funding available for transportation related capital improvements. The intent of this Program is not only to list and program projects for funding, but to establish City Council approval to submit grant applications on those projects contained in the Program.

FUNDING SOURCES

Although the following is a list of potential and typical funding sources for transportation related capital improvement projects, it is by no means an all-encompassing list. Furthermore, with the budget constraints being felt across the country, many funding sources are no longer reliable and/or are currently unfunded. The Public Works Department continues to search for other and new funding options that may not be included in this list.

A. Motor Vehicle Fuel Tax Funds

By law, each city receives a proportionate share of the total state motor vehicle fuel tax. Money received is a monthly allocation based on population. Anticipated revenue from this tax is approximately \$140,000 each year for the next three years. At this time, the amount of motor vehicle fuel tax that the City of Milton receives is not used for capital improvement projects but serves to fund day to day operations of the Street Division and on-going maintenance of the existing street system.

B. Federal Aid Funding Programs (TEA-21, SAFETEA-LU, BROS, and BRM)

Each of the Federal aid programs listed below has specific requirements a project must meet to qualify for funding under the individual program. For a project to receive funding from any of these sources it must compete with other public agency projects.

It is important to note that not all of the federal aid programs listed below are still viable options for funding. With changes in the economy, and related decisions by the legislature, transportation funding options are subject to change without notice.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) restructured Federal highway programs and its successor, the Transportation Efficiency Act of 1998 (TEA-21). Project prioritization and selection must be done by the Metropolitan Planning Organization (MPO) in areas of greater than 200,000 population. The MPO for this region (in which the City of Milton is located) is the Puget Sound Regional Council (PSRC).

There are a number of specific funding programs under TEA-21. These include the following:

1. STPC Surface Transportation Program – Competitive: This is a statewide competitive program.
2. STPE Surface Transportation Program – Enhancements: This is a regionally competitive program for transportation facility enhancement projects.
3. STP Surface Transportation Program: This is a regionally competitive program.
4. CMAQ Congestion Mitigation and Air Quality: This is a regionally competitive program intended for projects that significantly improve air quality.
5. HES Hazard Elimination System: This is a statewide competitive program specifically oriented toward the elimination of hazards to the traveling public.
6. BRM Bridge Replacement On System. This is a statewide competitive program for the rehabilitation and replacement of bridges that are on the federal aid highway system.
7. BROS Bridge Replacement Off System: This is a statewide competitive program for the rehabilitation and replacement of bridges that are not on the federal aid highway system.

C. Transportation Improvement Board (TIB)

The TIB has a number of statewide competitive programs which use criteria developed by the TIB for prioritization of projects. The three TIB programs in which the City can compete are as follows:

- a. UAP Urban Arterial Program. This program is for arterial street construction with primary emphasis on safety and mobility.
- b. SP Urban Sidewalk Program. This program is for the improvement of pedestrian safety, and to address pedestrian system continuity and connectivity. This program typically has very limited funds.
- c. UCP Urban Corridor Program. This program is best suited for roadway projects with multiple funding partners that expand capacity of an entire corridor project – a portion of which was previously funded by TIB.

D. Community Development Block Grants (CDBG)

This is a program to provide physical improvements within low-income census tracts within the City. At this time, the City of Milton does not have any low-income census tracts, and thus is not eligible for this funding source.

E. City Funding Sources

- a. Real Estate Excise Tax (REET). This funding source comes from the two ¼% REET's charged by the City on the sale of real estate within the City limits. By law, the City's REET is allocated between parks, facilities, stormwater, and transportation related capital improvements. Late year, the State Legislature expanded the potential uses of REET money to include some maintenance items as well. Unfortunately, with the downturn in the economy, the City has experienced a major drop in real estate sales as well. At this time, it would be unrealistic to anticipate more than \$50,000 in REET monies each year.
- b. Transportation Benefit District (TBD). This option for funding transportation improvements was created by legislature in 1987, and allows for revenue generation in several ways. At this time the City does not have a TBD.

F. Washington State Department of Transportation

Safe Routes to Schools Program: This program is for the improvement of safety for children traveling to and from school.

G. Surface Water Management Program

The City's Surface Water Drainage Fund has a designated amount set aside for capital improvements. These funds go toward paying for drainage facilities constructed in conjunction with street improvements, along with other identified stormwater capital improvement projects.

CONSISTENCY WITH LAND USE MANAGEMENT PLAN

The State's Growth Management Act (GMA) requires local governments to develop and adopt comprehensive plans covering land use, housing, capital facilities, utilities, and transportation. These comprehensive plans must balance the demands of growth with the provision of public facilities and services and, in particular, transportation facilities and services. The City of Milton was required to develop and adopt a comprehensive plan that is in conformance with the requirements of the GMA.

The City of Milton has, as part of its Comprehensive Plan, a Transportation Element with a Master Goal to "Ensure that transportation facilities and services needed to support development are available concurrent with the impacts of such development to protect investments in existing transportation facilities and services, maximize the use of the facilities and services, and promote orderly compact growth."

Specific goals include the following:

1. To develop, maintain, and operate a balanced, safe, and efficient multi-modal transportation system.
2. To assure adequate accommodation of pedestrian and handicapped persons needs in all transportation facilities.
3. To ensure adequate parking in commercial areas in order to support economic growth, while maintaining consistency with design and pedestrian circulation goals.

The projects in the Six-Year Comprehensive Transportation Program are intended to conform to the goals within the City's current Comprehensive Plan.

**Six-Year Comprehensive Transportation Program
2013 - 2018**

PROJECT COSTS IN THOUSANDS OF DOLLARS							
EXPENDITURE PLAN							TOTAL FUNDS
Project Description			2013	2014	2015	2016-2018	2013-2018
SECTION 1							
PUBLIC WORKS TRUST FUND (PWTF)							
LOAN PAYMENTS							
1.1 2002 Overlay Program	City		25	24	24	69	142
Total Estimated Cost \$471	Grant		0	0	0	0	0
	Other		0	0	0	0	0
	Total		25	24	24	69	142
1.3 Milton Way & 27th Avenue	City		7	6	6	19	38
Total Estimated Cost \$121	Grant		0	0	0	0	0
	Other		0	0	0	0	0
	Total		7	6	6	19	38
1.4 Milton Way & 28th Avenue	City		5	5	5	14	29
Total Estimated Cost \$97	Grant		0	0	0	0	0
	Other		0	0	0	0	0
	Total		5	5	5	14	29
TOTALS	City		37	35	35	102	209
	Grant		0	0	0	0	0
	Other		0	0	0	0	0
	Total		37	35	35	102	209

**Six-Year Comprehensive Transportation Program
2013 - 2018**

PROJECT COSTS IN THOUSANDS OF DOLLARS							
EXPENDITURE PLAN							TOTAL FUNDS
Project Description			2013	2014	2015	2016-2018	2013-2018
SECTION 2							
NEW CONSTRUCTION							
ARTERIAL STREET PROJECTS							
2.1 (Jovita Realign) / Emerald Street / 28th Avenue Sch B (A=Edgewood) Total Estimated Cost \$4,571	Construction of new improvements on Emerald & 28th Ave. Excluding signalization @ SR 161. Partner with Edgewood.	City	0	0	0	0	0
		Grant	2800	0	0	0	2800
		Other	445	0	0	0	445
		Total	3245	0	0	0	3245
2.2 5th Avenue Improvements - 376th Street @ King/Pierce County Line to 5th Avenue @ Porter Way Total Estimated Cost \$10,000	Road rebuild, realignment, widening, signalization, raise road bed, bridge over Hylebos.	City	0	0	50	50	100
		Grant	0	0	50	4800	4850
		Other	0	0	50	5000	5050
		Total	0	0	150	9850	10000
2.3 28th Avenue - Birch Street to Alder Road Extension - Comet Street to Alder Street Total Estimated Cost \$1,940	Extend roadway. Sch C of (Jovita Realign)/ Emerald/28th (A=Edgewood). Signals at 28th and Emerald are excluded.	City	0	0	0	16	16
		Grant	0	0	0	389	389
		Other	0	0	0	1535	1535
		Total	0	0	0	1940	1940
2.4 I-5 Interchange - 373rd Street Total Estimated Cost \$5,000	Construction of new interchange with I-5 at vicinity of 373rd Street	City	0	0	0	200	200
		Grant	0	0	0	1000	1000
		Other	0	0	0	3800	3800
		Total	0	0	0	5000	5000
TOTALS		City	0	0	50	266	316
		Grant	2800	0	50	6189	9039
		Other	445	0	50	10335	10830
		Total	3245	0	150	16790	20185

**Six-Year Comprehensive Transportation Program
2013 - 2018**

PROJECT COSTS IN THOUSANDS OF DOLLARS							
EXPENDITURE PLAN							TOTAL FUNDS
Project Description			2013	2014	2015	2016-2018	2013-2018
SECTION 3							
ROADWAY IMPROVEMENTS							
3.1 Safety Improvements in the Vicinity of Schools includes: Maine Street - school to Milton Way; Juniper Street - 11th Avenue to Milton Way; 19th Avenue - Milton Way to Alder Street; Oak Street - 11th Avenue to School Total Estimated Cost \$950	May include sidewalks, crossing improvements, signage, etc. in vicinity of schools.	City	0	0	0	50	50
		Grant	150	150	150	450	900
		Other	0	0	0	0	0
		Total	150	150	150	500	950
3.2 Milton Way Improvements - N side, 17th Avenue to 22nd Avenue Total Estimated Cost \$762	Minor pavement repair, minor storm drainage, construct sidewalk.	City	0	14	138	0	152
		Grant	0	60	550	0	610
		Other	0	0	0	0	0
		Total	0	74	688	0	762
3.3 Milton Way Improvements - 20th to Porter Way Total Estimated Cost \$3,150	Curb, gutter, sidewalks, retaining walls.	City	0	0	0	300	300
		Grant	0	0	0	2850	2850
		Other	0	0	0	0	0
		Total	0	0	0	3150	3150
3.5 Porter Way Improvements - W side, 5th Avenue to Kent Street Total Estimated Cost \$324	Minor pavement repair, minor storm drainage, construct sidewalk.	City	0	0	0	73	73
		Grant	0	0	0	251	251
		Other	0	0	0	0	0
		Total	0	0	0	324	324
TOTALS		City	0	14	138	423	575
		Grant	150	210	700	3551	4611
		Other	0	0	0	0	0
		Total	150	224	838	3974	5186

**Six-Year Comprehensive Transportation Program
2013 - 2018**

PROJECT COSTS IN THOUSANDS OF DOLLARS							
EXPENDITURE PLAN							TOTAL FUNDS
Project Description			2013	2014	2015	2016-2018	2013-2018
SECTION 4							
TRAFFIC SIGNALS							
4.1 Milton Way Signal Interconnect	Interconnect signals at 23rd, 27th, & 28th with Meridian Street	City	0	0	0	30000	30000
Total Estimated Cost \$30		Grant	0	0	0	0	0
		Other	0	0	0	0	0
		Total		0	0	0	30000

**Six-Year Comprehensive Transportation Program
2013 - 2018**

PROJECT COSTS IN THOUSANDS OF DOLLARS							
EXPENDITURE PLAN							TOTAL FUNDS
Project Description			2013	2014	2015	2016-2016	2013-2018
SECTION 5							
TRANSPORTATION PLANNING							
5.1 Pavement Management System	Maintain and update.		5	0	5	5	15
5.2 Transportation Model	Update transportation model.		0	50	0	0	50
5.3 Development Guidelines Modifications	Update development guidelines for more consistency and ease of use.		5	0	5	5	15
5.4 Commercial Area Access Study	Initial study of feasibility of I-5 interchange.	City	20	0	0	0	20
		Grant	20	0	0	0	20
		Other	20	0	0	0	20
		Total	60	0	0	0	60
			70	50	10	10	140
TOTALS							

**Six-Year Comprehensive Transportation Program
2013- 2018**

PROJECT COSTS IN THOUSANDS OF DOLLARS							
EXPENDITURE PLAN							TOTAL FUNDS
Project Description			2013	2014	2015	2016-2018	2013-2018
SECTION 6 BIKEWAYS							

**Six-Year Comprehensive Transportation Program
2013 - 2018**

PROJECT COSTS IN THOUSANDS OF DOLLARS							
EXPENDITURE PLAN							TOTAL FUNDS
Project Description			2013	2014	2015	2016-2018	2013-2018
SECTION 7							
STREET LIGHTING							
7.1 Milton Way Street Lighting (15th to 23rd)	Add street lights to already improved portions of Milton Way	City	35	0	0	0	35
		Grant	35	0	0	0	35
		Other	0	0	0	0	0
		Total	70	0	0	0	70

**Six-Year Comprehensive Transportation Program
2013- 2018**

PROJECT COSTS IN THOUSANDS OF DOLLARS							
EXPENDITURE PLAN							TOTAL FUNDS
Project Description			2013	2014	2015	2016-2018	2013-2018
SECTION 8 BRIDGES							

**Six-Year Comprehensive Transportation Program
2013- 2018**

PROJECT COSTS IN THOUSANDS OF DOLLARS							
EXPENDITURE PLAN							TOTAL FUNDS
Project Description			2013	2014	2015	2016-2018	2013-2018
SECTION 9							
BEAUTIFICATION & TRAILS							
9.1 Interurban Trail SR 161 / Military Missing Link - 380th Street / Triangle / SR 161 to Edgewood limits	Complete portion of trail including Triangle / Gateway & Diesing area to Edgewood.	City	0	0	0	16	16
Total Estimated Cost \$1,043		Grant	0	108	0	216	324
		Other	0	95	0	608	703
		Total	0	203	0	840	1043
9.2 Interurban Trail Underpass, King County	Underpass design and construction to allow safe crossing of State Route 161, connecting the Interurban Trail on each side.	City	0	0	0	100	100
Total Estimated Cost \$1,761		Grant	0	0	0	0	0
		Other	0	0	0	1661	1661
		Total	0	0	0	1761	1761
9.3 West Milton Nature Preserve Walkway	Design and construction of elevated walkway.	City	0	0	0	60000	60000
Total Estimated Cost \$605		Grant	0	0	0	545000	545000
		Other	0	0	0	0	0
		Total	0	0	0	605000	605000
TOTALS		City	0	0	0	60116	60116
		Grant	0	108	0	545216	545324
		Other	0	95	0	2269	2364
		Total	0	203	0	607601	607804

**Six-Year Comprehensive Transportation Program
2013 - 2018**

PROJECT COSTS IN THOUSANDS OF DOLLARS							
EXPENDITURE PLAN							TOTAL FUNDS
Project Description			2013	2014	2015	2016-2018	2013-2018
SECTION 10							
ROADWAY RESTORATION PROJECTS							
10.2 Pavement Management Program - Priority locations based on pavement management system results.	City		50	50	50	225	375
	Grant		200	200	200	600	1200
	Other		0	0	0	0	0
Total Estimated Cost \$1,575	Total		250	250	250	825	1575
TOTALS							
	City		50	50	50	225	375
	Grant		200	200	200	600	1200
	Other		0	0	0	0	0
	Total		250	250	250	825	1575

**Six-Year Comprehensive Transportation Program
2013 - 2018**

PROJECT COSTS IN THOUSANDS OF DOLLARS							
EXPENDITURE PLAN							TOTAL FUNDS
Project Description			2013	2014	2015	2016-2018	2013-2018
SECTION 11 NEIGHBORHOOD TRAFFIC MANAGEMENT							

**Six-Year Comprehensive Transportation Program
2013 - 2018**

PROJECT COSTS IN THOUSANDS OF DOLLARS							
EXPENDITURE PLAN							TOTAL FUNDS
Project Description			2013	2014	2015	2016-2018	2013-2018
SECTION 12							
OTHER							

**Six-Year Comprehensive Transportation Program
2013 - 2018**

PROJECT COSTS IN THOUSANDS OF DOLLARS								
EXPENDITURE PLAN					TOTAL FUNDS	SOURCE OF FUNDS		
Project Description	2013	2014	2015	2016 -2018	2013 -2018	City Funds	Grant Fund	Other
Public Works Trust Fund Loan Payments	37	35	35	102	209	209	0	0
New Construction Arterial Street Projects	3245	0	150	16790	20185	316	9039	10830
Roadway Improvements	150	224	838	3974	5186	575	4611	0
Traffic Signals	0	0	0	30000	30000	30000	0	0
Transportation Planning	70	50	10	10	140	20	20	20
Bikeways	0	0	0	0	0	0	0	0
Street Lighting	0	0	0	0	70	35	35	0
Bridges	0	0	0	0	0	0	0	0
Beautification & Trails	0	203	0	607601	607804	60116	545324	2364
Roadway Restoration Projects	250	250	250	825	1575	375	1200	0
Neighborhood Traffic Management	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTALS	3752	762	1283	659302	665169	91646	560229	13214

**Six-Year Comprehensive Transportation Program
2013 - 2018**

PROJECT COSTS IN THOUSANDS OF DOLLARS					
CITY FUNDS					TOTAL FUNDS
Project Description	2013	2014	2015	2016-2018	2013-2018
2002 Overlay Program	25	24	24	69	142
Milton Way & 27th Avenue	7	6	6	19	38
Milton Way & 28th Avenue	5	5	5	14	29
Section 1 - PWTR Loan Payments	37	35	35	102	209
(Jovita Realign)/Emerald Street/28th Avenue	0	0	0	0	0
5th Ave Imp.-376th @ King/Pierce Co. Line to 5th Ave @ Porter Way	0	0	50	50	100
28th Avenue - Birch to Alder Road Extension - Comet to Alder	0	0	0	16	16
I-5 Interchange - 373rd Street	0	0	0	200	200
Section 2 - New Construction Arterial Street Projects	0	0	50	266	316
Safety Improvements in the Vicinity of Schools	0	0	0	50	50
Milton Way Improvements - N side, 17th Avenue to 22nd Avenue	0	14	138	0	152
Milton Way Improvements - 20th to Porter Way	0	0	0	300	300
Porter Way Improvements - W side, 5th Avenue to Kent Street	0	0	0	73	73
Section 3 - Roadway Improvements	0	14	138	423	575
Milton Way Signal Interconnect	0	0	0	30000	30000
Section 4 - Traffic Signals	0	0	0	30000	30000
Pavement Management System	5	0	5	5	15
Transportation Model	0	50	0	0	50
Development Guidelines Modifications	5	0	5	5	15
Commercial Area Access Study	20	0	0	0	20
Section 5 - Transportation Planning	30	50	10	10	100
Milton Way Street Lighting	35	0	0	0	35
Section 7 - Street Lighting	35	0	0	0	35
Interurban Trail SR 161 / Military Road Missing Link	0	0	0	16	16
Interurban Trail Underpass, King Co.	0	0	0	100	100
West Milton Nature Preserve Walkway	0	0	0	60000	60000
Section 9 - Beautification & Trails	0	0	0	60116	60116
Pavement Management Programs priority locations	50	50	50	225	375

**Six-Year Comprehensive Transportation Program
2013 - 2018**

Section 10 - Roadway Restoration Projects	50	50	50	225	375
TOTALS	152	149	283	91142	91726

Back to Agenda Bill