

CITY OF CLE ELUM

CAPITAL FACILITIES PLAN



Prepared by:



PROJECT NO. 17156E

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CITY OF CLE ELUM
CAPITAL FACILITIES PLAN

BACKGROUND

A. Purpose

The City of Cle Elum is updating the City's Comprehensive Plan. The purpose for developing the Capital Facilities Plan concurrently with that effort is to consolidate summary information for the City's infrastructure systems from the Comprehensive Plan and add significant detail to create an easy-to-reference stand-alone document. The previous Capital Facilities Plan was completed in 2008 and was formatted to be an integral part of the Comprehensive Plan.

The community owns and operates City buildings, roadways, parks and recreation facilities, a domestic water system, a sanitary sewer system, and is developing a storm drainage system within its immediate service area. The City of Cle Elum purposefully plans for the upgrade and operation of each of these individual systems and strives to keep the planned improvements both feasible and coordinated. The City of Cle Elum's planning efforts are designed to be coordinated and consistent with other City, Kittitas County, QUADCO Regional Transportation Planning Organization, Washington State, and federal plans.

If a reader was to compare different levels of planning starting with federal and stepping through state, regional, county, and City, they would notice details in the different levels of comprehensive planning become more specific as the reader moves from federal to city.

B. Growth Management Act (GMA) Requirements

The requirements for a Capital Facilities Plan (CFP) Element, as outlined by the Growth Management Act of 1990 (GMA), specifically RCW 36.70A.070, have been used to guide the contents of this Plan.

These capital facilities plan requirements are:

1. An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;
2. A forecast of the future needs for such capital facilities;
3. The proposed locations and capacities of expanded or new capital facilities;
4. At least a six (6) year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes;
5. A requirement to reassess the land use element if probable funding falls short of meeting existing needs;

6. Ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities element are coordinated; and consistent; and
7. Park and recreation facilities shall be included in the capital facilities plan element.

C. Relationship to Comprehensive Plan Elements and Land Use Development

Urban Growth Areas

Urban Growth Areas are those areas designated under the Growth Management Act where urban growth is encouraged and outside of which growth can occur only if it is not urban in nature. Urban growth is encouraged where adequate public facilities and services exist or can be provided in an efficient manner.

Urban growth typically requires such urban governmental services as storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas.

Compatible Land Uses

Urban governmental services are generally not feasible unless there is intensive use of land for the location of buildings, structures, and impermeable surfaces. The City of Cle Elum's land uses are urban in nature and support the development of capital facilities. The City's update to the comprehensive plan assesses whether capital facilities are sufficient to meet community needs and are planned on land compatible to such uses without impacting other public systems.

Consistency with Land Use Element in the Comprehensive Plan

The location, type and intensity of various future land uses, in conjunction with level of service standards, determine the needs for future capital facilities.

D. Applicable County Wide Planning Policies (CWPP)

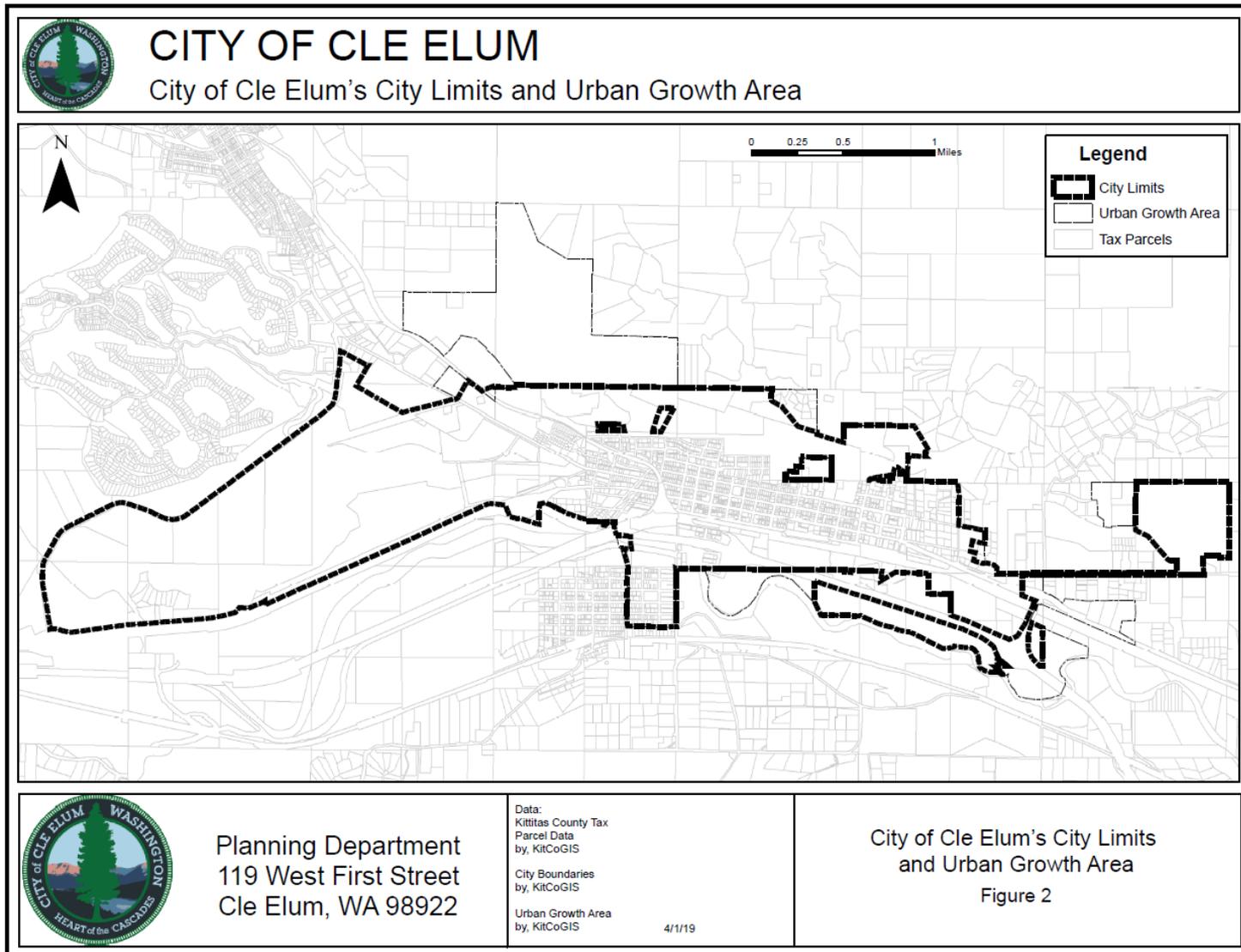
In addition to following State of Washington requirements, planning efforts in the City of Cle Elum require consistency with County Wide Planning Policies (CWPP). The CWPP recognizes cities as the providers of urban governmental services as identified in the GMA and adopted urban growth management agreements. Please see Appendix A for a complete list of associated CWPP related to Cle Elum's Capital Facility Plan.

E. Major Capital Facilities Considerations

- The current Urban Growth Area is calculated to be sufficient to meet the predicted twenty (20) year demands within the City. Does the City wish to protect its public open space from the encroachment of other public uses (e.g., fire station, police station, government offices, library, etc.)? Where should new facilities be located?
- Are best practices in place and optimal for interacting with other local governments and Kittitas County? Is increased coordination with others in the region a way to optimize public transportation investment in the region?
- What criteria should the City use in establishing priorities among competing capital needs? Can establishing levels of service standards for the City's capital facilities provide consistent evaluation among improvement selections?

- What will it cost in future dollars to construct and maintain the additional infrastructure required to serve developing areas? To what extent is cost a function of population dispersion?
- How can the City monitor and measure the impact of neighboring communities using local roads and facilities as Cle Elum continues to be a regional center of services?
- Cle Elum and Kittitas County both predict Cle Elum to grow at a higher rate than the historical trend. How will population growth affect the demand for each type of public service and the facilities required to meet that demand?

Figure 2 - City Limits and UGA Boundary



CAPITAL FACILITIES CHARACTERISTICS

A. Capital Facilities Definition

The term 'capital facilities' is not specifically defined under the Growth Management Act, but the term has been defined by the Washington State Department of Community Development as part of "procedural criteria" developed under the Growth Management Act. In WAC 365-195-210, a capital facility is defined as "a physical structure owned or operated by a government entity which provides or supports a public service." The section which follows lists a variety of public services, most of which have associated capital facilities within the Cle Elum area.

B. Types and Providers of Capital Facilities

Service providers for the City of Cle Elum and the unincorporated portion of its urban growth area are listed in Table 1. In some cases, capital facilities supporting the services listed are located outside of the UGA.

Table 1. Service Providers in the City of Cle Elum's City Limits and Urban Growth Area (UGA)

Type of Service	City of Cle Elum	Remainder of UGA
Protective Services		
Fire Protection	City of Cle Elum	Kittitas County Fire District No.
First Aid / Rescue	City of Cle Elum	Kittitas County Fire District No.
Ambulance	Advanced Life Systems	Advanced Life Systems
Law Enforcement	Cle Elum/Roslyn/South Cle Elum, Kittitas County Sheriff, Washington State Patrol	Kittitas County Sheriff, Washington State Patrol
Correction Facilities	Kittitas County	Kittitas County
General Government		
General Purpose Government	City of Cle Elum	Kittitas County
Cemetery	City of Cle Elum	None
Municipal Court	City of Cle Elum	None
Public Health		
Public Health	Kittitas County Public Health	Kittitas County Public Health
Public Transportation		
Taxi	K.C. Cab	K.C. Cab
Transit	People for People and Hope Source provide limited demand response services.	People for People and Hope Source provide limited demand response services.
Regional Bus Service	Central WA Airporter Shuttle	Greyhound Bus Lines
cont.		

Type of Service	City of Cle Elum	Remainder of UGA
Education		
Schools	Cle Elum-Roslyn School District	Cle Elum-Roslyn School District
Recreation		
Community Facilities	City of Cle Elum	None
Libraries	City of Cle Elum	Kittitas County Public Libraries
Parks	City of Cle Elum, Washington State Horse Park	Kittitas County, Washington State
Recreational Facilities	City of Cle Elum, Cle Elum-Roslyn School District	Suncadia
Water and Waste Services		
Potable (drinking) Water	Upper Kittitas County Potable Water Treatment Facility	Kittitas County
Irrigation	Kittitas Reclamation District	Kittitas Reclamation District
Stormwater Control	City of Cle Elum	Kittitas County
Sewage Collection	City of Cle Elum	Kittitas County
Sewage Treatment and Wastewater Disposal	Upper Kittitas County Regional Wastewater Treatment Facility	Upper Kittitas County Regional Wastewater Treatment Facility
Septage Disposal	Upper Kittitas County Regional Wastewater Treatment Facility	Private hauling to Upper Kittitas County Regional WWTF, RV dump sites
Sludge Disposal	Private hauling to Upper Kittitas County Regional WWTF	Private hauling to Upper Kittitas County Regional WWTF
Residential and Commercial Solid Waste Collection	City of Cle Elum	Kittitas County
Solid Waste Disposal	City of Cle Elum	Kittitas County
Streets and Roadways		
Interstate Highways and State Highways	Washington State Dept. of Transportation (WSDOT)	WSDOT
Arterial Streets And Roads	City of Cle Elum, WSDOT	Kittitas County, WSDOT
Local Streets	City of Cle Elum	Kittitas County
Sidewalks	City of Cle Elum	None
Street Lighting	City of Cle Elum	None
Traffic Signals	City of Cle Elum	None

TRANSPORTATION SYSTEMS

A. Roadways, paths, and sidewalks

The City of Cle Elum area is served by a network of roadways and streets. A full discussion of the characteristics of Cle Elum's motorized and non-motorized transportation facilities and services is included in the Transportation Element of the Comprehensive Plan update. The system assessment and forecast for future needs are included here by reference to the Transportation Element.

The information in the transportation section of the Capital Facilities Plan is meant to be consistent with all elements in the Comprehensive Plan and related planning documents. The transportation section of the Capital Facilities Plan is summarized from the City's Comprehensive Plan as a base and focusses on the upcoming six (6) year timeframe. The Capital Facilities Plan is made more robust with detailed exhibits, maps, and relational discussion of all the capital infrastructure and systems in a smaller stand-alone document.

The City's roadways and streets, both within city limits and in the Urban Growth Area (UGA), are categorized under the Federal Functional Classification System (FFC). The FFC identifies the standards by which a roadway or street is constructed. The FFC also aids in evaluating current or future capacity conditions versus the observed or forecasted volume of traffic on a roadway or street. This analytical comparison allows the City to determine the levels of service (LOS) being provided or anticipated to be provided for certain publicly-owned streets. The LOS methodology is shared in detail in Appendix B.

The City of Cle Elum adopts LOS "C" for roadways, but views LOS for roadways other than arterial streets as advisory within City limits. The Washington State Department of Transportation has adopted LOS "C" for rural highways. This standard is consistent with the LOS methodologies and thresholds established by Kittitas County and the Quad County Regional Transportation Planning Organization (QUADCO), the Regional Transportation Planning Organization (RTPO) for the counties of Adams, Grant, Kittitas, and Lincoln. RTPOs statewide are tasked with ensuring LOS methodologies are coordinated among surrounding jurisdictions, allowing for consistent regional evaluation of transportation facilities and corridors.

In addition to the FFC, a street or roadway may be classified as an identified element of Washington State's Freight and Goods Transportation System (FGTS). The classification is based on succinct ranges of tonnage carried by trucks on the network. In the City of Cle Elum and its UGA area, Interstate 90 (I-90) is classified as a T-1 FGTS freight route carrying over 10,000,000 tons of freight annually. Portions of Bullfrog Road, SR 903, and South Cle Elum way are classified as T-3 FGTS freight routes carrying between 300,000 and 4,000,000 tons of freight annually. Portions of West 1st Street, South Cle Elum Way, and Oakes/North Oakes Avenue are classified as T-4 FGTS freight routes carrying between 100,000 and 300,000 tons of freight annually. Maintenance and reconstruction of these roads will need to accommodate the expected additional tonnage.

With an increase in sidewalk-only improvement funding opportunities, some sidewalk-only projects may be included in the City's shorter-term (Six-year Transportation Improvement Programs) or longer-term (Regional Transportation Plan) planning tools. The City of Cle Elum has included such sidewalk-only improvement projects in their Six-year Transportation Improvement Program (TIP).

The City has a number of non-motorized transportation projects planned as part of the *2019-2024 Transportation Improvement Program (TIP)* in Appendix C. The highest profile project planned for the City of Cle Elum, completely inclusive to their City Limits, is the 2nd Street Phase 1 and Phase 2 Improvements. Other top priority projects appearing in both the *Bicycle and Pedestrian Plan* and the *Parks and Recreation Plan*, are for connections from the City to regional trails.

In the City, when street improvements are made, associated drainage facilities and pedestrian facilities are evaluated, and necessary improvements are incorporated into the street project. In four of the six years of the TIP, the City is planning sidewalk or multi-purpose pathway construction either as a stand-alone project or as an element of a roadway project.

The City passed a Complete Streets Policy in 2016 with which to increase intermodal transportation and is consistent with *Quad County Regional Transportation Plan 2017-2037 (RTP)*, the *2016 QUADCO Coordinated Public Transit-Human Services Transportation Plan*, *Washington State's Bicycle Facilities and Pedestrian Walkways Plan*, and the *Kittitas County Park, Recreation & Open Space (PROS) Plan* to name a few.

B. Transportation Element Certification

The City's Transportation Element must be consistent with the *Quad County Regional Transportation Plan 2017-2037 (RTP)* established by the Lead Agency - Lincoln County Public Works Department, and the Regional Transportation Planning Organization (RTPO) for Adams, Grant, Kittitas, and Lincoln Counties. The Transportation Element must also implement, and be consistent with, the City's Land Use Element, as well as the Kittitas Countywide Planning Policies and State growth management goals. After review of the City's Transportation Element, it was determined it is consistent with the RTP and the GMA, as follows:

- The Transportation Element and associated application for certification were submitted for consideration on April 19, 2019, an addendum was submitted to provide additional detail on May 17, 2019, and all documents were reviewed by the RTPO Lead Agency staff at Grant County Public Works.
- The QUADCO Transportation Policy Board (Board) reviewed the completed Transportation Element Review Checklist on June 06, 2019 and certified the City of Cle Elum's Transportation Element.

C. Applicable County Wide Planning Policies (CWPP) - Transportation

In addition to following State of Washington requirements, transportation planning efforts in the City require consistency with Kittitas County's Countywide Planning Policies (CWPP). The CWPP recognizes cities as the providers of urban governmental services as identified in the GMA and adopted urban growth management agreements. Please see Appendix A for a complete list of associated CWPP related to Cle Elum's Capital Facility Plan.

D. Current and Future Demand

The streets and roadways in the Cle Elum area do not function independently, but rather form a network through which traffic flows. Roads within the network serve two primary functions: 1) mobility to move traffic, goods, and people from one location to another quickly and efficiently; and 2) to provide access to parcels of land. There are 2.59 lane miles of Major Collectors, 0.10 lane miles of Minor Collectors, and 24.29 lane miles of Local roads in the City.

When planning roads, mobility and access considerations should be embedded in the considerations of context sensitivity and livability. Arterials provide mostly mobility, local streets provide mostly land access, and collectors provide both functions to some degree while linking arterials and local streets.

For each of the functional classifications of roadway there is a corresponding idealized capacity. These idealized capacities are based on recommendations in the Highway Capacity Manual developed by the Transportation Research Board. The actual capacity of any specific roadway is affected by the roadway's speed limit, the number of intersecting roadways, the number of stops or other delays, and other factors.

The ease of traffic movement along a roadway is a function of the roadway's vehicular capacity, the number of vehicles using the roadway, the number of stops along the roadway, and the time spent waiting at each stop. To characterize the ease of movement of traffic, transportation engineers have developed the concept of "level of service" (LOS). Levels of service have been categorized in a range from "A" to "F" and the descriptions are summarized in the Transportation Element from the *Highway Capacity Manual 2010*.

For screening purposes associated with planning and to be consistent with the standards set by the QUADCO Regional Transportation Planning Organization (RTPO), Cle Elum reports LOS in the following Volume/Capacity manner.

Roadway capacity refers to the maximum amount of traffic that can be accommodated by a given roadway facility. Roadway capacity is based on an analysis of roadway conditions, including the number and width of lanes, pavement and shoulder types, the presence of controls at an intersection, and whether the roadway is in an urban or rural area.

Because travel time has not been customarily measured in the City, instead of travel speeds and travel delay, a simpler method of observed or forecasted volume versus the idealized capacity is used and the resulting ratio Volume/Capacity is expressed in Table 2.

Traffic volumes in the Cle Elum area tend to be much lower than the capacities noted as idealized capacities in the Level of Service Methodology described in Appendix B. The City of Cle Elum's current traffic volumes are expressed in terms of "Average Annualized Daily Traffic" (AADT) in Table 2 on page 15. Using a simplified Level of Service (LOS) process, Table 2 displays the City's LOS standards are above their LOS standard of LOS "C".

The regional transportation roadway LOS established by QUADCO RTPO is LOS C for rural roads and LOS D for urban roads which is in agreement with the Washington State Department of Transportation (WSDOT) LOS standards. The City of Cle Elum views LOS for roadways other than arterial streets as advisory within its City limits.

As required in the Transportation Element, future volumes in the same locations were calculated for the years of 2030 and 2040 with a growth rate of 2.5% and additional trips caused by anticipated planned development. The forecasted volumes revealed LOS at several locations that would be at or less than the City's LOS standard of LOS "C". The screening tool is described in the LOS methodology in Appendix B with the limitations of the process and identified next steps as certain thresholds are reached. Table 3 is copied from the Transportation Element to show the preliminary LOS results.

Since the screening method shows the City's LOS will be degraded below its established standards, the City provided their land use assumptions for the forecast years of 2030 and 2040 with anticipated transportation improvements to Kittitas County so the next update to the Kittitas Regional Travel Demand Model can include Cle Elum's refinements. The more robust assessment of LOS is called for to confirm or dispute the simplified screening results.

Infrastructure improvements are too costly to initiate based on simple screening results.

Table 2. Roadways Within Cle Elum City Limits and UGA – Peak Hour Volume and Level of Service

Functional Class	Road Name	Direction of (E/O, W/O, S/O, N/O)	Nearest Crossroad	Number of Lanes	AADT (2007 - 2017)	PM Peak Hour Volume (vph)	Idealized Roadway Capacity (vph)	% of Peak Volume vs. Roadway Capacity (V/C)	Level of Service (LOS)
Interstate	I-90 (B04 Permanent Counter Location)	W/O	West First Street Interchange	4	33,000 (2017)	2,113	8,000	26%	A
	I-90	E/O	SR 970 / White Road Interchange	4	33,571 (2009)	2,316	8,000	29%	A
	I-90 Eastbound Off-ramp (Exit 84)	to	West First Street	1	2,792 (2009)	238	1,200	20%	A
	I-90 Westbound On-ramp (Exit 84)	from	West First Street	1	2,436 (2009)	196	1,200	16%	A
	I-90 Westbound Off-ramp (Exit 84A)	to	Oakes Avenue	1	918 (2009)	81	1,200	7%	A
	I-90 Eastbound On-ramp (Exit 84A)	from	Oakes Avenue	1	915 (2009)	71	1,200	6%	A
	I-90 Eastbound Off-ramp (Exit 85)	to	White Road Interchange	1	1,566 (2009)	131	1,200	11%	A
	I-90 Eastbound On-ramp (Exit 85)	from	White Road Interchange	1	1,123 (2009)	93	1,200	8%	A
	I-90 Westbound Off-ramp (Exit 85)	to	White Road Interchange	1	938 (2009)	82	1,200	7%	A
	I-90 Westbound On-ramp (Exit 85)	from	White Road Interchange	1	1,508 (2009)	132	1,200	11%	A
	I-90 Eastbound On-ramp (Exit 80)	from	Bullfrog Road	1	501 (2009)	57	1,200	5%	A
	I-90 Westbound Off-ramp (Exit 80)	to	Bullfrog Road	1	513 (2009)	33	1,200	3%	A
Major Collector	SR 903	W/O	SR 903 Wye at west end of White Road Interchange Access	2	4,818 (2015)	235	2,000	12%	A
	SR 903 (First Street)	E/O	Yakima Avenue	2	7,033 (2017)	512	2,000	26%	A

continued

Functional Class	Road Name	Direction of (E/O, W/O, S/O, N/O)	Nearest Crossroad	Number of Lanes	AADT (2007 - 2017)	PM Peak Hour Volume (vph)	Idealized Roadway Capacity (vph)	%of Peak Volume vs. Roadway Capacity (V/C)	Level of Service (LOS)
Major Collector (cont.)	SR 903 (First Street) (Eastbound Only)	W/O	Pennsylvania Avenue	2	3,957 (2018)	366	2,000	18%	A
	SR 903 (Second Street)	W/O	Oaks Avenue	2	4,404 (2016)	341	2,000	28%	A
	SR 903	W/O	Stafford Avenue / South Cle Elum Way	2	5,810 (2016)	448	2,000	22%	A
	SR 903 (First Street)	W/O	Peoh Avenue	2	7,337 (2018)	322	2,000	16%	A
	West First Street	E/O	North Pine Street	2	8,205 (2018)	654	2,000	33%	A
	SR 903	E/O	Yakima Avenue	2	7,023 (2017)	512	2,000	26%	A
	North Pennsylvania Avenue	N/O	(SR 903) First Street	2	1,464 (2018)	148	2,000	7%	A
	South Cle Elum Way (Northbound Only)	S/O	Spring Chinook Way	1	2,686 (2018)	204	1,000	20%	A
	North Oakes Avenue	N/O	Railroad Avenue	2	2,590 (2018)	233	2,000	12%	A
	Bullfrog Road	S/O	SR 903 Roundabout	2	UNK	UNK	UNK	UNK	UNK
Minor Collector	Airport Road	E/O	SR 903 Intersection	2	UNK	UNK	UNK	UNK	UNK
Local	Wright Avenue	S/O	Second Street	2	500 (2018)	52	1,200	4%	A
	Second Street	W/O	Wright Avenue	2	2,397 (2018)	256	1,200	21%	A
	N Columbia Avenue	N/O	Fourth Street	2	138 (2018)	9	1,200	1%	A
	Pennsylvania Avenue	N/O	Third Street	2	65 (2018)	4	1,200	1%	A
continued									

Functional Class	Road Name	Direction of (E/O, W/O, S/O, N/O)	Nearest Crossroad	Number of Lanes	AADT (2007 - 2017)	PM Peak Hour Volume (vph)	Idealized Roadway Capacity (vph)	%of Peak Volume vs. Roadway Capacity (V/C)	Level of Service (LOS)
	Pennsylvania Avenue	S/O	Third Street	2	235 (2018)	12	1,200	1%	A
	Third Street	W/O	Pennsylvania Avenue	2	475 (2018)	28	1,200	2%	A

Table 3. Forecast AADT for Roadways Within Cle Elum City Limits and UGA (2.5% Annual Growth Rate) before TIP and Comprehensive Plan Projects

Functional Class	Road Name	(E/O, W/O, S/O, N/O)	Nearest Crossroad	AADT (2007-2017)	AADT (2020)	AADT (2030)	AADT (2040)
Interstate	I-90 (B04 Permanent Counter Location)	W/O	West First Street Interchange	33,000 (2017)	35,537	45,491	58,232
	I-90	E/O	SR 970 / White Road Interchange	33,571 (2009)	44,048	56,385	72,178
	I-90 Eastbound Off-ramp (Exit 84)	to	West First Street	2,792 (2009)	3,663	4,689	6,003
	I-90 Westbound On-ramp (Exit 84)	from	West First Street	2,436 (2009)	3,196	4,906	7,096
	I-90 Westbound Off-ramp (Exit 84A)	to	Oakes Avenue	918 (2009)	1,204	1,542	1,974
	I-90 Eastbound On-ramp (Exit 84A)	from	Oakes Avenue	915 (2009)	1,201	1,543	1,967
	I-90 Eastbound Off-ramp (Exit 85)	to	White Road Interchange	1,566 (2009)	2,055	2,630	3,367
	I-90 Eastbound On-ramp (Exit 85)	from	White Road Interchange	1,123 (2009)	1,473	1,886	2,414
	I-90 Westbound Off-ramp (Exit 85)	to	White Road Interchange	938 (2009)	1,231	1,575	2,017
	I-90 Westbound On-ramp (Exit 85)	from	White Road Interchange	1,508 (2009)	1,979	2,533	3,242
	I-90 Eastbound On-ramp (Exit 80)	from	Bullfrog Road	501 (2009)	657	5,274	11,185
	I-90 Westbound Off-ramp (Exit 80)	to	Bullfrog Road	513 (2009)	673	862	1,103
Major Collector	SR 903	W/O	SR 903 W/ye at west end of White Road Interchange Access	4,818 (2015)	5,451	7,525	10,180
	SR 903 (First Street)	E/O	Yakima Avenue	7,033 (2017)	7,563	12,658	19,181
	SR 903 (First Street) (Eastbound Only)	W/O	Pennsylvania Avenue	3,766 (2018)	3,957	5,374	7,188
							continued

Functional Class	Road Name	(E/O, W/O, S/O, N/O)	Nearest Crossroad	AADT (2007-2017)	AADT (2020)	AADT (2030)	AADT (2040)
Major Collector (continued)	SR 903 (Second Street)	W/O	Oaks Avenue	4,404 (2016)	4,861	6,874	9,450
	SR 903	W/O	Stafford Avenue / South Cle Elum Way	5,810 (2016)	6,413	10,194	15,035
	SR 903 (First Street)	W/O	Peoh Avenue	7,337 (2018)	7,708	10,652	14,421
	West First Street	E/O	North Pine Street	8,205 (2018)	8,620	11,965	16,254
	North Pennsylvania Avenue	N/O	(SR 903) First Street	1,464 (2018)	1,538	1,992	2,573
	South Cle Elum Way (Northbound Only)	S/O	Spring Chinook Way	2,686 (2018)	2,822	3,612	4,624
	North Oakes Avenue	N/O	Railroad Avenue	2,590 (2018)	2,721	6,676	11,739
Minor Collector	Airport Road	E/O	SR 903 Intersection	UNK	UNK	UNK	UNK
Local	Wright Avenue	S/O	Second Street	500 (2018)	525	1,839	3,522
	Second Street	W/O	Wright Avenue	2,397 (2018)	2,518	3,232	4,145
	N Columbia Avenue	N/O	Fourth Street	138 (2018)	145	1,326	2,837
	Pennsylvania Avenue	N/O	Third Street	65 (2018)	68	99	139
	Pennsylvania Avenue	S/O	Third Street	235 (2018)	247	324	423
	Third Street	W/O	Pennsylvania Avenue	475 (2018)	504	644	829

No color in the cell = estimated to be LOS A
Yellow colored cell = estimated to be LOS B
Orange colored cell = estimated to be LOS C
Pink colored cell = estimated to be LOS D
Red colored cell = estimated to be LOS E
Black colored cell = estimated to be LOS F

Estimates based on 2009-2018 counts grown at a 2.5% annual growth rate to be consistent with the method used in the 2017-2037 QUADCO Regional Transportation Plan and shared with Cle Elum through printouts from the Kittitas County Regional Transportation model.

All calculations above are done simply by percentages and do not take into account other LOS contributing factors such as operation of intersections and land use changes other than major developments. Because projects may vary in complexity, a project level LOS study is performed during the Preliminary Engineering of any new construction or reconstruction project which follows the methodologies outlined in the Highway Capacity Manual 2010. More in-depth analysis as described in the HCM 2010 may show results that are different than the simple volume/capacity screening tool used in tables 4-4 and 4-7. In the event of differences, the more in-depth analysis indication of LOS should be used.

The order of evaluation for Level of Service should be: simplified volume/capacity calculations until a facility moves to LOS B. If the facility indicates a LOS other than A, the Regional Travel Demand Model should be used for a land-use oriented, better approximation of travel patterns and flow. If the regional travel demand model indicates a LOS C or worse, a traffic impact analysis should be performed or if a project is of such complexity that it can not be fully represented in the regional travel demand model, a traffic impact analysis should be performed to assess the opening year and forecast impacts on the transportation system.

Because of the significant changes in land use that are planned to occur in Suncadia, other developments in the northern edge of the City Limits, and developments adjacent to the UGA north of the City, these anticipated projections should be checked against observed counts between now and the next update. Final assumptions used in developing the forecast traffic should be shared with Kittitas County, and should be considered to be included in the next update to Kittitas County's Regional Travel Demand Model.

E. Capital Improvement Program

The City's Comprehensive Plan includes the *2019-2024 Six Year Transportation Improvement Program* (Six-year TIP) adopted on June 26, 2018. The Six-year TIP is updated and adopted by the City on an annual basis. Table 4 presents Cle Elum's projects in Cle Elum's *2019-2024 Six-Year TIP* and is considered the current transportation Capital Improvement Plan.

This table show projects with secured (S) funding in at least one phase of the project in white cells and the City's twenty (20) other prioritized planned (P) projects in gray cells. Planned projects require additional funding to move into an active status. Other, more customary transportation maintenance projects such as chipseals are consolidated into one entry in the illustrative table below although they are considered separate projects in the TIP.

The City actively pursues additional funding for transportation projects year-round, so projects may move from a planned status to a secure status any time from January to October. In Cle Elum's Six-year TIP and in Cle Elum's Transportation Element, projects are listed by year, in order of priority, and will be constructed as funding is available.

Every year Cle Elum updates the Six-year TIP and monthly amendments to the TIP are available to the City from January through October. At the development of this Capital Facilities Plan, the City of Cle Elum's complete 2019- 2024 TIP was included in Appendix C. However, because of the ability to amend projects frequently, projects may be added to or removed from the TIP displayed in this Capital Facilities Plan and in the Transportation Element. The latest Cle Elum TIP can be accessed at any time by using the following link:

<https://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm>.

Within the unincorporated portion of Cle Elum's UGA, Kittitas County is responsible for the identification and scheduling of roadway improvements. Identified needs and improvements are reflected in Kittitas County's 2019-2024 TIP adopted on January 7, 2019. The County's 2019- 2024 TIP is available at:

<https://www.co.kittitas.wa.us/public-works/construction/default.aspx>.

To locate individual projects in Cle Elum or Kittitas County that have complete funding and meet the qualifications to be included in the Statewide TIP, please visit the Statewide Transportation Improvement Program at: <http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm>.

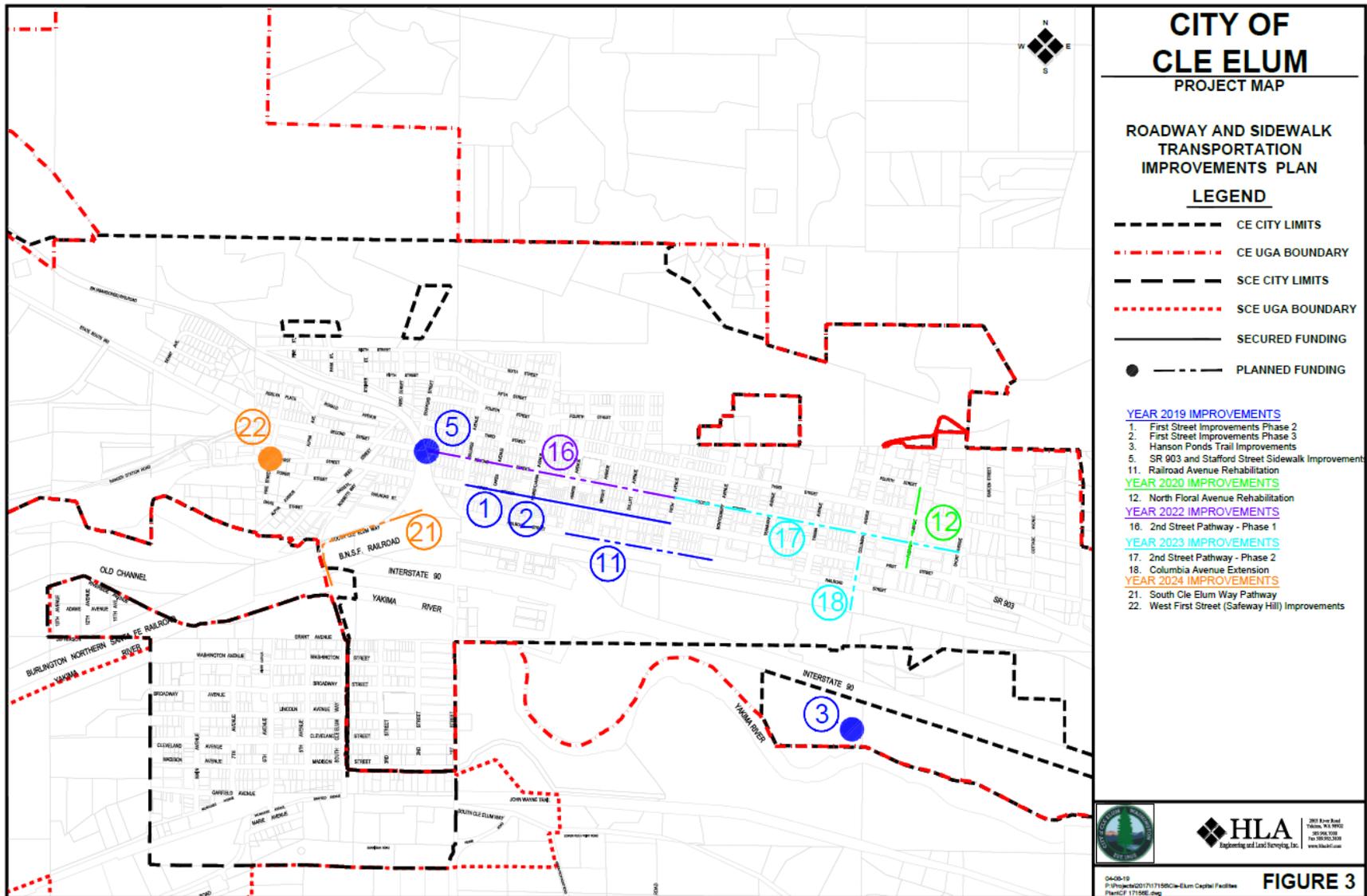
Table 4. Transportation Improvement Program, City of Cle Elum, 2019 to 2024

Priority Number	Project Title	Street	Functional Class	Length (miles)	Start Year	Improvements Needed	Estimated Cost	Funding Source
1	First Street Improvements Phase 2 – Stormwater Improvements	First Street - Billings Avenue to Peoh Avenue	07	0.510	2019	Construction of storm drainage piping and catch basins along the corridor, coordinated with future Phase 3 improvements.	\$910,000	CDBG and STP(R)
2	First Street Improvements Phase 3 – Downtown Revitalization	First Street – Billings Avenue to Peoh Avenue	07	0.510	2019	Design downtown reconstruction including new sidewalks, curb, gutter, bulbouts, illumination, landscaping, and amenities.	\$710,000	STP(R) and PWTF
3	Hanson Ponds Trail Improvements				2019/2020	Construction of a new pedestrian bridge, restrooms, parking facilities, picnic area, and signage.	\$435,000	RCO
4 7 8 9 10 13 14 15 19 20	Chipseals	Various locations	Local	Varies	2019 2019 2019 2019 2019 2020 2021 2022 2023 2024	Chipseal and sweep locations throughout the City.	\$4,100– \$62,800 for each priority project	REET
5	SR 903 and Stafford Street Sidewalk Improvements	SR903 – Stafford Street Intersection	07	0.630	2019/2020	Construct Curb, gutter, sidewalk with curb ramps including flashing beacons.	\$581,500	SRTS
6	HMA Overlays	Various locations	Local	1.200	2019	HMA overlay the following locations: Madison Street, Second Street to End; and South Railroad Street, Oakes Avenue to Owens	\$184,400	REET

Priority Number	Project Title	Street	Functional Class	Length (miles)	Start Year	Improvements Needed	Estimated Cost	Funding Source
11	Railroad Avenue Rehabilitation	Railroad Avenue - Harris Avenue to Montgomery Avenue	Local	0.230	2019	Grind and overlay asphalt surface, cement treated base, pavement markings, and ADA curb ramps.	\$400,000	TIB
12	North Floral Avenue Rehabilitation	North Floral Avenue – East First Street to East Fourth Street	Local	0.210	2020	Construct cement treated base and HMA overlay.	\$400,000	TIB
16	2 nd Street Pathway – Phase 1	2 nd Street – Stafford Street to Peoh Avenue	07	0.630	2022	Construct multi-use pathway adjacent to roadway.	\$280,000	TIB
17	2 nd Street Pathway – phase 2	2 nd Street – Peoh Avenue to Short Avenue	Local	0.700	2023	Construct multi-use pathway adjacent to roadway.	\$313,000	TIB
18	Columbia Avenue Extension	Columbia Avenue – 1 st Street to Railroad tracks	Local	0.100	2023	Grind and overlay existing roadway. Extend roadway to railroad tracks and install railroad crossing equipment and pad.	\$927,000	TIB
21	South Cle Elum Way Pathway	South Cle Elum Way – Railroad Street to the bridge over the Yakima River.			2024	Construct multi-use pathway.	\$120,000	TIB
22	West First Street (Safeway Hill) Improvements	West First Street – South Pine Street Intersection	07	0.100	2024	Construct curb, gutter, sidewalk links, bulbouts, flashing beacons, and pavement markings.	\$400,000	TIB

* These are customary State and Federal funding sources and are reasonably expected to be available – see Appendix C for CDBG, PWTF, and STP definitions.

Figure 3 – Cle Elum’s Transportation Projects – 2019-2024



F. Major Capital Facilities Considerations - Transportation

- The City has identified several projects on its Six-year Transportation Improvement Program (TIP). If these projects are not funded through state or federal programs, what other funding sources would be available?
- In other cities, Transportation Benefit Districts (TBDs) within cities' boundaries have been formed allowing those cities to collect \$20.00 or more per car license renewal to support transportation improvements. Should the City consider forming a TBD and collecting fees? If so, how much per year does the City anticipate collecting per year and how much other funding can the dedicated local revenue leverage if it's used for funding match at a rate of 10% or 20%?
- What is the trend for delivering projects included in the TIP? What are some examples of financial and coordination effects to be mindful of when delaying or advancing projects once a timeline has been set in a Capital Improvement Plan?
- The urban growth area defines where the City is financially capable of providing urban services and the areas it may ultimately annex. If these areas request annexation, how will the City bring these areas up to levels of service standards for streets, lighting, sidewalks, etc.?
- What improvements to the transportation network will support the City's goals in other areas, especially land use and economic development? Have past trends in the correlation between transportation improvements and economic development been recorded and used for anticipating future quantifiable benefits?
- What are the present and future mobility needs in the City of Cle Elum, and how can they be met?
- Proximity to I-90 presents additional opportunities for traveler-oriented development. What improvements to the transportation network will help the City capitalize on those opportunities? If the City wishes to maintain a traditional central business district, how can the transportation system be used to further that goal?
- Snoqualmie Pass sometimes closes for inclement weather events leaving stranded traffic including freight trucks waiting in Cle Elum for the pass to reopen. What volume of traffic is present in Cle Elum during these events, and how can the City plan for these events to accommodate anticipated volumes for parking and lodging?
- The City's recent planning activities include developing a *Bicycle and Pedestrian Plan* and a *Parks and Recreation Plan*. Are all prioritized transportation projects and programs being used to update the Six-year TIP and shared with other regional and state plans for inclusion?

G. Recommendations - Transportation

1. Street maintenance in Cle Elum has been and will continue to be based upon the greatest need. Budget constraints limit available funding for these projects, and maintenance needs should continue to be identified and prioritized on a continual basis.
2. All new streets and existing streets needing reconstruction shall be built to the City's street standards where possible.
3. All the streets in Cle Elum need seal coating on a regular basis in order to maintain their state of good repair. A revolving maintenance schedule has been developed for this purpose and should be followed.
4. The City should continue seeking the funding necessary to complete the transportation improvements identified in the Downtown Revitalization Plan.
5. As the City develops a separate Stormwater System Plan, those projects with primarily stormwater elements should be transferred in the Capital Facilities Plan from the Transportation section to the Stormwater section. The coordination of stormwater and transportation projects should continue.
6. The City should consider completing an Origins and Destinations Study to determine the impact of traffic on the City-owned streets by neighboring communities using the centralized services and businesses in Cle Elum. The quantification and identification of users of the City's infrastructure can help Cle Elum have infrastructure investment discussions in the greater region.
7. The City should share the land use assumptions and planned projects with Kittitas County planners as ongoing information sharing for a model run to be performed with the Regional Travel Demand Model. The City should closely review the model run results and if the model confirms locations in Cle Elum's transportation system fails, the next analysis step should be performed to identify where traffic impacts are originating.
8. There should be close coordination between the City and the County regarding the representation of the City's infrastructure and land use assumptions during the next regular update of the Kittitas County Travel Demand Model.
9. During preparation of the Transportation Element for the Comprehensive Plan update, Cle Elum found the current and future land use assumptions in the Countywide QUADCO Travel Demand Model set to need refinement. The City has contracted with Kittitas County's modeling consultant to provide all necessary information to best represent Cle Elum in the Countywide travel demand model. Once the update is complete, the City will replace all forecasted volumes and LOS in Table 3, review all findings in the deficiencies section of this Transportation Element, and make any necessary adjustments to planned programs and projects for continued identification of priorities. If significant changes are needed, Cle Elum will include those changes in one of the annual Comprehensive Plan amendments before the next Comprehensive Plan update.

10. The City should be an active and primary partner in developing the connective multi-modal pathway connecting the Coal Mines Trail to the John Wayne Trail.
11. The City should remain active in the coalition developing the concept of a public transit loop connecting the communities of Ellensburg, Cle Elum, Roslyn, and Ronald.
12. The City should remain an active partner in WSDOT process of strategizing practical solutions to the issues discovered during the Corridor Sketch Initiative.
13. Improvements for Railroad Street and additional Rail crossing should be fully developed.

DOMESTIC WATER SYSTEM

A. Background

In 2015, the City of Cle Elum and South Cle Elum cooperatively completed a comprehensive *Water System Plan* (WSP) in accordance with Washington Administrative Code, WAC 246-290-100 and WAC 246-291-140. The complete Water System Plan is available at Cle Elum City Hall. A full discussion of the characteristics of Cle Elum's domestic water facilities and services, the full assessment of the capacity of facilities, and the forecast needs based on projections for future growth are included here by reference to the WSP.

The principal goal of water system planning is to make efficient use of available resources. This is accomplished by making decisions about water system capital improvements and operations which are in accordance with overall system policies and directions expressed in a utility's water system plan.

An equally important reason for developing a water system plan is to assure orderly growth of Cle Elum's system while maintaining reliable delivery of high-quality water. The plan is intended to guide water utility actions in a manner consistent with other activities taking place in the community.

The water system plan is intended to look ahead at least twenty years into the future. Development of a definite improvement schedule and financial program is required for the first six-year period, while the planning approach for the second period may be more conceptual. The Water System Plan will need to be updated on or before February 1, 2022.

B. Water System Facilities Inventory

The system is classified as a Group 2 system as defined by the State of Washington. The system jointly serves all residential, commercial and industrial customers within the City of Cle Elum and the Town of South Cle Elum. When elements of the joint system can be discussed separately, Cle Elum-specific inventories and statistics will be discussed in the Capital Facilities Element.

1. **Source** - Four (4) sources supply water to the reservoirs. Two (2) major water supply sources owned by the City of Cle Elum are surface water sources on the Yakima and Cle Elum Rivers. These two (2) river sources pump water to the Cle Elum water treatment plant for filtration and chlorination before entering the distribution system. The current capacity of the water treatment plant is 4,000,000 gallons a day (4.0 MGD) or 2,778 gallons per minute (2,778 GPM).

The Town of South Cle Elum owns two (2) ground water sources (Well No. 1, and Well No. 7) which have a combined pumping capacity of 300 GPM. The maximum supply capacity from all sources of the combined Cle Elum/South Cle Elum system is 3,078 GPM or just over 4.43 million gallons per day.

2. **Storage** - The domestic water system in Cle Elum consists of a municipal water supply system on three (3) distribution pressure zones. Zone 1 is served by three reservoirs: a 200,000 gallon steel reservoir owned by South Cle Elum; a 100,000 gallon concrete reservoir owned by Cle Elum on the east side of the system; and a refurbished 500,000 gallon concrete reservoir owned by Cle Elum located between pressure Zone 1 and

Zone 2 (this reservoir, known as the Zone 1.5 reservoir, receives water from Zone 2 and routes water to two (2) Zone 1 reservoirs. A single 500,000-gallon steel reservoir owned by Cle Elum serves pressure Zone 2. A single 1.4-million-gallon steel reservoir owned by Cle Elum serves pressure Zone 3. The total reservoir capacity of the combined Cle Elum/South Cle Elum system is 2.7 million gallons.

Table 5. Capacities of the City of Cle Elum's Water Reservoirs

Facility	Description	Location	Total Capacity (gallons)	Year Built	Condition
Zone 1 East Reservoir	Reinforced concrete	North of Cottage Avenue	100,000	Unknown	Good
Zone 1 South Reservoir ¹	Steel	South of 5 th Street	200,000	Refurbished in 2004	Good
Zone 1.5 Reservoir	Reinforced concrete	North end of Stafford Street	500,000	Refurbished in 2003	Very Poor
Zone 2 Reservoir	Steel	North of Zone 1.5 Reservoir	500,000	2003	Good
Zone 3 Reservoir	Steel	Reservoir Road (Suncadia)	1,400,000	2003	Good

¹This reservoir is owned by Town of South Cle Elum.

3. Distribution - The distribution system consists of over 113,200 lineal feet of water pipe consisting of galvanized, cast iron, ductile iron, steel, asbestos cement, and PVC materials. The majority of the distribution system is construction of PVC materials. Pipe sizes range from 2 to 16-inches in diameter. Table 6 below summarizes the City's distribution system.

Table 6. Summary of the City of Cle Elum's Water Distribution System – Sizes of Pipes

Size of Pipe	Length (feet)	Percent
2-inch	2,290	2.0%
3-inch	220	0.2%
4-inch	15,720	13.9%
6-inch	14,360	12.7%
8-inch	28,480	25.1%
10-inch	1,330	1.2%
12-inch	36,370	32.1%
16-inch	14,480	12.8%
Total	113,250	100%

The majority of the system is generally looped where possible and provides flow from two (2) directions at most locations in the system. However, a few dead-end lines do exist, which result in a few areas of water stagnation.

4. Telemetry and Control - The water system is controlled by a telemetry system installed at Cle Elum's water treatment plant. The system monitors the status and production rate of the system, reservoirs levels, and water treatment functions.

C. Current and Future Demand

The WSP forecasts the future growth and demand on the system. Factors influencing demand include population, type of residential development, per capita income, types of commercial and industrial enterprises, climate, use of water for irrigation and anticipated changes to the price structure.

The system serves a variety of customer types ranging from single family residential to industrial enterprises. Each type of customer puts a unique demand on the system. For planning purposes, each customer type is evaluated in terms of equivalent residential units (ERU). One ERU is the demand of an average single-family home in the system. Commercial uses are assumed to have an ERU of 4.4 per connection, while each City park is assumed to have an ERU of 46.3. This system facilitates the forecasting of future demands. Table 7 summarizes existing demand and demand forecasts for various years through 2037 as reported in the 2014 Water System Plan.

Table 7. Summary of the City of Cle Elum's Existing and Future Water Demands

Year	No. of Services	ERUs	Average Daily Demand (gallons)
2013	1,077	1,873	320,258
2019	1,243	2,320	452,980
2023	1,382	2,570	501,663
2033	1,802	3,283	640,914

Based on these forecasts the number of services and ERUs is expected to steadily increase resulting in increased demands on the system. A more robust discussion about peak demand is included in the 2015 Water System Plan.

In 2003, the Washington State Legislature passed the Municipal Water Supply-Efficiency Requirements Act. The Act was a multi-year effort to reform the state's water laws. The Water Use Efficiency (WUE) Rule requires municipal water systems to report collect and consumption data, forecasts of future demands, evaluation of system leakage, evaluation of water rate structures, and implementation of measures. Chapter 4 in the 2015 Water System Plan satisfies the WUE requirements and adds planned actions by the City of Cle Elum in a variety of water shortage or water loss events.

D. Capital Improvement Program

Throughout the 2015 Water System Plan, generally summarized at the end of each chapter, are descriptions of deficiencies, concerns, and recommendations to address them. The Capital Improvement Program is a listing of planned actions and projects identified by the potential year the project or action will be necessary and an estimate of the cost to accomplish the action or project.

The recommended improvements from the Water Systems Plan are divided into two categories: Table 8 The City of Cle Elum’s Schedule of Recommended Domestic Water Operations and Maintenance (O&M) Improvements (Years 2014-2033); and Table 9 The City of Cle Elum’s Schedule of Recommended Major Capital Improvements (Years 2014 through 2033). The prioritized improvements are shown on Figure 4.

In each improvement category table, the project name of the recommended improvement and estimated project costs were transferred from the 2015 Water Systems Plan. Greater detail and estimate assumptions can be found in Chapter 8 of the 2015 Water Systems Plan. Some projects with an initially planned implementation year prior to 2018 may be included in both project lists as securing funding may be an ongoing endeavor.

The O&M improvements shown in Table 8 are necessary for system operation and maintenance of existing facilities, including well and reservoir rehabilitation, water use efficiency (WUE) measure implementation, and other miscellaneous improvements.

Table 8. The City of Cle Elum’s Schedule of Recommended Domestic Water Operations and Maintenance Improvements (Years 2014-2033)

Priority Number	Improvement Description	Estimated Cost in 2017 Dollars	Completion Year	Funding Source
1	Source and Service Meter Calibration	\$6,100	Annually	City water fund
2	Fire Hydrant Replacements / Installations	\$3,650	Annually	City water fund
3	In-House Water Main Replacement	\$36,600	Annually	City water fund
4	Wellhead Protection Plan Update	\$600	During Even Years	City water fund
5	Reservoir Cleaning and Inspection	\$7,300 - 11,000	Alternating Annually	City water fund
6	DOH Sanitary Survey	\$5,000	Every 5 years (2018)	City water fund
7	Pump Replacement (Well 1 & 7 rehab)	\$125,000	2015	City water fund
8	Customer Complaint Program	\$0	2020-2033	City water fund

Note: Improvement costs for years following 2015 include 5% inflation per year.

The recommended major capital improvements, shown in Table 9, are those necessary to improve a system deficiency such as fire flow, source and/or storage capacity, water quality, or replacement of aging and/or undersized system components.

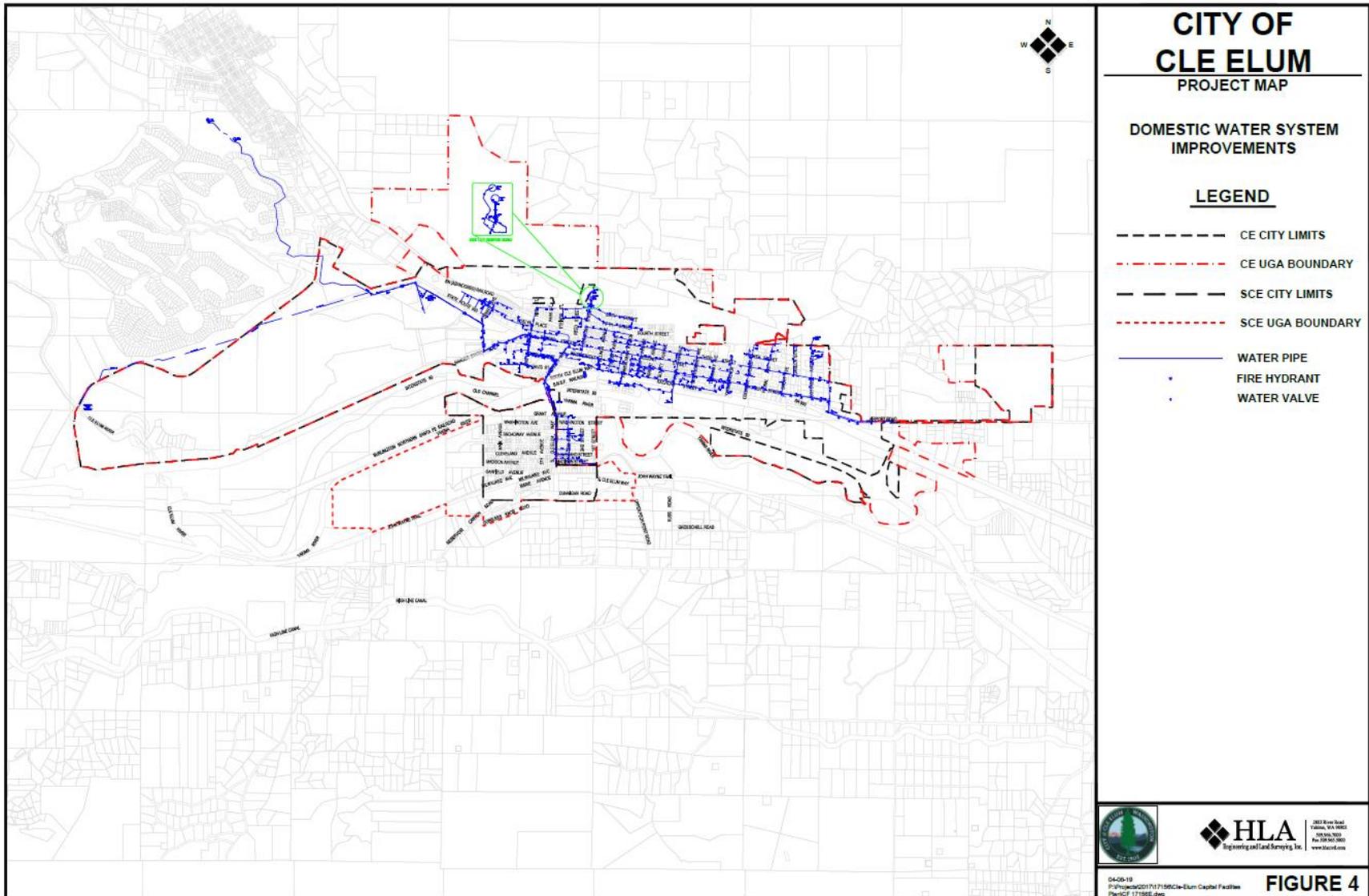
Future planning improvements are also identified in Table 9 as necessary to accommodate system expansions serving future service areas. The future planning improvements are more expensive and will customarily require grants or loans to accomplish.

Table 9. The City of Cle Elum's Schedule of Recommended Major Capital Improvements (Years 2014 through 2033)

Priority Number	Improvement Description	Estimated Cost in 2014 Dollars	Completion Year	Estimated Cost in Year of Expenditure Dollars	Funding Source
1	Reed Street and Second Street Hydrant	\$12,900	2014	\$12,900	City water fund
2	West Cle Elum Business Park Loop	\$80,600	2014	\$80,600	City water fund
3	Garden Street Water Upsizing	\$171,900	2015	\$171,900	City water fund
4	N. Peoh Avenue Watermain Loop	\$204,500	2015	\$204,500	City water fund
5	WTP Filter Expansion	\$2,958,700	2015	\$2,958,700	Private
6	Davis Street Watermain Upsizing	\$101,150	2016	\$101,150	City water fund
7	Oakes / Billings Avenue Watermain Loop	\$257,450	2016	\$257,450	SFR Loan/City
8	Gobbler's Knob Slipling	\$359,225	2016	\$359,225	Loan/Town
9	Reservoir Inlet/Outlet Main Replacement	\$145,900	2017	\$145,900	Loan/Town
10	Oakes Avenue Watermain Loop	\$204,700	2017	\$204,700	Grant/City
11	Railroad Street Watermain Upsizing	\$698,900	2018	\$698,900	Grant
12	Water System Plan Update	\$128,000	2019	\$128,000	City/Town
13	Fourth Street Watermain Upsizing	\$152,500	2020-2033	\$152,500	City water fund
14	Garden Street Water Upsizing	\$94,750	2020-2033	\$94,750	City water fund
15	Railroad Street to Yakima Avenue Looping	\$181,950	2020-2033	\$181,950	Loan/City
16	South Cle Elum Way Looping	\$96,050	2020-2033	\$96,050	City water fund
17	South Cle Elum Way Upsizing	\$351,250	2020-2033	\$351,250	Grant/City
18	Third Street to Second Street Upsizing	\$140,600	2020-2033	\$140,600	Grant/Loan
19	Yakima River Screen Improvements	\$2,259,300	2020-2033	\$2,259,300	Grant/Loan
20	Railroad Street to South Cle Elum Way Water	\$162,650	2020-2033	\$162,650	Grant/Loan
21	Second and Reed Water Realignment	\$99,500	2020-2033	\$99,500	Grant/Loan
22	NW Quad of South Cle Elum – AC Replacement	\$956,700	2020-2033	\$956,700	Grant/Loan
23	NE Quad of South Cle Elum – AC Replacement	\$1,050,350	2020-2033	\$1,050,350	Grant/Loan
24	SW Quad of South Cle Elum – AC Replacement	\$745,225	2020-2033	\$745,225	Grant/Loan
25	SE Quad of South Cle Elum – AC Replacement	\$1,036,575	2020-2033	\$1,036,575	Grant/Loan
26	WTP Filter Expansion	3,596,300	2020-2033	\$3,596,300	Grant/Loan

Note: Improvement costs for years following 2015 include 5% inflation per year.

Figure 4 – Cle Elum’s Domestic Water System Projects – 2014-2033



E. Water System Funding

There are five basic categories of potential financing for domestic water-related improvements:

1. Local Public Enterprise Funds
2. Use of Local Public Powers
3. State Assisted or Guaranteed Resources
4. Federally Assisted or Guaranteed Resources
5. Private Development

A combined funding opportunity section is placed in Appendix D. Since much of the funding opportunity information is common between domestic, wastewater, and stormwater facilities, a common section for these categories is placed there instead of separate tables for funding opportunities.

F. Major Capital Facilities Considerations – Domestic Water System

- Since the next update to the WSP is due in February 2022, the City will likely begin the update in 2020.
- In 2015, the current and forecasted physical capacity of the water system was evaluated and the one limiting system component by 2033 was found to be the treatment capacity. This limiting factor was considered and prepared for when the treatment plant was constructed. Currently, two (2) 2.0 MGD filter trains were constructed and expansion space remains for an additional two (2) 2.0 MGD filter trains. Once constructed, the additional two (2) filter trains will provide enough treatment capacity to meet and exceed the forecasted need.
- Standby storage: the Yakima River diversion is the system's largest source of raw water supply. The Yakima River diversion has an emergency power source and two (2) irrigation pumps that can be used if one (1) of the raw water pumps is out of service. The combined water capacity of the Cle Elum River source and the South Cle Elum wells can deliver 4.5 MGD if there are water quality issues with the Yakima River diversion source.
- Fire suppression storage: The City of Cle Elum's fire suppression storage exceeds the Department of Health's requirement.
- Fire flow: One area in the City of Cle Elum has no fire protection, which is due to lack of a nearby hydrant and inadequate fire flow in the area. This area is identified in the WSP as deficient and improvements are recommended to bring this area into compliance. As a result of hydraulic modeling, thirteen (13) nodes were identified as deficient for fire flow. Recommended improvements will increase hydrant capacities at several of these locations.
- Equalizing storage: With the current configuration, the equalizing storage total reduces to none (0) by 2023. The system's future maximum capacity will be increased to 5,900 GPM with the planned improvements of a Cle Elum River water diversion structure and two (2) additional filter trains in the WWTF.

- Operational storage: The forecasted number of starts per hour with all four (4) filter trains in operation is well below the Department of Health recommendation.
- Total storage: The current available storage capacity is adequate to meet existing and future needs through the year 2033.

G. Recommendations - Domestic Water System

1. There are no flow tests with which to fully calibrate the hydraulic model. To provide references for future hydraulic model calibration, the City or Fire Department should conduct pressure and flow tests at representative locations throughout the distribution system.
2. Since the next update to the WSP is due in February 2022, the City will likely begin the update in 2020.
3. The water treatment plant will need to add two (2) additional filter trains to accommodate future capacity demand as specified in the WSP.
4. Several locations within the City of Cle Elum were identified in Figure 3-5 of the WSP as having insufficient flow capacities or no fire protection. Recommendations for the deficiencies are listed in the Summary of System Deficiencies and Recommended Improvements section of the Executive Summary of the WSP. Many of the remedies include upsizing pipes, looping certain pipelines, and adding fire hydrants. In the next update, the City should reassess the project priorities and track the progress made in achieving the recommendations.
5. Some watermains within the Cle Elum/South Cle Elum water system are in need of upsizing or looping to improve existing and future fire protection and provide water service for future growth. Some aging pipes require replacement to prevent water loss to the system. The Summary of System Deficiencies and Recommended Improvements section of the Executive Summary of the WSP provides a summary of the watermains in need of replacement, upsizing, or looping.
6. In order to fund the recommended water system improvements discussed in the WSP, a proposed financial program was developed and is provided in Table 9-8 – Cle Elum Proposed Water System Financial Plan and Table 9-10 – South Cle Elum Proposed Water System Financial Program in Chapter 9. Both proposed financial programs incorporated projected operations, improvements, and loan costs for the six-year period of 2014 - 2019. Projected revenues and expenditures of the water system included growth factors and inflation rates, in addition to the recommended rate increases, to account for estimated growth within the City, as discussed in Chapter 9 of the WSP.
7. A review of the project lists compared to accomplished tasking, reveals that Cle Elum will need to review the strategy and scheduling of projects in the future as the schedules for the improvements slid in some cases through the entire planning period without accomplishment. The reasoning may be due in part because of significant staff turn over in planning and public works staff over the last three years.

STORMWATER SYSTEM

A. Background

Cle Elum has been actively working on separating the treatment of stormwater from the City's sanitary sewer system. Stormwater entering the sewer system consumes capacity unnecessarily on the sewer system especially at the regional wastewater treatment plant and dilutes the treatment process at the plant. For more in-depth background on the stormwater's contribution of Inflow and Infiltration (I&I) to the sanitary sewer system see that section of the Capital Facilities Plan.

Historically, the stormwater system has been considered an element of the street system. Stormwater improvements were funded by inclusion in transportation projects in Cle Elum's Six-year Transportation Improvement Program; no separate fees were collected to maintain or expand stormwater facilities. The City's current passive stormwater treatment facilities include 12-inch and 24-inch storm drain lines, catch basins, swales, and infiltration trenches. Some of the stormwater system is connected to an open wasteway. Much of the system is over thirty (30) years old, discontinuous, undersized, and difficult to keep well maintained. The current stormwater system is presented on Figure 5.

The City of Cle Elum initiated and has been making progress on a Downtown Revitalization effort, especially along First Street between Billings Avenue and Peoh Avenue. In 2017, the City prioritized stormwater improvements in Phase 1 of the Downtown Revitalization to address unsafe conditions of stormwater ponding/wintertime icing, deteriorating pipes, plugged pipelines, and flooding from undersized or blocked inlets. Phase 1 included replacing undersized storm drains, connecting stormwater piping to effectively remove stormwater from the sanitary sewer, increasing the number and size of catch basins, and increasing run-off collection points to remove sediment and debris. Phase 1 was completed in 2018.

As Phase 1 was being constructed, the City further focused on planning for and funding stormwater projects through developing separate stormwater utility fees. The separation of stormwater from the street infrastructure budgeting should not preclude cooperative scheduling between the two (2) infrastructure systems. After the City collects separate stormwater fees, an associated improvement program with a dedicated list of priority projects and a budget will be developed in 2019.

B. Stormwater System Inventory

The City of Cle Elum is preparing to develop a 2019/2020 General Sewer Plan. In April 2019, the City is completing a purchase of a video system for assessing conditions of piping throughout the City. A secondary use for the equipment is to inventory and assess the stormwater system.

C. Capital Improvement Program

The initial concentration of inventorying, assessing, and constructing stormwater facilities started with improvements that could be made prior to and in cooperation with the budgeted WSDOT resurfacing project on First Street (aka SR 903). WSDOT maintains sections of Second Street and First Street through the City of Cle Elum since those segments are considered segments of a state highway. The repaving project was initially scheduled for Spring 2020 and the City was seeking funding for any underground utility improvements before the project was completed

because once WSDOT has repaved a state facility, they highly encourage not to excavate new pavement for a minimum of five (5) years.

The intersection of First Street and Peoh was constructed incorporating all the infrastructure improvements and amenities included in the Downtown Revitalization Plan. The City intends to reconstruct each intersection in the downtown core to the same level of detail for the entirety of the First Street section between Peoh Avenue and Billings Avenue.

In addition to stormwater from roadway run-off finding its way into the sewer system, rooftop run-off has also been a contributor to the unmanaged I&I inappropriately using the sewer system for treatment. The roof run-off will use dedicated stormwater facilities as the system is constructed and since the swales, catch basins, and piping will be right-sized, intersection ponding/flooding/icing will be eliminated during rain or snow melting events increasing safety for drivers and pedestrians alike in the downtown business core.

The new stormwater infrastructure will reduce maintenance call-in demands due to undersized screens and catch basins, thereby decreasing expenses associated with personnel responding at any time in the day or night and reducing the exposure of City staff to clear impacted drains and screens during inclement weather.

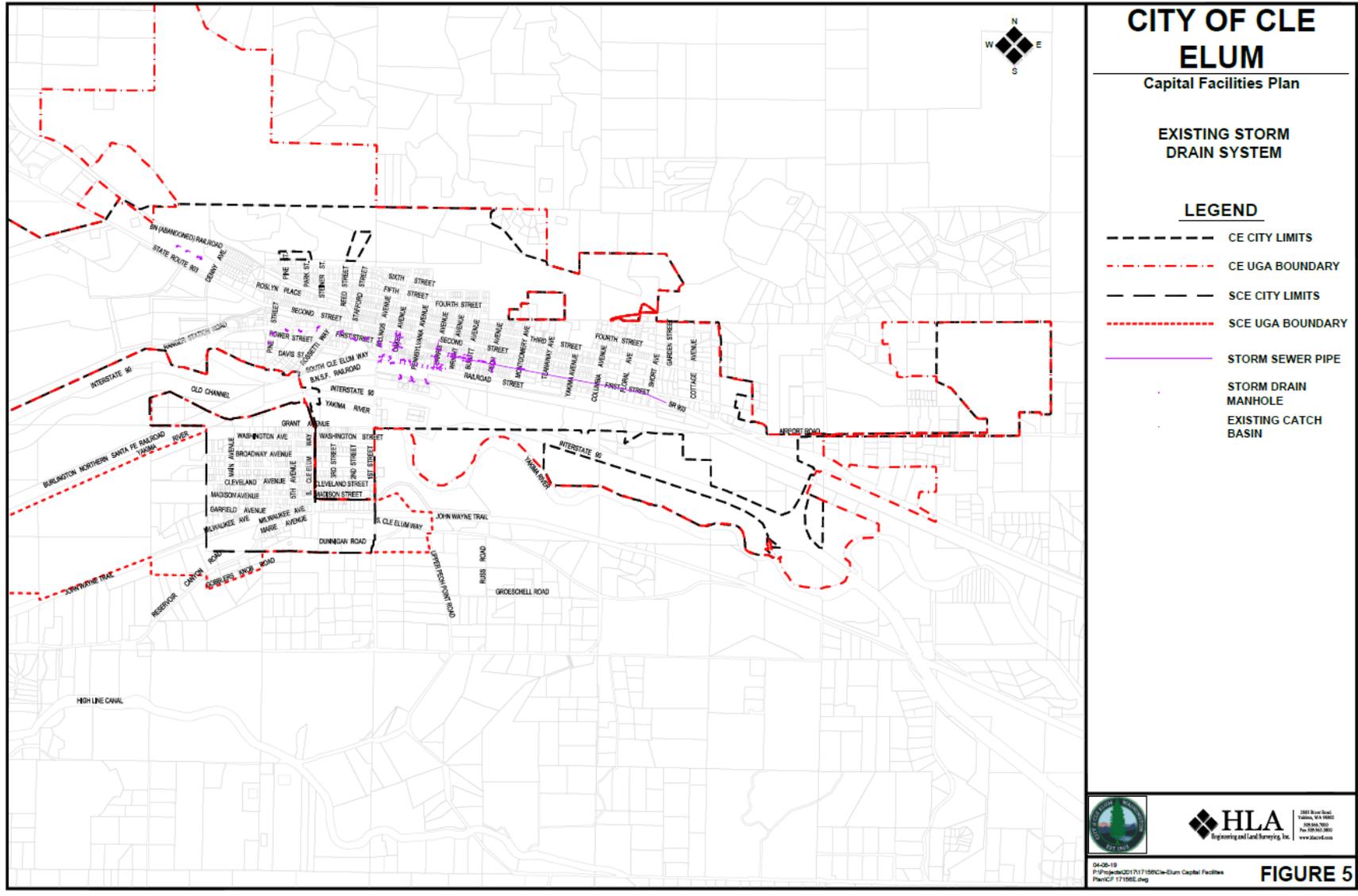
The catch basins being installed will increase the ability of the stormwater system to remove debris and includes an oil/water separator. Maintenance inspections for debris and to remove the stored oil in the separator may increase the budget necessary to ensure proper operation once constructed.

After the City uses the video equipment purchased for the sewer system inventory and assessment, the equipment can be used for stormwater inventory and assessment. Just as in the case of prioritization of sewer pipes after inspection into high, medium, and low priority depending on condition, the City can prioritize replacing the existing stormwater drain piping based on the conditions as assessed after video-taping and evaluation.

A comprehensive Capital Improvement Program will be provided as part of the development of the 2019/2020 General Sewer Plan. Upon completion of the General Sewer Plan, the City will amend the Capital Facilities Element (Plan) in the City's Comprehensive Plan with a Stormwater Six-year Capital Improvement Program showing a list of projects, projected costs, and specific revenue sources by which to accomplish the improvements.

A combined funding opportunity section is placed in Appendix D. Since much of the funding opportunity information is common between domestic, wastewater, and stormwater facilities, a common section for these categories is placed there instead of separate tables for funding opportunities.

Figure 5 – Cle Elum’s Stormwater System



SANITARY SEWER SYSTEM

A. Background

Currently, all portions of the City are sewered. As part of an interlocal agreement between the City of Cle Elum, City of Roslyn, the unincorporated community of Ronald and the Pineloch Sun III development in the Ronald UGA, Town of South Cle Elum, and the private Trendwest Investment development known as Suncadia, Cle Elum's wastewater treatment plant underwent a major expansion in 2005 with intention that the expansion had a thirty (30) year build out. The interlocal agreement allocated capacities to each of the project sponsors. In July 2006, the Upper Kittitas County Regional Wastewater Treatment Plant (WWTP), owned and operated by the City of Cle Elum, began servicing Roslyn and Ronald. The City of Cle Elum has contracted with Veolia Water North America – West LLC (Veolia Water) to operate the WWTP. The rating of the WWTP current maximum month flow is not to exceed 3.6 million gallons per day (MGD) according to Cle Elum's National Pollutant Discharge Elimination System Waste Discharge Permit No. WA0021938.

Table 10. The City of Cle Elum's Flows and Waste Loading Maximums

Parameter	Design Quantity
Monthly average flow (max. month)	3.6 Million gallons per day (MGD)
Instantaneous peak flow	10.5 Million gallons per day (MGD)
BOD ₅ influent loading	4,863 pounds per day (lbs./day)
TSS influent loading	3,753 pounds per day (lbs./day)

The influent data to the WWTP is collected by Veolia Water and when the combined influent flows from 2007-2017 are graphed, the trends show the maximum month of yearly combined flows occur typically in March (maximum flow approximately sixty (60) million gallons in 2014 and 2017) and the minimum flows typically occur in October (consistently less than fifteen (15) million gallons). Veolia Water now monitors the influent data by each community as well. The completeness and length of data collected for each partner and included in the 2017 Capacity Analysis varied due to the timing of installed monitoring equipment. However, preliminary measurements of each partners' contribution of Infiltration and Inflow (I&I) were calculated in the Capacity Analysis.

I&I gives an indication of extraneous flow introduced to the sanitary sewer collection system through leaking pipes, manhole joints, basement sumps, and roof drains. If a City or Town has high I&I, then unanticipated water is entering the collection system and using unnecessary capacity at the wastewater treatment plant. Both the City of Cle Elum and the Roslyn/Ronald combined system had significantly higher I&I rates when compared to the Town of South Cle Elum and Suncadia. All partners of the interlocal agreement have been discussing the reduced number of future connections allowable to the regional WWTP if I&I is not reduced. The 2017 Capacity Analysis concludes with an analysis showing that without reductions in I&I, the WWTP partners may need to adjust the original number of 8,582 potential ERUs to 6,014 ERUs, effectively reducing the number of ERUs by approximately 30%. Cle Elum is undertaking a thorough General Sewer Plan development in 2019/2020 to further investigate how to reduce their I&I contribution to the wastewater system.

Treatment plant capacity improvements, a comprehensive inventory and assessment of the sanitary sewer collection system, sanitary sewer collection system improvements and replacements, and strategies for scheduling and funding all needed improvements will be identified as parts of Cle Elum's comprehensive General Sewer Plan in 2019/2020. The General Sewer Plan (GSP) will be based on population and land use estimates consistent with Cle Elum's Comprehensive Plan, Roslyn's Comprehensive Plan, and the Kittitas Comprehensive Plan (smaller rural community planning is included in Kittitas County Comprehensive Plan

By Washington State regulation, general sewer plans are required to contain maps showing sources of water supply, water storage reservoirs, water treatment plants, and water transmission lines. General sewer plans are required to satisfy the Washington Administrative Code, WAC 173-240-050. The following major components are being planned for in the General Sewer Plan:

- Definition of the planning area, determination of the areas in and around Cle Elum most likely to grow, and the projected population increases;
- Development of estimates for the current quantity of wastewater and the projected quantity to be generated within the planning area;
- Evaluation of the capacity and condition of the existing sewer system, including lift stations;
- Recommendations for extension of the existing sewer system, including lift stations;
- Development of design standards for extension of sewers and for lift stations;
- Development of policies for the extension of sewer service;
- Review and evaluation of the existing treatment and disposal facilities; and
- Development of policies for the extension of sewer service.

This section of the Capital Facilities Plan precedes the 2019/2020 General Sewer Plan development and summarizes the known existing conditions and future estimates of sanitary sewer collection, treatment, and disposal facilities.

B. Overall Sanitary Sewer System Performance

To prepare for the development of Cle Elum's GSP, the City of Cle Elum and other partners have taken preliminary efforts by initiating inventories, recording uses by each partner of the Upper Kittitas County Regional Wastewater Treatment Plant (WWTP), and assessing the existing condition of sanitary sewer collection systems.

In April 2015, the City of Cle Elum submitted an Infiltration and Inflow (I&I) Evaluation Report and Wasteload Assessment to Department of Ecology. All partners suspected that although the wastewater system was operating well within design capacity, I&I was becoming an increasing issue and was decreasing capacity at the WWTP. The two (2) basin Sequential Batch Reactor treatment system is designed to serve a population of 18,956 (Cle Elum's forecasted population for 2040 is 4,041, LU Element – Table 5). The Town of South Cle Elum has since implemented a progressive I&I reduction program.

Since connections can be made for a mix of residential, commercial, and industrial purposes, each connection is evaluated in a measure called Equivalent Residential Units (ERUs). Based on typical flows per ERU, the WWTP capacity was calculated at 8,582 ERUs in 2005. The Capacity Analysis reported that 3,343 of the WWTP allocated 8,582 ERUs were connected by all partners at that time. Specifically, Cle Elum has an allocation of 3,390 ERUs which equates to approximately 46.8% of the flow capacity of the WWTP. In 2017, the numbers of ERUs connected by Cle Elum was 1,384.

In 2017, the WWTP received a Department of Ecology “Wastewater Treatment Plant Outstanding Performance” award for full compliance of all performance measures during the entire year of 2016.

In December 2017, the City of Cle Elum completed a *Regional Sanitary Sewer Capacity Analysis* (Capacity Analysis) to estimate the I&I in the sanitary sewer system and determine the differences between the capacities allocated to the partners in the original 2002 agreement (in preparation of the 2005 WWTP expansion) and the observed maximum monthly flows through trend analysis over the last few years. The results will help the partners revisit the terms of the most current (fourth amendment) amendment to the original agreement. The results of the Capacity Analysis show capacity of the WWTP is being used at a higher than anticipated rate per connected ERU (designed wastewater flow per ERU was calculated at 192 average gallons per day (gpd)). Using 2016 data, the average annual flow was calculated at 269 gpd per ERU. Unless I&I can be remedied, the partners may need to recalculate the remaining ERUs available at the WWTP and adjust their remaining share of connections.

In 2018, a topographic inventory of the sanitary sewer system’s 240 manholes was completed. This information was collected to complete a City base map displayed in Figure 6 and provide critical information for developing a hydraulic model.

In 2019, the City began to reevaluate the fees associated with the sanitary sewer system.

In April 2019, the City of Cle Elum is completing the purchase of a sewer video system to assess the manholes, sewer mains, and larger pipes in the system during cleaning and inspecting. The resulting sanitary sewer inventory will include pipe diameter and will enrich the sanitary sewer system map.

Video inspection and evaluation will be made system-wide, the resulting assessments will be grouped into high, medium, and low priority segments and condition will be represented in the City’s hydraulic model. The model will analyze current conditions of the sanitary sewer system and be able to forecast system adequacy for a twenty (20) year period by including future service areas, populations, and flow data.

Identifying deficiencies through use of a hydraulic model allows the City of Cle Elum to add each type of deficient system element to the prioritized Capital Improvement Program and, for deficiencies identified in forecasted model runs, to plan the project before system failures are anticipated to occur. The Capital Improvement Program will list needed improvements, maintenance, and programs, and the costs associated by the year in which each listed item is planned. Anticipated revenues and estimated expenses shown in the GSP will provide the City of Cle Elum with a resulting budget.

Figure 6 – Cle Elum’s Sanitary Sewer Map

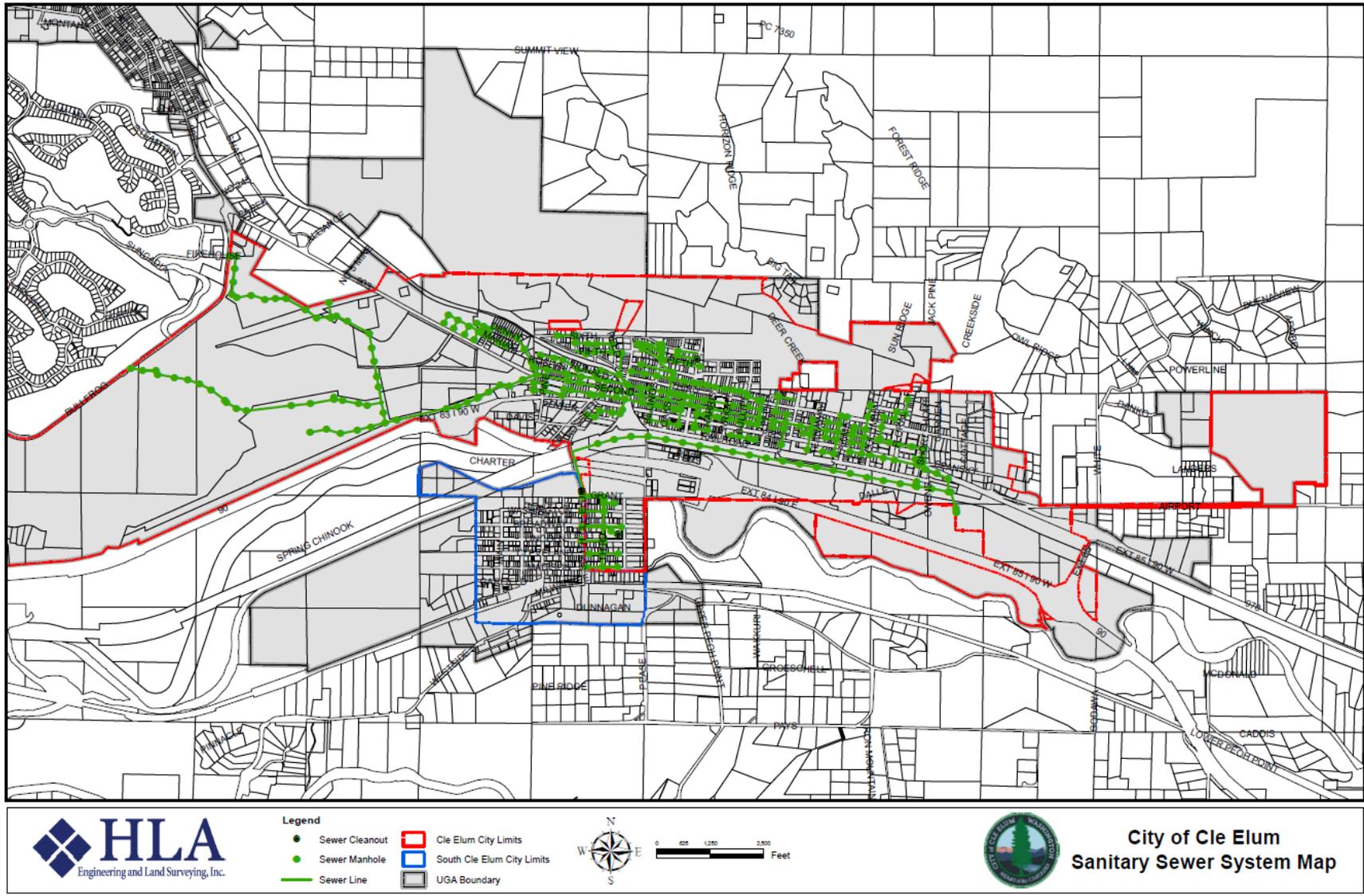


Table 11. Summary of the City of Cle Elum’s Existing and Future ERUs

Year	Population	No. of ERUs
2015	1,875	1,384
	116% increase in population	3,390 allocation of ERUs
2040	4,041	?

Information in Table 11 presents the 2015 relationship between population and ERUs. The projected ERUs needed for the forecasted population in 2040 are influenced to a great extent upon the management of I&I in Cle Elum’s sanitary sewer system. Preliminary calculations (in the Capacity Analysis report) show if excessive flows continue at the rate currently being observed, the original 3,390 allocated ERUs allocated to the City of Cle Elum may be worth considerably less (2,200 ERUs).

As Suncadia is developed, sections of the development will be annexed into the City of Cle Elum and an associated proportion of Suncadia’s ERUs will be transferred to the City as well. Detailed analysis including the number and timing of additional connections to the system to accommodate anticipated growth in the Suncadia development areas will be accomplished during the development of the GSP. If left unmitigated, the I&I flows into the Cle Elum sanitary sewer system may prematurely affect the amount of growth allowed before further (and expensive) expansions of the system are required.

C. Sanitary Sewer System Facilities Inventory

The sanitary sewer system is made up of piping of various size, lift stations, and the Wastewater Treatment Facility.

1. Collection System – the grid of piping in the City and between the City of Cle Elum and other partners of the WWTP, allows sewage to flow due to gravity ultimately to the Wastewater Treatment Facility. The sizes of the pipes vary from two-inch forcemain to twelve-inch gravity sewer with the majority of the pipe measuring eight inches in diameter.

The sewer system consists of approximately twelve (12) miles of pipe and 240 manholes.

2. Lift Stations – because the slope of the piping is important and because there is a limit to the depth the system can feasibly be built, the system uses lift stations to return the sewage to a higher elevation at certain points so that pipes are kept at a manageable depth for installation, repair, and maintenance.
3. Wastewater Treatment Facility – the treatment process for wastewater is guided by NPDES permit No. WA0021938. The current facility details are included in the facility plan and will be updated and added to the 2019/2020 General Sewer Plan. The treatment facility includes equipment for screening, grit removal, clarifying, aeration, and UV treatment of liquid waste and solids (sludge) is stored in an existing double-line lagoon. On occasion (perhaps every five (5) years or so the biosolids will be dewatered and hauled by truck to an approved contract disposal site.

The conditions of the current collection system, lift stations, and Wastewater Treatment Facility will be fully explored in the 2019/2020 GSP. Summaries of the deficiencies and recommended improvements have been collected with each inventory and analysis performed in preparation of the GSP development. Upon completion, a comprehensive Capital Improvement Program will be included in the GSP.

D. Computer Modeling of the Sanitary Sewer System

To evaluate the current conditions and forecast the future needs of the sanitary sewer system, the City of Cle Elum will develop a hydraulic computer model for adequacy analysis using modelling software. The existing system is simplified to a more skeletal representation and land uses are accounted for which aid in determining future demand from households, businesses, and industry. Future increases in population and changes in land uses are modelled in one scenario without any improvements added to the system to indicate where the system is experiencing near capacity or over capacity situations. Another model run is accomplished after incorporating planned improvements to understand the effects the planned projects have on addressing any deficiencies. Lastly, a model run is accomplished where every deficiency is addressed, and the necessary previously unplanned improvements are noted. This method of forecasting is incrementally accomplished through all the required planning years. The results are evaluated and used for decision-making.

E. Capital Improvement Program

The model is one of many tools the City staff will consider in the future when planning the types of necessary maintenance, repair, and upgrades the system needs to adequately provide services for citizens. Inventories and preliminary planning efforts have been accomplished over the last few years to prepare for development of a comprehensive General Sewer Plan. The capital improvement discussion topics below are recommendations collected as a result of the preliminary planning efforts and are not an exhaustive Capital Improvement Program. A comprehensive Capital Improvement Program will be provided as part of the development of the 2019/2020 General Sewer Plan. Upon completion of the General Sewer Plan, the City will amend the Capital Facilities Element (Plan) in the City's Comprehensive Plan with a Sanitary Sewer Six-year Capital Improvement Program showing a list of projects, projected costs, and specific revenue sources by which to accomplish the improvements.

Additionally:

- A. Collection system improvements by all communities should be considered a top priority to reduce I&I. Reducing the I&I while the plant has available capacity is ideal to eliminate the need to curtail future connections. By reducing I&I, the expected design capacity may be recovered, and improvements will provide an opportunity for each of the regional partners to gain capacity for additional connections. Allocated budget should be planned for to include the following maintenance steps to identify and mitigate I&I:
 - I. Maintenance staff, or a contracted company to open and visually inspect manholes to look for flow during times when flow should be low.
 - II. Proper maintenance and calibration of all community flow meters used to calculate I&I.

- III. Inspection of sewer pipelines using a truck with video inspection equipment. Locations identified as having higher than expected flows by operations staff during the visual manhole inspection should be prioritized.
 - IV. Log condition of the pipe segments where I&I is excessive.
 - V. Prioritize and plan for projects to make repairs of the collection system to reduce I&I.
 - VI. Coordinate I&I projects with other community infrastructure improvement projects.
 - VII. Install separate stormwater system to disconnect roof drains from the system.
 - VIII. Eliminate basement sump pump discharges connected to the sanitary sewer system.
 - IX. Annually budget for system component improvement projects where excessive I&I is occurring.
- B. If the I&I continues to show the disparity between the community partners as indicated currently, a reallocation of the ERUs, and associated cost distribution should occur to preserve equity between the partners.
- C. Asset management programs allow cities to plan for each utility and prioritize improvements and repairs based on the system needs, and routinely reduce overall maintenance costs, extending the life of the sewer. Each community partner should begin or participate in a cooperative program of this nature.
- D. A new Repair and Replacement (R&R) fund could provide a portion of the future funding needed for repairs and replacement of major equipment items, without having to significantly increase each partner's rates at that time. The R&R fund could be a set-aside portion of a revised monthly billing calculation that considers average monthly flow as a substitute to full ERU consideration.

F. Sanitary Sewer System Funding

The 2019/2020 General Sewer Plan will identify possible funding sources for future improvements. This buffered amount is insufficient if sewer system failure or expansion occurs. In the event a major project is necessary, Cle Elum has identified potential financing from several sources. The sources are similar to those listed in the Domestic Water and Stormwater System sections of this document.

Current availability of funding is limited with a number of the sources within these categories. Many sources restrict the use of funds to certain projects and others limit their monetary participation to a percentage of the total cost.

A combined funding opportunity section is placed in Appendix D because many of the funding opportunities are common between domestic, wastewater, and stormwater facilities and related activities.

Other organizations provide financing for domestic water, sanitary sewer, and stormwater facilities assistance as well. Some of the organizations are listed in the illustrative list below:

- National Rural Water Association can assist with loans to pay for pre-development cost for proposed water and wastewater projects.

- Rural Community Assistance Corporation can assist with loans to pay for feasibility and pre-development costs for proposed solid waste, domestic water, stormwater, and wastewater projects.
- Department of Commerce offers a Bond Cap Allocation Program with limited state allocation, and Community Development Block Grants for general purposes including construction, acquisition, and planning-only.
- The Public Works Grants and Loans Program funded by the Economic Development Administration (EDA) is used to encourage long-range development gains in jurisdictions where economic growth is lagging or where the economic base is shifting. The program provides public works and development facilities needed to attract new industry and provide business expansion. Financial aid may be used to acquire and develop land and improvements for public works and to acquire, construct, rehabilitate, alter, expand, or improve such facilities, including related machinery and equipment. When completed, such projects are expected to bring additional private investment to the area.

G. Domestic, Sanitary Sewer, and Stormwater System Funding

A combined funding opportunity section is placed in Appendix D. Since much of the funding opportunity information is common between domestic, wastewater, and stormwater facilities, a common section for these categories is placed there instead of separate tables for funding opportunities.

For a list of available funding opportunities, please refer to Appendix D: Funding Sources by Facilities Type.

SOLID WASTE SYSTEM

A. Background

The City of Cle Elum executed an interlocal agreement with Kittitas County for solid waste planning in accordance with Chapters 70.95 and 70.105 of the Revised Code of Washington (RCW) on March 19, 1979. All incorporated communities that entered into the interlocal agreement allowed Kittitas County to write a common Solid Waste and Moderate Risk Waste Management Plan while maintaining responsibility and participation in the Kittitas County Solid Waste Advisory Committee (SWAC). The SWAC was the way by which the County gathered public input to the planning process. The most recent *Kittitas County Solid Waste and Moderate Risk Waste Management Plan* (Kittitas County Solid Waste Plan) was adopted in August 2011.

Summarized solid waste system information and resulting prioritized project lists will be shared in this section of the Capital Facilities Plan. A full discussion of the characteristics of Cle Elum's collection and disposal of solid waste, the handling of special wastes and disaster debris management, strategies, and details of the twenty (20) year implementation program are included here by reference to the *Kittitas County 2010 Solid Waste and Moderate Risk Waste Management Plan*.

Collected solid waste is transported to landfills outside of Kittitas County. The City of Cle Elum contracts for mandatory curbside collection of garbage within its incorporated area. Commercial can and dumpster services also are provided. Residents that choose to self-haul their waste utilize either the Cle Elum Transfer Station (aka Upper County Transfer Station) or the Ellensburg Transfer Station. Residential accounts are serviced once a week and commercial accounts are serviced several times a week. The waste generation measured in pounds per customer per year and in pounds per customer per day are shown for 2007 and 2008 in Table 12.

Table 12. Per Capita Waste Generation Rates (2007 & 2008)

Parameter	Estimated City of Cle Elum Waste Generation at the Cle Elum Transfer Station (in lb/Cle Elum Transfer Station Customers)	
	2007 customers (29,200) ⁽¹⁾	2008 customers (28,500) ⁽¹⁾
Tons of Municipal Waste Delivered to Cle Elum Transfer Station	10,539	8,458
Pounds of Municipal Waste Delivered to Cle Elum Transfer Station	21,078,000	16,916,000
Waste Generation Rate, lb/customer/yr	721.85	593.54
Waste Generation Rate, lb/customer/day	1.98	1.63

(1) See Table 22 in the Kittitas County Solid Waste and Moderate Risk Waste Management Plan for summary of deliveries to the Upper County Transfer Station.

Cle Elum embraces the goals, policies, and objectives in the Kittitas County Solid Waste Plan.

B. Overall Solid Waste Collection System Performance

Curbside recycling is not available in Cle Elum. The Kittitas County Solid Waste Plan characterizes the countywide overall waste composition to be: 36.2% mixed, 29.3% compostable materials, 14.2% recyclable paper, 10.5% other curbside recyclables, 5.0% clean wood, and 4.8% construction and demolition materials. Capture rates (2008) for common recyclables in Kittitas County (curbside available in Ellensburg only) are presented in Kittitas County Solid Waste Plan Table 12 and show significant capture rates for materials such as Ferrous Metals other than aluminum and tin cans (82%), corrugated paper (70%), newspaper (62%), and yard waste (45%). When recycling rates are considered together with the County's diversion rate of 28.2%, if Cle Elum can include recycling and diversion options, the volume of municipal solid waste could be greatly reduced from entering landfills.

1. Capacity consideration

The City of Cle Elum utilizes the Cle Elum Transfer Station as the municipal solid waste collection site. From the Cle Elum Transfer Station and Ellensburg Transfer Station, solid waste is transferred generally to the Greater Wenatchee Regional Landfill. The greater Wenatchee Regional Landfill is one (1) of six (6) landfills outside of but near Kittitas County. The selection of which landfill to use depends in large part on the composition of the waste stream. More information about each landfill, including potential lifespan remaining, can be found in the Kittitas County Solid Waste Plan in section 5.3.2 starting on page 5-5.

2. Level of Service

As part of the agreement Cle Elum has with the County, the responsibility to monitor the level of service lies with the County. The County developed Kittitas County Board of Health Ordinance Number 1999-01 Solid Waste Regulations (adopted July 15, 1999). Ordinance 1999-01 specifies:

- On-site solid waste management standards
- Solid waste collection service standards
- Solid waste handling facility standards
- Administration and enforcement

C. Solid Waste Capital Improvement Program

The City of Cle Elum contracts out to Waste Management Northwest (WM) for services. WM provides a variety of cart sizes for residential and commercial uses. Twenty (20) gallon, thirty-five (35) gallon, sixty-four (64) gallon, and ninety-six (96) gallon carts are offered to residents and there are two (2) fee schedules for single family residential services. Commercial accounts can use any of the size carts mentioned previously, except the twenty (20) gallon option, and can rent up to a thirty (30) yard dumpster. WM is responsible to maintain equipment, provide storage of vehicles, and maintain a cart and dumpster inventory. The City of Cle Elum does not have a customary Capital Improvement Program for the Solid Waste System.

D. Kittitas County Disaster Debris Management Plan

As a related reference, in 2014 Kittitas County adopted a Disaster Debris Management Plan (Plan). The Plan guides debris removal planning and post-event operations to assist Emergency Management Services (EMS) in unincorporated Kittitas County and the jurisdictions of Cle Elum, Ellensburg, Kittitas, Roslyn, and South Cle Elum. The Plan can be accessed on the Kittitas County website at: <https://www.co.kittitas.wa.us/uploads/documents/solid-waste/Debris-Management-Plan.pdf>.

PUBLIC EDUCATION SYSTEM

A. Background and Current Demand

The Cle Elum-Roslyn School District #404 includes nearly 900 students from the City of Cle Elum, the Town of South Cle Elum, the City of Roslyn, the unincorporated communities of Ronald and Liberty, and surrounding areas of Kittitas County. The Cle Elum-Roslyn School District covers approximately 600 square miles and has administrative offices located at 4244 Bullfrog Road.

The District consists of four (4) schools:

- Cle Elum-Roslyn Elementary,
 - Walter Strom Middle School,
 - Cle Elum-Roslyn High School, and
 - Swiftwater Learning Center.
1. Cle Elum-Roslyn Elementary (K-5th grade)
In May 2014, the number of elementary classroom teachers was 14 and the student enrollment was 217 students. Approximately 36% of elementary school students qualified for free or reduced lunch. A gender and demographic breakdown of the students was: 50.6% male, 49.4% female; 84.7% white, 8.6% Hispanic/Latino, 1.1% American Indian, and 0.8% each of Asian and African American races.
 2. Walter Strom Middle School (6th – 8th grade)
In May 2014, the number of middle school classroom teachers was 22 and the student enrollment was 390 students. Approximately 46% of middle school students qualified for free or reduced lunch. A gender and demographic breakdown of the students was: 50.7% male, 49.3% female; 83.3% white, 7.4% Hispanic/Latino, 0.9% each of American Indian and Asian races, and 0.5% African American.
 3. Cle Elum-Roslyn High School (9th-12th grade)
In May 2014, the number of high school classroom teachers was 18 and the student enrollment was 289 students. Approximately 33% of high school students qualified for free or reduced lunch. A gender and demographic breakdown of the students was: 51.5% male, 48.5% female; 84.6% white, 7.8% Hispanic/Latino, 2.0% each of American Indian and Asian races, and 1.0% African American.
 4. Swiftwater Learning Center (9th-12th grade)
In May 2014, the number of Swiftwater Learning Center (SLC) classroom teachers was 1 and the student enrollment was 27 students. Approximately 52% of SLC students qualified for free or reduced lunch. A gender and demographic breakdown of the students was: 50% male, 50% female; 96.2% white, 3.8% Hispanic/Latino.

B. Public Education Facilities Inventory

The Cle Elum Roslyn School District operates a school campus located west of Cle Elum on SR- 903. General public use is available through coordination with the school district and a facility use form can be found on the school district's website.

The twenty-three (23) acres of recreational area of the schools include:

- four tennis courts,
- three baseball/softball fields,
- one soccer/football field,
- a surfaced track
- a practice field,
- playground equipment, and
- open green space.

C. Capital Improvement Program

The School district receives support for operations and maintenance through one levy, and capital projects through a \$2,000,000 levy, every three years. The capital projects levy is used to repair, expand, and improve school facilities and grounds, as well as technology improvements and upgrades. The operations and maintenance levy are used for sustaining educational and student support programs.

Though the City doesn't manage any of the School District facilities, there are opportunities for the School District and City to seek formal partnerships and coordinate efforts together such as infrastructure grant writing. Two (2) such grant opportunities are associated with Washington State Department of Transportation (WSDOT) programs titled "Safe Routes to School (SRTS)" and the "Pedestrian and Bicycle Program." The details of the SRTS Program can be found on the WSDOT website at: <https://www.wsdot.wa.gov/LocalPrograms/SafeRoutes/default.htm>

More information on the Pedestrian and Bicycle Program can be found at: <http://www.wsdot.wa.gov/LocalPrograms/ATP/funding.htm>. Like most WSDOT-facilitated grant opportunities, both the SRTS and Pedestrian and Bicycle programs customarily follow a two (2) year funding cycle with applications available every even year and awarding and obligation for the following odd year.

PARKS AND RECREATION

A. Background

In 2017-2018, the City of Cle Elum authored the *Cle Elum Parks and Recreation Plan* (P&R Plan). The P&R Plan is included in the Cle Elum Comprehensive Plan update as an Element. The P&R Plan was submitted to Washington State's Recreation and Conservation Office (RCO) for approval, as required, to participate in many of RCO's funding opportunities. The P&R Plan explored the inventory of parks and open spaces maintained by the City, determined residents' satisfaction with City-owned parks and open spaces, developed goals and objectives to preserve and improve the recreational areas, and identified a capital improvement program to estimate time and budget needs for prioritized improvements.

Although recreational inventories in the P&R Plan include parks and recreational opportunities owned and operated by the City, inventories also mention activities and facilities owned or managed by others such as the School District and the Washington State Horse Park. Only the activities and facilities owned and managed by the City are included in budget tables in the P&R Plan and this section of the Capital Facilities Plan. The Capital Facilities Plan's focus is the immediate six (6) years of the City's capital improvement programs in the Parks and Recreation Plan. Figure 7 displays the locations of parks and trails in Cle Elum. Table 13 presents the current City-owned parks and trails and the presence or lack of recreational equipment or infrastructure at each place.

Nearby Trails, School Facilities, and Horse Park

Cle Elum is in close proximity to other regional trail systems as shown on Figure 3 in the P&R Plan. An exploration of the process to connect downtown Cle Elum to nearby trail systems was first identified in the *Cle Elum Bicycle and Pedestrian Plan* adopted in October 2017. The regional trails of interest include the John Wayne Pioneer / Iron Horse Trail south of Cle Elum, Progress Path between the school district and Cle Elum, and Coal Mines Trail which terminates in Cle Elum. Connecting these regional trails through Cle Elum was expressed as a long-term priority during public outreach for the P&R Plan.

The Cle Elum Roslyn School District operates a school campus located west of Cle Elum on SR-903. General public use is available through coordination with the school district. The twenty-three (23) acres of recreational area of the school includes: tennis courts, baseball/softball fields, a soccer/football field, a surfaced track, a practice field, playground equipment, and open green space.

The Washington State Horse Park is a non-profit organization horse show and competition facility, drawing competitors from the Greater Pacific Northwest and the Canadian Province of British Columbia with purpose, establishment, and authority based in Revised Code of Washington (RCW) Chapter 79.A.30. The privately owned and operated business leases 112 acres from the City.

B. Cle Elum Parks and Recreation Inventory

The City owns seven (7) parks totaling approximately thirty-five (35) acres and one (1) large unimproved open space known as Hanson Ponds (an additional eighty-two (82) acres) for public recreation.

Figure 7 – Parks and Recreation Facilities in the City Limits and Urban Growth Area (UGA)

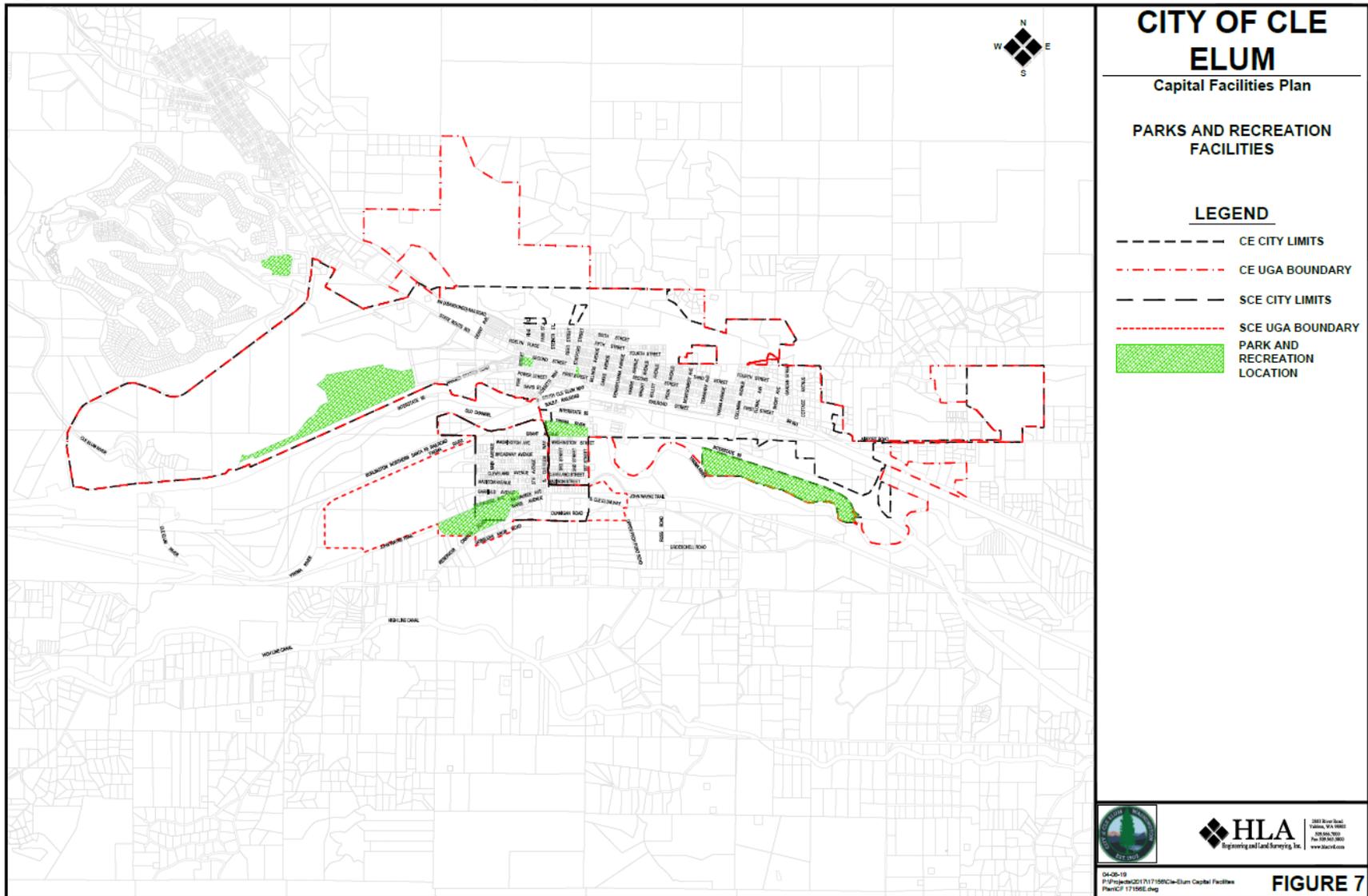


Table 13. Cle Elum's Existing Parks and Recreation Facilities

Facility	Total Site Acreage or Miles of Developed Trail	Water Access	Hard or Sport Court	Walkway, Trail, or Trail Connection	Rest Rooms	Playground Equipment	Picnic Tables and/or Benches**	Predominately Greenspace	Parking Spaces	Other Facilities
Centennial Park	7.3							X		football / soccer field, community gardens
City Park	2.8		X		X	X	X	X	X	skateboard park, basketball court
Cle Elum Disc Course	10.0			X				X	X	frisbee disc golf course
Coal Mine Trail	1.0			X					X	New trail head improvements at Stafford St and SR 903
Fireman's Park	4.2	X		X	(on rental property)		X	X	X	horse shoe pits, picnic shelter (rental)
Flagpole Park	0.6			X			X	X	X	historical kiosk
Hanson Pond Trail	1.0	X								washed out pedestrian bridge
Memorial Park	8.1	X			X			X	X	Unimproved boat launch, 4 ball fields and concession area
Wye Park	1.51						X	X	X	sidewalk all around the perimeter
Progress Path	1.0			X						
Hanson Ponds Open Space	82	X		X				X		

C. Demands and Needs Analysis

Kittitas County conducted a website tourism survey for the Kittitas County Tourism Plan. The tourism projections illustrate the majority of the tourism comes to Kittitas County from the west side of the State. The top four outdoor activities on the RCO Washington State tourist-oriented recreation activities list are 1) picnicking, barbequing, or cooking out, 2) walking without a pet, 3) sightseeing, and 4) wildlife viewing and photography. The Kittitas County annual recreation volumes are anticipated to increase by 30% from 2015 to 2040.

A web-based visitor survey of visitors to Cle Elum, Ellensburg, and Kittitas County Chamber of Commerce generated 359 responses. The survey recorded the type of tourism the respondent was interested in most (historical, cultural, environmental, agricultural, and recreation.)

The activities listed both in the Kittitas County Tourism Plan and Washington State's RCO website are closely aligned with opportunities Cle Elum is seeking to improve in their community.

The City analyzed the current system of parks, trails, sidewalks, and open space as the P&R Plan was developed. Goals, targets, and evaluation criteria were used by a ranking sub-committee in February 2018 to prioritize the short-term, mid-term, and long-term needs and improvements identified through the City's public processes. Table 14 presents the targets adopted by Cle Elum and the current status for nine (9) facility needs. The comparison of targets versus status express the City's Parks and Recreation Levels of Services (LOS).

Table 14. Cle Elum's Parks and Recreation Targets

Facility Need	Current Target (status) using 2010 Census population of 1,872	2037 Target (status) by population forecast of 2,370
Active parks	12 acres (~34 acres)	18 acres (~34 acres)
Open space	18 acres (82 acres)	27 acres (82 acres)
Tracks, trails, and connections	8 miles (2 miles)	12 miles (3 miles*)
Park restrooms	8 (1)	8 (1)
Park and trail head water fountains	8 (2)	10 (2)
Aquatic facility	1 (0)	1 (0)
Basketball courts	8 (1)	8 (1)
Soccer fields	4 (1)	4 (1)
Tennis courts	4 (0)	4 (0)

* The City has already identified a multi-use path project ~1.1 miles in length in the 2017 Bicycle and Pedestrian Plan.

D. Capital Improvement Program

The first six (6) years of needs and improvements from the prioritized list developed for the P&R Plan are shown in Table 15 as the Capital Improvement Program for Parks and Recreation. During the evaluation, the City chose to display a qualitative range of potential cost for the preliminary version of the P&R Plan. The City will replace the qualitative evaluation with engineer's estimates as they are developed for each project or program.

In addition to a brief title, an anticipated cost range, and the year the City plans to implement the improvement, there is a column displaying illustrative and potential funding sources. The presented sources may change, new sources may emerge, and purposes and availability are subject to change as well through legislation and funding source. The acronyms are noted below the table in foot notes and more information is provided about how to contact the funding providers in the next section.

Table 15. Cle Elum Parks and Recreation Six-year Capital Improvement Program

Priority	Project Examples	Comparative Magnitude of Cost \$ = Low \$\$ = Mid \$\$\$ = High	Short-term, mid-term, or long-term?	Funding Source Examples
S-1	Need to provide parking off-site but close, perhaps a common parking area near the Wye Park	\$\$	Short-term	City Park and Recreation Funds, Private Funds
S-2	Repair the pedestrian bridge near Hanson Ponds	\$\$\$	Short-term	RCO, City Park and Recreation Funds, Private Funds
S-2	Phase 1 – 2 nd Street Multi-use Path (Stafford Street Intersection through Billings Avenue Intersection)	\$156,880	Short-term	RCO, SRTS, WSDOT Bike and Ped Program, TIB Complete Streets, City Park and Recreation Funds, Private Funds
S-4	Design and print a Cle Elum map for public and private outdoor parks and recreation opportunities	\$\$	Short-term	RCO, CDBG, City Park and Recreation Funds, Private Funds
S-5	Maintain the City Parks and Recreation Department	\$\$	Short-term	RCO, CDBG, City Park and Recreation Funds, Private Funds
M-1	Improve playground equipment at City Park	\$\$\$	Mid-term	RCO, USDA-RD[3], City Park and Recreation Funds, Private Funds
M-2	Make the connection to Coal Mines Trail apparent at Flagpole Park	\$\$	Mid-term	RCO, City Park and Recreation Funds, Private Funds
M-3	Expand and improve picnic area shelter at City Park	\$\$	Mid-term	RCO, City Park and Recreation Funds, Private Funds
M-4	Phase 2 – 2 nd Street Multi-use Path (east of Billings Avenue through North Peoh Avenue Intersection)	\$209,560	Mid-term	RCO, SRTS, WSDOT Bike and Ped Program, TIB Complete Streets, City Park and Recreation Funds, Private Funds

continued

Priority	Project Examples	Comparative Magnitude of Cost \$ = Low \$\$ = Mid \$\$\$ = High	Short-term, mid-term, or long-term?	Funding Source Examples
M-5	Need to connect parks through signage, mapping, and/or ground treatment	\$\$	Mid-term	RCO, CDBG, City Park and Recreation Funds, Private Funds
L-1	Make the regional trails connect to downtown Cle Elum	\$\$\$	Long-term	RCO, City Park and Recreation Funds, Private Funds
L-2	Make the pool an indoor, year-round, multi-purpose size for day and evening use for people of all abilities	\$\$\$	Long-term	RCO, CDBG, City Park and Recreation Funds, Private Funds
L-3	Make the connection to the John Wayne Trail highlighted in the Cle Elum Bicycle and Pedestrian Plan	\$\$\$	Long-term	RCO, CDBG, City Park and Recreation Funds, Private Funds
L-4	Improve the skate park at City Park	\$\$\$	Long-term	RCO, CDBG, City Park and Recreation Funds, Private Funds
L-5	Organize and offer children's swimming and water fitness programs, including team use	\$\$\$	Long-term	RCO, City Park and Recreation Funds, Private Funds

[1] RCO – Washington State Recreation and Conservation Office

[2] CDBG – United States Department of Housing and Urban Development – Community Development Block Grant

[3] USDA-RD – United States Department of Agriculture – Rural Development

[4] STBG – United States Department of Transportation – Surface Transportation Block Grant

[5] TIB – Transportation Improvement Board

[6] WSDOT – Washington State Department of Transportation

[7] Kittitas County Sales and Use Tax

E. Parks and Recreation Facilities and Program Funding

The Capital Improvement Plan in the previous section identified possible funding sources for future improvements. Seven acronyms were used to indicate federal, state, and Kittitas County funding in Table 15 and are defined in the footnotes below the table.

Table 16 on the following page identifies website locations to explore the funding sources mentioned for parks and recreation projects. Though comprehensive, the table does not list every opportunity.

For some of the grant or funding opportunities, park projects or recreation programs may be included as the primary project or alternatively, park and recreation elements may be incorporated into a larger project. For example, the WSDOT Safe Routes to School Grant focusses on providing funding for routes used by school-aged children and has coverage restrictions on how far a sidewalk can be located from a school and still qualify for SRTS funding. However, a segment of an identified trail may qualify and be included as part of an urban sidewalk or pathway element in a transportation project.

Some of the funding sources listed below would require the City of Cle Elum to contribute matching funds to leverage the grants. The links listed in the table are current as of March 26, 2019.

Table 16. Potential Grant or Funding Sources for Parks and Recreation Capital Improvements

Funding Grant or Source	link
Washington Wildlife and Recreation Program	http://www.rco.wa.gov/grants/wwrp.shtml
Non-highway and Off-road Vehicle Programs	http://www.rco.wa.gov/grants/nova.shtml
Youth Athletic Facilities	https://www.rco.wa.gov/grants/yaf.shtml
Recreational Trails Program	https://www.rco.wa.gov/grants/rtp.shtml
Surface Transportation Block Grants	https://www.ezview.wa.gov/site/alias_1898/36282/default.aspx
State of Washington Transportation Improvement Board	http://www.tib.wa.gov/
Department of Commerce – Youth Recreation Facilities	http://www.commerce.wa.gov/building-infrastructure/capital-facilities/youth-recreational-facilities/
Community Development Block Grant	http://www.commerce.wa.gov/serving-communities/current-opportunities/community-development-block-grants/

GOVERNMENT FACILITIES AND PROPERTIES

A. Background

The policy of the City Council is to provide essential public services in a manner that is cost effective and based on need. Many general governmental services and associated buildings are provided through contractual agreements to take advantage of the efficiencies and economies of scale achieved. The municipal buildings included in this section are those for which the City has primary responsibility, even if the building is leased or rented out to another party. The existing municipal buildings operated by the City of Cle Elum are described in Table 17 and shown in Figure 8.

B. Inventory of City Facilities and Properties

Table 17. Inventory of City Facilities and Properties

Facility	Address
City Hall	119 West First Street
Cle Elum Water Treatment Plant	1970 SR 903
Upper Kittitas County Regional Wastewater Treatment Plant	500 Owens Road
Carpenter Memorial Library	302 Pennsylvania Avenue
Fire Station	301 Pennsylvania Avenue
Police Station	807 West Second Street
Post Office	305 East First Street
Cle Elum Municipal Airport	2150 Airport Road
Laurel Hill Memorial Park (Cemetery)	Douglas Munro Boulevard
City Parks	See Parks and Recreation Plan

C. Current and Future Demand and Identified Improvements

1. City Hall

The City Administrator, Public Works Director, Planner, Clerk, Treasurer, Utility Clerk and Mayor's offices are physically located in City Hall. City Hall is a single-story building of approximately 3,283 square feet. In the 2007 Comprehensive Plan update, a level of service was proposed of 120 square feet per employee.

The City and Kittitas County have planned for Cle Elum to grow at a higher-than-average rate in the near future. To prepare for potential future needs, the City has located a piece of property near the geographical center of the City on which to construct a new City Hall.

At the time when employee capacity exceeds the available space in the current City Hall, the City intends to explore the feasibility to co-locate all City employees with the City Police Department and the Upper County District Court. Most likely, City staff will research the availability of a grant or low-cost loan opportunity for municipal buildings and pursue a bond issue to fund the expected cost of acquiring the property and constructing a new building.

Assessed accommodations for the new City Hall include:

- Administrative offices for: Treasurer, City Clerk, City Administrator, City Planner, Mayor, Police Department, Upper Kittitas County District Court.
- Staff and equipment space for: Building Department, Utility Payment Center, Police Department, Associated Services for the Kittitas County District Court.
- Shared accommodations: copy room, mail room, lunch room, reception area, and Council Chambers.

2. Cle Elum Water Treatment Plant

The City of Cle Elum Water System Plan, accepted in January 2016 by City Council, identified needed treatment plant capacity improvements, distribution improvements, water main upsizing improvements, and water main replacement improvements to be completed by the year 2036 to continue to meet water demands. The Water System Plan based population estimates on a range of assumptions of future growth from 3.4% in 2019, to 3.7% in 2023, and 2.9% by 2033.

The next update to the Water System Plan is required on or before February 1, 2022. Due to the length of time needed for a Water System Plan update, the City anticipates initiating required efforts in late 2019 or early 2020 to meet the Plan deadline.

The City of Cle Elum has contracted with Veolia Water North America – West LLC (Veolia Water) to operate the WWTP.

3. Upper Kittitas County Regional Wastewater Treatment Plant

As part of an interlocal agreement between the City of Cle Elum, City of Roslyn, the unincorporated community of Ronald and the Pineloch Sun III development in the Ronald UGA, Town of South Cle Elum, and the private Trendwest Investment development known as Suncadia, Cle Elum's wastewater treatment plant underwent a major expansion in 2005. The interlocal agreement allocated capacities to each of the project sponsors. In July 2006, the Upper Kittitas County Regional Wastewater Treatment Plant (WWTP), owned and operated by the City of Cle Elum, began servicing Roslyn and Ronald.

The General Sewer Plan will be developed starting in 2019. Due to the length of time needed to develop a General Sewer Plan, the City anticipates completing the Plan in 2020. Upon completion, the GSP will identify needed wastewater treatment plant capacity maintenance and improvements, collection system maintenance and improvements, and a funding strategy with an associated schedule to accomplish over a twenty (20) year period to meet sewer system demands.

The City of Cle Elum has contracted with Veolia Water North America – West LLC (Veolia Water) to operate the WWTP. The rating of the WWTP current maximum month flow is not to exceed 3.6 million gallons per day (MGD) according to Cle Elum’s National Pollutant Discharge Elimination System Waste Discharge Permit No. WA0021938.

4. Carpenter Memorial Library

The Carpenter Memorial Library is a 2,559 square foot building providing services to the entire County. The library is open Monday through Saturday and the hours vary by day. There is free summer access to the library including a reading program for all children regardless of residency. Library members can also access many online services including collaborative access to other libraries in Kittitas County. The library offers printed volumes, audio-visual items, internet access, on-site computers, newspapers and magazines.

The library building is in need of remodeling in the next few years. Additionally, the library is in need of refreshing their offered materials, particularly new Children’s materials. Updated services should also be considered when the building is remodeled, such as shared access to online School District libraries.

5. Fire Station

The City of Cle Elum is located centrally in Kittitas County Fire & Rescue District #7 and can be served by Kittitas County Fire District #7 and others in the Kittitas County Mutual Aid agreement. Cle Elum has its own all volunteer City Fire Department. In 2005, a new fire station was constructed in Cle Elum at 301 Pennsylvania Avenue. The City of Cle Elum and the Town of South Cle Elum have a mutual fire response agreement in place, providing service for an area of five (5) square miles.

6. Police Station

The City of Cle Elum has an interlocal agreement with the City of Roslyn and the Town of South Cle Elum for a combined police department. The police station is located at 807 W Second Street. Emergency dispatch service is provided through a contract with Kittcom, located in Ellensburg. The jail is also located in Ellensburg at the Kittitas County Sherriff’s Office. The Kittitas County Sheriff’s Office provides coverage for the unincorporated UGA. The City, County and State have a mutual aid agreement for protection services.

Table 18 presents customary funding sources for city facility improvements for City Hall, Libraries, Fire Stations, Police Stations, and other community facilities.

Table 18. Potential Grant or Funding Sources for Government Facilities and Vehicle Capital Improvements

Funding Grant or Source	link
United States Department of Agriculture – Rural Development	https://www.rd.usda.gov/wa
Community Development Block Grant	http://www.commerce.wa.gov/serving-communities/current-opportunities/community-development-block-grants/

7. Post Office

The Cle Elum Post Office is a 2,559 square foot U.S. Post Office providing services to the City. The post office is opened Monday through Saturday. Weekday hours are 8:00 am – 5:00 pm with Saturday hours from 8:00 am – 12:00 pm. P.O. Box access is available twenty-four (24) hours a day Monday through Saturday. As a note, starting on May 4, 2019, three nearby post offices (South Cle Elum, Roslyn, and Easton) will be reducing the number of hours they operate.

8. Cle Elum Municipal Airport

Cle Elum Municipal Airport is located one mile east of the City. The City has owned and operated the general aviation airport since 1959. The concept of “general aviation” includes all aviation, except scheduled commercial passenger airline service and military operations. The Cle Elum Municipal Airport has one primary Runway (7-25) measuring a length of 2,379 feet. The airport is designed for aircraft in the B-1 (small) ARC category. The primary runway can accommodate aircraft less than 12,500 pounds. The aircraft apron is not paved. Steel cables are provided for aircraft tie-down and there is no charge for using the tie down area. There are five privately owned hangers at the airport located on leased City property, and currently there are no other private or public hangers for lease. There are no phone or fuel facilities at the airport and no shuttle service.

The closest commercial service airport to the City of Cle Elum is Yakima Air Terminal (YKM), 47.2 miles south east of Cle Elum and serves as a commercial node for passenger and cargo aircraft. The Yakima Air Terminal – McAllistar Field (YKM) is located within the city limits of Yakima. In addition to serving the Yakima Valley, the airport serves Yakima County and portions of Kittitas, Klickitat, and Lewis Counties.

Cle Elum Municipal Airport *Airport Layout Plan Report* (Plan) completed in 2006 is the most recent master plan, though the *Airport Facilities and Services Report* (Report) was updated in April 2019.

Projects from the Capital Improvement Program in the April Report are listed in Table 19.

Table 20 presents customary airport funding sources.

Table 19. Summary of the Cle Elum Municipal Airport’s Capital Improvement Program

Year	Project or Program	Status (Planned or Secured)
2019	Apron & Taxi lane	Planned
2019	Runway Maintenance – Crack seal, fog seal, repaint markings	Planned
2019	Remove Obstructions – Trees on airport property	Planned
2020	West Taxi lane Rehabilitation	Planned
2021	East Taxi lane Rehabilitation	Planned
2022	Install Fence	Planned
2023	Apron Expansion	Planned
2024	RPZ EA – Environmental Assessment for land acquisition	Planned
2025	Construct Helipads	Planned

Cle Elum is developing municipal codes in 2019 to address airport land uses, restrictions, and fees to be compatible with Washington State and federal regulations. Additionally, airport-related goals and policies are being added to this update of the Comprehensive Plan.

Table 20. Potential Grant or Funding Sources for Airport Capital Improvements

Funding Grant or Source	Link
AIP Entitlement Grants and Discretionary Grants from the Federal Aviation Administration	https://www.faa.gov/airports/aip/2018_aip_grants/
Washington State Department of Transportation State Aviation Grants	https://www.wsdot.wa.gov/aviation/Grants/

9. Laurel Hill Memorial Park (Cemetery)

The Laurel Hill Memorial Park is 43.39 acres in size. Approximately 1/4 of the cemetery’s capacity is used and the cemetery interns an average of 25 people each year. Needed improvements for the cemetery include extending water lines to the cemetery for irrigation.

The Department of Archaeology and Historic Preservation established a funding source for cemeteries meeting age and size requirements. Cle Elum’s cemetery qualifies to apply for capital projects through the new grant opportunity.

Table 21. Potential Grant or Funding Source for Cemeteries

Funding Grant or Source	Link
Department of Archaeology and Historic Preservation	https://dahp.wa.gov/archaeology/cemeteries/historic-cemetery-grant-program

10. City Parks

In preparation of the Comprehensive Plan update and to ensure alignment with Washington State Recreation and Conservation Office funding requirements, the City of Cle Elum developed and adopted (February 13, 2018) the *City of Cle Elum Parks and Recreation Plan* (P&R Plan).

The P&R Plan is being included in the Comprehensive Plan as the Parks and Recreation Element and discusses City-owned parks and trails inside the city limits, trails outside Cle Elum's city limits but inside Cle Elum's urban growth area the City would like to make connections to, and recreational opportunities not owned by the City but nearby.

Parks and Trails inside the City limits and managed by the City include:

- Centennial Park
- City Park
- Cle Elum Disc Course
- Coal Mine Trail
- Fireman's Park
- Flagpole Park
- Hanson Pond Trail
- Memorial Park
- Wye Park
- Progress Path, and
- Hanson Ponds Open Space

From the prioritized list developed for the P&R Plan, the first six (6) years of needs and improvements are shown in Table 15 in the previous section as the Capital Improvement Program. Cle Elum chose to display a qualitative range of potential cost for the preliminary version of the P&R Plan and will update the Plan to show engineer's estimates as they are performed.

In addition to a brief title, an anticipated cost range, and the year the City plans to implement the improvement, there is a column that displays potential funding sources. The funding sources displayed in the table are illustrative. The shown sources may change, new sources may emerge, and purposes and availability are subject to change as well through legislation and funding source. The acronyms are noted below the table in foot notes and links are provided in the P&R Plan for contacting funding providers.

Please see the Parks and Recreation Plan for detailed park inventories, location maps, forecasted needs, project evaluations, goals, and policies, and links to all the funding sources listed are provided in the P&R Plan in Table 8.

APPENDIX A: APPLICABLE COUNTY WIDE PLANNING POLICIES (CWPP)

CWPP Applicable to Capital Facilities in General

In addition to following State of Washington requirements, planning efforts in Cle Elum require consistency with County Wide Planning Policies (CWPP). Kittitas County CWPP recognizes cities as the providers of urban governmental services as identified in the GMA and adopted urban growth management agreements. The following CWPP points apply to discussion on the Capital Facilities Element of the Comprehensive Plan:

- Policy 1.3 Joint funding arrangements through such mechanisms as interlocal agreements should be adopted for a period after annexations of developed properties to consider compensation for the County's loss of revenues and its capital facility expenditures prior to annexation, and any city obligations to provide capital facilities to the area annexed.

- Policy 2.2 The designation of UGAs beyond the existing limits of incorporation will be based on demonstration of necessity to meet population projections and a demonstration by the cities that municipal utilities and public services either already exist or are planned for and can be effectively and economically provided by either public or private sources.

- Policy 2.4 The subdivision, rezone, capital improvements, and governmental service decisions of all County governmental jurisdictions should be directed by their projected share of growth and should be in proportion to that projected share of growth. These projections will be reviewed on an annual basis as needed at a regularly scheduled KCCOG meeting.

- Policy 2.10 Consistent development regulations and development standards including but not limited to: street alignment and grade, public road access, right-of-way, street improvements, sanitary sewer, storm water improvements, power, communications, utilities, park and recreation facilities, and school facilities should be adopted for areas within the identified twenty (20) year UGA boundaries for each jurisdiction within Kittitas County.

- Policy 2.11 To encourage logical expansions of UGAs and to enable the most cost-effective expenditure of public funds for the provision of municipal services into newly annexed areas, the County and the respective cities shall jointly develop and implement development, subdivision and building standards, coordinated permit procedures, and innovative financing techniques including the possibility of development impact or other fees for the review and permitting of any new development within UGAs.

- Policy 2.12 City services should not be extended outside twenty (20) year UGAs; however municipal services may be extended to serve a Master Planned Resort approved pursuant to the Kittitas County Comprehensive Plan Master Planned Resort Policies and RCW 36.70A.360. Such services include but are not limited to: central sewage collection and treatment, public water systems, urban street infrastructure, and storm water collection facilities.

- Policy 2.13 County adoption of city standards for development within corresponding UGAs shall be negotiated. These may include the following:
1. Street locations, both major and secondary
 2. Street right-of-way
 3. Street widths
 4. Curbs and gutters
 5. Sidewalks
 6. Road construction standards
 7. Cul-de-sacs, location and dimensions
 8. Storm drainage facilities, quantity, quality, and discharge locations
 9. Street lights, conduit, fixtures, locations
 10. Sewer, septic regulations, private sewer, dry sewer facilities
 11. Water, pipe sizes, locations, construction standards
 12. Electrical and natural gas distribution systems
 13. Communication utilities, telephone, cable TV, etc.
 14. Fire protection, station locations, fire flows, uniform codes
 15. School facilities
 16. All building requirements
 17. Subdivision and platting requirements
 18. Mobile homes and manufactured home regulations
 19. Zoning ordinances: permitted uses in UGAs, setbacks, building heights, lot coverage, etc.
 20. Libraries
 21. Any other like services.
- Policy 2.14 The availability of the full range of government services will be subject to the annexation policy of the adjacent municipality. Utility extensions into the UGA shall be consistent with the adopted comprehensive plan and capital facilities plan of the utility purveyor.
- Policy 3.2 New industrial development which is not resource-based and requires urban services and zoning permits shall be located only within UGAs or industrial zoned land. Temporary industrial uses may be allowed within Master Planned Resorts approved by the County pursuant to RCW 36.70A.360 and the County Comprehensive Plan Master Planned Resort policies; provided however, that any such use shall be limited to master planned resort construction, development, maintenance, and operational purposes and shall be subject to annual review and approval by the County. Nothing in this section shall prohibit Master Planned Resorts approved by the County from continuous maintenance and operational needs of such resorts.
- Policy 3.4 The location of all PUDs shall be established to foster the efficient expansion and management of infrastructure and utilities and demonstrate compatibility with resource land uses; impact fees may be assessed to compensate the cost of increased demands upon infrastructure, services, and utilities.
- Policy 12.1 The County and cities shall provide regular and ongoing opportunities for public review and comment throughout the Comprehensive Plan development process.

- Policy 12.2 The County and cities shall continue to encourage public awareness of the Comprehensive Plan by providing public participation opportunities and public education programs designed to promote a widespread understanding of the Plan's purpose and intent.
- Policy 12.3 The County and cities shall encourage citizen participation throughout the planning process as mandated by the statute and codes for environmental, land use, and development permits.
- Policy 12.4 The County and cities shall utilize broad based Citizen Advisory Committees to participate and assist in the development of Comprehensive Plan Elements, subarea plans, and functional plans as necessary.

CWPP Applicable to Transportation Systems

Countywide planning policies must be considered and incorporated into the Transportation Element for the plan to achieve "interjurisdictional consistency." The following Kittitas County Countywide Planning Policies apply to discussion of the Transportation Element:

- Policy 4.1 Transportation plans (i.e., transportation elements of comprehensive plans) shall promote the development and implementation of a safe, efficient, and environmentally sound transportation system in accordance with federal and state requirements, including the State's Growth Management Act that is responsive to the community.
- Policy 4.2 Transportation plans will support the planning goals for comprehensive plans set forth in RCW 36.70A.020 and 36.70A.070(6), including promotion of economic development consistent with available resources and public services and facilities.
- Policy 4.3 Transportation plans will be consistent with their respective comprehensive plans and will be compatible with the applicable components of other local and regional transportation plans (e.g., QUADCO Regional Transportation Planning Organization, bordering counties, WSDOT and local agencies).
- Policy 4.4 The County and cities shall cooperate in the analysis of, and response to, any proposed major regional industrial, retail/commercial, recreation, or residential development proposals that may impact the transportation system in Kittitas County.
- Policy 4.5 Transportation plans and project prioritization shall be developed in active consultation with the public.
- Policy 4.6 Inter-jurisdictional transportation plans shall promote a coordinated and efficient multi-modal transportation system, including alternative forms of transportation for the movement of goods and people.
- Policy 4.7 The transportation plans will, to the maximum extent practical, provide a safe and environmentally sound system that meets community, elderly, disabled and low-income population needs.

- Policy 4.8 Transportation improvements which are necessary to maintain the identified level of service standards shall be implemented concurrent with new development so that improvements are in place at the time of development, or that a financial commitment is provided to ensure completion of the improvements within six years.

CWPP Applicable to the Water, Sanitary Sewer, and Stormwater Systems

The Countywide Planning Policies Applicable to Capital Facilities in General broadly covers the applicable CWPP for Cle Elum's water system. Additional policies that are focused specifically on Water, Sanitary Sewer, and Stormwater Systems are listed below.

- Policy 7.3 Surface water runoff and drainage facilities shall be designed and utilized in a manner which protects against the destruction of property and the degradation of water quality.

CWPP Applicable to Parks and Recreation

Countywide planning policies require the identification and protection of local open space in comprehensive plans.

- Policy 10.1 Preserve open space and create recreational opportunities through the use of innovative regulatory techniques and incentives such as but not limited to: purchase of development rights, transfer of development rights, conservation easements, level of service standards, land trusts, and community acquisition of lands for public ownership.
- Policy 10.2 New park and recreational facility plans shall include natural features, topography, floodplains, relationship to population characteristics, types of facilities, various user group needs, and standards of access including travel time.
- Policy 10.3 Indoor and outdoor recreation facilities shall be designed to provide a wide range of opportunities allowing for individual needs of those using these facilities.
- Policy 10.4 Expansion and enhancement of parks, recreation, scenic areas, and viewing points shall be identified, planned for, and improved in shorelands and urban and rural designated areas.

CWPP Applicable to Government Facilities and Services

The following CWPP points apply specifically to government facilities and services in the Capital Facilities Element of the Comprehensive Plan:

- Policy 13.1 Planning and financing for public facilities to serve potential business and industries except natural resource based should be limited to urban growth areas.
- Policy 13.2 Siting requirements for County public facilities within UGAs shall be jointly and cooperatively established with the municipalities. Municipal services should be extended by cities within the unincorporated areas of the UGAs.

- Policy 13.3 The cities and the County shall develop a cooperative communication process through KCCOG, which includes public involvement at an early stage, to consider siting of city, countywide, and statewide public facilities, including but not limited to: solid waste disposal, correctional, transportation, education, and human service facilities.
- Policy 13.4 The siting of any public facility requires that the facility location be compatible with area land uses. Local comprehensive plans and regulations will establish standards to ensure such compatibility.
- Policy 13.5 In determining a local government's fair share of siting of public facilities, the decision maker shall consider at least the following:
1. The location and effect of existing public facilities on the community.
 2. The potential for re-shaping the economy, the environment, and the community character resulting from the siting of the facility.
- Policy 13.6 The County and cities should jointly sponsor the formation of Local Improvement Districts for the construction or reconstruction of infrastructure to a common standard which are located in the city and the Urban Growth Areas.
- Policy 13.7 The levels of service for capital facilities shall be cooperatively defined, planned, and financed by all segments of the public and private sector involved in providing a particular service.
- Policy 13.8 Financing methods for infrastructure serving residential needs should be mitigated for resource lands as designated by the County in keeping with anticipated levels of service impact.
- Policy 13.9 All development should be evaluated so that it is assigned a fair and proportionate share of future infrastructure costs within UGAs and other designated service areas.
- Policy 13.10 All jurisdictions shall participate in identifying needed regional services. All jurisdictions shall cooperate to identify adequate revenue sources and in creating financing mechanisms for regional services and infrastructure. Financing mechanisms may include increment financing or tax base sharing.
- Policy 13.11 All jurisdictions shall coordinate bond elections for capital facility planning and financing.
- Policy 13.12 Public facilities will not be located in Resource Lands or Critical Areas unless no feasible alternative site location exists, such as in the case of utility transmission facilities.
- Policy 13.13 The comprehensive planning process in each jurisdiction shall identify land for all essential public facilities of city, countywide, or statewide significance, such as human service facilities, educational, or solid waste handling facilities, transportation facilities, correctional facilities, and in-patient care facilities.

- Policy 13.14 Essential public facilities requiring siting outside cities or UGAs must be self-supporting and must not require the extension, construction, or maintenance of municipal services and facilities.
- Policy 13.15 Essential public facilities shall be sited in places that enhance the region's development strategy and that encourage their efficient use by the public.
- Policy 13.16 All jurisdictions shall identify existing essential public facilities including but not limited to:
1. Utility corridors, sewer, water, power, and communication facilities
 2. All transportation facilities
 3. Landfills, solid waste handling, and disposal facilities
 4. Sewage treatment facilities
 5. Recreational facilities
 6. Schools
 7. Municipal facilities (city halls, fire stations, police stations, libraries, and post offices)
 8. Parks
 9. State and local correctional facilities
 10. In-patient facilities, including substance abuse facilities
 11. Mental health facilities
 12. Group homes
 13. Secure community transition facilities
 14. Any facility on the state ten-year capital plan maintained by the Office of Financial Management
- Policy 13.17 All jurisdictions shall establish a countywide process for siting essential public facilities of region-wide significance. This process will include:
1. An inventory of needed facilities
 2. A method of fair share allocation of facilities
 3. Economic and other incentives to jurisdictions receiving such facilities
 4. A method of determining which jurisdiction is responsible for each facility
 5. A public involvement strategy, and
 6. Assurance that the environment and public health and safety are protected.
- Policy 13.18 Essential public facilities which are identified by the County, by regional agreement, or by State or Federal government shall require public involvement through meetings and hearings and involve review and comment from citizens and local jurisdictions.
- Policy 13.19 All jurisdictions shall strive to locate regional and essential public facilities so as to distribute them equitably countywide. No single community shall be required to absorb an undue share of the impacts of regional and essential services.

**APPENDIX B: LEVEL OF SERVICE (LOS) METHODOLOGY USED IN THE CITY OF
CLE ELUM'S LOS CALCULATIONS**

Transportation Level of Service

The ease of traffic movement along a roadway is a function of the roadway's vehicular capacity, the number of vehicles actually using the roadway, the number of stops along the roadway, and the time spent waiting at each stop. To characterize the ease of movement of traffic, transportation engineers have developed the concept of "level of service" (LOS). Levels of service have been categorized in a range from "A" to "F" and the descriptions in Table 4-3 of the Transportation Element are summarized from the Highway Capacity Manual 2010.

Because travel time has not been customarily measured in the City, instead of travel speeds and travel delay, a simpler method of observed or forecasted volume versus the idealized capacity is used and the resulting ratio Volume/Capacity is expressed in Table 4-3.

Levels of service can be calculated in several ways for each mode of transportation such as vehicles, freight, transit, bicycle, or pedestrian. Other, more complex measures include interruptions to traffic flow such as signals, stop signs, and turning traffic. Because each project may vary in complexity, a project level LOS study is performed during the Preliminary Engineering of any new construction or reconstruction project which follows the methodologies outlined in the Highway Capacity Manual 2010.

For screening purposes associated with planning and to be consistent with the standards set by the QUADCO Regional Transportation Planning Organization (RTPO), Cle Elum reports LOS in the following Volume/Capacity manner.

Roadway capacity refers to the maximum amount of traffic that can be accommodated by a given roadway facility. Roadway capacity is based on an analysis of roadway conditions, including the number and width of lanes, pavement and shoulder types, the presence of controls at an intersection, and whether the roadway is in an urban or rural area.

The regional transportation roadway LOS established by QUADCO RTPO is LOS C for rural roads and LOS D for urban roads which is in agreement with the Washington State Department of Transportation (WSDOT) LOS standards. The City of Cle Elum views "Levels of Service" for roadways other than arterial streets as advisory within its City limits.

In 2010, the City contracted with DN Traffic Consultants to assist the City in determining a responsible and sustainable LOS standard. To maintain its historic and small city character, Cle Elum adopted a level of service standard "C" for City streets within its jurisdiction. The Washington State Department of Transportation will mitigate congestion on urban highways in cooperation with local and regional jurisdictions when the peak period LOS falls below "D". The City of Cle Elum has one interstate passing near and through its boundaries and one state road passing east/west through the City's downtown: I-90 and SR 903, both of which are classified as urban. QUADCO sets its LOS at "C" for rural roads and LOS "D" for urban roads.

Table 4.3 (Transportation Element). Level of Service Categories

Level of Service	Description	Volume/Capacity Ratio
A	Free flow. Low volumes and no delays.	Less than 0 .60
B	Stable flow. Speeds restricted by travel conditions, minor delays. Presence of other users in the traffic stream.	0.61 to 0.70
C	Stable flow. Speeds and maneuverability reduced somewhat by higher volumes.	0.71 to 0.80
D	Stable flow. Speeds considerably affected by change in operating conditions. High density traffic restricts maneuverability.	0.81 to 0.90
E	Unstable flow. Low speeds, considerable delay, volume at or near capacity. Freedom to maneuver is extremely difficult.	0.91 to 1.00
F	Forced flow. Very low speeds, volumes exceed capacity, long delays and queues with stop-and-go traffic.	Over 1.00

TABLE 4-4. (TRANSPORTATION ELEMENT) ROADWAYS WITHIN CLE ELUM CITY LIMITS AND UGA – PEAK HOUR VOLUME AND LEVEL OF SERVICE

Functional Class	Road Name	Direction of (E/O, W/O, S/O, N/O)	Nearest Crossroad	Number of Lanes	AADT (2007 - 2017)	PM Peak Hour Volume (vph)	Idealized Roadway Capacity (vph)	% of Peak Volume vs. Roadway Capacity (V/C)	Level of Service (LOS)
Interstate	I-90 (B04 Permanent Counter Location)	W/O	West First Street Interchange	4	33,000 (2017)	2,113	8,000	26%	A
	I-90	E/O	SR 970 / White Road Interchange	4	33,571 (2009)	2,316	8,000	29%	A
	I-90 Eastbound Off-ramp (Exit 84)	to	West First Street	1	2,792 (2009)	238	1,200	20%	A
	I-90 Westbound On-ramp (Exit 84)	from	West First Street	1	2,436 (2009)	196	1,200	16%	A
	I-90 Westbound Off-ramp (Exit 84A)	to	Oakes Avenue	1	918 (2009)	81	1,200	7%	A
	I-90 Eastbound On-ramp (Exit 84A)	from	Oakes Avenue	1	915 (2009)	71	1,200	6%	A
	I-90 Eastbound Off-ramp (Exit 85)	to	White Road Interchange	1	1,566 (2009)	131	1,200	11%	A
	I-90 Eastbound On-ramp (Exit 85)	from	White Road Interchange	1	1,123 (2009)	93	1,200	8%	A
	I-90 Westbound Off-ramp (Exit 85)	to	White Road Interchange	1	938 (2009)	82	1,200	7%	A
	I-90 Westbound On-ramp (Exit 85)	from	White Road Interchange	1	1,508 (2009)	132	1,200	11%	A
	I-90 Eastbound On-ramp (Exit 80)	from	Bullfrog Road	1	501 (2009)	57	1,200	5%	A
	I-90 Westbound Off-ramp (Exit 80)	to	Bullfrog Road	1	513 (2009)	33	1,200	3%	A
Major Collector	SR 903	W/O	SR 903 Wye at west end of White Road Interchange Access	2	4,818 (2015)	235	2,000	12%	A
	SR 903 (First Street)	E/O	Yakima Avenue	2	7,033 (2017)	512	2,000	26%	A
continued									

Functional Class	Road Name	Direction of (E/O, W/O, S/O, N/O)	Nearest Crossroad	Number of Lanes	AADT (2007 - 2017)	PM Peak Hour Volume (vph)	Idealized Roadway Capacity (vph)	%of Peak Volume vs. Roadway Capacity (V/C)	Level of Service (LOS)
Major Collector (cont.)	SR 903 (First Street) (Eastbound Only)	W/O	Pennsylvania Avenue	2	3,957 (2018)	366	2,000	18%	A
	SR 903 (Second Street)	W/O	Oaks Avenue	2	4,404 (2016)	341	2,000	28%	A
	SR 903	W/O	Stafford Avenue / South Cle Elum Way	2	5,810 (2016)	448	2,000	22%	A
	SR 903 (First Street)	W/O	Peoh Avenue	2	7,337 (2018)	322	2,000	16%	A
	West First Street	E/O	North Pine Street	2	8,205 (2018)	654	2,000	33%	A
	SR 903	E/O	Yakima Avenue	2	7,023 (2017)	512	2,000	26%	A
	North Pennsylvania Avenue	N/O	(SR 903) First Street	2	1,464 (2018)	148	2,000	7%	A
	South Cle Elum Way (Northbound Only)	S/O	Spring Chinook Way	1	2,686 (2018)	204	1,000	20%	A
	North Oakes Avenue	N/O	Railroad Avenue	2	2,590 (2018)	233	2,000	12%	A
	Bullfrog Road	S/O	SR 903 Roundabout	2	UNK	UNK	UNK	UNK	UNK
Minor Collector	Airport Road	E/O	SR 903 Intersection	2	UNK	UNK	UNK	UNK	UNK
Local	Wright Avenue	S/O	Second Street	2	500 (2018)	52	1,200	4%	A
	Second Street	W/O	Wright Avenue	2	2,397 (2018)	256	1,200	21%	A
	N Columbia Avenue	N/O	Fourth Street	2	138 (2018)	9	1,200	1%	A
	Pennsylvania Avenue	N/O	Third Street	2	65 (2018)	4	1,200	1%	A
continued									

Functional Class	Road Name	Direction of (E/O, W/O, S/O, N/O)	Nearest Crossroad	Number of Lanes	AADT (2007 - 2017)	PM Peak Hour Volume (vph)	Idealized Roadway Capacity (vph)	%of Peak Volume vs. Roadway Capacity (V/C)	Level of Service (LOS)
	Pennsylvania Avenue	S/O	Third Street	2	235 (2018)	12	1,200	1%	A
	Third Street	W/O	Pennsylvania Avenue	2	475 (2018)	28	1,200	2%	A

TABLE 4-7. FORECAST AADT FOR ROADWAYS WITHIN CLE ELUM CITY LIMITS AND UGA (2.5% ANNUAL GROWTH RATE) BEFORE TIP AND COMPREHENSIVE PLAN PROJECTS

Functional Class	Road Name	(E/O, W/O, S/O, N/O)	Nearest Crossroad	AADT (2007-2017)	AADT (2020)	AADT (2030)	AADT (2040)
Interstate	I-90 (B04 Permanent Counter Location)	W/O	West First Street Interchange	33,000 (2017)	35,537	45,491	58,232
	I-90	E/O	SR 970 / White Road Interchange	33,571 (2009)	44,048	56,385	72,178
	I-90 Eastbound Off-ramp (Exit 84)	to	West First Street	2,792 (2009)	3,663	4,689	6,003
	I-90 Westbound On-ramp (Exit 84)	from	West First Street	2,436 (2009)	3,196	4,906	7,096
	I-90 Westbound Off-ramp (Exit 84A)	to	Oakes Avenue	918 (2009)	1,204	1,542	1,974
	I-90 Eastbound On-ramp (Exit 84A)	from	Oakes Avenue	915 (2009)	1,201	1,543	1,967
	I-90 Eastbound Off-ramp (Exit 85)	to	White Road Interchange	1,566 (2009)	2,055	2,630	3,367
	I-90 Eastbound On-ramp (Exit 85)	from	White Road Interchange	1,123 (2009)	1,473	1,886	2,414
	I-90 Westbound Off-ramp (Exit 85)	to	White Road Interchange	938 (2009)	1,231	1,575	2,017
	I-90 Westbound On-ramp (Exit 85)	from	White Road Interchange	1,508 (2009)	1,979	2,533	3,242
	I-90 Eastbound On-ramp (Exit 80)	from	Bullfrog Road	501 (2009)	657	5,274	11,185
	I-90 Westbound Off-ramp (Exit 80)	to	Bullfrog Road	513 (2009)	673	862	1,103
Major Collector	SR 903	W/O	SR 903 Wye at west end of White Road Interchange Access	4,818 (2015)	5,451	7,525	10,180
	SR 903 (First Street)	E/O	Yakima Avenue	7,033 (2017)	7,563	12,658	19,181
	SR 903 (First Street) (Eastbound Only)	W/O	Pennsylvania Avenue	3,766 (2018)	3,957	5,374	7,188
							continued

Functional Class	Road Name	(E/O, W/O, S/O, N/O)	Nearest Crossroad	AADT (2007-2017)	AADT (2020)	AADT (2030)	AADT (2040)
Major Collector (continued)	SR 903 (Second Street)	W/O	Oaks Avenue	4,404 (2016)	4,861	6,874	9,450
	SR 903	W/O	Stafford Avenue / South Cle Elum Way	5,810 (2016)	6,413	10,194	15,035
	SR 903 (First Street)	W/O	Peoh Avenue	7,337 (2018)	7,708	10,652	14,421
	West First Street	E/O	North Pine Street	8,205 (2018)	8,620	11,965	16,254
	North Pennsylvania Avenue	N/O	(SR 903) First Street	1,464 (2018)	1,538	1,992	2,573
	South Cle Elum Way (Northbound Only)	S/O	Spring Chinook Way	2,686 (2018)	2,822	3,612	4,624
	North Oakes Avenue	N/O	Railroad Avenue	2,590 (2018)	2,721	6,676	11,739
Minor Collector	Airport Road	E/O	SR 903 Intersection	UNK	UNK	UNK	UNK
Local	Wright Avenue	S/O	Second Street	500 (2018)	525	1,839	3,522
	Second Street	W/O	Wright Avenue	2,397 (2018)	2,518	3,232	4,145
	N Columbia Avenue	N/O	Fourth Street	138 (2018)	145	1,326	2,837
	Pennsylvania Avenue	N/O	Third Street	65 (2018)	68	99	139
	Pennsylvania Avenue	S/O	Third Street	235 (2018)	247	324	423
	Third Street	W/O	Pennsylvania Avenue	475 (2018)	504	644	829

No color in the cell = estimated to be LOS A
Yellow colored cell = estimated to be LOS B
Orange colored cell = estimated to be LOS C
Pink colored cell = estimated to be LOS D
Red colored cell = estimated to be LOS E
Black colored cell = estimated to be LOS F

Estimates based on 2009-2018 counts grown at a 2.5% annual growth rate to be consistent with the method used in the 2017-2037 QUADCO Regional Transportation Plan and shared with Cle Elum through printouts from the Kittitas County Regional Transportation model.

All calculations above are done simply by percentages and do not take into account other LOS contributing factors such as operation of intersections and land use changes other than major developments. Because projects may vary in complexity, a project level LOS study is performed during the Preliminary Engineering of any new construction or reconstruction project which follows the methodologies outlined in the Highway Capacity Manual 2010. More in-depth analysis as described in the HCM 2010 may show results that are different than the simple volume/capacity screening tool used in tables 4-4 and 4-7. In the event of differences, the more in-depth analysis indication of LOS should be used.

The order of evaluation for Level of Service should be simplified volume/capacity calculations until a facility moves to LOS B. If the facility indicates a LOS other than A, the Regional Travel Demand Model should be used for a land-use oriented, better approximation of travel patterns and flow. If the regional travel demand model indicates a LOS C or worse, a traffic impact analysis should be performed or if a project is of such complexity that it cannot be fully represented in the regional travel demand model, a traffic impact analysis should be performed to assess the opening year and forecast impacts on the transportation system.

Because of the significant changes in land use that are planned to occur in Suncadia, other developments in the northern edge of the City Limits, and developments adjacent to the UGA north of the City, these anticipated projections should be checked against observed counts between now and the next update. Final assumptions used in developing the forecast traffic should be shared with Kittitas County, and should be considered to be included in the next update to Kittitas County's Regional Travel Demand Model.

**APPENDIX C: THE CITY OF CLE ELUM'S 2019-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)**

**CITY OF CLE ELUM
WASHINGTON**

RESOLUTION NO. 2018-019

A RESOLUTION OF THE CITY OF CLE ELUM, WASHINGTON ADOPTING A SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM, FROM 2019 TO 2025

WHEREAS, the City of Cle Elum is required by Washington State to annually adopt a Six-year Transportation Improvement Program (TIP); and

WHEREAS, ON June 26, 2018, the City Council for the City of Cle Elum held a Public Hearing to receive comments on the proposed Six-Year Transportation Improvement Program; and

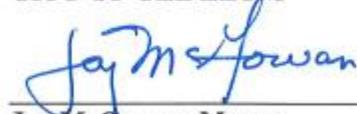
WHEREAS, the City Council for the City of Cle Elum finds it is in the best interest of the residents of the City to adopt the attached Six-Year Transportation Improvement Program for the years 2019 through 2024.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CLE ELUM, WASHINGTON, DOES RESOLVE AS FOLLOWS:

The attached City of Cle Elum Six-Year Transportation Improvement Program for the years 2019 through 2024 is hereby adopted, and shall be forwarded to Quad County Regional Transportation Planning Organization and Washington State Department of Transportation.

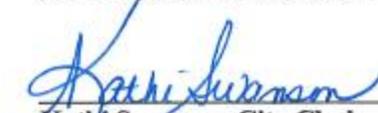
PASSED BY THE CLE ELUM CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 26TH DAY OF JUNE 2018.

CITY OF CLE ELUM



Jay McGowan, Mayor

ATTEST/AUTHENTICATED:



Kathi Swanson, City Clerk

**CITY OF CLE ELUM
NOTICE OF PUBLIC HEARING**

NOTICE IS HEREBY GIVEN that the Cle Elum City Council will hold a public hearing on the Six-Year Transportation Improvement Program for the City of Cle Elum on Tuesday, June 26, 2018 at 7:00 p.m. or shortly thereafter. Copies of the plan may be obtained at Cle Elum City Hall, 119 West First Street, during regular business hours.

Anyone interested in this matter is urged to attend or they may submit their views in writing to Cle Elum City Hall, 119 West First Street, Cle Elum, WA. 98922

Kathi Swanson, City Clerk
(509) 674-2262
Cle Elum City Hall
119 West First Street
Cle Elum, WA 98922.

**CITY OF CLE ELUM
NOTICE OF
PUBLIC HEARING**

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Kathi Swanson, City Clerk
(509) 674-2262
Cle Elum City Hall
119 West First Street
Cle Elum, WA 98922.

(Published in the N.K.C. TRIBUNE,
June 14 and 21, 2018.)



Six Year Transportation Improvement Program From 2019 to 2024

Agency: Cle Elum

County: Kittitas

MPO/RTPO: Quad-Co RTPO

N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	1	First Street Improvements Phase 2 - Stormwater Improvements First Street Billings Avenue to Peoh Avenue Construction of storm drainage piping and catch basins along the corridor, coordinated with future Phase 3 improvements.	WA-11217	06/26/18	06/26/18		2018-019	44	C G P S T W	0.510	CE	No

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2019	CDBG	40,270	OTHER	30,000	30,000	100,270
S	CN	2019	STP(R)	125,000		0	0	125,000
S	CN	2019	CDBG	684,730		0	0	684,730
Totals				850,000		30,000	30,000	910,000

Phase	1st	2nd	3rd	4th	5th & 6th
PE	100,270	0	0	0	0
CN	809,730	0	0	0	0
Totals	910,000	0	0	0	0



Six Year Transportation Improvement Program From 2019 to 2024

Agency: Cle Elum

County: Kittitas

MPO/RTPO: Quad-Co RTPO

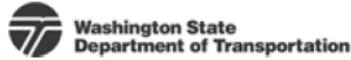
N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	2	First Street Improvements Phase 3 - Downtown Revitalization First Street Billings Avenue to Peoh Avenue Downtown reconstruction including new sidewalks, curb, gutter, bulbouts, illumination, landscaping, and amenities.	WA-11218	06/26/18	06/26/18		2018-019	04	C G P S T W	0.510	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2019	STP(R)	176,760	PWTF	533,240	0	710,000
Totals				176,760		533,240	0	710,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	710,000	0	0	0	0
Totals	710,000	0	0	0	0



Six Year Transportation Improvement Program From 2019 to 2024

Agency: Cle Elum

County: Kittitas

MPO/RTPO: Quad-Co RTPO

N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	3	Hanson Ponds Trail Improvements to Construction of a new pedestrian bridge, restrooms, parking facilities, picnic area, and signage.	WA-11212	06/26/18	06/26/18		2018-019	28			CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2019		0	OTHER	23,450	10,050	33,500
P	CN	2020		0	OTHER	281,050	120,450	401,500
Totals				0		304,500	130,500	435,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	33,500	0	0	0	0
CN	0	401,500	0	0	0
Totals	33,500	401,500	0	0	0



Six Year Transportation Improvement Program From 2019 to 2024

Agency: Cle Elum

County: Kittitas

MPO/RTPO: Quad-Co RTPO

N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	4	Chipseal, various locations to Chipseal and sweep the following locations: Fourth Street, Oakes to Bullit Bullit Street, Third to Fourth Wright Avenue, Third to Fourth Harris Avenue, Third to Fourth Penn. Avenue, Third to Fourth	WA-08102	06/26/18	06/26/18		2018-019	05		0.350	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0		0	25,750	25,750
Totals				0		0	25,750	25,750

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	25,750	0	0	0	0
Totals	25,750	0	0	0	0



Six Year Transportation Improvement Program From 2019 to 2024

Agency: Cle Elum

County: Kittitas

MPO/RTPO: Quad-Co RTPO

N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	5	SR 903 and Stafford Street Sidewalk Improvements SR 903 Stafford Street to Stafford Street Construct curb, gutter, and sidewalk with curb ramps including flashing beacons.	WA-10080	06/26/18	06/26/18		2018-019	28	C G P S T W	0.630	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2019	SRTS	63,175		0	3,325	66,500
P	CN	2020	SRTS	489,250		0	25,750	515,000
Totals				552,425		0	29,075	581,500

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	66,500	0	0	0	0
CN	0	515,000	0	0	0
Totals	66,500	515,000	0	0	0



Six Year Transportation Improvement Program From 2019 to 2024

Agency: Cle Elum

County: Kittitas

MPO/RTPO: Quad-Co RTPO

N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	6	HMA Overlays, various locations to HMA overlay the following locations: Madison Street, Second to end South Railroad Street, Oakes to Owens	WA-08103	06/26/18	06/26/18		2018-019	05		1.200	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0		0	184,400	184,400
Totals				0		0	184,400	184,400

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	184,400	0	0	0	0
Totals	184,400	0	0	0	0



Six Year Transportation Improvement Program From 2019 to 2024

Agency: Cle Elum

County: Kittitas

MPO/RTPO: Quad-Co RTPO

N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	7	Chipseal, various locations to Chip seal and sweep at the following locations: Columbia Avenue, First to Second Fifth Street, Steiner to Stafford	WA-08104	06/26/18	06/26/18		2018-019	05		0.410	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0		0	25,750	25,750
Totals				0		0	25,750	25,750

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	25,750	0	0	0	0
Totals	25,750	0	0	0	0



Six Year Transportation Improvement Program From 2019 to 2024

Agency: Cle Elum

County: Kittitas

MPO/RTPO: Quad-Co RTPO

N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	8	Chipseal, various locations to Chipseal and sweep the following locations: Billings Ave, Second to Third Wright Ave, Second to Third Bullitt Ave, Second to Third Peoh Ave, Second to Third Teaway Ave, Second to Third Yakima Ave, Second to Third	WA-09154	06/26/18	06/26/18		2018-019	05		0.340	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0		0	30,900	30,900
Totals				0		0	30,900	30,900

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	30,900	0	0	0	0
Totals	30,900	0	0	0	0



Six Year Transportation Improvement Program From 2019 to 2024

Agency: Cle Elum

County: Kittitas

MPO/RTPO: Quad-Co RTPO

N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	9	Third Street Chipseal Yakima Avenue to Cottage Avenue Chipseal and sweep.	WA-09156	06/26/18	06/26/18		2018-019	05		0.480	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0		0	42,200	42,200
Totals				0		0	42,200	42,200

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	42,200	0	0	0	0
Totals	42,200	0	0	0	0



Six Year Transportation Improvement Program From 2019 to 2024

Agency: Cle Elum

County: Kittitas

MPO/RTPO: Quad-Co RTPO

N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	10	Cottage Avenue Chipseal to Chipseal and sweep.	WA-09157	06/26/18	06/26/18		2018-019	05		0.440	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0		0	38,100	38,100
Totals				0		0	38,100	38,100

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	38,100	0	0	0	0
Totals	38,100	0	0	0	0



Six Year Transportation Improvement Program From 2019 to 2024

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County: Kittitas

MPO/RTPO: Quad-Co RTPO

N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	11	Railroad Avenue Rehabilitation Harris Avenue to Montgomery Avenue Grind and overlay asphalt surface, cement treated base, pavement markings, and ADA curb ramps.	WA-10078	06/26/18	06/26/18		2018-019	06	C G P S T W	0.230	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0	TIB	380,000	20,000	400,000
Totals				0		380,000	20,000	400,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	400,000	0	0	0	0
Totals	400,000	0	0	0	0



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Agency: Cle Elum

County: Kittitas

MPO/RTPO: Quad-Co RTPO

N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	12	North Floral Avenue Rehabilitation North Floral Avenue East First Street to East Fourth Street Construct cement treated base and HMA overlay.	WA-11216	06/26/18	06/26/18		2018-019	06	C G P S T W	0.210	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2020		0	TIB	380,000	20,000	400,000
Totals				0		380,000	20,000	400,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	400,000	0	0	0
Totals	0	400,000	0	0	0



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MPO/RTPO: Quad-Co RTPO

N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	13	Chipseal, various locations to Chipseal and sweep at the following locations: Billings Avenue, Railroad to Fourth Fourth Street, Billings to Stafford Roslyn Place, cul de sac to Miller Miller Avenue, Roslyn Place to Second Pine Street, Second to Roslyn Place	WA-08105	06/26/18	06/26/18		2018-019	05		0.420	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2020		0		0	40,200	40,200
Totals				0		0	40,200	40,200

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	40,200	0	0	0
Totals	0	40,200	0	0	0



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N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	14	Chipseal, various locations to Chipseal and sweep at the following locations: Davis Street, Pine to Alpha Alpha South, to end	WA-08345	06/26/18	06/26/18		2018-019	05		0.060	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2021		0		0	4,100	4,100
Totals				0		0	4,100	4,100

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	4,100	0	0
Totals	0	0	4,100	0	0



Six Year Transportation Improvement Program From 2019 to 2024

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N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	15	Chipseal, various locations to Chipseal and sweep at the following locations: Lincoln Street, Fourth to Third Madison Street, Fourth to Second Third Street, Grant to Madison Third Street, Lincoln to Madison	WA-08346	06/26/18	06/26/18		2018-019	05		0.690	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2022		0		0	62,800	62,800
Totals				0		0	62,800	62,800

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	62,800	0
Totals	0	0	0	62,800	0



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N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	16	2nd Street Pathway - Phase 1 2nd Street Stafford Street to Peoh Avenue Construct multi-use pathway adjacent to roadway.	WA-11220	06/26/18	06/26/18		2018-019	28		0.630	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2022		0	TIB	252,000	28,000	280,000
Totals				0		252,000	28,000	280,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	280,000	0
Totals	0	0	0	280,000	0



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MPO/RTPO: Quad-Co RTPO

N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
			G. Structure ID									
09	17	2nd Street Pathway - Phase 2 Peoh Avenue to Short Avenue Construct multi-use pathway adjacent to roadway.	WA-10081	06/26/18	06/26/18		2018-019	28	C G P S T W	0.700	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2023		0	TIB	281,700	31,300	313,000
Totals				0		281,700	31,300	313,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	313,000
Totals	0	0	0	0	313,000



Six Year Transportation Improvement Program From 2019 to 2024

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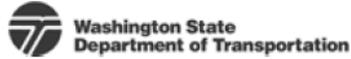
N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	18	Columbia Avenue Extension 1st Street to Railroad Tracks Grind and overlay existing roadway. Extend roadway to railroad tracks and install railroad crossing equipment and pad.	WA-10082	06/26/18	06/26/18		2018-019	01	C G P S T W	0.100	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2023		0	TIB	834,300	92,700	927,000
Totals				0		834,300	92,700	927,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	927,000
Totals	0	0	0	0	927,000



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N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	19	Chipseal, various locations to Chipseal and sweep at the following locations: Stuart View Drive, Second to Pine Schober Way, Second to Reed	WA-08347	06/26/18	06/26/18		2018-019	05		0.480	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2023		0		0	20,600	20,600
Totals				0		0	20,600	20,600

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	20,600
Totals	0	0	0	0	20,600



Six Year Transportation Improvement Program From 2019 to 2024

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N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	20	Chipseals, various locations to Chipseal and sweep the following locations: Pennsylvania Ave, First to Third Harris Ave, First to Third Columbia Ave, First to Third Floral Ave, First to Third Short Ave, First to Third	WA-09155	06/26/18	06/26/18		2018-019	05		0.600	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2024		0		0	58,000	58,000
Totals				0		0	58,000	58,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	58,000
Totals	0	0	0	0	58,000



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N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	21	South Cle Elum Way Pathway Railroad Street to Bridge Construct multi-use pathway.	WA-10074	06/26/18	06/26/18		2018-019	28			CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2024		0	TIB	108,000	12,000	120,000
Totals				0		108,000	12,000	120,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	120,000
Totals	0	0	0	0	120,000



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N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	R/W Required
07	22	West First Street (Safeway Hill) Improvements West First Street South Pine Street to South Pine Street Construct curb, gutter, sidewalk links, bulbouts, flashing beacons, and pavement markings.	WA-11219	06/26/18	06/26/18		2018-019	28	C G P S T W	0.100	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2024		0	TIB	380,000	20,000	400,000
Totals				0		380,000	20,000	400,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	400,000
Totals	0	0	0	0	400,000

	Federal Funds	State Funds	Local Funds	Total Funds
Grand Totals for Cle Elum	1,579,185	3,483,740	946,375	6,009,300

APPENDIX D: FUNDING SOURCES BY FACILITIES TYPE

Roadway System Funding

A. State and Federal Funding Sources

Transportation is typically funded by some type of “user fees.” Initially, that funding came from a dedicated portion of the property tax, because property owners were the prime beneficiaries of the transportation system. The major state tax sources to fund transportation improvements are the gas tax and vehicle registration fees. The gas tax is imposed at the federal and state level and is devoted primarily to highway purposes. The Washington State gas tax rate is \$0.494 cents per gallon (2016). The collected tax is distributed in accordance with *RCW 46.68.090*.

For larger projects, the City may seek funding assistance from the Washington State Transportation Improvement Board (TIB), as well as some other sources. Cle Elum is included in a state-designated regional planning area. Because of this distinction, there are three state-funded grant programs that the City can pursue through the TIB:

- Small City Arterial Program (SCAP),
- Small City Preservation Program (SCPP), and
- Small City Sidewalk Program (SCSP).

TIB also manages the Complete Streets Program.

Other Washington State grant opportunities Cle Elum can include in their funding strategy include but are not limited to WSDOT’s Safe Routes to School Program, WSDOT Bicycle and Pedestrian Program, and WSDOT’s City Safety Program.

There are federal grant programs that the City can pursue through the authorization of FAST Act, the federal transportation legislation. Two funding sources that WSDOT allocates to QUADCO for RTPO processes include:

- Surface Transportation Block Grant (STBG), and
- Surface Transportation Block Grant Set-aside (STBG Set-aside)

QUADCO facilitates and approves the awards to member jurisdictions and agencies upon completion of a prioritized, competitive basis.

The FAST Act has created other new federal grant opportunities that require applicants to compete at the national level. The list of national grant opportunities can be accessed through the Grants.Gov website located at <https://www.grants.gov/>.

B. Local Funding Sources

In 1987, the Legislature created Transportation Benefit Districts (TBD) as an option for local governments to fund transportation improvements. Since 2005, the Legislature has amended the TBD statute to expand its uses and revenue authority. Most recently in 2015, the Legislature amended the TBD statute to authorize TBDs to impose vehicle license fees of up to \$50 without

a public vote and also made it possible for cities to absorb the TBD in cases where the TBD has the same boundaries as the city.

A TBD is a quasi-municipal corporation and independent taxing district created for the sole purpose of constructing, improving and funding transportation improvements within the district. The legislative authority of a county or city may create a TBD by ordinance following the procedures set forth in RCW 36.73. The county or city proposing to create the TBD may include other counties, cities, or transit districts through interlocal agreements.

A TBD can fund any transportation improvement contained in any existing state or regional transportation plan that is necessitated by existing or reasonably foreseeable congestion levels. TBD funds can be used for maintenance, preservation and reconstruction improvements to city streets and county roads. Funds can also be used for public transportation and transportation demand management strategies. TBDs have several revenue options that are subject to voter approval, and other revenue options that can be imposed without voter approval. However, to impose fees that are not subject to voter approval, the TBD boundaries must be countywide or citywide, or if applicable, unincorporated countywide.

Local Improvement District

Property owners in a particular area in need of infrastructure upgrades can also create a Local Improvement District (LID). A LID is a financial instrument that allows the property owners to share the costs of infrastructure improvements, including improving streets and constructing sidewalks.

Real Estate Excise Tax

In Washington, all cities and counties are authorized to levy a 0.25% real estate excise tax (REET), known as the “first quarter percent” or “REET 1,” on all sales of real estate. Those planning under the GMA are authorized to levy a second 0.25% real estate excise tax known as “the second quarter percent” or “REET 2.” REET 1 funds are used for capital improvements.

Kittitas County Distressed County Sales and Use Tax

In 1998, the Kittitas County Board of Commissioners accepted the sales and use tax revenues in accordance with RCW 82.14.370 and directed the Conference of Governments to oversee the fund and project selection.

The Kittitas County Distressed County Sales and Use Tax funds are used for promoting economic development, job creation, and financing public facilities such as: bridges, roads, domestic and industrial water facilities, sanitary sewer facilities, earth stabilization, storm sewer facilities, railroad, electricity, natural gas, buildings, structures, telecommunications infrastructure, transportation infrastructure, commercial infrastructure, and port facilities.

Domestic Water System Funding

There are five basic categories of potential financing for domestic water-related improvements:

1. Local Public Enterprise Funds
2. Use of Local Public Powers
3. State Assisted or Guaranteed Resources
4. Federally Assisted or Guaranteed Resources
5. Private Development

A combined funding opportunity section is here in Appendix C. Because much of the funding opportunity information is common between domestic, wastewater, and stormwater facilities a common table for these categories is placed here instead of separate tables for funding opportunities.

Current availability of funding is limited with a number of the sources within these categories. Many sources restrict the use of funds to certain projects and others limit their monetary participation to a percentage of the total cost.

A detailed financial program was developed for the City's 2015 Water System Plan and is provided in Table 9-3 in CHAPTER 9. The proposed financial program incorporates projected operations, maintenance, and capital improvement costs for a six-year period of 2014-2019. Projected revenues and expenditures of the water system include growth factors and inflation rates, in addition to the recommended rate increases, to account for estimated growth within the City, as discussed in CHAPTER 2 of the 2015 Water System Plan.

The City of Cle Elum will continue annual reviews of the water system's financial program during their budget preparation process. The financial program will also be reviewed and revised as needed during the next update of the Water System Plan on or before February 1, 2022. This continued review will allow for modifications to the proposed rate and revenue increases, should financial conditions change.

The following is a more general discussion of funding sources and is included here to make the Capital Facilities Plan a comprehensive reference document.

1. Local Public Enterprise Funds

Reserves in the Enterprise Fund are accumulated from revenues from domestic water, sanitary sewer, and stormwater user fees. The amount of the reserves will depend on the balance of operation and maintenance costs of each of the systems versus total revenues generated by the associated fees. These reserves may be used to finance any respective domestic water, sanitary sewer, or stormwater system related project approved by the City Council.

Funds for a future project may be generated by increases in any system's user fees, thus building the reserves in the Enterprise Fund. With this method of financing, often called the "pay-as-you-go" approach, the City is collecting interest on the reserves as opposed to paying interest on a loan balance. One method used by some communities to accumulate reserves is through the development of a capital recovery charge system. This approach is similar to assessing connection fees, except the amount is based on the capital costs of constructing system infrastructure, and the collected funds are usually set aside as capital reserves for future projects.

2. Use of Local Public Powers

The use of local public powers consists of three primary bonding techniques including general obligation bonds, special assessment bonds, and revenue bonds. There are advantages and disadvantages to each. The type of bond issue to finance a community improvement depends in part on custom and in part on the circumstances of a particular offering. General information about the three principal types of municipal bonds follows:

General Obligation Bonds pledge the unlimited taxing power and the full faith and credit of the issuing government to meet the required principal and interest payments.

Special Assessment Bonds (LID Bonds) are used to finance improvements where the property specially benefitted can be identified. Special assessment bonds are frequently used to make capital improvements in a particular neighborhood. Principal and interest payments for these bonds are made by the special assessment on the property benefitting from the improvement. Before special assessment bonds are issued, estimated costs are mailed to property owners, and a public hearing is held to allow the affected property owners to say whether or not they want the improvements. During a subsequent 30-day protest period, property owners may protest the improvements prior to City Council action formally establishing the project. Debt financed by special assessment bonds is not subject to debt limitations. As a sanitary sewer example, this type of financing is typically not suited for construction of trunk sewers within a collection system. However, it is often used as a means to finance extension of sewers into a new service area.

Revenue Bonds are frequently used to finance City-owned utilities, industrial parks, and other municipal public facilities. The bonds pledge the revenue from a particular revenue source to meet the principal and interest payments. Revenue bonds are appropriate debt instruments when the enterprise fund can be expected to generate sufficient revenue to meet both operating and debt service cost. Revenue bonds generally do not become a general obligation of the government issuing them. Communities may have to pay higher rates of interest on these bonds than on general obligation bonds, because revenue bonds are considered less secure. However, revenue bonds also have an important advantage over general obligation bonds. The amount of the revenue bonds is not included in the amount of indebtedness subject to state debt limitations. The legal requirements for issuing revenue bonds are more complex than those for issuing general obligation bonds. For example, when revenue bonds are issued, a special authority (Sewer Fund) operates the facility and a special revenue fund receives and disburses all funds. A trust agreement to provide for the monthly reimbursement of revenues and containing provisions to protect the bond holders must be formulated.

3. State and Federal Assisted or Guaranteed Resources

United States Department of Agriculture (USDA)

A. Rural Utilities Program

The USDA Rural Utilities Program provides project financing and technical assistance to help communities provide the infrastructure needed by rural businesses, community facilities, and households. Please visit USDA's website at:

<https://www.rd.usda.gov/about-rd/agencies/rural-utilities-service>

B. Water & Environmental Programs

The USDA Water & Environmental Program provides loans, grants, and loan guarantees for drinking water, sanitary sewer, solid waste, and storm drainage facilities in rural areas and cities and towns of 10,000 or less. to help communities provide the infrastructure needed by rural businesses, community facilities, and households.

Water Quality Combined Financial Assistance Program

State administered funding sources are now integrated into a single process for the Centennial Clean Water Fund State Grant Program, the Clean Water Act Section 319 Federal Grant Program, the Drinking Water State Revolving Fund Loan Program, and the Storm Water Financial Assistance Program. Through the Water Quality Combined Financial Assistance Program, an applicant submits one application and is considered for all of the potential funding opportunities. Applications are accepted once a year and funding details can be found at: <https://ecology.wa.gov/About-us/How-we-operate/Grants-loans/Find-a-grant-or-loan/Water-Quality-Combined-Funding-Program>

C. Centennial Clean Water Fund State Grant Program

The Centennial Clean Water Fund State Grant Program is state-funded through the Washington State General Fund, primarily through the State Building Construction Account. The Centennial program provides grants for water quality infrastructure and nonpoint source pollution projects to improve and protect water quality.

Eligible infrastructure projects are limited to wastewater treatment construction projects for financially distressed communities. Eligible nonpoint source pollution projects include on-site septic repair and replacement, agricultural best management practices, education and outreach, water quality monitoring, lake water quality planning, riparian and wetlands habitat restoration and enhancement, stream restoration, TMDL plan development and implementation, and wellhead protection. A 25% match is required for nonpoint source pollution projects.

D. Clean Water Act Section 319 Federal Grant Program

The Clean Water Act Section 319 Grant Program is federally-funded through the Environmental Protection Agency's granting of funds to Washington State Department of Ecology. The Section 319 program provides grants to eligible nonpoint source pollution projects to improve and protect water quality. The eligible projects are similar

to those in the state Centennial program. A 25% match is required for projects. For more information visit:

<http://www.federalgrants.com/Clean-Water-Act-Section-319-Grant-Program-5088.html>

E. Drinking Water State Revolving Fund

The Drinking Water State Revolving Fund (DWSRF OR SRF) provides low-interest loans to local governments for projects which improve and protect the state's water quality. Up to 100% of eligible project costs are fundable through this program. SRF loans can be used to match Centennial Clean Water Fund Grant Program and Clean Water Act Section 319 Federal Grant Program grants.

Eligible infrastructure projects include wastewater treatment construction projects, eligible nonpoint pollution control projects, and eligible Green projects. SRF loans can be used to match Centennial Clean Water Fund Grant Program and Clean Water Act Section 319 Federal Grant Program grants. For a list of eligible project types please visit:

<https://www.doh.wa.gov/CommunityandEnvironment/DrinkingWater/WaterSystemAssistance/DrinkingWaterStateRevolvingFundDWSRF>

F. Stormwater Financial Assistance Program and SFAP Pre-Construction

The Stormwater Financial Assistance Program (SFAP) Pre-construction allows for grants to develop construction plans for stormwater capital projects to Phase I and Phase II National Pollutant Discharge Elimination System (NPDES) municipal permittees. Stormwater Financial Assistance Program provides cities, counties, and ports grants for projects that address existing pollution problems and provide a high level of water quality benefit.

G. Stormwater Capacity Grants

Stormwater Capacity Grants are awarded to holders of Phase I and Phase II NPDES municipal permits for activities and equipment necessary for permit implementation.

H. Grants of Regional or Statewide Significance

Grants of Regional or Statewide Significance are grants that are available to Phase I and Phase II NPDES municipal permittees for projects that provide benefits for more than one permittee.

In addition to these more customary funding opportunities, Department of Ecology and Department of Health have some smaller planning grants and loans to assist entities in preparation of applying for a Drinking Water State Revolving Fund Construction Loan, assist entities plan for Source Water Protection, and assist communities experiencing the loss of critical drinking water services or facilities due to an emergency.

Other organizations provide financing for domestic water, sanitary sewer, and stormwater facilities assistance as well. Some of the organizations are listed in the illustrative list below:

- National Rural Water Association can assist with loans to pay for pre-development cost for proposed water and wastewater projects. Please visit NRWA's website at: <https://nrwa.org/>
- Rural Community Assistance Corporation can assist with loans to pay for feasibility and pre-development costs for proposed solid waste, domestic water, stormwater, and wastewater projects. Please visit RCAC's website at: <http://www.rcac.org/>
- Department of Commerce offers a Bond Cap Allocation Program with limited state allocation, and Community Development Block Grants for general purposes including construction, acquisition, and planning-only. Please visit DOC's website at: <http://www.commerce.wa.gov/about-us/research-services/bond-cap-allocation-program/>
- The Public Works Grants and Loans Program funded by the Economic Development Administration (EDA) is used to encourage long-range development gains in jurisdictions where economic growth is lagging or where the economic base is shifting. The program provides public works and development facilities needed to attract new industry and provide business expansion. Financial aid may be used to acquire and develop land and improvements for public works and to acquire, construct, rehabilitate, alter, expand, or improve such facilities, including related machinery and equipment. When completed, such projects are expected to bring additional private investment to the area. Please visit DOC's website at: <http://www.commerce.wa.gov/building-infrastructure/pwb-home-page/>

APPENDIX E: CAPITAL FACILITIES ELEMENT GOALS AND POLICIES

Capital Facilities Elements Goals and Policies

The goals and policies of the Capital Facilities Element provide guidelines and direction for the different infrastructure systems, government buildings, government properties within Cle Elum over the next twenty (20) years. They are intended to balance the community's desire to maintain Cle Elum's unique sense of place with the City's desire for sustained and balanced economic and residential vitality. Goals and policies also provide direction for future planning and implementation activities.

Goals and policies provide useful evaluation of new ideas as they emerge between comprehensive planning processes. The City can consider intentions of the plan as described in the goals and policy statements during problem-solving discussions. The goals and policies identified in this plan are derived largely from the Community Visioning Meetings guided by City Staff and the City Planning Commission, the 2007 Comprehensive Plan Update, and additional considerations such as the expansion of goals and policies for the Cle Elum Municipal Airport.

Capital Facilities goals and policy statements are guided by two principal themes: first, the desire of the City to maintain and enhance the larger planning documents the City has invested in developing, such as a Water System Plan, an Airport Master Plan, or a General Sewer Plan; second, the impetus of its residents to create an economically sustainable City respecting the contributions and foundations of the past while striving to meet the challenges of the future.

The GMA specifies planning topics for the comprehensive planning process. Capital Facilities goals cover topics such as: a) an inventory of capital facilities owned by public entities, showing locations and capacities, b) a forecast of the future needs for the capital facilities, c) the proposed locations and capacities of expanded or new capital facilities, d) at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes, e) a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element.

Finally, the goals and policies are intended to provide guidance to elected officials, staff, and the general public as to the infrastructure and services within the City and in potential annexation areas. This element recognizes the City is an active and participating regional partner ensuring the intent of the Growth Management Act is met.

Goal CF-1: To assure that capital improvements necessary to carry out the comprehensive plan are provided when they are needed.

Policies:

CF – 1.1 The City provides garbage services, police operation, animal control, library services, and some recreational services to the residents of the City, South Cle Elum, and areas of the unincorporated County. The City of Cle Elum should discuss and exchange population forecasts, development plans and technical data with the agencies identified in this plan for a regional approach to these services.

CF – 1.2 The City shall coordinate its land use and public works planning activities with an ongoing program of long-range financial planning, in order to conserve fiscal resources available to implement the capital facilities plan.

CF – 1.3 The City shall continue to pursue further, and maintain existing, interlocal service agreements for the provision of water, sewer, fire, and police protection. These interlocal service agreements should set forth the terms and limitations.

CF – 1.4 Surplus water shall not be sold outside of the city limits except in extraordinary circumstances (as determined by City Council, such as to solve immediate health or safety problems threatening existing residents).

CF – 1.5 Interlocal service agreements with other districts which do supply water services outside their Urban Growth Area boundaries shall specify the limitation of the use of the surplus water consistent with countrywide land development pattern.

CF – 1.6 The City shall upgrade, or cause to be upgraded, the city water system to reduce loss from leakage and excessive use.

CF – 1.7 The City shall pursue funding sources for the proposed extensions of the wastewater treatment system, including local improvement district financing and state and federal grant programs.

CF – 1.8 The City should pursue state funding for the further development and maintenance of the Chicago-Milwaukee Railroad right-of-way recreational link to the City of Roslyn through grant programs sponsored by the Department of Natural Resources and the Interagency Committee on Outdoor Recreation and others.

CF – 1.9 The City shall adopt a Six-Year Capital Facilities Plan concurrent with the adoption of the 2007 Annual Budget and Capital Improvement Program [BCIP]. The Capital Facilities Plan [CFP] is an ongoing capital budget and facilities program addressing both revenue and expenditures on projects affecting the City's level of service delivery. The Six-Year Capital Facilities Plan will be updated and amended as more current information becomes available, or as significant changes, or priority changes, occur.

Goal CF-2: To ensure that the continued development and implementation of the Capital Facilities Plan reflects the policy priorities of the City.

Policies:

CF – 2.1 High priority of funding shall be accorded projects which are consistent with the adopted goals and policies of the Comprehensive Plan and City Council.

CF – 2.2 Projects shall be funded only when incorporated into the City's budget, as adopted by the City Council (exception: Emergency Situations or Grant Funded Projects which may require matching funds and/or other Capital Expenditures).

CF – 2.3 Capital projects that are not included in the Six-Year Capital Facilities Plan and which are inconsistent with the comprehensive plan shall be evaluated by means of the comprehensive planning process prior to their inclusion into the City's annual budget.

CF – 2.4 The Six-Year Capital Facilities Plan shall be updated annually prior to the City’s budget process, and as often as practicable for the addition and inclusion of new information.

CF – 2.5 All City departments shall review changes to the CFP and shall participate in the annual review.

Goal CF-3: To assure that capital improvements necessary to carry out the comprehensive plan are provided when they are needed.

Policies:

CF – 3.1 Development shall be allowed only when and where all public facilities are adequate and only when such development can be adequately served by essential public services without reducing level of service standards else-where.

CF – 3.2 If adequate facilities are currently unavailable and public funds are not committed to provide such facilities, developers must provide such facilities at their own expense in order to develop.

CF – 3.3 A development shall not be approved if it causes the level of service on a capital facility to decline below the standards set forth in this plan, unless capital improvements or a strategy to accommodate the impacts are made concurrent with the development for the purposes of this policy.

CF – 3.4 Require that development proposals are reviewed by the various providers of services, such as school districts, sewer, water, and fire departments, for available capacity to accommodate development and needed system improvements.

CF – 3.5 New or expanded capital facilities should be compatible with surrounding land uses; such facilities should have a minimal impact on the natural or built environment whenever practicable.

CF – 3.6 City plans and land development regulations should identify and allow for the siting of essential public facilities. Cle Elum shall cooperatively work with surrounding municipalities and Kittitas County during the siting and development of facilities of regional significance.

CF – 3.7 Development proposals within the City should incorporate construction designs which minimize water and energy consumption.

Goal CF-4: To finance the City’s needed capital facilities in as economic, efficient, and equitable a manner as possible.

Policies:

CF – 4.1 The burden of financing capital improvements should be borne by the primary beneficiaries of the facility.

CF – 4.2 General revenues should be used only to fund projects that provide a general benefit to the entire community or the general government functions of the City.

CF – 4.3 Long term borrowing for capital facilities should be considered as an appropriate method for financing large facilities that benefit more than one generation of users.

CF – 4.4 Whenever possible, special assessments, revenue and other self-supporting bonds will be used instead of tax supported general obligation bonds.

Goal CF-5: To review and update the regulations and zoning controls to protect the Cle Elum Municipal Airport, to promote compatible land uses, and promote economic development to sustain airport operations.

Policies:

CF – 5.1 Provide reliable and safe air service at a facility that is compatible with the community.

CF – 5.2 The City will support efforts to update the airport master plan to ensure the airport's long-term vitality as an economic asset to the community.

CF – 5.3 The airport shall be maintained in compliance with the Airport Master Plan, or as amended.

CF – 5.4 The airport overlay will be amended as necessary to ensure the Cle Elum Municipal Airport's master plan succeeds, to identify compatible land uses surrounding the airport, and to protect surrounding land uses from airport impacts.

CF – 5.5 The Airport Overlay Ordinance should prohibit buildings, structures, or other objects from being constructed or altered such that those buildings, structures, or other objects do not penetrate the imaginary surface airspace.

CF – 5.6 The following uses will serve as examples of uses considered compatible with Cle Elum Municipal Airport operations: Air Freight Terminal, Air Cargo Forwarders, Aircraft/Parts Manufacturer, Aircraft Repair Shops, Aerial Survey Companies, Aviation Schools, Aviation Research and Testing, Trucking Terminals, Taxi/Bus Terminals, Parking Facilities and Auto Storage, Car Rental Agencies, Gas Stations, Restaurants, Picnic Areas, Forests, Landscape Nurseries, Arboretum, Farming, Cemeteries, Storage Facilities, Warehouses, Wholesale Distribution Center, and Factories. Compatibility will be determined on a case-by-case basis.

CF – 5.7 The City should actively seek State and Federal funding to maintain planning, projects, and programs of the Cle Elum Municipal Airport in a state of good repair.