



McCleary City Council Agenda

October 11th, 2017

Flag Salute

Roll Call: ___ Pos. 1- Orffer, ___ Pos. 2-Richey , ___ Pos. 3- Peterson, ___ Pos. 4- Blankenship, ___ Pos. 5- Ator

Presentation	<input type="checkbox"/>	Dru Garson- Greater Grays Harbor
Public Hearing	<input type="checkbox"/>	
Mayor Comments	<input type="checkbox"/>	
Public Comment	<input type="checkbox"/>	
Executive Session	<input type="checkbox"/>	
Minutes	<input type="checkbox"/>	Tab A
Approval of Vouchers	<input type="checkbox"/>	

Staff Reports	<input type="checkbox"/>	Tab B Dan Glenn
	<input type="checkbox"/>	Tab C Todd Report
	<input type="checkbox"/>	Tab D Staff Report

Old Business **Tab E** Development Incentives

New Business	<input type="checkbox"/>	Tab F Itron Maintenance Contract Renewal
	<input type="checkbox"/>	Tab G Bias Annual Contract Renewal
	<input type="checkbox"/>	Tab H Complete Streets Program
	<input type="checkbox"/>	Tab I Lemay Rate Memo

Ordinances
Resolutions

Mayor/Council Comments
Public Comments
Executive Session
Adjournment or Recess Meeting

Previously Tabled Items CAO Update

Please turn off Cell Phones- Thank you
Americans with Disabilities Act (ADA) Accommodation is Provided Upon Request
The City of McCleary is an equal opportunity provider and employer.
La ciudad de McCleary as un proveedor de igualdad de oportunidades y el empleador

TAB - A

CITY OF MCCLEARY
Regular City Council Meeting and Council Workshop
Wednesday, September 27, 2017

ROLL CALL AND FLAG SALUTE	Councilmembers Orffer, Richey, Peterson, Ator and Blankenship were in attendance.
ABSENT	None.
STAFF PRESENT	Present at the meeting were Todd Baun, Wendy Collins, Chief Blumer, Officer Arnold and Dan Glenn.
PUBLIC HEARING	<p>The Public Hearing on Revenue Sources opened at 6:31 pm. There were no comments. The hearing closed at 6:34 pm.</p> <p>The Public Hearing on the Property Tax Levy opened at 6:34 pm. No comments were made. The hearing closed at 6:35 pm.</p>
EXECUTIVE SESSION	Mayor Schiller called for an executive session at 6:38 pm for ten minutes to discuss union negotiations per RCW 42.30.110(d) . The executive session ended at 6:48 pm. No action was taken.
MINUTES APPROVED	It was moved by Councilmember Peterson, seconded by Councilmember Richey to approve the minutes from the meeting held on September 13, 2017. Motion Carried 5-0.
VOUCHERS	<p>Accounts Payable checks approved were 43236- 43293 including EFT's in the amount of \$143,781.67.</p> <p>It was moved by Councilmember Ator, seconded by Councilmember Peterson to approve the vouchers. Motion Carried 5-0.</p>
MAYOR'S COMMENTS	The Council agreed to hold two budget workshops; one on October 5th and the other on October 12th at 6:00 pm. Mayor Schiller announced there is a Steering Committee with 25 members who will be meeting all day Thursday and Friday morning for input regarding the Comprehensive Plan. All McCleary residents are invited to attend a Thursday evening session from 6:00 pm to 8:00 pm at the Community Center.
PUBLIC COMMENT	None.
CITY ATTORNEY REPORT	Dan Glenn provided a written report for the Council.
DIRECTOR OF PUBLIC WORKS REPORT	Todd Baun reported the power outage went well. He also reported there will be a Public Hearing on conditional use on October 10, 2017.
FIREWORKS	The Council is tired of all of the rules that are imposed on people. After consulting with Chief Blumer, the Council believes it will be too difficult for the police to catch people in the act of letting off fireworks outside the days allowed and to catch illegal fireworks as they are being let off. The Council does not want to create law they know cannot be enforced. Mayor Schiller believes if a fire is caused by fireworks, or if a burn ban is in effect, that may give the Council a legal right to impose a temporary ban on fireworks until the threat is over. After discussion, the City Council decided to leave the fireworks regulations as they are. It was moved by Councilmember Blankenship, seconded by Councilmember Ator to continue to follow Washington State regulations for fireworks and not impose any additional regulations. Motion Carried 5-0.
DEVELOPMENT INCENTIVES	Councilmember Orffer believes this started as a benefit for developers who are building single family dwellings and she prefers to keep that as the focus. The Council liked the original incentive plan that Todd Baun provided when they first discussed options and they prefer the simple approach. They asked Dan Glenn to work with Todd to see if there is a simple option that is legal and acceptable by the State Auditor's Office.
GRAYS HARBOR COUNTY ALL HAZARD MITIGATION PLAN UPDATE	Todd Baun attended the kick-off meeting and was informed that someone from the City of McCleary must attend each meeting. If there is no one in attendance from the City, we will be kicked out of the hazard planning part of it. Todd is adding two more City of McCleary representatives to attend the meetings, in the event he cannot attend himself. He has chosen Paul Nott and Chief Steve Blumer as alternates to attend in his absence.

2018 BUDGET REVENUES	Wendy Collins and Todd Baun provided copies of the proposed revenues for the 2018 budget. The Council will discuss in detail with staff at the budget workshop next week.
GRAYS HARBOR COUNTY INTERLOCAL AGREEMENT	This agreement is different from the one the Council passed at the last meeting. This agreement addresses public works labor and equipment. It was moved by Councilmember Ator, seconded by Councilmember Peterson to authorize the Mayor to sign the Grays Harbor County Interlocal Agreement for public works labor and equipment. Motion Carried 5-0.
TAX LEVY ORDINANCE	The ordinance is being introduced tonight. We should have numbers from the County in October.
PUBLIC COMMENT	<p>Mayor Schiller commended the Light and Power crew for their hard work during the scheduled BPA power outage. They used the outage opportunity to perform cutover work.</p> <p>Mayor Schiller stated the streets in McCleary are awful and he believes they are a complete failure. The Council needs to take a hard look at what they're going to do about them. They need to come up with something for an asphalt program because the streets are only getting worse. There are not many resources and options with revenue sources available. The Mayor and Todd are looking into possible options.</p> <p>The Mayor also brought up the West exit closure. While the exit is closed for the WSDOT project, this would be a good time to address the highway access. It is a bad and dangerous highway entrance/exit and this is the best time to do a safety change. He asked the Council to consider potential options.</p>
EXECUTIVE SESSION	None.
MEETING ADJOURNED	It was moved by Councilmember Ator, seconded by Councilmember Richey to adjourn the meeting at 7:37 pm. The next meeting will be Wednesday, October 11, 2017 at 6:30 pm. Motion Carried 5-0.

TAB - B

MEMORANDUM

TO: MAYOR AND CITY COUNCIL, City of McCleary
FROM: DANIEL O. GLENN, City Attorney
DATE: October 5, 2017
RE: LEGAL ACTIVITIES as of OCTOBER 11, 2017

THIS DOCUMENT is prepared by the City Attorney for utilization by the City of McCleary and its elected officials and is subject to the attorney-client privileges to the extent not inconsistent with laws relating to public disclosure.

1. **BHO CONDITIONAL USE APPLICATION:** The hearing on this matter will have been held before Mr. Aaland by the time of this meeting. Since it is an open record hearing, he will have taken testimony from any citizen or representative of an entity who has desired to speak on the matter. Also, under the protocol which was developed, provision was made for submittal of written submissions which will also be considered as part of the record and subject to utilization by Mr. Aaland in his decision making.

Mr. Baun has prepared and submitted to Mr. Aaland the City's staff report. The report, preparation of which I have no doubt consumed a significant amount of time, contained not only the historical perspective, but also departmental recommendations from the Police Department and Building Department and Todd's recommendations as to conditions to which any permitted granted should be subject. As a courtesy, copies of the Report were provided to the counsels for BHO, Summit Pacific, Dr. Arima, and the State. It was also posted on the City's website so that it would be accessible to the general public.

At this stage, Mr. Aaland has a period of time to consider all of the evidence and make his decision. His decision is subject to appeal directly to the Superior Court under the Land Use Petition Act. (ROW 36.700) I would note that given a 1993 decision of our Supreme Court, ironically on an action taken by Grays Harbor County, the issuance of Mr. Aaland's decision will also have triggered an appeal period under the City SEPA ordinance for an appeal of the City's issuance of the MDNS on

this proposed project. That appeal must be filed with and decided by the Council. This is under our current code provisions going back to the early 1980s which provides that the Council has that role of serving as the initial appellate body on SEPA matters. I recommend that you consider modifying that approach since most cities now require that such appeals go to the city's hearing examiner.

2. STREET IMPROVEMENTS:

A. Transportation Benefit Districts: At the last meeting, the Mayor noted the increasing need for a broad program of improving the condition of a number of streets within the City. At that time, I noted to him the concept of what are known as Transportation Benefit Districts. These are entities which could be analogized to Local Improvement Districts, but focused upon providing a funding source for street improvements without certain of the associated formalities required to set up a LID. I provided to Todd for provision to you at last Thursday's workshop the MRSC information on the TBD. It is a frequently utilized method of obtaining funding for street improvements. However, given our size, the tax on vehicles licensed within the City would likely not produce a lot of income each year. On the other hand, the money so generated could aid by providing matching funds from grants which might become available. As you are now aware, the TBD statute provides for additional possible revenue sources, most of which require voter approval.

B. Complete Streets Policy: Mr. Baun will likely be providing you the background information on this matter. The presence of such a formal policy is apparently associated, as usual, with eligibility for certain federal or state funding. The core of the concept, as suggested by MRSC in its material on the matter is "that roadways should be designed with all users in mind, not just motorists. The term was introduced around 2003 in an effort to improve pedestrian and bicycle facilities in particular,..." As an example, in working with a private client in relation to a project in Olympia, the City's staff was very much oriented towards insuring that rights of way designated on the project were designed so as to accommodate not only the motor vehicles, but also appropriate sidewalks and bicycle paths.

I assume that this may have been discussed during your work session. If you desire, I will prepare a draft ordinance for your consideration which would adopt the policies utilizing as the base the most functional of those provided by MRSC.

3. DEVELOPMENTAL INCENTIVES: I have provided to you under separate cover the material in relation to the "incentive" program developed by the City of Auburn. I have had the chance

to review most of the provisions within which the program was initially adopted. Basically, they allow a developer who/which qualifies to defer payment of a variety of fees until the property development is completed and, if it is being marketed, the sale closes. Of course, the City protects itself by the appropriate filing of a lien. So far, I have found no provision which would allow the City to reduce for a particular development the utility connection fees required but, as noted, their payment can be deferred.

At the end of this Report, I have set out what Auburn characterizes as a summary of its direct benefits for undertaking development. Their emphasis has been on encouraging infill as well as commercial and low income multi-family housing developments. As you will note, Sections 4(a) and 4(c) are the most likely relevant to our situation. Based upon the communications with Mr. Heid and from Mr. Tate, the City's assistant director of Community Development, the program has worked very well for them. For the City to implement similar approaches, the method would be to amend the applicable portions of the Code to allow the deferrals and associated provisions.

I will await your direction.

As always, this is not meant to be all inclusive. If you have any questions or comments, please direct them to me.

DG/le

3. Downtown Urban Center (DUC):

1. A. Multi-Family Tax Exemption: The Auburn DUC provides the opportunity for multi-family property tax exemptions of 8 years for new multi-family or rehabilitated housing units constructed downtown; or 12 year tax exemptions for qualified affordable housing units. Detailed information on this program is located within the online Auburn City Code .

2. B. Downtown Zoning and Design Standards: The City has worked aggressively to create review and amend its DUC Zoning Regulations and associated Design Standards to guide development within the zone in the easiest possible ways. (Please Note: Auburn has no Design Review Board. Reviews within the DUC are performed at staff level.)

C. Comprehensive Environmental Impact Review: A downtown Environmental Impact Review (EIR) has been completed for the Urban Core. Projects submitted will benefit from a significantly improved timeline as they will only need a project review for compliance with the EIR Statement.

D. Store Front Improvement Program: The Auburn City Council has created a program to help fund the revitalization of the existing building facades fund by property and business owners.

E. Storefronts Art Program: The Storefronts Auburn Program has been launched to bring art installations and artist into vacant retail space within the DUC.

F. New Market Tax Credits: Businesses developing, buying, or remodeling in downtown Auburn census tracts can get equity or below-market loans through this federal program. Investors in these projects can receive up to 39% tax credits over seven years. For additional program information visit the Community Development Financial Institutions Fund website"

4. Citywide Incentives Programs:

A. Impact and System Development Fee Deferral: The City of Auburn has approved code authorizing the deferral of Impact and SDC Fees to Occupancy of projects as opposed to collecting fees at Building Permit Issuance to help developers and builders strengthen their project performance.

B. Fee Maintenance to 2009 Rates: To assist our Builders and Developers through the current economic recession, the City Council approved to maintain all building, land use and engineering review fees at 2009 levels.

C. No City Business and Operations Tax: To encourage business growth and retention, the City of Auburn does not have a B & O tax. The State B&O tax is a gross receipts tax which is measured on the value of products, gross proceeds of sale, or gross income of the business. Most cities within the region and throughout the state include a municipal percentage onto this B & O Tax which typically adds 2% or more.

D. Construction Sales Tax Refund: This program provides a modification to Auburn City Code providing a refund for purchasers who have paid Sales and Use Tax on construction materials, fixed equipment, labor and services, or machinery installation directly related to new commercial construction, or redevelopment of existing vacant buildings. The program provides a refund of up to \$100,000 or 20% of the tax paid within land use zones DUC, C3, C4, and MI, M2 districts.

E. 50% Reduction in Development Fees: City Council has passed a program entitled Small Business Development Assistance intended to help with the start up, or relocation, costs for small businesses of 20 or fewer full time employees by reducing the costs of certain development related fees by a rate of 50%. See Resolution 4793 for additional information.

F. System Development Charges (SDC) and Utility Connections Reductions: Heavy water users have an opportunity to save money through design when presenting their projects to the City of Auburn. Options Include:

Splitting large services through multiple meters can be just as efficient and cost far less than large oversized meters.

Designing systems for the re-use of water within the site or facility offers the opportunity to install a "deduct" meter. This can lead to reduced System Development Charges, and can significantly improve monthly operational costs.

G. System Development Charge Credits: SDC credits for prior site/building uses can be utilized to help offset the impacts of System Development Charges.

H. Storm Water Discharge Reductions: Storm Water drainage is a significant issue throughout the Green River Valley and the State of Washington. The use of impervious surfaces, bio-swales and other drainage materials/methods can be utilized as a tool for savings in the category of Storm Water SDC's.

I. State B & O Tax Credit - Customized Workforce Training Program: Green River College is an Auburn Institution which offers incentives for customized workforce development training.

Engage in customized training, add new jobs in Washington, and get a state Business & Occupation (B&O) tax credit equal to 50% of the training cost as you repay the cost of training. For information on this program visit the [WorkForce College website](#)"

TAB - C

STAFF REPORT

To: Mayor Schiller
From: Todd Baun, Director of Public Works
Date: October 6th, 2017
Re: Current Non-Agenda Activity

Budget Season

Budget season has started a lot of my time for the next several weeks will be getting a quality budget for 2018.

Steering Committee

We have had great meetings with Building Communities and our steering committee. This has been something that the city had needed for a long time and it's great to see all of us working together to steer our community to an exciting future.

TAB - D

Building and Planning Staff Report

To: Mayor and City Council
 From: Paul Morrison
 Date: October 1st, 2017
 Re: September, Building and Planning Department Activity.

New Permit Activities for September 2017

551 East Bear Street	New SFR	Total Fee \$ 11,091.71
611 South Main Street	New alarm system in portable	Total Fee \$ 227.25
Building Department Related Revenues	Total fees charged for September \$ 11,318.96	Total fees collected for September \$ 6,233.11

Permit Activity Totals

New Homes Permitted for 2017 11	All Permits Issued for 2017 95	Total Fees Charged for 2017 \$ 122,755.59
New Homes Permitted for 2016 24	All Permits Issued for 2016 170	Total Fees Charged for 2016 \$ 249,258.60
New Homes Permitted for 2015 2	All Permits Issued for 2015 52	Total Fees Charged for 2015 \$ 52,499.28
New Homes Permitted for 2014 3	All Permits Issued for 2014 89	Total Fees Charged for 2014 \$ 59,695.93
New Homes Permitted for 2013 3	All Permits Issued for 2013 79	Total Fees Charged for 2013 \$ 69,743.57
New Homes Permitted for 2012 6	All Permits Issued for 2012 97	Total Fees Charged for 2012 \$ 123,164.28
New Homes Permitted for 2011 1	All Permits Issued for 2011 37	Total Fees Charged for 2011 \$ 24,803.65

Nuisances for the Month of September

1. 423 West Pine Street (10.20)
2. 428 West Oak Street (8.20)
3. 907 West Simpson AVE (Abandoned Vehicle)
4. 507 East Buck Street (8.20)
5. 423 South 2nd Street (8.16)
6. 121 South 3rd Street (8.20)

There are several properties that have contacted me and I am currently working with them to comply.
 There are several that have yet to contact me or comply.

STAFF REPORT

To: Mayor Schiller
From: Paul Nott, Light & Power
Date: October 6, 2017
Re: June, July, August and September Report



	Monthly Statistics;	YTD Totals;
New Services;	6	24
System Outages;	6	17
Pole Replacements;	0	7
Maintenance Work Orders;	9	28
Billable Work Orders;	6	25

The past several months the crew has been busy with numerous projects. We completed the construction and drying in of the fire hall addition. The remainder of the interior will be completed by fire personnel. We've had 6 new services on new houses constructed, 6 power outages and lots of line maintenance (brushing).

The outages consisted of: 1 due to equipment failure, 1 weather related, 2 were underground faults and 1 was a scheduled outage for BPA. The scheduled outage from BPA was so they could perform routine maintenance on their equipment that provides us with our transmission power. I was just informed that during their testing they found that the bushings on the transformer will need to be changed and will require another outage. The project is at their engineering to design a plan and as soon as I get more information I will pass it along.

Another outage we had was on our 4KV substation. The battery and charger failed and would not allow the breaker to reset. Finding replacement parts was difficult due to the age of the equipment, but we did find them and the repair has been completed.

We are looking in to replacing the sections of underground cable that have been faulting. Hopefully, if the budget allows, we will be able to replace some of them next year.

We have gotten a lot of brushing completed with still a lot more to do and we will also be working on the cut over as well.

As always if you have any questions or concerns feel free to contact us...

TAB - E

TAB - F



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Date Printed : 29-SEP-2017

Maintenance Renewal Quote

Page: 1 of 1

Customer Name: City of McCleary, WA
Customer Number: 17451
Bill To Contact: Lindsay Blumberg
Customer Address: 100 S. 3rd St.
McCleary,WA 98557-9652

Contract Number: SC00004517
Description: City of McCleary, WA - FCS & HW

Contract Duration: 01-FEB-2018 - 31-JAN-2019

Table with 6 columns: Description, Serial Number, Start Date, End Date, Quantity, Total Amount. Rows include Hardware items (FC300, SREAD RADIO, MOBILE COLLECTOR LITE, FC3006 VEHICLE MOUNT CRADLE) and Software (FCS SFTW, UP TO 2500 METERS, ELECTRONIC DELIVER). Totals are shown for Hardware (1,355.77), Software (1,105.38), and Contract Grand Total (2,461.15).

NOTE: This is not an invoice

TAB - G

STAFF REPORT

To: Mayor Schiller and Councilmember's
From: Wendy Collins, Clerk-Treasurer
Date: October 11, 2017
Re: BIAS Annual Agreement

Each year, the City receives an Annual Support Agreement from BIAS Software for approval by the Council. The agreement includes:

-) \$9,919.10 for the 2018 Annual Support Agreement
-) \$1,500.00 for the Annual Report Preparation

The Annual Report Preparation is vital since we are a small City and do not have a finance department to assist in preparation of the annual financial report. This allows the City to remain in compliance and have an outside entity cross-check and reference all financials from the previous year. The annual report is the document, which the State Auditor uses to audit the City's financials and accountability each year.

Action Requested:

Please authorize the Mayor to sign the BIAS Annual Agreement.

TAB - H



Complete Streets Award Program



Program Goals

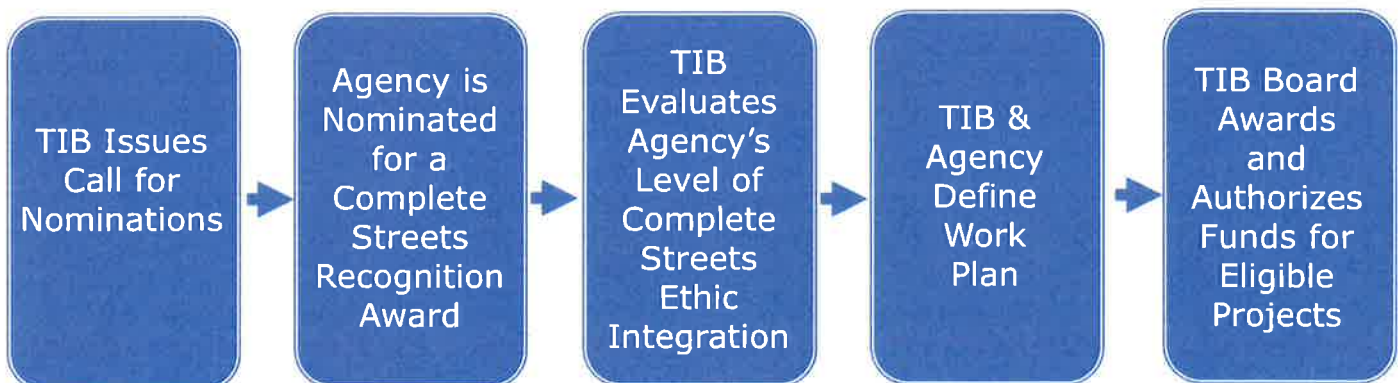
- Incentivize local adoption of a complete streets design ethic.
- Create a powerful incentive beyond the limitations of available funding.
- Allow cities and counties to self-direct how funds are spent in order to most effectively build local projects that reflect the complete streets ethic.
- Minimize processing and acquisition costs.

Overview

The Washington State Legislature created the Complete Streets Award Program as an incentive to encourage city and county governments to adopt a complete streets policy; these policies mandate that cities and counties plan, design, operate and maintain their streets while considering all transportation users and modes (see RCW 47.04.320 attached). A city or county becomes eligible for a Complete Streets Award when they adopt a system-wide complete streets policy. Currently, 34 cities and one county have adopted complete streets ordinances. Cities and counties may have plans and projects that integrate a complete streets ethic; however local legislative bodies need to clearly adopt a complete streets policy to establish eligibility.

In evaluating which cities and counties to recognize, the Transportation Improvement Board (TIB) will look for cities and counties that have extended their thinking beyond the one-time policy adoption to integrate a complete streets ethic throughout their transportation practices. Cities and counties that show achievement in planning, designing, building and involving the community in design for all users may receive the Complete Streets Award including flexible funding that can be used to build eligible complete streets projects. Awarded cities and counties will propose a work plan for TIB approval. This work plan will include one or more project(s) to support walking, bicycling, access to transit and/or streetscape aesthetics.

Complete Streets Awards Program Process Map



Nomination Process

TIB will invite partner nominating organizations to nominate eligible cities and counties for the award beginning in fall 2016. Nominating organizations will be state agencies and transportation non-profits with a statewide charter. TIB may choose to add other nominating organizations in the future.

TIB will limit the number of nominations based on the number of eligible cities and counties, the amount of program funding, and the size of the nominating organization. TIB plans to invite the following state agencies and statewide non-profits to become nominating organizations:



Redmond 152 Avenue NE Complete Streets Plan

State Agency Partners	Non-profits
Department of Transportation	Feet First
Department of Health	Transportation Choices Coalition
Department of Commerce	WA Bikes/Cascade Bicycle Club
Department of Archeology and Historic Preservation	Community Transportation Association – NW
	Futurewise

Evaluation Process

TIB staff will evaluate all nominations and recommend awards and funding levels to the Board. Staff will search for indicators demonstrating the city’s or county’s adoption and integration of a complete streets ethic into their plans and capital programs. TIB staff anticipates complete streets indicators will include the elements described in the panel below; TIB staff will refine these indicators during case study practice sessions planned for summer 2016. TIB staff may seek additional information from the nominating organization and the nominated city or county during evaluation, including the presence of strategic initiatives for modal systems, design of previous projects, future design plans, and the work plan for use of award funds.

Indicators of a Well-Integrated Complete Streets Ethic

- Comprehensive plan/complete streets integration
- Strategic plan/complete streets integration
- Specific modal plans for freight, bicycles and pedestrian
- ADA transition plan adoption
- Community engagement regarding design for all users
- Performance data and statistics about users
- Operational preparedness for all users and all modes
 - Maintenance
 - Sweeping
 - Striping
 - Landscape management
- Staff training in complete streets design
- Standards that allow responsiveness to users
- Budget prioritization of complete streets elements
- Evidence of past implementation
 - Clearly apparent integration of complete streets elements
 - History of compliant projects
 - Multimodal level of service standards
 - History of actively implementing modal plans
 - Presence of programs and enforcement of modal access
 - Controlling traffic and speed
 - Pedestrian scale lighting

Funding

The Legislature provided \$3 million in year one and \$14 million in subsequent biennia for the Complete Streets Awards Program. TIB staff expects the 2016 call for nominations to incorporate two years of available funding, for an anticipated \$10 million total funding amount. TIB staff may recommend an additional year's funding in the fall if enough additional cities and counties establish eligibility. Subsequent calls for award nominations would be in two or three year cycles.

The Board will confer the awards and approve the funding level. The award consists of two funding targets: \$250,000 for cities and counties early in the Complete Streets adoption process and \$500,000 for cities and counties with highly-integrated policies and a track record of complete street project design and development. The Board may also set different funding levels depending on amount of available funds, number of eligible cities and counties, quality of potential projects and recovery of unused funds.

Immediately after board approval of the city's or county's proposed work plan, TIB will disburse funds to the city or county. The city or county will hold the funds in a restricted account to be used only on activities in the approved work plan. TIB staff can approve work plan amendments administratively. Cities must expend funds within three years of payment or the funds will be recovered by TIB.

Implementation Schedule

May	June	July	August
<ul style="list-style-type: none">• Framework adoption at board meeting	<ul style="list-style-type: none">• Invitations to nominators• Training for nominators and cities and counties	<ul style="list-style-type: none">• Practice with case studies	<ul style="list-style-type: none">• Prepare communications<ul style="list-style-type: none">○ Announcements○ Nomination form○ Press release
September	October	December	January
<ul style="list-style-type: none">• Call for nominations	<ul style="list-style-type: none">• Nominations due Oct 21st• Pull info from nominees	<ul style="list-style-type: none">• Evaluation• TIB staff jury• Negotiate work plans	<ul style="list-style-type: none">• Board award January 27, 2017

RCW 47.04.320

Complete streets grant program—Purpose—Goals—Awards—Report.

- (1) The transportation improvement board shall establish a complete streets grant program within the department's highways and local programs division, or its successor. During program development, the board shall include, at a minimum, the department of archaeology and historic preservation, local governments, and other organizations or groups that are interested in the complete streets grant program. The purpose of the grant program is to encourage local governments to adopt urban arterial retrofit street ordinances designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users, with the goals of:
 - (a) Promoting healthy communities by encouraging walking, bicycling, and using public transportation;
 - (b) Improving safety by designing major arterials to include features such as wider sidewalks, dedicated bicycle facilities, medians, and pedestrian streetscape features, including trees where appropriate;
 - (c) Protecting the environment and reducing congestion by providing safe alternatives to single-occupancy driving; and
 - (d) Preserving community character by involving local citizens and stakeholders to participate in planning and design decisions.
- (2) For purposes of this section:
 - (a) "Eligible project" means (i) a local government street or road retrofit project that includes the addition of, or significant repair to, facilities that provide street access with all users in mind, including pedestrians, bicyclists, and public transportation users; or (ii) a retrofit project on city streets or county roads that are part of a state highway that include the addition of, or significant repair to, facilities that provide access with all users in mind, including pedestrians, bicyclists, and public transportation users.
 - (b) "Local government" means incorporated cities and towns and counties that have adopted a jurisdiction-wide complete streets ordinance that plans for the needs of all users and is consistent with sound engineering principles.
 - (c) "Sound engineering principles" means peer-reviewed, context sensitive solutions guides, reports, and publications, consistent with the purposes of this section.
- (3) In carrying out the purposes of this section, the transportation improvement board may award funding, subject to the availability of amounts appropriated for this specific purpose, only to eligible projects that are designed consistent with sound engineering principles.
- (4) The transportation improvement board must report annually to the transportation committees of the legislature on the status of any grant projects funded by the program created under this section.

[2015 3rd sp.s. c 44 § 401; 2011 c 257 § 2.]

NOTES:

Effective date—2015 3rd sp.s. c 44: See note following RCW 46.68.395.

Intent—2011 c 257: "Urban main streets should be designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users. Context sensitive design and engineering principles allow for flexible solutions depending on a community's needs, and result in many positive outcomes for cities and towns, including improving the health and safety of a community. It is the intent of the legislature to encourage street designs that safely meet the needs of all users and also protect and preserve a community's environment and character." [2011 c 257 § 1.]



Complete Streets Policies

This page provides examples and analysis of complete streets ordinances and policies adopted by local governments in Washington State, as well as information about the state complete streets grant program.

Overview

"Complete streets" refers to the concept that roadways should be designed with all users in mind, not just motorists. The term was introduced around 2003 in an effort to improve pedestrian and bicycle facilities in particular, and it is now used by many local governments.

In 2011, the state legislature passed the Complete Streets Act, codified in [RCW 47.04.320-.340](#), encouraging local governments to adopt their own complete streets ordinances. In particular, [RCW 47.04.320\(1\)](#) states that such ordinances should "provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users."

[RCW 47.04.330](#) requires the Washington State Department of Transportation (WSDOT) to consult with local jurisdictions and consider the needs of all users by applying context sensitive solutions when constructing, reconstructing, or making major improvements to streets that are part of the state highway system.

Complete Streets Grant Program

[RCW 47.04.320](#) establishes a grant program to help cities, towns, and counties pay for complete streets projects. To be eligible for a grant, [RCW 47.04.320\(2\)\(b\)](#) requires local governments to adopt a jurisdiction-wide complete streets ordinance.

Note that the statute specifically refers to an ordinance, so it is unclear whether jurisdictions that adopt a complete streets policy by resolution will be eligible.

The legislature provided \$3 million in year one and \$14 million in subsequent biennia for the program, which is managed by the Transportation Improvement Board (TIB). Cities or counties must be nominated by an approved state agency or nonprofit organization. For more information, including a list of nominating partners and known eligible jurisdictions, see [TIB Funding Opportunity - Complete Streets Award](#).

Local Ordinances and Policies

A number of cities and counties in Washington have adopted complete streets ordinances or policies. In particular, the [National Complete Streets Coalition](#) has recognized Tacoma, Ocean Shores, and Battle Ground for their excellent complete streets policies.

The National Complete Streets Coalition emphasizes a number of important criteria, including incorporating all users and modes, applying to all types of transportation projects, recognizing the importance of a complete street network, using the latest design guidance, identifying specific implementation steps, and creating measurable performance standards to evaluate whether the jurisdiction is meeting its goals.

Examples

- [Wenatchee Complete Streets Policy \(2016\)](#) - Best complete streets policy in the United States in 2016, according to the National Complete Streets Coalition, [receiving a perfect score](#). Includes adopting ordinance.
- [Battle Ground Complete Streets Policy \(2015\)](#) - Recognized as one of the [best complete streets policies of 2015](#).
- [Ocean Shores Ordinance No. 916 \(2012\)](#) - Recognized as one of the [best complete streets policies of 2012](#), including identification of specific design standards to follow ([AASHTO](#), [ITE](#), and [NACTO](#)).
- [Tacoma: Complete Street Design Guidelines \(2009\)](#) - Separate guidelines for mixed-use centers and residential streets. Recognized as one of the top complete streets policies of 2010.
- [Langley Municipal Code Sec. 15.01.465](#) - Incorporated into the buildings and construction chapter.
- [Pierce County Ordinance No. 2014-44s \(2014\)](#) - Endorses the concept of complete streets
- [Renton Ordinance No. 5517 \(2009\)](#) - Establishes policy and updates street design standards.
- [Seattle Ordinance No. 122386 \(2007\)](#) - Includes language that has been adopted by a number of other jurisdictions.
- [Spokane Municipal Code Ch. 17H.020](#) - Incorporated into engineering standards.
- [Sunnyside Ordinance No. 2015-13 \(2015\)](#)

Defining a “Complete Street”

[RCW 47.04.320\(1\)](#) states that such ordinances should “provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users.” Local policies typically name all of these users, but some go into greater detail, identifying additional users or specific design elements to be considered.

Examples

- [Ocean Shores Municipal Code Sec. 12.02.010](#) - Nationally-recognized ordinance includes pedestrians, bicyclists, transit users, motorists, emergency responders, freight, and users of all ages and abilities.
- [Deer Park Municipal Code Sec. 12.32.020](#) - Includes school buses. Goal is not just improving individual roads, but changing the decision-making process so that all users are routinely considered.
- [Spokane Municipal Code Sec. 17H.020.020](#) (see “users”) - Specifically mentions children, youth, older adults, and individuals with disabilities.

Design Guidance

Some ordinances provide guidance on what design standards or best practices should be followed, and even include the specific design elements that should be considered. Ultimately, these standards may need to be incorporated into other local codes, policies, or documents. For more information, see the [National Complete Streets Coalition: Reviewing and Updating Design Guidance](#).

In particular, Tacoma has adopted [complete street guidelines](#) for mixed-use centers and residential streets, which was recognized as one of the top complete streets policies in 2010 by the National Complete Streets Coalition and Washington APA.

Examples

- [Tacoma: Complete Street Design Guidelines \(2009\)](#) - Nationally-recognized design guidelines for mixed-use centers and residential streets.
- [Ocean Shores Municipal Code Sec. 12.02.050](#) - Nationally-recognized ordinance requires mayor or designee to develop standards based on recognized best practices, including latest editions of [AASHTO](#), [ITE](#), and [NACTO](#) guidelines, while considering the context of the surrounding built and natural environments.
- [Sunnyside Municipal Code Sec. 12.07.020](#) (see "complete streets infrastructure") - Includes specific examples of pedestrian and bicycle design features.

Implementation

Local jurisdictions must consider when and how to implement their complete streets standards into street projects. Some ordinances are silent on the issue, but others provide specific criteria for what plans need to be updated and what types of street projects should be included.

Examples

- [Ocean Shores Municipal Code Sec. 12.02.040](#) - Nationally-recognized ordinance identifies potential funding partnerships with local, state, and federal agencies, as well as citizen and business groups.
- [Airway Heights Municipal Code Sec. 14.10.030](#) - Complete streets principles will be incorporated into comprehensive plan, public works standards, parks and recreation master plan, traffic circulation plan, and others.
- [Bremerton Municipal Code Sec. 11.12.085\(2\)](#) - Public works department will incorporate complete street principles into specified transportation plans.
- [Mountlake Terrace Municipal Code Sec. 19.95.030\(E\)\(2\)](#) - Identifies responsibilities for engineering services, community and economic development, and public works departments.
- [Spokane Municipal Code Sec. 17H.020.040](#) - All street projects (defined in [Sec. 17H.020.020](#) to include most projects besides minor, ordinary maintenance) shall include complete streets elements as identified in the Master Bike Plan and Pedestrian Plan. Some safety improvements are funded by [Photo Red](#), the city's red light camera program.

Exceptions

Complete streets are not appropriate in all instances. Sometimes there may not be enough right-of-way or the project might not be appropriate for the surrounding land uses. Certain design elements, such as bulbouts, pedestrian refuges, narrower lanes, and smaller curb radii, can potentially impact the movements of large vehicles such as fire trucks, garbage trucks, and freight vehicles.

Local policies often include language to clarify these exceptions, with a particular emphasis on freight traffic, public safety, and environmental impacts.

Examples

- [Airway Heights Municipal Code Sec. 14.10.040](#) - On major truck streets, complete street improvements must be consistent with freight mobility. (Standard language used by several jurisdictions.)
- [Pierce County Ordinance No. 2014-44s](#) - County engineer has sole discretion, but includes general conditions that may preclude complete streets. If pedestrian and bike facilities are omitted, the county should consider if those users can be accommodated by nearby facilities.
- [Sunnyside Municipal Code Sec. 12.07.060](#) - Very specific exceptions, including cost exceeding 20% of the total project and isolated projects that would not contribute to the overall transportation network.
- [White Salmon Municipal Code Sec. 12.26.030\(A\)](#) - Includes fairly standard exceptions: absence of need, adverse impacts to public health and safety, critical areas, or neighboring land uses, or site-specific exceptions approved by the public works director.

Performance Measurement

For jurisdictions that are working to implement their complete streets programs, [performance measurement](#) can help assess how much progress is being made. While transportation metrics have traditionally focused on vehicles, more agencies have begun adopting quantitative standards for transit, pedestrians, and bicyclists.

For further guidance, see [Evaluating Complete Streets Projects: A Guide for Practitioners](#), written by AARP, Smart Growth America, and the National Complete Streets Coalition.

Examples

- [Ocean Shores Municipal Code Sec. 12.02.060](#) - City must establish measurable performance standards, such as transportation and mode shift, miles of bike facilities or sidewalks, public participation, number of ADA accommodations built, and number of approved exemptions.
- [Spokane Municipal Code Sec. 17H.020.060](#) - Performance measures must be established and an annual progress report submitted to city council.
- [Tukwila Walk & Roll: Performance Goals & Measures](#) - Identifies 2009 pedestrian and bicycle conditions and establishes measurable 2014 goals.

Recommended Resources

- [Transportation Improvement Board: Funding Opportunity - Complete Streets Award](#) - Information on state grant program, eligible jurisdictions, and nominations
- [WSDOT: Complete Streets](#) - Includes case studies, reports, and additional local policies and standards
- [Smart Growth America: Complete Streets Local Policy Workbook](#) - Suggestions to help local leaders develop their own complete streets policies
- [Smart Growth America: The Best Complete Streets Policies](#) - Includes annual reports identifying model policies from around the United States.
- [National Complete Streets Coalition](#) - Numerous resources to help communities adopt and implement complete streets policies.

Last Modified: June 08, 2017

47.04.320

Complete streets grant program—Purpose—Goals—Awards—Report.

(1) The transportation improvement board shall establish a complete streets grant program within the department's highways and local programs division, or its successor. During program development, the board shall include, at a minimum, the department of archaeology and historic preservation, local governments, and other organizations or groups that are interested in the complete streets grant program. The purpose of the grant program is to encourage local governments to adopt urban arterial retrofit street ordinances designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users, with the goals of:

(a) Promoting healthy communities by encouraging walking, bicycling, and using public transportation;

(b) Improving safety by designing major arterials to include features such as wider sidewalks, dedicated bicycle facilities, medians, and pedestrian streetscape features, including trees where appropriate;

(c) Protecting the environment and reducing congestion by providing safe alternatives to single-occupancy driving; and

(d) Preserving community character by involving local citizens and stakeholders to participate in planning and design decisions.

(2) For purposes of this section:

(a) "Eligible project" means (i) a local government street or road retrofit project that includes the addition of, or significant repair to, facilities that provide street access with all users in mind, including pedestrians, bicyclists, and public transportation users; or (ii) a retrofit project on city streets or county roads that are part of a state highway that include the addition of, or significant repair to, facilities that provide access with all users in mind, including pedestrians, bicyclists, and public transportation users.

(b) "Local government" means incorporated cities and towns and counties that have adopted a jurisdiction-wide complete streets ordinance that plans for the needs of all users and is consistent with sound engineering principles.

(c) "Sound engineering principles" means peer-reviewed, context sensitive solutions guides, reports, and publications, consistent with the purposes of this section.

(3) In carrying out the purposes of this section, the transportation improvement board may award funding, subject to the availability of amounts appropriated for this specific purpose, only to eligible projects that are designed consistent with sound engineering principles.

(4) The transportation improvement board must report annually to the transportation committees of the legislature on the status of any grant projects funded by the program created under this section.

[2015 3rd sp.s. c 44 § 401; 2011 c 257 § 2.]

NOTES:

Effective date—2015 3rd sp.s. c 44: See note following RCW 46.68.395.

Intent—2011 c 257: "Urban main streets should be designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users. Context

sensitive design and engineering principles allow for flexible solutions depending on a community's needs, and result in many positive outcomes for cities and towns, including improving the health and safety of a community. It is the intent of the legislature to encourage street designs that safely meet the needs of all users and also protect and preserve a community's environment and character." [2011 c 257 § 1.]

47.04.325

Complete streets grant program—Account—Solicitation and receipt of gifts.

(1) The complete streets grant program account is created in the state treasury. Moneys in the account may be spent only after appropriation. Only the transportation improvement board may authorize expenditures from the account. The board may use complete streets grant program funds for city streets, county roads, and city streets and county roads that are part of a state highway. Expenditures from the account may be used solely for the grants provided under RCW **47.04.320**.

(2) The transportation improvement board may solicit and receive gifts, grants, or endowments from private and other sources that are made, in trust or otherwise, for the use and benefit of the purposes of the complete streets grant program as provided in RCW **47.04.320**.

[2015 3rd sp.s. c 44 § 402; 2011 c 257 § 3.]

NOTES:

Effective date—2015 3rd sp.s. c 44: See note following RCW **46.68.395**.

Intent—2011 c 257: See note following RCW **47.04.320**.

47.04.330

Street projects—Consultation with local jurisdictions—Context sensitive design solutions.

When constructing, reconstructing, or making major improvements to streets described in RCW **47.24.010**, the department must, for street projects initially planned or scoped after July 1, 2011:

(1) Consult with local jurisdictions in the design and planning phases. Consultation with local jurisdictions must include public outreach and meetings with interested stakeholders in the predesign phase for the purpose of clarifying community goals and priorities through community design exercises prior to developing any designs or visualizations; and

(2) Consider the needs of all users by applying context sensitive design solutions consistent with peer-reviewed, context sensitive solutions guides, reports, and publications, consistent with the purposes of this section.

[2011 c 257 § 4.]

NOTES:

Intent—2011 c 257: See note following RCW **47.04.320**.

47.04.340

Accommodation of private transportation vehicle use of high occupancy vehicle lanes in highway design.

When designing portions of a highway that are intended to be used as portions reserved for the exclusive or preferential use of public transportation vehicles, state and local jurisdictions shall consider whether the design will safely accommodate private transportation provider vehicles that may be authorized to use the reserved portions under RCW **46.61.165** and **47.52.025** without interfering with the efficiency, reliability, and safety of public transportation operations.

[2011 c 379 § 4.]

NOTES:

Conflict with state and federal environmental mitigation requirements—2011 c 379: See note following RCW **46.61.165**.

TAB - I



HAROLD LEMAY ENTERPRISES, INC.

4201 Olympic Hwy, Aberdeen, WA 98520

Phone 360-533-1251

October 5, 2017

Mayor and Council Members
City of McCleary
100 South 3rd Street
McCleary, WA 98557

Re: Contract for Garbage, Recyclables and Yard Waste Collection, Annual Increase

Dear Mayor and Council Members,

The Company is requesting the garbage and recycling rates to be increased effective January 1, 2018 pursuant to item 32 of the Garbage and Curbside Recycling Contract.

The Consumer Price Index for one year ending June 2017 has increased 2.98%. The contract allows 80% of the CPI for a 2.38% increase in the existing rates

The contract also allows the pass through of any disposal increase. Effective January 1, 2018 the county is increasing the tip fee at the Central Transfer Station from \$96.73 to \$101 per ton for an increase of \$4.27 per ton

If you have any questions or would like to discuss the calculations, we would be happy to meet at your convenience. I can be reached at (360) 533-8286 or rogers@wasteconnections.com . It's always a pleasure working with you.

Your consideration is appreciated.

Sincerely,

Roger Swalander
Site Manager

Cc: Jeff Harwood, Laura Kapuscinski, Dan Schooler, Tom Rupert, Delroy Cox,

McCleary Rate Worksheet

2018

Current Gate Rate \$ 96.73
 New Gate Rate \$ 101.00
 Gate Rate Increase \$ 4.27
 Per Pound Increase 0.0021

CPI 2.98%
 City % of CPI 80%
 Adjusted CPI 0.0238

Item I. <u>Residential Service</u>	Adjustments				Proposed Rate	Summary	
	Current Rate	CPI	Disposal	Other Adj		Total Adj	Delta %
65/30 Gallon Monthly	\$ 10.74	\$ 0.26	\$ 0.07		\$ 11.07	\$ 0.32	3.01%
65 Gallon Monthly	\$ 14.76	\$ 0.35	\$ 0.13		\$ 15.24	\$ 0.49	3.29%
65 Gallon EOW	\$ 20.50	\$ 0.49	\$ 0.29		\$ 21.28	\$ 0.78	3.80%
65 Gallon Weekly	\$ 31.66	\$ 0.75	\$ 0.58		\$ 33.00	\$ 1.34	4.22%
Additional 65 Gallon (each)	\$ 9.48	\$ 0.23	\$ 0.13		\$ 9.84	\$ 0.36	3.80%
90 Gallon Monthly	\$ 16.71	\$ 0.40	\$ 0.20		\$ 17.31	\$ 0.60	3.59%
90 Gallon EOW	\$ 28.09	\$ 0.67	\$ 0.44		\$ 29.20	\$ 1.11	3.93%
90 Gallon Weekly	\$ 40.69	\$ 0.97	\$ 0.87		\$ 42.53	\$ 1.84	4.53%
Additional 95 Gallon (each)	\$ 13.49	\$ 0.32	\$ 0.20		\$ 14.01	\$ 0.52	3.87%
Return Trip	\$ 13.57	\$ 0.32			\$ 13.89	\$ 0.32	2.38%
Extra Unit [can, bag, box] (30 Gallon)	\$ 4.38	\$ 0.10	\$ 0.07		\$ 4.55	\$ 0.17	3.91%
Drive in Service	\$ 7.53	\$ 0.18			\$ 7.71	\$ 0.18	2.38%
Item II.							
<u>Commercial Cart Service</u>							
65 Gallon EOW	\$ 20.50	\$ 0.49	\$ 0.29		\$ 21.28	\$ 0.78	3.80%
65 Gallon Weekly	\$ 31.66	\$ 0.75	\$ 0.58		\$ 33.00	\$ 1.34	4.22%
90 Gallon EOW	\$ 28.09	\$ 0.67	\$ 0.44		\$ 29.20	\$ 1.11	3.93%
90 Gallon Weekly	\$ 40.69	\$ 0.97	\$ 0.87		\$ 42.53	\$ 1.84	4.53%
Return Trip	\$ 13.57	\$ 0.32			\$ 13.89	\$ 0.32	2.38%
Extra Unit [can, bag, box] (30 Gallon)	\$ 4.38	\$ 0.10	\$ 0.07		\$ 4.55	\$ 0.17	3.91%
Cart roll out charge each 5 to 25 ft	\$ 2.50	\$ 0.06			\$ 2.56	\$ 0.06	2.38%
For each added 25 ft	\$ 1.58	\$ 0.04			\$ 1.62	\$ 0.04	2.38%
Item III.							
<u>Permanent Commercial Container Service</u>							
1 cubic yard box							
One pickup per week	\$ 91.47	\$ 2.18	\$ 1.64		\$ 95.29	\$ 3.82	4.17%
Each additional dump per week	\$ 78.13	\$ 1.86	\$ 1.64		\$ 81.63	\$ 3.50	4.48%
Special or Additional pickup each	\$ 29.30	\$ 0.70	\$ 0.38		\$ 30.38	\$ 1.08	3.67%
1.5 cubic yard box							
One pickup per week	\$ 141.02	\$ 3.36	\$ 2.46		\$ 146.83	\$ 5.81	4.12%
Each additional dump per week	\$ 124.13	\$ 2.95	\$ 2.46		\$ 129.54	\$ 5.41	4.36%
Special or Additional pickup each	\$ 41.63	\$ 0.99	\$ 0.57		\$ 43.19	\$ 1.56	3.74%
2 cubic yard box							
One pickup per week	\$ 180.80	\$ 4.30	\$ 3.28		\$ 188.38	\$ 7.58	4.19%
Each additional dump per week	\$ 153.12	\$ 3.64	\$ 3.28		\$ 160.04	\$ 6.92	4.52%
Special or Additional pickup each	\$ 53.63	\$ 1.28	\$ 0.76		\$ 55.66	\$ 2.03	3.79%
3 cubic yard box							
One pickup per week	\$ 238.40	\$ 5.67	\$ 4.91		\$ 248.99	\$ 10.59	4.44%
Each additional dump per week	\$ 208.89	\$ 4.97	\$ 4.91		\$ 218.78	\$ 9.89	4.73%
Special or Additional pickup each	\$ 72.25	\$ 1.72	\$ 1.13		\$ 75.10	\$ 2.85	3.95%
4 cubic yard box							
One pickup per week	\$ 319.18	\$ 7.60	\$ 6.55		\$ 333.33	\$ 14.15	4.43%
Each additional dump per week	\$ 287.07	\$ 6.83	\$ 6.55		\$ 300.46	\$ 13.38	4.66%
Special or Additional pickup each	\$ 95.28	\$ 2.27	\$ 1.51		\$ 99.06	\$ 3.78	3.97%

6 cubic yard box							
One pickup per week	\$ 468.79	\$ 11.16	\$ 9.83	\$ 489.77	\$ 20.99	4.48%	
Each additional dump per week	\$ 425.02	\$ 10.12	\$ 9.83	\$ 444.97	\$ 19.94	4.69%	
Special or Additional pickup each	\$ 124.67	\$ 2.97	\$ 2.27	\$ 129.90	\$ 5.24	4.20%	
8 cubic yard box							
One pickup per week	\$ 625.05	\$ 14.88	\$ 13.10	\$ 653.03	\$ 27.98	4.48%	
Each additional dump per week	\$ 566.70	\$ 13.49	\$ 13.10	\$ 593.29	\$ 26.59	4.69%	
Special or Additional pickup each	\$ 166.22	\$ 3.96	\$ 3.02	\$ 173.20	\$ 6.98	4.20%	

Temporary Commercial Container Service

1 yard temporary service							
Delivery	\$ 19.59	\$ 0.47		\$ 20.06	\$ 0.47	2.38%	
Rent per day	\$ 0.56	\$ 0.01		\$ 0.57	\$ 0.01	2.38%	
Each pickup	\$ 23.43	\$ 0.56	\$ 0.38	\$ 24.37	\$ 0.94	3.99%	
1.5 yard temporary service							
Delivery	\$ 19.59	\$ 0.47		\$ 20.06	\$ 0.47	2.38%	
Rent	\$ 0.56	\$ 0.01		\$ 0.57	\$ 0.01	2.38%	
Each pickup	\$ 30.77	\$ 0.73	\$ 0.57	\$ 32.07	\$ 1.30	4.22%	
2 yard temporary service							
Delivery	\$ 19.59	\$ 0.47		\$ 20.06	\$ 0.47	2.38%	
Rent	\$ 0.56	\$ 0.01		\$ 0.57	\$ 0.01	2.38%	
Each pickup	\$ 38.76	\$ 0.92	\$ 0.76	\$ 40.44	\$ 1.68	4.33%	
3 yard temporary service							
Delivery	\$ 23.56	\$ 0.56		\$ 24.12	\$ 0.56	2.38%	
Rent	\$ 0.89	\$ 0.02		\$ 0.91	\$ 0.02	2.38%	
Each pickup	\$ 72.26	\$ 1.72	\$ 1.13	\$ 75.11	\$ 2.85	3.95%	
4 yard temporary service							
Delivery	\$ 23.56	\$ 0.56		\$ 24.12	\$ 0.56	2.38%	
Rent	\$ 1.05	\$ 0.02		\$ 1.07	\$ 0.02	2.38%	
Each pickup	\$ 95.27	\$ 2.27	\$ 1.51	\$ 99.05	\$ 3.78	3.97%	
6 yard temporary service							
Delivery	\$ 26.50	\$ 0.63		\$ 27.13	\$ 0.63	2.38%	
Rent	\$ 1.59	\$ 0.04		\$ 1.63	\$ 0.04	2.38%	
Each pickup	\$ 124.67	\$ 2.97	\$ 2.27	\$ 129.90	\$ 5.24	4.20%	
8 yard temporary service							
Delivery	\$ 26.50	\$ 0.63		\$ 27.13	\$ 0.63	2.38%	
Rent	\$ 1.86	\$ 0.04		\$ 1.91	\$ 0.04	2.38%	
Each pickup	\$ 166.22	\$ 3.96	\$ 3.02	\$ 173.20	\$ 6.98	4.20%	
Access Fee Weekly (Monthly Charge)	\$ 8.48	\$ 0.20		\$ 8.68	\$ 0.20	2.38%	
Access Fee EOW (Monthly Charge)	\$ 4.24	\$ 0.10		\$ 4.35	\$ 0.10	2.38%	
Access Fee 2x Weekly (Monthly Charge)	\$ 16.97	\$ 0.40		\$ 17.37	\$ 0.40	2.38%	
Lock Fee (each)	\$ 4.90	\$ 0.12		\$ 5.01	\$ 0.12	2.38%	
Cable Fee (each)	\$ 9.79	\$ 0.23		\$ 10.02	\$ 0.23	2.38%	
Return Trips, Containers	\$ 26.74	\$ 0.64		\$ 27.37	\$ 0.64	2.38%	
Add'l Yard (1 to 4 cubic Yards)	\$ 23.33	\$ 0.56	\$ 0.38	\$ 24.26	\$ 0.93	4.00%	
Additional Yard > 4 Yards	\$ 16.82	\$ 0.40	\$ 0.38	\$ 17.59	\$ 0.78	4.63%	

Item IV.

Permanent Drop Box

10/20 cubic yard drop box							
First haul each month	\$ 223.84	\$ 5.33		\$ 229.17	\$ 5.33	2.38%	
Each additional haul	\$ 142.42	\$ 3.39		\$ 145.81	\$ 3.39	2.38%	

30 cubic yard drop box					
First haul each month	\$ 256.40	\$ 6.10	\$ 262.51	\$ 6.10	2.38%
Each additional haul	\$ 158.71	\$ 3.78	\$ 162.48	\$ 3.78	2.38%
40 cubic yard drop box					
First haul each month	\$ 281.18	\$ 6.69	\$ 287.87	\$ 6.69	2.38%
Each additional haul	\$ 181.50	\$ 4.32	\$ 185.82	\$ 4.32	2.38%

Temporary Drop Box

10/20 cubic yard drop box					
Delivery	\$ 141.34	\$ 3.36	\$ 144.71	\$ 3.36	2.38%
Rent per day	\$ 5.16	\$ 0.12	\$ 5.28	\$ 0.12	2.38%
Each pickup	\$ 145.69	\$ 3.47	\$ 149.16	\$ 3.47	2.38%
30 cubic yard drop box					
Delivery	\$ 141.34	\$ 3.36	\$ 144.71	\$ 3.36	2.38%
Rent per day	\$ 6.24	\$ 0.15	\$ 6.39	\$ 0.15	2.38%
Each pickup	\$ 168.48	\$ 4.01	\$ 172.49	\$ 4.01	2.38%
40 cubic yard drop box					
Delivery	\$ 141.34	\$ 3.36	\$ 144.71	\$ 3.36	2.38%
Rent per day	\$ 7.05	\$ 0.17	\$ 7.22	\$ 0.17	2.38%
Each pickup	\$ 199.96	\$ 4.76	\$ 204.72	\$ 4.76	2.38%

Customer owned compactor

20 cubic yard compactor drop box					
Each scheduled pickup	\$ 207.57	\$ 4.94	\$ 212.51	\$ 4.94	2.38%
30 cubic yard compactor drop box					
Each scheduled pickup	\$ 218.41	\$ 5.20	\$ 223.61	\$ 5.20	2.38%
40 cubic yard compactor drop box					
Each scheduled pickup	\$ 245.55	\$ 5.84	\$ 251.40	\$ 5.84	2.38%
Drop box lids per month	\$ 13.03	\$ 0.31	\$ 13.34	\$ 0.31	2.38%
Disposal rate per ton	\$ 96.73	\$ 4.27	\$ 101.00	\$ 4.27	4.41%

ITEM V.

Miscellaneous

Small Appliances, Furniture, etc	\$ 27.07	\$ 0.64	\$ 27.72	\$ 0.64	2.38%
Large Appliances, Refrigerators, Freezers	\$ 60.98	\$ 0.02	\$ 61.00	\$ 0.02	0.04%
Special haul rate packer-load & travel time	\$ 52.22	\$ 1.24	\$ 53.47	\$ 1.24	2.38%