



Agenda
City Council Regular Meeting
Tuesday, September 19, 2023
Richland City Hall Council Chambers
625 Swift Boulevard

City Council Regular Meeting - 6:00 p.m.

Welcome and Roll Call

Pledge of Allegiance

Approval of Agenda: (Approved by Motion)

Presentations:

Public Hearing: Please limit public hearing comments to 3 minutes. Comments must speak only to the item for which the hearing is convened. Records intended for Council consideration must be given to the City Clerk distribution.

1. Declaring Surplus and Authorizing Relinquishment of an Easement Lying within 933 Thayer Drive, Resolution No. 2023-149
2. Amending the 2023 Budget in the Stormwater Utility Fund, Ordinance No. 2023-22

Public Comments: Please limit public comments to 2 minutes. The public comment period is not an opportunity for dialogue with councilmembers, or for posing questions with the expectation of an immediate answer. Many questions require an opportunity for information-gathering and deliberation. For this reason, Council will accept comments, but will not directly respond to comments, questions or concerns during public comment. Records intended for Council consideration must be given to the City Clerk for distribution.

Consent Calendar: Items on the Consent Calendar have been distributed to the City Council in advance for reading and study, are considered to be routine, and will be enacted by one motion of the Council with no discussion. Councilmembers may transfer individual items to Items of Business for deliberation before voting.

Minutes:

3. Approval of the September 5, 2023 City Council Regular Meeting Minutes
 - Jennifer Rogers, City Clerk

Ordinances - First Reading:

See Ordinance Nos. 2023-22 and 2023-23 on **Items of Business**

Ordinances - Second Reading & Passage:

4. Ordinance No. 2023-20, Amending Chapter 9.04 of the Richland Municipal Code related to Crimes Against Persons
 - Heather Kintzley, City Attorney
5. Ordinance No. 2023-21, Annexing Approximately 1,641 Acres known as the Northwest Advanced Clean Energy Park (formerly the North Horn Rapids Industrial Park)
 - Kerwin Jensen, Development Services Director

Resolutions - Adoption:

6. Resolution No. 2023-145, Authorizing a Grant Application to the Washington State Recreation and Conservation Office for Local Parks Maintenance Grant Program Funding
 - Laura Hester, Parks & Public Facilities Director
7. Resolution No. 2023-146, Authorizing Award of Bid to Palouse Power, LLC for Construction of City View Substation Bank No. 2
 - Clint Whitney, Energy Services Director
8. Resolution No. 2023-148, Setting a Public Hearing Date to Consider the Proposed Annexation of 1.83 Acres of Short Plat 793, Lot 3
 - Kerwin Jensen, Development Services Director

Items - Approval:

9. Appointment to the Americans with Disabilities Act (ADA) Citizens Review Committee: Lee Schmolke
 - Jennifer Rogers, City Clerk
10. Appointment to the Lodging Tax Advisory Committee: Char Gaza and Doug Sako
 - Jennifer Rogers, City Clerk
11. Appointment to the Utility Advisory Committee: Harry Staven and Roy Miller
 - Jennifer Rogers, City Clerk

Expenditures - Approval:

12. Expenditures from August 1, 2023 to August 31, 2023 for \$28,316,208.98 including Travel Check Nos. 20359-20372, Accounts Payable Check Nos. 314162-315115, Accounts Payable Wire Nos. 9672-9719, Payroll Wires & ACH Nos. 13511-13573, Payroll Direct Deposit & Check Nos. 211472-213314, and Pension Check Nos. 6537-6562.
 - Brandon Allen, Finance Director

Items of Business:

13. Resolution No. 2023-137, Authorizing a Purchase Order Contract with Great Western Installation, Inc. for New Playground Equipment at Howard Amon Park
 - Laura Hester, Parks & Public Facilities Director
14. Resolution No. 2023-149, Declaring Surplus and Authorizing Relinquishment of an Easement lying within 933 Thayer Drive
 - Pete Rogalsky, Public Works Director
15. Ordinance No. 2023-22, Amending the 2023 Budget in the Stormwater Utility Fund
 - Pete Rogalsky, Public Works Director
16. Ordinance No. 2023-23, Rezoning a 9,600 Square Foot Lot at 521 Smith Avenue from Medium Density Residential (R-2) to Medium Density Residential Small Lot (R-2S) (Closed Record)
 - Kerwin Jensen, Development Services Director

Reports and Comments:

1. City Manager

2. City Council

3. Mayor

Adjournment

This meeting will be broadcast live on [CityView Channel 192](#) on the City's website and on the [City's YouTube Channel](#).

Richland City Hall is ADA accessible. Any individual who has difficulty attending the meeting in-person may request to provide comments remotely. (Ch. 42.30 RCW) Requests for sign interpreters, audio equipment, and/or other special services must be received 48 hours prior to the meeting by calling the City Clerk's Office at 509-942-7389.



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 9/19/2023

Agenda Category: Minutes

Core Focus Area I - Promote Financial Stability & Operational Effectiveness

Subject:

Approval of the September 5, 2023 City Council Regular Meeting Minutes

Department/Office
City Clerk

Ordinance/Resolution Number:

Document Type:
Minutes

Recommended Motion:

Approve the meeting minutes from the City Council regular meeting held on September 5, 2023.

Summary:

Draft minutes from the September 5, 2023 City Council regular meeting are presented for Council's consideration and approval.

Fiscal Impact: None.

Attachments:

I. DRAFT September 5, 2023 City Council Meeting Minutes



MINUTES

RICHLAND CITY COUNCIL REGULAR MEETING

Tuesday, September 5, 2023

**Richland City Hall ~ Council Chambers
625 Swift Boulevard**

City Council Regular Meeting - 6:00 p.m.

Mayor Christensen called the Council meeting to order at 6:00 p.m.

Welcome and Roll Call

Mayor Christensen welcomed those in the audience and expressed appreciation for their attendance.

Attendance: Mayor Christensen, Mayor Pro Tem Richardson, and Councilmembers Jones, Lukson, VanDyke, and Whitten were present. Councilmember Kent was absent.

COUNCILMEMBER LUKSON MOVED AND COUNCILMEMBER VANDYKE SECONDED THE MOTION TO EXCUSE COUNCILMEMBER KENT. MOTION CARRIED 6-0.

Also present were City Manager Amundson, Deputy City Manager Schiessl, Assistant City Manager Florence, City Attorney Kintzley, Chief of Police Clary, Development Services Director Jensen, Public Works Director Rogalsky, Energy Services Director Whitney, Finance Director Allen, Parks & Public Facilities Director Hester, Deputy Fire Chief Aust, and City Clerk Rogers.

Pledge of Allegiance

Mayor Christensen led the Council and audience in the recitation of the Pledge of Allegiance.

Approval of Agenda

MAYOR CHRISTENSEN MOVED AND MAYOR PRO TEM RICHARDSON SECONDED THE MOTION TO APPROVE THE AGENDA AS PUBLISHED. MOTION CARRIED 6-0.

Presentations

1. Swearing-In of Richland Police Officer Shandi Coe

Chief of Police Clary, Deputy Chief of Police Neher, Police Commanders Jansen, Judge, and Schwarzer, and Police Professional Staff Manager Carper were in attendance to welcome newly commissioned Police Officer Coe. Chief of Police Clary administered the Oath of Office to Officer Coe then welcomed her to the department.

Mary Dover and Brandi Hilmes of the Richland Police Department Foundation welcomed Officer Coe to the department then presented her with a welcome basket on behalf of the Richland Police Department Foundation.

2. Constitution Week Proclamation

Mayor Christensen read aloud a proclamation declaring September 17-23, 2023 to be Constitution Week in the City of Richland.

3. Introduction to the Mid-Columbia Children's Museum Board of Directors

Deputy City Manager Schiessl introduced Chelsea Blair and Beth Crocker, both Board Members of the Mid-Columbia Children's Museum. Ms. Blair and Ms. Crocker provided a comprehensive overview of the Mid-Columbia Children's Museum (MCCM), including the background, mission, and vision. A timeline depicting the order of key events leading to MCCM's grand opening was included in the presentation. Additional information can be found at mccmuseum.org.

Council thanked Ms. Blair and Ms. Crocker for their presentation and their vision to establish MCCM. Council then engaged in a question-and-answer session with Ms. Blair and Ms. Crocker.

4. Tri-Cities Community Action for Responsible Environmental Stewardship (C.A.R.E.S.) Update

Paul Krupin of Tri-Cities Community Action for Responsible Environmental Stewardship (C.A.R.E.S.), provided an update on the Horse Haven Hills Wind and Solar Project adjudication process. Subsequently, Mr. Krupin provided an overview of the economic and environmental impacts the project will have on the Tri-Cities. Mr. Krupin urged Council to take action against the Horse Haven Hills Wind and Solar Project by publicly opposing the project through a formal legislative action.

Pam Minelli of Tri-Cities C.A.R.E.S. provided ways for citizens to stay informed, involved, and supportive of those who are actively representing the Tri-Cities in the Horse Haven Hills Wind adjudication process.

Community members were then invited to attend the Save our Ridges Horse Heaven Hills Fundraiser event on September 9, 2023 at 40405 E. Badger Road, Benton City, WA from 4:00 -7:30 p.m.

Mayor Pro Tem Richardson thanked Mr. Krupin and Ms. Minelli for their presentation and for their efforts in representing the Tri-Cities in the project. Mayor Christensen concurred with Mayor Pro Tem Richardson's statements.

5. New Hires and Retirements

A video featuring the new hires for the month of August was played for the audience. There were no retirements to recognize for the month of August.

Public Hearing

City Clerk Rogers read the Public Hearing and Public Comments procedures.

6. Proposed Annexation of Approximately 1,641 Acres to be known as the Northwest Advanced Clean Energy Park (formerly North Horn Rapids Industrial Park), Ordinance No. 2023-21

Mayor Christensen opened and closed the public hearing at 6:33 p.m. No testimony was offered.

7. Relinquishing the Remainder of a Utility Easement Located at 311 Van Giesen Street, Resolution 2023-143

Mayor Christensen opened and closed the public hearing at 6:33 p.m. No testimony was offered.

8. Relinquishing a Utility Easement Located at 924 George Washington Way, Resolution No. 2023-144

Mayor Christensen opened and closed the public hearing at 6:34 p.m. No testimony was offered.

Public Comments

The following individuals provided public comment:

- Elaine Chapman - 2625 Thoroughbred Way, Richland, WA: Ms. Chapman provided comments opposing the placement of any art sculpture at the Trailhead Native Plant Garden located at Trailhead Park. Ms. Chapman stated that in addition to its incompatibility, the placement of any art sculpture in the Trailhead Park Native Plant Garden will destroy the substantial progress made to restore the garden.
- Bob Bass - 1701 Fanning Road, Pasco, WA: Mr. Bass, President of Friends of Badger Mountain, provided comments opposing the placement of any art sculpture within proximity of the Badger Mountain Centennial Preserve. Mr. Bass then proposed alternate placement locations for Council consideration.
- Elizabeth Vann Clark - 1920 Pine Street, Richland, WA: Ms. Vann Clark stated she had attended several Arts Commission meetings over the last couple of months,

and noted the commission members were not informed of the Trailhead Native Plant Garden located at the Trailhead Park when discussing possible placement location of the Bernard Hosey art sculptures. Mr. Vann Clark emphasized the need for staff to communicate information with commission members and members of the public prior to assisting in the decision-making process.

- Jet Richardson - 2021 Fairway Court, Richland, WA: Mr. Richardson, Chair of the Richland Arts Commission, reiterated that though the Arts Commission had agreed to accept the Bernard Hosey art sculpture donations, the placement location has not been determined. Members of the Arts Commission will continue to work with staff and stakeholders to determine the appropriate placement of the art sculptures.

Consent Calendar

City Clerk Rogers read the Consent Calendar.

MAYOR PRO TEM RICHARDSON MOVED AND MAYOR CHRISTENSEN SECONDED THE MOTION TO APPROVE THE CONSENT AGENDA AS PUBLISHED. THOSE IN FAVOR: MAYOR CHRISTENSEN, MAYOR PRO TEM RICHARDSON, AND COUNCILMEMBERS JONES, LUKSON, VANDYKE, AND WHITTEN. THOSE OPPOSED: NONE. MOTION CARRIED 6-0.

Minutes

9. Approval of the August 15, 2023 City Council Regular Meeting Minutes and the August 22, 2023 City Council Workshop Meeting Minutes

Ordinances - First Reading

10. Ordinance No, 2023-20, Amending Chapter 9.04 of the Richland Municipal Code related to Crimes Against Persons

Ordinances - Second Reading & Passage

11. Ordinance No. 2023-18, Amending Richland Municipal Code Section 2.04.210 related to Limited Commissions in the Richland Police Department
12. Ordinance No. 2023-19, Amending Richland Municipal Code Section 8.10.070 related to Public Camping Enforcement

Resolutions – Adoption

13. Resolution No. 2023-124, Authorizing a Consultant Agreement with RH2 Engineering, Inc. for the Supervisory Control and Data Acquisition (SCADA) System Replacement Project

14. Resolution No. 2023-132, Authorizing Change Order No. 2 with DGR Grant Construction, Inc. for the Richland Community Center Remodel Project
15. Resolution No. 2023-136, Awarding Commercial Facade Improvement Grant Funds to Monterosso's Italian Restaurant at 1026 Lee Boulevard
16. Resolution No. 2023-138, Authorizing Award of Bid to Big D's Construction of Tri-Cities, Inc. for the Badger Mountain Park-North Parking Lot Project
17. Resolution No. 2023-139, Accepting the Donation of an Art Sculpture Titled "Round and Round" by Artist Bernard Hosey
18. Resolution No. 2023-140, Accepting the Donation of an Art Sculpture Titled "On the Edge" by Artist Bernard Hosey
19. Resolution No. 2023-141, Accepting the Donation of an Art Sculpture Titled "On the Threshold of Liberty" by Artist Bernard Hosey
20. Resolution No. 2023-142, Authorizing an Interlocal Agreement with the City of Kennewick and County of Benton for the 2023 Byrne Justice Assistance Grant

Items - Approval

21. Appointments to the Economic Development Committee: Brad Bricker, Eileen Griffin, and Kenneth Spencer, Jr.

Expenditures - Approval

None.

Items of Business

22. Ordinance No. 2023-21, Annexing Approximately 1,641 Acres Known as the Northwest Advanced Clean Energy Park (formerly the North Horn Rapids Industrial Park) - First Reading

Development Services Director Jensen provided an overview of the proposed annexation then responded to Council inquiries.

MAYOR CHRISTENSEN MOVED AND COUNCILMEMBER VANDYKE SECONDED THE MOTION TO ADOPT ORDINANCE NO. 2023-21, ANNEXING APPROXIMATELY 1,641 ACRES KNOWN AS THE NORTHWEST ADVANCED CLEAN ENERGY PARK, FOR FIRST READING, BY TITLE ONLY. THOSE IN FAVOR: MAYOR CHRISTENSEN, MAYOR PRO TEM RICHARDSON, AND COUNCILMEMBERS JONES, LUKSON, VANDYKE, AND WHITTEN. THOSE OPPOSED: NONE. MOTION CARRIED 6-0.

23. Resolution No. 2023-143, Relinquishing the Remainder of a Utility Easement Located at 311 Van Giesen Street

Public Works Director Rogalsky provided an overview of the proposed utility easement relinquishment. The utility easement is no longer needed for municipal purposes and staff recommends adoption of the resolution.

MAYOR CHRISTENSEN MOVED AND COUNCILMEMBER LUKSON SECONDED THE MOTION TO ADOPT RESOLUTION NO. 2023-143, RELINQUISHING THE REMAINDER OF A UTILITY EASEMENT LOCATED AT 311 VAN GIESEN STREET. MOTION CARRIED 6-0.

24. Resolution No. 2023-144, Relinquishing a Utility Easement Located at 924 George Washington Way

Public Works Director Rogalsky provided an overview of the proposed utility easement relinquishment. The site is under active development, and the easement is no longer needed for municipal purposes. Staff recommends approval of the resolution.

MAYOR CHRISTENSEN MOVED AND COUNCILMEMBER LUKSON SECONDED THE MOTION TO ADOPT RESOLUTION NO. 2023-144, RELINQUISHING A UTILITY EASEMENT LOCATED AT 924 GEORGE WASHINGTON WAY. MOTION CARRIED 6-0.

Reports and Comments

City Manager

City Manager Amundson reported the City was successful in obtaining a \$100,000 cybersecurity grant from the State and Local Cybersecurity Grant Program (SLCGP). Grant funds will be utilized to implement a city-wide multi-factor authentication program. City Manager Amundson thanked Information Technology Manager Deepti Vijayan for her submission of a successful grant application.

Next, City Manager Amundson encouraged citizens to attend Richland's Cruizin' Car Show on Saturday, September 9, 2023 at the Columbia Point Golf Course from 12:00 p.m. to 5:00 p.m. This no-cost event will showcase classic cars and will include activities, live music, and food vendors. Parks & Public Facilities Director Hester announced that shuttle services will be available to and from the Columbia Point Marina Park and City Hall parking lot.

City Council

Councilmember Lukson thanked members of the public for their attendance and meaningful participation during council meetings. Councilmember Lukson then commented on the parking shortage at Claybell Park.

Councilmember Jones thanked Ms. Blair and Ms. Crocker of the MCCM for their presentation and offered assistance to make MCCM's vision a reality. Next, Councilmember Jones congratulated the City of Richland and Richland residents for the opportunities that can be realized through economic developments. Lastly, Councilmember Jones commented that perhaps additional courts are needed to accommodate the increasing popularity of pickleball.

Councilmember VanDyke thanked City Manager Amundson and Information Technology Manager Vijayan for submitting a successful grant application to fund cybersecurity projects. Next, Councilmember VanDyke thanked Public Works Director Rogalsky for overseeing the SCADA contract and system replacement project. Councilmember VanDyke then commented that residents have reported a noticeable improvement in the speeding issue within the city.

At Councilmember's request, Chief of Police Clary provided an update on the police department's recruitment and retention efforts. In conclusion, Councilmember VanDyke commended Chief of Police Clary for the recruitment efforts to fill vacant positions and thanked her for not lowering the Police Department's hiring standards.

Councilmember Whitten made the following comments:

- Thanked members of the public for their attendance and participation in council meetings.
- Thanked Ms. Blair and Ms. Crocker of the MCCM for their efforts to kick-start the MCCM and added the museum would greatly benefit the Tri-Cities.
- Thanked Chief of Police Clary and the entire Police Department for conducting themselves in a way that has gained the trust and respect of the community.
- Congratulated Monterosso's Italian Restaurant for successfully obtaining the requested Commercial Façade Improvement grant.
- Pointed out that adoption of Resolutions Nos. 2023-139, 2023-140, and 2023-141 on tonight's agenda did not include a placement location for the Bernard Hosey art sculpture donations since the placement has not been determined. The purpose of the resolutions was to accept the art donations, and a placement location will be decided at a future date.
- Thanked members of the Friends of Badger Mountain (FOBM) for their comments on the placement of the Bernard Hosey art sculptures.

Mayor Pro Tem Richardson made the following comments:

- She and Councilmember VanDyke attended an American World War II (WWII) Heritage City event in Los Alamos, New Mexico the previous month. The City of Richland has also been recognized as an American WWII Heritage City and will host the same group in May 2024.
- Matt Watkins will lead the construction of Pasco's aquatic center to be located at Road 100.

- September 2024 will mark the beginning of a three-year commitment for the Ironman Triathlon.
- Announced the Manhattan National Historic Park B-Reactor tours will close on November 18, 2023 for a couple of years for needed repairs.

Mayor

Mayor Christensen thanked members of the MCCM for their presentation and their efforts to make the MCCM a reality. Next, Mayor Christensen encouraged members of the public to support Tri-Cities C.A.R.E.S. in their efforts to oppose the Horse Haven Hills Wind and Solar project. Lastly, Mayor Christensen explained the basis for Council participation in the approval and placement of public art within the City of Richland.

Adjournment

Mayor Christensen adjourned the meeting at 7:12 p.m.

APPROVED:

ATTEST:

Terry Christensen, Mayor

Jennifer Rogers, City Clerk

DATE APPROVED:

DATE PUBLISHED:



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 9/19/2023

Agenda Category: Ordinances - Second Reading & Passage

Core Focus Area 6 - Enhance Neighborhood & Community Safety

Subject:

Ordinance No. 2023-20, Amending Chapter 9.04 of the Richland Municipal Code related to Crimes Against Persons

Department/Office
City Attorney

Ordinance/Resolution Number:
2023-20

Document Type:
Ordinance

Recommended Motion:

Give second reading and pass Ordinance No. 2023-20, amending Chapter 9.04 of the Richland Municipal Code related to Crimes Against Persons.

Summary:

The City has need, from time to time, to update the Richland Municipal Code (RMC) to bring it into alignment with state and federal law. In coordination with the Richland Police Department and the Richland City Prosecutor, proposed amendments were identified in Chapter 9.04 RMC Crimes Against Persons.

The Washington State Legislature recently made significant changes to strengthen the crimes of cyber harassment and stalking under state law. Richland generally patterns its municipal criminal statutes after state law. These additional provisions, which include criminalization of monitoring/tracking with electronic devices and holding individuals accountable for causing substantial emotional distress through online harassing behaviors, should be adopted in the City of Richland.

Further, on June 27, 2023, the United State Supreme Court decided *Counterman v. Colorado*, which held that statutes that criminalize true threats require, at a minimum, a mental state (*mens rea*) of recklessness in order to comply with constitutional speech protections. Therefore, in cases of harassment based on words only, the prosecution must show that the defendant consciously disregarded a substantial risk that his/her communications would be viewed as threatening violence. The City's harassment statute would benefit from additional language to clarify the prosecution's burden to prove that the defendant had some subjective understanding of the threatening nature of his or her words.

Proposed Ordinance No. 2023-20 will implement the amendments described above.

Staff recommends approval of Ordinance No. 2023-20 for second reading and passage.

Fiscal Impact: None.

Attachments:

I. Ordinance No. 2023-20

ORDINANCE NO. 2023-20

AN ORDINANCE OF THE CITY OF RICHLAND, WASHINGTON, AMENDING CHAPTER 9.04 OF THE RICHLAND MUNICIPAL CODE RELATED TO CRIMES AGAINST PERSONS.

WHEREAS, the City has need, from time to time, to update the Richland Municipal Code (RMC) to bring it into alignment with state and federal law; and

WHEREAS, the Washington State Legislature recently made significant changes to strengthen the crimes of cyber harassment and stalking which should be adopted in the City of Richland; and

WHEREAS, on June 27, 2023, the United State Supreme Court held in *Counterman v. Colorado* that statutes that criminalize true threats require proof that the defendant consciously disregarded a substantial risk that his or her communications would be viewed as threatening violence in order to comply with First Amendment protections; and

WHEREAS, the City's harassment statute would benefit from additional language identifying the City's obligation to show that the defendant had some subjective understanding of the threatening nature of his or her words.

NOW, THEREFORE, BE IT ORDAINED by the City of Richland as follows:

Section 1. Chapter 9.04 of the Richland Municipal Code, entitled Crimes Against Persons, as first enacted by Ordinance No. 99-76, and last amended by Ordinance No. 07-21, is hereby amended as follows:

Chapter 9.04 CRIMES AGAINST PERSONS

Sections:

- 9.04.010 Simple assault.**
- 9.04.020 Harassment.**
- 9.04.030 Intimidation.**
- 9.04.040 Provoking assault.**
- 9.04.045 Use of force – When allowed.**
- 9.04.050 Harassing telephone calls.**
- 9.04.060 Solicitation of a minor.**
- 9.04.070 Reckless endangerment – Second degree.**
- 9.04.080 Stalking – Penalties.**
- 9.04.085 Cyber harassment. ~~Cyberstalking.~~**
- 9.04.090 Coercion.**
- 9.04.100 Leaving a child in the care of a sex offender.**
- 9.04.110 Criminal mistreatment – Fourth degree.**

9.04.010 Simple assault.

A. No person may intentionally use, or threaten to use by purposeful words or acts, unlawful physical force against the person of another.

B. A person is guilty of assault in the fourth degree if, under circumstances not amounting to assault in the first, second, or third degree, or custodial assault, he or she assaults another.

C. Any defense available to a person charged with the crime of “assault in the fourth degree” under RCW 9A.36.041 shall also be a defense to the crime of simple assault under this section.

D. Any crime charged under this section shall be a gross misdemeanor.

9.04.020 Harassment.

A. It is unlawful for any person, without lawful authority, to knowingly threaten:

1. To cause bodily injury immediately or in the future to the person threatened or to any other person; or

2. To cause physical damage to the property of a person other than the actor; or

3. To subject the person threatened or any other person to physical confinement or restraint; or

4. To maliciously do any other act which is intended to substantially harm the person threatened or another with respect to his or her physical or mental health or safety.

B. The person by words or conduct [recklessly](#) places the person threatened in reasonable fear that the threat will be carried out. [“Words or conduct” includes, in addition to any other form of communication or conduct, the sending of an electronic communication.](#)

C. Every person convicted of a violation of the provisions of this section shall be guilty of harassment, a gross misdemeanor.

9.04.030 Intimidation.

A. It is unlawful for any person to carry, exhibit or display any instrument or weapon apparently capable of producing bodily harm in a manner, under circumstances, and at a time and place that either manifests an intent to intimidate another or that warrants alarm for the safety of other persons; provided, however, that this section shall not apply to nor affect:

1. Any act committed by a person while in his place of abode or fixed place of business;

2. Any peace officer;

3. Any person lawfully acting in self-defense or acting in the lawful defense of another;

4. Any person making or assisting in making a lawful arrest for the commission of a felony; or

5. Any person engaged in military activities authorized by state or federal government.

B. Every person convicted of a violation of the provisions of this section shall be guilty of intimidation, a misdemeanor.

9.04.040 Provoking assault.

It is unlawful for any person to willfully provoke or attempt to provoke, by word, sign or gesture, another person to commit an assault or breach of the peace. Every person convicted of a violation of the provisions of this section shall be guilty of provoking assault, a misdemeanor.

9.04.045 Use of force – When allowed.

The use, attempt, or offer to use force upon or toward the person of another is not unlawful in the following cases:

- A. Whenever necessarily used by a public officer in the performance of a legal duty, or a person assisting the officer and acting under the officer's direction;
- B. Whenever necessarily used by a person arresting one who has committed a felony and delivering him or her to a public officer competent to receive him or her into custody;
- C. Whenever used by a party about to be injured, or by another lawfully aiding him or her, in preventing or attempting to prevent an offense against his or her person, or a malicious trespass, or other malicious interference with real or personal property lawfully in his or her possession, in case the force is not more than is necessary;
- D. Whenever reasonably used by a person to detain someone who enters or remains unlawfully in a building or on real property lawfully in the possession of such person, so long as such detention is reasonable in duration and manner to investigate the reason for the detained person's presence on the premises, and so long as the premises in question did not reasonably appear to be intended to be open to members of the public;
- E. Whenever used by a carrier of passengers or the carrier's authorized agent or servant, or other person assisting them at their request, in expelling from a carriage, railway car, vessel, or other vehicle, a passenger who refuses to obey a lawful and reasonable regulation prescribed for the conduct of passengers, if such vehicle has first been stopped and the force used is not more than is necessary to expel the offender with reasonable regard to the offender's personal safety;
- F. Whenever used by any person to prevent a mentally ill, mentally incompetent or mentally disabled person from committing an act dangerous to any person, or in enforcing necessary restraint for the protection or restoration to health of the person, during such period only as is necessary to obtain legal authority of the restraint or custody of the person.

9.04.050 Harassing telephone calls.

A. It is unlawful for any person, with intent to harass, intimidate, torment or embarrass any other person, to make a telephone call to such other person:

- 1. Anonymously or repeatedly or at an extremely inconvenient hour, whether or not conversation ensues; or
- 2. Using any lewd, lascivious, profane, indecent or obscene words or language, or suggesting the commission of any lewd or lascivious act; or
- 3. Threatening to inflict injury on the person or property of the person called or any member of his family; or

4. Without purpose of legitimate communication.

B. Any offense committed by use of a telephone as set forth in this section may be deemed to have been committed either at the place from which the telephone call or calls were made or at the place where the telephone call or calls were received. Every person convicted of a violation of the provisions of this section shall be guilty of making harassing telephone calls, a gross misdemeanor.

9.04.060 Solicitation of a minor.

It is unlawful for any person to solicit, entice, or otherwise communicate with a child under the age of 18 years for immoral purposes. Every person convicted of a violation of the provisions of this section shall be guilty of solicitation of a minor, a gross misdemeanor, except if:

A. The person has previously been convicted under this section or of a felony sexual offense under Chapter 9.68A, 9A.44, or 9A.64 RCW; or

B. Any other felony sexual offense in this or any other state; or

C. The person communicates with a minor or with someone the person believes to be a minor for immoral purposes through the sending of electronic communication.

9.04.070 Reckless endangerment – Second degree.

A person is guilty of reckless endangerment in the second degree when he or she recklessly engages in conduct not amounting to reckless endangerment in the first degree as defined by RCW 9A.36.045, but which creates a substantial risk of death or serious physical injury to another person. Reckless endangerment is a gross misdemeanor.

9.04.080 Stalking – Penalties.

A. A person commits the crime of stalking if, without lawful authority ~~and under circumstances not amounting to a felony attempt of another crime~~ the person:

1. Intentionally and repeatedly harasses another person;

~~2.1. He or she i~~Intentionally and repeatedly follows another person ~~to that person's home, school, place of employment, business, or any other location, or follows the person while the person is in transit between locations; and~~ or

3. Intentionally contacts, follows, tracks, or monitors, or attempts to contact, follow, track, or monitor another person after being given actual notice that the person does not want to be contacted, followed, tracked, or monitored; or

4. Knowingly and without consent installs or monitors an electronic tracking device, or causes an electronic tracking device to be installed, placed, or used, to track the location of another person; and

B2. The person being harassed, followed, tracked, or monitored suffers substantial emotional distress ~~is intimidated, harassed,~~ or ~~is~~ placed in fear that the stalker intends to injure ~~him or her, or another person,~~ ~~the person~~ or ~~his or her~~ property ~~of the person being followed~~ or ~~the property~~ of another person, or, in the circumstances identified in (A)(4), the victim's knowledge of the tracking device would reasonably elicit substantial emotional distress or fear. The feeling of substantial

emotional distress or fear, ~~intimidation, or harassment~~ must be one that a reasonable person in the same situation would experience ~~under all~~ given the totality of the circumstances; ~~and~~

~~3. The stalker either:~~

~~a. Intends to frighten, intimidate, or harass the person being followed; or~~

~~b. Knows or reasonably should know that the person being followed is afraid, intimidated, or harassed even if the stalker did not intend to place the person in fear or intimidate or harass the person;~~

~~4. A person who commits the crime of stalking under this subsection (A) is guilty of a gross misdemeanor except under the conditions defined in subsection (E) of this section.~~

CB. It is not a defense to the crime of stalking in this section where:

1. Under subsections (A)(31), (2) and (4a) of this section the stalker was not given actual notice that the person ~~being followed~~ did not want the stalker to contact, ~~or follow, track, or monitor him or her the person;~~ or

2. Under subsection (A)(13)(b) of this section the stalker did not intend to frighten, ~~or~~ intimidate, ~~or harass~~ the person or place the person in substantial emotional distress. ~~being followed.~~

DC. It shall be a defense to the crime of stalking that the defendant is a licensed private detective acting within the capacity of his or her license as provided by Chapter 18.165 RCW.

~~E. D. Attempts to contact or follow the person after being given actual notice that the person does not want to be contacted or followed constitute prima facie evidence that the stalker intends to intimidate or harass the person. The provisions of this section do not apply to the installation, placement, or use of an electronic tracking device by any of the following:~~

1. A law enforcement officer, judicial officer, probation or parole officer, or other public employee when any such person is engaged in the lawful performance of official duties and in accordance with state or federal law;

2. The installation, placement, or use of an electronic tracking device authorized by an order of a state or federal court;

3. A legal guardian for a disabled adult or a legally authorized individual or organization designated to provide protective services to a disabled adult when the electronic tracking device is installed, placed, or used to track the location of the disabled adult for which the person is a legal guardian or the individual or organization is designated to provide protective services;

4. A parent or legal guardian of a minor when the electronic tracking device is installed, placed, or used to track the location of that minor unless the parent or legal guardian is subject to a court order that orders the parent or legal guardian not to assault, threaten, harass, follow, or contact that minor;

5. An employer, school, or other organization, who owns the device on which the tracking device is installed and provides the device to a person for use in connection with the person's involvement

with the employer, school, or other organization and the use of the device is limited to recovering lost or stolen items; or

6. The owner of fleet vehicles, when tracking such vehicles. For the purposes of this section, “fleet vehicle” means any of the following:

(a) One or more motor vehicles owned by a single entity and operated by employees or agents of the entity for business or government purposes;

(b) Motor vehicles held for lease or rental to the general public; or

(c) Motor vehicles held for sale, or used as demonstrators, test vehicles, or loaner vehicles, by motor vehicle dealers.

~~F~~E. A person who stalks another person is guilty of a gross misdemeanor, except that the person is guilty of a Class ~~C~~B felony if any of the following applies:

1. The stalker has previously been convicted in this state or any other state of any crime of harassment as defined in RMC 9.04.020 or RCW 9A.46.060, ~~of the same victim or members of the victim’s family or household member or any person specifically named in a no contact order or no harassment order;~~ or

2. The person stalking violates any protective order ~~a court order issued pursuant to RMC 9.07.020 or RCW 9A.46.040~~ protecting the victim ~~person being stalked~~; or

3. The stalker has previously been convicted of a gross misdemeanor or felony stalking offense for stalking another person; or

4. The stalker was armed with a deadly weapon as defined in RCW 9.94A.825 while stalking the victim ~~person~~; or

5. The ~~stalker’s~~ victim is or was a law enforcement officer;~~;~~ judge;~~;~~ juror;~~;~~ attorney;~~;~~ victim advocate;~~;~~ legislator;~~;~~ ~~or~~ community corrections officer;~~;~~ an employee, contract staff person, or volunteer of a correctional agency; court employee, court clerk, or courthouse facilitator; or an employee of the child protective, child welfare, or adult protective services division within the department of social and health services; and the stalker stalked the victim to retaliate against the victim for an act the victim performed during the course of official duties~~;~~ or to influence the victim’s performance of official duties; or

6. The ~~stalker’s~~ victim is a current, former, or prospective witness in an adjudicative proceeding, and the stalker stalked the victim to retaliate against the victim as a result of the victim’s testimony or potential testimony.

~~G~~F. Definitions as used in this section:

1. “Course of conduct” means a pattern of conduct composed of a series of acts over a period of time, however short, evidencing a continuity of purpose. “Course of conduct” includes, in addition to any other form of communication, contact, or conduct, the sending of an electronic

communication, but does not include constitutionally protected free speech. Constitutionally protected activity is not included within the meaning of “course of conduct.”

2. “Electronic tracking device” means an electronic device that permits a person to remotely determine or monitor the position and movement of another person, vehicle, device, or other personal possession. As used in this subsection (6)(e), “electronic device” includes computer code or other digital instructions that once installed on a digital device, allows a person to remotely track the position of that device.

31. “Follows” means deliberately maintaining visual or physical proximity to a specific person over a period of time. A finding that the ~~alleged~~ stalker repeatedly and deliberately appears at the person’s home, school, place of employment, business, or any other location to maintain visual or physical proximity to the person is sufficient to find that the ~~alleged~~ stalker follows the person. It is not necessary to establish that the ~~alleged~~ stalker follows the person while in transit from one location to another.

42. “Harasses” means a knowing and willful course of conduct directed at a specific person which seriously alarms, annoys, torments, or is detrimental to such person, and which serves no legitimate or lawful purpose. ~~unlawful harassment as defined in RMC 9.04.020 or RCW 10.14.020.~~

53. “Protective order” means any temporary or permanent court order prohibiting or limiting violence against, harassment of, contact or communication with, or physical proximity to another person.

64. “Repeatedly” means on two or more separate occasions.

9.04.085 Cyber harassment. ~~Cyberstalking.~~

A. A person is guilty of cyber harassment ~~cyberstalking~~ if the person ~~he or she~~, with intent to harass; or ~~intimidate; or torment~~ any other person, and under circumstances not constituting telephone harassment, makes an electronic communication to ~~such other~~ that person or a third party and the communication:

1. ~~Using~~ Uses any lewd, lascivious, indecent, or obscene words, images, or language, or suggests~~ing~~ the commission of any lewd or lascivious act;

2. Is made ~~A~~anonymously or repeatedly, ~~whether or not conversation occurs~~; or

3. ~~Threatening~~ Contains a threat to inflict bodily injury immediately or in the future on the person threatened or to any other person; or ~~or property of the person called or any member of his or her family or household.~~

4. Contains a threat to damage, immediately or in the future, the property of the person threatened or of any other person; and

B. With respect to any offense committed under the circumstances identified in subsection (A)(3) or (A)(4):

1. Would cause a reasonable person, with knowledge of the sender's history, to suffer emotional distress or to fear for the safety of the person threatened; or

2. Reasonably caused the threatened person to suffer emotional distress or fear for the threatened person's safety.

~~C.B.~~ Cyberstalking is a gross misdemeanor, except as provided in subsection (~~D.E~~) of this section.

~~D.E.~~ Cyberstalking is a Class C felony if either of the following applies:

1. The perpetrator has previously been convicted in this state or any other state of the crime of harassment, as defined in RCW 9A.46.060, with the same victim or a member of the victim's family or household or any person specifically named in a no-contact order or no-harassment order ~~in this or any other state; or~~

2. The perpetrator engages in the behavior prohibited under subsection (A)(3) of this section by threatening to kill the person threatened or any other person~~;~~

3. The person cyber harasses a criminal justice participant or election official who is performing the participant's official duties or election official's official duties at the time the communication is made;

4. The person cyber harasses a criminal justice participant or election official because of an action taken or decision made by the criminal justice participant or election official during the performance of the participant's official duties or election official's official duties; or

5. The person commits cyber harassment in violation of any protective order protecting the victim.

~~E.D.~~ Any offense committed under this section may be deemed to have been committed either at the place from which the communication was made or at the place where the communication was received.

~~F.E.~~ For purposes of this section, "electronic communication" means the transmission of information by wire, radio, optical cable, electromagnetic, or other similar means. "Electronic communication" includes, but is not limited to, electronic mail, internet-based communications, pager service, and electronic text messaging.

9.04.090 Coercion.

A. A person is guilty of coercion if, by use of a threat, he or she compels or induces a person to engage in conduct which the latter has a legal right to abstain from, or to abstain from conduct which he or she has a legal right to engage in.

B. "Threat," as used in this section, means:

1. To communicate, directly or indirectly, the intent to immediately use force against any person who is present at the time; or

2. Threats as defined in RCW 9A.04.110(27)(a) through (f) as those subsections may be amended from time to time.

3. Coercion is a gross misdemeanor.

9.04.100 Leaving a child in the care of a sex offender.

A. A person is guilty of the crime of leaving a child in the care of a sex offender if the person is (1) the parent of a child; (2) entrusted with the physical custody of a child; or (3) employed to provide to the child the basic necessities of life, and leaves the child in the care or custody of another person who is not a parent, guardian, or lawful custodian of the child, knowing that the person is registered or required to register as a sex offender under the laws of this state, or a law or ordinance in another jurisdiction with similar requirements, because of a sex offense against a child.

B. It is an affirmative defense to the charge of leaving a child in the care of a sex offender under this section that the defendant must prove by a preponderance of the evidence that a court has entered an order allowing the offender to have unsupervised contact with children, or that the offender is allowed to have unsupervised contact with the child in question under a family reunification plan, which has been approved by a court, the department of corrections, or the department of social and health services in accordance with department policies.

C. Leaving a child in the care of a sex offender is a misdemeanor.

9.04.110 Criminal mistreatment – Fourth degree.

A. A person is guilty of the crime of criminal mistreatment in the fourth degree if the person is the parent of a child, is a person entrusted with the physical custody of a child or other dependent person, is a person who has assumed the responsibility to provide to a dependent person the basic necessities of life, or is a person employed to provide to the child or dependent person the basic necessities of life, and either:

1. With criminal negligence, creates an imminent and substantial risk of bodily injury to a child or dependent person by withholding any of the basic necessities of life; or

2. With criminal negligence, causes bodily injury or extreme emotional distress manifested by more than transient physical symptoms to a child or dependent person by withholding the basic necessities of life.

B. For purposes of this section, “a person who has assumed the responsibility to provide to a dependent person the basic necessities of life” means a person other than: (1) A government agency that regularly provides assistance or services to dependent persons, including but not limited to the department of social and health services; or (2) a good Samaritan as defined in RCW 9A.42.010.

C. Criminal mistreatment in the fourth degree is a misdemeanor.

Section 2. This Ordinance shall take effect the day following its publication in the official newspaper of the City of Richland.

Section 3. Should any section or provision of this Ordinance be declared by a court of competent jurisdiction to be invalid, that decision shall not affect the validity of the Ordinance as a whole or any part thereof, other than the part so declared to be invalid.

Section 4. The City Clerk and the codifiers of this Ordinance are authorized to make necessary corrections to this Ordinance, including but not limited to the correction of scrivener’s errors/clerical errors, section numbering, references, or similar mistakes of form.

PASSED by the City Council of the City of Richland, Washington, at a regular meeting on the 19th day of September, 2023.

Mayor

Attest:

Approved as to Form:

Jennifer Rogers, City Clerk

Heather Kintzley, City Attorney

First Reading: September 5, 2023

Second Reading: September 19, 2023

Date Published: September 24, 2023



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 9/19/2023

Agenda Category: Ordinances - Second Reading & Passage

Core Focus Area 3 - Increase Economic Vitality

Subject:

Ordinance No. 2023-21, Annexing Approximately 1,641 Acres known as the Northwest Advanced Clean Energy Park (formerly the North Horn Rapids Industrial Park)

Department/Office
Development Services

Ordinance/Resolution Number:
2023-21

Document Type:
Ordinance

Recommended Motion:

Give second reading and pass Ordinance No. 2023-21, annexing approximately 1,641 acres to be known as the Northwest Advanced Clean Energy Park into the corporate boundaries of the City of Richland.

Summary:

Ordinance No. 2023-21 completes the annexation of approximately 1,641 acres of land in north Richland owned by the City of Richland, the Port of Benton, and Energy Northwest.

The City Council held a public hearing on September 5, 2023 as part of the annexation process. No public testimony was offered. To date, no comments opposing the proposed annexation have been received by the City, and the process has progressed without any issues.

Staff recommends approval of Ordinance No. 2023-21 for second reading and passage.

Fiscal Impact:

The approval of the annexation alone will not create a fiscal impact to the City. Future investment in public infrastructure will have a fiscal impact and development of the annexed property will result in an additional revenue in the form of land sales, sales taxes, and property taxes.

Attachments:

1. Ordinance No. 2023-21
2. Staff Report re: Northwest Advanced Clean Energy Park Annexation

WHEN RECORDED RETURN TO:

Richland City Clerk's Office
625 Swift Boulevard, MS-07
Richland, WA 99352

ORDINANCE NO. 2023-21

AN ORDINANCE OF THE CITY OF RICHLAND, WASHINGTON, ANNEXING APPROXIMATELY 1,641 ACRES, TO BE KNOWN AS THE NORTHWEST ADVANCED CLEAN ENERGY PARK (FORMERLY THE NORTH HORN RAPIDS INDUSTRIAL PARK), LOCATED WITHIN PORTIONS OF SECTIONS 3, 4, 9, 10, 15 & 16, TOWNSHIP 10 NORTH, RANGE 28 EAST AND PORTIONS OF SECTIONS 33 & 34, TOWNSHIP 11 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, PROVIDING FOR ASSUMPTION OF EXISTING CITY INDEBTEDNESS, AND AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF RICHLAND.

WHEREAS, the City received a notice of intent to annex from the City of Richland's Economic Development Office representing owners of real property described as Assessor's Tax Parcel Nos. 1-1008-100-0001-003, 1-1008-100-0001-004, 1-0308-400-0001-000, 1-3418-300-0001-000, 1-0308-100-0001-000 and 1-3418-300-0002-000, the value of which constituted 100% of the proposed annexation area and so qualified to commence annexation proceedings for annexation into the City of Richland; and

WHEREAS, on September 6, 2022, a meeting was held between the initiating party of this annexation and the Richland City Council, at which time the Council adopted Resolution No. 2022-111, accepting the notice of intention to commence annexation proceedings for the real property legally described in **Exhibit A** attached hereto, subject to simultaneous adoption of the Comprehensive Plan for the proposed annexation area, and the assumption of the appropriate share of all existing City indebtedness; and

WHEREAS, Resolution No. 2022-111 further authorized and directed the Richland Planning Commission to develop and forward a recommendation to the Richland City Council as to the most appropriate zoning designation for the area proposed to be annexed; and

WHEREAS, the Richland Planning Commission held a public hearing on January 25, 2023 to consider an appropriate zoning designation for the proposed annexation area, and recommended adoption of Heavy Manufacturing (M-2) zoning for the property; and

WHEREAS, on February 21, 2023, Richland City Council adopted Resolution No. 2023-24, authorizing the circulation of an annexation petition for annexation of the real property legally described in **Exhibit A** attached hereto; and

WHEREAS, a petition was circulated and signed by the property owners representing 100% of the assessed value of the proposed annexation area, thereby exceeding the state requirement that owners representing at least sixty percent (60%) of the value of the proposed annexation area petition the City for annexation, with such value determined according to the assessed valuation for general taxation; and

WHEREAS, the Richland City Council held a public hearing to consider the annexation on September 5, 2023, which hearing was duly noticed by the City Clerk through publication in a newspaper of general circulation and through the mailing of notice to all property owners within the annexation area, specifying the time and place of the hearing and inviting interested persons to appear and voice approval or disapproval of the annexation; and

WHEREAS, the matter was duly considered by the Richland City Council, and the Council has determined that the annexation would be of general benefit to the residents of the City of Richland.

NOW, THEREFORE, BE IT ORDAINED by the City of Richland as follows:

Section 1. The real property legally described in **Exhibit A** attached hereto is hereby annexed to the City of Richland and is hereby declared to be within the corporate limits of the City of Richland, Benton County, Washington (the “Annexed Area”).

Section 2. The Richland Comprehensive Plan adopted October 3, 2017 by passage of Ordinance No. 45-17, as amended, shall serve as the comprehensive plan for the Annexed Area. All property within the annexation shall be designated as “Industrial” under the land use map that is part of the Richland Comprehensive Plan.

Section 3. It is hereby found, as an exercise of the City’s police power, that the best zoning for the properties included in the Annexed Area shall be Heavy Manufacturing (M-2) as depicted on **Exhibit B**, attached hereto, when consideration is given to the interest of the general public.

Section 4. The property within the Annexed Area shall be assessed and taxed at the same rate and on the same basis as other property within the City, including assessments or taxes in payment for all or of any portion of the outstanding indebtedness of the City, approved by the voters, contracted, or incurred prior to, or existing at the date of annexation.

Section 5. Title 23 of the City of Richland Municipal Code and the Official Zoning Map of the City as adopted by Section 23.08.040 of said title are hereby amended by creating new Sectional Map No. 25 and amending Sectional Map Nos. 1, 3 and 4, all of which are part of a series of maps constituting said Official Zoning Map, as shown on the attached **Exhibit B** bearing the numbers 1, 3, 4 and 25 together with the number and date of passage of this Ordinance, and by this reference made a part of this Ordinance and of the Official Zoning Map of the City.

Section 6. The City Clerk is directed to file a copy of this annexation with the Board of Commissioners of Benton County and the State of Washington in the manner required by law. The City Clerk is also directed to file with the Auditor of Benton County, Washington, a copy of this Ordinance, and shall attach the amended sectional map, as necessary, and an amended Annexation map, all duly certified by the City Clerk as true copies.

Section 7. As authorized and required by RCW 35.13.280, the City shall negotiate a new franchise with the solid waste collection service provider currently serving the Annexed Area on terms that are acceptable to the City and that comply with the City's Solid Waste Management Plan.

Section 8. This Ordinance shall take effect on the day following its publication in the official newspaper of the City of Richland.

PASSED by the City Council of the City of Richland, Washington, at a regular meeting on the 19th day of September, 2023.

Terry Christensen, Mayor

Attest:

Approved as to Form:

Jennifer Rogers, City Clerk

Heather Kintzley, City Attorney

First Reading: September 5, 2023
Second Reading: September 19, 2023
Date Published: September 24, 2023

EXHIBIT A

Legal Description for Proposed 1,643-Acre Northwest Advanced Clean Energy Park Annexation (Formerly the North Horn Rapids Industrial Park)

The 1,643-Acre Northwest Advanced Clean Energy Park annexation consists of the following:

THOSE PARCELS DEPICTED AS PARCEL A, PARCEL B, PARCEL C, AND PARCEL D ON THAT RECORD OF SURVEY 5069, RECORDED UNDER AUDITOR'S FILE NUMBER 2018-029107 AND FURTHER DESCRIBED AS FOLLOWS:

ENERGY NORTHWEST

Parcels 103081000001000 & 134183000002000

(PARCEL A AS DESCRIBED ON RECORD OF SURVEY 5069)

THAT PORTION OF TRACT 37 OF THE BLM DEPENDENT RESURVEY OF PORTIONS OF TOWNSHIP 10 AND 11 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, ACCORDING TO THE OFFICIAL PLAT THEREOF, APPROVED FEBRUARY 6, 2018, BY THE BLM OFFICE OF CADASTRAL SURVEYS, PORTLAND, OREGON. SAID PORTION OF TRACT 37 BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A BLM MONUMENT MARKING ANGLE POINT 19 (AP19) OF TRACT 37 OF SAID SURVEY (SAID POINT ALSO BEING THE NORTHWEST CORNER OF TRACT 38 (AP2) OF SAID SURVEY, SAID POINT BEARS SOUTH 41°32'53" EAST, 2046.25 FEET FROM THE NORTHWEST CORNER OF SECTION 3, OF SAID TOWNSHIP 10 NORTH, RANGE 28 EAST); THENCE NORTH 89°55'49" EAST, 3819.30 FEET ALONG THE NORTH LINE OF SAID TRACT 38 TO A BLM MONUMENT MARKING THE NORTHEAST CORNER OF SAID TRACT 38 (AP1); THENCE NORTH 00°49'09" WEST, 2989.90 FEET ALONG THE EAST LINE OF SAID TRACT 37 TO A BLM WITNESS POINT MONUMENT; THENCE CONTINUING ALONG SAID LINE, NORTH 00°49'19" WEST, 446.90 FEET; THENCE LEAVING SAID EAST LINE, SOUTH 89°55'49" WEST, 3786.13 FEET; THENCE SOUTH 00°15'59" EAST, 3436.53 FEET TO ANGLE POINT 19 (AP19) OF SAID TRACT 37 AND **THE TRUE POINT OF BEGINNING.**

CONTAINING 300.00 ACRES MORE OR LESS.

PORT OF BENTON

Parcels 103084000001000 & 134183000001000

(PARCEL B OF DEED RECORDED UNDER AFN: 2019-018734)

THAT PORTION OF TRACT 37 OF THE BLM DEPENDENT RESURVEY OF PORTIONS OF TOWNSHIP 10 AND 11 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, ACCORDING TO THE OFFICIAL PLAT THEREOF, APPROVED FEBRUARY 6, 2018, BY THE BLM OFFICE OF CADASTRAL SURVEYS, PORTLAND, OREGON. SAID PORTION OF TRACT 37 BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A BLM MONUMENT MARKING THE NORTHWEST CORNER OF TRACT 37 (*ANGLE POINT 16*) OF SAID SURVEY; THENCE NORTH 85° 26' 55" EAST, 2675.68 FEET ALONG THE NORTH LINE OF SAID TRACT 37 TO AN ALUMINUM CAP MARKED "BLM WP"; THENCE NORTH 85°27'10" EAST, 2675.63 FEET ALONG SAID NORTH LINE TO THE NORTHEAST CORNER OF SAID TRACT 37 (*ANGLE POINT 17*); THENCE

SOUTH 00°49'19" EAST, 2111.61 FEET ALONG THE EAST LINE OF SAID TRACT 37; THENCE LEAVING SAID LINE, SOUTH 89°55'49" WEST, 3786.13 FEET; THENCE SOUTH 00°15'59" EAST, 3436.53 FEET TO THE NORTHWEST CORNER OF TRACT 38 (*ANGLE POINT 2*) OF SAID SURVEY; (*SAID POINT BEING IDENTICAL WITH ANGLE POINT 19, TRACT 37*) THENCE CONTINUING SOUTH 00°15'59" EAST, 4101.78 FEET ALONG THE WEST LINE OF TRACT 38 TO ANGLE POINT 3 OF SAID TRACT 38; (*SAID POINT BEING IDENTICAL WITH ANGLE POINT 20 OF SAID TRACT 37*); THENCE SOUTH 89°34'39" WEST, 1555.00 FEET TO THE WEST LINE OF SAID TRACT 37; THENCE NORTH 00°21'50" WEST, 377.97 FEET ALONG SAID WEST LINE TO A BLM MONUMENT STAMPED "WP2"; THENCE CONTINUING NORTH 00°21'53" WEST, 3410.37 FEET TO A BLM MONUMENT STAMPED "WP3"; THENCE CONTINUING NORTH 00°21'43" WEST, 3289.12 FEET ALONG THE WEST LINE TO A BLM MONUMENT STAMPED "WP4"; THENCE CONTINUING NORTH 00°21'57" WEST, 2163.99 FEET ALONG SAID WEST LINE TO THE NORTHWEST CORNER OF SAID TRACT 37 AND **THE TRUE POINT OF BEGINNING.**

CONTAINING 503.89 ACRES MORE OR LESS.

PORT OF BENTON

Parcel 110081000001004

(PARCEL C OF DEED RECORDED UNDER AFN: 2019-018734)

THAT PORTION OF TRACT 37 OF THE BLM DEPENDENT RESURVEY OF PORTIONS OF TOWNSHIP 10 AND 11 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, ACCORDING TO THE OFFICIAL PLAT THEREOF, APPROVED FEBRUARY 6, 2018, BY THE BLM OFFICE OF CADASTRAL SURVEYS, PORTLAND, OREGON. SAID PORTION OF TRACT 37 BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A BLM MONUMENT MARKING ANGLE POINT 20 (AP20), TRACT 37 OF SAID SURVEY (*SAID POINT BEING IDENTICAL WITH ANGLE POINT 3 (AP3) OF TRACT 38 OF SAID SURVEY, WHICH POINT BEARS SOUTH 00°15'59 " EAST, 4101.78 FEET FROM ANGLE POINT 19 (AP 19) OF SAID TRACT 37*); THENCE SOUTH 45°45'03" EAST, 1801.02 FEET ALONG THE SOUTHWESTERLY LINE OF TRACT 38 OF SAID SURVEY TO THE **TRUE POINT OF BEGINNING**; THENCE CONTINUING SOUTH 45°45'03 " EAST, 575.68 FEET TO A BLM MONUMENT "WP TR38/TR37"; THENCE CONTINUING SOUTH 45°44'49" EAST, 2376.72 FEET ALONG SAID LINE TO ANGLE POINT 21 (AP21) OF SAID TRACT 37 (*SAID POINT BEING IDENTICAL WITH ANGLE POINT 4 OF SAID TRACT 38*); THENCE NORTH 89°58'15" EAST, 420.91 FEET TO ANGLE POINT 22 (AP22) AND THE EAST LINE OF SAID TRACT 37 (*SAID POINT BEING IDENTICAL WITH ANGLE POINT 5 (AP5) OF SAID TRACT 38*); THENCE SOUTH 00°27'34" EAST, 3741.20 FEET ALONG THE EAST LINE OF SAID TRACT 37 TO ANGLE POINT 23 (AP23); THENCE SOUTH 01°16'02" WEST, 409.57 FEET ALONG THE EAST LINE TO THE MOST SOUTHEASTERLY CORNER OF SAID TRACT 37 (*ALSO KNOWN AS ANGLE POINT 1(AP1) OF SAID TRACT 37*); THENCE SOUTH 89°46'43" WEST, 77.68 FEET ALONG THE SOUTH LINE OF SAID TRACT TO A BLM MONUMENT WP TR37 SEC. 15; THENCE SOUTH 89°43'55" WEST, 1812.56 FEET ALONG SAID SOUTH LINE TO ANGLE POINT 2 (AP2) OF SAID TRACT; THENCE LEAVING SAID SOUTH LINE, NORTH 00°00'32" WEST, 1853.05 FEET TO ANGLE POINT 3 (AP3) OF SAID TRACT; THENCE SOUTH 89°59'57" WEST, 566.33 FEET TO THE NORTH-SOUTH CENTERLINE OF SECTION 15 OF SAID TOWNSHIP 10 NORTH, RANGE 28 EAST; THENCE NORTH 01°18'31" WEST, 709.42 FEET TO A BLM MONUMENT MARKING THE NORTH ONE-QUARTER CORNER OF SAID SECTION 15; THENCE CONTINUING NORTH 01°18' 33" WEST, 3657.99 FEET **TO THE TRUE POINT OF BEGINNING.**

CONTAINING 260.11 ACRES MORE OR LESS

CITY OF RICHLAND

Parcel 110081000001003

(PARCEL D OF DEED RECORDED UNDER AFN: 2019-018735)

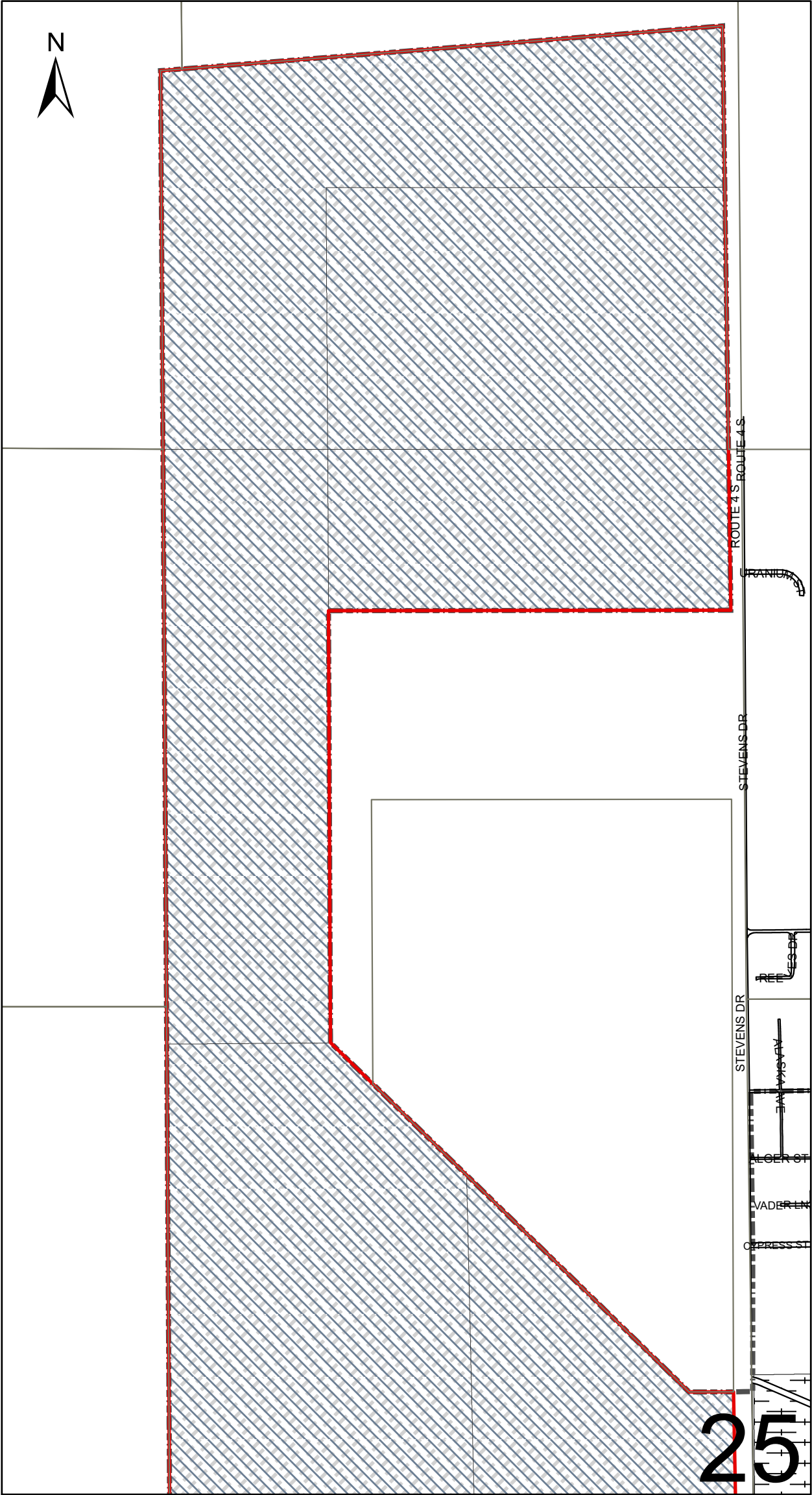
THAT PORTION OF TRACT 37 OF THE BLM DEPENDENT RESURVEY OF PORTIONS TOWNSHIP 10 AND 11 N, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, ACCORDING TO THE OFFICIAL PLAT THEREOF, APPROVED FEBRUARY 6, 2018, BY THE BLM OFFICE OF CADASTRAL SURVEYS, PORTLAND, OREGON. SAID PORTION OF TRACT 37 BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A BLM MONUMENT MARKING ANGLE POINT ANGLE POINT 20 (AP20), TRACT 37 OF SAID SURVEY (*SAID POINT BEING IDENTICAL WITH ANGLE POINT 3 (AP3) OF TRACT 38 OF SAID SURVEY, WHICH POINT BEARS SOUTH 00°15'59" EAST, 4101.78 FEET FROM ANGLE POINT 19 (AP19) OF SAID TRACT 37*); THENCE SOUTH 45°45'03" EAST, 1801.02 FEET ALONG THE SOUTHWESTERLY LINE OF TRACT 38 OF SAID SURVEY; THENCE SOUTH 01°18'33" EAST, 3657.99 FEET TO A BLM ALUMINUM MONUMENT MARKING THE SOUTH ONE-QUARTER CORNER OF SECTION 10 OF SAID TOWNSHIP 10 NORTH, RANGE 28 EAST; THENCE CONTINUING SOUTH 01°18'31" EAST, 709.42 FEET TO LINE AP3-AP4 OF TRACT 37 OF SAID SURVEY; THENCE SOUTH 89°59'57" WEST, 1117.97 FEET ALONG SAID LINE TO A BLM MONUMENT MARKING ANGLE POINT 4 (AP4) OF SAID TRACT; THENCE SOUTH 00°00'14" WEST, 1860.73 FEET TO A BLM MONUMENT MARKING ANGLE POINT 5 (AP5) OF SAID TRACT; THENCE SOUTH 89°43'55" WEST, 1604.94 FEET ALONG THE SOUTH LINE OF SAID TRACT TO A BLM MONUMENT MARKING ANGLE POINT (AP6) OF SAID TRACT; THENCE NORTH 00°18'01" EAST, 1436.06 FEET ALONG SAID TRACT TO A BLM MONUMENT MARKING ANGLE POINT 7 (AP7) OF SAID TRACT; THENCE SOUTH 89° 54'27" WEST, 1612.56 FEET TO A BLM MONUMENT MARKING ANGLE POINT 8 (AP8) OF SAID TRACT; THENCE SOUTH 00°12'17" EAST, 1440.92 FEET TO A BLM MONUMENT MARKING ANGLE POINT 9 (AP9) OF SAID TRACT; THENCE SOUTH 89°44'16" WEST, 889.48 FEET TO A BLM MONUMENT MARKING ANGLE POINT 10 (AP10) OF SAID TRACT; THENCE NORTH 01°03'43" WEST, 503.20 FEET TO A BLM MONUMENT MARKING ANGLE POINT 11 (AP11) OF SAID TRACT; THENCE NORTH 89°59'43" WEST, 823.01 FEET TO BLM MONUMENT MARKING ANGLE POINT 12 (AP12) OF SAID TRACT; THENCE NORTH 00°00'36" WEST, 2032.02 FEET TO ANGLE POINT 13 (AP13) OF SAID TRACT; THENCE CONTINUING NORTH 00°00'38" EAST, 446.43 FEET TO ANGLE POINT 14 (AP14) OF SAID TRACT; THENCE SOUTH 88°51'16"EAST, 3129.85 FEET TO ANGLE POINT 15 (AP15) ON THE WEST BOUNDARY OF SAID TRACT (*SAID POINT BEARS NORTH 37°13'18" WEST, 428.71 FEET FROM THE BLM MONUMENT MARKING THE CORNER OF SECTIONS 9-10-15-16 OF SAID TOWNSHIP 10 NORTH, RANGE 28 EAST*); THENCE NORTH 00°21'49" WEST, 2470.20 FEET ALONG SAID WEST BOUNDARY TO A BLM MONUMENT STAMPED "WP1"; THENCE CONTINUING ALONG SAID BOUNDARY, NORTH 00°21'50" WEST, 2102.20 FEET; THENCE LEAVING SAID WEST BOUNDARY, NORTH 89°34'39" EAST, 1555.00 FEET TO ANGLE POINT 20 (AP20) **AND THE TRUE POINT OF BEGINNING.**

CONTAINING 577.25 ACRES MORE OR LESS.

These descriptions include the following Benton County Parcel Identification Numbers:

110081000001003	134183000001000
110081000001004	103081000001000
103084000001000	134183000002000



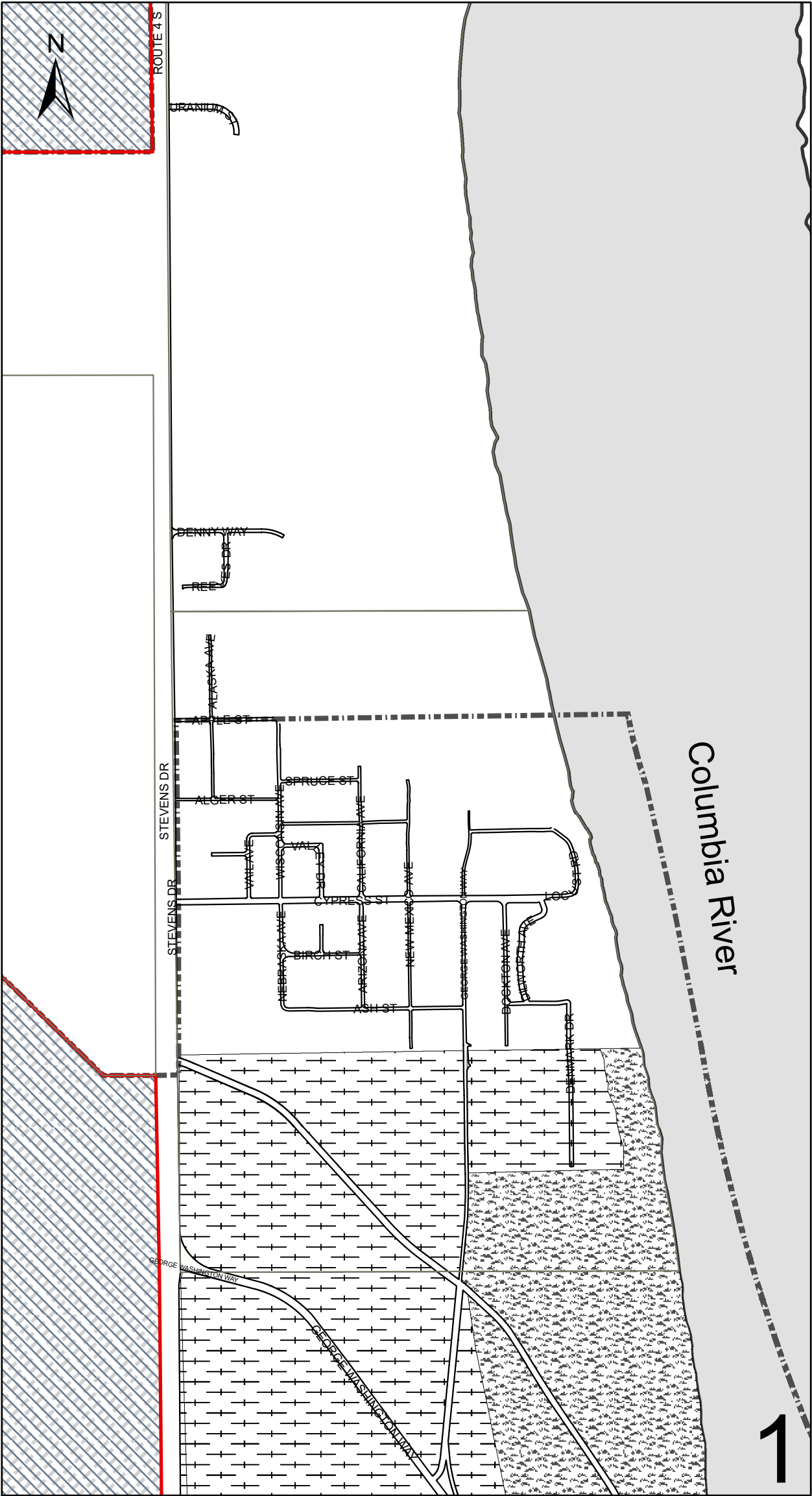


Exhibit B - Pg. 3 to Ordinance No. 2023-21 Approved 09/19/2023
Annexation of 1,641 Acres and M-2 Zoning

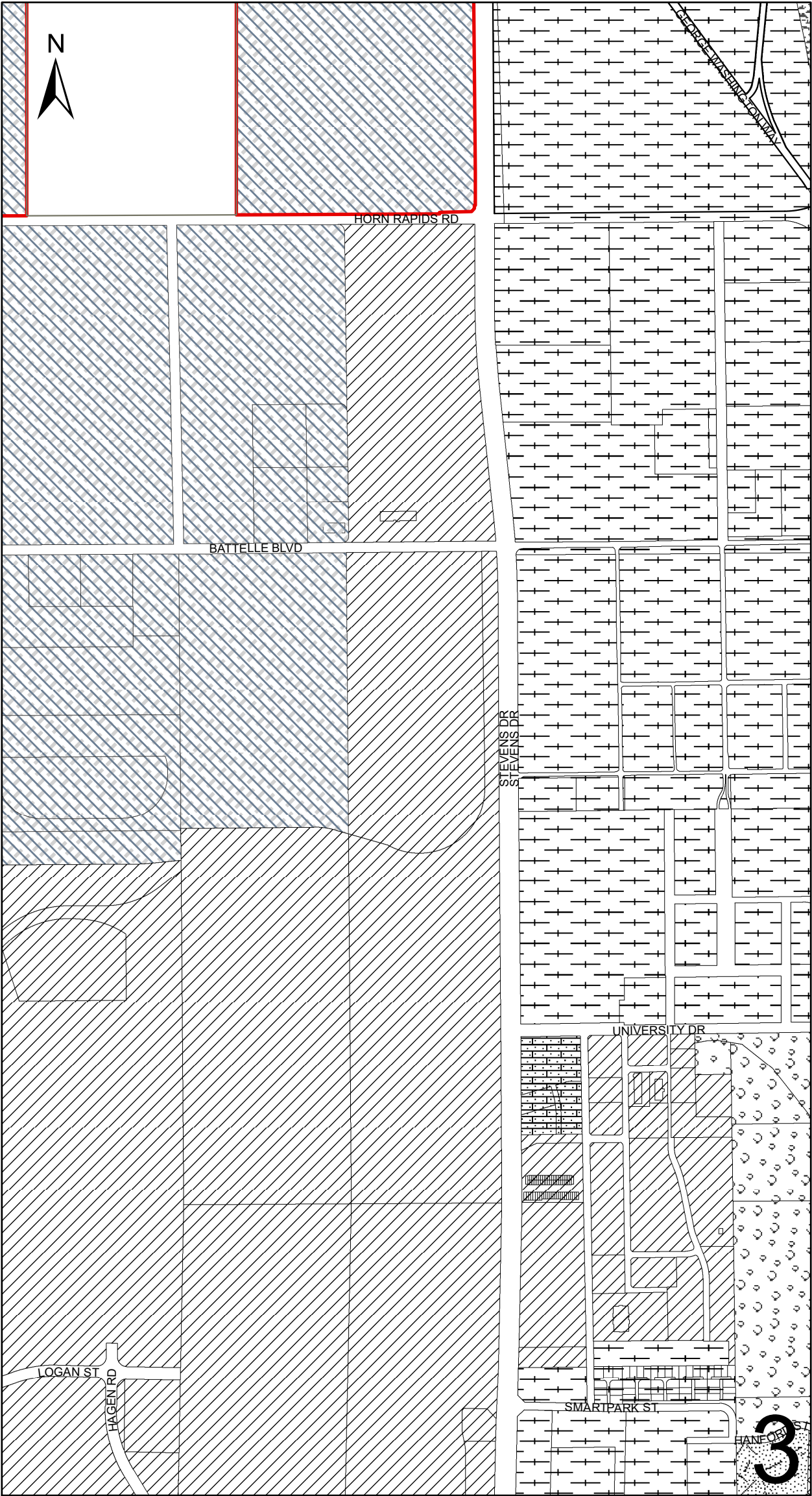
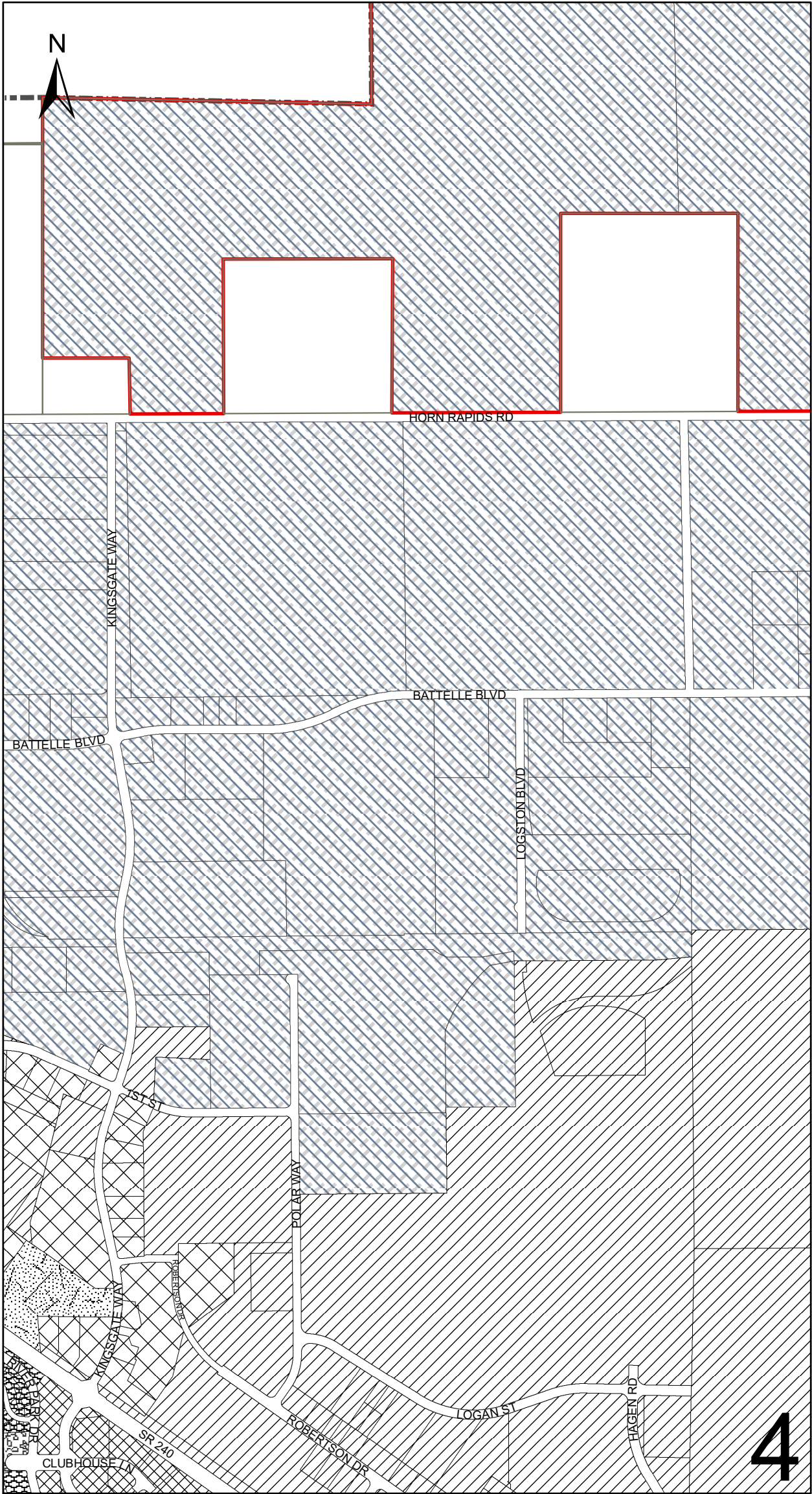


Exhibit B - Pg. 4 to Ordinance No. 2023-21 Approved 09/19/2023
Annexation of 1,641 Acres and M-2 Zoning



STAFF REPORT

TO: CITY COUNCIL
FILE NO.: ANX2022-101

PREPARED BY: MIKE STEVENS
MEETING DATE: SEPTEMBER 5, 2023

GENERAL INFORMATION:

APPLICANT: CITY OF RICHLAND ECONOMIC DEVELOPMENT DEPARTMENT ON BEHALF OF THE CITY OF RICHLAND, PORT OF BENTON AND ENERGY NORTHWEST (ANX2022-101).

REQUEST: CONSIDERATION OF A PROPOSED ANNEXATION OF APPROXIMATELY 1,643 ACRES.

LOCATION: THE PROPERTIES ARE DESCRIBED AS ASSESSOR'S TAX PARCEL NOS. 110081000001003, 110081000001004, 103084000001000, 134183000001000, 103081000001000 AND 134183000002000 IN SECTIONS 3, 4, 9, 10, 15 & 16, TOWNSHIP 10 NORTH, RANGE 28 EAST W.M., BENTON COUNTY, WASHINGTON AND SECTIONS 33 AND 34, TOWNSHIP 11 NORTH, RANGE 28 EAST. W.M., BENTON COUNTY, WASHINGTON.

REASON FOR REQUEST:

The City is currently considering the annexation of approximately 1,643 acres of land previously owned by the US Dept. of Energy and provided to the City of Richland, Port of Benton and Energy Northwest. City Council authorized the annexation process to begin through the adoption of Resolution No. 2022-111, which directed the Planning Commission to consider what zoning would be appropriate for this site. On January 25, 2023 the Planning Commission conducted a public hearing and determined that due to the proposed use of the property in question the best zoning designation would be Heavy Manufacturing (M-2).

SITE DATA

Size: Approximately 1,643 acres.

Ownership: The proposed annexation site is approximately 1,643 acres in size and is currently owned by the City of Richland, Port of Benton and Energy Northwest.

Current Use: The proposed annexation site is currently undeveloped.

Comprehensive Plan: The site is within the City of Richland's adopted Urban Growth Area (UGA) boundary and is designated as Industrial (I) based on the Richland Comprehensive Plan.

Utilities: City water, city sewer and city electrical services are available in the vicinity to serve the proposed annexation area. A Capital Facilities Analysis was performed for the area in 2016. A copy of this analysis is included as an attachment to this report.

Existing County Zoning: Light Industrial.

SURROUNDING LAND USES

Properties located south of the proposed annexation area that are within the City of Richland are zoned Heavy Manufacturing (M-2) and Medium Industrial (I-M). Properties located to the west and to the north, which are located within unincorporated Benton County are currently zoned Light Industrial and Unclassified (Hanford Nuclear Reservation). Properties located east of the site within the City of Richland are owned by the U.S. Department of Energy and are zoned Business Research Park (BR-P).

PROPOSED ZONING

There are only two zoning districts that can be applied to the property that would implement the Industrial land use designation of the proposed annexation area: Medium Industrial (I-M) and Heavy Manufacturing (M-2). When this land was given to the City, Port of Benton and Energy Northwest, it was done so under the condition that the area be zoned for heavy industrial use. As a result, staff and the Planning Commission recommend that the site be zoned Heavy Manufacturing (M-2).

ANALYSIS

As indicated above, the Planning Commission had no choice but to recommend one of the two industrial zoning districts for the site. Staff strongly recommended that the Planning Commission recommend that the site be zoned Heavy Manufacturing (M-2) to the City Council as that will effectuate the intent of the Comprehensive Plan Land Use Map designation as well as result in a zoning designation that has been intended for the site. The M-2 zoning also helps effectuate the North Horn Rapids Master Plan that was adopted in May, 2017. A copy of the North Horn Rapids Master Plan is included as an attachment to this report.

SUMMARY

Application of the Heavy Manufacturing (M-2) zoning represents the most appropriate zoning designation for the proposed annexation area as it would be consistent with the City's Comprehensive Plan and existing development pattern within the proposed annexation area and consistent with the intent of the properties being given to the various entities.

Annexation of the 1,643 acres of land will ultimately result in additional commercial/industrial development that will result in higher property taxes and additional sales taxes being directed back to the city. The proposed annexation has been the plan for this property since it was originally given to the different entities in 2015. Creation of the North Horn Rapids Master Plan and Capital Facilities Analysis were done in preparation of the area being annexed.

FINDINGS OF FACT

1. The site is within the City of Richland's Urban Growth Area boundary as those boundaries were established with the adoption of the Benton County Comprehensive Plan in 1998 and subsequent periodic updates;
2. The City's comprehensive plan designates the proposed annexation area as suitable for industrial uses, especially those which fall under the Heavy Manufacturing (M-2) classification;
3. There are only two zoning districts that can be applied to the property that would implement the Industrial land use classification of the area;
4. The Heavy Manufacturing (M-2) zoning classification allows industrial uses and/or activities that are best located away from residentially owned areas, which this site represents.
5. The Medium Industrial (I-M) zoning classification allows industrial uses and/or activities that are less intense in regard to impacts to residential areas.
6. The approximately 1,643 acres of land subject to the proposed annexation request are currently undeveloped;
7. Properties located south of the proposed annexation area that are within the City of Richland are zoned Medium Industrial (I-M) and Heavy Manufacturing (M-2);
8. Properties located to the west and to the north, which are located within unincorporated Benton County are currently zoned Light Industrial and Unclassified (Hanford Nuclear Reservation).
9. The Richland Planning Commission conducted a public hearing on January 25, 2023 to determine which zoning district best represents the overall interests of the city. The Heavy Manufacturing district (M-2) has been recommended to the City Council.
10. The Benton County Assessor's Office certified that 100% of the property ownership was subject to the annexation petition/application.

11. The Richland City Council conducted a public hearing on September 5, 2023 to hear the merits of the annexation request and provide first reading of the annexation ordinance.
12. The Richland City Council approved second reading of the annexation ordinance on September 19, 2023.

CONCLUSIONS OF LAW:

1. Based on the above findings of fact, assignment of Heavy Manufacturing (M-2) zoning would be in the best interest of the City of Richland.
2. The Richland City Council's legislative powers provides the authority for the Council to approve/deny the annexation request.

RECOMMENDATION

Staff recommends the City Council approve the requested annexation, assign the Heavy Manufacturing (M-2) zoning district and concur with the findings and conclusions set forth in Staff Report (ANX2022-101).

ATTACHMENTS

1. Annexation Application/Request Letter
2. Resolution No. 2022-111
3. Chapter 23.26 of the Richland Municipal Code – Industrial Zoning
4. Maps
5. Resolution No. 2023-24
6. Resolution No. 2023-107
7. North Horn Rapids Master Plan - 2017
8. Capital Facilities Analysis – 2016
9. Comments Received

Attachment 1



City of Richland
Development Services

625 Swift Blvd. MS-35
Richland, WA 99352
☎ (509) 942-7794
📠 (509) 942-7764

Application for Annexation

Note: A Pre-Application meeting is required prior to submittal of an application.

PROPERTY OWNER INFORMATION

☐ Contact Person

Owner: City of Richland, Port of Benton, Energy Northwest

Address: North Horn Rapids Industrial Park

Phone: 509.942.7591

Email: darrasmith@ci.richland.wa.us

APPLICANT INFORMATION (if different)

☐ Contact Person

Company: City of Richland - Office of Business & Economic Development

UBI#

Contact: Darin Arrasmith, Planner

Address: 625 Swift Blvd., MS-19

Phone: 509.942.7591

Email: darrasmith@ci.richland.wa.us

DESCRIPTION OF REQUEST

The City of Richland's Office of Business & Economic Development is seeking to annex approximately 1,643 acres of land comprising the North Horn Rapids Industrial Park. The land is located north of Horn Rapids Road and is within the City of Richland's Urban Growth Area, and involves six properties owned, respectively, by the City of Richland, Port of Benton and Energy Northwest.

PROPERTY INFORMATION

Parcel #: [See attached Notice of Intent]

Legal Description: [See attached Record Survey No. 5069]

Current Comp. Plan: Industrial

Requested Zoning: Heavy Manuf. M-2

Size of Property: 1,643 acres

Domestic Water Supply: ☐ City ☐ Private Well

Sewage Disposal: ☐ City ☐ Septic

Irrigation Source: ☐ City ☐ Private Well ☐ Columbia Irrig. District ☐ Kennewick Irrig. District ☐ BMID

APPLICATION MUST INCLUDE

1. Completed application and filing fee
2. A "Notice of Intent" form requesting annexation to the City of Richland
3. Full legal description of the proposed annexation area
4. A map showing all of the following: general vicinity of proposed annexation in relation to the City of Richland, the proposed boundaries of the annexation, and all public roads near the annexation area
5. Other information as determined by the Administrator

ANSWER QUESTIONS BELOW AS COMPLETELY AS POSSIBLE – USE ADDITIONAL SHEET(S) IF NECESSARY

Why are you requesting annexation into the City of Richland?

The Intent of annexing the North Horn Rapids Industrial Park is to locate the entire site under City jurisdiction as planned development of the industrial park will be dependent on City services such as water, sewer and electrical power.

What use, building or structure is intended for the property?

The North Horn Rapids Industrial Park is a planned industrial area envisioned as an employment center with industrial, manufacturing and research & development related land uses. It is intended that the industrial park will provide the necessary land base for industrial sites ranging in 150-500 acres in size.

What changes have occurred in the area that justify the requested annexation?

Both the City of Richland and Port of Benton are receiving greater interest for large industrial development projects that the City's Horn Rapids Industrial Park cannot accommodate. By annexing the North Horn Rapids Industrial Park, the City and Port of Benton will be able to improve and market the site for mega-industrial projects.

Are there any other properties in your neighborhood that could be part of your annexation request? If so, have you spoken to the owners about joining your annexation request?

The majority of the neighboring property surrounding the North Horn Rapids Industrial Park is owned by the U.S. Dept. of Energy, is vacant, and there are no current or immediate plans for development of these areas. A portion of the property along the east side of the North Horn Rapids Industrial Park has already been annexed into the City of Richland.

I authorize employees and officials of the City of Richland the right to enter and remain on the property in question to determine whether a permit should be issued and whether special conditions should be placed on any issued permit. I have the legal authority to grant such access to the property in question.

I also acknowledge that if a permit is issued for land development activities, no terms of the permit can be violated without further approval by the permitting entity. I understand that the granting of a permit does not authorize anyone to violate in any way any federal, state, or local law/regulation pertaining to development activities associated with a permit.

I hereby certify under penalty of perjury under the laws of the State of Washington that the following is true and correct:

1. I have read and examined this permit application and have documented all applicable requirements on the submittals.
2. The information provided in this application contains no misstatement of fact.
3. I am the owner(s), the authorized agent(s) of the owner(s) of the above referenced property, or I am currently a licensed contractor or specialty contractor under Chapter 18.27 RCW or I am exempt from the requirements of the Chapter 18.27 RCW.
4. I understand this permit is subject to all other local, state, and federal regulations.

Note: This application will not be processed unless the above certification is endorsed by an authorized agent of the owner(s) of the property in question and/or the owner(s) themselves. If the City of Richland has reason to believe that erroneous information has been supplied by an authorized agent of the owner(s) of the property in question and/or by the owner(s) themselves, processing of the application may be suspended.

Applicant Printed Name: Amanda Wallner

Applicant Signature:  Date 4/19/22



Thursday, April 14, 2022

Mr. Mike Stevens, Planning Manager
City of Richland Development Services Dept.
625 Swift Boulevard, MS-35
Richland, Washington 99352

RE: CITY OF RICHLAND OFFICE OF BUSINESS AND ECONOMIC DEVELOPMENT – SUBMITTAL OF
APPLICATION FOR ANNEXATION OF NORTH HORN RAPIDS INDUSTRIAL PARK

Dear Mr. Stevens:

Please accept this Notice of Intent from the City's Office of Business and Economic Development as a formal request to annex 1,643 acres of land owned (respectively) by the City of Richland, the Port of Benton and Energy Northwest within the North Horn Rapids Industrial Park. The property is located north of Horn Rapids Road and is within the City of Richland's Urban Growth Area, and consists of six parcels identified as follows:

- 1) 1-1008-100-0001-003 – 581.20 acres (City of Richland)
- 2) 1-1008-100-0001-004 – 257.70 acres (Port of Benton)
- 3) 1-0308-400-0001-000 – 219.36 acres (Port of Benton)
- 4) 1-3418-300-0001-000 – 285.20 acres (Port of Benton)
- 5) 1-0308-100-0001-000 – 155.84 acres (Energy Northwest)
- 6) 1-3418-300-0002-000 – 144.16 acres (Energy Northwest)

The Record Survey of the North Horn Rapids Industrial Park properties is attached.

If you have any questions or comments, you may contact the Office of Economic Development at (509) 942-7583.

Sincerely,

Amanda Wallner
Economic Development Manager
Office of Economic Development

Cc: file

HANFORD PATROL TRAINING ACADEMY

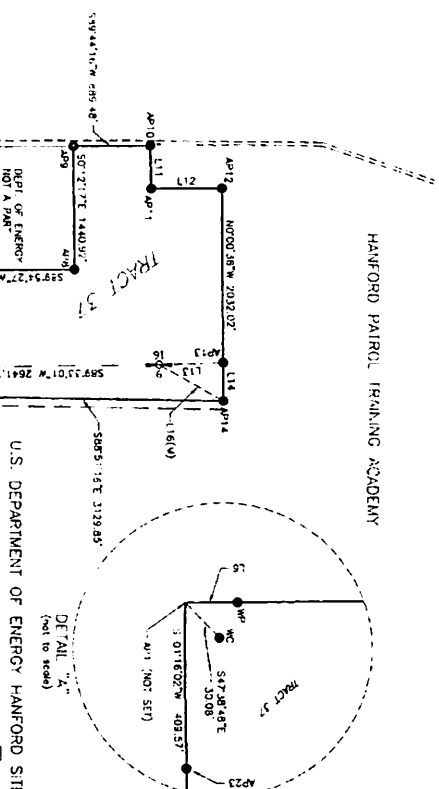


TABLE 1		
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L(9)	5.5/61.0 T	42.91
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L(7)	5.5/59.5 T	62.81
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L(5)	NO2.50 W	77.48
L(4)	NO2.50 W	77.48
L(3)	NO2.50 W	77.48
L(2)	NO2.50 W	77.48
L(1)	NO2.50 W	77.48
L(0)	NO2.50 W	77.48
L(10)	NO2.50 W	77.48
L(9)	NO2.50 W	77.48
L(8)	NO2.50 W	77.48
L(7)	NO2.50 W	77.48
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ORIGINAL

RECORD SURVEY

PORTIONS OF SECTIONS 3, 4, 9, 10, 15 & 16
TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M.
AND PORTIONS OF SECTIONS 33 & 34
TOWNSHIP 11 NORTH RANGE 28 EAST, W. M.
BENTON COUNTY, WASHINGTON

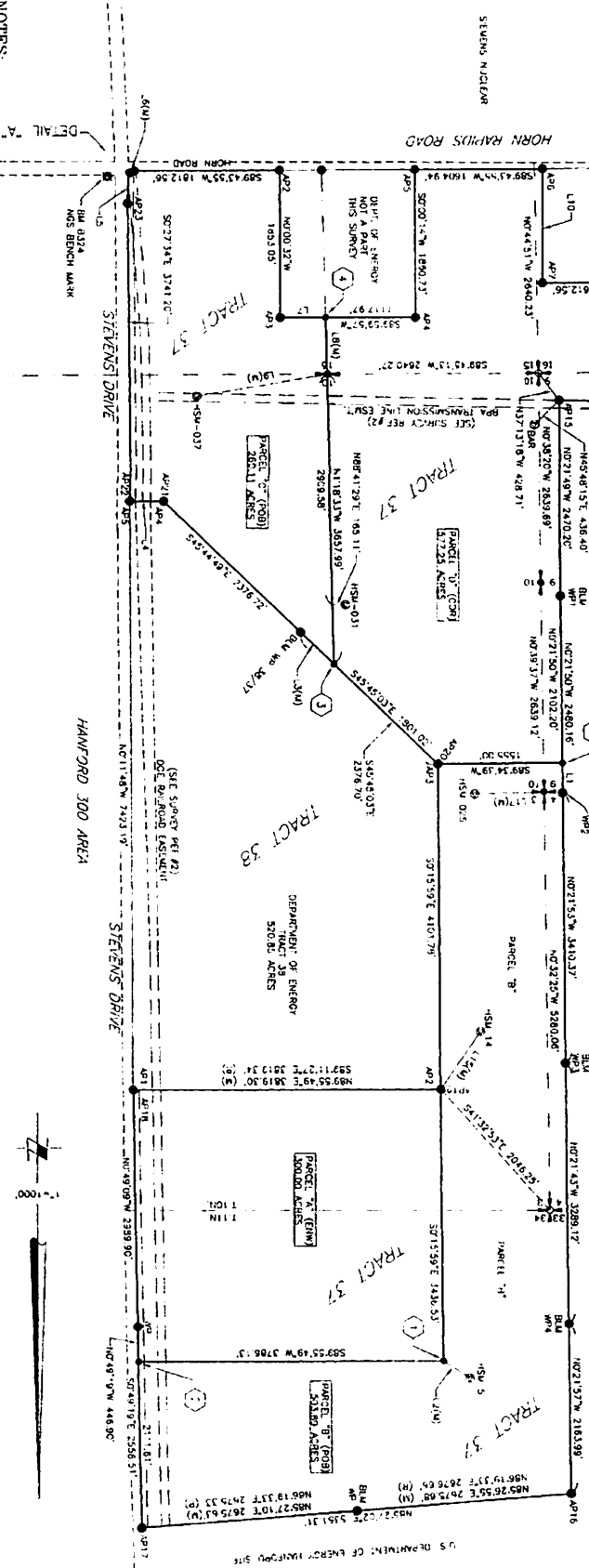
(SEE SHEET 2 OF 2 FOR LEGAL DESCRIPTIONS & SURVEYORS NARRATIVE)

SURVEY REFERENCES

1. BLM DEPENDENT RESURVEY OF TOWNSHIPS 10 AND 11 NORTH, RANGE 24 EAST, 11W ACCORDING TO THE OFFICIAL PLAT SHEET APPROVED REE & CO. INC. 1978. THE BLM OFFICE OF CALIFORNIA SURVEY POSTAL AND ORION. ON FILE WITH THE BLM OFFICE OF CALIFORNIA SURVEY POSTAL AND ORION.
2. FIRST AMENDMENT OF QUICLAUD DEED, RECORDED IN AUDITOR'S FILE NO. 2018-022889, RECORDS IN BENICIA COUNTY, MARIETTA.

U.S. DEPARTMENT OF ENERGY HANFORD SITE

U.S. DEPARTMENT OF ENERGY HANFORD SITE



NOTES:

[illegible]

MONUMENT LEGEND

---ODONITES SET JN 7/2 BUSS CAP N 4' DUAL X 24 CONCRETE PVC CHARGER STAMPED AS SHOWN ON SHEET 2
---ODONITES FOUND BLM ACTUAL MONUMENT AS DESCRIBED IN OFFICIAL BLM FIELD NOTES PER REFERENCE NO. 1
---ODONITES USED GEODESIC CONEMENT AS DESCRIBED IN OFFICAL BLM FIELD NOTES.
---ODONITES BLM BUSS CAP SECTION CORNER FOUN PER SURVEY REFERENCE NO. 1
---ODONITES BLM BUSS CAP 1/4 SECTION CORNER FCND PER SURVEY REFERENCE NO. 1



SURVEYOR'S CERTIFICATE

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING ACT AT THE REQUEST OF THE PORT OF BREVARD AND CITY OF BREVARD IN AUGUST 2018.

9/26/18
DATE

AUDITOR'S CERTIFICATE

FILED FOR RECORD THIS 1ST DAY OF October 2018 A.D. AT 21
 UNITS: PAST 9 A.M. AND RECORDED IN VOLUME 1 OF SUMMERS.
 5N09

2018-029107	REC: 9/14/18 BWC
FEE NUMBER	
RECORD SUPPLY NUMBER	5069
CLIENT	BRENDA CHILTON <i>for Reli (hus)</i> BENTON COUNTY AUDITOR

PORT OF BENTON

PROJECT		TRIDEC PARCELS	
DSE LAND TRANSFER SURVEY			
DATE: BY	CBN	SCALE: 1" = 1000'	F. B. NO. 15C-6
10/20/2017			ACCU VER. -2017
			SHEET 1

Y 6 531 P 1 5 2

Attachment 2

RESOLUTION NO. 2022-111

A RESOLUTION OF THE CITY OF RICHLAND, WASHINGTON, ACCEPTING A REQUEST FOR ANNEXATION OF 1,643 ACRES, TO BE KNOWN AS THE NORTH HORN RAPIDS INDUSTRIAL PARK, LOCATED WITHIN PORTIONS OF SECTIONS 3, 4, 9, 10, 15 & 16, TOWNSHIP 10 NORTH, RANGE 28 EAST AND PORTIONS OF SECTIONS 33 & 34, TOWNSHIP 11 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON.

WHEREAS, the City received a written request for the annexation of 1,643 acres located in what will be known as the North Horn Rapids Industrial Park from the City of Richland Development Services Department; and

WHEREAS, on August 16, 2022, Richland City Council was presented with the request for annexation and passed Resolution No. 2022-104, establishing September 6, 2022 as the date for Council to meet with the proponent of the annexation; and

WHEREAS, as required by RCW 35.13.125, Richland City Council met with the annexation proponent on September 6, 2022 and reviewed the proposed annexation.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland as follows:

Section 1. The City of Richland hereby accepts the request for annexation subject to the following conditions:

1. That the annexation be accepted as proposed.
2. That simultaneous adoption of the City's Comprehensive Plan for the proposed annexation is required.
3. That the City requires the assumption of an appropriate share of all existing City indebtedness by the area to be annexed.
4. That adequate health/safety infrastructure and/or improvements required by the Richland Municipal Code are installed at owner expense to serve any existing structures.

Section 2. The Richland Planning Commission is hereby directed to review the proposal and forward a recommendation to City Council as to the most appropriate zoning designation(s) for the area proposed for annexation.

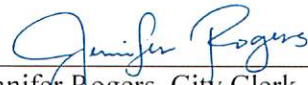
BE IT FURTHER RESOLVED that this Resolution shall take effect immediately.

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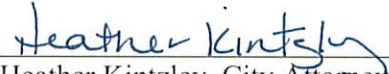
ADOPTED by the City Council of the City of Richland, Washington, at a regular meeting on the 6th day of September, 2022.


Michael Alvarez, Mayor

Attest:


Jennifer Rogers, City Clerk

Approved as to Form:


Heather Kintzley, City Attorney

Chapter 23.26 INDUSTRIAL ZONING DISTRICTS

Sections:

[23.26.010 Purpose of industrial use districts.](#)

[23.26.020 Industrial performance standards and special requirements.](#)

[23.26.025 Enforcement of performance standards.](#)

[23.26.030 Industrial use districts permitted land uses.](#)

[23.26.040 Site requirements for industrial use districts.](#)

[23.26.050 Parking standards for industrial use districts.](#)

[23.26.060 Landscaping standards for industrial districts.](#)

23.26.010 Purpose of industrial use districts.

A. The medium industrial use district (I-M) is a zone providing for limited manufacturing, assembly, warehousing and distribution operations and retail and wholesale sales of products manufactured on the premises or products allied thereto; and administrative and research and development facilities for science-related activities and commercial uses that are supportive and compatible with other uses allowed in the district. Regulations are intended to prevent frictions between uses within the district, and also to protect nearby residential districts. This zoning classification is intended to be applied to some portions of the city that are designated industrial under the city of Richland comprehensive plan.

B. The heavy manufacturing district (M-2) is intended primarily for heavy manufacturing and closely related uses. To avoid burdensome regulations on heavy manufacturing, regulations for this district are intended to provide protection principally against effects harmful to other districts. This zoning classification is intended to be applied to some portions of the city that are designated industrial under the city of Richland comprehensive plan. [Ord. 28-05 § 1.02].

23.26.020 Industrial performance standards and special requirements.

A. I-M – Medium Industrial and M-2 – Heavy Manufacturing. The maximum permissible limits of the detrimental effects specified in this chapter shall be as defined in this section:

1. Smoke. The emission of smoke or particulate matter of a density greater than No. 2 on the Ringlemann Chart as published by the U.S. Bureau of Mines is prohibited, except that Ringlemann No. 3 will be permitted for three minutes during any eight-hour period for the purpose of building fires or soot blowing.

2. Dust and Other Particulate Matter. The total net rate of emission from all sources within the boundaries of a lot in the I-M or M-2 district shall not exceed one pound per acre of lot area during any one hour. The emission from all sources within any lot area of particulate matter containing more than 10 percent by weight of particles having a diameter larger than 44 microns is prohibited. Dust and other types of air pollution carried by a wind from such sources as storage yards, piled materials, yards, roads, etc., shall be included in particulate matter measurements and limitations, and shall be kept to a minimum by appropriate screening, design, landscaping, paving, oiling, sprinkling, or other acceptable means. Measurements shall be taken at the source of the emission.

3. Method of Measuring Emission of Particulate Matter from All Sources. Determination of the total net rate of emission of all particulate matter within the boundaries of any lot shall be made as follows:

- a. Determine maximum emission in pounds per hour from each source of emission and divide this figure by acres of lot area, obtaining the gross hourly rate of emission in pounds per acre.
- b. For each gross hourly rate of emission, deduct the height of emission correction factor from the following table, interpolating as necessary for heights not given:

ALLOWANCE FOR HEIGHT OF EMISSION	
Height of Emission Above Grade (feet)	Correction Pounds per Hour per Acre
50	0.01
100	0.06
150	0.10
200	0.16
300	0.30
400	0.50

The result is the net hourly rate of emission in pounds per acre from each source of emission.

Adding together individual net rates of emission gives the total net rate of emission from all sources of emission within the boundaries of the lot.

4. Noise. In the I-M and M-2 districts, the sound pressure level resulting from any activity shall not exceed the maximum decibel level set forth in Chapter 173-60 WAC, Maximum Environmental Noise Levels for Class C Industrial Zones.

5. Vibration. Every use shall be so operated that the ground vibration inherently and recurrently generated from equipment other than vehicles is not perceptible without instruments at any point on or beyond any lot line of the property on which the use is located.

6. Odor. All measurements of odor for purposes of this standard shall be made according to the "dilution method" as prescribed in ASTM D1391-57. The following odor restrictions apply to this medium industrial use district:

- a. At the district boundary, the odor from any source within the district must not exceed one odor unit per cubic foot, as measured by the procedures in ASTM D1391-57.
- b. Within the district, the odor from any source within a given property or lot must not exceed 10 odor units per cubic foot at the boundary of the property, again measured by the procedures in ASTM D1391-57, except that uses existing prior to the effective date of the ordinance codified in this chapter shall be required to comply with only this subsection (A)(6)(b).

For the purposes of estimating the dilution of odors by the atmosphere between their point of origin and either the property boundary or the district boundary, the method of Pasquill ("The Estimation of the Dispersion of Windborne Material," Meteorol. Mag., 90, 1063, 33-49, 1961) as modified by Gifford ("Uses of Routine Meteorological Observations for Estimating Atmospheric Dispersion," Nuclear Safety, 2, 47-51, 1961) shall be used.

The atmospheric conditions to be assumed for this calculation are:

- i. Stability Category F, moderately stable air;
- ii. Surface wind speed of one meter/second (about two mph).

A procedure and necessary graphs for making this estimate are given in D. Bruce Turner's "Workbook of Atmospheric Dispersion Estimates," Dept. HEW, Environmental Health Series, Public Health Service Publication No. 999-AP-26, Revised 1969.

7. Toxic and Noxious Gases. No emission which would be demonstrably injurious to human health, animals or plant life common to the region, on the ground at or beyond any lot line on which the use is located will be permitted. Where such emission could be produced as a result of accident or equipment malfunction, adequate safeguards standard for safe operation in the industry involved shall be taken. This shall not be construed to prohibit spraying of pesticides on public or private property.

8. Heat, Glare and Humidity (Steam). In the I-M or M-2 districts any activity producing humidity in the form of steam or moist air, or producing heat or glare shall be carried on in such a manner that the heat, glare or humidity is not perceptible at any lot line on which the use is located. Building materials with high light

reflective qualities shall not be used in the construction of buildings in such a manner that reflected sunlight will throw intense glare on areas surrounding the I-M or M-2 district. Artificial lighting shall be hooded or shaded so that direct light of high intensity lamps will not result in glare when viewed from areas surrounding the I-M or M-2 district.

9. Industrial Wastes. The disposal of industrial wastes shall be subject to the regulations of the state Health Department and shall comply with the requirements of the Washington Pollution Control Commission.

10. Fire and Explosive Hazards. The storage, manufacture, use, or processing of flammable liquids or materials which produce flammable or explosive vapors or gases shall be permitted in accordance with the regulations of the fire prevention code and the building code of the city of Richland. [Ord. 28-05 § 1.02; Ord. 04-09; Ord. 32-11 § 7].

23.26.025 Enforcement of performance standards.

It is the intent of this section that:

A. If in the opinion of the administrative official a violation of the performance standards in RMC [23.26.020](#) has occurred, the administrative official shall send a written notice of the violation to the owners of the property and the manager of the operation involved by certified mail. The manager or responsible person shall have 30 days to correct the violation, unless in the opinion of the administrative official there is imminent peril to the life and property of persons adjacent to the alleged violation, in which case the violation shall be corrected immediately.

B. Where determinations of violation can be made by the administrative official using equipment normally available to the city or obtainable without extraordinary expense, such determination shall be so made before notice of violation is issued.

C. Where technical complexity or extraordinary expense make it unreasonable for the city to maintain the personnel or equipment necessary to make the determination of violation, then the city shall call in properly qualified experts to make the determination. If expert findings indicate a violation of the performance standards, the costs of the determination shall be assessed against the properties or persons responsible for the violation in addition to the other penalties prescribed by this title. If no violation is found, cost of the determination shall be paid entirely by the city. [Ord. 28-05 § 1.02].

23.26.030 Industrial use districts permitted land uses.

In the following chart, land use classifications are listed on the vertical axis. Zoning districts are listed on the horizontal axis.

A. If the symbol “P” appears in the box at the intersection of the column and row, the use is permitted, subject to the general requirements and performance standards required in that zoning district.

B. If the symbol “S” appears in the box at the intersection of the column and row, the use is permitted subject to the special use permit provisions contained in Chapter 23.46 RMC.

C. If the symbol “A” appears in the box at the intersection of the column and the row, the use is permitted as an accessory use, subject to the general requirements and performance standards required in the zoning district.

D. If a number appears in the box at the intersection of the column and the row, the use is subject to the general conditions and special provisions indicated in the corresponding note.

E. If no symbol appears in the box at the intersection of the column and the row, the use is prohibited in that zoning district.

Land Use	I-M	M-2
Automotive, Marine and Heavy Equipment Uses		
Automotive Repair – Major	P	P
Automotive Repair – Minor	P	
Automotive Repair – Specialty Shop	P	
Automobile Service Station	P	
Automobile Wrecking		S ¹
Boat Building	P	P
Bottling Plants	P	P
Car Wash – Automatic or Self-Service	P ²	A
Equipment Rentals	P	
Farm Equipment and Supplies Sales	P	S
Gas/Fuel Station	P	S
Heavy Equipment Sales and Repair	P	P
Marine Repair	P	P
Towing, Vehicle Impound Lots	P ³	
Truck Rentals	P	
Truck Stop – Diesel Fuel Sales	P	P
Truck Terminal	P	P
Vehicle Sales	P	
Warehousing, Wholesale Use	P	P

Business and Personal Services		
Animal Shelter	S ⁴	
Contractors' Offices and Shops	P	
General Service Businesses	P	P
Health/Fitness Facility	P	A
Health/Fitness Center	P	
Laundry/Dry Cleaning, Commercial	P	
Laundry/Dry Cleaning, Retail	P	
Mini-Warehouse	P ⁵	
Mailing Service	P	
Personal Loan Business	P	
Personal Services Businesses	P	
Photo Processing, Copying and Printing Services	P	
Telemarketing Services	P	
Food Service		
Cafeterias	A	A
Delicatessen	A	A
Drinking Establishments	P	P
Restaurants/Sit Down	P	
Restaurants/Drive-Through	P ⁶	A ⁶
Restaurants/Lounge	P	
Restaurants/Take Out	P	
Restaurants with Entertainment/Dancing Facilities	P	
Wineries	P	
Industrial/Manufacturing Uses		
Airport, Industrial	P	
Excavating, Processing, Removal of Topsoil, Sand, Gravel, Rock or Similar Natural Deposits	S ⁷	S ⁷
Junkyard		S

Laundry and Cleaning Plants	P	P
General Manufacturing Uses	P	P
Heavy Manufacturing Uses		P
Light Manufacturing Uses	P	P
Research, Development and Testing Facilities	P	P
Warehousing, Storage and Distribution	P	P
Wholesale Facilities and Operations	P	P
Office Uses		
Financial Institutions	P	
Medical, Dental and Other Clinics	P	
Office – Consulting Services	P	
Office – Corporate	P	
Office – General	P	
Office – Research and Development	P	P
Public/Quasi-Public Uses		
General Park Operations and Maintenance Activities	P	P
Passive Open Space Use	P	P
Power Transmission and Irrigation Wasteway Easements and Utility Uses	P ⁸	P ⁸
Public Agency Buildings	P ⁸	P ⁸
Public Agency Facilities	P ⁸	P ⁸
Public Parks	P	
Special Events Including Concerts, Tournaments and Competitions, Fairs, Festivals and Similar Public Gatherings	P	P
Trail Head Facilities	P	P
Trails for Equestrian, Pedestrian, or Nonmotorized Vehicle Use	P	P
Recreational Uses		
Commercial Recreation, Outdoor	S ⁹	
Residential Uses		

Accessory Dwelling Unit	A	
Day Care Center	S ¹⁰	
Dwelling Units for a Resident Watchman or Custodian	A	A
Emergency Housing	S	S
Emergency Shelters	S	S
Hotels or Motels	S	S
Permanent Supportive Housing	S	S
Temporary Residence	p ¹¹	p ¹¹
Transitional Housing	S	S
Retail Uses		
Adult Use Establishments	p ¹²	
Airport, Commercial	P	
Parking Lot or Structure	P	P
Miscellaneous Uses		
Bus Station	P	
Bus Terminal	P	
Bus Transfer Station	P	P
Community Festivals and Street Fairs	P	P
Farming of Land	P	P
Macro-Antennas	P	P
Monopole	p ¹³	p ¹³
On-Site Hazardous Waste Treatment and Storage	P	P
Outdoor Storage	p ¹⁴	p ¹⁴
Storage in an Enclosed Building	P	P

1. RMC 23.42.290
2. RMC 23.42.270
3. RMC 23.42.320
4. RMC 23.42.040

5. RMC 23.42.170
6. RMC 23.42.047
7. RMC 23.42.070
8. RMC 23.42.200
9. RMC 23.42.175
10. RMC 23.42.080
11. RMC 23.42.110
12. RMC 23.42.030
13. Chapter 23.62 RMC
14. RMC 23.42.180

[Ord. 28-05 § 1.02; Ord. 04-09; Ord. 13-11 § 1.01; Ord. 32-11 § 8; Ord. 07-19 § 7; Ord. 60-19 § 1; Ord. 2022-19 § 5].

23.26.040 Site requirements for industrial use districts.

In the following chart, development standards are listed on the vertical axis. Zoning districts are listed on the horizontal axis. The number appearing in the box at the intersection of the column and row represents the dimensional standard that applies to that zoning district.

Standard	I-M	M-2
Minimum Lot Area	None	None
Minimum Front Yard Setback	0 feet ¹	0 feet ¹
Minimum Side Yard Setback	None	None
Minimum Rear Yard Setback	None	None
Maximum Building Height – Main Building	55 feet ²	None

-
1. No setback required if street right-of-way is at least 80 feet in width. Otherwise, a minimum setback of 40 feet from street centerline is required.
 2. Except as otherwise provided in this section, the maximum building height in the I-M district shall be 55 feet:
 - a. Any building or structure located within 300 feet of any residential use district shall be limited to 24 feet in height.
 - b. Any building further than 300 feet but less than 600 feet from districts described in note (2)(a) of this section shall not exceed 55 feet in height.
 - c. Except as provided in notes (2)(a) and (b) of this section, buildings may exceed the maximum height in accordance with the provisions of RMC 23.38.090.

[Ord. 28-05 § 1.02; Ord. 04-09; amended during 2011 recodification; Ord. 32-11 § 9].

23.26.050 Parking standards for industrial use districts.

Off-street parking space shall be provided in all industrial zones in compliance with the requirements of Chapter 23.54 RMC. [Ord. 28-05 § 1.02].

23.26.060 Landscaping standards for industrial districts.

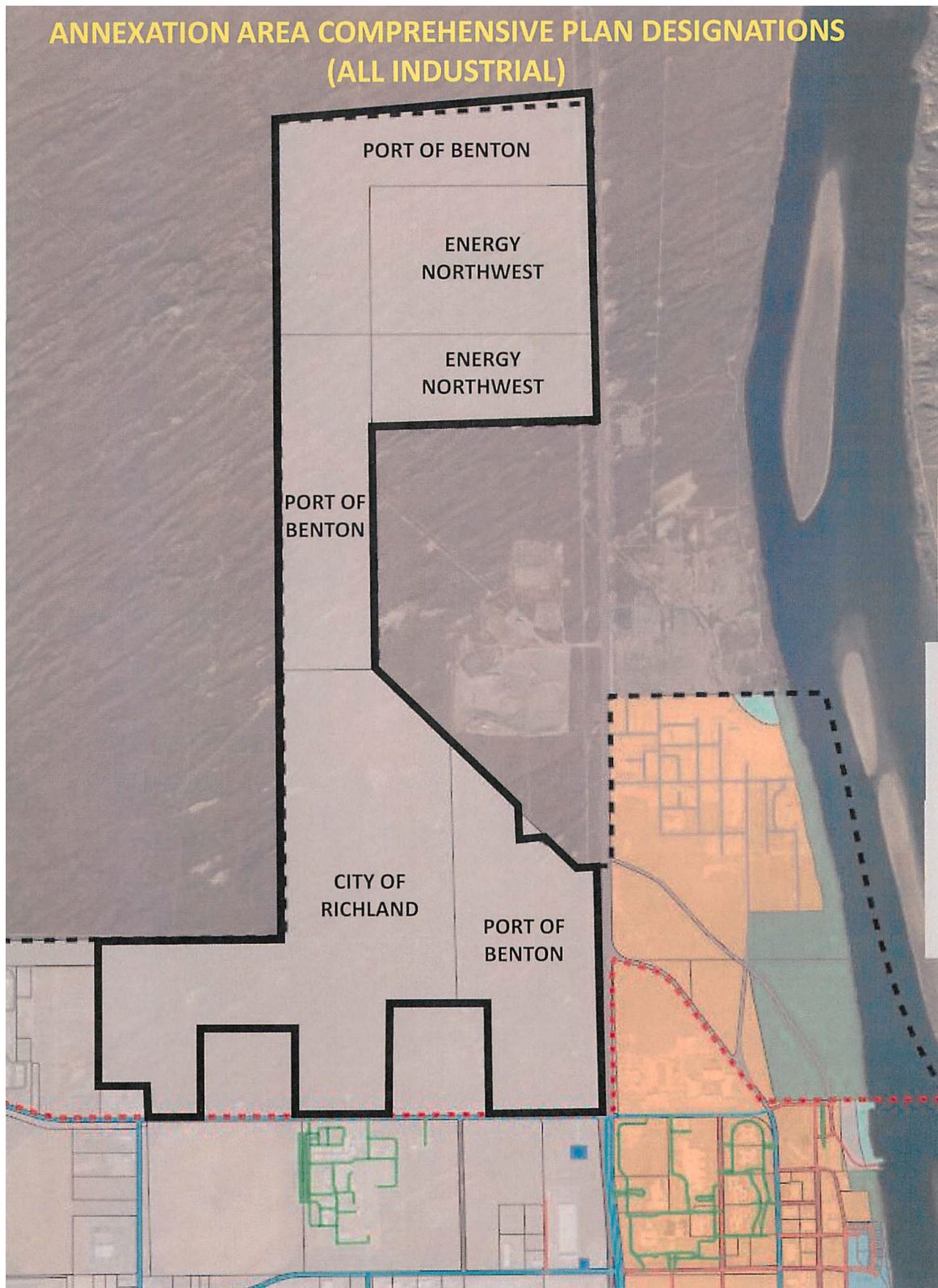
A. In the I-M and M-2 zoning districts, perimeter landscaping shall be required of all new industrial facilities and developments proposed in accordance with RMC 23.54.160.

B. In the I-M or M-2 zoning districts, any use adjacent to a residential or PPF – parks and public facilities use district shall provide sight screening as follows:

1. In the case of buildings, structures, or parking lots, a six-foot-high sight-obscuring fence or evergreen planting shall be provided along the entire length of the use.
2. Required sight-screening fences shall be of masonry, wood, or slatted chain link construction and shall be maintained in a good condition. Required sight-screening plantings shall be installed so that such plantings can reasonably be expected to provide the desired screening within three years of planting, and shall be constantly maintained in a healthy, growing condition. [Ord. 28-05 § 1.02].

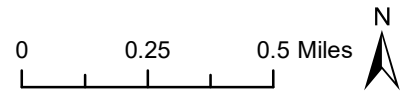
Attachment 4

VICINITY MAP ANX2022-101



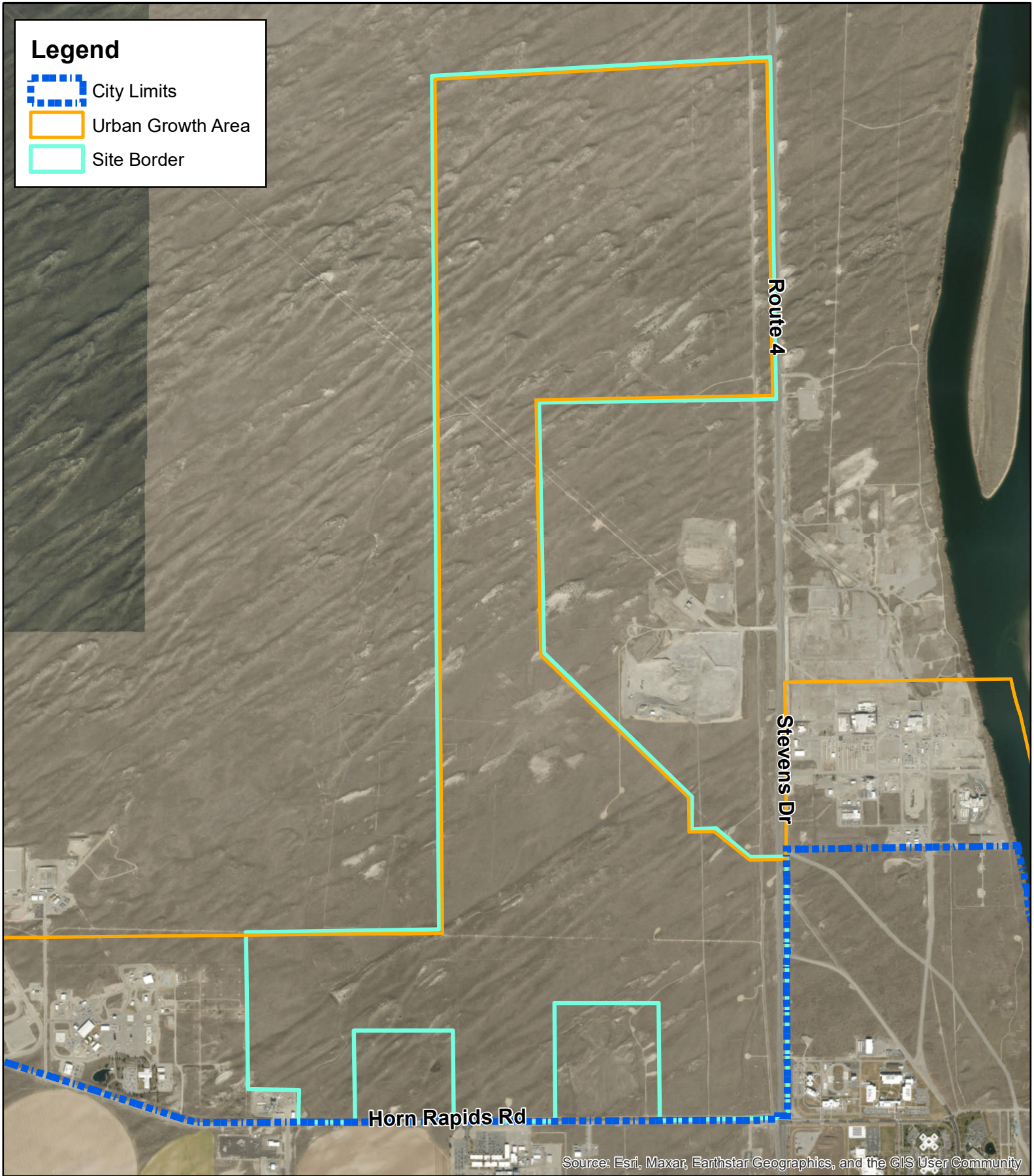
Vicinity Map

Item: North Horn Rapids Industrial Park Annexation
Applicant: City of Richland Economic Development Division
File #: ANX2022-101

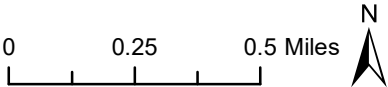


Legend

-  City Limits
-  Urban Growth Area
-  Site Border



Land Use Map



Legend

City Limits

Urban Growth Area

Site Border

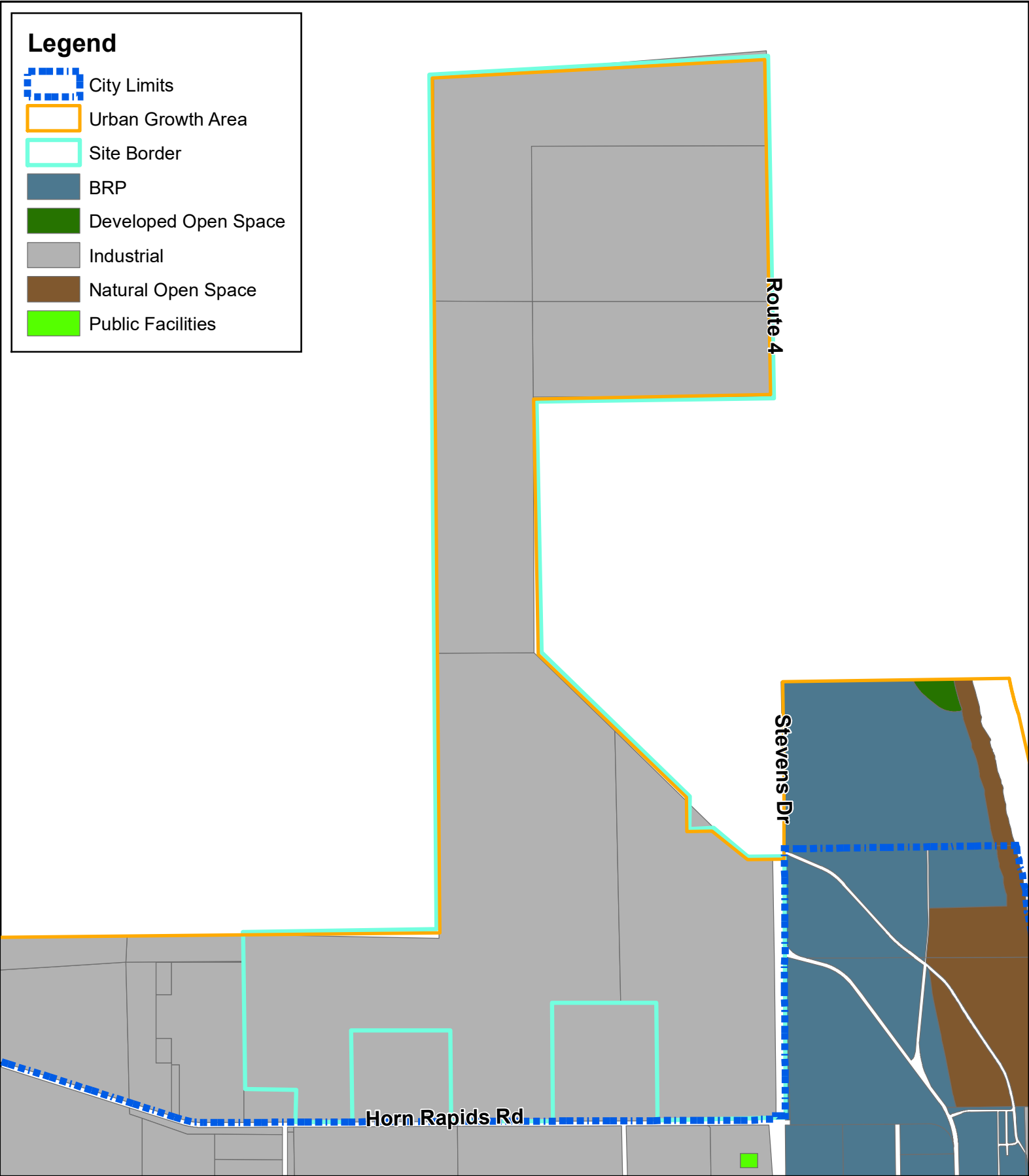
BRP

Developed Open Space

Industrial

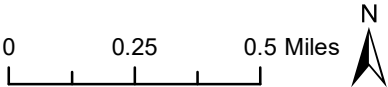
Natural Open Space

Public Facilities



Zoning Map

Item: North Horn Rapids Industrial Park Annexation
Applicant: City of Richland Economic
Development Division
File #: ANX2022-101



Legend

 City Limits

 Urban Growth Area

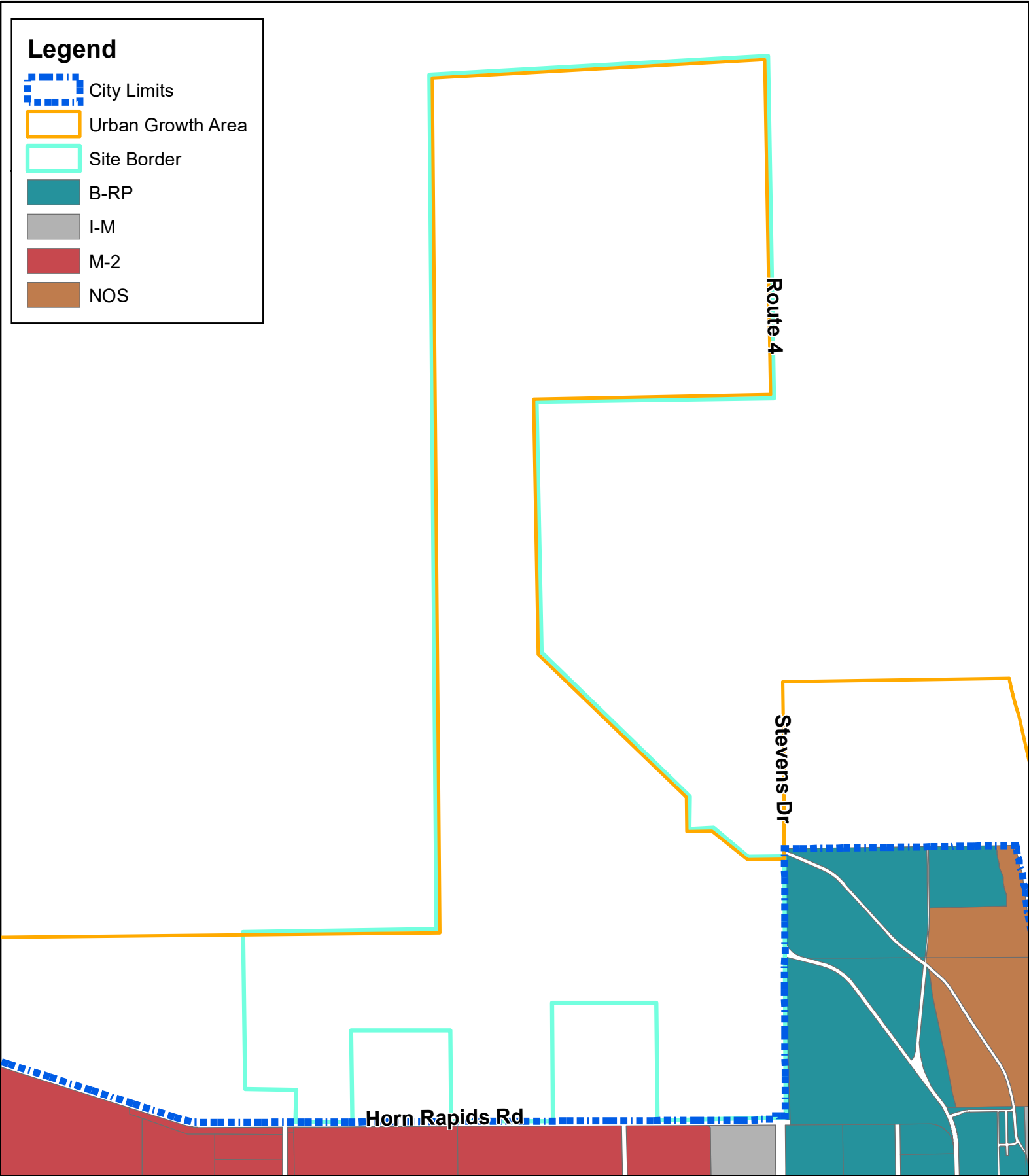
 Site Border

 B-RP

 I-M

 M-2

 NOS



Attachment 5

RESOLUTION NO. 2023-24

A RESOLUTION OF THE CITY OF RICHLAND, WASHINGTON, AUTHORIZING CIRCULATION OF A PETITION PROPOSING ANNEXATION OF APPROXIMATELY 1,643 ACRES LOCATED WITHIN PORTIONS OF SECTIONS 3, 4, 9, 10, 15 & 16, TOWNSHIP 10 NORTH, RANGE 28 EAST AND PORTIONS OF SECTIONS 33 & 34, TOWNSHIP 11 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON.

WHEREAS, Richland City Council has, through adoption of Resolution No. 2022-111 on September 6, 2022, accepted a request for the annexation of 1,643 acres to be known as the North Horn Rapids Industrial Park; and

WHEREAS, the Richland Planning Commission held a public hearing on January 25, 2023 to consider appropriate zoning designations for the proposed annexation area, thus fulfilling the directives included in Resolution No. 2022-111.

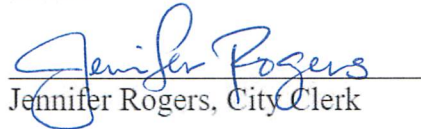
NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that circulation of the attached petition calling for the annexation of 1,643 acres to be known as the North Horn Rapids Industrial Park is hereby authorized.

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland, Washington, at a regular meeting on the 21st day of February, 2023.


Terry Christensen, Mayor

Attest:


Jennifer Rogers, City Clerk

Approved as to Form:


Heather Kintzley, City Attorney

**PETITION FOR ANNEXATION
TO CITY OF RICHLAND, WASHINGTON**

Proposed Annexation Name: **1,643-Acres: North Horn Rapids Industrial Park**

The Honorable Mayor and City Council:

WE, the undersigned, who are the owners of not less than sixty percent (60%) in value, according to the assessed valuation for general taxation, of the real property geographically depicted on the map attached hereto as Attachment 1 and legally described in Attachment 2 attached hereto, lying contiguous to the City of Richland, Washington, do hereby petition that such territory be annexed to and made a part of the City of Richland under the provisions of RCW 35.13.130 et. seq. A list of all assessors' tax parcel numbers of the parcels within the proposed annexation area, the record owner of each parcel, and the assessed value of each parcel is set forth in Attachment 3.

Prior to the circulation of this petition, a meeting was held on the sixth day of September, 2022, between the initiating parties of this annexation and the Council of the City of Richland, at which time the Council passed Resolution No. 2022-111, accepting the notice of intention to commence annexation proceedings for the real property geographically depicted on the map attached hereto as Attachment 1 and legally described in Attachment 2 attached hereto. Resolution No. 2022-111 also (1) required that the annexation be accepted as proposed; (2) required the simultaneous adoption of the City's Comprehensive Plan to serve as the Comprehensive Plan for the proposed annexation area; (3) required the assumption of an appropriate share of all existing indebtedness of the City by the area to be annexed upon annexation authorized; and (4) directed the planning commission to propose and forward a recommendation to the city council as to the most appropriate zoning designation for the area proposed to be annexed.

On January 25, 2023, the Richland Planning Commission conducted a public meeting and recommended that M-2 (Heavy Manufacturing) zoning was the most appropriate zoning designation for the proposed annexation area. On February 21, 2023, the Council passed a resolution authorizing the circulation of an annexation petition for annexation of the real property geographically depicted on the map attached hereto as Attachment 1 and legally described in Attachment 2 attached hereto.

WHEREFORE, petitioners pray that the City Council of the City of Richland, Washington entertain this petition, fix a date for a public hearing hereon, and cause notice of the hearing to be published in one or more issues of a newspaper of general circulation in the City, and to post the notice in three public places within the area proposed for annexation specifying the time and place of the hearing and inviting all interested persons to appear and voice approval or disapproval of the annexation.

INSTRUCTIONS FOR SIGNING PETITION

The following conditions should be noted for those signing the petition as owners of property:

1. Each signature shall be executed in ink or indelible pencil and shall be followed by the name of the signer, the date of signing, and the property description of the property within the proposed annexation owned by the signor.
2. The signature of a record owner, as determined by the records of the county auditor, shall be sufficient without the signature of his or her spouse;
3. In the case of mortgaged property, the signature of the mortgagor shall be sufficient, without the signature of his or her spouse;
4. In the case of property purchased on contract, the signature of the contract purchaser, as shown by the records of the county auditor, shall be deemed sufficient, without the signature of his or her spouse;
5. Any officer of a corporation owning land within the area involved, who is duly authorized to execute deeds or encumbrances on behalf of the corporation, may sign under oath on behalf of such corporation, and shall attach to the petition a certified excerpt from the bylaws of such corporation showing such authority.
6. When property stands in the name of a deceased person or any person for whom a guardian has been appointed, the signature of the executor, administrator, or guardian, as the equivalent to the signature of the owner of the property; and
7. When a parcel of property is owned by multiple owners, the signature of an owner designated by the multiple owners is sufficient.

WARNING

Every person who signs this petition with any other than his or her true name, or who knowingly signs more than one of these petitions, or signs a petition seeking an election when he or she is not a legal voter, or signs a petition when he or she is otherwise not qualified to sign, or who makes herein any false statement, shall be guilty of a misdemeanor. See RCW 35.21.005.

Assessor's Parcel Numbers: 110081000001003

Property Owners: City of Richland

Site Address: No Address Currently Assigned by the City of Richland

Signature: By: _____ **Date:** _____

Name of Person Signing: _____

Signature: By: _____ **Date:** _____

Name of Person Signing: _____

Assessor's Parcel Numbers: 110081000001004, 103084000001000 and 134183000001000

Property Owners: Port of Benton

Site Address: No Address Currently Assigned by the City of Richland

Signature: By: _____ **Date:** _____

Name of Person Signing: _____

Signature: By: _____ **Date:** _____

Name of Person Signing: _____

Assessor's Parcel Numbers: 103081000001000 and 134183000002000

Property Owners: Energy Northwest

Site Address: No Address Currently Assigned by the City of Richland

Signature: By: _____ **Date:** _____

Name of Person Signing: _____

Signature: By: _____ **Date:** _____

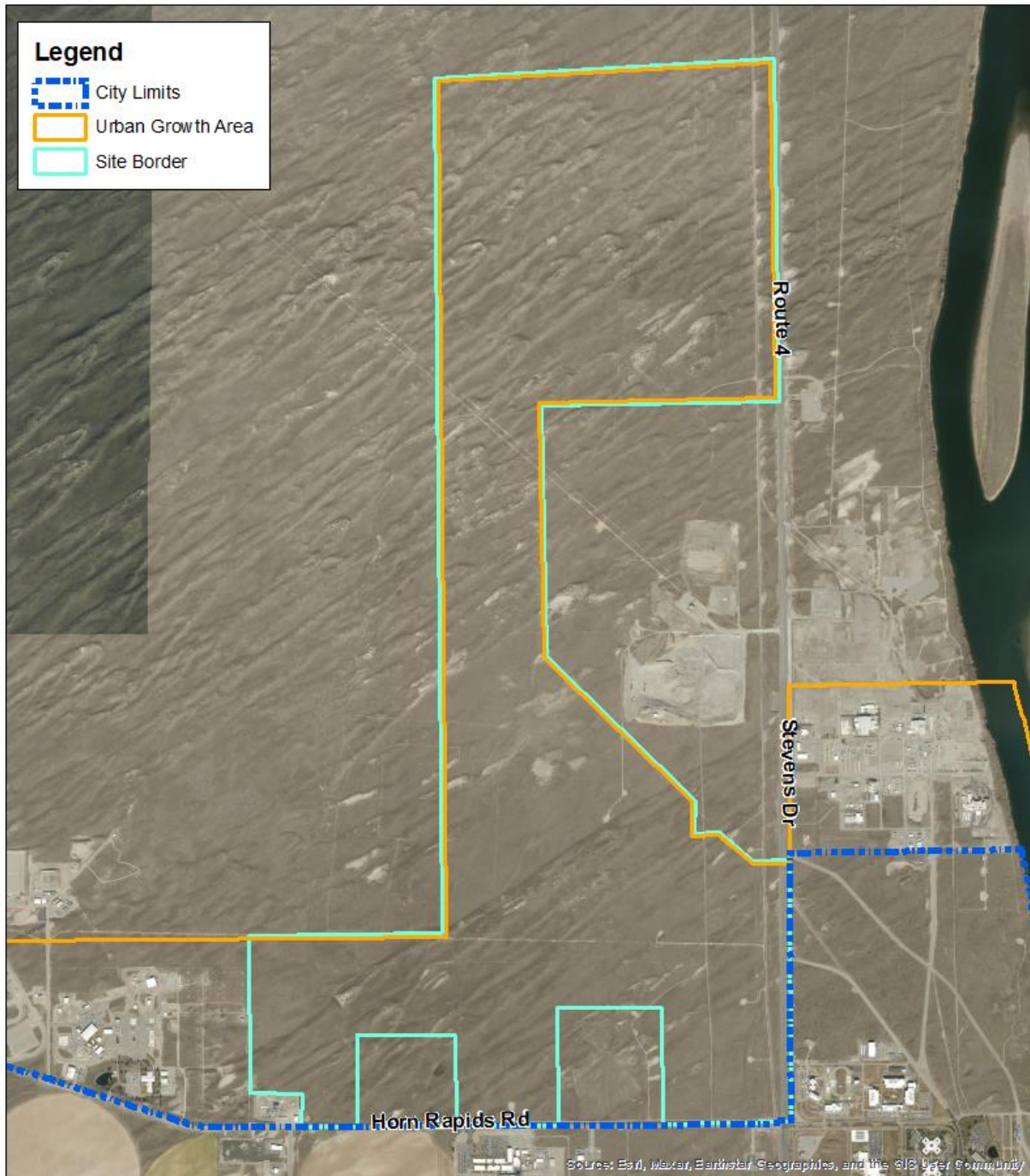
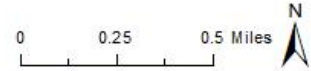
Name of Person Signing: _____

ATTACHMENT 1

Proposed 1,643-Acre North Horn Rapids Industrial Park Annexation

Vicinity Map

Item: North Horn Rapids Industrial Park Annexation
Applicant: City of Richland Economic
Development Division
File #: ANX2022-101



ATTACHMENT 2

Legal Description for Proposed 1,643-Acre North Horn Rapids Industrial Park Annexation

The 1,643-Acre North Horn Rapids Industrial Park annexation consists of the following:

APN NO. 110081000001003

PORTIONS OF SECTIONS 9, 10, 15, & 16 OF TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M. BENTON COUNTY WASHINGTON, IDENTIFIED AS TRACT 37 IN THE 2015 BUREAU OF LAND MANAGEMENT CADASTRAL SURVEY AND DESCRIBED IN QUITCLAIM DEED AF#2015-029457, RECORDS OF SAID COUNTY AND STATE, MORE PARTICULARLY DESCRIBED AS FOLLOWS; BEGINNING AT A POINT AT INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF HORN RAPID ROAD, 40.00 FEET DISTANT NORTH FROM AND PARALLEL WITH THE CENTER LINE THEREOF, AS DESCRIBED IN QUITCLAIM DEED RECORDED IN AF#621762, RECORDS OF BENTON COUNTY, WASHINGTON AND AN OFFSET FROM THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE (ROUTE-4S) BEING 30.00 FEET DISTANCE AND WEST THEREFROM IN SECTION 15 OF TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M. WASHINGTON FROM WHICH NATIONAL GEODETICS SURVEY (NGS) CONTROL STATION B324 BEARS NORTH 70° 48' 52" EAST A DISTANCE OF 280.40 FEET, THENCE NORTH 89° 13' 09" WEST ON THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD A DISTANCE OF 1900.00 FEET, THENCE LEAVING SAID RIGHT OF WAY LINE NORTH 0° 46' 51" EAST A DISTANCE OF 1885.00 FEET, THENCE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 554.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1126.00 FEET; THENCE SOUTH 0° 46' 34" WEST A DISTANCE OF 1885.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE; THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 1600.00 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE NORTH 0° 46' 51" EAST A DISTANCE OF 1450.00 FEET; THENCE ON A LINE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1600.00 FEET; THENCE SOUTH 0° 46' 35" WEST A DISTANCE OF 1450.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE; THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OR 927.25 FEET TO A POINT AT INTERSECTION WIT THE EAST BOUNDARY LINE OF THE COLD TEST FACILITY FROM WHICH A BRASS CAP MONUMENT WITH A BRASS DISK IN TOP MARKING THE CENTERLINE OF AFOREMENTIONED HORN RAPIDS ROAD BEARS SOUTH 86° 51' 44" WEST A DISTANCE OF 585.35 FEET, AND AN IRON ROD MARKING THE EASTERLY BOUNDARY OF SAID COLD TEST FACILITY BEARS NORTH 0° 11' 43" WEST A DISTANCE OF 6.44 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE AND ON THE EAST BOUNDARY LINE OF SAID COLD TEST FACILITY NORTH 0° 11' 43" WEST A DISTANCE OF 486.55 FEET TO AN IRON ROD IN THE CONCRETE SUPPORT OF A CHAIN LINE FENCE POST; THENCE ON THE NORTH BOUNDARY OF SAID COLD TEST FACILITY MARKED WITH A CHAIN LINK FENCE AND PARALLEL WITH THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD, NORTH 89° 13' 09" WEST A DISTANCE OF 786.09 FEET TO THE POINT OF INTERSECTION WITH THE AST BOUNDARY LINE OF THE NATIONAL UTILITY TRAINING SERVICES INC. (NUTS) PROPERTY, AS DESCRIBED IN A

QUIT CLAIM DEED, AF#2005-013181, RECORDS OF BENTON COUNTY, WASHINGTON; THENCE ON SAID EAST BOUNDARY LINE NORTH 0° 51' 40" EAST A DISTANCE OF 2056.13 FEET TO AN IRON ROD MARKING THE NORTHEAST CORNER OF SAID PARCEL; THENCE NORTH 0° 51' 40" EAST A DISTANCE OF 446.49 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF BONNEVILLE POWER ADMINISTRATION POWER LINE, FROM WITH THE SECTION CORNER OF 8, 9, 16, AND 17 BEARS SOUTH 77° 36' 49" WEST A DISTANCE OF 1945.30 FEET; THENCE ON SAID SOUTHERLY RIGHT OF WAY LINE SOUTH 87° 59' 07" EAST A DISTANCE OF 3125.92 FEET TO A POINT FROM WHICH THE CORNER OF SECTIONS 9, 10, 15, AND 16 BEARS SOUTH 36° 47' 49" EAST A DISTANCE OF 431.05 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE NORTH 0° 31' 33" EAST A DISTANCE OF 4554.95 FEET; THENCE SOUTH 89° 28' 27" EAST A DISTANCE OF 1614.26 FEET TO AN ANGLE POINT IN TRACT 38, AS DESCRIBED IN A QUITCLAIM DEED AF#2015-029457, RECORDS OF BENTON COUNTY, WASHINGTON, THENCE ALONG A COMMON LINE BETWEEN SAID TRACT 37 AND TRACT 38, SOUTH 45° 00' 00" EAST A DISTANCE OF 1765.31 FEET; THENCE LEAVING AND COMMON LINE SOUTH A DISTANCE OF 4368.15 FEET BACK TO THE POINT OF BEGINNING. (BOUNDARY LINE ADJUSTMENT PER AF#2016-003066, 2/03/2016)

AND

APN NO. 110081000001004

PORTIONS OF SECTIONS 10 AND 15 OF TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M. BENTON COUNTY, WASHINGTON, IDENTIFIED AS TRACT 37 IN THE 2015 BUREAU OF LAND MANAGEMENT CADASTRAL SURVEY AND DESCRIBED IN QUITCLAIM DEED AF#2015-029457, RECORDS OF SAID COUNTY AND STATE MORE PARTICULARLY DESCRIBED AS FOLLOW; BEGINNING AT A POINT AT INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF HORN RAPIDS ROAD 40.00 FEET DISTANT NORTH FROM AND PARALLEL WITH THE CENTER LINE THEREOF, AS DESCRIBED IN A QUIT CLAIM DEED RECORDED IN AF#621762, RECORDS OF BENTON COUNTY, WASHINGTON AND AN OFFSET FROM THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE (ROUTE-4S) BEING 30.00 FEET DISTANCE AND WEST THEREFROM IN SECTION 15 OF TOWNSHIP 10 NORTH RANGE 28 EAST, W.M. WASHINGTON FROM WHICH NATIONAL GEODETIC SURVEY (NGS) CONTROL STATION B324 BEARS NORTH 70° 48' 52" EAST A DISTANCE OF 280.40 FEET, SAID POINT IS THE TRUE POINT OF BEGINNING; THENCE NORTH 89° 13' 09" WEST ON THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD, A DISTANCE OF 1900.00 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE NORTH 0° 46' 51" EAST A DISTANCE OF 1885.00 FEET; THENCE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 554.00 FEET; THENCE NORTH A DISTANCE OF 4368.15 FEET TO A POINT ON THE EASTERLY LINE OF SAID TRACT 38, AS DESCRIBED IN A QUIT CLAIM DEED, AF#2015-029457, RECORDS OF BENTON COUNTY, WASHINGTON, THENCE SOUTH 45° 00' 00" EAST A DISTANCE OF 1534.69 FEET; THENCE SOUTH A DISTANCE OF 550.00 FEET; THENCE EAST A DISTANCE OF 400.00 FEET; THENCE SOUTH 50° 11' 52" EAST A DISTANCE OF 732.35 FEET; THENCE EAST A DISTANCE OF 420.00 FEET TO A POINT ON THE 30.00 FOOT LINE WEST OF THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE AND THE SOUTHERLY MOST

CORNER OF TRACT 38; THENCE LEAVING THE BOUNDARY LINE OF SAID TRACT 38 AND ON SAID 30.00 FOOT OFFSET LINE SOUTH 0° 30' 19" WEST A DISTANCE OF 3850.01 FEET; THENCE SOUTH 01° 36' 41" WEST A DISTANCE OF 332.68 FEET BACK TO THE POINT OF BEGINNING; (BOUNDARY LINE ADJUSTMENT PER AF#2016-003065, 2/03/2016).

And

APN NO. 103084000001000

THAT PORTION OF THE FOLLOWING DESCRIBED PARCEL NOT LYING IN THE PILT AREA (SECTION 34, TOWNSHIP 11 NORTH, RANGE 28 EAST). PORTIONS OF SECTIONS 3, 4, 9, AND 10 OF TOWNSHIP 10 NORTH, RANGE 28 EAST, W.W. AND PORTIONS OF SECTIONS 33 AND 34 TOWNSHIP 11 NORTH, RANGE 28 EAST W.M. BENTON COUNTY, WASHINGTON, IDENTIFIED AS TRACT 37 IN THE 2015 BUREAU OF LAND MANAGEMENT CADASTRAL SURVEY AND DESCRIBED IN QUITCLAIM DEED, AF#2015-029457, RECORDS OF SAID COUNTY AND STATE, MORE PARTICULARLY DESCRIBED AS FOLLOWS; BEGINNING AT A POINT AT INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF HORN RAPIDS ROAD 40.00 FEET DISTANT NORTH FROM AND PARALLEL WITH THE CENTER LINE THEREOF, AS DESCRIBED IN A QUIT CLAIM DEED RECORDED IN AF#621762, RECORDS OF BENTON COUNTY, WASHINGTON AND AN OFFSET FROM THE WESTERLY EDGE OF PAYMENT OF STEVENS DRIVE (ROUTE-4S) BEING 30.00 FEET DISTANCE AND WEST THEREFROM IN SECTION 15 OF TOWNSHIP 10 NORTH, RANGE 28 W.M. WASHINGTON FROM WHICH THE NATIONAL GEODETIC SURVEY (NGS) CONTROL STATION B324 BEARS NORTH 70° 48' 52" EAST OF 280.40 FEET; THENCE NORTH 89° 13' 09" WEST ON THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS A DISTANCE OF 1900.00 FEET. THENCE LEAVING SAID RIGHT OF WAY LINE, NORTH 0° 46' 51" EAST, A DISTANCE OF 1885.00 FEET; THENCE PARALLEL WITH SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 5540.00 FEET; THENCE CONTINUING PARALLEL WITH SAID RIGHT OF WAY LINK, NORTH 89° 13'09" WEST A DISTANCE OF 1126.00 FEET; THENCE SOUTH 0° 46' 34" A DISTANCE OF 1885.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE; THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 1450.00, THENCE ON A LINE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1600.00 FEET; THENCE SOUTH 0° 46' 35" WEST A DISTANCE OF 1450.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE, THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 927.25 FEET TO A POINT AT INTERSECTION WITH THE EAST BOUNDARY LINE OF THE COLD TEST FACILITY, FROM WHICH THE BRASS CAP MONUMENT WITH A BRASS DISK IN TOP MARKING THE CENTER LINE OF AFOREMENTIONED HORN RAPIDS ROAD BEARS SOUTH 86° 51' 44" WEST A DISTANCE OF 585.55 FEET, AND AN IRON ROD MARKING THE EASTERLY BOUNDARY OF SAID COLD TEST FACILITY BEARS NORTH 0° 11' 43" WEST A DISTANCE OF 6.44 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE ON THE EAST BOUNDARY LINE OF SAID COLD TEST FACILITY NORTH 0° 11' 43" WEST A DISTANCE OF 486.55 FEET TO AN IRON ROD IN THE CONCRETE SUPPORT OF A CHAIN LINK FENCE POST, THENCE ON THE NORTH BOUNDARY OF SAID COLD TEST FACILITY

MARKED WITH A CHAIN LINK FENCE AND PARALLEL WITH THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD NORTH 89° 13' 09" WEST A DISTANCE OF 786.09 FEET TO A POINT OF INTERSECTION WITH THE EAST BOUNDARY LINE OF THE NATIONAL UTILITY TRAINING SERVICES INC. (NUTS) PROPERTY, AS DESCRIBED IN A QUIT CLAIM DEED, AF#2005-013181, RECORDS OF BENTON COUNTY, WASHINGTON, THENCE ON SAID EAST BOUNDARY LINE NORTH 0° 51' 40" EAST A DISTANCE OF 2056.13 FEET TO AN IRON ROD MARKING THE NORTHEAST CORNER OF SAID PARCEL, THENCE NORTH 0° 51' 40" EAST A DISTANCE OF 446.49 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF BONNEVILLE POWER ADMINISTRATION POWER LINE FROM WHICH THE SECTION CORNER OF 8, 9, 16, AND 17, BEARS SOUTH 77° 36' 49" WEST A DISTANCE OF 1945.30 FEET; THENCE ON SAID SOUTHERLY RIGHT OF WAY LINE SOUTH 87° 59' 07" EAST A DISTANCE OF 3125.92 FEET TO A POINT FROM WHICH THE CORNER OF SECTIONS 9, 10, 15, AND 16 BEARS SOUTH 36° 47' 49" EAST A DISTANCE OF 431.05 FEET; THENCE NORTH 0° 31' 33" EAST A DISTANCE OF 4554.95 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 0° 31' 33" EAST A DISTANCE OF 9258.75 FEET TO THE ANGLE POINT OF A FENCE IN SECTION 33, TOWNSHIP 11 NORTH, RANGE 28 EAST, W.M. WASHINGTON, MARKING THE EASTERLY BOUNDARY OF THE HANFORD PATROL TRAINING ACADEMY FIRING RANGE; THENCE NORTH 87° 12' 50" EAST A DISTANCE OF 5345.21 FEET TO THE 30.00 FOOT OFFSET LINE WEST OF THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE (ROUTE-4S), FROM WHICH NGS CONTROL STATION N523 BEARS NORTH 5° 05' 29" WEST A DISTANCE OF 2263.85 FEET; THENCE ON SAID 30.00 FOOT OFFSET LINE SOUTH 0° 06' 20" WEST A DISTANCE OF 1996.00 FEET; THENCE LEAVING SAID 30.00 FOOT OFFSET LINE WEST A DISTANCE OF 3805.99 FEET; THENCE SOUTH A DISTANCE OF 3436.39 FEET TO A POINT COMMON BETWEEN SAID TRACTS 37 AND 38. THENCE CONTINUING SOUTH A DISTANCE OF 4100.00 FEET TO AN ANGLE POINT IN TRACT 38, AS DESCRIBED IN QUIT CLAIM DEED, AF#2015-029457, RECORDS OF BENTON COUNTY, WASHINGTON. THENCE LEAVING SAID ANGLE POINT NORTH 89° 28' 27" WEST A DISTANCE OF 1614.26 FEET BACK TO THE POINT OF BEGINNING. (BOUNDARY LINE ADJUSTMENT PER AF#2016-003065, 4/25/2016). *****LINKED WITH A SALES RESTRICTION TO 134183000001000 THAT PORTION IN THE PILT AREA*****

AND

APN NO. 134183000001000

THAT PORTION OF THE FOLLOWING DESCRIBED PARCEL LYING IN THE PILT AREA (SECTION 34, TOWNSHIP 11 NORTH, RANGE 28 EAST). PORTIONS OF SECTIONS 3, 4, 9, AND 10 OF TOWNSHIP 10 NORTH, RANGE 28 EAST, W.W. AND PORTIONS OF SECTIONS 33 AND 34 TOWNSHIP 11 NORTH, RANGE 28 EAST W.M. BENTON COUNTY, WASHINGTON, IDENTIFIED AS TRACT 37 IN THE 2015 BUREAU OF LAND MANAGEMENT CADASTRAL SURVEY AND DESCRIBED IN QUITCLAIM DEED, AF#2015-029457, RECORDS OF SAID COUNTY AND STATE, MORE PARTICULARLY DESCRIBED AS FOLLOWS; BEGINNING AT A POINT AT INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF HORN RAPIDS ROAD 40.00 FEET DISTANT NORTH FROM AND PARALLEL

WITH THE CENTER LINE THEREOF, AS DESCRIBED IN A QUIT CLAIM DEED RECORDED IN AF#621762, RECORDS OF BENTON COUNTY, WASHINGTON AND AN OFFSET FROM THE WESTERLY EDGE OF PAYMENT OF STEVENS DRIVE (ROUTE-4S) BEING 30.00 FEET DISTANCE AND WEST THEREFROM IN SECTION 15 OF TOWNSHIP 10 NORTH, RANGE 28 W.M. WASHINGTON FROM WHICH THE NATIONAL GEODETIC SURVEY (NGS) CONTROL STATION B324 BEARS NORTH 70° 48' 52" EAST OF 280.40 FEET; THENCE NORTH 89° 13' 09" WEST ON THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS A DISTANCE OF 1900.00 FEET. THENCE LEAVING SAID RIGHT OF WAY LINE, NORTH 0° 46' 51" EAST, A DISTANCE OF 1885.00 FEET; THENCE PARALLEL WITH SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 5540.00 FEET; THENCE CONTINUING PARALLEL WITH SAID RIGHT OF WAY LINK, NORTH 89° 13' 09" WEST A DISTANCE OF 1126.00 FEET; THENCE SOUTH 0° 46' 34" A DISTANCE OF 1885.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE; THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 1450.00, THENCE ON A LINE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1600.00 FEET; THENCE SOUTH 0° 46' 35" WEST A DISTANCE OF 1450.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE, THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 927.25 FEET TO A POINT AT INTERSECTION WITH THE EAST BOUNDARY LINE OF THE COLD TEST FACILITY, FROM WHICH THE BRASS CAP MONUMENT WITH A BRASS DISK IN TOP MARKING THE CENTER LINE OF AFOREMENTIONED HORN RAPIDS ROAD BEARS SOUTH 86° 51' 44" WEST A DISTANCE OF 585.55 FEET, AND AN IRON ROD MARKING THE EASTERLY BOUNDARY OF SAID COLD TEST FACILITY BEARS NORTH 0° 11' 43" WEST A DISTANCE OF 6.44 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE ON THE EAST BOUNDARY LINE OF SAID COLD TEST FACILITY NORTH 0° 11' 43" WEST A DISTANCE OF 486.55 FEET TO AN IRON ROD IN THE CONCRETE SUPPORT OF A CHAIN LINK FENCE POST, THENCE ON THE NORTH BOUNDARY OF SAID COLD TEST FACILITY MARKED WITH A CHAIN LINK FENCE AND PARALLEL WITH THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD NORTH 89° 13' 09" WEST A DISTANCE OF 786.09 FEET TO A POINT OF INTERSECTION WITH THE EAST BOUNDARY LINE OF THE NATIONAL UTILITY TRAINING SERVICES INC. (NUTS) PROPERTY, AS DESCRIBED IN A QUIT CLAIM DEED, AF#2005-013181, RECORDS OF BENTON COUNTY, WASHINGTON, THENCE ON SAID EAST BOUNDARY LINE NORTH 0° 51' 40" EAST A DISTANCE OF 2056.13 FEET TO AN IRON ROD MARKING THE NORTHEAST CORNER OF SAID PARCEL, THENCE NORTH 0° 51' 40" EAST A DISTANCE OF 446.49 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF BONNEVILLE POWER ADMINISTRATION POWER LINE FROM WHICH THE SECTION CORNER OF 8, 9, 16, AND 17, BEARS SOUTH 77° 36' 49" WEST A DISTANCE OF 1945.30 FEET; THENCE ON SAID SOUTHERLY RIGHT OF WAY LINE SOUTH 87° 59' 07" EAST A DISTANCE OF 3125.92 FEET TO A POINT FROM WHICH THE CORNER OF SECTIONS 9, 10, 15, AND 16 BEARS SOUTH 36° 47' 49" EAST A DISTANCE OF 431.05 FEET; THENCE NORTH 0° 31' 33" EAST A DISTANCE OF 4554.95 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 0° 31' 33" EAST A DISTANCE OF 9258.75 FEET TO THE ANGLE POINT OF A FENCE IN SECTION 33, TOWNSHIP 11 NORTH, RANGE 28 EAST, W.M. WASHINGTON, MARKING THE EASTERLY BOUNDARY OF THE HANFORD PATROL TRAINING ACADEMY FIRING RANGE; THENCE

NORTH 87° 12' 50" EAST A DISTANCE OF 5345.21 FEET TO THE 30.00 FOOT OFFSET LINE WEST OF THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE (ROUTE-4S), FROM WHICH NGS CONTROL STATION N523 BEARS NORTH 5° 05' 29" WEST A DISTANCE OF 2263.85 FEET; THENCE ON SAID 30.00 FOOT OFFSET LINE SOUTH 0° 06' 20" WEST A DISTANCE OF 1996.00 FEET; THENCE LEAVING SAID 30.00 FOOT OFFSET LINE WEST A DISTANCE OF 3805.99 FEET; THENCE SOUTH A DISTANCE OF 3436.39 FEET TO A POINT COMMON BETWEEN SAID TRACTS 37 AND 38. THENCE CONTINUING SOUTH A DISTANCE OF 4100.00 FEET TO AN ANGLE POINT IN TRACT 38, AS DESCRIBED IN QUIT CLAIM DEED, AF#2015-029457, RECORDS OF BENTON COUNTY, WASHINGTON. THENCE LEAVING SAID ANGLE POINT NORTH 89° 28' 27" WEST A DISTANCE OF 1614.26 FEET BACK TO THE POINT OF BEGINNING. (BOUNDARY LINE ADJUSTMENT PER AF#2016-003065, 4/25/2016). *****LINKED WITH A SALES RESTRICTION TO 103084000001000 THAT PORTION NOT LYING IN THE PILT AREA*****

AND

APN NO. 103081000001000

SECTION 10, TOWNSHIP 10 NORTH, RANGE 28 EAST: A PARCEL OF LAND SITUATED IN A PORTION OF TOWNSHIP 10 NORTH, RANGE 28 EAST, AND TOWNSHIP 11 NORTH, AND RANGE 28 EAST, W.M. BENTON COUNTY, WASHINGTON IDENTIFIED AS TRACT 37 IN THE 2015 BUREAU OF LAND MANAGEMENT CADASTRAL SURVEY, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS; BEGINNING AT A POINT AT INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF HORN RAPIDS ROAD, 40.00 FEET DISTANT NORTH FROM AND PARALLEL WITH THE CENTER LINE THEREOF, AS DESCRIBED IN A QUIT CLAIM DEED, RECORDED IN AF#621762, RECORDS OF BENTON COUNTY, WASHINGTON AND AN OFFSET FROM THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE (ROUTE-4S), BEING 30.00 FEET DISTANCE AND WEST THEREFROM IN SECTION 15, TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M. WASHINGTON, FROM WHICH NATIONAL GEODETIC SURVEY (NGS) CONTROL STATION B324 BEARS NORTH 70° 48' 52" EAST A DISTANCE OF 280.40 FEET; THENCE NORTH 89° 13' 09" WEST ON THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD, A DISTANCE OF 1900.00 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE, NORTH 00° 46' 51" EAST, A DISTANCE OF 1885.00 FEET; THENCE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1680.00 FEET; THENCE SOUTH 0° 46' 34" WEST, A DISTANCE OF 1885.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE, THENCE ON SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1600.00 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE NORTH 0° 46' 51" EAST A DISTANCE OF 1450.00 FEET; THENCE ON A LINE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1600.00 FEET; THENCE SOUTH 0° 46' 35" WEST A DISTANCE OF 1450.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE; THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 927.25 FEET TO A POINT OF INTERSECTION WITH THE EAST BOUNDARY LINE OF THE COLD TEST FACILITY FROM WHICH A BRASS CAP MONUMENT WITH A BRASS DISK IN TOP MARKING THE CENTER LINE OF AFOREMENTIONED HORN RAPIDS ROAD BEARS SOUTH 86° 51' 44" WEST A DISTANCE OF 585.35 FEET, AND AN IRON ROD MARKING

THE EASTERLY BOUNDARY OF SAID COLD TEST FACILITY BEARS NORTH 0° 11' 43" WEST, A DISTANCE OF 6.44 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE AND ON THE EAST BOUNDARY LINE OF SAID COLD TEST FACILITY, NORTH 0° 11' 43" WEST A DISTANCE OF 486.55 FEET TO AN IRON ROD IN THE CONCRETE SUPPORT OF A CHAIN LINK FENCE POST, THENCE ON THE NORTH BOUNDARY OF SAID COLD TEST FACILITY, MARKED WITH A CHAIN LINK FENCE AND PARALLEL WITH THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD, NORTH 89° 13' 09" WEST, A DISTANCE OF 786.09 FEET TO THE POINT OF INTERSECTION WITH THE EAST BOUNDARY LINE OF THE NATIONAL UTILITY TRAINING SERVICES INC. (NUTS) PROPERTY, AS DESCRIBED IN A QUIT CLAIM DEED, AF#2005-013181, RECORDS OF BENTON COUNTY, WASHINGTON; THENCE ON SAID EAST BOUNDARY LINE, NORTH 0° 51' 40" EAST A DISTANCE OF 2056.13 FEET TO AN IRON ROD MARKING THE NORTHEAST CORNER OF SAID PARCEL, THENCE NORTH 0° 51' 40" EAST A DISTANCE OF 446.49 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF THE BONNEVILLE POWER ADMINISTRATION POWER LINE, FROM WHICH THE SECTION CORNER OF 8, 9, 16, AND 17 BEARS SOUTH 77° 36' 49" WEST A DISTANCE OF 1945.30 FEET; THENCE ON SAID SOUTHERLY RIGHT OF WAY LINE SOUTH 87° 59' 07" EAST A DISTANCE OF 3125.92 FEET TO A POINT FROM WHICH THE CORNER OF SECTIONS 9, 10, 15, AND 16, BEARS SOUTH 36° 47' 49" EAST A DISTANCE OF 431.05 FEET; THENCE NORTH 0° 31' 33" EAST A DISTANCE OF 13,813.70 FEET TO THE ANGLE POINT OF A FENCE IN SECTION 33, TOWNSHIP 11 NORTH, RANGE 28 EAST, W.M. WASHINGTON MARKING THE EASTERLY BOUNDARY OF THE HANFORD PATROL TRAINING ACADEMY FIRING RANGE, THENCE NORTH 87° 12' 50" EAST A DISTANCE OF 5345.21 FEET TO THE 30.00 FOOT OFFSET LINE WEST OF THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE (ROUTE-4S), FROM WHICH NGS CONTROL STATION N523 BEARS NORTH 5° 5' 29" WEST A DISTANCE OF 2263.85 FEET; THENCE SOUTH 0° 06' 20" WEST ON SAID 30.00 FOOT OFFSET LINE, A DISTANCE OF 5433.00 FEET TO A POINT IDENTICAL WITH THE NORTHEAST CORNER OF TRACT 38, THENCE LEAVING SAID 30.00 FOOT OFFSET LINE AND ON A LINE IDENTICAL WITH THE BOUNDARY OF TRACT 38 THE FOLLOWING COURSES; WEST A DISTANCE OF 3799.66 FEET; THENCE SOUTH A DISTANCE 4100.00 FEET, THENCE SOUTH 45° 00' 00" EAST A DISTANCE OF 3300.00 FEET, THENCE SOUTH A DISTANCE OF 550.00 FEET, THENCE EAST A DISTANCE OF 400.00 FEET, THENCE SOUTH 50° 11' 52" EAST A DISTANCE OF 732.35 FEET, THENCE EAST A DISTANCE OF 420.00 FEET TO THE POINT ON THE 30.00 OFFSET LINE WEST OF THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE AND THE SOUTHERLY MOST CORNER OF TRACT 38, THENCE LEAVING THE BOUNDARY LINE OF SAID TRACT 38 AND ON SAID 30.00 FOOT OFFSET LINE, SOUTH 0° 30' 19" WEST, A DISTANCE OF 3850.01 FEET, THENCE SOUTH 1° 36' 41" WEST A DISTANCE OF 332.68 FEET TO THE POINT OF BEGINNING. SAID PARCEL IS SUBJECT TO ANY AND ALL EASEMENTS OR RIGHTS OF WAYS OF RECORD OR IMPLIED. (BOUNDARY LINE ADJUSTMENT PER AF#2015-029457, 9/30/2015).EXCEPT ANY PORTION LYING IN THE FOLLOWING DESCRIBED PARCEL: PORTIONS OF SECTIONS 9, 10, 15, & 16 OF TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M. BENTON COUNTY WASHINGTON, IDENTIFIED AS TRACT 37 IN THE 2015 BUREAU OF LAND MANAGEMENT CADASTRAL SURVEY AND DESCRIBED IN QUITCLAIM DEED AF#2015-029457, RECORDS OF SAID

COUNTY AND STATE, MORE PARTICULARLY DESCRIBED AS FOLLOWS; BEGINNING AT A POINT AT INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF HORN RAPID ROAD, 40.00 FEET DISTANT NORTH FROM AND PARALLEL WITH THE CENTER LINE THEREOF, AS DESCRIBED IN QUITCLAIM DEED RECORDED IN AF#621762, RECORDS OF BENTON COUNTY, WASHINGTON AND AN OFFSET FROM THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE (ROUTE-4S) BEING 30.00 FEET DISTANCE AND WEST THEREFROM IN SECTION 15 OF TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M. WASHINGTON FROM WHICH NATIONAL GEODETICS SURVEY (NGS) CONTROL STATION B324 BEARS NORTH 70° 48' 52" EAST A DISTANCE OF 280.40 FEET, THENCE NORTH 89° 13' 09" WEST ON THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD A DISTANCE OF 1900.00 FEET, THENCE LEAVING SAID RIGHT OF WAY LINE NORTH 0° 46' 51" EAST A DISTANCE OF 1885.00 FEET, THENCE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 554.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1126.00 FEET; THENCE SOUTH 0° 46' 34" WEST A DISTANCE OF 1885.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE; THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 1600.00 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE NORTH 0° 46' 51" EAST A DISTANCE OF 1450.00 FEET; THENCE ON A LINE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1600.00 FEET; THENCE SOUTH 0° 46' 35" WEST A DISTANCE OF 1450.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE; THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OR 927.25 FEET TO A POINT AT INTERSECTION WIT THE EAST BOUNDARY LINE OF THE COLD TEST FACILITY FROM WHICH A BRASS CAP MONUMENT WITH A BRASS DISK IN TOP MARKING THE CENTERLINE OF AFOREMENTIONED HORN RAPIDS ROAD BEARS SOUTH 86° 51' 44" WEST A DISTANCE OF 585.35 FEET, AND AN IRON ROD MARKING THE EASTERLY BOUNDARY OF SAID COLD TEST FACILITY BEARS NORTH 0° 11' 43" WEST A DISTANCE OF 6.44 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE AND ON THE EAST BOUNDARY LINE OF SAID COLD TEST FACILITY NORTH 0° 11' 43" WEST A DISTANCE OF 486.55 FEET TO AN IRON ROD IN THE CONCRETE SUPPORT OF A CHAIN LINE FENCE POST; THENCE ON THE NORTH BOUNDARY OF SAID COLD TEST FACILITY MARKED WITH A CHAIN LINK FENCE AND PARALLEL WITH THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD, NORTH 89° 13' 09" WEST A DISTANCE OF 786.09 FEET TO THE POINT OF INTERSECTION WITH THE AST BOUNDARY LINE OF THE NATIONAL UTILITY TRAINING SERVICES INC. (NUTS) PROPERTY, AS DESCRIBED IN A QUIT CLAIM DEED, AF#2005-013181, RECORDS OF BENTON COUNTY, WASHINGTON; THENCE ON SAID EAST BOUNDARY LINE NORTH 0° 51' 40" EAST A DISTANCE OF 2056.13 FEET TO AN IRON ROD MARKING THE NORTHEAST CORNER OF SAID PARCEL; THENCE NORTH 0° 51' 40" EAST A DISTANCE OF 446.49 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF BONNEVILLE POWER ADMINISTRATION POWER LINE, FROM WITH THE SECTION CORNER OF 8, 9, 16, AND 17 BEARS SOUTH 77° 36' 49" WEST A DISTANCE OF 1945.30 FEET; THENCE ON SAID SOUTHERLY RIGHT OF WAY LINE SOUTH 87° 59' 07" EAST A DISTANCE OF 3125.92 FEET TO A POINT FROM WHICH THE CORNER OF SECTIONS 9, 10, 15, AND 16 BEARS SOUTH 36° 47' 49" EAST A

DISTANCE OF 431.05 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE NORTH 0° 31' 33" EAST A DISTANCE OF 4554.95 FEET; THENCE SOUTH 89° 28' 27" EAST A DISTANCE OF 1614.26 FEET TO AN ANGLE POINT IN TRACT 38, AS DESCRIBED IN A QUITCLAIM DEED AF#2015-029457, RECORDS OF BENTON COUNTY, WASHINGTON, THENCE ALONG A COMMON LINE BETWEEN SAID TRACT 37 AND TRACT 38, SOUTH 45° 00' 00" EAST A DISTANCE OF 1765.31 FEET; THENCE LEAVING AND COMMON LINE SOUTH A DISTANCE OF 4368.15 FEET BACK TO THE POINT OF BEGINNING. (BOUNDARY LINE ADJUSTMENT PER AF#2016-003066, 2/03/2016): ALSO EXCEPT ANY PORTION LYING IN THE FOLLOWING DESCRIBED PARCEL; PORTIONS OF SECTIONS 10 AND 15 OF TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M. BENTON COUNTY, WASHINGTON, IDENTIFIED AS TRACT 37 IN THE 2015 BUREAU OF LAND MANAGEMENT CADASTRAL SURVEY AND DESCRIBED IN QUITCLAIM DEED AF#2015-029457, RECORDS OF SAID COUNTY AND STATE MORE PARTICULARLY DESCRIBED AS FOLLOW; BEGINNING AT A POINT AT INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF HORN RAPIDS ROAD 40.00 FEET DISTANT NORTH FROM AND PARALLEL WITH THE CENTER LINE THEREOF, AS DESCRIBED IN A QUIT CLAIM DEED RECORDED IN AF#621762, RECORDS OF BENTON COUNTY, WASHINGTON AND AN OFFSET FROM THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE (ROUTE-4S) BEING 30.00 FEET DISTANCE AND WEST THEREFROM IN SECTION 15 OF TOWNSHIP 10 NORTH RANGE 28 EAST, W.M. WASHINGTON FROM WHICH NATIONAL GEODETIC SURVEY (NGS) CONTROL STATION B324 BEARS NORTH 70° 48' 52" EAST A DISTANCE OF 280.40 FEET, SAID POINT IS THE TRUE POINT OF BEGINNING; THENCE NORTH 89° 13' 09" WEST ON THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD, A DISTANCE OF 1900.00 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE NORTH 0° 46' 51" EAST A DISTANCE OF 1885.00 FEET; THENCE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 554.00 FEET; THENCE NORTH A DISTANCE OF 4368.15 FEET TO A POINT ON THE EASTERLY LINE OF SAID TRACT 38, AS DESCRIBED IN A QUIT CLAIM DEED, AF#2015-029457, RECORDS OF BENTON COUNTY, WASHINGTON, THENCE SOUTH 45° 00' 00" EAST A DISTANCE OF 1534.69 FEET; THENCE SOUTH A DISTANCE OF 550.00 FEET; THENCE EAST A DISTANCE OF 400.00 FEET; THENCE SOUTH 50° 11' 52" EAST A DISTANCE OF 732.35 FEET; THENCE EAST A DISTANCE OF 420.00 FEET TO A POINT ON THE 30.00 FOOT LINE WEST OF THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE AND THE SOUTHERLY MOST CORNER OF TRACT 38; THENCE LEAVING THE BOUNDARY LINE OF SAID TRACT 38 AND ON SAID 30.00 FOOT OFFSET LINE SOUTH 0° 30' 19" WEST A DISTANCE OF 3850.01 FEET; THENCE SOUTH 01° 36' 41" WEST A DISTANCE OF 332.68 FEET BACK TO THE POINT OF BEGINNING; (BOUNDARY LINE ADJUSTMENT PER AF#2016-003065, 2/03/2016). ALSO EXCEPT ANY PORTION LYING IN THE FOLLOWING DESCRIBED PARCEL: PORTIONS OF SECTIONS 3, 4, 9, AND 10 OF TOWNSHIP 10 NORTH, RANGE 28 EAST, W.W. AND PORTIONS OF SECTIONS 33 AND 34 TOWNSHIP 11 NORTH, RANGE 28 EAST W.M. BENTON COUNTY, WASHINGTON, IDENTIFIED AS TRACT 37 IN THE 2015 BUREAU OF LAND MANAGEMENT CADASTRAL SURVEY AND DESCRIBED IN QUITCLAIM DEED, AF#2015-029457, RECORDS OF SAID COUNTY AND STATE, MORE PARTICULARLY DESCRIBED AS FOLLOWS; BEGINNING AT A POINT AT INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF HORN RAPIDS

ROAD 40.00 FEET DISTANT NORTH FROM AND PARALLEL WITH THE CENTER LINE THEREOF, AS DESCRIBED IN A QUIT CLAIM DEED RECORDED IN AF#621762, RECORDS OF BENTON COUNTY, WASHINGTON AND AN OFFSET FROM THE WESTERLY EDGE OF PAYMENT OF STEVENS DRIVE (ROUTE-4S) BEING 30.00 FEET DISTANCE AND WEST THEREFROM IN SECTION 15 OF TOWNSHIP 10 NORTH, RANGE 28 W.M. WASHINGTON FROM WHICH THE NATIONAL GEODETIC SURVEY (NGS) CONTROL STATION B324 BEARS NORTH 70° 48' 52" EAST OF 280.40 FEET; THENCE NORTH 89° 13' 09" WEST ON THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS A DISTANCE OF 1900.00 FEET. THENCE LEAVING SAID RIGHT OF WAY LINE, NORTH 0° 46' 51" EAST, A DISTANCE OF 1885.00 FEET; THENCE PARALLEL WITH SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 5540.00 FEET; THENCE CONTINUING PARALLEL WITH SAID RIGHT OF WAY LINK, NORTH 89° 13' 09" WEST A DISTANCE OF 1126.00 FEET; THENCE SOUTH 0° 46' 34" A DISTANCE OF 1885.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE; THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 1450.00, THENCE ON A LINE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1600.00 FEET; THENCE SOUTH 0° 46' 35" WEST A DISTANCE OF 1450.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE, THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 927.25 FEET TO A POINT AT INTERSECTION WITH THE EAST BOUNDARY LINE OF THE COLD TEST FACILITY, FROM WHICH THE BRASS CAP MONUMENT WITH A BRASS DISK IN TOP MARKING THE CENTER LINE OF AFOREMENTIONED HORN RAPIDS ROAD BEARS SOUTH 86° 51' 44" WEST A DISTANCE OF 585.55 FEET, AND AN IRON ROD MARKING THE EASTERLY BOUNDARY OF SAID COLD TEST FACILITY BEARS NORTH 0° 11' 43" WEST A DISTANCE OF 6.44 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE ON THE EAST BOUNDARY LINE OF SAID COLD TEST FACILITY NORTH 0° 11' 43" WEST A DISTANCE OF 486.55 FEET TO AN IRON ROD IN THE CONCRETE SUPPORT OF A CHAIN LINK FENCE POST, THENCE ON THE NORTH BOUNDARY OF SAID COLD TEST FACILITY MARKED WITH A CHAIN LINK FENCE AND PARALLEL WITH THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD NORTH 89° 13' 09" WEST A DISTANCE OF 786.09 FEET TO A POINT OF INTERSECTION WITH THE EAST BOUNDARY LINE OF THE NATIONAL UTILITY TRAINING SERVICES INC. (NUTS) PROPERTY, AS DESCRIBED IN A QUIT CLAIM DEED, AF#2005-013181, RECORDS OF BENTON COUNTY, WASHINGTON, THENCE ON SAID EAST BOUNDARY LINE NORTH 0° 51' 40" EAST A DISTANCE OF 2056.13 FEET TO AN IRON ROD MARKING THE NORTHEAST CORNER OF SAID PARCEL, THENCE NORTH 0° 51' 40" EAST A DISTANCE OF 446.49 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF BONNEVILLE POWER ADMINISTRATION POWER LINE FROM WHICH THE SECTION CORNER OF 8, 9, 16, AND 17, BEARS SOUTH 77° 36' 49" WEST A DISTANCE OF 1945.30 FEET; THENCE ON SAID SOUTHERLY RIGHT OF WAY LINE SOUTH 87° 59' 07" EAST A DISTANCE OF 3125.92 FEET TO A POINT FROM WHICH THE CORNER OF SECTIONS 9, 10, 15, AND 16 BEARS SOUTH 36° 47' 49" EAST A DISTANCE OF 431.05 FEET; THENCE NORTH 0° 31' 33" EAST A DISTANCE OF 4554.95 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 0° 31' 33" EAST A DISTANCE OF 9258.75 FEET TO THE ANGLE POINT OF A FENCE IN SECTION 33, TOWNSHIP 11 NORTH, RANGE 28 EAST, W.M. WASHINGTON, MARKING THE EASTERLY BOUNDARY OF THE

HANFORD PATROL TRAINING ACADEMY FIRING RANGE; THENCE NORTH 87° 12' 50" EAST A DISTANCE OF 5345.21 FEET TO THE 30.00 FOOT OFFSET LINE WEST OF THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE (ROUTE-4S), FROM WHICH NGS CONTROL STATION N523 BEARS NORTH 5° 05' 29" WEST A DISTANCE OF 2263.85 FEET; THENCE ON SAID 30.00 FOOT OFFSET LINE SOUTH 0° 06' 20" WEST A DISTANCE OF 1996.00 FEET; THENCE LEAVING SAID 30.00 FOOT OFFSET LINE WEST A DISTANCE OF 3805.99 FEET; THENCE SOUTH A DISTANCE OF 3436.39 FEET TO A POINT COMMON BETWEEN SAID TRACTS 37 AND 38. THENCE CONTINUING SOUTH A DISTANCE OF 4100.00 FEET TO AN ANGLE POINT IN TRACT 38, AS DESCRIBED IN QUIT CLAIM DEED, AF#2015-029457, RECORDS OF BENTON COUNTY, WASHINGTON. THENCE LEAVING SAID ANGLE POINT NORTH 89° 28' 27" WEST A DISTANCE OF 1614.26 FEET BACK TO THE POINT OF BEGINNING. (BOUNDARY LINE ADJUSTMENT PER AF#2016-003065, 4/25/2016). LESS ANY PORTION LYING IN SECTIONS 33, 34, TOWNSHIP 11 NORTH, RANGE 28 EAST (THAT PORTION LYING IN THE PILT AREA). LINKED WITH A SALES RESTRICTION TO 134183000002000.

AND;

APN NO. 134183000002000

SECTION 34, TOWNSHIP 11 NORTH, RANGE 28 EAST: ANY PORTION OF THE FOLLOWING DESCRIBED PARCEL THAT LIES IN SECTIONS 33, AND 34, TOWNSHIP 11 NORTH, RANGE 28 EAST: A PARCEL OF LAND SITUATED IN A PORTION OF TOWNSHIP 10 NORTH, RANGE 28 EAST, AND TOWNSHIP 11 NORTH, AND RANGE 28 EAST, W.M. BENTON COUNTY, WASHINGTON IDENTIFIED AS TRACT 37 IN THE 2015 BUREAU OF LAND MANAGEMENT CADASTRAL SURVEY, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS; BEGINNING AT A POINT AT INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF HORN RAPIDS ROAD, 40.00 FEET DISTANT NORTH FROM AND PARALLEL WITH THE CENTER LINE THEREOF, AS DESCRIBED IN A QUIT CLAIM DEED, RECORDED IN AF#621762, RECORDS OF BENTON COUNTY, WASHINGTON AND AN OFFSET FROM THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE (ROUTE-4S), BEING 30.00 FEET DISTANCE AND WEST THEREFROM IN SECTION 15, TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M. WASHINGTON, FROM WHICH NATIONAL GEODETIC SURVEY (NGS) CONTROL STATION B324 BEARS NORTH 70° 48' 52" EAST A DISTANCE OF 280.40 FEET; THENCE NORTH 89° 13' 09" WEST ON THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD, A DISTANCE OF 1900.00 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE, NORTH 00° 46' 51" EAST, A DISTANCE OF 1885.00 FEET; THENCE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1680.00 FEET; THENCE SOUTH 0° 46' 34" WEST, A DISTANCE OF 1885.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE, THENCE ON SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1600.00 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE NORTH 0° 46' 51" EAST A DISTANCE OF 1450.00 FEET; THENCE ON A LINE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1600.00 FEET; THENCE SOUTH 0° 46' 35" WEST A DISTANCE OF 1450.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE; THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 927.25 FEET TO A POINT OF INTERSECTION WITH THE EAST BOUNDARY LINE OF

THE COLD TEST FACILITY FROM WHICH A BRASS CAP MONUMENT WITH A BRASS DISK IN TOP MARKING THE CENTER LINE OF AFOREMENTIONED HORN RAPIDS ROAD BEARS SOUTH 86° 51' 44" WEST A DISTANCE OF 585.35 FEET, AND AN IRON ROD MARKING THE EASTERLY BOUNDARY OF SAID COLD TEST FACILITY BEARS NORTH 0° 11' 43" WEST, A DISTANCE OF 6.44 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE AND ON THE EAST BOUNDARY LINE OF SAID COLD TEST FACILITY, NORTH 0° 11' 43" WEST A DISTANCE OF 486.55 FEET TO AN IRON ROD IN THE CONCRETE SUPPORT OF A CHAIN LINK FENCE POST, THENCE ON THE NORTH BOUNDARY OF SAID COLD TEST FACILITY, MARKED WITH A CHAIN LINK FENCE AND PARALLEL WITH THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD, NORTH 89° 13' 09" WEST, A DISTANCE OF 786.09 FEET TO THE POINT OF INTERSECTION WITH THE EAST BOUNDARY LINE OF THE NATIONAL UTILITY TRAINING SERVICES INC. (NUTS) PROPERTY, AS DESCRIBED IN A QUIT CLAIM DEED, AF#2005-013181, RECORDS OF BENTON COUNTY, WASHINGTON; THENCE ON SAID EAST BOUNDARY LINE, NORTH 0° 51' 40" EAST A DISTANCE OF 2056.13 FEET TO AN IRON ROD MARKING THE NORTHEAST CORNER OF SAID PARCEL, THENCE NORTH 0° 51' 40" EAST A DISTANCE OF 446.49 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF THE BONNEVILLE POWER ADMINISTRATION POWER LINE, FROM WHICH THE SECTION CORNER OF 8, 9, 16, AND 17 BEARS SOUTH 77° 36' 49" WEST A DISTANCE OF 1945.30 FEET; THENCE ON SAID SOUTHERLY RIGHT OF WAY LINE SOUTH 87° 59' 07" EAST A DISTANCE OF 3125.92 FEET TO A POINT FROM WHICH THE CORNER OF SECTIONS 9, 10, 15, AND 16, BEARS SOUTH 36° 47' 49" EAST A DISTANCE OF 431.05 FEET; THENCE NORTH 0° 31' 33" EAST A DISTANCE OF 13,813.70 FEET TO THE ANGLE POINT OF A FENCE IN SECTION 33, TOWNSHIP 11 NORTH, RANGE 28 EAST, W.M. WASHINGTON MARKING THE EASTERLY BOUNDARY OF THE HANFORD PATROL TRAINING ACADEMY FIRING RANGE, THENCE NORTH 87° 12' 50" EAST A DISTANCE OF 5345.21 FEET TO THE 30.00 FOOT OFFSET LINE WEST OF THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE (ROUTE-4S), FROM WHICH NGS CONTROL STATION N523 BEARS NORTH 5° 5' 29" WEST A DISTANCE OF 2263.85 FEET; THENCE SOUTH 0° 06' 20" WEST ON SAID 30.00 FOOT OFFSET LINE, A DISTANCE OF 5433.00 FEET TO A POINT IDENTICAL WITH THE NORTHEAST CORNER OF TRACT 38, THENCE LEAVING SAID 30.00 FOOT OFFSET LINE AND ON A LINE IDENTICAL WITH THE BOUNDARY OF TRACT 38 THE FOLLOWING COURSES; WEST A DISTANCE OF 3799.66 FEET; THENCE SOUTH A DISTANCE 4100.00 FEET, THENCE SOUTH 45° 00' 00" EAST A DISTANCE OF 3300.00 FEET, THENCE SOUTH A DISTANCE OF 550.00 FEET, THENCE EAST A DISTANCE OF 400.00 FEET, THENCE SOUTH 50° 11' 52" EAST A DISTANCE OF 732.35 FEET, THENCE EAST A DISTANCE OF 420.00 FEET TO THE POINT ON THE 30.00 OFFSET LINE WEST OF THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE AND THE SOUTHERLY MOST CORNER OF TRACT 38, THENCE LEAVING THE BOUNDARY LINE OF SAID TRACT 38 AND ON SAID 30.00 FOOT OFFSET LINE, SOUTH 0° 30' 19" WEST, A DISTANCE OF 3850.01 FEET, THENCE SOUTH 1° 36' 41" WEST A DISTANCE OF 332.68 FEET TO THE POINT OF BEGINNING. SAID PARCEL IS SUBJECT TO ANY AND ALL EASEMENTS OR RIGHTS OF WAYS OF RECORD OR IMPLIED. (BOUNDARY LINE ADJUSTMENT PER AF#2015-029457, 9/30/2015). LESS ANY PORTION OF THE FOLLOWING DESCRIBED PARCEL: THAT PORTION OF THE FOLLOWING DESCRIBED

PARCEL LYING IN THE PILT AREA (SECTION 34, TOWNSHIP 11 NORTH, RANGE 28 EAST). PORTIONS OF SECTIONS 3, 4, 9, AND 10 OF TOWNSHIP 10 NORTH, RANGE 28 EAST, W.W. AND PORTIONS OF SECTIONS 33 AND 34 TOWNSHIP 11 NORTH, RANGE 28 EAST W.M. BENTON COUNTY, WASHINGTON, IDENTIFIED AS TRACT 37 IN THE 2015 BUREAU OF LAND MANAGEMENT CADASTRAL SURVEY AND DESCRIBED IN QUITCLAIM DEED, AF#2015-029457, RECORDS OF SAID COUNTY AND STATE, MORE PARTICULARLY DESCRIBED AS FOLLOWS; BEGINNING AT A POINT AT INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF HORN RAPIDS ROAD 40.00 FEET DISTANT NORTH FROM AND PARALLEL WITH THE CENTER LINE THEREOF, AS DESCRIBED IN A QUIT CLAIM DEED RECORDED IN AF#621762, RECORDS OF BENTON COUNTY, WASHINGTON AND AN OFFSET FROM THE WESTERLY EDGE OF PAYMENT OF STEVENS DRIVE (ROUTE-4S) BEING 30.00 FEET DISTANCE AND WEST THEREFROM IN SECTION 15 OF TOWNSHIP 10 NORTH, RANGE 28 W.M. WASHINGTON FROM WHICH THE NATIONAL GEODETIC SURVEY (NGS) CONTROL STATION B324 BEARS NORTH 70° 48' 52" EAST OF 280.40 FEET; THENCE NORTH 89° 13' 09" WEST ON THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS A DISTANCE OF 1900.00 FEET. THENCE LEAVING SAID RIGHT OF WAY LINE, NORTH 0° 46' 51" EAST, A DISTANCE OF 1885.00 FEET; THENCE PARALLEL WITH SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 5540.00 FEET; THENCE CONTINUING PARALLEL WITH SAID RIGHT OF WAY LINK, NORTH 89° 13' 09" WEST A DISTANCE OF 1126.00 FEET; THENCE SOUTH 0° 46' 34" A DISTANCE OF 1885.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE; THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 1450.00, THENCE ON A LINE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1600.00 FEET; THENCE SOUTH 0° 46' 35" WEST A DISTANCE OF 1450.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE, THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 927.25 FEET TO A POINT AT INTERSECTION WITH THE EAST BOUNDARY LINE OF THE COLD TEST FACILITY, FROM WHICH THE BRASS CAP MONUMENT WITH A BRASS DISK IN TOP MARKING THE CENTER LINE OF AFOREMENTIONED HORN RAPIDS ROAD BEARS SOUTH 86° 51' 44" WEST A DISTANCE OF 585.55 FEET, AND AN IRON ROD MARKING THE EASTERLY BOUNDARY OF SAID COLD TEST FACILITY BEARS NORTH 0° 11' 43" WEST A DISTANCE OF 6.44 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE ON THE EAST BOUNDARY LINE OF SAID COLD TEST FACILITY NORTH 0° 11' 43" WEST A DISTANCE OF 486.55 FEET TO AN IRON ROD IN THE CONCRETE SUPPORT OF A CHAIN LINK FENCE POST, THENCE ON THE NORTH BOUNDARY OF SAID COLD TEST FACILITY MARKED WITH A CHAIN LINK FENCE AND PARALLEL WITH THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD NORTH 89° 13' 09" WEST A DISTANCE OF 786.09 FEET TO A POINT OF INTERSECTION WITH THE EAST BOUNDARY LINE OF THE NATIONAL UTILITY TRAINING SERVICES INC. (NUTS) PROPERTY, AS DESCRIBED IN A QUIT CLAIM DEED, AF#2005-013181, RECORDS OF BENTON COUNTY, WASHINGTON, THENCE ON SAID EAST BOUNDARY LINE NORTH 0° 51' 40" EAST A DISTANCE OF 2056.13 FEET TO AN IRON ROD MARKING THE NORTHEAST CORNER OF SAID PARCEL, THENCE NORTH 0° 51' 40" EAST A DISTANCE OF 446.49 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF BONNEVILLE POWER ADMINISTRATION POWER LINE FROM WHICH THE SECTION CORNER OF 8, 9, 16, AND 17, BEARS SOUTH 77° 36'

49" WEST A DISTANCE OF 1945.30 FEET; THENCE ON SAID SOUTHERLY RIGHT OF WAY LINE SOUTH 87° 59' 07" EAST A DISTANCE OF 3125.92 FEET TO A POINT FROM WHICH THE CORNER OF SECTIONS 9, 10, 15, AND 16 BEARS SOUTH 36° 47' 49" EAST A DISTANCE OF 431.05 FEET; THENCE NORTH 0° 31' 33" EAST A DISTANCE OF 4554.95 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 0° 31' 33" EAST A DISTANCE OF 9258.75 FEET TO THE ANGLE POINT OF A FENCE IN SECTION 33, TOWNSHIP 11 NORTH, RANGE 28 EAST, W.M. WASHINGTON, MARKING THE EASTERLY BOUNDARY OF THE HANFORD PATROL TRAINING ACADEMY FIRING RANGE; THENCE NORTH 87° 12' 50" EAST A DISTANCE OF 5345.21 FEET TO THE 30.00 FOOT OFFSET LINE WEST OF THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE (ROUTE-4S), FROM WHICH NGS CONTROL STATION N523 BEARS NORTH 5° 05' 29" WEST A DISTANCE OF 2263.85 FEET; THENCE ON SAID 30.00 FOOT OFFSET LINE SOUTH 0° 06' 20" WEST A DISTANCE OF 1996.00 FEET; THENCE LEAVING SAID 30.00 FOOT OFFSET LINE WEST A DISTANCE OF 3805.99 FEET; THENCE SOUTH A DISTANCE OF 3436.39 FEET TO A POINT COMMON BETWEEN SAID TRACTS 37 AND 38. THENCE CONTINUING SOUTH A DISTANCE OF 4100.00 FEET TO AN ANGLE POINT IN TRACT 38, AS DESCRIBED IN QUIT CLAIM DEED, AF#2015-029457, RECORDS OF BENTON COUNTY, WASHINGTON. THENCE LEAVING SAID ANGLE POINT NORTH 89° 28' 27" WEST A DISTANCE OF 1614.26 FEET BACK TO THE POINT OF BEGINNING. (BOUNDARY LINE ADJUSTMENT PER AF#2016-003065, 4/25/2016). ***** LINKED WITH A SALES RESTRICTION TO PARCEL 103081000001000 THAT PORTION THAT DOES NOT LIE IN THE PILT AREA*****

This description includes the following **County Parcel Identification Numbers:**

110081000001003
110081000001004
103084000001000
134183000001000
103081000001000
134183000002000

Attachment 6

RESOLUTION NO. 2023-107

A RESOLUTION OF THE CITY OF RICHLAND, WASHINGTON, SETTING A DATE FOR A PUBLIC HEARING TO CONSIDER THE PROPOSED ANNEXATION OF APPROXIMATELY 1,643 ACRES TO BE KNOWN AS THE NORTH HORN RAPIDS INDUSTRIAL PARK, LOCATED WITHIN PORTIONS OF SECTIONS 3, 4, 9, 10, 15 & 16, TOWNSHIP 10 NORTH, RANGE 28 EAST AND PORTIONS OF SECTIONS 33 & 34, TOWNSHIP 11 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON.

WHEREAS, a petition for annexation to the City of Richland has been received from the owners representing one hundred percent (100%) of valuation for the annexation of the described property, attached hereto as **Exhibit A**; and

WHEREAS, RCW 35.13.130 sets forth requirements that an annexation petition must be signed by the owners of not less than sixty percent (60%) in value, according to the assessed valuation for general taxation, of the property for which annexation is petitioned; and

WHEREAS, such petition was duly certified by the Benton County Auditor on May 18, 2023.

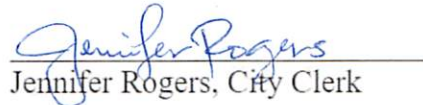
NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that the regularly scheduled City Council meeting on **September 5, 2023** is hereby established as the date on which Council will conduct a public hearing to consider the annexation petition.

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland, Washington, at a special meeting on the 6th day of July, 2023.


Terry Christensen, Mayor

Attest:


Jennifer Rogers, City Clerk

Approved as to Form:

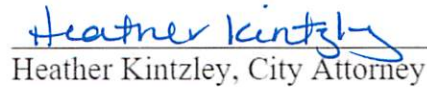

Heather Kintzley, City Attorney

EXHIBIT A

Legal Description for Proposed 1,643-Acre North Horn Rapids Industrial Park Annexation

The 1,643-Acre North Horn Rapids Industrial Park annexation consists of the following:

APN NO. 110081000001003

PORTIONS OF SECTIONS 9, 10, 15, & 16 OF TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M. BENTON COUNTY WASHINGTON, IDENTIFIED AS TRACT 37 IN THE 2015 BUREAU OF LAND MANAGEMENT CADASTRAL SURVEY AND DESCRIBED IN QUITCLAIM DEED AF#2015-029457, RECORDS OF SAID COUNTY AND STATE, MORE PARTICULARLY DESCRIBED AS FOLLOWS; BEGINNING AT A POINT AT INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF HORN RAPID ROAD, 40.00 FEET DISTANT NORTH FROM AND PARALLEL WITH THE CENTER LINE THEREOF, AS DESCRIBED IN QUITCLAIM DEED RECORDED IN AF#621762, RECORDS OF BENTON COUNTY, WASHINGTON AND AN OFFSET FROM THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE (ROUTE-4S) BEING 30.00 FEET DISTANCE AND WEST THEREFROM IN SECTION 15 OF TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M. WASHINGTON FROM WHICH NATIONAL GEODETICS SURVEY (NGS) CONTROL STATION B324 BEARS NORTH 70° 48' 52" EAST A DISTANCE OF 280.40 FEET, THENCE NORTH 89° 13' 09" WEST ON THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD A DISTANCE OF 1900.00 FEET, THENCE LEAVING SAID RIGHT OF WAY LINE NORTH 0° 46' 51" EAST A DISTANCE OF 1885.00 FEET, THENCE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 554.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1126.00 FEET; THENCE SOUTH 0° 46' 34" WEST A DISTANCE OF 1885.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE; THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 1600.00 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE NORTH 0° 46' 51" EAST A DISTANCE OF 1450.00 FEET; THENCE ON A LINE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1600.00 FEET; THENCE SOUTH 0° 46' 35" WEST A DISTANCE OF 1450.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE; THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OR 927.25 FEET TO A POINT AT INTERSECTION WIT THE EAST BOUNDARY LINE OF THE COLD TEST FACILITY FROM WHICH A BRASS CAP MONUMENT WITH A BRASS DISK IN TOP MARKING THE CENTERLINE OF AFOREMENTIONED HORN RAPIDS ROAD BEARS SOUTH 86° 51' 44" WEST A DISTANCE OF 585.35 FEET, AND AN IRON ROD MARKING THE EASTERLY BOUNDARY OF SAID COLD TEST FACILITY BEARS NORTH 0° 11' 43" WEST A DISTANCE OF 6.44 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE AND ON THE EAST BOUNDARY LINE OF SAID COLD TEST FACILITY NORTH 0° 11' 43" WEST A DISTANCE OF 486.55 FEET TO AN IRON ROD IN THE CONCRETE SUPPORT OF A CHAIN LINE FENCE POST; THENCE ON THE NORTH BOUNDARY OF SAID COLD TEST FACILITY MARKED WITH A CHAIN LINK FENCE AND PARALLEL WITH THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD, NORTH 89° 13' 09" WEST A DISTANCE OF 786.09 FEET TO THE POINT OF INTERSECTION WITH THE AST BOUNDARY LINE OF THE NATIONAL UTILITY TRAINING SERVICES INC. (NUTS) PROPERTY, AS DESCRIBED IN A QUIT CLAIM DEED, AF#2005-013181, RECORDS OF BENTON COUNTY, WASHINGTON; THENCE ON SAID EAST BOUNDARY LINE NORTH 0° 51' 40" EAST A DISTANCE OF 2056.13 FEET TO AN IRON ROD MARKING THE NORTHEAST CORNER OF SAID PARCEL; THENCE NORTH 0° 51' 40" EAST A DISTANCE OF 446.49 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF BONNEVILLE POWER ADMINISTRATION POWER LINE, FROM WITH THE

SECTION CORNER OF 8, 9, 16, AND 17 BEARS SOUTH 77° 36' 49" WEST A DISTANCE OF 1945.30 FEET; THENCE ON SAID SOUTHERLY RIGHT OF WAY LINE SOUTH 87° 59' 07" EAST A DISTANCE OF 3125.92 FEET TO A POINT FROM WHICH THE CORNER OF SECTIONS 9, 10, 15, AND 16 BEARS SOUTH 36° 47' 49" EAST A DISTANCE OF 431.05 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE NORTH 0° 31' 33" EAST A DISTANCE OF 4554.95 FEET; THENCE SOUTH 89° 28' 27" EAST A DISTANCE OF 1614.26 FEET TO AN ANGLE POINT IN TRACT 38, AS DESCRIBED IN A QUITCLAIM DEED AF#2015-029457, RECORDS OF BENTON COUNTY, WASHINGTON, THENCE ALONG A COMMON LINE BETWEEN SAID TRACT 37 AND TRACT 38, SOUTH 45° 00' 00" EAST A DISTANCE OF 1765.31 FEET; THENCE LEAVING AND COMMON LINE SOUTH A DISTANCE OF 4368.15 FEET BACK TO THE POINT OF BEGINNING. (BOUNDARY LINE ADJUSTMENT PER AF#2016-003066, 2/03/2016)

AND

APN NO. 110081000001004

PORTIONS OF SECTIONS 10 AND 15 OF TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M. BENTON COUNTY, WASHINGTON, IDENTIFIED AS TRACT 37 IN THE 2015 BUREAU OF LAND MANAGEMENT CADASTRAL SURVEY AND DESCRIBED IN QUITCLAIM DEED AF#2015-029457, RECORDS OF SAID COUNTY AND STATE MORE PARTICULARLY DESCRIBED AS FOLLOW; BEGINNING AT A POINT AT INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF HORN RAPIDS ROAD 40.00 FEET DISTANT NORTH FROM AND PARALLEL WITH THE CENTER LINE THEREOF, AS DESCRIBED IN A QUIT CLAIM DEED RECORDED IN AF#621762, RECORDS OF BENTON COUNTY, WASHINGTON AND AN OFFSET FROM THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE (ROUTE-4S) BEING 30.00 FEET DISTANCE AND WEST THEREFROM IN SECTION 15 OF TOWNSHIP 10 NORTH RANGE 28 EAST, W.M. WASHINGTON FROM WHICH NATIONAL GEODETIC SURVEY (NGS) CONTROL STATION B324 BEARS NORTH 70° 48' 52" EAST A DISTANCE OF 280.40 FEET, SAID POINT IS THE TRUE POINT OF BEGINNING; THENCE NORTH 89° 13' 09" WEST ON THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD, A DISTANCE OF 1900.00 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE NORTH 0° 46' 51" EAST A DISTANCE OF 1885.00 FEET; THENCE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 554.00 FEET; THENCE NORTH A DISTANCE OF 4368.15 FEET TO A POINT ON THE EASTERLY LINE OF SAID TRACT 38, AS DESCRIBED IN A QUIT CLAIM DEED, AF#2015-029457, RECORDS OF BENTON COUNTY, WASHINGTON, THENCE SOUTH 45° 00' 00" EAST A DISTANCE OF 1534.69 FEET; THENCE SOUTH A DISTANCE OF 550.00 FEET; THENCE EAST A DISTANCE OF 400.00 FEET; THENCE SOUTH 50° 11' 52" EAST A DISTANCE OF 732.35 FEET; THENCE EAST A DISTANCE OF 420.00 FEET TO A POINT ON THE 30.00 FOOT LINE WEST OF THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE AND THE SOUTHERLY MOST CORNER OF TRACT 38; THENCE LEAVING THE BOUNDARY LINE OF SAID TRACT 38 AND ON SAID 30.00 FOOT OFFSET LINE SOUTH 0° 30' 19" WEST A DISTANCE OF 3850.01 FEET; THENCE SOUTH 01° 36' 41" WEST A DISTANCE OF 332.68 FEET BACK TO THE POINT OF BEGINNING; (BOUNDARY LINE ADJUSTMENT PER AF#2016-003065, 2/03/2016).

And

APN NO. 103084000001000

THAT PORTION OF THE FOLLOWING DESCRIBED PARCEL NOT LYING IN THE PILT AREA (SECTION 34, TOWNSHIP 11 NORTH, RANGE 28 EAST). PORTIONS OF SECTIONS 3, 4, 9, AND 10 OF TOWNSHIP 10 NORTH, RANGE 28 EAST, W.W. AND PORTIONS OF SECTIONS 33 AND 34 TOWNSHIP 11 NORTH, RANGE 28 EAST W.M. BENTON COUNTY, WASHINGTON, IDENTIFIED AS TRACT 37 IN THE 2015 BUREAU OF LAND MANAGEMENT CADASTRAL SURVEY AND DESCRIBED IN QUITCLAIM DEED, AF#2015-029457, RECORDS OF SAID COUNTY AND STATE, MORE PARTICULARLY DESCRIBED AS FOLLOWS; BEGINNING AT A POINT AT INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF HORN RAPIDS ROAD 40.00 FEET DISTANT NORTH FROM AND PARALLEL WITH THE CENTER LINE THEREOF, AS DESCRIBED IN A QUIT CLAIM DEED RECORDED IN AF#621762, RECORDS OF BENTON COUNTY, WASHINGTON AND AN OFFSET FROM THE WESTERLY EDGE OF PAYMENT OF STEVENS DRIVE (ROUTE-4S) BEING 30.00 FEET DISTANCE AND WEST THEREFROM IN SECTION 15 OF TOWNSHIP 10 NORTH, RANGE 28 W.M. WASHINGTON FROM WHICH THE NATIONAL GEODETIC SURVEY (NGS) CONTROL STATION B324 BEARS NORTH 70° 48' 52" EAST OF 280.40 FEET; THENCE NORTH 89° 13' 09" WEST ON THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS A DISTANCE OF 1900.00 FEET. THENCE LEAVING SAID RIGHT OF WAY LINE, NORTH 0° 46' 51" EAST, A DISTANCE OF 1885.00 FEET; THENCE PARALLEL WITH SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 5540.00 FEET; THENCE CONTINUING PARALLEL WITH SAID RIGHT OF WAY LINK, NORTH 89° 13' 09" WEST A DISTANCE OF 1126.00 FEET; THENCE SOUTH 0° 46' 34" A DISTANCE OF 1885.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE; THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 1450.00, THENCE ON A LINE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1600.00 FEET; THENCE SOUTH 0° 46' 35" WEST A DISTANCE OF 1450.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE, THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 927.25 FEET TO A POINT AT INTERSECTION WITH THE EAST BOUNDARY LINE OF THE COLD TEST FACILITY, FROM WHICH THE BRASS CAP MONUMENT WITH A BRASS DISK IN TOP MARKING THE CENTER LINE OF AFOREMENTIONED HORN RAPIDS ROAD BEARS SOUTH 86° 51' 44" WEST A DISTANCE OF 585.55 FEET, AND AN IRON ROD MARKING THE EASTERLY BOUNDARY OF SAID COLD TEST FACILITY BEARS NORTH 0° 11' 43" WEST A DISTANCE OF 6.44 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE ON THE EAST BOUNDARY LINE OF SAID COLD TEST FACILITY NORTH 0° 11' 43" WEST A DISTANCE OF 486.55 FEET TO AN IRON ROD IN THE CONCRETE SUPPORT OF A CHAIN LINK FENCE POST, THENCE ON THE NORTH BOUNDARY OF SAID COLD TEST FACILITY MARKED WITH A CHAIN LINK FENCE AND PARALLEL WITH THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD NORTH 89° 13' 09" WEST A DISTANCE OF 786.09 FEET TO A POINT OF INTERSECTION WITH THE EAST BOUNDARY LINE OF THE NATIONAL UTILITY TRAINING SERVICES INC. (NUTS) PROPERTY, AS DESCRIBED IN A QUIT CLAIM DEED, AF#2005-013181, RECORDS OF BENTON COUNTY, WASHINGTON, THENCE ON SAID EAST BOUNDARY LINE NORTH 0° 51' 40" EAST A DISTANCE OF 2056.13 FEET TO AN IRON ROD MARKING THE NORTHEAST CORNER OF SAID PARCEL, THENCE NORTH 0° 51' 40" EAST A DISTANCE OF 446.49 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF BONNEVILLE POWER ADMINISTRATION POWER LINE FROM WHICH THE SECTION CORNER OF 8, 9, 16, AND 17, BEARS SOUTH 77° 36' 49" WEST A DISTANCE OF 1945.30 FEET; THENCE ON SAID SOUTHERLY RIGHT OF WAY LINE SOUTH 87° 59' 07" EAST A DISTANCE OF 3125.92 FEET TO A POINT FROM WHICH THE CORNER OF SECTIONS 9, 10, 15, AND 16 BEARS SOUTH 36° 47' 49" EAST A DISTANCE OF 431.05 FEET; THENCE NORTH 0° 31' 33" EAST A DISTANCE OF 4554.95 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 0° 31' 33" EAST A DISTANCE OF 9258.75 FEET TO THE ANGLE POINT OF A FENCE IN SECTION 33,

TOWNSHIP 11 NORTH, RANGE 28 EAST, W.M. WASHINGTON, MARKING THE EASTERLY BOUNDARY OF THE HANFORD PATROL TRAINING ACADEMY FIRING RANGE; THENCE NORTH 87° 12' 50" EAST A DISTANCE OF 5345.21 FEET TO THE 30.00 FOOT OFFSET LINE WEST OF THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE (ROUTE-4S), FROM WHICH NGS CONTROL STATION N523 BEARS NORTH 5° 05' 29" WEST A DISTANCE OF 2263.85 FEET; THENCE ON SAID 30.00 FOOT OFFSET LINE SOUTH 0° 06' 20" WEST A DISTANCE OF 1996.00 FEET; THENCE LEAVING SAID 30.00 FOOT OFFSET LINE WEST A DISTANCE OF 3805.99 FEET; THENCE SOUTH A DISTANCE OF 3436.39 FEET TO A POINT COMMON BETWEEN SAID TRACTS 37 AND 38. THENCE CONTINUING SOUTH A DISTANCE OF 4100.00 FEET TO AN ANGLE POINT IN TRACT 38, AS DESCRIBED IN QUIT CLAIM DEED, AF#2015-029457, RECORDS OF BENTON COUNTY, WASHINGTON. THENCE LEAVING SAID ANGLE POINT NORTH 89° 28' 27" WEST A DISTANCE OF 1614.26 FEET BACK TO THE POINT OF BEGINNING. (BOUNDARY LINE ADJUSTMENT PER AF#2016-003065, 4/25/2016). *****LINKED WITH A SALES RESTRICTION TO 134183000001000 THAT PORTION IN THE PILT AREA*****

AND

APN NO. 134183000001000

THAT PORTION OF THE FOLLOWING DESCRIBED PARCEL LYING IN THE PILT AREA (SECTION 34, TOWNSHIP 11 NORTH, RANGE 28 EAST). PORTIONS OF SECTIONS 3, 4, 9, AND 10 OF TOWNSHIP 10 NORTH, RANGE 28 EAST, W.W. AND PORTIONS OF SECTIONS 33 AND 34 TOWNSHIP 11 NORTH, RANGE 28 EAST W.M. BENTON COUNTY, WASHINGTON, IDENTIFIED AS TRACT 37 IN THE 2015 BUREAU OF LAND MANAGEMENT CADASTRAL SURVEY AND DESCRIBED IN QUITCLAIM DEED, AF#2015-029457, RECORDS OF SAID COUNTY AND STATE, MORE PARTICULARLY DESCRIBED AS FOLLOWS; BEGINNING AT A POINT AT INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF HORN RAPIDS ROAD 40.00 FEET DISTANT NORTH FROM AND PARALLEL WITH THE CENTER LINE THEREOF, AS DESCRIBED IN A QUIT CLAIM DEED RECORDED IN AF#621762, RECORDS OF BENTON COUNTY, WASHINGTON AND AN OFFSET FROM THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE (ROUTE-4S) BEING 30.00 FEET DISTANCE AND WEST THEREFROM IN SECTION 15 OF TOWNSHIP 10 NORTH, RANGE 28 W.M. WASHINGTON FROM WHICH THE NATIONAL GEODETIC SURVEY (NGS) CONTROL STATION B324 BEARS NORTH 70° 48' 52" EAST OF 280.40 FEET; THENCE NORTH 89° 13' 09" WEST ON THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS A DISTANCE OF 1900.00 FEET. THENCE LEAVING SAID RIGHT OF WAY LINE, NORTH 0° 46' 51" EAST, A DISTANCE OF 1885.00 FEET; THENCE PARALLEL WITH SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 5540.00 FEET; THENCE CONTINUING PARALLEL WITH SAID RIGHT OF WAY LINK, NORTH 89° 13'09" WEST A DISTANCE OF 1126.00 FEET; THENCE SOUTH 0° 46' 34" A DISTANCE OF 1885.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE; THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 1450.00, THENCE ON A LINE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1600.00 FEET; THENCE SOUTH 0° 46' 35" WEST A DISTANCE OF 1450.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE, THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 927.25 FEET TO A POINT AT INTERSECTION WITH THE EAST BOUNDARY LINE OF THE COLD TEST FACILITY, FROM WHICH THE BRASS CAP MONUMENT WITH A BRASS DISK IN TOP MARKING THE CENTER LINE OF AFOREMENTIONED HORN RAPIDS ROAD BEARS SOUTH 86° 51' 44" WEST A DISTANCE OF 585.55 FEET, AND AN IRON ROD MARKING THE EASTERLY BOUNDARY OF SAID COLD TEST FACILITY BEARS NORTH 0° 11' 43" WEST A DISTANCE OF 6.44 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE ON THE

EAST BOUNDARY LINE OF SAID COLD TEST FACILITY NORTH 0° 11' 43" WEST A DISTANCE OF 486.55 FEET TO AN IRON ROD IN THE CONCRETE SUPPORT OF A CHAIN LINK FENCE POST, THENCE ON THE NORTH BOUNDARY OF SAID COLD TEST FACILITY MARKED WITH A CHAIN LINK FENCE AND PARALLEL WITH THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD NORTH 89° 13' 09" WEST A DISTANCE OF 786.09 FEET TO A POINT OF INTERSECTION WITH THE EAST BOUNDARY LINE OF THE NATIONAL UTILITY TRAINING SERVICES INC. (NUTS) PROPERTY, AS DESCRIBED IN A QUIT CLAIM DEED, AF#2005-013181, RECORDS OF BENTON COUNTY, WASHINGTON, THENCE ON SAID EAST BOUNDARY LINE NORTH 0° 51' 40" EAST A DISTANCE OF 2056.13 FEET TO AN IRON ROD MARKING THE NORTHEAST CORNER OF SAID PARCEL, THENCE NORTH 0° 51' 40" EAST A DISTANCE OF 446.49 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF BONNEVILLE POWER ADMINISTRATION POWER LINE FROM WHICH THE SECTION CORNER OF 8, 9, 16, AND 17, BEARS SOUTH 77° 36' 49" WEST A DISTANCE OF 1945.30 FEET; THENCE ON SAID SOUTHERLY RIGHT OF WAY LINE SOUTH 87° 59' 07" EAST A DISTANCE OF 3125.92 FEET TO A POINT FROM WHICH THE CORNER OF SECTIONS 9, 10, 15, AND 16 BEARS SOUTH 36° 47' 49" EAST A DISTANCE OF 431.05 FEET; THENCE NORTH 0° 31' 33" EAST A DISTANCE OF 4554.95 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 0° 31' 33" EAST A DISTANCE OF 9258.75 FEET TO THE ANGLE POINT OF A FENCE IN SECTION 33, TOWNSHIP 11 NORTH, RANGE 28 EAST, W.M. WASHINGTON, MARKING THE EASTERLY BOUNDARY OF THE HANFORD PATROL TRAINING ACADEMY FIRING RANGE; THENCE NORTH 87° 12' 50" EAST A DISTANCE OF 5345.21 FEET TO THE 30.00 FOOT OFFSET LINE WEST OF THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE (ROUTE-4S), FROM WHICH NGS CONTROL STATION N523 BEARS NORTH 5° 05' 29" WEST A DISTANCE OF 2263.85 FEET; THENCE ON SAID 30.00 FOOT OFFSET LINE SOUTH 0° 06' 20" WEST A DISTANCE OF 1996.00 FEET; THENCE LEAVING SAID 30.00 FOOT OFFSET LINE WEST A DISTANCE OF 3805.99 FEET; THENCE SOUTH A DISTANCE OF 3436.39 FEET TO A POINT COMMON BETWEEN SAID TRACTS 37 AND 38. THENCE CONTINUING SOUTH A DISTANCE OF 4100.00 FEET TO AN ANGLE POINT IN TRACT 38, AS DESCRIBED IN QUIT CLAIM DEED, AF#2015-029457, RECORDS OF BENTON COUNTY, WASHINGTON. THENCE LEAVING SAID ANGLE POINT NORTH 89° 28' 27" WEST A DISTANCE OF 1614.26 FEET BACK TO THE POINT OF BEGINNING. (BOUNDARY LINE ADJUSTMENT PER AF#2016-003065, 4/25/2016). *****LINKED WITH A SALES RESTRICTION TO 103084000001000 THAT PORTION NOT LYING IN THE PILT AREA*****

AND

APN NO. 103081000001000

SECTION 10, TOWNSHIP 10 NORTH, RANGE 28 EAST: A PARCEL OF LAND SITUATED IN A PORTION OF TOWNSHIP 10 NORTH, RANGE 28 EAST, AND TOWNSHIP 11 NORTH, AND RANGE 28 EAST, W.M. BENTON COUNTY, WASHINGTON IDENTIFIED AS TRACT 37 IN THE 2015 BUREAU OF LAND MANAGEMENT CADASTRAL SURVEY, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS; BEGINNING AT A POINT AT INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF HORN RAPIDS ROAD, 40.00 FEET DISTANT NORTH FROM AND PARALLEL WITH THE CENTER LINE THEREOF, AS DESCRIBED IN A QUIT CLAIM DEED, RECORDED IN AF#621762, RECORDS OF BENTON COUNTY, WASHINGTON AND AN OFFSET FROM THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE (ROUTE-4S), BEING 30.00 FEET DISTANCE AND WEST THEREFROM IN SECTION 15, TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M. WASHINGTON, FROM WHICH NATIONAL GEODETIC SURVEY (NGS) CONTROL STATION B324 BEARS NORTH 70° 48' 52" EAST A DISTANCE OF 280.40 FEET; THENCE NORTH 89° 13' 09" WEST ON

THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD, A DISTANCE OF 1900.00 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE, NORTH 00° 46' 51" EAST, A DISTANCE OF 1885.00 FEET; THENCE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1680.00 FEET; THENCE SOUTH 0° 46' 34" WEST, A DISTANCE OF 1885.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE, THENCE ON SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1600.00 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE NORTH 0° 46' 51" EAST A DISTANCE OF 1450.00 FEET; THENCE ON A LINE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1600.00 FEET; THENCE SOUTH 0° 46' 35" WEST A DISTANCE OF 1450.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE; THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 927.25 FEET TO A POINT OF INTERSECTION WITH THE EAST BOUNDARY LINE OF THE COLD TEST FACILITY FROM WHICH A BRASS CAP MONUMENT WITH A BRASS DISK IN TOP MARKING THE CENTER LINE OF AFOREMENTIONED HORN RAPIDS ROAD BEARS SOUTH 86° 51' 44" WEST A DISTANCE OF 585.35 FEET, AND AN IRON ROD MARKING THE EASTERLY BOUNDARY OF SAID COLD TEST FACILITY BEARS NORTH 0° 11' 43" WEST, A DISTANCE OF 6.44 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE AND ON THE EAST BOUNDARY LINE OF SAID COLD TEST FACILITY, NORTH 0° 11' 43" WEST A DISTANCE OF 486.55 FEET TO AN IRON ROD IN THE CONCRETE SUPPORT OF A CHAIN LINK FENCE POST, THENCE ON THE NORTH BOUNDARY OF SAID COLD TEST FACILITY, MARKED WITH A CHAIN LINK FENCE AND PARALLEL WITH THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD, NORTH 89° 13' 09" WEST, A DISTANCE OF 786.09 FEET TO THE POINT OF INTERSECTION WITH THE EAST BOUNDARY LINE OF THE NATIONAL UTILITY TRAINING SERVICES INC. (NUTS) PROPERTY, AS DESCRIBED IN A QUIT CLAIM DEED, AF#2005-013181, RECORDS OF BENTON COUNTY, WASHINGTON; THENCE ON SAID EAST BOUNDARY LINE, NORTH 0° 51' 40" EAST A DISTANCE OF 2056.13 FEET TO AN IRON ROD MARKING THE NORTHEAST CORNER OF SAID PARCEL, THENCE NORTH 0° 51' 40" EAST A DISTANCE OF 446.49 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF THE BONNEVILLE POWER ADMINISTRATION POWER LINE, FROM WHICH THE SECTION CORNER OF 8, 9, 16, AND 17 BEARS SOUTH 77° 36' 49" WEST A DISTANCE OF 1945.30 FEET; THENCE ON SAID SOUTHERLY RIGHT OF WAY LINE SOUTH 87° 59' 07" EAST A DISTANCE OF 3125.92 FEET TO A POINT FROM WHICH THE CORNER OF SECTIONS 9, 10, 15, AND 16, BEARS SOUTH 36° 47' 49" EAST A DISTANCE OF 431.05 FEET; THENCE NORTH 0° 31' 33" EAST A DISTANCE OF 13,813.70 FEET TO THE ANGLE POINT OF A FENCE IN SECTION 33, TOWNSHIP 11 NORTH, RANGE 28 EAST, W.M. WASHINGTON MARKING THE EASTERLY BOUNDARY OF THE HANFORD PATROL TRAINING ACADEMY FIRING RANGE, THENCE NORTH 87° 12' 50" EAST A DISTANCE OF 5345.21 FEET TO THE 30.00 FOOT OFFSET LINE WEST OF THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE (ROUTE-4S), FROM WHICH NGS CONTROL STATION N523 BEARS NORTH 5° 5' 29" WEST A DISTANCE OF 2263.85 FEET; THENCE SOUTH 0° 06' 20" WEST ON SAID 30.00 FOOT OFFSET LINE, A DISTANCE OF 5433.00 FEET TO A POINT IDENTICAL WITH THE NORTHEAST CORNER OF TRACT 38, THENCE LEAVING SAID 30.00 FOOT OFFSET LINE AND ON A LINE IDENTICAL WITH THE BOUNDARY OF TRACT 38 THE FOLLOWING COURSES; WEST A DISTANCE OF 3799.66 FEET; THENCE SOUTH A DISTANCE 4100.00 FEET, THENCE SOUTH 45° 00' 00" EAST A DISTANCE OF 3300.00 FEET, THENCE SOUTH A DISTANCE OF 550.00 FEET, THENCE EAST A DISTANCE OF 400.00 FEET, THENCE SOUTH 50° 11' 52" EAST A DISTANCE OF 732.35 FEET, THENCE EAST A DISTANCE OF 420.00 FEET TO THE POINT ON THE 30.00 FOOT OFFSET LINE WEST OF THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE AND THE SOUTHERLY MOST CORNER OF TRACT 38, THENCE LEAVING THE BOUNDARY LINE OF SAID TRACT 38 AND ON SAID 30.00 FOOT OFFSET LINE, SOUTH 0° 30' 19"

WEST, A DISTANCE OF 3850.01 FEET, THENCE SOUTH 1° 36' 41" WEST A DISTANCE OF 332.68 FEET TO THE POINT OF BEGINNING. SAID PARCEL IS SUBJECT TO ANY AND ALL EASEMENTS OR RIGHTS OF WAYS OF RECORD OR IMPLIED. (BOUNDARY LINE ADJUSTMENT PER AF#2015-029457, 9/30/2015). EXCEPT ANY PORTION LYING IN THE FOLLOWING DESCRIBED PARCEL: PORTIONS OF SECTIONS 9, 10, 15, & 16 OF TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M. BENTON COUNTY WASHINGTON, IDENTIFIED AS TRACT 37 IN THE 2015 BUREAU OF LAND MANAGEMENT CADASTRAL SURVEY AND DESCRIBED IN QUITCLAIM DEED AF#2015-029457, RECORDS OF SAID COUNTY AND STATE, MORE PARTICULARLY DESCRIBED AS FOLLOWS; BEGINNING AT A POINT AT INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF HORN RAPID ROAD, 40.00 FEET DISTANT NORTH FROM AND PARALLEL WITH THE CENTER LINE THEREOF, AS DESCRIBED IN QUITCLAIM DEED RECORDED IN AF#621762, RECORDS OF BENTON COUNTY, WASHINGTON AND AN OFFSET FROM THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE (ROUTE-4S) BEING 30.00 FEET DISTANCE AND WEST THEREFROM IN SECTION 15 OF TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M. WASHINGTON FROM WHICH NATIONAL GEODETICS SURVEY (NGS) CONTROL STATION B324 BEARS NORTH 70° 48' 52" EAST A DISTANCE OF 280.40 FEET, THENCE NORTH 89° 13' 09" WEST ON THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD A DISTANCE OF 1900.00 FEET, THENCE LEAVING SAID RIGHT OF WAY LINE NORTH 0° 46' 51" EAST A DISTANCE OF 1885.00 FEET, THENCE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 554.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1126.00 FEET; THENCE SOUTH 0° 46' 34" WEST A DISTANCE OF 1885.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE; THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 1600.00 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE NORTH 0° 46' 51" EAST A DISTANCE OF 1450.00 FEET; THENCE ON A LINE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1600.00 FEET; THENCE SOUTH 0° 46' 35" WEST A DISTANCE OF 1450.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE; THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 927.25 FEET TO A POINT AT INTERSECTION WITH THE EAST BOUNDARY LINE OF THE COLD TEST FACILITY FROM WHICH A BRASS CAP MONUMENT WITH A BRASS DISK IN TOP MARKING THE CENTERLINE OF AFOREMENTIONED HORN RAPIDS ROAD BEARS SOUTH 86° 51' 44" WEST A DISTANCE OF 585.35 FEET, AND AN IRON ROD MARKING THE EASTERLY BOUNDARY OF SAID COLD TEST FACILITY BEARS NORTH 0° 11' 43" WEST A DISTANCE OF 6.44 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE AND ON THE EAST BOUNDARY LINE OF SAID COLD TEST FACILITY NORTH 0° 11' 43" WEST A DISTANCE OF 486.55 FEET TO AN IRON ROD IN THE CONCRETE SUPPORT OF A CHAIN LINE FENCE POST; THENCE ON THE NORTH BOUNDARY OF SAID COLD TEST FACILITY MARKED WITH A CHAIN LINK FENCE AND PARALLEL WITH THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD, NORTH 89° 13' 09" WEST A DISTANCE OF 786.09 FEET TO THE POINT OF INTERSECTION WITH THE EAST BOUNDARY LINE OF THE NATIONAL UTILITY TRAINING SERVICES INC. (NUTS) PROPERTY, AS DESCRIBED IN A QUIT CLAIM DEED, AF#2005-013181, RECORDS OF BENTON COUNTY, WASHINGTON; THENCE ON SAID EAST BOUNDARY LINE NORTH 0° 51' 40" EAST A DISTANCE OF 2056.13 FEET TO AN IRON ROD MARKING THE NORTHEAST CORNER OF SAID PARCEL; THENCE NORTH 0° 51' 40" EAST A DISTANCE OF 446.49 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF BONNEVILLE POWER ADMINISTRATION POWER LINE, FROM WHICH THE SECTION CORNER OF 8, 9, 16, AND 17 BEARS SOUTH 77° 36' 49" WEST A DISTANCE OF 1945.30 FEET; THENCE ON SAID SOUTHERLY RIGHT OF WAY LINE SOUTH 87° 59' 07" EAST A DISTANCE OF 3125.92 FEET TO A POINT FROM WHICH

THE CORNER OF SECTIONS 9, 10, 15, AND 16 BEARS SOUTH 36° 47' 49" EAST A DISTANCE OF 431.05 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE NORTH 0° 31' 33" EAST A DISTANCE OF 4554.95 FEET; THENCE SOUTH 89° 28' 27" EAST A DISTANCE OF 1614.26 FEET TO AN ANGLE POINT IN TRACT 38, AS DESCRIBED IN A QUITCLAIM DEED AF#2015-029457, RECORDS OF BENTON COUNTY, WASHINGTON, THENCE ALONG A COMMON LINE BETWEEN SAID TRACT 37 AND TRACT 38, SOUTH 45° 00' 00" EAST A DISTANCE OF 1765.31 FEET; THENCE LEAVING AND COMMON LINE SOUTH A DISTANCE OF 4368.15 FEET BACK TO THE POINT OF BEGINNING. (BOUNDARY LINE ADJUSTMENT PER AF#2016-003066, 2/03/2016): ALSO EXCEPT ANY PORTION LYING IN THE FOLLOWING DESCRIBED PARCEL; PORTIONS OF SECTIONS 10 AND 15 OF TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M. BENTON COUNTY, WASHINGTON, IDENTIFIED AS TRACT 37 IN THE 2015 BUREAU OF LAND MANAGEMENT CADASTRAL SURVEY AND DESCRIBED IN QUITCLAIM DEED AF#2015-029457, RECORDS OF SAID COUNTY AND STATE MORE PARTICULARLY DESCRIBED AS FOLLOW; BEGINNING AT A POINT AT INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF HORN RAPIDS ROAD 40.00 FEET DISTANT NORTH FROM AND PARALLEL WITH THE CENTER LINE THEREOF, AS DESCRIBED IN A QUIT CLAIM DEED RECORDED IN AF#621762, RECORDS OF BENTON COUNTY, WASHINGTON AND AN OFFSET FROM THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE (ROUTE-4S) BEING 30.00 FEET DISTANCE AND WEST THEREFROM IN SECTION 15 OF TOWNSHIP 10 NORTH RANGE 28 EAST, W.M. WASHINGTON FROM WHICH NATIONAL GEODETIC SURVEY (NGS) CONTROL STATION B324 BEARS NORTH 70° 48' 52" EAST A DISTANCE OF 280.40 FEET, SAID POINT IS THE TRUE POINT OF BEGINNING; THENCE NORTH 89° 13' 09" WEST ON THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD, A DISTANCE OF 1900.00 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE NORTH 0° 46' 51" EAST A DISTANCE OF 1885.00 FEET; THENCE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 554.00 FEET; THENCE NORTH A DISTANCE OF 4368.15 FEET TO A POINT ON THE EASTERLY LINE OF SAID TRACT 38, AS DESCRIBED IN A QUIT CLAIM DEED, AF#2015-029457, RECORDS OF BENTON COUNTY, WASHINGTON, THENCE SOUTH 45° 00' 00" EAST A DISTANCE OF 1534.69 FEET; THENCE SOUTH A DISTANCE OF 550.00 FEET; THENCE EAST A DISTANCE OF 400.00 FEET; THENCE SOUTH 50° 11' 52" EAST A DISTANCE OF 732.35 FEET; THENCE EAST A DISTANCE OF 420.00 FEET TO A POINT ON THE 30.00 FOOT LINE WEST OF THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE AND THE SOUTHERLY MOST CORNER OF TRACT 38; THENCE LEAVING THE BOUNDARY LINE OF SAID TRACT 38 AND ON SAID 30.00 FOOT OFFSET LINE SOUTH 0° 30' 19" WEST A DISTANCE OF 3850.01 FEET; THENCE SOUTH 01° 36' 41" WEST A DISTANCE OF 332.68 FEET BACK TO THE POINT OF BEGINNING; (BOUNDARY LINE ADJUSTMENT PER AF#2016-003065, 2/03/2016). ALSO EXCEPT ANY PORTION LYING IN THE FOLLOWING DESCRIBED PARCEL: PORTIONS OF SECTIONS 3, 4, 9, AND 10 OF TOWNSHIP 10 NORTH, RANGE 28 EAST, W.W. AND PORTIONS OF SECTIONS 33 AND 34 TOWNSHIP 11 NORTH, RANGE 28 EAST W.M. BENTON COUNTY, WASHINGTON, IDENTIFIED AS TRACT 37 IN THE 2015 BUREAU OF LAND MANAGEMENT CADASTRAL SURVEY AND DESCRIBED IN QUITCLAIM DEED, AF#2015-029457, RECORDS OF SAID COUNTY AND STATE, MORE PARTICULARLY DESCRIBED AS FOLLOWS; BEGINNING AT A POINT AT INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF HORN RAPIDS ROAD 40.00 FEET DISTANT NORTH FROM AND PARALLEL WITH THE CENTER LINE THEREOF, AS DESCRIBED IN A QUIT CLAIM DEED RECORDED IN AF#621762, RECORDS OF BENTON COUNTY, WASHINGTON AND AN OFFSET FROM THE WESTERLY EDGE OF PAYMENT OF STEVENS DRIVE (ROUTE-4S) BEING 30.00 FEET DISTANCE AND WEST THEREFROM IN SECTION 15 OF TOWNSHIP 10 NORTH, RANGE 28 W.M. WASHINGTON FROM WHICH THE NATIONAL GEODETIC SURVEY (NGS) CONTROL STATION B324

BEARS NORTH 70° 48' 52" EAST OF 280.40 FEET; THENCE NORTH 89° 13' 09" WEST ON THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS A DISTANCE OF 1900.00 FEET. THENCE LEAVING SAID RIGHT OF WAY LINE, NORTH 0° 46' 51" EAST, A DISTANCE OF 1885.00 FEET; THENCE PARALLEL WITH SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 5540.00 FEET; THENCE CONTINUING PARALLEL WITH SAID RIGHT OF WAY LINK, NORTH 89° 13' 09" WEST A DISTANCE OF 1126.00 FEET; THENCE SOUTH 0° 46' 34" A DISTANCE OF 1885.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE; THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 1450.00, THENCE ON A LINE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1600.00 FEET; THENCE SOUTH 0° 46' 35" WEST A DISTANCE OF 1450.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE, THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 927.25 FEET TO A POINT AT INTERSECTION WITH THE EAST BOUNDARY LINE OF THE COLD TEST FACILITY, FROM WHICH THE BRASS CAP MONUMENT WITH A BRASS DISK IN TOP MARKING THE CENTER LINE OF AFOREMENTIONED HORN RAPIDS ROAD BEARS SOUTH 86° 51' 44" WEST A DISTANCE OF 585.55 FEET, AND AN IRON ROD MARKING THE EASTERLY BOUNDARY OF SAID COLD TEST FACILITY BEARS NORTH 0° 11' 43" WEST A DISTANCE OF 6.44 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE ON THE EAST BOUNDARY LINE OF SAID COLD TEST FACILITY NORTH 0° 11' 43" WEST A DISTANCE OF 486.55 FEET TO AN IRON ROD IN THE CONCRETE SUPPORT OF A CHAIN LINK FENCE POST, THENCE ON THE NORTH BOUNDARY OF SAID COLD TEST FACILITY MARKED WITH A CHAIN LINK FENCE AND PARALLEL WITH THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD NORTH 89° 13' 09" WEST A DISTANCE OF 786.09 FEET TO A POINT OF INTERSECTION WITH THE EAST BOUNDARY LINE OF THE NATIONAL UTILITY TRAINING SERVICES INC. (NUTS) PROPERTY, AS DESCRIBED IN A QUIT CLAIM DEED, AF#2005-013181, RECORDS OF BENTON COUNTY, WASHINGTON, THENCE ON SAID EAST BOUNDARY LINE NORTH 0° 51' 40" EAST A DISTANCE OF 2056.13 FEET TO AN IRON ROD MARKING THE NORTHEAST CORNER OF SAID PARCEL, THENCE NORTH 0° 51' 40" EAST A DISTANCE OF 446.49 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF BONNEVILLE POWER ADMINISTRATION POWER LINE FROM WHICH THE SECTION CORNER OF 8, 9, 16, AND 17, BEARS SOUTH 77° 36' 49" WEST A DISTANCE OF 1945.30 FEET; THENCE ON SAID SOUTHERLY RIGHT OF WAY LINE SOUTH 87° 59' 07" EAST A DISTANCE OF 3125.92 FEET TO A POINT FROM WHICH THE CORNER OF SECTIONS 9, 10, 15, AND 16 BEARS SOUTH 36° 47' 49" EAST A DISTANCE OF 431.05 FEET; THENCE NORTH 0° 31' 33" EAST A DISTANCE OF 4554.95 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 0° 31' 33" EAST A DISTANCE OF 9258.75 FEET TO THE ANGLE POINT OF A FENCE IN SECTION 33, TOWNSHIP 11 NORTH, RANGE 28 EAST, W.M. WASHINGTON, MARKING THE EASTERLY BOUNDARY OF THE HANFORD PATROL TRAINING ACADEMY FIRING RANGE; THENCE NORTH 87° 12' 50" EAST A DISTANCE OF 5345.21 FEET TO THE 30.00 FOOT OFFSET LINE WEST OF THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE (ROUTE-4S), FROM WHICH NGS CONTROL STATION N523 BEARS NORTH 5° 05' 29" WEST A DISTANCE OF 2263.85 FEET; THENCE ON SAID 30.00 FOOT OFFSET LINE SOUTH 0° 06' 20" WEST A DISTANCE OF 1996.00 FEET; THENCE LEAVING SAID 30.00 FOOT OFFSET LINE WEST A DISTANCE OF 3805.99 FEET; THENCE SOUTH A DISTANCE OF 3436.39 FEET TO A POINT COMMON BETWEEN SAID TRACTS 37 AND 38. THENCE CONTINUING SOUTH A DISTANCE OF 4100.00 FEET TO AN ANGLE POINT IN TRACT 38, AS DESCRIBED IN QUIT CLAIM DEED, AF#2015-029457, RECORDS OF BENTON COUNTY, WASHINGTON. THENCE LEAVING SAID ANGLE POINT NORTH 89° 28' 27" WEST A DISTANCE OF 1614.26 FEET BACK TO THE POINT OF BEGINNING. (BOUNDARY LINE ADJUSTMENT PER AF#2016-003065, 4/25/2016). LESS ANY PORTION LYING IN SECTIONS 33, 34, TOWNSHIP 11 NORTH,

RANGE 28 EAST (THAT PORTION LYING IN THE PILT AREA). LINKED WITH A SALES RESTRICTION TO 134183000002000.

AND

APN NO. 134183000002000

SECTION 34, TOWNSHIP 11 NORTH, RANGE 28 EAST: ANY PORTION OF THE FOLLOWING DESCRIBED PARCEL THAT LIES IN SECTIONS 33, AND 34, TOWNSHIP 11 NORTH, RANGE 28 EAST: A PARCEL OF LAND SITUATED IN A PORTION OF TOWNSHIP 10 NORTH, RANGE 28 EAST, AND TOWNSHIP 11 NORTH, AND RANGE 28 EAST, W.M. BENTON COUNTY, WASHINGTON IDENTIFIED AS TRACT 37 IN THE 2015 BUREAU OF LAND MANAGEMENT CADASTRAL SURVEY, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS; BEGINNING AT A POINT AT INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF HORN RAPIDS ROAD, 40.00 FEET DISTANT NORTH FROM AND PARALLEL WITH THE CENTER LINE THEREOF, AS DESCRIBED IN A QUIT CLAIM DEED, RECORDED IN AF#621762, RECORDS OF BENTON COUNTY, WASHINGTON AND AN OFFSET FROM THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE (ROUTE-4S), BEING 30.00 FEET DISTANCE AND WEST THEREFROM IN SECTION 15, TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M. WASHINGTON, FROM WHICH NATIONAL GEODETIC SURVEY (NGS) CONTROL STATION B324 BEARS NORTH 70° 48' 52" EAST A DISTANCE OF 280.40 FEET; THENCE NORTH 89° 13' 09" WEST ON THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD, A DISTANCE OF 1900.00 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE, NORTH 00° 46' 51" EAST, A DISTANCE OF 1885.00 FEET; THENCE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1680.00 FEET; THENCE SOUTH 0° 46' 34" WEST, A DISTANCE OF 1885.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE, THENCE ON SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1600.00 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE NORTH 0° 46' 51" EAST A DISTANCE OF 1450.00 FEET; THENCE ON A LINE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1600.00 FEET; THENCE SOUTH 0° 46' 35" WEST A DISTANCE OF 1450.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE; THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 927.25 FEET TO A POINT OF INTERSECTION WITH THE EAST BOUNDARY LINE OF THE COLD TEST FACILITY FROM WHICH A BRASS CAP MONUMENT WITH A BRASS DISK IN TOP MARKING THE CENTER LINE OF AFOREMENTIONED HORN RAPIDS ROAD BEARS SOUTH 86° 51' 44" WEST A DISTANCE OF 585.35 FEET, AND AN IRON ROD MARKING THE EASTERLY BOUNDARY OF SAID COLD TEST FACILITY BEARS NORTH 0° 11' 43" WEST, A DISTANCE OF 6.44 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE AND ON THE EAST BOUNDARY LINE OF SAID COLD TEST FACILITY, NORTH 0° 11' 43" WEST A DISTANCE OF 486.55 FEET TO AN IRON ROD IN THE CONCRETE SUPPORT OF A CHAIN LINK FENCE POST, THENCE ON THE NORTH BOUNDARY OF SAID COLD TEST FACILITY, MARKED WITH A CHAIN LINK FENCE AND PARALLEL WITH THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS ROAD, NORTH 89° 13' 09" WEST, A DISTANCE OF 786.09 FEET TO THE POINT OF INTERSECTION WITH THE EAST BOUNDARY LINE OF THE NATIONAL UTILITY TRAINING SERVICES INC. (NUTS) PROPERTY, AS DESCRIBED IN A QUIT CLAIM DEED, AF#2005-013181, RECORDS OF BENTON COUNTY, WASHINGTON; THENCE ON SAID EAST BOUNDARY LINE, NORTH 0° 51' 40" EAST A DISTANCE OF 2056.13 FEET TO AN IRON ROD MARKING THE NORTHEAST CORNER OF SAID PARCEL, THENCE NORTH 0° 51' 40" EAST A DISTANCE OF 446.49 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF THE BONNEVILLE POWER ADMINISTRATION POWER LINE, FROM WHICH THE SECTION CORNER OF 8, 9, 16, AND 17 BEARS SOUTH 77° 36' 49" WEST A DISTANCE OF

1945.30 FEET; THENCE ON SAID SOUTHERLY RIGHT OF WAY LINE SOUTH 87° 59' 07" EAST A DISTANCE OF 3125.92 FEET TO A POINT FROM WHICH THE CORNER OF SECTIONS 9, 10, 15, AND 16, BEARS SOUTH 36° 47' 49" EAST A DISTANCE OF 431.05 FEET; THENCE NORTH 0° 31' 33" EAST A DISTANCE OF 13,813.70 FEET TO THE ANGLE POINT OF A FENCE IN SECTION 33, TOWNSHIP 11 NORTH, RANGE 28 EAST, W.M. WASHINGTON MARKING THE EASTERLY BOUNDARY OF THE HANFORD PATROL TRAINING ACADEMY FIRING RANGE, THENCE NORTH 87° 12' 50" EAST A DISTANCE OF 5345.21 FEET TO THE 30.00 FOOT OFFSET LINE WEST OF THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE (ROUTE-4S), FROM WHICH NGS CONTROL STATION N523 BEARS NORTH 5° 5' 29" WEST A DISTANCE OF 2263.85 FEET; THENCE SOUTH 0° 06' 20" WEST ON SAID 30.00 FOOT OFFSET LINE, A DISTANCE OF 5433.00 FEET TO A POINT IDENTICAL WITH THE NORTHEAST CORNER OF TRACT 38, THENCE LEAVING SAID 30.00 FOOT OFFSET LINE AND ON A LINE IDENTICAL WITH THE BOUNDARY OF TRACT 38 THE FOLLOWING COURSES; WEST A DISTANCE OF 3799.66 FEET; THENCE SOUTH A DISTANCE 4100.00 FEET, THENCE SOUTH 45° 00' 00" EAST A DISTANCE OF 3300.00 FEET, THENCE SOUTH A DISTANCE OF 550.00 FEET, THENCE EAST A DISTANCE OF 400.00 FEET, THENCE SOUTH 50° 11' 52" EAST A DISTANCE OF 732.35 FEET, THENCE EAST A DISTANCE OF 420.00 FEET TO THE POINT ON THE 30.00 OFFSET LINE WEST OF THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE AND THE SOUTHERLY MOST CORNER OF TRACT 38, THENCE LEAVING THE BOUNDARY LINE OF SAID TRACT 38 AND ON SAID 30.00 FOOT OFFSET LINE, SOUTH 0° 30' 19" WEST, A DISTANCE OF 3850.01 FEET, THENCE SOUTH 1° 36' 41" WEST A DISTANCE OF 332.68 FEET TO THE POINT OF BEGINNING. SAID PARCEL IS SUBJECT TO ANY AND ALL EASEMENTS OR RIGHTS OF WAYS OF RECORD OR IMPLIED. (BOUNDARY LINE ADJUSTMENT PER AF#2015-029457, 9/30/2015). LESS ANY PORTION OF THE FOLLOWING DESCRIBED PARCEL: THAT PORTION OF THE FOLLOWING DESCRIBED PARCEL LYING IN THE PILT AREA (SECTION 34, TOWNSHIP 11 NORTH, RANGE 28 EAST). PORTIONS OF SECTIONS 3, 4, 9, AND 10 OF TOWNSHIP 10 NORTH, RANGE 28 EAST, W.W. AND PORTIONS OF SECTIONS 33 AND 34 TOWNSHIP 11 NORTH, RANGE 28 EAST W.M. BENTON COUNTY, WASHINGTON, IDENTIFIED AS TRACT 37 IN THE 2015 BUREAU OF LAND MANAGEMENT CADASTRAL SURVEY AND DESCRIBED IN QUITCLAIM DEED, AF#2015-029457, RECORDS OF SAID COUNTY AND STATE, MORE PARTICULARLY DESCRIBED AS FOLLOWS; BEGINNING AT A POINT AT INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF HORN RAPIDS ROAD 40.00 FEET DISTANT NORTH FROM AND PARALLEL WITH THE CENTER LINE THEREOF, AS DESCRIBED IN A QUIT CLAIM DEED RECORDED IN AF#621762, RECORDS OF BENTON COUNTY, WASHINGTON AND AN OFFSET FROM THE WESTERLY EDGE OF PAVEMENT OF STEVENS DRIVE (ROUTE-4S) BEING 30.00 FEET DISTANCE AND WEST THEREFROM IN SECTION 15 OF TOWNSHIP 10 NORTH, RANGE 28 W.M. WASHINGTON FROM WHICH THE NATIONAL GEODETIC SURVEY (NGS) CONTROL STATION B324 BEARS NORTH 70° 48' 52" EAST OF 280.40 FEET; THENCE NORTH 89° 13' 09" WEST ON THE NORTH RIGHT OF WAY LINE OF SAID HORN RAPIDS A DISTANCE OF 1900.00 FEET. THENCE LEAVING SAID RIGHT OF WAY LINE, NORTH 0° 46' 51" EAST, A DISTANCE OF 1885.00 FEET; THENCE PARALLEL WITH SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 5540.00 FEET; THENCE CONTINUING PARALLEL WITH SAID RIGHT OF WAY LINK, NORTH 89° 13' 09" WEST A DISTANCE OF 1126.00 FEET; THENCE SOUTH 0° 46' 34" A DISTANCE OF 1885.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE; THENCE ON SAID RIGHT OF WAY LINE NORTH 89° 13' 09" WEST A DISTANCE OF 1450.00, THENCE ON A LINE PARALLEL WITH SAID RIGHT OF WAY LINE, NORTH 89° 13' 09" WEST A DISTANCE OF 1600.00 FEET; THENCE SOUTH 0° 46' 35" WEST A DISTANCE OF 1450.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE, THENCE ON SAID RIGHT

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This description includes the following **County Parcel Identification Numbers:**

110081000001003
110081000001004
103084000001000
134183000001000
103081000001000
134183000002000

CITY OF RICHLAND/PORT OF BENTON

NORTH HORN RAPIDS AREA MASTER PLAN

MAY 2017

Prepared By:



J-U-B ENGINEERS, Inc.
2810 W. Clearwater Ave., Ste., 201
Kennewick, WA 99336

In Coordination with the City of Richland and Port of Benton

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INTRODUCTION

Background

The City of Richland and Port of Benton recently acquired 1,341 acres of federally transferred property from the Department of Energy (DOE). Approximately 884 of the 1,341 acres are located outside of the current City of Richland Urban Growth Area (UGA). At this time the City of Richland has requested to expand the UGA to include this area, with the intention of including this property into the Richland City Limits. As part of the UGA expansion request, a Capital Facilities Plan was prepared that identified on and off-site infrastructure needs to serve the area and the ability of the City and Port to provide such infrastructure. The intention of the City and Port is to improve and market the site for large industrial land uses.

The north Richland area has been envisioned as an employment center for the community and is anticipated to provide employment and business opportunities for the region. This area consists of Industrial, Manufacturing, and Research related land uses. At this time, most of the current development has occurred to the south in the Horn Rapids Industrial Park. The area consists of industrial and manufacturing developments 50-100 acres in size.

As the Tri-City region grows and the Hanford cleanup activities are completed over the next twenty years, there is a need to attract industrial developers that will help offset the projected decline of Hanford jobs. It is intended that the Master Plan area will help provide the necessary land base to provide larger industrial sites (200 to 500 acres in size). Sites of this size are not readily available for development throughout the Pacific Northwest until now. If development of this area occurs, the jobs associated with the cleanup efforts could be replaced sustaining an economically healthy city and region.

Purpose of the Plan

The City and Port have initiated the North Horn Rapids Area Master Plan (NHRAMP) to assess on-site infrastructure needs, evaluate the development layout options, and provide some guidelines for future development. This Master Plan looks at the opportunities and challenges associated with developing the site. The Master Plan identifies a long term vision of the North Horn Rapids Area with flexible plan implementation approaches that respect market conditions and interests within the Plan's anticipated 20 to 30 year build-out period. The area is anticipated to continue to develop as a major employment center in Richland. A vicinity map is shown in Figure 1.

Planning Process

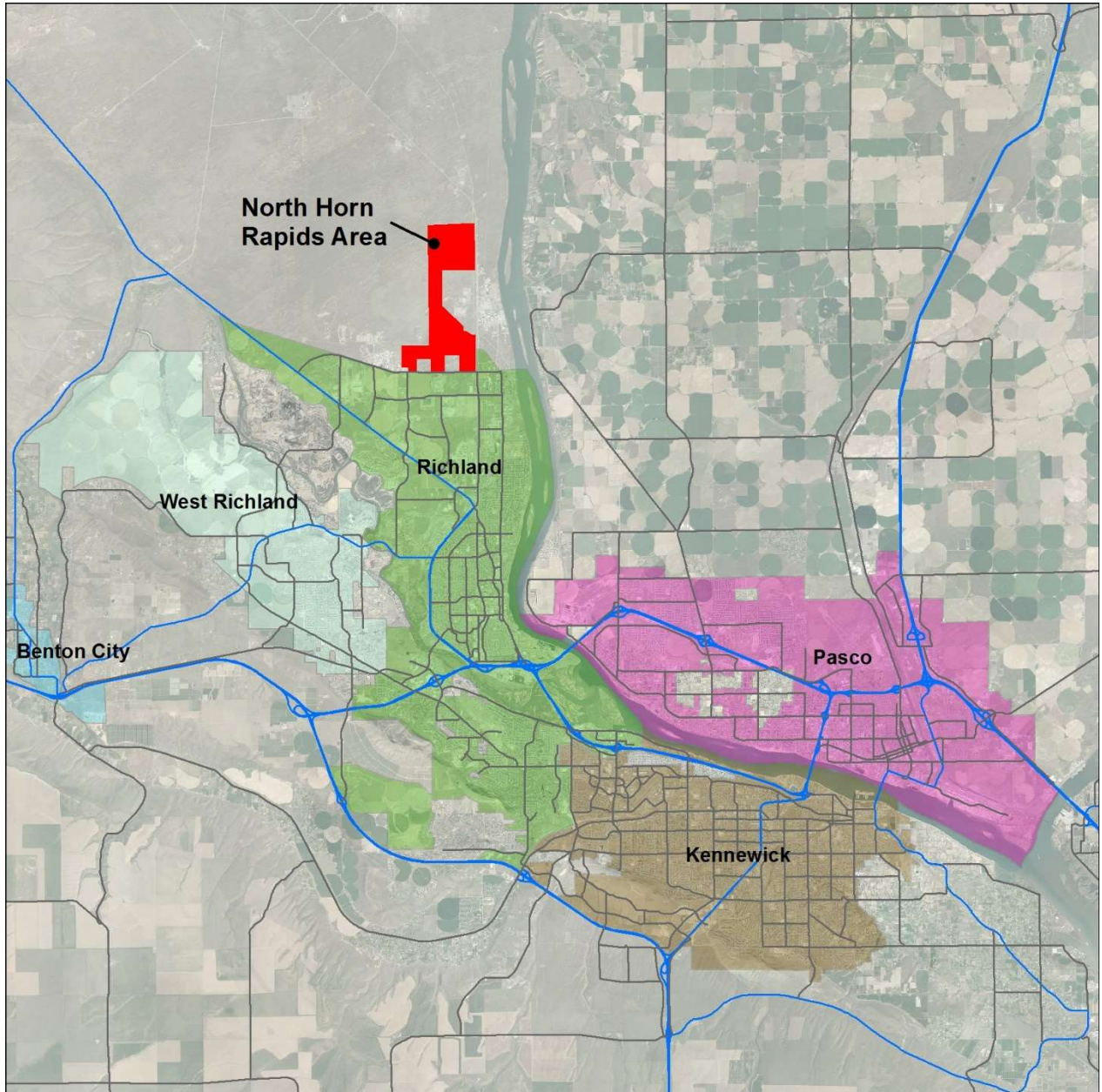
The NHRAMP envisions the area as an active and vital employment and economic center, attracting new development, reinvestment and employment. As part of the planning process the project team met with key stakeholders, including the City of Richland, Port of Benton, Benton County, Inter-Tribal Advisory Board (ITAB), Tri-Cities Economic Development Council (TRI-DEC), Energy Northwest, Department of Energy (DOE), Pacific Northwest National Laboratory (PNNL), Hanford Advisory Board, Laser Interferometer GravitationalWave Observatory (LIGO) to solicit input on the Master Plan. Through these meetings, current issues and concerns were identified and recommendations for the Plan were established.

Five specific focal areas emerged during our discussions with stakeholders:

- 1) Road standards for circulation systems within the site needed to be agreed upon and adopted as part of the update process.
- 2) Future rail expansion to the site needed to be considered in the site layout and design.

- 3) Future development of the DOE PNNL Site and Hanford Site 300 Area to the east and the Future DOE Land Transfer Property to the west need to be considered as part of the transportation network.

Figure 1. Vicinity Map



- 4) Opportunities to develop an east-west regional transportation corridor to support the proposed North Richland Bridge needs to be considered.
- 5) Create a site layout that accommodates large mega sites of 200 - 500 acres in size.

As a result of these meetings, existing facilities and improvements were identified through the development of the Capital Facilities Plan. In addition, ongoing issues as well as planned improvements for the area, and preliminary development alternatives were identified.

Existing Property Description

The land being evaluated for the NHRAMP is comprised of four parcels in Benton County:

- 134183000001000 (285.2 acres)
- 103084000001000 (219.36 acres)
- 110081000001003 (581.2 acres)
- 110081000001004 (257.7 acres)

It is situated north of the City of Richland as shown in Figure 2. Generally speaking, the property is located north of Horn Rapids Road and west of Stevens Drive (Route 4 South), approximately 0.5 miles west of the Columbia River. The planning area is approximately 1.5 miles wide at the south end for about 0.5 miles north of Horn Rapids Road, then narrows to one mile in width for more than 2.6 miles to the north. There is a 518-acre area, approximately 0.75 miles wide, located along Route 4 adjacent to the site that is not part of the Master Plan. This area is known as Tract 38/Pit 6 and is still owned by DOE. There are also two smaller parcels along the north side of Horn Rapids Road that are not included in the Master Plan.

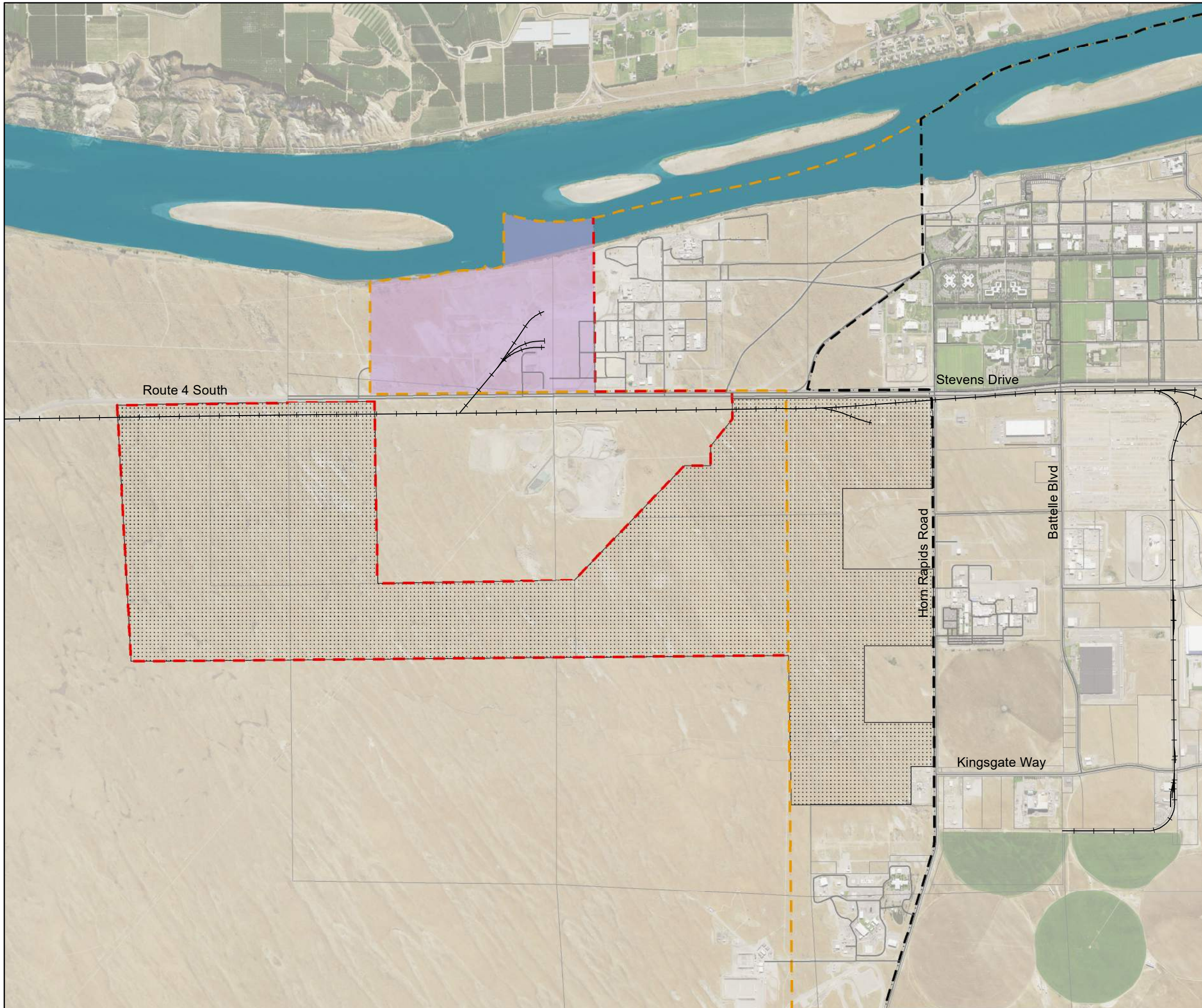
Land Use and Zoning

The property is currently included in the Hanford Zoning Classification for the portion within Benton County, and light Industrial for the portion within the City of Richland Urban Growth Area. The City is currently seeking approval from the County to expand the Urban Growth Area to include this property. If approved the proposed land use and zoning for the site is Industrial. The surrounding area consists of a primarily heavy and medium industrial uses with small amounts of commercial.

South of Horn Rapids Road is the Horn Rapids Industrial Park which includes industrial and commercial developments on 50-100 acres' sites. To the east is the DOE PNNL Site and Hanford 300 Area Site. At this time the north end of this site is being decommissioned, but there are future plans to redevelop the southern portion of the site into a research campus. Southeast of the site is the Tri-Cities Research District. North and west of the site is comprised of vacant land owned by the DOE. The site is relatively flat with grade of approximately 0.5%. Current use of the site is undeveloped.

It is intended that future development would include industrial, manufacturing, and/or research related uses as allowed in the Industrial Zoning designation. Authorized uses for the master planned area as noted within the deeded transfer agreement with the Department of Energy, include:

1. Warehousing and distribution (e.g. manufactured parts and materials distribution, food and agriculture; refrigerated warehousing and storage; material handling, packaging and crating; and logistics);



North Horn Rapids Area
Master Plan

Figure 2
Master Plan Area

Legend

-  City Limits
-  Existing UGA
-  Proposed UGA (1,187 acres)
-  Existing UGA To Be Removed (283 acres)
-  Master Plan Area (1,641 acres)

0 2,000 4,000 Feet

2. Research and development (e.g. scientific research; software; data security; computation; energy technology; environmental; and biotechnology);
3. Technology manufacturing (e.g., defense manufacturing; sensor manufacturing; medical device manufacturing; food processing; machinery manufacturing; advanced materials manufacturing; and carbon fiber manufacturing);
4. Food processing and agriculture (e.g. wine processing; food processing; agricultural products; and craft beer production);
5. Back office (e.g. call centers; administrative processing; data processing; information technology; remote sensing; professional services; and training); and
6. Energy (e.g. solar energy production; smart grid; and biofuels manufacturing).

It should also be noted that the site contains a few development constraints as identified in the conditions of the land transfer from DOE (AFN 2015-029457). The purpose of these conditions is to ensure that no adverse environmental impacts will result in the development of the site. These conditions are identified in Exhibit H of the Deed Restrictions and are summarized below:

1. Net Proceeds. All net proceeds for the sale or lease of the property within 7-years of the agreement shall be used to support the economic redevelopment of or related to the Hanford Site.
2. Groundwater. prohibited from extracting, permitting to be extracted, consuming or otherwise accessing or utilizing any groundwater below the surface of the Premises. Purpose is to prevent disturbance to area hydrologic conditions that might adversely affect the movement of other transportation of groundwater contaminants. All established roads or other access routes to all groundwater monitoring wells shall not be altered or destroyed without receiving further approval by DOE.
3. Storm water. The northern portion of property is not allowed to discharge to groundwater due to the potential to mobilize stable waste sites in the vicinity of the Hanford 300 Area.
4. Excavation. All ground disturbance is prohibited below a depth of 20-feet from the ground surface or within 6.6 feet of ground water.
5. Mining. Mining on the property is prohibited.
6. Concentrating Solar Power Farm. The Port and City are prohibited from constructing and operation a CSP Solar Farm on the Property.
7. Noise and vibration levels. Due to the location of the Laser Interferometer Gravitational Wave Observatory (LIGO) and Pacific Northwest National Laboratory (PNNL) facilities, noise and vibration must be minimized or mitigated in any new facilities.
8. Electrical Field and Magnetic Interference. All activities that generate electrical field and magnetic inferences in excess of the EF/M Interference Standard are prohibited.
9. Radionuclide Emissions. All activities that cause airborne radionuclide emissions in excess of the Natural Occurrences and Radionuclide Emissions Standards are prohibited.

10. Periodic Discussions and Development Plans. The Port and City shall hold periodic meetings with the DOE, PNNL, LIGO, Tribes, concerning items 6, 7, and 8 above, as well as all development plans and land use actions.
11. Tribal Access. Access to the Premises prior to its development is required to members of the Confederated Tribes and Bands of the Yakama Nation, Confederated Tribes of the Umatilla Indian Reservation, the Nez Perce Tribe and the Wanapum Band of Indians (collectively “Tribes”) for tribal activities.
12. Buildings and Natural Landscape. The height of buildings that shall not exceed the height limits as authorized pursuant to Chapter 23.28.030 of the Richland Municipal Code, as amended. In addition, a waiver or variance to the height limitation is not allowed. All building (including roofs shall be finished in colors that are non-reflective and emulate the natural surroundings, and landscaping shall consist of xeriscaping utilizing native plants to reduce the need for supplemental watering.
13. Bird-Friendly Design. Incorporate bird-friendly building design into the design for buildings, structures and improvements on the premises to the extent it is reasonably practical to do so.
14. Fire Protection. Within the immediate landscaped area (from the structure to approximately 30 feet), special consideration should be given that any combustible materials (e.g., lawn furniture, litter, and construction materials) should be removed or reduced in an effort to protect property (e.g., wildlands, buildings, and equipment) by minimizing fire risk.
15. Cultural Resource Protection. Requires compliance with all Washington State laws, as amended, regarding cultural resource protection.
16. Pre-Contact Archaeological Materials. The City and Port shall return any and all artifacts or human remains found on the premises to the DOW for Tribal consultation and reburial on the Hanford Site.
17. Annual Report. The City and Port shall provide joint annual reports to DOE identifying compliance with the deed agreement.
18. Cultural Recourse Protection Protocol. Implement the Cultural Resource Protection Protocol as identified in Attachment A of the Deed. The purpose is to carry out specific provisions of the MOA.

Environmental

As part of the conveyance of the property from the DOE to the City and Port, the U.S. Department of Energy Richland Operations Office prepared an Environmental Assessment (EA) of the site. The purpose of the EA was to analyze the potential environmental impacts of the proposed site being conveyed for the purpose of economic development. As a result, a Finding of No Significant Impact for the Proposed Conveyance of Land at the Hanford Site was issued on September 30, 2015. DOE reported in the FONSI that it determined the proposed action will not constitute a major Federal action significantly affecting the quality of the human environment and the preparation of a EIS is not required

EXISTING CONDITIONS

This section discusses existing facilities, owned by public entities, and provides information about the service provider, along with the location and capacity of the existing facilities.

Transportation

Streets

There is no existing roadway network internal to the proposed North Horn Rapids Area (NHRA). Only Stevens Drive, running north-south along the eastern side of the proposed area, and Horn Rapids Road along the southern side provide immediate access. Roadways that will provide service to the proposed NHRA are described below and shown in Figure 3.

Stevens Drive is a principal arterial roadway that serves the Hanford Area to the north of the NHRA. It has 6 lanes south of Horn Rapids Road where the speed limit is 55 MPH, and 4 lanes north of Horn Rapids Road where the speed limit is 60 MPH. There are acceleration and deceleration lanes at intersections. North of the Hanford 300 Area, Stevens Drive enters the Hanford Area and becomes Route 4 South.

Horn Rapids Road is a 2 lane minor arterial roadway that runs east-west along the southern edge of the NHRA. The speed limit is 50 MPH west of Stevens Drive and 35 MPH east of Stevens Drive.

Kingsgate Way is a north-south minor arterial roadway located that provides access to the southwestern portion of the NHRA. It has one lane in each direction and a two-way left turn lane. It has curb and gutter and a detached sidewalk on the east side just north of SR 240 along the RV Park frontage, but is a rural section further to the north. There are streetlights the full length of the roadway. It has a posted speed limit of 40 MPH. It provides access to residential development to the south of SR 240 but is discontinuous further south, with plans to extend it to Van Giesen Street (SR 224).

SR 240 is also known as the Vantage Highway west of Stevens Drive and is an east-west expressway that connects the City of Richland to areas to the west including the Hanford Site. It has a single through lane in each direction but at the intersection of Kingsgate Way it has deceleration lanes for right turns and, exclusive left turn lanes as well as acceleration lanes in both directions for vehicles turning onto the highway. A traffic signal will be constructed at the SR 240/Kingsgate Way intersection in 2017. The speed limit is 55 MPH. There are no sidewalk facilities as it has roadside ditches for storm water. The City has programmed a multi-use pathway on the north side from Stevens Drive to Kingsgate Way.

George Washington Way parallels Stevens Drive to the east and serves the Tri-Cities Research District, the Port of Benton and the Pacific Northwest National Laboratory and Washington State University Tri-Cities. It is a 5 lane principal arterial through the heart of Richland. North of Horn Rapids Road, George Washington Way curves to the west to join Stevens Drive. Northbound, as it approaches Stevens Drive the only movement allowed is the northbound merge. Southbound Stevens Drive provides a left turn lane to access George Washington Way. The PNNL plans to realign George Washington Way north of Horn Rapids Road. This would move the intersection with Stevens Drive approximately 0.3 miles north of the Bonneville Power Administration transmission lines.

Rail

The Department of Energy owns existing rail that parallels Stevens Drive on the eastern side of the NHRA north of Horn Rapids Road. The City of Richland has also constructed a rail spur that serves the Horn Rapids Industrial Park from the Port's mainline to serve the existing industrial park. .

North Horn Rapids Area

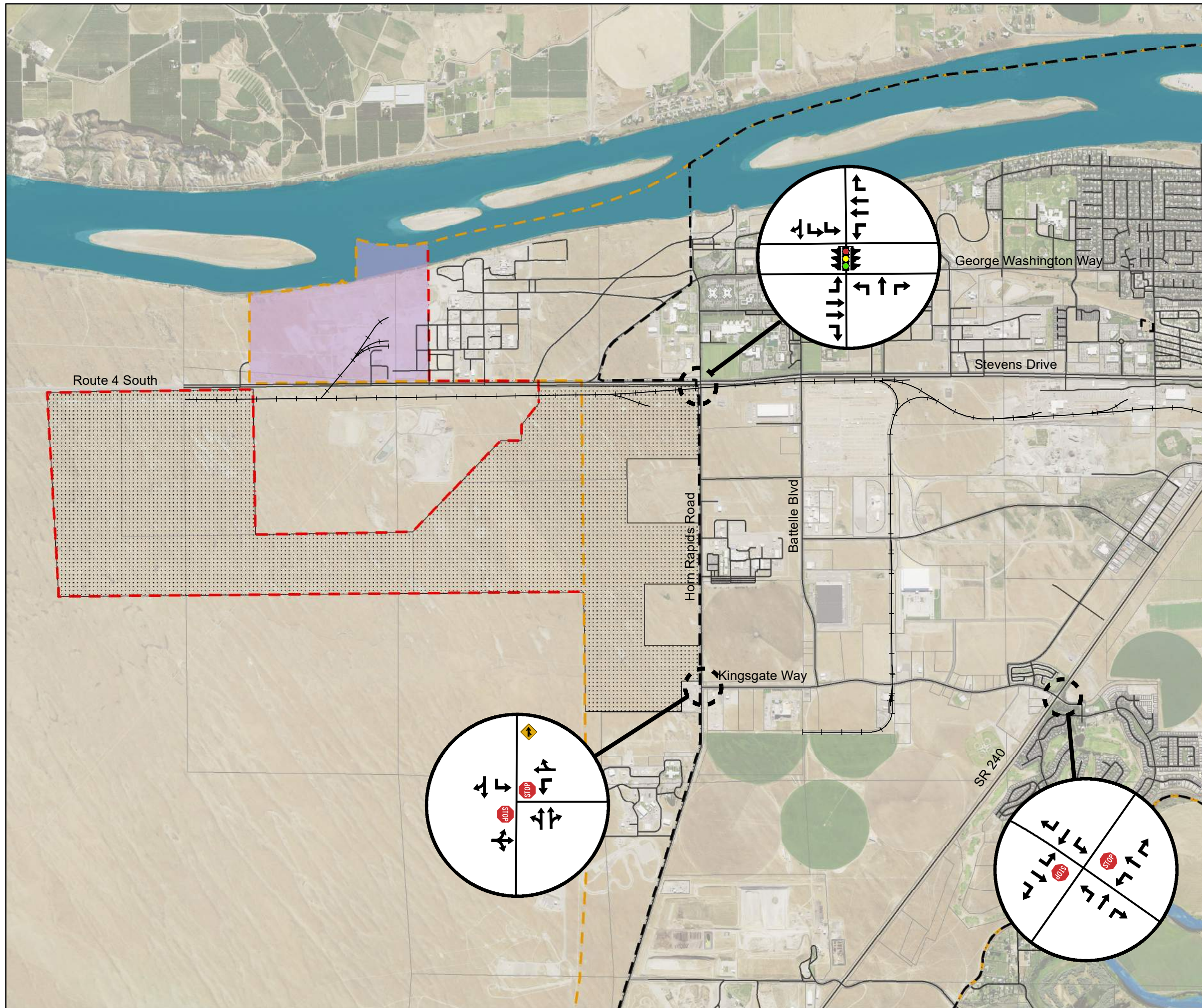
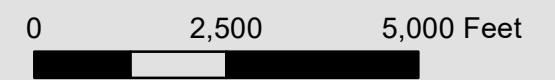
Master Plan

Figure 3

Existing Transportation Network

- Legend

 - City Limits
 - Existing UGA
 - Proposed UGA
 - Existing UGA To Be Removed
 - Master Plan Area



Sanitary Sewer Service

Currently, there is no sanitary sewer service in the NHRA. Sanitary sewer service in this area will be provided by the City of Richland. The City of Richland updated its General Sewer Plan (GSP) in 2016. The GSP update discusses the total capacity, utilized capacity, and remaining capacity of both the Wastewater Treatment Plant (WWTP) and the sanitary sewer collection system. The following is a summary of the WWTP capacity and the sanitary sewer collection system based upon this planning document.

Wastewater Treatment Plant

The City of Richland operates a wastewater treatment plant (WWTP) with primary sedimentation and secondary activated sludge treatment. Chlorine is injected prior to discharge to the Columbia River for disinfection. Solids are thickened with rotary drum thickener, anaerobically digested, dewatered on belt presses, and transported to the City composting facility to attain a Class A compost which is sold to the public through wholesale distributors.

The WWTP is sized for 11.4 million gallons per day (mgd) of sewer flow as noted in Table 1. According to the GSP, the maximum monthly flow for 2015 was 6.3 mgd (55% of rated capacity) and maximum monthly flow is projected to reach approximately 9 mgd (80% of rated capacity) in the next 20 years. The GSP identifies that Biological Oxygen Demand (BOD) and Total Suspended Solids (TSS) loading are both currently at approximately 80% of rated capacity. The Washington State Department of Ecology (WDOE) recommends improvement planning begin once average flow/load exceeds 85% for three consecutive months or exceeds 100% design capacity for one month. Based upon this requirement, the GSP projects the need for a WWTP re-rating study to occur in 2020.

Table 1. Design Criteria – 2016 NPDES Permit

Parameter	Design Criteria	85% of Design
Average flow for maximum month	11.4 mgd	9.7 mgd
BOD ₅ loading for maximum month	17,250 lbs/day	14,663 lbs/day
TSS loading for maximum month	21,200 lbs/day	18,020 lbs/day
NH ₃ -N loading for maximum month	2,750 lbs/day	2,338 lbs/day

Collection System

The City of Richland sanitary sewer collection system consists of over 262 miles of pipe ranging in size from 6-inch to 54-inch in diameter. The total area that can be provided with public sewer service totals over 25,000 acres. The existing collection system also includes 14 sanitary sewer lift stations, which are classified as either local service or interceptor service depending on the area they serve.

The natural ground topography of the NHRA is a gentle slope of 0.5% towards the south. Therefore, the entire site will have only one drainage basin to be served by one sanitary sewer gravity interceptor pipe. There is an existing 24-inch diameter sewer interceptor (Logston Interceptor) that extends as far north as Battelle Boulevard. Figure 4 depicts the existing sanitary sewer collection system in the vicinity of the NHRA.

Potable Water Service

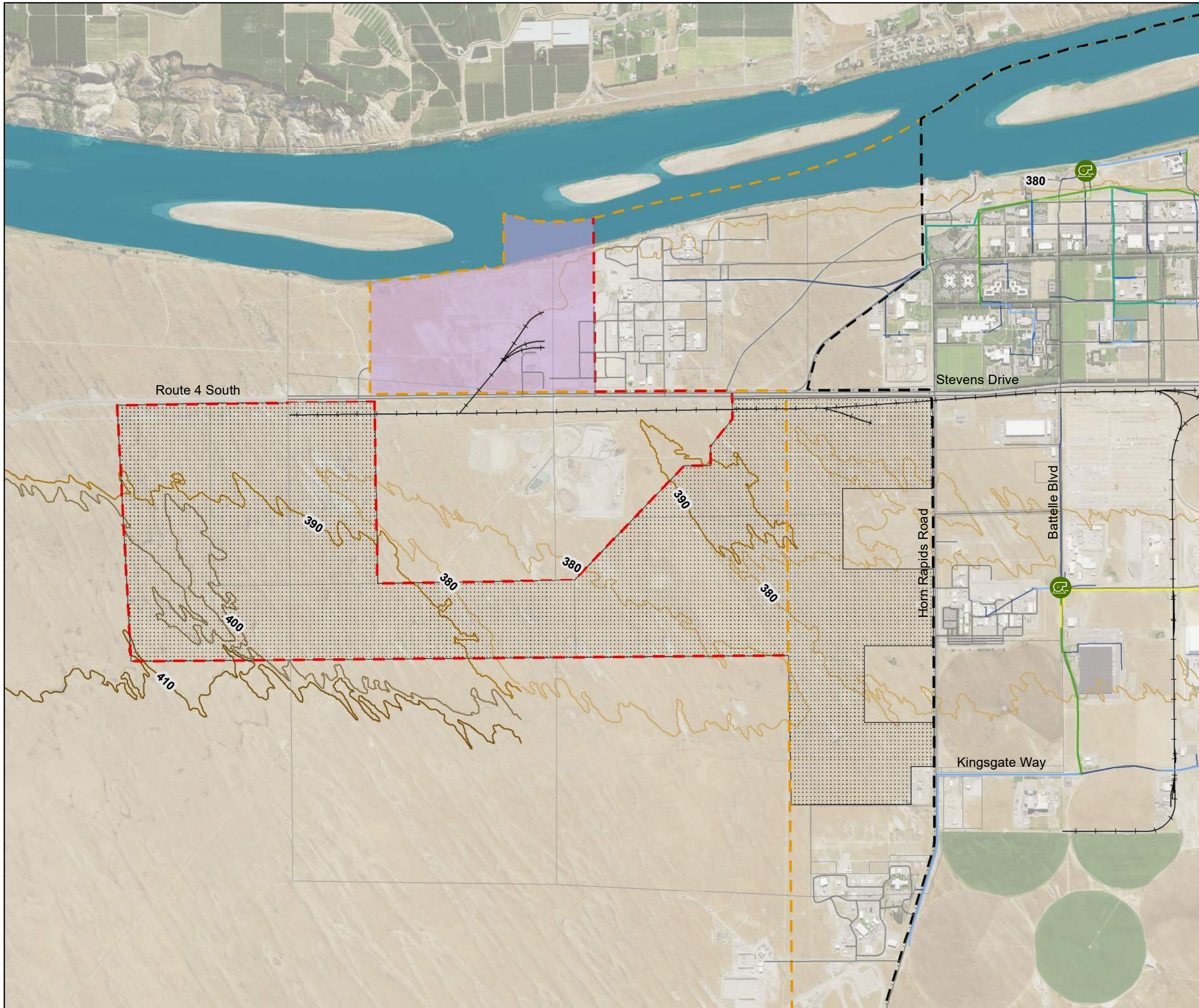
The NHRA is outside of the current water service area of the City of Richland water system. The City of Richland prepared an update to its Water System Plan (WSP) in 2016, which provides 20-year planning

North Horn Rapids Area

Master Plan

Figure 4

Existing Sanitary Sewer System



Legend

- City Limits
- Existing UGA
- Proposed UGA
- Existing UGA To Be Removed
- Master Plan Area
- Sewer Lift Station

Existing Pipe Size (in)

- Collector
- 10
- 12
- 15
- 18
- 21
- 24

0 2,000 4,000 Feet

Date: May 2, 2017

numbers for water supply, demand, and distribution. The following is a summary of the City's potable water source capacity and the distribution system based upon this planning document.

Source Capacity

According to the WSP, the City of Richland has a total available water right of 34,948 acre-feet per year and 43,786 gpm for instantaneous flow. This total available water right converts to a Maximum Day Demand (MDD) of 63.0 MGD. The 2015 population-based MDD is 38.4 MGD per the WSP. The planning period for the WSP limited the future demand projections to year 2035 when MDD is projected as 55.25 mgd.

The City of Richland potable water sources include a wellfield and the Columbia River Water Treatment Plant (WTP). According to the WSP update, the wellfield has a total of 15 MGD capacity while the WTP has a capacity of 36 MGD.

Distribution System

There are currently twelve pressure zones in the City's water distribution system that receive water service. The natural topography of the NHRA (elevation 410' to 380') places it within the City's Core 548 Pressure Zone which serves elevations 353'- 427'. There are existing Core 548 water pipes as far north as Horn Rapids Road. Figure 5 depicts the existing water distribution system near the NHRA.

Power

The City of Richland Energy Services currently has no electrical power services specified for the NHRA. There are existing electrical facilities along Horn Rapids Road (east/west) and Stevens Drive (north/south) that provide service to existing developed area. City of Richland Energy Services has the ability to provide electrical service to the NHRA. The Bonneville Power Administration (BPA) has an overhead transmission line that crosses the NHRA east to west, however, the BPA transmission line cannot be used for electrical services for the NHRA.

Surface and Storm Water Management

Currently, there are no storm water systems within the NHRA. There is a restriction of the placement of swales, ponds and other storm drainage facilities within the study area. The southerly restriction area is located 1,969 feet north of the centerline of Horn Rapids Road and extends 15,781 feet north of the centerline of Horn Rapids Road. This is noted in the property deed restrictions Exhibit H item 5. Refer to Figure 6 for a graphical representation of the restriction area.

Other Governmental Services

Natural Gas

The natural gas utility for the NHRA is Cascade Natural Gas Corporation (CNGC). CNGC has an existing 6-inch steel high-pressure main running north/south along Stevens Drive. There is also a 4-inch intermediate pressure main located along Horn Rapids Road (east/west). CNGC has stated that their existing natural gas services are currently 100% utilized and that no further natural gas services can be accounted for in the NHRA. CNGC is currently working on plans to provide additional natural gas services so that the NHRA can account for natural gas utility services. They have estimated additional natural gas services can be accounted for by the middle to end of 2017.

North Horn Rapids Area

Master Plan

Figure 5

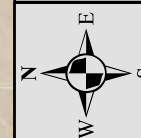
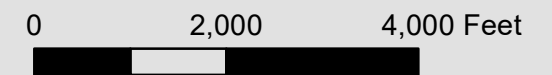
Existing Domestic Water System

Legend

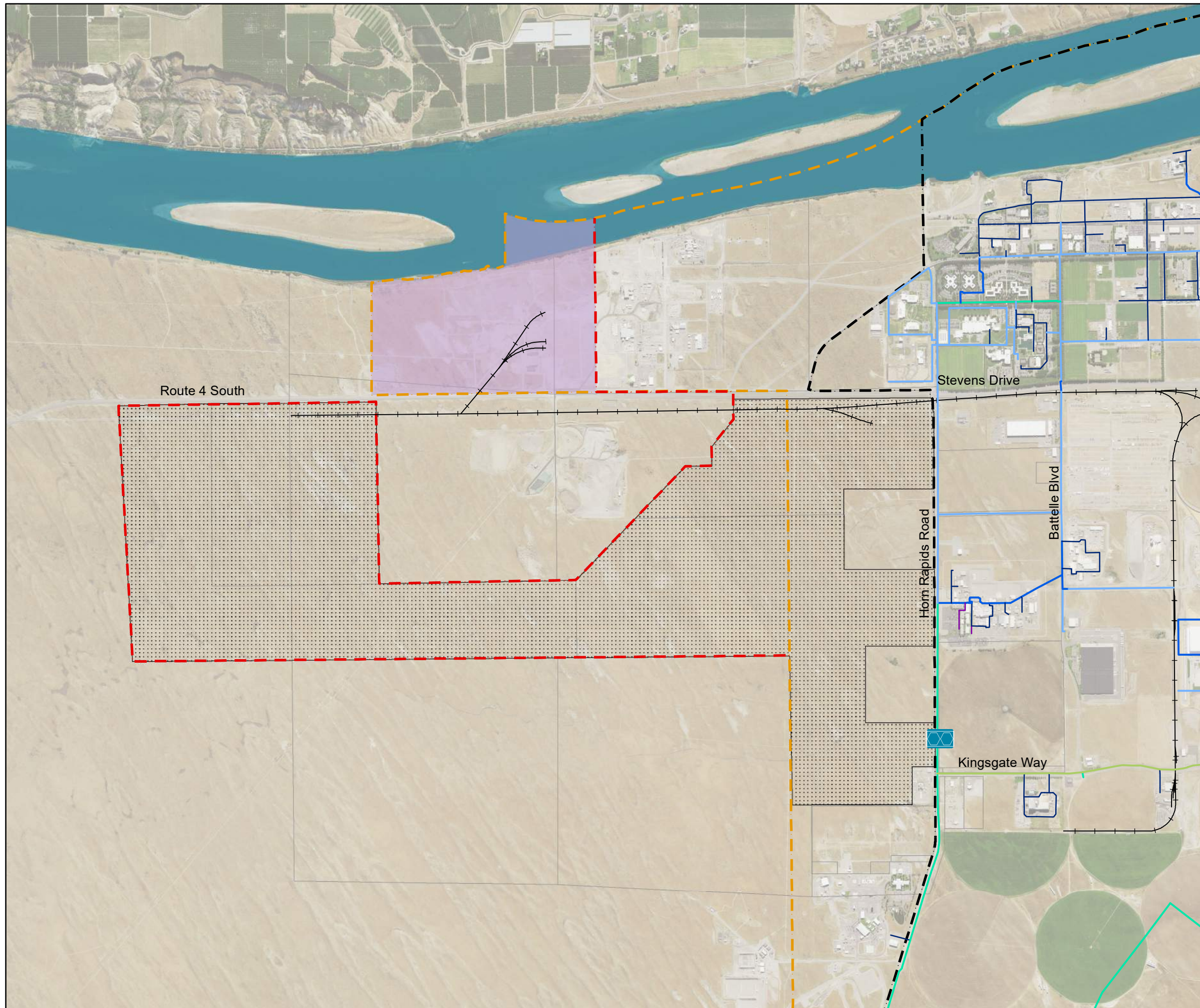
 City Limits
  Existing UGA
  Proposed UGA
  Existing UGA To Be Removed
  Master Plan Area
  Booster Pump

Existing Pipe Size (in)

 6
  8
  10
  12
  16
  20



Date: May 2, 2017



North Horn Rapids Area
Master Plan

Figure 6
Stormwater Restriction Area

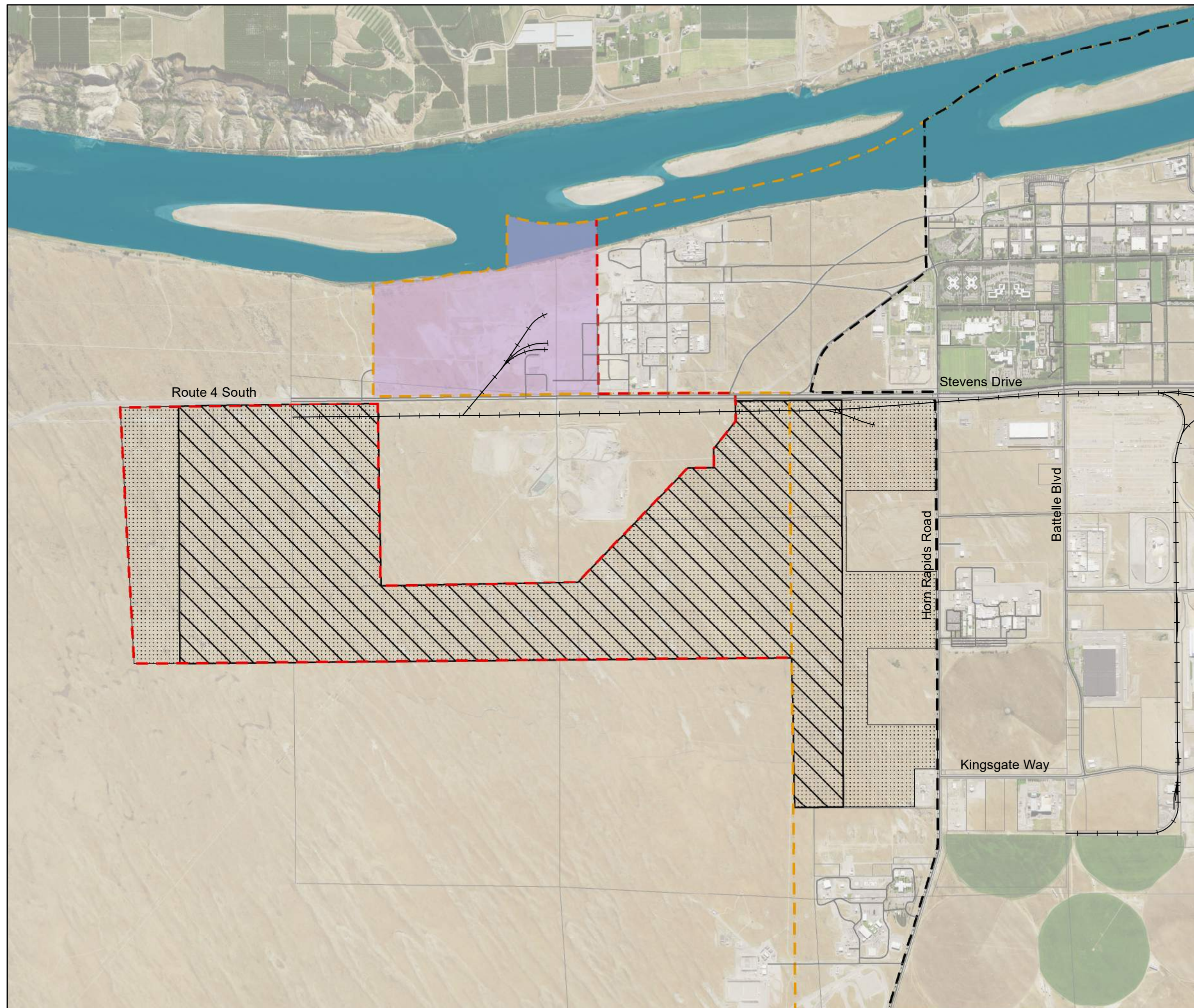
Legend

-  City Limits
-  Existing UGA
-  Proposed UGA
-  Existing UGA To Be Removed
-  Master Plan Area
-  Stormwater Restriction Area

0 2,000 4,000 Feet



Date: May 2, 2017



Telecommunications

Telecommunications includes the transmission of information by wire, radio, optical cable, electromagnetic, or other similar means. This includes telephone, cellular telephone and cable and satellite television.

Changes in technology are having a major impact on telecommunications. Much of these technologies are merging with much less distinction between data, video, and voice technologies. Some of these utilities are regulated by the Washington State Utilities and Transportation Commission to meet a specific level of service to their service areas.

In regards to landline telecommunication service, the NHRA is located in Frontier Communication's service area. There are existing communication services along Horn Rapids Road (east/west) and along Stevens Drive (north/south). Landline telecommunication service to the NHRA is not currently available and would require additions to Frontier's current network. Other landline telecommunication providers would need to make similar improvements. Service coverage for cellular telecommunication is expected to be available in the NHRA as nearby urban areas receive cellular service. Internet service to the NHRA would be limited to wireless internet service providers (ISPs) until a fiber optic network connection could be extended to the area.

U.S. Cellular, AT&T, Sprint, Verizon and Nextel currently provide cellular phone service within the Tri-Cities area. Due to the close proximity to urban areas, it is anticipated that all of these services will have acceptable reception.

Irrigation

Separate irrigation services are not provided by an irrigation district within the NHRA. All irrigation within the NHRA will need to be provided through the City of Richland Domestic Water System. It is noted that non-potable water is available with an existing irrigation pipeline at the corner of Stevens Drive and Horn Rapids Road. It's not anticipated that the targeted developments will need a high level of this service; however, if significant non-potable demands are requested by development irrigation service would be provided by this non-potable water system and most likely not from the domestic potable water system.

PARCEL CONCEPTUAL LAYOUT

The intent of the NHRAMP is to accommodate large industrial users. Parcel sizes considered should be approximately 200 acres or larger. Several options were prepared and discussed with stakeholders and partners in the development of this Master Plan. Concepts showed variations in lots sizes and in providing access to the parcels as well. Ultimately, a combination of the alternatives was selected as the preferred conceptual layout and is depicted in Figure 7. This conceptual parcel layout allows for 6 industrial sites.

This option provides the City and the Port of Benton the opportunity to create flexibility in the size of the lots so they are marketable to multiple users. If desired, the configuration allows multiple lots to be combined to serve an even larger user as well. Due to the larger lot sizes and configuration this option reduces the need for any internal roadways which in turn will lower some of the development cost of the site.

A transportation network that supports the industrial lots is discussed in the following chapter. The parcel layout shown is conceptual and can be modified as necessary. Parcels will need to be created through the City of Richland platting process.

North Horn Rapids Area

Master Plan

Figure 7

Lot Layout

- Legend**

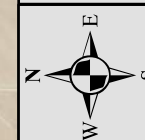
 -  City Limits
 -  Existing UGA
 -  Proposed UGA (1,187 acres)
 -  Existing UGA To Be Removed (283 acres)
 -  Master Plan Area (1,641 acres)

- Lot Layout**

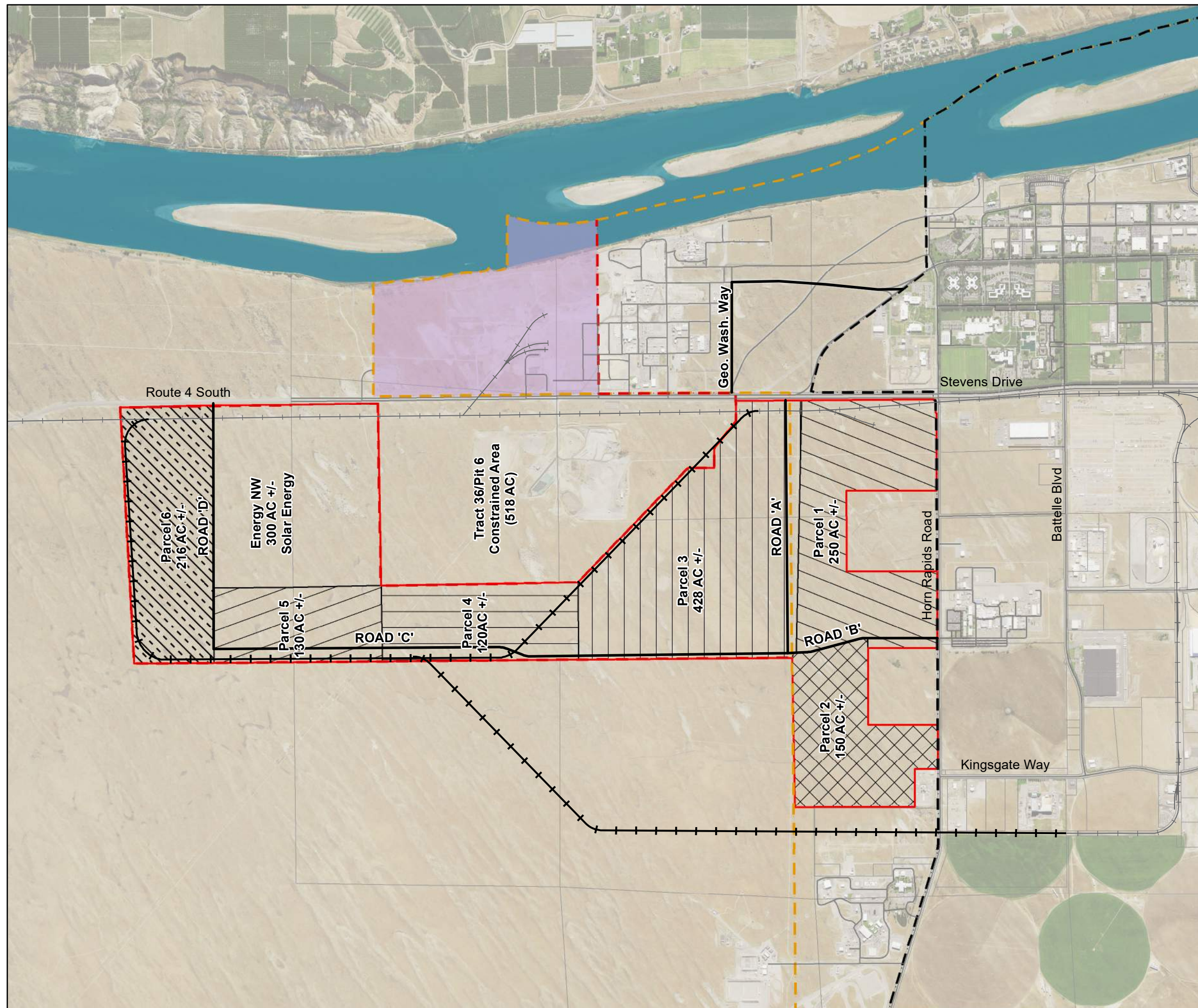
 -  Parcel 1
 -  Parcel 2
 -  Parcel 3
 -  Parcel 4
 -  Parcel 5
 -  Parcel 6
 -  Proposed Roadway
 -  Proposed Railroad

0 2,000 4,000 Feet





Date: May 2, 2017



TRANSPORTATION FACILITIES

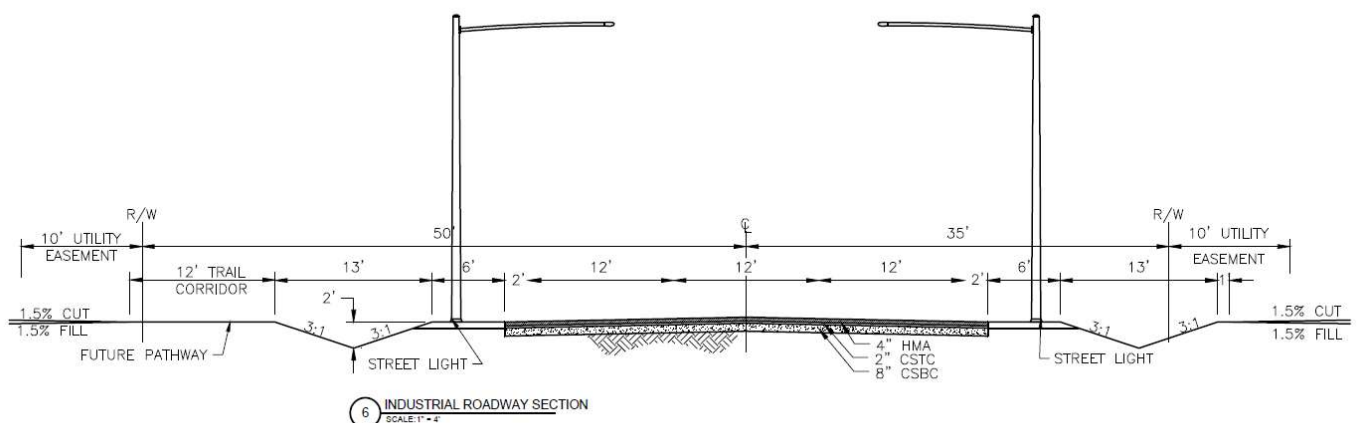
Planned Roadway Network

As mentioned earlier, the intended land use of the North Horn Rapids Area would be for industrial purposes. Currently, the City has very few sites which can accommodate large industrial type development greater than 50 acres, such as is common in the Horn Rapids Industrial Park immediately to the south of Horn Rapids Road. Similarly, there are very few sites in the state that can accommodate industry with needs greater than 100 acres. The City and Port of Benton have been approached by businesses with needs similar to the AREVA site of 100 acres situated on Horn Rapids Road between Kingsgate Way and Stevens Drive. The intent of the North Horn Rapids Area Master Plan is to serve as many such businesses with large acreage needs as possible.

Since the intent for development is to be very large lots, a relatively small roadway network will adequately serve the area. It is conceivable that very large lot development would require little in the way of new roads. It was learned during the planning process that the Department of Energy Hanford Site has the discretion to close Stevens Drive north of Horn Rapids Road. Today this road exclusively serves the Hanford Site. With the potential constraint that new development of the NHRA could be prevented from using Stevens Drive for approximately 5 miles north of Horn Rapids Road, an alternative route serving the site is appropriate. As development occurs in the NHRA north of the George Washington Way intersection it may be important to transfer ownership or a right to use Stevens Drive/Route 4 through the NHRA.

Given the intent of the type of development, a relatively light roadway network is needed. Roadways would be constructed consistent with the Horn Rapids Industrial Park Industrial Roadway section shown below in Figure 8 which consists of an 85' right-of-way with a three lane street and roadside swales on both sides for collection and retention of storm water. The west or south side of the roadway has a trail corridor for potential future trail improvements. A 10' wide utility easement is located on both sides of the street, immediately outside of the right-of-way.

Figure 8. Industrial Roadway Section



The roadway network within the NHRA would consist of the roadways described below and shown in Figure 9.

North Horn Rapids Area

Master Plan

Figure 9

Future Transportation Network

- Legend**

 City Limits

 Existing UGA

 Existing UGA To Be Removed (283 acres)

 Master Plan Area (1,641 acres)

Proposed Road

 Geo. Wash. Way

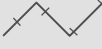
 ROAD 'A'

 ROAD 'B'

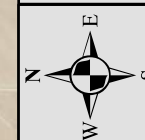
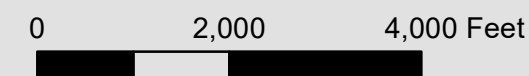
 ROAD 'C'

 ROAD 'D'

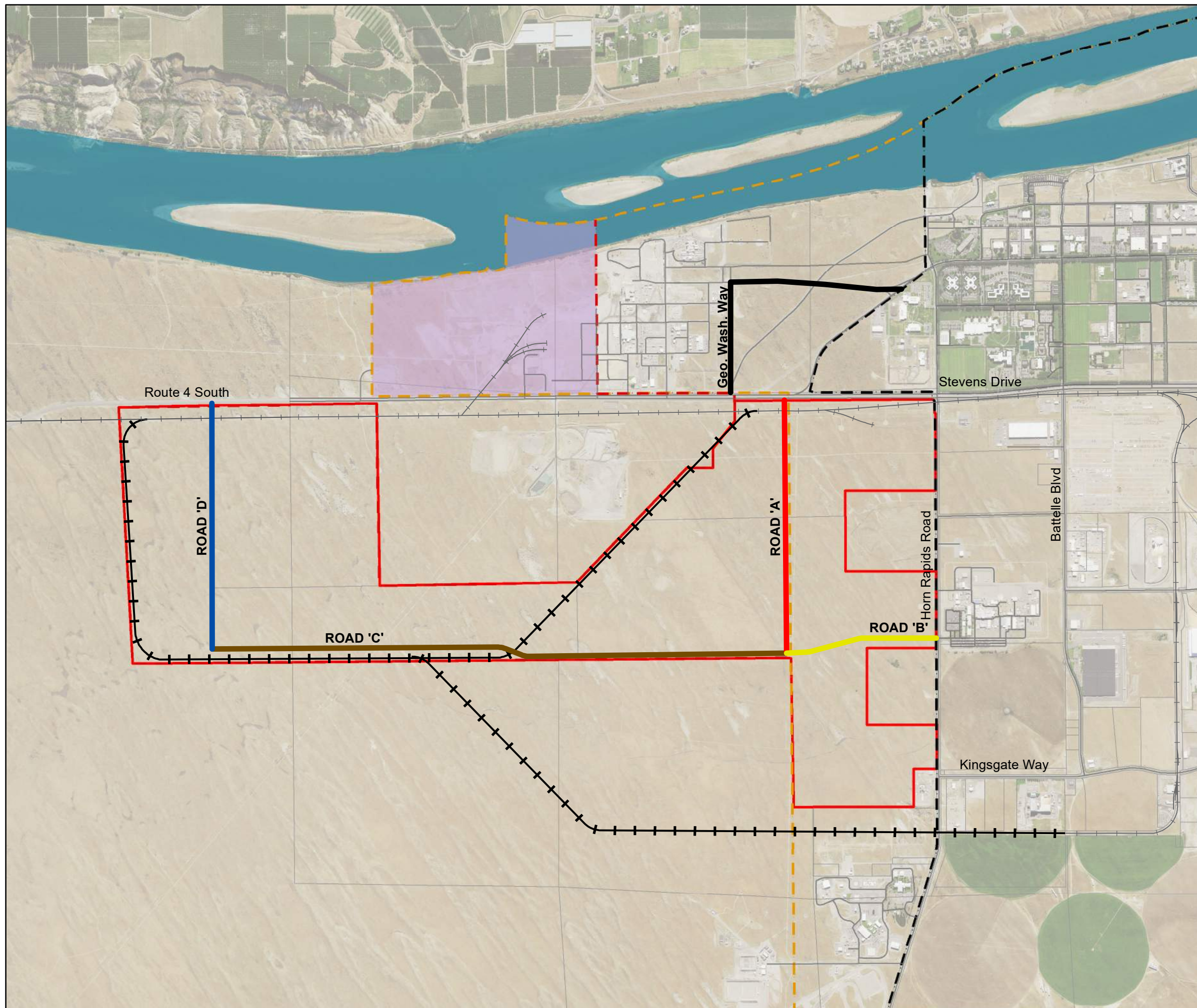
Railroad

 EXISTING

 PROPOSED



Date: May 2, 2017



- An east-west roadway, Road “A” connecting with Stevens Drive near its existing intersection with George Washington Way approximately 1.25-miles north of Horn Rapids Road, approximately 0.25 miles north of and parallel to the existing BPA power lines, and extending west approximately 5,000 lineal feet to the western side of the NHRA to connect with a new north-south roadway Road C. This location was chosen to coordinate with future plans of PNNL which anticipates removing the existing connection of George Washington Way to Stevens Drive and extending George Washington Way north to serve PNNL. A new road from PNNL development would connect to Stevens Drive north of the BPA power lines and a single intersection serving both sides of Stevens Drive would better serve the area for both capacity and safety purposes.

At this new intersection on Stevens Drive it is anticipated that at some point in the future a traffic signal will be needed in order to provide adequate gaps in the Stevens Drive flow of traffic for other movements to occur. It is anticipated that this intersection would have exclusive left and right turn lanes on all approaches.

- A new north-south, roadway Road “B”, beginning at Horn Rapids Road opposite the AREVA driveway, and extending north along the western boundary of the site approximately 3,200 lineal feet in order to preserve maximum lot size capabilities. This new road would connect to a new east-west Road “A”.
- A new north-south roadway, Road “C” beginning at the intersection of Road “A” and Road “B” extending north along the western boundary of the site approximately 12,100 lineal feet up to Road “D”.
- A new east-west roadway Road “D” would provide access to northern parcels and would be constructed approximately 5 miles north of Horn Rapids Road and 0.5 miles south of the northern boundary. It would extend westward approximately 5,000 lineal feet from Route 4 to connect with the new north-south Road “C”.

A build-out scenario traffic analysis for general roadway capacity was examined to determine what potential large capacity capital projects might be anticipated. It is inherent in this analysis that intersection improvements will need to occur over time, but specific improvements for the 20-year period at the intersection level are difficult to determine for such a long-range forecast with so many variables.

The trip generation potential of such a large site could be substantial. To provide access for these new trips to the existing roadway network could be challenging with existing traffic volumes. However, part of the purpose of the transfer of the 1,341 acres from the Department of Energy to the City of Richland and the Port of Benton is to provide alternate opportunities for employment as the Hanford Site clean-up eventually draws to a close in the long term. As a result of this shift in employment, the southbound traffic volumes on Stevens Drive are likely to decrease somewhat, however the extent and timing of this shift is unknown.

More detailed evaluation will be required in the future, when specific site proposals are presented, to better understand future traffic patterns and impacts of proposed developments. However, it is anticipated that Stevens Drive would need to be widened to 6 lanes north from Horn Rapids road through the UGA Expansion area to the northernmost new access roadway. A traffic signal may be needed at that northernmost roadway as well in the long range future, which would provide gaps for other potential large parcel development on the west side of Stevens Drive. Traffic signalization may also be needed at the new north-south roadway at Horn Rapids Road.

North Richland Bridge

Some discussion of the North Richland Bridge is appropriate. In 2010 the Benton Franklin Council of Governments commissioned a study to examine potential future alignments of a new Columbia River Crossing. The study evaluated 10 alignments, with the result of the study being 3 alternatives that were recommended for future analysis. One of these alignments would cross in north Richland and is described as “A new span located just north of the Hanford 300 Area and connects to Columbia River Road and W Sagemoor Road on the east.” During the course of the study concerns were raised by the City of Richland and the Port of Benton that an alignment that connected to Horn Rapids Road would negatively affect anticipated development along that corridor.

It is very likely that a North Richland Bridge would cross DOE land and then the NHRA. It is also anticipated that the connecting road to the bridge would be limited access. Three potential alignments for such a bridge connection are shown in Figure 9. Some considerations that should be taken into account for future studies of a North Richland Bridge include:

- With the existing railroad in close proximity to the west side of Stevens Drive, a grade separated interchange with Stevens Drive would likely be beneficial for both facilities.
- A strategic location for the connecting roadway to the bridge that will preserve the ability to have very large lots will be important for the success of the NHRA.
- A grade separation of the connecting road to the North Richland Bridge and the new north-south road (Road “C”) and the future rail serving the site (without an interchange) will be required.

Rail

The Port of Benton recently contracted with BST Associates to prepare a Market Analysis for the Port of Benton Rail Line. A copy of this study is included in the Appendix. A brief summary is provided below.

Most of the domestic and international freight moved to or from the Tri-Cities area moves by truck. However, shippers in the Tri-Cities have an interest in increasing rail freight. The trucking industry is facing several challenges that will likely tighten the supply of drivers, and increase costs for local exporters. These challenges include new hours of service rules and mandated electronic logs. These will make it harder for a driver to complete a round trip to and from Seattle/Tacoma in a single work day. An overarching long-term concern is the growing shortage of drivers. Given these constraints it may be possible for a container shuttle service to operate between the Tri-Cities and the Puget Sound.

Rail service to the area is planned to connect to the rail line north of Horn Rapids Road and follow closely to the diagonal boundary headed to the northwest along the Pit 6 area until it reaches the western boundary of the NHRA, then head directly to the north to the northern boundary and proceed back to the east where it would connect to the rail line again, forming a loop as shown in Figure 9.

A long range rail connection is also shown in the figure that extends the City of Richland rail line that exists west of Kingsgate Way to the north across Horn Rapids Road and ultimately connects to the new loop internal to the NHRA.

UTILITY REQUIREMENTS

This section of the North Horn Rapids Area Master Plan (NHRAMP) presents capital improvement projects required by the City of Richland and others, to meet and maintain the existing level of service standards, based on the land use projections outlined.

Sanitary Sewer Service

Sanitary sewer service will be provided by the City of Richland. The following sections describe the projected flows and necessary expansion of two major facility categories of the sanitary sewer system: the collection system and the wastewater treatment plant. It is assumed that utilities will be extended to the northern boundary of the NHRA. Sanitary Sewer Facilities are shown in Figure 10.

Collection System

As previously noted, the natural ground topography of the UGA Study Area creates one singular sanitary sewer service area. A strategy for providing gravity sanitary sewer service to the NHRA was included in the 2015 GSP. The 24-inch diameter Logston Interceptor will need to be extended at minimum slope (0.10%) northward to the northern edge of the NHRA.

Wastewater Treatment Plant

For planning purposes, average daily sewer flow for the NHRA will be approximately 2.13 MGD for industrial use. The GSP identifies that peak month flows for the WWTP in 2036 will be approximately 9.1 MGD; therefore, the NHRA could add approximately 20% to the total peak monthly flows at the WWTP for 20-year planning purposes. This peak monthly flow will be 11.23 MGD - which approaches the current design capacity of the WWTP (11.4 MGD). The WWTP has available capacity for the buildout sanitary sewer flows from the NHRA; however, it may trigger the need for expansion planning to begin sooner than otherwise planned.

Potable Water Service

Potable water service will be provided by the City of Richland. The following sections describe the projected water demands and necessary expansion of the potable water system to serve the NHRA. Domestic Water Facilities are shown in Figure 11.

Estimated Water Demands

Master planning of potable water service for non-residential land uses is difficult because of the wide range of potential industrial water needs. For the purposes of this study, a gross-area demand of 1,250 gallons per acre per day (gpad) is assumed, which is consistent with the estimated sewer demand. It is recommended that each potential industrial user should be analyzed separately at the time of development to determine effects on the distribution system and source capacity.

2016-2022 with NHRA

The total area for the 6-year study area is 385 acres. For 6-year planning purposes, water demands for the NHRA will be approximately 0.48 mgd for the 385 acres of industrial use.

- Maximum Daily Demand = 1,250 gpad x 385 acres = 481,250 gpd (0.48 MGD)

North Horn Rapids Area

Master Plan

Figure 10

Future Sanitary Sewer Improvements

Legend

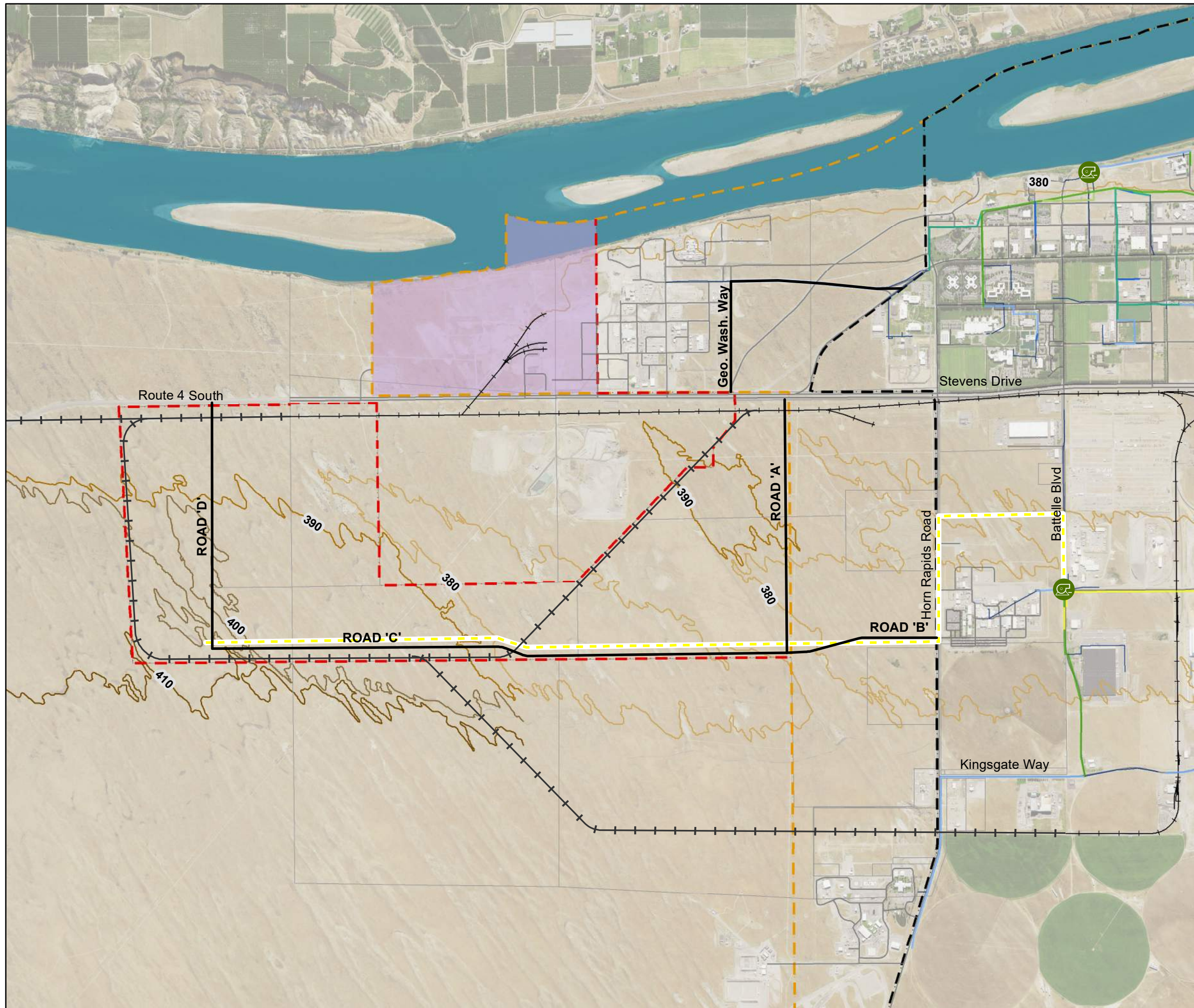
-  City Limits
-  Existing UGA
-  Proposed UGA
-  Existing UGA To Be Removed
-  Property Lines
-  Sewer Lift Station

Existing Pipe Size (in)	MP Pipe Size (in)
 Collector	 Collector
 10	 10
 12	 12
 15	 15
 18	 18
 21	 21
 24	 24
 27	 27
 30	 30
 36	 36
 42	 42
 54	 54

0 2,000 4,000 Feet



Date: May 2, 2017



North Horn Rapids Area

Master Plan

Figure 11

Future Domestic Water Facilities

Legend

- City Limits
- Existing UGA
- Proposed UGA
- Existing UGA To Be Removed
- Booster Pump
- 2 MG Reservoir (Proposed)

Existing Pipe Size (in)	MP Pipe Size (in)
6	6
8	8
10	10
12	12
14	14
16	16
18	18
20	20
24	24
27	27
30	30
36	36



2016-2036 with NHRA

The 20-year planning period assumes full build-out of the NHRA. The total area is approximately 1,702 acres. Based upon the 1,250 gpad assumption the following is the estimated water demand for 20-year planning purposes:

- Maximum Daily Demand = 1,250 gpad x 1,702 acres = 2,127,500 gpd (2.13 MGD)

Facility Improvements

The following sections address the impacts to four major areas of the City of Richland's potable water system: system-wide water demands, source capacity, distribution system performance, and storage requirements. It should be noted that although 6-year planning and buildout infrastructure sizes are provided, any domestic water improvements to the NHRA that are constructed should be sized for the expected build-out demands for the study area, which are calculated to be the 20-year demands in this study.

System-Wide Water Demands

As previously identified, the total available water rights for the City allow for 54 MGD of maximum daily flow. Currently, the City uses 38 MGD maximum daily flow and plans to be using approximately 46 MGD in the year 2022 and 55 MGD in the year 2036. The six-year maximum daily demands for the NHRA are 0.48 MGD while buildout demands are 2.13 MGD. The addition of the 2.13 MGD peak flows at buildout for the NHRA will have little impact on the instantaneous water rights.

Encroachment toward the total available water right can be relieved through the use of the Quad-Cities water right. The Quad-Cities were issued a water right in 2003 that provides a maximum of 86 mgd to be developed and put into use by the Quad-Cities by 2051. The permit has specific requirements that limit water appropriations at various times per year and include mitigation of the consumptive portion of water use. Through the use of the Quad City water right, the City has adequate maximum day water rights for the Study Area.

Source Capacity

According to the WSP update, the City's two largest sources of water, the wellfield and the WTP, each pump directly into the Core 548 Zone and have a combined capacity of 51 MGD. Currently, the City uses 38 MGD maximum daily flow and plans to be using approximately 46 MGD in the year 2022 and 55 MGD in the year 2036. The six-year maximum daily demands for the NHRA are 0.48 MGD while buildout demands are 2.13 MGD. Therefore, there is adequate capacity for the 6-year projections but the addition of the NHRA may trigger the need for increased source capacity within the next 20 years.

Distribution System

A hydraulic analysis was performed in order to determine impacts on the existing distribution system as well as proposed sizing for distribution system expansion to serve the NHRA. This hydraulic analysis is documented in a letter from RH2 Engineering, Inc. dated April 23, 2015. The results from the analysis are incorporated and summarized below.

2016-2022 with NHRA

The NHRA will be served by the City's Core 548 Pressure Zone. Water supply will be provided directly from the WTP and wellfield sources. The closest Core 548 Zone transmission main is located on Horn Rapids Road.

A connection to the 16-inch Core 548 Zone transmission main in Horn Rapids Road is proposed to be extended on the west side of the NHRA. To ensure the reliability of service, a redundant source of water

is needed. A second service location, on the east side of the NHRA, would connect to the 12-inch transmission main in Horn Rapids Road. These two service connections must be looped within the NHRA in order to provide the required fire flow capacity as well as a reliable source of water. Figure 11 depicts the alignment proposed for the water transmission main extensions.

The hydraulic analysis indicates that the pipe loop alone will not provide the required fire flow for the NHRPMPA. An elevated onsite storage tank will be required in order to provide the required fire flow – as discussed below.

2016-2036 with NHRA

The distribution system improvements identified for 6-year improvements are also adequate to meet buildout needs. This is because the required fire flow dictates a minimum pipe size of a 12-inch loop to serve the NHRA.

Storage Capacity

The WSP indicates that the City has a surplus of storage in the Core 548 Zone for both 6-year and 20-year planning horizons. However, the hydraulic analysis indicates that onsite storage is needed at the NHRA in order to provide the required fire flow. Several alternative storage tank locations have been identified; however, the option that provides the most reliable service to the NHRA is an elevated tank located within the NHRA. The elevated tank could be located anywhere in the NHRA.

Reservoir storage has three main components: Standby Storage, Equalizing Storage, and Fire Flow Storage. Standby Storage provides a supply of water during emergency conditions such as a transmission main failure. Equalizing Storage ensures that peak instantaneous demands can be met at any time. Fire Flow Storage ensures meeting fire flow planning level requirements under all conditions including power outages and/or the loss of the source supply. Typically, fire flow storage is the largest driver for tank sizing. The WSP used assumptions of 4,000 gpm for four hours for industrial land use and 4,500 gpm for five hours for heavy industrial land use. To be conservative, the required fire flow storage for the UGA Study Area is planned for the heavy industrial requirement of 4,500 gpm for 5 hours, which is 1,350,000 gallons. The Total Required Storage value is the sum of each of the three reservoir storage components. These storage value calculations are based on the planning assumptions discussed in the WSP and can be further adjusted with a more specific study.

2016-2022 with NHRA

For 6-year planning, the NHRA will require a storage volume of 1.5 MG; however, it should be sized for 2 MG in order to serve the buildout demands of the Study Area.

2016-2036 with NHRA

For 20-year buildout planning, the NHRA will require a storage volume of 1.7 MG. A 2.0 MG tank was used for cost estimating purposes.

Power

The City of Richland Energy Services has reviewed the NHRA and have determined it will require additional electrical infrastructure. Additional electrical services will be necessary along the frontage of the proposed roadway network within the NHRA. Electrical services are to be looped from Horn Rapids Road to Stevens Drive. Until more specific power requirements of NHRA have been further identified, it is not possible to accurately predict total power demand. The City of Richland Energy Services has anticipated that a substation will be required further to the north of the NHRA and that the necessary infrastructure will be required to be installed as part of the NHRA. Electrical is shown in Figure 12.

North Horn Rapids Area

Master Plan

Figure 12

Future Primary Electrical Power

- Legend

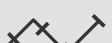
 City Limits

 Existing UGA

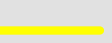
 Existing UGA To Be Removed (283 acres)

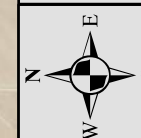
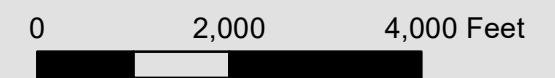
 Master Plan

 Proposed Roadway

 Proposed Railroad

 Proposed Sub Station

 Proposed Electrical



Date: May 2, 2017

Surface and Storm Water Management

The public roadway network within the NHRA shall have roadside ditches to convey and retain storm water runoff from the public roadway network. All storm water runoff shall be retained in the roadside ditches. Refer to the industrial roadway section shown in Figure 11 in the transportation chapter for the drainage ditch section. Storm water runoff from the public roadway network into roadside ditches are not considered a part of the storm water restriction as shown earlier in Figure 5; however, no underground infiltration facilities and/or large retention ponds will be allowed for the development of the public roadways. The roadway network shall avoid large drainage basins that would concentrate large amounts of storm water runoff.

The City of Richland has adapted the Storm Water Management Manual for Eastern Washington (SWMMEW) as the basis for storm water management. For hydrologic volume control, roadside ditches shall be designed based upon the following criteria: Washington, Region 2, Benton County; SCS Type 1A – 24 Hour storm for storm volume with a 25-year return period. The flow-rate of the public storm drainage system shall be designed using the 2-Year, 3-Hour short duration Eastern Washington storm for pipe and inlet sizing using SCS or Santa Barbara method. Refer to Section 3 – Design Guidelines item C-Storm Drainage Collection Systems of the City of Richland Public Infrastructure Construction Plan Requirements and Design Guidelines for additional storm water design information.

The NHRA has no defined upstream and/or downstream drainage channels. Therefore, no upstream and/or downstream storm water improvements are anticipated

Any storm water costs associated with the development of the public right of way facilities are included in the costs of those facilities in the streets and road section.

All development considered as private and/or non-public is not a part of the NHRAMP Study Area. All private and/or non-public storm water facilities shall be retained on-site and the private developer shall encumber all associated costs. Storm water restrictions will be applicable to all private and/or non-public developments. It is anticipated that private and/or non-public storm water facilities will be collected and conveyed on-site to lined evaporation ponds for those developments within the storm water restriction area. Maintenance and operation of the private storm water facilities will be provided by Owner/Developer.

Other Governmental Services

Natural Gas

Additional natural gas services are anticipated to be available by Cascade Natural Gas Company by the middle/ to end of 2017. At this time, it is difficult to identify the capacity needs for future development, therefore no estimated costs to extend natural gas to the NHRA are included in this plan. Costs to extend natural gas service would be incurred by CNGC and/or private development. The DOE has a plan to establish a Cascade Natural Gas line to service the central Hanford Site. This may be able to be used to support the NHRA as well.

Telecommunications

Frontier Communications can provide standard phone service to the NHRA. There are existing communication services along Horn Rapids Road (east/west) and along Stevens Drive (north/south). Communications services will need to be extended to the NHRA. Communication services will parallel the City of Richland Energy Services facilities along the proposed public roadway network frontage in the NHRA. Estimated costs to extend communication services in the NHRA are included in the streets and roads section.

U.S. Cellular, AT&T, Sprint, Verizon and Nextel currently provide cellular phone service within the Tri-Cities area. Due to the close proximity to urban areas, it is anticipated that all of these services will have acceptable reception.

Irrigation

All irrigation within the NHRA will need to be provided through the City of Richland Domestic Water System. It is noted that non-potable water is available with an existing irrigation pipeline at the corner of Stevens and Horn Rapids Road. It's not anticipated that the targeted developments will need this service; however, if a significant non-potable demands are requested by development irrigation service would be provided by this non-potable water system and most likely not from the domestic potable water system. No estimated costs to provide irrigation service to the NHRA from the existing non-potable water service are included in this plan since it is anticipated that minimal non-potable water service demand will be requested and would ultimately be provided by the domestic potable water system.

INFRASTRUCTURE COSTS AND FUNDING SOURCES

Infrastructure concepts were developed to help identify capital improvements that are needed to support the development of the NHRA. An engineer's option of probable cost based upon these infrastructure concepts have been prepared. These preliminary costs have been developed to assist future development decisions; however, final design may vary from the infrastructure concepts and ultimately may affect actual costs. These cost estimates are included in Appendix B.

Table 2. Engineer's Opinion of Probable Costs

Infrastructure Improvements	Estimated Cost
Road "A" (5,300 LF)	\$3,147,329
Road "B" (3,200 LF)	\$1,820,000
Road "C" (12,100 LF)	\$6,776,000
Road "D" (5,000 LF)	\$2,823,000
Kingsgate/HRR	\$164,000
Domestic Water	\$21,725,000
Sanitary Sewer	\$4,256,000
Total	\$40,711,329

Fire protection, law enforcement, parks and recreation and solid waste collection are funded as part of the City's adopted capital facilities budget. These services are not included in the infrastructure costs noted above. It is anticipated that generated tax dollars, once the sites have developed, will be utilized to help expand and support these services within the NHRA.

Revenue Sources

The following discusses the various revenue sources available to the City of Richland. Not all of these sources are currently being used by the City to fund capital improvements. Those that are being currently used are identified.

It is intended that a variety of funding sources will be used in order to implement the master plan. A range of ways to fund the basic infrastructure, with site specific infrastructure connections being the responsibility of the developer of the individual sites, could be available to the City, for example:

- **Public/Private Development Agreements:** New development agreements between the City and a developer specifying financing needs and responsibilities for infrastructure needs that serve a wider area than the developer is contemplating.

Local Revitalization Financing (LRF). This is a method of distributing property tax collections within designated areas to finance infrastructure improvements within these designated areas. Under the LRF method, infrastructure is financed by the incremental increase in tax revenue that is made possible by infrastructure improvement within the designated area. The City of Richland currently utilizes this financing option for the Richland Revitalization Area for Industry, Science and Education (RAISE) area and anticipates that this will be a viable option for funding the infrastructure for this area in the future as well.

- **Grant Opportunities:** While no specific grant opportunities have been identified that would be a good match for needed improvements, over the build out period of development, grant opportunities will likely emerge.

- Local Improvement District (LID): The City can work with purchasers/developers to establish a local improvement district which includes an agreed upon repayment schedule based on agreed upon equitable criteria; the City sells bonds to cover the costs of infrastructure to be built within the district, and the owners/developers pay off the bonds through regular payments usually over a 10 to 20-year period.
- Tiger Grant/Fastlane Funding Program: The Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program, provides a unique opportunity for the U.S. Department of Transportation to invest in road, rail, transit and port projects that promise to achieve critical national objectives. TIGER can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies). This flexibility allows TIGER and traditional state and local partners to work directly with a host of entities that own, operate and maintain much of our transportation infrastructure.

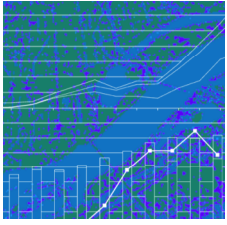
The FASTLANE is another funding mechanism geared for transportation projects. FASTLANE program provides dedicated, discretionary funding for projects that address critical freight issues that affect highways and bridges.

- Other Projected Capital Facilities Revenue Sources: Revenues to fund capital improvements of sewers and water facilities will come from consumer utility rates, developer contributions and state and federal loans and grants. In addition, because the City of Richland and Port of Benton own the property, the revenue from the land sale can also be considered to pay for capital facility costs.

APPENDICES

Appendix A –

Port of Benton Rail Line Market Analysis



Port of Benton Rail Line Market Analysis FINAL REPORT

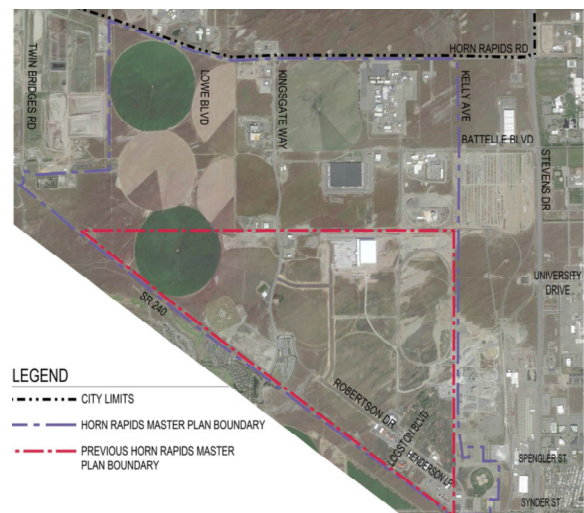
PREPARED FOR

Port of Benton
3250 Port of Benton Blvd
Richland, WA 99354
Phone: (509) 375-3060

PREPARED BY

BST Associates
PO Box 2224
Anacortes, WA 98221-8106
(425) 486-7722
bstassoc@seanet.com

January 27, 2017



**Port of Benton Rail Line
Market Analysis
Final Report**

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Port of Benton Rail Line Market Analysis Final Report

Executive Summary

The Port of Benton owns the rail line that serves the Horn Rapids Industrial Park within Richland, Washington. With the recent acquisition of 1,641 acres of additional industrial land from the Department of Energy (DOE), this area is poised to grow to nearly 2,500 acres of available industrial property in the UGA. BST Associates was retained by the Port of Benton to analyze the potential to develop additional rail cargo along this line. The analysis focuses on two primary rail markets – domestic transportation and international trade. In addition, BST Associates was tasked with determining the economic value to the Richland area from further development of industrial sites that rely on rail.

Transportation Modes

Most of the domestic and international freight moved to or from the Tri-Cities area moves by truck. However, shippers in the Tri-Cities have indicated an interest in increasing rail freight.

The trucking industry is facing several challenges that will likely tighten the supply of drivers, and increase costs for local exporters. These challenges include new hours of service rules and mandated electronic logs. These will make it harder for a driver to complete a round trip to and from Seattle/Tacoma in a single work day. An overarching long-term concern is the growing shortage of drivers. The American Trucking Association (ATA) estimated a national shortage of 48,000 drivers in 2015, with projections that the shortage could increase to 175,000 by 2025. This shortage of drivers is exacerbated during harvest season, when the demand for trucking peaks.

The number of import containers shipped by rail from Washington state has fallen in recent years due to several factors, including loss of import cargo to British Columbia, and an increase in transloading from import containers to domestic containers. Terminating intermodal volumes also declined, due partially to the impact of the recession. Terminating traffic was also negatively impacted by shipping lines choosing to re-route empty containers through other port regions, such as Southern California and British Columbia. The Burlington Northern Santa Fe Railway (BNSF) currently handles approximately two-thirds of Washington intermodal traffic and the Union Pacific Railroad (UP) handles one-third.

In the Tri-Cities, originating carload traffic has declined in recent years while terminating traffic has increased. The decline in originating traffic was due largely to a drop in forest products traffic, but was exacerbated by falling wheat volumes. Terminating traffic is mainly related to agricultural production and processing, led by animal feed and fertilizer. The new Central Washington Corn Processors within the City of Richland at the Horn Rapids Industrial Park is likely to increase rail receipts. Other commodity groups have seen stable volumes of rail receipts in the area, including cement, chemicals, paper, plastic and petroleum products.

There appear to be good opportunities to shift cargo from truck to rail, for intermodal rail service as well as for bulk cargoes.

Market Opportunities

The Horn Rapids Industrial Park already generates a substantial volume of domestic rail cargo, and is positioned to generate more. Existing rail cargoes include outbound shipments of

frozen potatoes (for domestic and overseas markets) and inbound receipts of feed grain, among other shipments and receipts. The Horn Rapids area is designated for industrial development, and offers the largest parcels currently available in the Tri-Cities. According to the Tri-City Development Council, approximately 30% of firms looking to locate in the Tri-Cities want rail access. The Port of Benton rail line offers direct service by two Class I railroads, as well as local service from the Port's shortline rail operator. With this rail access shippers can reach customers throughout North America. Manufacturers, food processors, and other land-intensive users can find the land and the rail service they need at Horn Rapids. Rail-related development is expected to generate land sales and/or leases of 74 to 354 acres at the Horn Rapids Industrial Park over the next 20 years.

For international trade, there is currently a substantial volume of containerized cargo moving between the Tri-Cities area and ports on Puget Sound. Most of this cargo consists of agricultural products grown and processed in the area, such as hay, frozen potatoes, and other products. Nearly all of these containers are now trucked through the Tri-Cities area to Puget Sound for export, while empty containers are trucked back to the Tri-Cities. Diverting the containers that are moving by truck represents a potential market for rail transportation.

Exporters face a number of existing and expected constraints that will negatively impact trucking. These include: road congestion in the Puget Sound region, driver shortages, limits on hours of service, and electronic logbooks, among other constraints. Given these constraints, it may be possible for a container shuttle service to operate between the Tri-Cities and the Puget Sound Ports.

In order to be successful, this container service will require adequate volume, consistent service, competitive pricing, and a long-term commitment from one or more railroads. The Stampede Pass rail line cannot currently accommodate double-stack container trains, so this traffic would need to be routed through the Columbia River Gorge or via Stevens Pass, which means containers on rail would move approximately twice as far as they now do by truck. We recommend several steps to further understand the potential for intermodal rail service:

- Begin discussions with the BNSF and UP to gauge their level of interest,
- Work with the Northwest Seaport Alliance to clarify potential cargo volumes,
- Work with potential users (shippers) to determine service requirements, and
- Develop a service cost analysis that compares road vs. rail container drayage.

Economic Contribution from Rail Industrial Development

The value of the Port of Benton railroad can be measured in a number of ways. At its most basic, it could be measured as the value of the land and the track structures. A recent appraisal concluded that the total value of the railroad is \$25,600,000, including \$10,890,000 for the land and \$14,725,000 for the track structure

However, this method doesn't take into account the value that the railroad provides to shippers, as measured in transportation cost savings. It also doesn't include benefits that accrue to other stakeholders, such as the taxes generated, the jobs supported, or the environmental benefits of shifting cargo from truck to rail. BST Associates estimated the value that rail service on the Port of Benton rail line provides, as summarized in Table ES-1. Despite the fact that these results are based on conservative assumptions, it is clear that the value the railroad provides to the community is much greater than the appraised value of the property and tracks.

Based on average values, the different types of benefits include:

- Property sales to rail-oriented shippers - \$6.77 million (low) to \$11.94 million (high),

- Value of improvements (buildings, etc.) - \$45.05 million (low) to \$162.90 million,
- Sales tax on construction (no exemptions) - \$3.87 million (low) to \$14.01 million (high),
- Property taxes to:
 - o City of Richland - \$2.02 million (low) to \$4.5 million (high),
 - o Port of Benton - \$0.31 million (low) to \$0.69 million (high),
 - o Other - \$6.60 million (low) to \$14.72 million (high), and
- Environmental benefits of \$49.7 million (low) to \$112.2 million (high).
- Summary total - \$105.2 million (low, which is 4.1 times the appraised value of the railroad) to \$304.6 million (high, which is 11.9 times the appraised value of the railroad).

Table ES-1 – Summary of Benefits from Rail-Related Development (\$millions of 2016\$)

Line	Category	Sum of Lines	7.0% Discount Rate	3.0% Discount Rate	Undisc.
	<i>Rail-related Industrial Development</i>				
1	Value of land sales		\$6.77	\$9.15	\$11.94
2	Value of construction		<u>\$45.05</u>	<u>\$92.85</u>	<u>\$162.90</u>
3	Total land and construction	Lines 1+2	<u>\$51.81</u>	<u>\$101.99</u>	<u>\$174.84</u>
	<i>Sales and Property Taxes</i>				
4	Sales tax on construction Assumes no exemption		<u>\$3.87</u>	<u>\$7.99</u>	<u>\$14.01</u>
5	Assumes half is exempt		<u>\$1.94</u>	<u>\$4.00</u>	<u>\$7.01</u>
6	Property tax – City of Richland		\$2.02	\$3.12	\$4.50
7	Property tax – Port of Benton		\$0.31	\$0.48	\$0.69
8	Property tax - Other		<u>\$6.60</u>	<u>\$10.22</u>	<u>\$14.72</u>
9	Property tax – Total	Lines 6+7+8	<u>\$8.93</u>	<u>\$13.82</u>	<u>\$19.89</u>
10	Total taxes w/o exemption	Lines 4+9	<u>\$12.80</u>	<u>\$21.80</u>	<u>\$33.89</u>
11	Total taxes w/ exemption	Lines 5+9	<u>\$10.87</u>	<u>\$17.81</u>	<u>\$26.89</u>
	<i>Environmental Benefits</i>				
12	Highway maintenance cost savings using rail vs truck		\$3.80	\$5.90	\$8.50
13	Reduced severity of accidents due to VMT reduction		\$3.30	\$5.10	\$7.40
14	Savings in operational cost of switching to rail		\$33.90	\$52.80	\$76.50
15	GHG reduced (CO2 only)		<u>\$1.50</u>	<u>\$2.40</u>	<u>\$3.50</u>
16	Total Environment Benefits	Lines 12-15	<u>\$42.50</u>	<u>\$66.10</u>	<u>\$95.90</u>
	<i>Grand Total</i>				
17	w/o exemption	Lines 3+10+16	<u>\$107.11</u>	<u>\$189.90</u>	<u>\$304.63</u>
18	with exemption	Lines 3+11+16	<u>\$105.18</u>	<u>\$185.91</u>	<u>\$297.63</u>

Source: BST Associates

BST Associates estimated that rail-related development is expected to generate between 370 and 1,771 jobs, with annual payroll ranging from \$14.3 million to \$100.4 million. Based on wage data from the U.S. Bureau of Labor Statistics and the Washington Employment Security Department, the average annual wage for these jobs may range between \$38,800 and \$56,700. In comparison, the average annual wage in the region (for non-government jobs not directly related to Hanford or the PNNL) is \$36,220.

Port of Benton Rail Line Economic Analysis

Final Report

Introduction

Purpose

The Port of Benton owns the rail line that serves the Horn Rapids Industrial Park in Richland, Washington. With the recent acquisition of 1,641 acres of additional industrial land from the United States Department of Energy (DOE), this area is poised to grow to nearly 2,500 acres of available industrial property in the UGA. BST Associates was retained by the Port of Benton to analyze the value that the rail line may provide in helping to support industrial development.

BST Associates analyzed two primary rail markets – domestic transportation and international trade. The Port rail line already handles a substantial volume of domestic cargo, and is positioned to attract more.

The line does not currently handle international cargo, but the Tri-Cities region does produce a high volume of containerized cargo. Of special interest to the Port of Benton and others is the potential to create a load center for shipping containerized cargo by rail between north Richland and the ports of Seattle and Tacoma.

BST Associates estimated the value of the railroad in a number of ways, including: taxes generated by industrial users (including property tax and sales tax), jobs and wages associated with the development, and environmental benefits from diverting cargo from truck to rail.

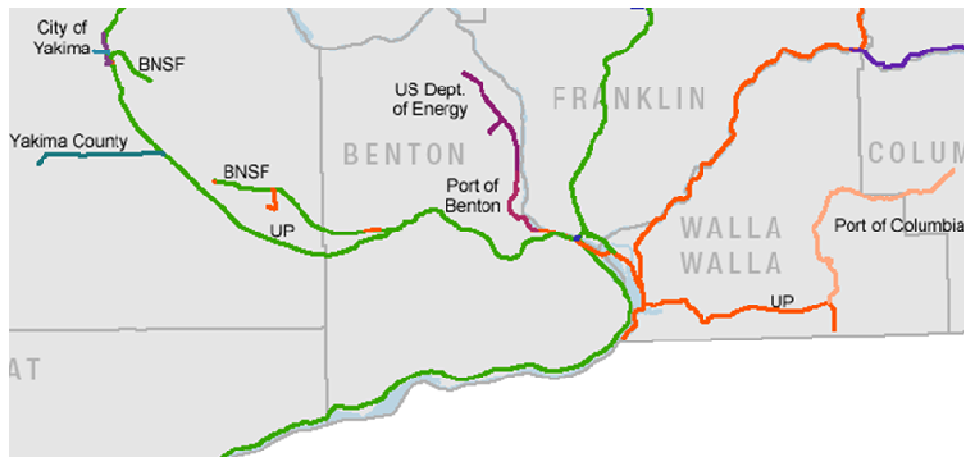
Description of Key Transportation and Industrial Assets

Rail service in the Tri-Cities area is provided by two Class I carriers and several shortline railroads.

One of the Class I carriers is the Burlington Northern Santa Fe Railway (BNSF), which has three major corridors that traverse the region. These lines all converge at the Pasco Yard, a major classification and sort yard. The Portland-Pasco Main Line runs along the Washington side of the Columbia River from Vancouver to the Tri-Cities. This is the main corridor for BNSF unit trains of bulk cargoes, such as grain, oil, and coal. It also handles manifest trains, some intermodal trains, and one passenger train.

The Auburn-Pasco Main Line runs from Auburn over Stampede Pass to Ellensburg, and then follows the Yakima Valley to Pasco. Tunnels on the line do not have the clearance for double-stack container trains. Because of the tunnel clearance issue, double-stack trains must travel through the Columbia River Gorge and then up the I-5 corridor, a rail trip that is roughly twice as long as the truck route from Richland to Seattle/Tacoma. The line is mainly used for moving empty bulk unit trains eastward.

The Pasco-Spokane Main Line connects the Columbia Gorge route to the BNSF Great Northern Corridor, the BNSF northern route to the Midwest. Freight traffic consists of intermodal, forest and agricultural products, coal, chemicals and finished automobiles.

Figure 1 – Tri-Cities Area Rail Network

Source: WSDOT

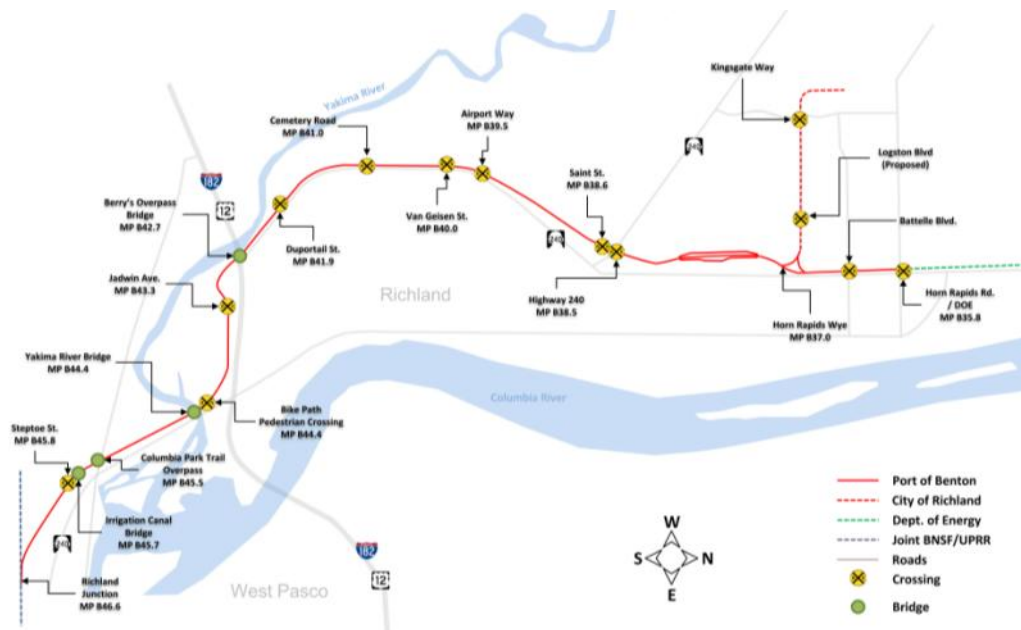
The other Class I railroad is the Union Pacific Railroad (UP). The UP has a major yard in Hermiston, Oregon, where several mainline segments converge. The Ayer Subdivision runs between Hermiston, Oregon and Spokane. East of Spokane this line runs north through Idaho to the Canadian border, where it interchanges traffic with Canadian railroads. Freight traffic is forest products, agricultural products, potash, petroleum, and chemicals.

The UP Hermiston-Portland line follows the Oregon side of the Columbia River to Portland. This line carries intermodal traffic, grain, potash, petroleum, and other products. Traffic moving westward on the UP from the Tri-Cities must first move southeast to Hermiston, and then along the Hermiston-Portland line.

The UP has a 19-mile branch line that runs from Wallula to Kennewick. This line connects to the Port of Benton rail line at Richland Junction (in Kennewick).

The Port of Benton rail line runs between Richland Junction and Horn Rapids Road in north Richland, then continues north on the DOE track to the Hanford Nuclear Reservation. The line was originally built to serve the Hanford nuclear reservation and was owned by the DOE, which transferred the line to the Port of Benton in 1998. This line is leased to the Tri-City Railroad (TCRY), which operates and maintains it. Including the Richland Yard, the Port owns 16 miles of track from the end of the DOE rail line at Horn Rapids Road in Richland to the Richland Junction by Center Parkway in Kennewick (see Figure 1). This includes 10 miles of mainline and 6 miles of track in the Richland Yard.

The BNSF and UP are both able to interchange traffic with the TCRY at Richland Junction. In addition, as part of the federal land transfer from DOE, both the BNSF and UP have the option of directly providing service over the Port of Benton line. Few other sites in Eastern Washington offer shippers access to both Class I railroads.

Figure 2 – Port of Benton Rail Line

Horn Rapids Industrial Park

The Horn Rapids Industrial Park is approximately 2,466 acres of land that was originally part of the Hanford reservation. The City of Richland and Port of Benton now control the property, which has been envisioned as an employment center for the community. A portion of the property has been developed, and is home to a variety of industrial uses. Master planning is also underway for the additional 1,641 acres recently transferred from DOE.

Authorized uses for the new land, per the transfer agreement with DOE, include:

1. Warehousing and distribution (e.g., manufactured parts and materials distribution, food and agriculture; refrigerated warehousing and storage; material handling, packaging and crating; and logistics);
2. Research and development (e.g., scientific research; software; data security; computation; energy technology; environmental; and biotechnology);
3. Technology manufacturing (e.g., defense manufacturing; sensor manufacturing; medical device manufacturing; food processing; machinery manufacturing; advanced materials manufacturing; and carbon fiber manufacturing);
4. Food processing and agriculture (e.g., wine processing; food processing; agricultural products; and craft beer production);
5. Back office (e.g., call centers; administrative processing; data processing; information technology; remote sensing; professional services; and training); and
6. Energy (e.g., solar energy production; smart grid; and biofuels manufacturing).

Of these authorized uses, the most likely to use rail transportation are warehousing, distribution, food processing, and agriculture. Technology manufacturing and energy system manufacture/assembly may also represent a potential market for rail transportation.

Study Methodology

BST Associates completed the following steps in creating this analysis:

- Developed an assessment of transportation issues that impact shippers
- Analyzed how shippers select transportation modes
- Described important transportation trends in Washington State and in Benton-Franklin counties, with a focus on industries that utilize rail transportation
- Assessed the factors driving the economy of the Tri-Cities area
- Summarized expected employment growth by sector
- Estimated potential industrial development related to firms that ship by rail
- Discussed the potential to develop an inland port, which could be developed in concert with the Northwest Seaport Alliance

BST Associates also interviewed current customers of the Port of Benton, in addition to several other stakeholders and potential customers, including:

- Lamb-Weston
- Henningsen Cold Storage
- Perma-Fix Environmental Services
- Preferred Freezer Services
- DelHur Industries
- Central Washington Corn Processors
- Zen-Noh Hay
- City of Richland
- Tri-City Development Council
- Northwest Seaport Alliance

BST Associates also contacted the Tri-City Railroad, but was not able to schedule an interview.

All of the existing rail shippers that were interviewed plan to continue shipping via the Port's rail line. Several also expressed interest in additional rail services, such as a container shuttle service between Richland and Seattle/Tacoma.

Transportation Factors and Trends

This section provides a description of factors impacting shipper's selection of transport mode as well as a detailed assessment of transportation trends and opportunities for rail-related industrial development in Richland.

Transport Mode Decisions

In general, rail transportation provides lower-cost transportation for long-distance shipments and for bulk goods. Bulk unit trains of commodities such as coal or grain represent the lower-price end of rail service. Carload service (boxcars, gondolas, tank cars, etc.) falls between the slow bulk unit trains and the faster intermodal services in terms of price and service levels. Premium rail and intermodal service targets international containers and domestic containers and trailers, competes directly with trucking. In most recent years, intermodal service has been the fastest-growing segment of rail service.¹

Shippers select the appropriate mode of transportation based upon several criteria:

- **Modal Characteristics:** factors include capacity, trip time, reliability, equipment availability and customer service and handling quality
- **Commodity Characteristics:** factors include shipment size, package characteristics, shipment shelf life, shipment value and shipment density
- **Shipper and Receiver Characteristics:** main factor is access to modes
- **Logistics Costs:** factors include: order and handling costs, transportation charges, capital carrying cost in transit, intangible service costs, inventory costs, loss and damage costs and service reliability costs
- **Additional Factors include:** length of haul, shipment frequency and environmental sustainability

Most of the products shipped from or received at the Richland area are currently transported by truck. There are good opportunities to shift cargo from trucking to rail service, particularly for intermodal rail service but also for a shift from bulk cargoes from trucking and water service to rail service.²

¹ Source: Freight Transportation Modal Shares: Scenarios for a Low-Carbon Future, A Study Sponsored by U.S. Department of Energy Office of Energy Efficiency and Renewable Energy, March 2013, Prepared by Cambridge Systematics

² Ibid

Figure 3 – Freight Modal Shift Potential

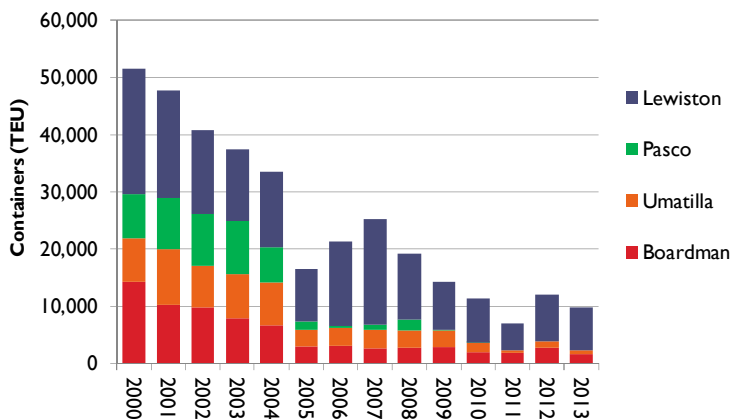
	To				
	Truck	Rail Carload	Rail Intermodal	Air	Water
From	Truck	○ → ●	●	○	○ → ●
	Rail Carload	○ → ●	○	○	○ → ●
	Rail Intermodal	●	○	○	○ → ●
	Air	○	○	-	○
	Water	○ → ●	○ → ●	○	-

Key: Limited Potential ○ → ● Strong Potential

Issues Affecting Barge Service

For many years, containers were shipped by barge from the Port of Pasco to the Port of Portland for export. At its peak in 2002, this service moved 8,600 TEU. However, service issues in Portland (among other factors) led to a sharp drop in volumes. Volumes dropped to approximately 6,100 TEU in both 2003 and 2004, less than 1,000 TEU in 2006 and 2007, and in 2009 just 80 TEU moved through the Port of Pasco.

Pasco was not alone in losing barge container volumes. As shown in Figure 4, total barge volume on the Columbia/Snake River system dropped from 51,500 TEU in 2000 to 7,000 TEU in 2011. Volumes recovered slightly in 2012 and 2013, but when Portland lost its two largest container carriers in 2015, container barge service essentially ended. The Port of Lewiston and Port of Boardman have been working to revive the barge service, but without container shipping via Portland the long-term future of container barging is uncertain.

Figure 4 – Columbia/Snake River Barge Container Volume

Source: Port of Portland

Tri-Cities area shippers of containerized cargo now have the option of trucking to and from Seattle and Tacoma, or trucking to the Northwest Container Service facility at Boardman, Oregon, for loading onto trains bound for Seattle and Tacoma.

The regional agricultural industry provided the customer base for container barge service. Between 1997 and 2010, hay shippers were the largest volume shippers, with average volumes of 10,500 TEUs per year (approximately 5,250 containers), followed by potato products and paper

products at 15% apiece. Other barge shippers included producers of pulses, animal feed, wood pulp, onions, waste paper and wheat. (See Table 1).

Table 1 – Average Barge Container Volumes by Commodity (1997-2010) at upriver ports

Commodity	Peak TEU	Percent
Hay	10,500	38%
Potatoes, Frozen	4,100	15%
Paper	4,100	15%
Pulses	2,900	10%
Animal Feed	1,600	6%
Other	1,500	5%
Wood Pulp	1,200	4%
Onions	600	2%
Waste Paper	500	2%
Wheat	500	2%

Source: Port of Portland

Issues Affecting Trucking

The trucking industry is facing several changes that will likely tighten the supply of drivers and increase costs over time. These changes will impact both intermodal drayage and long-haul operators. For shippers in the Tri-Cities these changes will make it even harder than it is now for a driver to complete a round trip to and from Seattle/Tacoma in a single work day.

The biggest concern for the trucking industry is the federal electronic logging mandate (ELD) which will require truckers to utilize electronic logs (as opposed to paper logs) to document driver hours. The law, which is scheduled to take effect at the end of 2017, could reduce driver productivity. Werner, a major carrier with more than 7,000 trucks, measured productivity losses at 3% to 5% after initiating ELD. Smaller operators may be impacted even more, with some estimating as much as a 15% drop in productivity.

Hours of service regulations are the second major industry concern. These regulations limit the number of hours a truck driver may spend behind the wheel per day and per week, which may reduce truck drivers' earnings and impact overall supply chain efficiency.

An overarching long-term concern is the growing shortage of drivers. The American Trucking Association (ATA) estimated a national shortage of 48,000 drivers in 2015, with projections that the shortage could increase to 175,000 by 2025.

Replacing older trucks used in container drayage is likely to increase trucking costs. The Port of Seattle, Port of Tacoma, and Port Metro Vancouver are continuing their collaborative efforts on the Northwest Ports Clean Air Strategy to reduce emissions from shipping and port operations in the Georgia Basin–Puget Sound airshed. As part of this effort, beginning in 2018 all trucks serving the port terminals will be required to meet or surpass U.S. EPA emission standards or equivalent for model year 2007.

Seasonality also impacts the availability of trucks. Because the harvest season overlaps for the most important local crops (i.e. hay, potatoes, grapes, etc.), trucks and drivers are in short supply during harvest season. This impacts the agriculture industry all along the supply chain, from growers trying to move their harvest from farm to warehouse, to processors trying to move the finished product to market.

Changes in the container shipping industry will also impact drayage trucking. The deployment of ultra large container ships is forcing ports (including the Northwest Seaport Alliance) to plan for larger, more efficient terminals. These terminals are expected to accommodate a substantial increase in rail traffic. As an example, planning for redevelopment of Terminal 5 in Seattle assumes that 60% of the cargo will be transferred to/from rail on-dock, with an additional 20% drayed to off-dock facilities and 20% trucked to or from local or regional locations.

The use of rail is required to obtain the efficiencies of scale required to support the higher cargo volumes expected at NWSA container terminals. It is also driven by congestion and efforts to reduce truck emissions in Puget Sound, which impacts both the trucking industry and port operations. The combination of these factors supports the concept of development of an inland port to service the NWSA container terminals.

Rail Traffic Trends

The following section describes the type of railroad traffic originating or terminating in Washington State. The purpose of this analysis is to describe the trends in rail traffic and to identify industries that may benefit from rail service at Horn Rapids.

Originating Carload Traffic

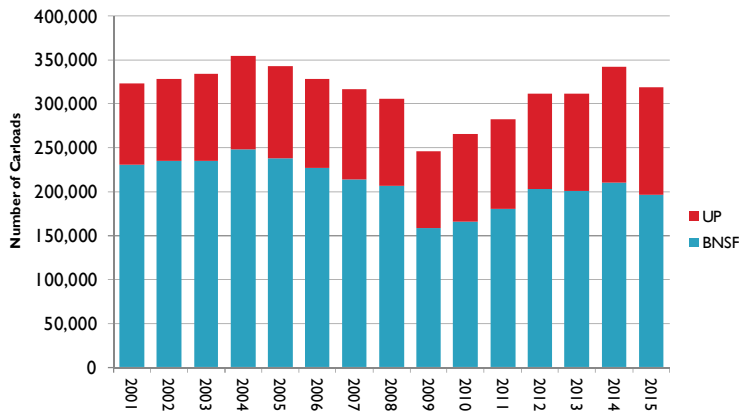
Rail carload traffic includes most types of rail cars (boxcars, gondolas, center beam and other cars) but does not include intermodal traffic (includes containers and trailers), as documented by annual reports the Class I railroads file with the State of Washington.

Carload traffic originating in Washington peaked in 2004 at more than 354,000 carloads, and then dropped each year until the height of the recession in 2009, when it bottomed out at 246,000 carloads (i.e. 30% below the peak). Following that low point originating carloads grew each year through 2014, reaching a peak of 342,000 carloads, but dropped to 319,000 carloads in 2015.

The BNSF is the larger of the two Class I railroad operating in Washington. The BNSF owns approximately 1,500 miles of track in Washington, compared to approximately 280 miles for the UP. In addition to owned track, both railroads have operating rights over some rail lines owned by other entities. BNSF operate on approximately 1,600 miles of track, and UP operates on approximately 560 miles of track.

Both railroads have operations in the Tri Cities. The UP owns a line running from Spokane to Wallula and into Oregon, with a branch that runs from Wallula to Kennewick. For the BNSF, a major yard is located at Pasco. Three BNSF mainline segments meet at or near this yard, including a line to Spokane, one to Portland and Vancouver via the Columbia River Gorge, and one to Seattle/Tacoma via Stampede Pass. Both of the railroads have the ability to serve the Horn Rapids area directly, or by interchanging traffic with the Tri-City Railroad. Tunnels on the Stampede Pass line do not currently have clearance for double-stack container trains, so this type of traffic moves via the Columbia River Gorge (on BNSF or UP) or Stevens pass (on BNSF).

On average, between 2001 and 2015, BNSF accounted for two-thirds of carloads originating on Class I railroads in Washington and UP accounted for one-third. However, during the period from 2001 to 2015, the BNSF share of the carload market fell by 10% from 72% in 2001 to 62% in 2015; UP market share grew from 28% in 2001 to 38% in 2015. (See Figure 5).

Figure 5 – Rail Traffic Carloads Originating in Washington

Source: Railroad annual state reports

Originating traffic was dominated by waste and scrap materials (includes municipal waste as well as scrap steel and like products). Lumber and wood products was the second largest commodity group, experiencing a significant drop from 55,000 carloads to 33,000 carloads between 2001 and 2015. Transportation equipment (includes imported autos moving through Pacific Northwest ports) was the third largest component of originating traffic and experienced annualized growth of 0.9% between 2001 and 2015. Originating carloads of food and kindred products was the fourth largest commodity group in 2015, experiencing a decline of more than 6,000 carloads between 2001 and 2015. The pulp, paper and allied products group experienced a decline of approximately 10,000 carloads. (See Table 2).

Table 2 – Rail Traffic Carloads Originating in Washington by Commodity

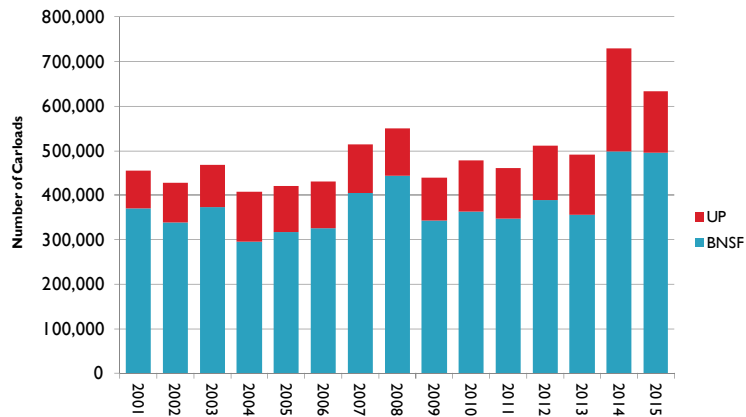
Originating Carloads	2001	2015	CAGR 2001-15
Waste and scrap materials	99,767	120,215	1.3%
Lumber & wood products	55,470	33,428	-3.6%
Transportation equipment	24,200	27,620	0.9%
Food and kindred products	24,667	18,250	-2.1%
Pulp, paper and allied products	27,468	17,391	-3.2%
Other	82,890	88,170	0.4%
Total carloads	314,462	305,074	-0.2%

Source: Railroad annual state reports

Terminating Carload Traffic

From 2001 through 2010, terminating rail traffic volumes ranged from approximately 410,000 carloads to 470,000, except in 2007 and 2008. In those years terminating carload totals jumped to 515,000 and 551,000, respectively. Terminating traffic dropped sharply in 2009, at the height of the recession, and then recovered slowly. In 2014 and 2015, however, terminating traffic jumped dramatically, due primarily to crude oil traffic.

On average, between 2001 and 2015, BNSF accounted for three-quarters of carloads terminating on Class I railroads in Washington and UP accounted for one-quarter. However, BNSF's share of terminating carload traffic fell slightly from 81% in 2001 to 78% in 2015; UP gained market share from 19% in 2001 to 22% in 2015. (See Figure 6).

Figure 6 – Rail Traffic Carloads Terminating in Washington

Source: Railroad annual state reports

Farm products (dominated by wheat, corn and soybeans) is the largest component of terminating carload traffic, and is primarily bound for export. Crude petroleum moving by rail did not exist in 2001, but had the second-highest volume in 2015; most crude oil was destined for Washington State refineries. Food and kindred products (processed vegetables and fruits) was the third largest commodity group and grew at 2.2% per year, bound for both domestic and international markets. The fourth and fifth commodities were chemicals and allied products (includes bulk chemicals and fertilizers) and transportation equipment (autos and trucks et al). (See Table 3).

Table 3 – Rail Traffic Carloads Originating in Washington by Commodity

Originating Carloads	2001	2015	CAGR 2001-15
Farm products	157,488	275,844	4.1%
Crude petroleum	-	80,575	NM
Food and kindred products	39,564	53,313	2.2%
Chemicals and allied products	25,588	43,526	3.9%
Transportation equipment	25,693	35,012	2.2%
Other	204,383	143,891	-2.5%
Total carloads	452,716	632,161	2.4%

Source: Railroad annual state reports

Intermodal Traffic

Originating Intermodal Traffic

Originating intermodal traffic includes containerized cargo imported via Pacific Northwest ports and headed eastbound to destinations, as well as domestic cargo moving on rail in containers and trailers to domestic markets. Most of the intermodal units originating in Washington State are full containers.

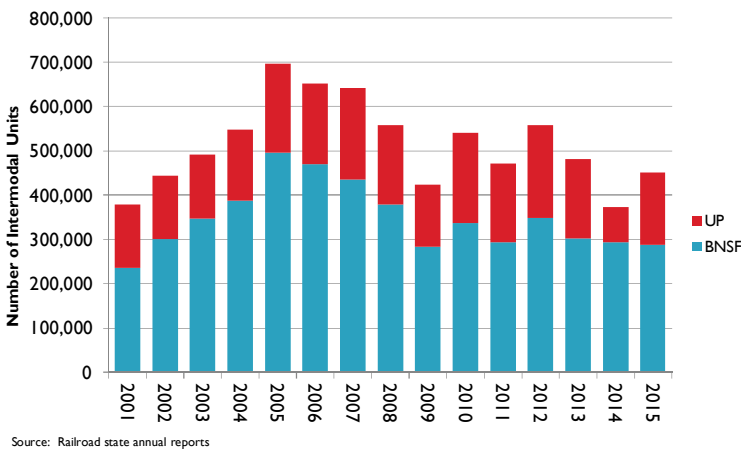
During the period from 2001 to 2015, two major shifts occurred; one related to international trade and one to container size. First, volumes of import containers surged dramatically through the NWSA ports, peaking in 2005 due to capacity constraints in Southern California that caused shippers and carriers to find alternative gateways. However, subsequent operational improvements in Southern California caused intermodal volumes to readjust away from NWSA ports.

At the same time, container ports in British Columbia began to take market share from Pacific Northwest ports, for imported containers bound for U.S. destinations in the Midwest and other U.S. regions. In 2005, B.C. ports had an 8% market share of imports in ocean containers moving through the Pacific Northwest (Washington, Oregon and British Columbia) bound for inland U.S. markets; by 2015, B.C. port market share had increased to 55%.

In addition, shippers began to utilize larger containers in North America (53-foot domestic containers) which have the capacity to accommodate the volume of 1.7 40-foot ocean containers. Because of this shift, a smaller number of intermodal containers are able to carry the same volume of cargo.

The effect of these two trends caused intermodal volumes to decline from the 2005 peak. BNSF and UP accounted for 69% and 31%, respectively, of the market share originating intermodal traffic. (See Figure 7).

Figure 7 – Rail Intermodal Units Originating in Washington

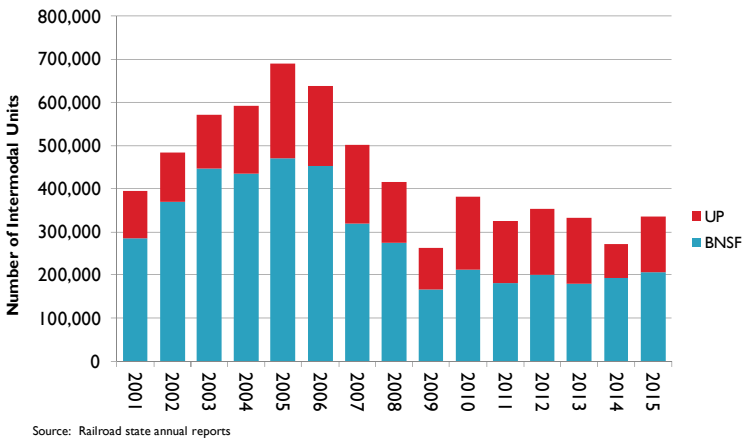


Terminating Intermodal Traffic

Terminating intermodal traffic volumes in Washington State also peaked in 2005 at 700,000 units, fell to their lowest point in 2009 during the recession and then climbed to around 300,000 units.

As with originating traffic, terminating volumes were also affected by a shipper preference for larger containers. Unlike originating traffic, however, the shift of terminating traffic market share to B.C. ports was much more limited. During the mid 2000s, the railroads changed their policies about the share of empty containers returning to Pacific Northwest ports. In 2005 and 2006, empty containers accounted for nearly 50% of the containers exported via NWSA ports. The share of empties declined to between 20% and 30% from 2007 to 2015.

On average, BNSF and UP accounted for 68% and 32% respectively of the market share terminating intermodal traffic. However, in the past few years, UP has gained market share (averaging 45% in the past five years). (See Figure 8).

Figure 8 – Rail Traffic Intermodal Units Terminating in Washington

Industries That Use Rail

Approximately 12% of total freight tonnage originating in Washington is shipped by rail. This includes 9% moving by rail only and 3% moving by a combination of truck and rail. For the manufacturing sector the share moving by rail is higher; 14% of the tonnage from manufacturing moves by rail only, and an additional 3% moves by truck and rail. (See Table 4).

Rail is used most to move high tonnages over long distances. As shown in Table 4, across all freight types the average rail move is more than 1,400 miles, and for the manufacturing sector the average rail move is more than 1,600 miles. Combination truck/rail moves are even longer, averaging more than 2,200 miles for all sectors and 1,924 miles for manufacturing.

Table 4 – Freight Originating in Washington by Mode (2012)

Sector	Truck	Rail	Truck and rail	Water	Air (incl truck and air)	Other	All modes
Value (\$ million)							
Total	150,146	8,840	7,119	4,548	56,529	69,719	296,901
Manufacturing	47,690	7,420	1,491	406	50,374	19,816	127,197
Wholesale	71,825	1,324	1,952	2,977	4,505	18,578	101,161
Other	30,631	96	3,676	1,165	1,650	31,325	68,543
Percent by mode							
Total	51%	3%	2%	2%	19%	23%	100%
Manufacturing	37%	6%	1%	0%	40%	16%	100%
Wholesale	71%	1%	2%	3%	4%	18%	100%
Other	45%	0%	5%	2%	2%	46%	100%
Tons (thousands)							
Total	127,349	16,706	6,253	10,087	96	22,647	183,138
Manufacturing	50,531	11,538	2,188	507	70	17,075	81,909
Wholesale	45,393	4,699	3,577	NM	21	12,839	66,529
Other	31,425	469	488	NM	5	2,313	34,700
Percent by mode							
Total	70%	9%	3%	6%	0%	12%	100%
Manufacturing	62%	14%	3%	1%	0%	21%	100%
Wholesale	68%	7%	5%	NM	0%	19%	100%
Other	91%	1%	1%	NM	0%	7%	100%
Ton-miles (millions)							
Total	23,939	9,891	4,934	5,037	129	2,841	46,771
Manufacturing	12,975	7,337	3,497	936	93	834	25,672
Wholesale	8,284	2,113	725	NM	30	4,489	15,641
Other	2,680	441	712	NM	6	1,619	5,458
Percent by mode							
Total	51%	21%	11%	11%	0%	6%	100%
Manufacturing	51%	29%	14%	4%	0%	3%	100%
Wholesale	53%	14%	5%	NM	0%	29%	100%
Other	49%	8%	13%	NM	0%	30%	100%
Average miles per shipment							
Total	437	1,444	2,253	1,464	1,550	NM	1,131
Manufacturing	371	1,644	1,924	1,863	1,546	NM	926
Wholesale	114	689	895	1,386	1,386	NM	376

Source: 2012 Commodity Flow Survey

Local Rail Cargo Trends

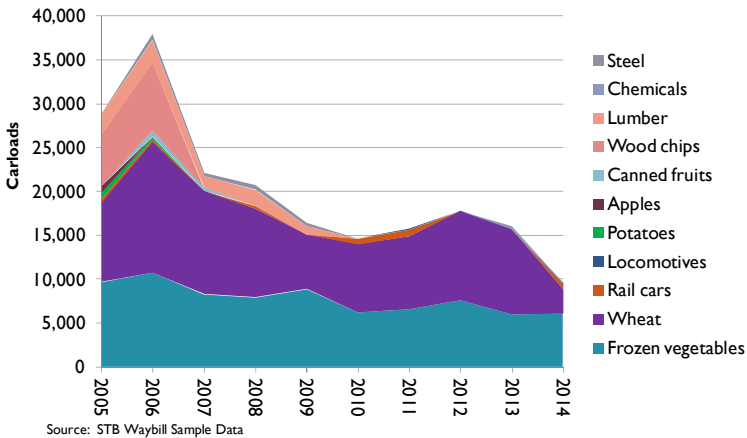
Waybill Sample Data from the Surface Transportation Board (STB) provides more detailed information on the area surrounding Richland. The Richland-Kennewick-Pasco Business Economic Area (BEA 169) includes eight counties in Washington: Adams, Benton, Chelan, Douglas, Franklin, Grant, Kittitas, and Okanogan.

Rail traffic originating in BEA 169 declined over the most recent decade for which data is available, dropping from a high of nearly 38,000 carloads in 2006 to less than 10,000 carloads in 2014. A large part of this decline was due to the loss of forest products; the combined volume of wood chips and lumber dropped from 10,300 carloads in 2006 to none from 2010 through 2014. (See Figure 9)

Originating carloads of frozen vegetables steadily declined, from approximately 10,700 carloads in 2006 to 6,000 carloads in 2014. Wheat carloads dropped from a high of 15,000

carloads in 2006 to 9,800 carloads in 2013. Wheat traffic dropped precipitously in 2014, but this may have been a result of a worker lockout at export grain terminals.

Figure 9 – Richland-Kennewick-Pasco Originating Rail Traffic

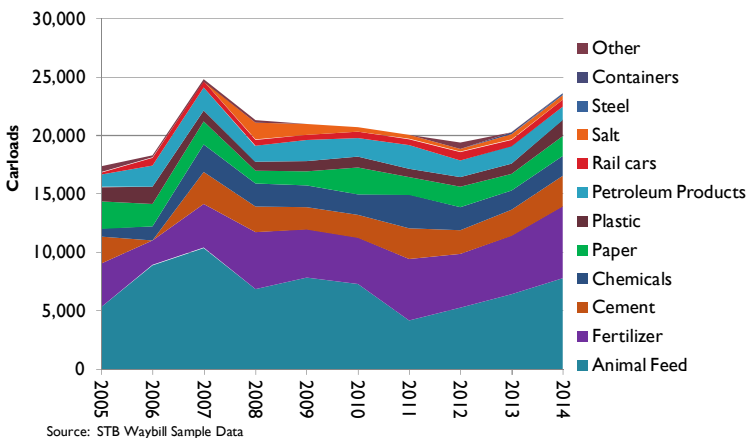


Rail traffic terminating in the Richland-Kennewick-Pasco BEA spiked immediately prior to the recession (in 2007), and then dropped in 2008. Between 2008 and 2012 terminating traffic declined slowly, but it grew quickly in both 2013 and 2014. Total terminating carloads in 2014 reached their highest level since the peak in 2007. (See Figure 10)

Most of the rail traffic terminating in the Richland-Kennewick-Pasco BEA is related to agricultural production and processing. Two commodity groups account for more than half of all terminating traffic: animal feed accounted for 7,800 terminating carloads in 2014, the highest volume of animal feed in five years. With the recent completion of the new rail loop and grain receiving terminal at Horn Rapids (owned by Central Washington Corn Processors, the volume of animal feed receipts is likely to grow. Fertilizer accounted 6,100 terminating carloads, or 26% of the total. Fertilizer traffic grew substantially between 2005 and 2014, increasing by 64%.

Terminating volumes of most other key commodity groups were relatively steady between 2008 and 2014. These other commodity groups included cement, chemicals, paper, plastic and petroleum products.

Figure 10 – Richland-Kennewick-Pasco Terminating Rail Traffic



Conclusions

There are good opportunities to shift cargo from trucking to rail service, particularly for intermodal rail service but also for a shift of bulk cargoes from trucking and water service to rail service. In recent years, intermodal service has been the fastest-growing segment of rail service.

For many years, exporters in the Tri-Cities area had the option of shipping containers by barge from Pasco to Portland, where they were loaded on ships for export. However, the loss of export container service at Portland forced barge lines to end the container barge service, and without container shipping via Portland the long-term future of container barging is uncertain. As a consequence, exporters in the Tri-Cities must now truck their containers to Seattle and Tacoma, or to the Northwest Container Service facility at Boardman, Oregon, for loading onto trains bound for Seattle and Tacoma.

The trucking industry is facing several challenges that will likely tighten the supply of drivers and increase costs for local exporters. These challenges include new hours of service rules and mandated electronic logs. Other of these will make it harder for a driver to complete round trip to and from Seattle/Tacoma in a single work day. A long-term concern is the growing shortage of drivers, which may grow from 48,000 drivers in 2015 to 175,000 by 2025. This shortage of drivers is exacerbated during harvest season, when the demand for trucking peaks.

The number of import containers shipped by rail from Washington has fallen in recent years due to several factors, including loss of import cargo to British Columbia, and an increase in transloading from import containers to domestic containers. Terminating intermodal volumes also declined, due partially to the impact of the recession. Terminating traffic was also impacted by shipping lines choosing to re-route empty containers through other port regions, such as Southern California and British Columbia. BNSF currently handles approximately two-thirds of Washington intermodal traffic and UP handles one-third.

In the Tri-Cities, originating carload traffic has declined in recent years while terminating traffic has increased. The decline in originating traffic was due largely to a drop in forest products traffic, but was exacerbated by falling wheat volumes, as well as a decline in carloads of frozen vegetables. Terminating traffic is mainly related to agricultural production and processing, led by animal feed and fertilizer. The new Central Washington Corn Processors within the City of Richland at the Horn Rapids Industrial Park is likely to increase rail receipts. Other commodity groups saw stable volume of rail receipts in the area, including cement, chemicals, paper, plastic and petroleum products.

Potential Rail Markets

Existing and future markets for the Port of Benton rail line can be divided into two main categories: domestic markets and port-related markets.

Domestic markets may include users who move raw materials or other inputs to the Richland area for use by local industry, as well as users whose locally-produced output is shipped to market by rail. One example of a current domestic user is Central Washington Corn Processors, which brings in train loads of feed grains to its facility at Horn Rapids, and then ships truckloads of grain to end users. Another example is Preferred Freezer Services, which ships refrigerated boxcars of frozen products from Horn Rapids to markets throughout North America.

Current port-related markets include local shippers whose products move to seaports for shipment overseas, including such products as hay and frozen potatoes. Potential future markets could include goods that are imported through seaports in the region, and that move to local distribution centers. The port-related cargo is primarily containerized cargo. The region currently produces a large volume of containerized cargo that is shipped through the ports of Seattle and Tacoma. Essentially all of this now moves via truck, but may represent a potential market for rail.

These opportunities are further explored in the following section.

Regional Economy

The economy of the Tri-Cities is based on a foundation of agriculture, the Hanford Nuclear Reservation, and the Pacific Northwest National Laboratory (PNNL); most other parts of the local economy rely on the strength of this foundation.

The basis of the local agriculture industry is crop production and animal production. Built on this base is an extensive network of food processors, transportation companies, and other related industry sectors.

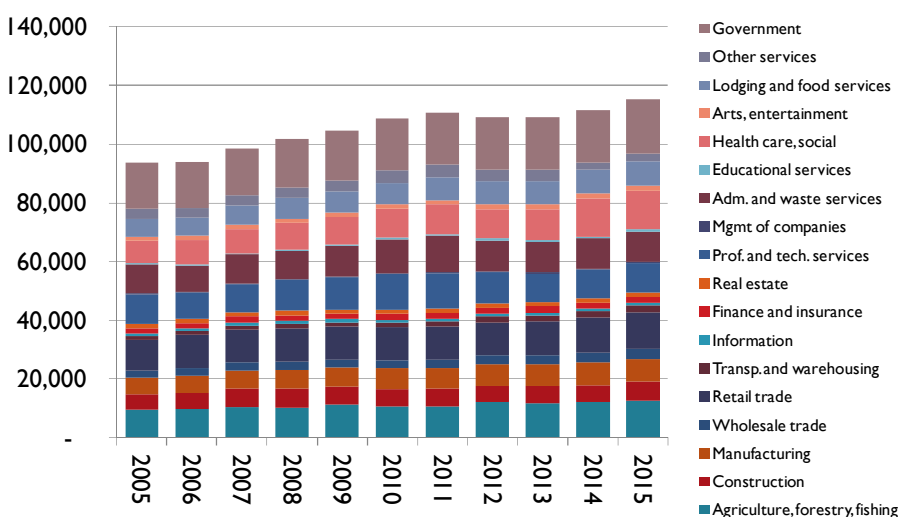
The Hanford Nuclear Reservation directly employs thousands on site, while contractors and suppliers working on or near the site employ thousands more. On-going federal investment has led to scientific diversification and nuclear and chemical cleanup, with skilled engineers and scientists following the jobs. The PNNL, located adjacent to the Hanford Reservation, is one of the main research facilities owned by the U.S. Department of Energy. It employs more than 4,400 workers, primarily scientists and engineers. Washington State University (WSU) also operates a branch campus nearby, and which offers advanced degrees. The Hanford complex has served as a research hub and business incubator that has spun off many new enterprises, including energy production and nuclear-fuel fabrication.

Other industry sectors depend, at least in part, on the health of agriculture, Hanford, and the PNNL. The construction, retail, health care, services, and other sectors all benefit from the jobs and income generated by these anchor industries. Recreational industries and tourist attractions are sectors that have been growing, along with the popularity of the regional wine industry.

As illustrated in Figure 11, the regional economy is diverse, but is anchored by the key sectors. The government sector accounts for the largest share of jobs (i.e. 16.1%) in the Tri-Cities, due mainly to employment at the Hanford Nuclear Reservation and PNNL. Agriculture, retail trade, and health services each account for approximately 11.0% of jobs. Administration and waste services accounts for 9.0%, as does professional services. Accommodations and food

service accounts for 7.3%), followed by manufacturing (6.8%), and construction (5.5%). Other sectors account for less than 3.0% each.

Figure 11 – Benton-Franklin Covered Employment



Target Industries

The Benton-Franklin Council of Governments identified key industry sectors in the 2015 Comprehensive Economic Development Strategy (CEDS) Update. Six primary industry sectors were identified that offered the best opportunity for success in new business recruitment: Energy, logistics, food processing, machinery manufacturing, carbon fiber manufacturing, and training. The majority of these sectors could potentially locate in the Horn Rapids Industrial Park, and possibly use rail transportation.

Within each of these sectors the CEDS identified key clusters of industries in the Tri-Cities area. These included:

- Food processing – frozen fruit and vegetable manufacturing, frozen specialty food manufacturing dried and dehydrated food manufacturing, perishable prepared food manufacturing
- Machinery manufacturing - food processing equipment, winery equipment
- Logistics – related to agriculture, processed foods, wine and craft beer
- Energy – small modular nuclear reactors, smart grid
- Training – hazardous material handling, emergency response, and security

The Port of Benton rail line currently serves a number of customers in these clusters, most notably food processing (frozen food), and logistics (agriculture, processed foods). The rail line has the opportunity to support additional development of these clusters at the existing Horn Rapids Industrial Park and the expansion area.

Largest Employers

The Tri-City Development Council (TRIDEC) tracks the largest employers in the Tri-Cities area. According to the most recent list, there are 36,000 jobs at the top 30 largest employers. The list is dominated by firms related to operations on the Hanford Reservation and PNNL, and which together account for approximately 42% of jobs at the largest employers.

The industries that represent the strongest potential markets for the Horn Rapids area and the Port of Benton Railroad include food processing, manufacturing, and transportation. Combined, these three sectors account for 23% of the employment at the top 30 employers. (See Table 5)

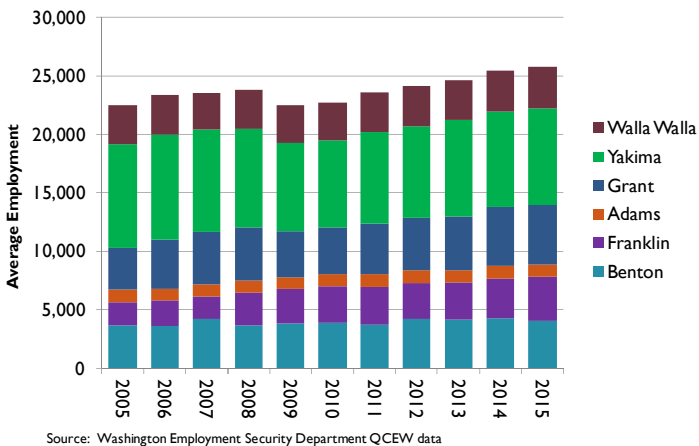
Table 5 – Employment by Sector, Top 30 Employers

Sector	Jobs	Share of Total	Hanford
Food Processing	6,766	18.8%	
Education	6,531	18.1%	
Health Services	5,369	14.9%	
Research & Development	4,365	12.1%	Yes
Environmental Remediation Services	4,201	11.7%	Yes
Engineering & Construction	2,898	8.0%	Yes
Support Services, Hanford/DOE Site	1,928	5.4%	Yes
Manufacturing	1,172	3.3%	
Utilities	1,089	3.0%	Yes
Correctional Facility	800	2.2%	
U.S. Government	440	1.2%	Yes
Transportation	300	0.8%	
IT/R&D Services	<u>150</u>	<u>0.4%</u>	
Total	<u>36,009</u>	<u>100.0%</u>	<u>14,921</u>

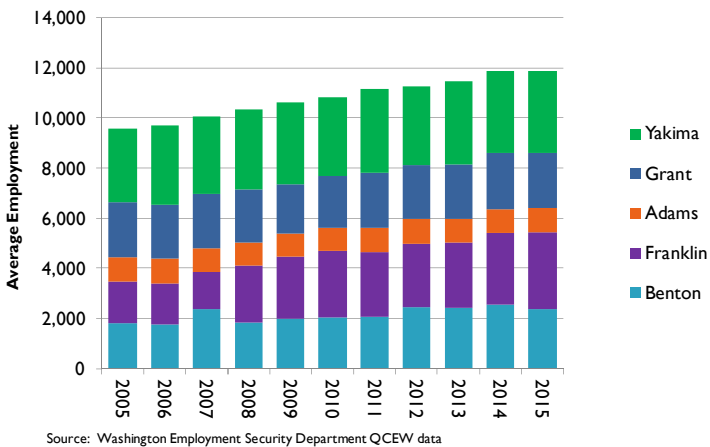
Manufacturing Sector

According to data from the Washington Employment Security Department, between 2005 and 2015 the manufacturing sector added more than 3,000 jobs in Benton, Franklin, and neighboring counties. The region's manufacturing sector lost jobs during the height of the recession in (in 2008 and 2009), but by 2011 manufacturing employment had fully recovered, and it continued to grow through 2015. (See Figure 12)

For the region, growth in manufacturing employment averaged 1.3% per year between 2005 and 2015. The combined growth rate of Benton and Franklin Counties was much higher, averaging 3.2% per year, with no net loss of manufacturing jobs during the recession. Grant County also saw strong growth in manufacturing, despite several down years during the recession. Walla Walla County lost about 8% of manufacturing jobs during the recession but recovered by 2011, and has remained steady since. Yakima County has the largest manufacturing sector, but it was hit hard by the recession and has not fully recovered. Adams County changed very little between 2005 and 2015.

Figure 12 – Employment in All Manufacturing

Food and beverage manufacturing is growing in the Benton-Franklin region, as well as in neighboring counties. The number of food and beverage manufacturing jobs in Benton County and Franklin County combined grew from less than 3,500 in 2005 to nearly 5,500 in 2015. Combined with neighboring counties, employment in food and beverage manufacturing grew from approximately 8,900 jobs in 2005 to 10,200 jobs in 2015. These figures exclude Walla Walla County, due to data anonymity rules. (See Figure 13)

Figure 13 – Employment in Food and Beverage Manufacturing

BST Associates obtained data from Dun and Bradstreet for firms located in Benton County as well as those counties within approximately 50 miles of the Port of Benton Rail Line. This data included firms involved in manufacturing (i.e. SIC Codes 20 through 39); agriculture, forestry and fishing (SIC Codes 01 through 09); and selected transportation sectors (SIC Code 40 - railroad transportation, 42 - trucking & warehousing, 44 - water transportation, and 47 - transportation services).

The locations of these firms were plotted using GIS software, and then buffers of 25 miles and 50 miles were created around the Port rail line. The characteristics firms in these market regions are described below.

Within the 25-mile buffer, these firms had a reported total employment of 7,168. Of this total, 2,744 jobs (38% of the total) are in the food manufacturing sector. Firms in the 50-mile

buffer reported total employment of 16,193, of which 9,222 (or 57%) are in food manufacturing. (See Table 6)

Other manufacturing sectors do not employ as many workers as food manufacturing, but they produce more of the estimated sales volume. Within the 25-mile buffer, food manufacturing accounts for 25% of manufacturing sales, and within the 250-mile buffer it accounts for 40%. Average sales per employee are substantially higher at many of the other manufacturing sectors, when compared with food manufacturing.

Table 6 – Employment and Sales by Manufacturing Sectors, 25- and 50-Mile Buffers

SIC	SIC Description	25 Mile Buffer		50 Mile Buffer	
		Emp.	Sales	Emp.	Sales
20	Food & Kindred Products	3,744	\$226,862,604	9,222	\$963,836,596
34	Fabricated Metal Products	615	\$326,353,922	1,009	\$391,240,576
38	Instruments & Related Products	477	\$97,602,114	491	\$98,801,242
32	Stone, Clay, & Glass Products	412	\$60,925,313	608	\$76,560,240
35	Industrial Machinery & Equipment	388	\$46,840,164	592	\$68,941,798
27	Printing & Publishing	340	\$18,083,308	642	\$45,565,531
28	Chemical & Allied Products	265	\$2,002,678	438	\$11,231,527
36	Electronic & Other Electric Equipment	250	\$24,703,515	273	\$27,101,247
23	Apparel & Other Textile Products	192	\$1,281,845	221	\$3,538,058
39	Misc. Manuf. Industries	149	\$14,853,607	363	\$38,901,917
33	Primary Metal Industries	132	\$58,597,635	270	\$76,440,270
24	Lumber & Wood Products	98	\$8,848,283	730	\$68,778,516
26	Paper & Allied Products	47	\$4,808,576	100	\$11,104,481
37	Transportation Equipment	32	\$3,775,055	766	\$10,741,134
30	Rubber & Miscellaneous Plastics Products	12	\$1,145,377	288	\$8,283,382
22	Textile Mill Products	15	\$1,060,661	107	\$5,055,560
25	Furniture & Fixtures	3	\$277,337	16	\$856,337
29	Petroleum & Coal Products	3	\$300,000	28	\$4,900,019
31	Leather & Leather Products	3	\$181,061	29	\$3,287,772
	Total	7,168	\$897,744,657	16,193	\$1,915,166,203

Source: Dun & Bradstreet data, BST Associates

As shown in Table 7, recent forecasts by the Washington State Employment Security Department project growth of 18,200 non-farm jobs in Benton-Franklin counties between 2014 and 2024, with average annual growth of 1.6%. Industrial sectors are expected to account for approximately 19% of the non-farm jobs, with employment growing from 20,100 industrial jobs in 2014 to 23,000 industrial jobs in 2024, which equates to average growth of 1.4% per year and the addition of 2,900 jobs.

Growth is expected in all industrial sectors:

- Construction – 1,300 new jobs
- Manufacturing – 600 new jobs, centered in food processing (500 new jobs) and other durable manufacturing (100 jobs)
- Wholesale trade – 600 new jobs
- Transportation And Warehousing – 400 new jobs

Table 7 – Benton-Franklin County Employment Forecasts

Sector	Employment			CAGR	New Jobs
	2014	2019	2024	2014-24	2014-24
All Nonfarm Jobs	104,100	114,600	122,300	1.6%	18,200
Industrial Sectors					
Construction	6,300	7,300	7,600	1.9%	1,300
Manufacturing	7,800	8,200	8,400	0.7%	600
Durable Goods	1,400	1,500	1,500	0.7%	100
Wood Product Manufacturing	100	100	100	0.0%	-
Nonmetallic Mineral Product Manufacturing	200	200	200	0.0%	-
Primary Metal Manufacturing	200	200	200	0.0%	-
Fabricated Metal Product Manufacturing	200	200	200	0.0%	-
Machinery Manufacturing	100	100	100	0.0%	-
Computer And Electronic Product Manufacturing	200	200	200	0.0%	-
Other Transportation Equipment	100	100	100	0.0%	-
Other Durable Manufacturing	300	400	400	2.9%	100
Non Durable Goods	6,400	6,700	6,900	0.8%	500
Food Manufacturing	5,400	5,700	5,900	0.9%	500
Printing And Related Support Activities	100	100	100	0.0%	-
Other Non Durable	900	900	900	0.0%	-
Wholesale Trade	3,300	3,700	3,900	1.7%	600
Transportation, Warehousing And Utilities	2,700	3,000	3,100	1.4%	400
Utilities	200	200	200	0.0%	-
Transportation And Warehousing	2,500	2,800	2,900	1.5%	400
Sub-Total	20,100	22,200	23,000	1.4%	2,900
Percent of All Employment	19.3%	19.4%	18.8%		

Source: Employment Security Department/LMEA Industry employment projections, May 2016

Industrial Land Supply and Demand

The most recent analysis of industrial land in the Benton-Franklin region was commissioned by the City of Kennewick. This analysis examined the supply of industrial zoned land in the region and projected the demand for this type of land³; the report concluded that the Benton-Franklin area will need between 1,100 and 2,400 acres of land to meet employment forecasts. It also noted that there are few parcels bigger than 200 acres. The Horn Rapids Industrial Park and adjacent expansion area has the land supply, and the large parcels, to meet much of the future demand for industrial land.

The supply analysis developed by ECONorthwest shows that the region currently has a total of nearly 24,800 acres of industrial zoned land. Of this total, more than 8,500 acres is vacant. (See Table 8 and Figure 14).

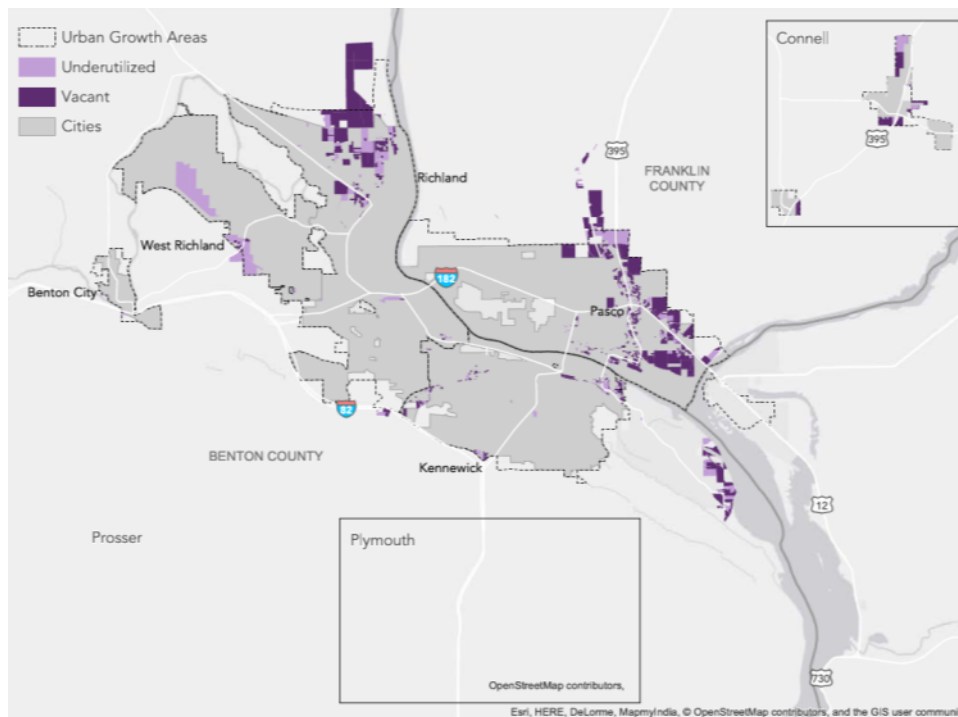
³ *City of Kennewick Industrial Zoned Land Assessment*, ECONorthwest, September 30, 2016

Table 8– Industrial Zoned Land Supply by Development Status

Status	Kennewick	West Richland	Richland	Pasco	Benton County	Franklin County	Total
Developed	256	17	1,279	1,481	2,642	1,809	4,451
Public Exempt	136	26	1,810	3,563	3,242	4,265	7,507
Underutilized	138	988	553	434	2,998	1,297	4,295
Vacant	<u>199</u>	<u>47</u>	<u>967</u>	<u>2,189</u>	<u>4,266</u>	<u>4,265</u>	<u>8,530</u>
Total	<u>729</u>	<u>1,077</u>	<u>4,609</u>	<u>7,667</u>	<u>13,147</u>	<u>11,636</u>	<u>24,783</u>

Source: Benton County, Franklin County, ECONorthwest

Several factors limit the potential use of much of this land. For example, in Benton County much of the industrial zoned land is not in the Urban Growth Area, which limits the development potential. The City of Richland and others are now working to expand the Richland UGA to include the 1,641 acres recently transferred from DOE, as part of the process to ready the land for development.

Figure 14 – Industrial Zoned Land Supply by Development Status

Source: Benton County, Franklin County, ECONorthwest

Another issue is that there are few large parcels (i.e. 200 acres or more) in the area that are ready for development. The Horn Rapids area (including the expansion area) will be able to offer parcels of this size. ECONorthwest classifies the most desirable sites as Tier 1 and Tier 2. Tier 1 sites are the most desirable (vacant, over five acres, within a half mile of a highway, no development constraints, and within an urban service area). Tier 2 sites include those up to one mile from a highway and also include underutilized sites. (See Table 9).

A total of 11 parcels over 50 acres in the region meet criteria for Tier 1. Only seven additional parcels met the criteria for Tier 2. Most of these parcels are within the City of Pasco, and only one Tier 1 parcel and four Tier 2 sites are within Benton County.

Table 9 – Developable Industrial Parcels by Size and Tier

	1,000 sq f- to 1 acre	1 to 5 acres	5 to 10 acres	10 to 20 acres	20 to 35 acres	35 to 50 acres	50 to 100 acres	100 to 200 acres	>200 acres
Underutilized	38	159	47	20	14	11	8	5	3
Vacant	388	339	32	10	18	6	8	9	5
Tier 2	-	-	14	11	7	-	6	1	-
Tier 1	-	-	55	29	9	7	5	5	1

Source: Benton County, Franklin County, ECONorthwest

To estimate a range of aggregate future industrial land need, ECONorthwest used two approaches. The first approach is based on an extension of industrial development trends in the region. The second is based on an extension of industrial sector employment growth. Depending on the approach and assumed density, ECONorthwest estimates industrial land needs over the next 20 years could range from 500 to over 2,000 acres, or between 25 and 100 acres per year. (See Table 10)

Table 10 – Projected Industrial Land Acres Needed

Method	Assumed Annual Growth	Assumed Density	Annual Acres Developed	10-year Total Acres Developed	20-year Total Acres Developed
Development Trend	360,000 Building SF	0.07 FAR	118	1,181	2,361
	360,000 Building SF	0.15 FAR	55	551	1,102
Employment Trend	370 Industrial Jobs	5.00 Emp/Acre	74	740	1,480
	370 Industrial Jobs	15.00 Emp/Acre	25	247	493

Source: Benton County, Franklin County, Washington Employment Security Department, ECONorthwest

The ECONorthwest report noted several economic sectors with strong growth potential in the Tri-Cities. These sectors are similar to the ones noted in the Comprehensive Economic Development Strategy, and include:

- Food processing
- Advanced manufacturing
- Distribution and warehousing

Food processing has been one of the fastest growing industries in the Tri-Cities, especially in Pasco where Lamb Weston, Tyson, and several other food processing companies have facilities. Food processing uses require medium-to-large sites with good highway and/or railroad access. However, sizable development ready sites are becoming increasingly limited as there are few remaining sites over 40 acres with utilities included.

Associated with food processing is cold storage, which is also growing. The Preferred Freezer facility that opened at Horn Rapids in 2015 is the largest in North America. Preferred Freezer currently ships a large volume of cargo by rail, and is planning to expand the facility.

Advanced manufacturing is a new opportunity for the region, and is an area of emphasis for the Port of Benton. The PNNL leads the new Northwest Regional Manufacturing Center, the goal of which is to advance and implement smart manufacturing technologies. Partners in the Center include Washington State University, University of Washington, Oregon State University, Oregon BEST, Montana educational institutions, Bonneville Power Administration, industry partners and other organizations from across the Pacific Northwest. The presence of the

Hanford Nuclear Reservation and the PNNL are key, because of the intellectual talent they attract and the new technologies that spin off from their operations and research.

Distribution and warehousing is also growing in the Tri-Cities, due to the accessibility to major population centers in the Northwest. Distribution and warehousing facilities typically need large sites for structures and truck docking, maneuvering and storage. Easy access to major highways is an important factor for these uses as well. The Horn Rapids Industrial Park offers large sites with good highway access.

Summary of Industrial Development Opportunities

The Horn Rapids Industrial Park is well-positioned to absorb regional industrial growth. Over the next 20 years the demand for industrial land could be as much as nearly 2,400 acres. The largest amount of industrial land in the Benton-Franklin region is located at Horn Rapids, including the largest potential parcels.

The types of industries in the region that will drive the demand for industrial land typically need large parcels, good highway and/or rail access, and large-capacity utilities. An estimated 30% of firms looking to locate in the Benton-Franklin area list rail access as one of their needs. Horn Rapids has the large parcels and road/rail access to attract these firms.

In order to attract additional industries to the expansion area there is work that remains. This includes extending infrastructure to the newest parts of the property, and expanding the boundaries of the Urban Growth Area to include all of the property.

International Trade Opportunities

Shippers and others have expressed interest in the concept of developing an inland port at Horn Rapids. This would be an intermodal facility where containers are loaded and unloaded from trains.

Initially, the demand for the facility would be driven by locally-produced goods destined for the Ports of Seattle and Tacoma. Full containers would be loaded onto trains at Horn Rapids, and empty containers would be returned, reducing the need to move the containers by truck. In the long run infrastructure might be developed that would process inbound containers, such as import distribution centers and transload operations.

Various definitions exist for what an inland port actually is. A definition from the Texas Freight Advisory Committee⁴, is that an inland port is “a site located away from traditional land and coastal borders with the vision to facilitate and process international trade through strategic investments in multi-modal transportation assets and by promoting value-added services as goods move through the supply chain”. According to this definition, well-established inland ports:

- Tend to be large regional centers serving domestic and international markets;
- Facilitate international trade and expedite shipments in and out of the United States;
- Have multimodal capabilities and good access to interstate and state highway systems;
- Have Foreign Trade Zone status;
- Serve niche markets, which tend to involve higher-valued commodities; and
- Have access to sufficient labor and skills.

⁴ Inland Ports: Economic Generators in Texas? August 22, 2013

Another definition comes from the industrial real estate firm Jones Lang LaSalle (JLL). According to JLL⁵, “an inland port is a hub designed to move international shipments more efficiently and effectively from maritime ports inland for distribution” elsewhere.

Benefits of Inland Ports

Inland ports can provide benefits for both the public and private sectors.

For the private sector, inland ports can facilitate a reduction in the number of intermediate links and the average length of haul for distribution, thereby streamlining shipping systems and reducing overall transportation costs.

Additional benefits include improved transit times, increased reliability, and the potential balancing of inbound and outbound freight movements to and from the inland port, thus reducing empty backhauls and decreasing transportation costs. Furthermore, multimodal options offer the private sector the flexibility to select the mode or combination of modes that best meets specific shipment requirements in terms of cost, speed, and reliability of service. Inland ports thus potentially facilitate more efficient and lower-cost supply chains when compared with more traditional supply chains. The effect of a reduction in costs (including transportation costs) is immediate because it influences the price of the output and thus the competitiveness of a company.”⁶

For the public sector, creating an inland port can be a way to reduce the costs for regional companies, improving their bottom lines. In addition, inland ports can help to attract development, generating additional employment and income.

Rail-oriented economic development can also improve environmental conditions by reducing the number of truck trips in an area. This can generate benefits from time savings, reduction in accidents, and reduction of emissions.

Keys to Success

The BNSF has identified key factors that drive the success of inland ports. According to Vann Cunningham, BNSF Assistant Vice President Economic Development⁷, the three key factors in determining the success of an intermodal rail facility are:

- Freight volume, density and balance,
- Proximity to other facilities, and
- Market coverage.

The consequences of a poor location include increased costs and decreased reliability. A poorly chosen location complicates the process of building and dismantling trains, increases the total transit time, and increases the costs of providing service.

According to the BNSF, inland ports must be located on key rail intermodal routes. These are the routes that connect major markets to major ports, have high capacity, and minimize route options and gateways in order to maximize traffic density and minimize route complexity.

Buy-in from one or more of the Class I railroads will be needed for an inland port to be successful at Horn Rapids. Several of the shippers interviewed for this analysis acknowledged

⁵ JLL is a professional services and investment management firm specializing in real estate development

⁶ Inland Ports: Economic Generators in Texas? August 22, 2013

⁷ BNSF Inland Ports and High-Capacity, Asset-Intensive Transportation Networks, July 2012

that, while rail transportation is potentially attractive, without commitment from a railroad the service might not last.

Two examples discussed below are the Cold Train service that operated out of Quincy, and the Railex service operated out of Wallula. In the case of Cold Train, the BNSF had little investment in the facility or the service, and stopped providing expedited service when sudden growth in other types of traffic caused service issues across the Northern Tier. In contrast, UP invested heavily in new railcars for the Railex service, and dedicated locomotive power to those trains. Also, in order to make the service successful, these trains are assigned the highest priority.

Shippers do not want to switch to a new mode of shipment if it won't last. These shippers have existing relationships with trucking firms, they have a good idea of how long it takes to move containers, and they know the cost.

Flexibility at the port end of the rail service is also critical. One of the shippers interviewed noted that their containers move via multiple shipping lines and terminals. A rail shuttle service running from Horn Rapids to only one port terminal would not necessarily meet the needs of this shipper.

The concept of shuttling empty containers from the ports to a storage yard at Horn Rapids is also attractive to shippers, but several factors would need to be addressed. According to one shipper, when their drayage drivers pick up an empty container at the ports they inspect it to make sure it is usable. Empty containers shuttled by rail back to the Tri-Cities would need to be inspected before they were loaded on the train, and somebody would need to be responsible for that.

Another factor is the ownership of the container. When drivers are responsible for picking up an empty container, they are able to drive to the appropriate terminal for the container. If empty containers were shuttled by rail to the Tri-Cities there would need to be enough containers from the right shipping lines.

Competing Rail Facilities

A new inland port at Horn Rapids may compete with several existing facilities in the region, including ones at Quincy, Wallula, and Boardman.

The Port of Quincy Intermodal Terminal was built to provide intermodal transportation solutions for shippers in Central Washington. The terminal currently includes 16 acres of land (with an additional 40 acres for expansion); 8,000 feet of storage rail siding on three tracks with easy access to the BNSF mainline; facilities for receiving and unloading of inbound railcars and both dry and refrigerated containers; and good highway access. Until recently Cold Train provided express refrigerated intermodal service for as many as 1,000 containers per month, using BNSF as the rail carrier. However, operations ended in 2014 due to service issues with the BNSF.

The Railex facility in Wallula is designed to ship unit trains of refrigerated products from the Columbia Basin to the East Coast. As part of the development of the facility, the UP invested in a fleet of new, state-of-the-art refrigerated boxcars that are dedicated to this service. The facility has a two-mile rail loop that runs directly into the refrigerated warehouse, which allows product to be moved from cold storage to railcar under controlled conditions. It includes 19 enclosed refrigerated rail docks and 38 refrigerated truck docks. A new, 500,000 square foot wine warehouse was recently added to handle wines produced throughout the region.

Northwest Container Service (NWCS) operates a 20-acre intermodal yard at the Port of Boardman, and has the ability to expand to 30 acres. NWCS uses the UP to haul trains between Boardman and Portland, and between Portland and Seattle/Tacoma. Currently NWCS operates one train every two weeks between Boardman and Tacoma/Seattle ports, and five to six trains per week between Portland and Tacoma/Seattle. The facility is customs bonded, offers full service food grade inspection and cleaning, is a USDA approved site for fumigation. There is room for over 10,000 containers and chassis, and has refrigeration unit plugs for 24 containers.

NWSA Container traffic trends by trade route

Container volumes through NWSA container terminals declined slightly between 2005 and 2015, decreasing from 3.9 million TEUs in 2005 to 3.5 million TEUs in 2015, representing an annual loss of -1.1% per year. (See Table 11). It should be noted that container volumes were especially high in 2005 because cargo volumes were shifted from Southern California to Northwest ports due to capacity limitations in Southern California. Volumes also fell in 2009 as a result of the international recession, which impacted container trade at all port regions. The NWSA faces significant competition from other North American ports. A more detailed comparison of North American ports is provided below.

Table 11 – NWSA Container Trends 2005-2015 (1,000 TEUs)

Year	International				Domestic		Total
	Full Imports	Full Exports	Total Full	Empty	Sub-Total	Sub-Total	
2005	1,483	796	2,279	800	3,079	853	3,932
2006	1,504	786	2,290	814	3,104	862	3,965
2007	1,505	945	2,449	577	3,027	867	3,894
2008	1,313	885	2,197	475	2,673	841	3,514
2009	1,084	855	1,939	375	2,314	770	3,084
2010	1,373	873	2,246	538	2,784	783	3,567
2011	1,249	980	2,229	489	2,718	775	3,493
2012	1,340	975	2,314	464	2,778	786	3,564
2013	1,239	984	2,223	413	2,635	821	3,456
2014	1,217	908	2,125	432	2,557	837	3,394
2015	1,308	872	2,180	581	2,761	769	3,529
CAGR							
2005-15	-1.2%	0.9%	-0.4%	-3.2%	-1.1%	-1.0%	-1.1%

Source: Northwest Seaport Alliance

During the period from 2005 to 2015, trade with international countries (imports and exports as well as empty containers) accounted for approximately 77% of the container volume through NWSA container terminals, with domestic trade (primarily trade with Alaska and Hawaii) accounting for the remaining 23%.

Imports

Import containers carry a wide variety of products, including consumer goods (e.g., electronics, electrical machinery, toys and games, furniture, apparel, and footwear) and production inputs (e.g., vehicle parts, aircraft parts), among other cargoes. The value of

containerized imports transiting NWSA container terminals was \$51 billion⁸ in 2015. Containerized imports support jobs throughout the region.

Imports are dominated by Asian countries, which account for 97% of all full import⁹ containers. In particular, China accounts for two-thirds of imports followed by Northeast Asia (Japan, Korea, Taiwan et al) at 19%, Southeast Asia (ASEAN countries) at 9% and South Asia (mainly India and Pakistan) at 1%. These imports are consumed locally as well shipped to inland markets by intermodal rail.

Europe, Latin America and the Caribbean and Oceania (Australia and New Zealand) each account for 1% of the import trade. Imports from these other trade routes are consumed/used within the region and does not typically move inland via intermodal rail.

- Asia
- China - 67%
 - o Northeast Asia - 19%
 - o Southeast Asia - 9%
 - o South Asia - 1%
- Other
 - o Europe - 1%
 - o Latin America and the Caribbean - 1%
 - o Oceania - 1%

In 2015, ports in the Seattle and Portland customs districts imported 22.6 million tons of goods (5.1 million to the Portland customs district and 17.5 million tons to Seattle customs district). Approximately 40% of these products moved in containers while 60% moved in liquid bulk or dry bulk form. Table 12 summarizes the major import classification groups in a descending order based upon the total tonnage moving through the Portland and Seattle customs districts, and provides a brief discussion on the potential to ship them to the Port of Benton.

⁸ Source: WISERTrade

⁹ Source: PIERS data

Table 12 – PNW Waterborne Imports 2015 by Customs District (1,000 Metric Tons of product imported into the Portland and Seattle Customs Districts)

Commodity Group	Total Tonnage			Containerized Tonnage			Opportunity for Port of Benton
	Portland	Seattle	Total	Portland	Seattle	Total	
Mineral products	1,888.0	6,788.1	8,676.1	27.7	117.3	145.0	Crude oil bound for Puget Sound refineries dominated the category. The construction market was the second largest component (specifically cement, stone, etc), which may represent an opportunity
Base metals and articles of base metal	1,232.5	1,696.1	2,928.7	37.9	1,208.0	1,246.0	This category primarily consists of iron and steel products. There are large volumes of these products imported to the Lower Columbia River ports; they are processed into a variety of products such as fencing, siding, roofing and other construction products; as well as inputs to fabricated metals manufacturers. These may also represent an opportunity for the Port of Benton.
Products of the chemical or Allied Industries	1,141.2	916.9	2,058.1	18.5	446.5	465.0	Chemical manufacturers and fertilizers produced and/or distributed within the region could be attracted to the Port of Benton.
Boilers, machinery (including nuclear), television image and sound recorders and parts	8.9	1,650.6	1,659.5	7.3	1,498.7	1,506.0	This category consists primarily of retail consumer goods, as well as equipment and machinery. Certain subsectors could potentially be attracted to Richland, particularly ag equipment or specialized industries (like Lampson) or activities related to Hanford (reactors and supporting equipment/machinery)
Vehicles, aircraft, vessels and associated transport equipment	474.5	911.9	1,386.5	4.8	544.2	549.0	This group primarily serves the auto and airplane industries as well as the rail industry. There may be opportunities to attract firms that focus on or support these industries. This would fall into the target industry of technology based manufacturing.
Miscellaneous manufactured articles	9.5	1,259.9	1,269.4	9.5	1,254.0	1,263.5	This group is a broad assembly of manufacturing industries. There may be opportunities.
Wood and articles of wood; cork; manufactures of straw, basket ware and wickerwork	150.0	859.1	1,009.2	8.0	439.2	447.2	Mainly consists of forest products (lumber, pulp and paper). Limited opportunity.
Plastics and articles thereof; rubber and articles thereof	8.2	791.0	799.2	8.2	776.8	785.0	The largest component of this group is tires, followed by miscellaneous groupings of plastic forms for manufacturers. It is unknown whether these industries could be attracted to Port of Benton.
Articles of stone, plaster, cement, asbestos, mica or similar materials; ceramic products; glass and glassware	32.7	615.5	648.1	32.7	545.3	577.9	This group includes stone articles (curbstones, concrete blocks etc) used in construction as well as glass products (safety glass and glass products used in laboratories et al. It is unknown whether these industries could be attracted to Port of Benton.
Textiles and articles	2.2	430.3	432.5	2.2	415.3	417.4	Focused on the garment industry, unlikely candidate for Port of Benton

Final Report

Commodity Group	Total Tonnage			Containerized Tonnage			Opportunity for Port of Benton
	Portland	Seattle	Total	Portland	Seattle	Total	
Vegetable products	37.5	387.6	425.0	15.3	387.3	402.6	Focused on the nursery industry, unlikely candidate for Port of Benton
Prepared foodstuffs; beverages, spirits and vinegar; tobacco	6.9	412.4	419.3	6.9	366.9	373.8	Group used by wholesalers and manufacturers for a variety of food and related products; unlikely candidate for Port of Benton
Pulp of wood; recovered (waste and scrap), paper or paperboard et al	32.7	301.7	334.5	28.2	251.5	279.7	Materials used by paper recyclers and/or pulp mills; unlikely candidate
Footwear, headwear, umbrellas, walking-sticks, artificial flowers; articles of human hair	1.3	195.2	196.5	1.3	194.9	196.2	Mainly containerized clothing accessories; unlikely candidate unless import distribution center was attracted that managed these items.
Live animals and animal products	1.0	118.0	119.0	0.8	117.9	118.6	Limited volumes that would be unlikely to move by rail; it is unknown whether it could be attracted to Port of Benton
Raw hides and skins, leather, travel goods, handbags	0.2	68.4	68.6	0.2	67.7	67.9	Limited volumes that would be unlikely to move by rail; it is unknown whether it could be attracted to Port of Benton
Optical, photographic, precision, medical or surgical instruments; clocks and watches; musical instruments; parts of above	0.1	51.4	51.6	0.1	50.1	50.2	Limited volumes that would be unlikely to move by rail; it is unknown whether it could be attracted to Port of Benton
Works of art, collectors' pieces and antiques	0.5	38.3	38.8	0.4	36.6	37.0	Limited volumes that would be unlikely to move by rail; it is unknown whether it could be attracted to Port of Benton
Animal or vegetable fats and oils	1.3	33.3	34.6	1.3	19.5	20.8	Limited volumes that would be unlikely to move by rail; it is unknown whether it could be attracted to Port of Benton
Arms and ammunition; parts and accessories thereof	0.0	3.4	3.4	0.0	3.2	3.3	Limited volumes that would be unlikely to move by rail; it is unknown whether it could be attracted to Port of Benton
Imitation jewelry; coins	0.0	3.1	3.1	0.0	3.1	3.1	Limited volumes that would be unlikely to move by rail; it is unknown whether it could be attracted to Port of Benton
Total	5,029.3	17,532.3	22,561.7	211.3	8,743.9	8,955.1	

Exports

Exports consist of agricultural products (hay, oilseeds, grains, processed fruit and vegetables, meat and other products), forest products (lumber, logs, paper and other products), and other products (electrical machinery, inorganic chemicals, and other products) that are manufactured or produced in Washington, the Northwest region (Oregon and Idaho) as well as inland regions. The value of containerized imports transiting NWSA container terminals was \$11 billion¹⁰ in 2015. The containerized trade network that has developed to serve imports also provides exporters with access to a robust transportation system for shipping their products to overseas. These containerized exports support jobs throughout the state and region.

Most exports are destined for Asia, which accounts for 89% of all full export containers¹¹. Northeast Asia (Japan, Korea, Taiwan) accounts for 49% of all exports followed by China at 25%, Southeast Asia (ASEAN countries) at 12% and South Asia (mainly India and Pakistan) at 3%.

Other trade routes account for the remaining 11%, with Europe accounting for 4% and, Latin America and the Caribbean and Oceania (Australia and New Zealand) each accounting for 2% of the export trade.

- Asia
 - o Northeast Asia - 49%
 - o China - 25%
 - o Southeast Asia - 12%
 - o South Asia - 3%
- Other
 - o Europe - 4%
 - o Africa & Middle East - 3%
 - o Latin America & Caribbean - 2%
- Oceania - 2%

The Pacific Northwest is one of the most trade dependent regions of the United States. Export trade is a key driver of job growth and economic prosperity. More than 75% of all NWSA loaded exports originate in Washington, Oregon, or Idaho. This trade represents approximately \$9 billion in cargo value, contributing more than 500,000 jobs to the Pacific Northwest, for more than 20,000 regional firms. (See Table 13).

Table 13 – Export Activity Connected with the Northwest Seaport Alliance

Category	Washington	Oregon	Idaho	Total PNW
Export Value (\$ billions)	\$6.5	\$1.9	\$0.6	\$9.0
% thru the NWSA	89%	62%	42%	80%
Jobs tied to trade	391,000	86,157	26,017	503,174
Exporting Companies	12,646	5,922	1,762	20,330

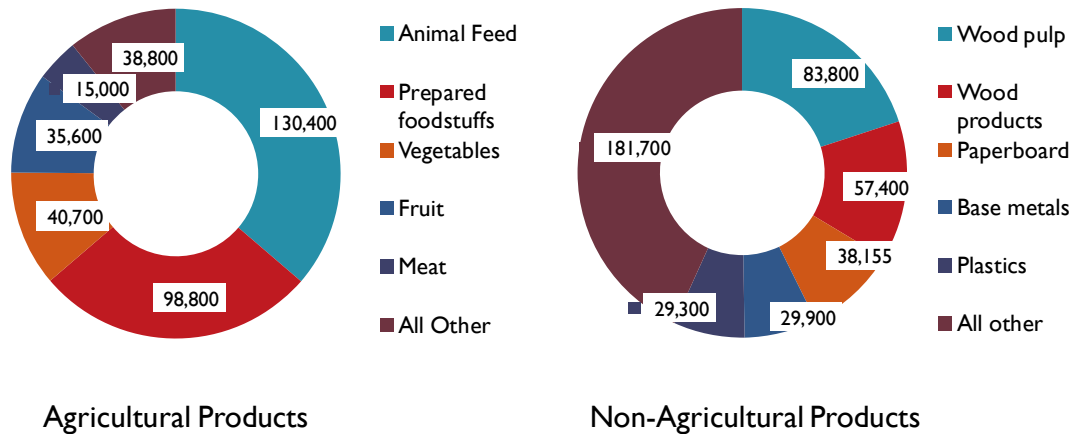
Source: The Northwest Seaport Alliance

¹⁰ Source: WISERTrade

¹¹ Source: PIERS data

A variety of agricultural and non-agricultural commodities are exported by container through the NWSA container terminals. Key agricultural exports include: animal feed, prepared foodstuffs, vegetables, fruit and meat, among other products. Key non-agricultural exports include: wood pulp, wood products, paperboard, base metals and plastics, among other products. (See Figure 15).

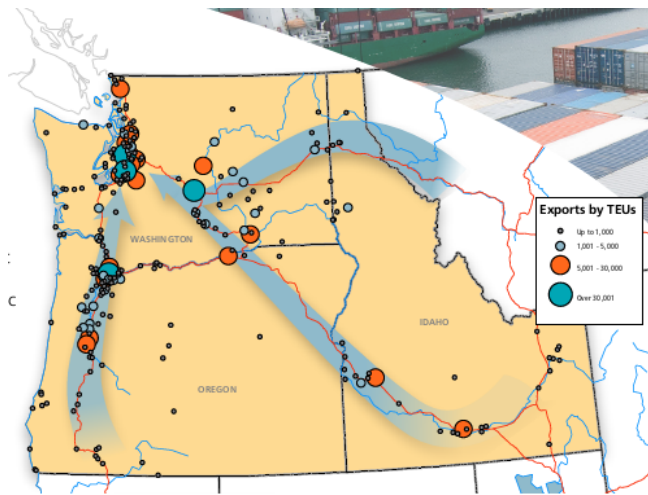
Figure 15 – Products Exported Through the Northwest Seaport Alliance (TEU)



Source: The Northwest Seaport Alliance

Figure 16 depicts where these industries are located. As shown, there is a strong cluster in Eastern Washington, as well as in Puget Sound, in Oregon along I-5 corridor, and in southern Idaho.

Figure 16 - Locations of PNW export companies by container volume



Source: Northwest Seaport Alliance

Examples of Inland Ports

Located outside crowded port areas, where land is scarce or not available at all, inland ports' advantages are well documented because of their positive impact on regional industrial

development and because they create space for more buildings in proximity to intermodal sites, thus relieving pressure in port areas and on roadways.¹²

Port of Quincy Intermodal Terminal

The purpose of the Port of Quincy Intermodal Terminal is to provide rail freight transportation solutions for the shippers of Central Washington, and is designed to be an inland intermodal solution for the congestion experienced in coastal ports. The terminal currently includes 16 acres of land (with an additional 40 acres for expansion); 8,000 feet of storage rail siding on three tracks with easy access to the BNSF mainline; facilities for receiving and unloading of inbound railcars and both dry and refrigerated containers; convenient access to I-90, Hwy 28 and Hwy 281; storage capacity for over 1,500 containers & chassis.

Until recently the Port of Quincy had a relationship with Cold Train that provided express intermodal service for Central Washington shippers to locations in the Midwest and East Coast. Service was provided by BNSF Railroad. At its peak, Cold Train Express Intermodal Service carried approximately 1,000 containers per month, with service provided six days of the week and with delivery times of three days from Quincy to eastbound intermodal locations. Operations ceased in August, 2014 due to service issues, and there is currently a lawsuit pending between the Cold Train and the BNSF parties.

Figure 17 – Port of Quincy Intermodal Terminal



BNSF Intermodal and Logistics Park KC, Kansas

This facility is a 1,500-acre master-planned distribution and warehouse development in Edgerton, Kansas, located southwest of downtown Kansas City. The primary purpose of the facility is to serve container traffic moving between the Ports of Los Angeles and Long Beach and the Midwest, and it is located on the main BNSF transcontinental line between Chicago and the ports of Los Angeles and Long Beach. The facility also offers domestic intermodal service and direct-rail/carload service in addition to international intermodal service.

The annual capacity of the intermodal yard is 500,000 container lifts, which could expand to 1.5 million containers at full build-out. The facility has capacity for 17 million square feet of

¹² Tim Feemster, Managing Principal, Foremost Quality Logistics, Intermodal Sites 2015; <http://www.areadevelopment.com/logisticsInfrastructure/Intermodal-Sites-Q1-2015/10-inland-ports-to-watch-2829267.shtml>

industrial buildings, and it currently has 6.5+ million square feet of new distribution facilities. The facility is owned by the BNSF Railway and Edgerton Land Holding Company.

Figure 18 – BNSF Intermodal and Logistics Park KC



Global Transportation Hub Authority

The Global Transportation Hub (GTH) is a new 1,800-acre facility located outside Regina, Saskatchewan. The purpose of the facility is to develop supply chain, logistics, and transportation infrastructure to support global trade, and to spur economic development in the Regina region. The facility is owned by the Global Transportation Hub Authority, an autonomous and self-governing inland port authority.

Since the facility was authorized in 2013 it has attracted \$485 million in private investment and 750 jobs. The Canadian Pacific operates a 300-acre intermodal facility at GTH, designed to move some 250,000 containers annually. Other clients include: cross-dock and LTL transportation services, a large food retailer's distribution center, container services (storage, drayage, transport, maintenance and handling), and on-site repair and maintenance service for truck and trailer units, among others.

Figure 19 – Global Transportation Hub Authority



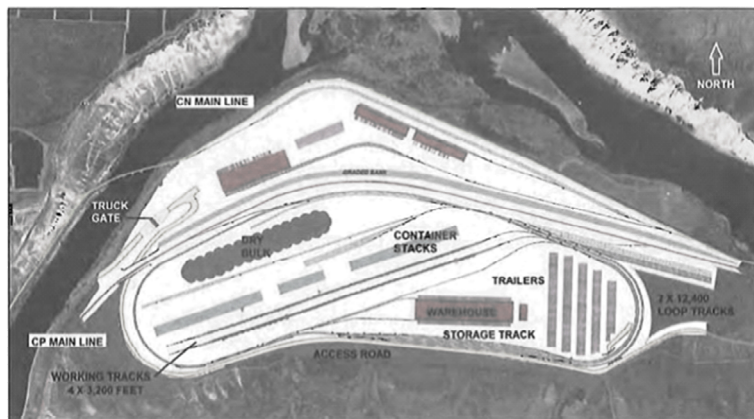
Ashcroft Terminal

Ashcroft Terminal is a privately owned facility located approximately 200 miles east of Vancouver, B.C. The purpose of the facility is to relieve truck traffic congestion and land development pressures in Vancouver, and to promote economic development in the Ashcroft area.

Ashcroft terminal has service from two Class I railroads, the Canadian National (CN) and Canadian Pacific (CP). Although the two railroads each own a main line between Ashcroft and Vancouver, this section is operated jointly in order to increase capacity. Ashcroft Terminal is located at the critical junction where this “co-production” begins and ends. Every piece of cargo moved by rail through any of the Vancouver marine terminals has to pass through the Ashcroft Terminal.

Ashcroft Terminal has 320 acres of industrial land, with an additional 350 acres of agricultural buffer land. Currently it has 32,000 ft. of rail servicing 18 users. Full Build out plans will see over 25 miles of internal track including a twinned 25,000 ft loop track directly off CP’s mainline with a CN inter-switch

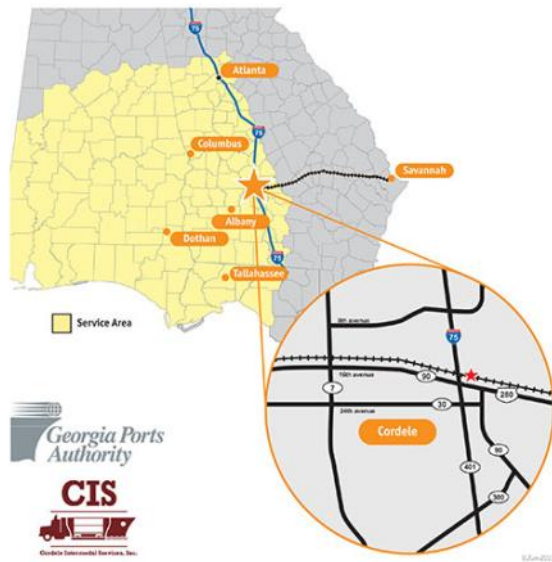
Figure 20 – Ashcroft Terminal



Cordele Inland Port, GA

The Cordele Inland Port is a privately owned facility 1,150-acre facility located in south central Georgia. The facility is designed to improve shipping services and reduce cost to and from firms in southwest Georgia, Alabama, Mississippi, and the panhandle of Florida.

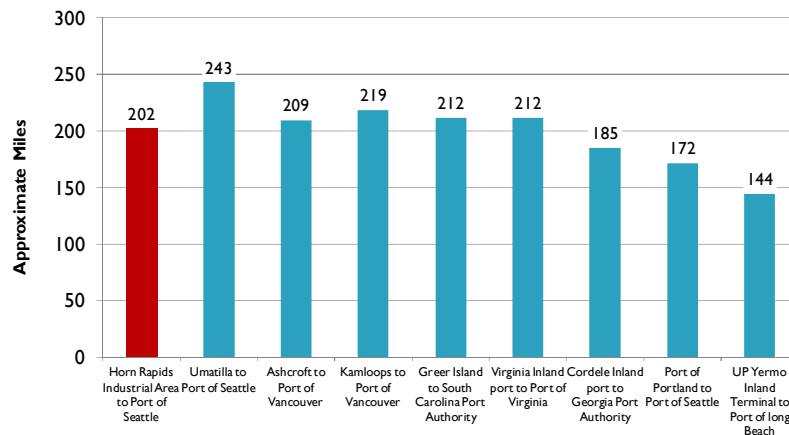
Rail service to Cordele Inland Port is provided by Class I carrier CSX and by several shortline railroads. Major truck route (I-75, Georgia highways 300 and 280) are less than one mile away. Overnight rail service to the Georgia Ports Authority is provided three times per week via the shortline railroads, Heart of Georgia and Georgia Central. Maersk, Mediterranean Shipping and other steamship lines use the facility to position containers for quick delivery to cotton gins and peanut warehouses within a 250-mile radius. Full containers are returned to Cordele for rail shipment to the seaport.

Figure 21 – Cordele Inland Port

Distance to Inland Ports

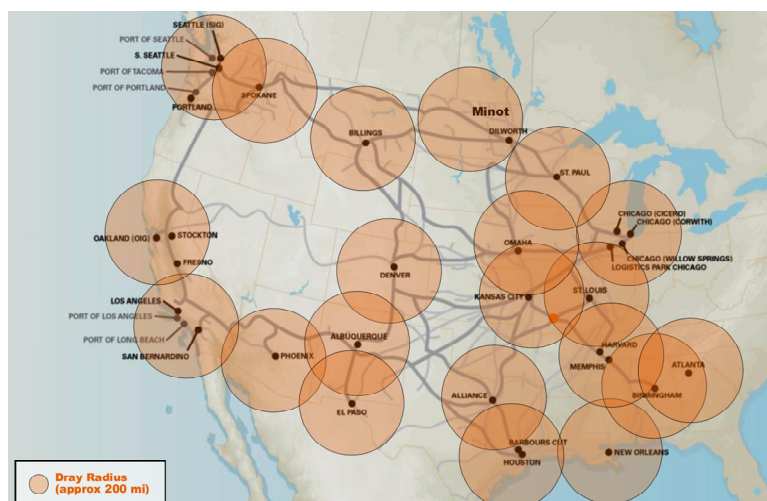
The average distance from inland ports to the seaports they serve is approximately 200 miles, as illustrated in Figure 22. The distances range from 144 miles to 243 miles. By road, Horn Rapids is 200 miles from Seattle. However, because the Stampede Pass rail line cannot accommodate double-stack container trains, this traffic would need to be routed through the Columbia River Gorge. This means containers on rail would move approximately twice as far as they now do by truck.

Distances are included in the graph for Portland to Seattle and for Umatilla to Seattle; these are both locations where shippers can load containers on to rail for movement to Seattle.

Figure 22 – Distance to Inland Ports

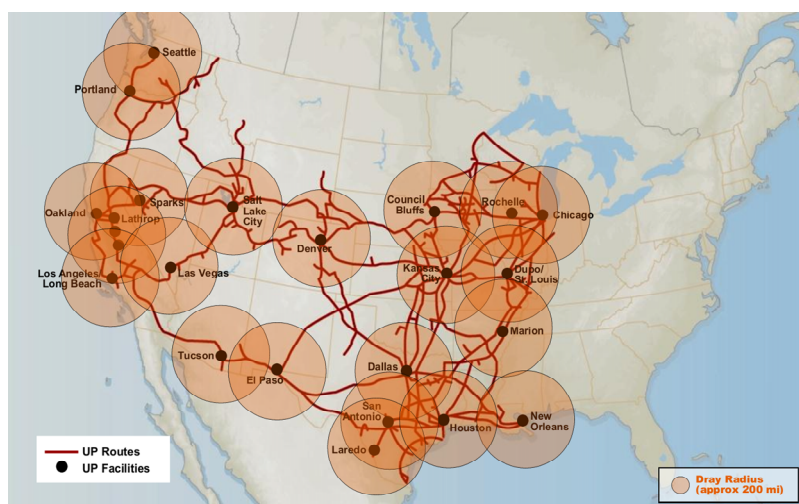
Source: Inland Intermodal Cargo Facility Study for the Corporation of Delta by Cargo Velocity Inc., August 15, 2014; BST Associates

Information from BNSF shows that 200 miles is the approximate market range for draying containers to intermodal ramps. The 200-mile dray radii for Seattle and Spokane ramps overlap the Horn Rapids area. (See Figure 23).

Figure 23 – Market Radius for BNSF Intermodal Ramps

Source: Inland Ports and High-Capacity, Asset-Intensive Transportation Networks, BNSF Railroad July 2012

The same document shows 200-mile dray radii for Union Pacific intermodal ramps in Portland and Seattle. Again, both of these ranges overlap the Horn Rapids area. (See Figure 24).

Figure 24 – Market Radius for UP Intermodal Ramps

Source: Inland Ports and High-Capacity, Asset-Intensive Transportation Networks, BNSF Railroad July 2012

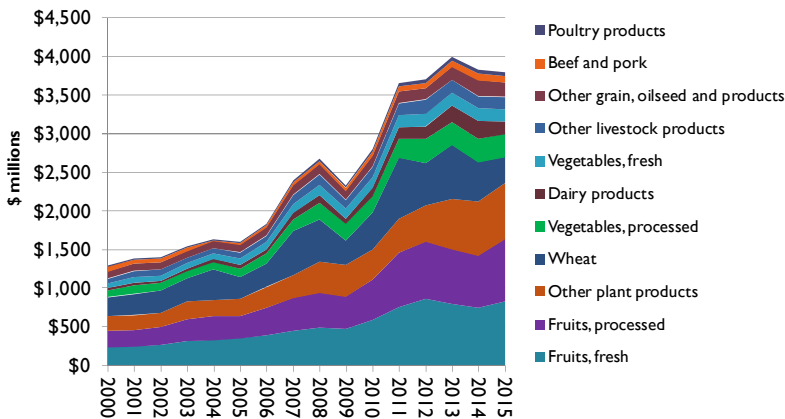
Washington Agricultural Exports

Exports of Washington agricultural products have seen tremendous growth over the past 15 years. According to data from the USDA, the export value of Washington agricultural products jumped from \$1.3 billion in 2001 to \$3.8 billion in 2015. Most of the export value is generated by products from eastern Washington, and these products represent potential opportunities for the Port of Benton.

Fresh fruits, processed fruits, and other plant products each account for approximately 20% of total export value. They also accounted for much of the growth, and each of these three commodity groups grew by 250% or more between 2001 and 2015.

Processed vegetables accounted for nearly 7.9% of exports in 2015, up from 6.9% in 2015, and their export value grew by nearly 240%. Dairy products' share of export value grew from 2.6% to 4.4%, and their value grew by more than 390%. (See Figure 25).

Figure 25 – Washington Agricultural Exports



Source: USDA Economic Research Service; USDA Foreign Agricultural Service

Conclusions

There is a substantial (and growing) volume of containerized cargo that moves between the Columbia Basin and the Ports of Seattle and Tacoma, the majority of which moves by truck. This typically involves a truck hauling a loaded container westbound and an empty container eastbound.

Several factors are likely to raise the cost of shipping containers by truck. These include a growing shortage of drivers, stricter regulation of driver time (hours of service), increasing congestion near the ports, and increasing competition for trucking services. These factors may increase the feasibility of an intermodal facility at Horn Rapids.

In order for an intermodal facility to be successful it will need to meet a number of criteria. Key among these are attracting a sufficient volume of cargo, and getting long-term service commitments from one or more railroads.

Thomas Keane, of New Harbor Consultants, produced a recent white paper on inland ports which included a list of 10 factors for inland port success¹³. These 10 factors are listed in Table 14, along with a brief analysis of how the Horn Rapids site meets these factors.

¹³ Keane, Thomas, <http://newharborllc.com/2016/08/05/inland-ports-on-track-for-growth/>, downloaded 10-24-2016

Table 14 – Factors for Inland Port Success

Horn Rapid Industrial Area Capability			
Criteria	Requirements	Preliminary Finding	Discussion
Demand	Can volumes reach 10,000-20,000+ lifts per year? Who are the anchor shippers?	Yes	The local area currently generates approximately 10,000+/- containers. Extending the region to 50 to 100 miles creates a market in excess of 20,000 containers. Local firms have indicated interest in an inland port if the service is reliable and cost competitive with trucking.
Port link	Are there close ties with a successful ocean container port, 200+ miles away?	Yes	NWSA staff has indicated interest in the project because it helps solidify market capture in the port's local hinterland and results in a shift from truck to rail which coincides with Port plans in Seattle and Tacoma.
Site	40+ acres for intermodal ramp, more for distribution facilities, near good highway access?	Yes	Horn Rapid Industrial area acreage exceeds 2,000 acres.
Rail	Situated on or near a mainline intermodal rail route, attractive to a Class I railroad?	Yes	Inland port would have access to BNSF and UP rail lines. The facility may be attractive to Class I railroads if intermodal volume can be attracted.
Cost	Competitive land, improvements, road links, operating costs, and taxes?	Yes	Horn Rapid Industrial area has competitive land values, operating costs and taxes but additional planning is required to bring the area into the UGA and to extend utilities and road access.
Labor	Access to a skilled, hardworking labor force?	Yes	The Tri-Cities area meets the requirements for a good labor force.
Business case	Value proposition that is attractive to a developer, railroad and tenants?	Maybe	Existing and potential tenants/users have indicated interest in the project. Further discussions needed with railroads and developers.
Environmental benefits	Can it replace truck with rail traffic, attractive in a congested region?	Maybe	A shift from truck to rail would provide environmental benefits for NWSA ports. May increase truck traffic in Richland area
Public support	Is there active involvement by local officials and support from the public?	Maybe	Local government is involved in development of the Horn Rapids Industrial Park. Level of public support is unknown.
Collaborative effort	Is strong leadership in place, with effective public-private collaboration?	Maybe	Port of Benton, Northwest Seaport Alliance, City of Richland are supportive, and leading the effort. Railroad collaboration will be needed.

Value of Rail-Related Industrial Development

This section provides an estimate of the contribution (value) of rail-related industrial development at Horn Rapids Industrial Park.

The value of the Port of Benton railroad can be measured in a number of ways. At its most basic, this could be measured as the value of the land and the track structures. However, this method doesn't take into account the value that the railroad provides to shippers, as measured in transportation cost savings. It also doesn't include benefits that accrue to other stakeholders, such as the taxes generated, the jobs supported, or the environmental benefits of shifting cargo from truck to rail. The following section provides estimates of the value generated by the railroad, including:

- Appraised value
- Value of development
- Taxes generated
- Employment
- Environmental benefits

Appraised Value

The Port of Benton recently retained a consultant to appraise the value of the Port's rail line, including land and structures¹⁴. This appraisal concluded that the total value of the railroad is \$25,600,000, including \$10,890,000 for the land and \$14,725,000 for the track structure.

Value of Development

The value of the railroad as tool of economic development includes more than just the track structure and the land on which it sits. Access to rail transportation is a key site attribute for many firms; according to TRIDEC, approximately 30% of the firms seeking information on property in the region list rail access as one of their criteria. Using this figure, the value of development that depends on rail access can be estimated.

ECONorthwest estimated that regional demand for industrial land will range between 493 and 2,361 acres over 20 years. Assuming that 30% of this demand will require rail access, the total rail-related demand for land will range between 148 and 708 acres. Finally, assuming that the Port of Benton is able to capture half of this market (conservative estimate), the total amount of rail-related land with access to the Port of Benton railroad will range between 74 and 354 acres.

The value of development on this acreage can be estimated using comparable developments in the region.

Three recent developments at Horn Rapids have improvements (buildings and other physical plant) whose value ranges between \$107,000 and \$2,701,000 per acre. This is calculated by dividing the assessed value of improvements by the total acreage of the development. This wide range of values includes one development that has a very expensive structure on a relatively small acreage (Preferred Freezer), and one that has relatively little structure on a very large acreage. A third development at Horn Rapids, Ferguson Enterprises, has an improvement value of \$365,000 per acre.

¹⁴ *Market Value Estimate of the Real Estate and Track Structure Assets, port of Benton Track, Richland, Washington*, Kenneth Young & Associates, July 2016.

The Pasco Processing Center provides another set of property values for comparison. Assessor records for seven properties at the Pasco Processing Center show improvement values ranging between \$184,000 and \$1,296,000 per acre, with a weighted average value of \$813,000 per acre.

Using the rail-related acreage estimates of 74 to 354 acres and the low and high value per acre of improvements, the total value of rail-related development over 20 years is estimated to range between \$37.6 million and \$288.2 million, as measure in 2016 dollars.

Taxes Generated

Property Tax

Improvements made on properties at Horn Rapids will generate property taxes for a number of different jurisdictions, including the City of Richland and the Port of Benton.

The City of Richland property tax rate for the Horn Rapids area is approximately \$2.63 per \$1,000 of assessed value. At full build-out, City property tax from rail related development may range between \$99,000 and \$757,000 per year.

Assuming that absorption of land occurs evenly across the next 20 years, the net present value of City property tax ranges between \$720,000 and \$5.52 million using a 3.0% discount rate, and between \$465,000 and \$3.57 million using a 7.0% discount rate. (See Table 15)

The Port of Benton property tax rate for the Horn Rapids area is approximately \$0.40 per \$1,000 of assessed value. At full build-out, Port property tax from rail related development may range between \$15,000 and \$115,000 per year.

Assuming that absorption of land occurs evenly across the next 20 years, the net present value of Port property tax ranges between \$109,000 and \$838,000 using a 3.0% discount rate, and between \$71,000 and \$541,000 using a 7.0% discount rate.

Other taxing authorities that will see increase property tax receipts include the State of Washington, Benton County, and the Richland School District. In total, property taxes generated by rail-related development may range from \$4.59 million to \$35.18 million in 2016 dollars. Using a 3.0% discount rate the net present value of property taxes may range from \$3.19 million to \$24.; using a 7.0% discount rate net present value may range from \$2.06 million to \$15.79 million.

Sales Tax

In Washington, most construction is subject to sales tax; the current sales tax rate in Richland is 8.6%. There is, however, an exception for machinery and equipment (“M & E”) used directly in a manufacturing operation or research and development operation. The amount of sales tax that would be generated by development of industrial property was estimated under two scenarios: 1) the first scenario assumes that all construction will be subject to the sales tax, and 2) the second scenario assumes that half of the construction would be exempt from sales tax.

The sales tax estimates used the same development timing and values described above.

Under the low acreage/low value scenario, rail-related development at Horn Rapids may generate \$3.23 million to \$24.78 million in sales and use tax over 20 years (assuming no M & E exemption), and \$1.62 million to \$12.39 million (assuming half is exempt).

Using a discount rate of 3.0%, the net present value of sales tax may range from \$1.84 million to \$14.13 million (assuming no M & E exemption), and from \$0.92 million to \$7.07 million (assuming half is exempt).

Using a discount rate of 7.0%, the net present value of sales tax may range from \$0.89 million to \$6.85 million (assuming no M & E exemption), and from \$0.45 million to \$3.43 million (assuming half is exempt). (See Table 15)

Summary of Taxes

Total taxes generated by rail-related development over 20 years are projected to range from \$10.87 million to \$33.89 million. These figures are based on: 1) average land value per acre, 2) average value of improvements per acre, and 3) average number of acres absorbed.

These figures should be considered conservative. The primary reason for this is that the acres of absorption assumes that: 1) the Horn Rapids area will attract only 50% of rail-related development in the Benton-Franklin area, 2) only 30% of firms looking for property in the area are interested in rail service. Given the amount of land available, the size of parcels available, and rail service from multiple railroads, it is possible that the Horn Rapids area will attract more than 50% of rail-related development.

Table 15 – Summary of Benefits from Rail-Related Development (\$millions of 2016\$)

Category	Low			High			Average		
	Discount Rate			Discount Rate			Discount Rate		
	7.0%	3.0%	Undisc.	7.0%	3.0%	Undisc.	7.0%	3.0%	Undisc.
Value of land sales	\$1.51	\$2.04	\$2.66	\$12.02	\$16.25	\$21.21	\$6.77	\$9.15	\$11.94
Value of construction	\$10.4	\$21.4	\$37.6	\$79.7	\$164.3	\$288.2	\$45.05	\$92.85	\$162.90
Sales tax on construction									
Assumes no exemption	\$0.89	\$1.84	\$3.23	\$6.85	\$14.13	\$24.78	\$3.87	\$7.99	\$14.01
Assumes half is exempt	\$0.45	\$0.92	\$1.62	\$3.43	\$7.07	\$12.39	\$1.94	\$4.00	\$7.01
Property tax – City of Richland	\$0.47	\$0.72	\$1.04	\$3.57	\$5.52	\$7.95	\$2.02	\$3.12	\$4.50
Property tax – Port of Benton	\$0.07	\$0.11	\$0.16	\$0.54	\$0.84	\$1.21	\$0.31	\$0.48	\$0.69
Property tax - Other	\$1.52	\$2.36	\$3.40	\$11.68	\$18.08	\$26.03	\$6.60	\$10.22	\$14.72
Property tax – Total	\$2.06	\$3.19	\$4.59	\$15.79	\$24.44	\$35.18	\$8.93	\$13.82	\$19.89
Total taxes w/o exemption	\$2.95	\$5.03	\$7.82	\$22.64	\$38.57	\$59.96	\$12.80	\$21.80	\$33.89
Total taxes w/ exemption	\$2.51	\$4.11	\$6.21	\$19.22	\$31.51	\$47.57	\$10.87	\$17.81	\$26.89

Note: These estimates assume that development occurs evenly over 20 years. Low estimate uses low value per acre and low acres developed, high estimate uses high value per acre and high acres developed.

Source: BST Associates

Employment

As discussed above, ECONorthwest recently produced the “Industrial Zoned Land Assessment” for the City of Kennewick. This analysis used employment density ranging between five jobs per acre and 15 jobs per acres as a basis for estimating the acreage demand. Based on the employment growth trend in the region, the region is projected to gain an additional 7,400 industrial jobs over the next 20 years. Employment density of five jobs per acre is nearly identical to that seen at the recent Preferred Freezer development. In contrast, employment density at Central Washington Corn Processors is less than one job per acre, due to the amount of acreage used by the rail loop.

In the combined Benton and Franklin Counties, the average wage for across all covered industries¹⁵ in 2015 was \$47,420, and total employment was 115,480. The government sector accounted for approximately one out of six jobs, and the average annual wage in this sector was \$55,820. The non-government sector accounted for five out of six jobs, with average annual wages of \$45,810.

The non-government sector is made up of a wide variety of industries, and the average wage for each of these industries varies widely. One of the highest paid of these is NAICS Code 54 (“Professional and technical services”). Total employment in this sector was 9,980 in 2015, and the average annual wage of \$92,230 was more than twice the regional average. Most of these jobs are tied to Hanford and the PNNL, and all but 400 of the jobs were in Benton County. Another sector tied closely to Hanford and the PNNL is NAICS Code 56 (“Administrative and waste services”). Total employment in this sector was 10,520, of which 9,360 jobs were in Benton County; the average wage for this sector was \$73,340.

When the two Hanford-related sectors are omitted, the average non-government annual wage in the region is \$36,220, with total employment of 76,440. The industry sectors targeted by TRIDEC pay wages that average higher, with average annual wages ranging from \$38,800 to \$56,700. These sectors include warehousing (NAICS Code 493), food manufacturing (NAICS Code 311), beverage manufacturing (NAICS Code 312), machinery manufacturing (NAICS Code 333), and chemical manufacturing (NAICS Code 333).

Table 16 provides a summary of potential employment and wages using five employees per acres, and Table 17 provides estimates of the types of occupations employed at each of these industries, and the average wages for those occupations. Summaries of key occupations are presented in the following section.

Annual wages in the warehousing sector average \$38,800. The predominant category of occupation for the warehousing industry is “Transportation and material moving occupations”, which accounts for 60.3% of jobs and pays an average of \$34,000 per year. “Office and administrative support occupations” accounts for another 22.3% of warehousing jobs, and these jobs also pay an average of \$34,000 per year. At the other end of the pay scale, “Management occupations” account for 3.5% of jobs in warehousing and pay \$113,100 per year, and “Business and financial operations occupations” account for 2.0% of jobs in warehousing and pay \$76,900 per year.

Annual wages in food manufacturing average \$38,900. “Production occupations” account for 52.6% of jobs in the industry, and pay an average of \$34,100 per year. “Transportation and material moving occupations” account for 17.1% of jobs, and pay \$32,700 per year. “Management occupations” account for 3.3% of jobs and pay an average of \$112,600, while “Business and financial operations occupations” account for 1.7% of jobs and pay \$78,500.

Annual wages in beverage manufacturing average \$42,800 per year. As in the food production industry, “Production occupations” account for the largest share of jobs (i.e. 29.5%), but this share is much lower than in food production. Average pay for production occupations is \$38,700 per year. “Transportation occupations” account for 18.1% of jobs and pay \$35,600 per year. “Sales and related occupations” is a relatively large category of jobs (i.e. 13.8%), and pays

¹⁵ The Quarterly Census of Employment and Wages Program is a cooperative program involving the Bureau of Labor Statistics (BLS) of the U.S. Department of Labor and the State Employment Security Agencies (SESAs). The QCEW program produces a comprehensive tabulation of employment and wage information for workers covered by State unemployment insurance (UI) laws and Federal workers covered by the Unemployment Compensation for Federal Employees (UCFE) program.

an average of \$39,400. In this industry 7.3% of jobs are in “Installation, maintenance, and repair occupations”, which pay \$50,500 per year. The beverage manufacturing industry has a higher share of jobs in “Management occupations” (i.e. 5.4%), compared with both the food manufacturing and warehousing industries. These jobs pay an average of \$113,700 per year, while “Business and financial operations occupations” pay \$70,800 per year and account for 2.7% of jobs.

Annual wages in the machinery manufacturing industry average \$55,400 per year. In the machinery manufacturing industry, “Production occupations” account for more than half of all jobs (i.e. 52.6%), but these production jobs pay more (\$42,400) than production jobs in food manufacturing or beverage manufacturing. Machinery manufacturing also has a larger share of jobs at higher pay levels, including “Architecture and engineering occupations” (i.e. 10.1% of jobs, \$91,600 average wages), “Management occupations” (6.6% of jobs, \$119,400 average wages), and “Business and financial operations occupations” (4.5% of jobs, \$74,900 average wages).

Annual wages in the chemical manufacturing industry average \$56,700 per year. While the largest share of jobs are in production occupations, the chemical manufacturing industry also employs a variety of higher-paying occupations. For example, “Life, physical, and social science occupations” account for 9.4% jobs, with average pay of \$85,800 per year. Jobs in this occupation category include chemists, chemical technicians, and biologists. “Management occupations” account for 8.5% of jobs, and pay an average of \$114,900 per year, “Architecture and engineering occupations” account for 5.7% of jobs and pay \$94,900 per year, and “Business and financial operations occupations” account for 5.6% of jobs and pay \$77,000. “Installation, maintenance, and repair occupations” account for 6.8% of jobs, and pay \$52,700 per year.

At full development, potential rail-related employment at Horn Rapids is estimated to range between 370 and 1,771, using an average of five employees per acre. Depending on the types of industries that locate at Horn Rapids, 370 jobs could generate total annual payroll of \$14.3 million to \$21.0 million, while 1,771 jobs could generate annual payroll of \$68.7 million to \$100.4 million.

Table 16 – Estimated Employment and Wages from Rail-Related Development

Sector	Jobs (Low)	Annual Wages	Total Wages (\$millions)	Jobs (High)	Annual Wages	Total Wages (\$millions)
Warehousing	370	\$38,800	\$14.3	1,771	\$38,800	\$68.7
Food Mfg.	370	\$38,900	\$14.4	1,771	\$38,900	\$68.9
Beverage Mfg.	370	\$42,800	\$15.8	1,771	\$42,800	\$75.8
Machinery Mfg.	370	\$55,400	\$20.5	1,771	\$55,400	\$98.1
Chemical Mfg.	370	\$56,700	\$21.0	1,771	\$56,700	\$100.4

Table 17 – Occupations and Average Wages for Selected Industries in the Benton-Franklin Area

Occupation category	Share of Jobs					Average Annual Wage				
	Warehousing	Food Mfg.	Beverage Mfg.	Machinery Mfg.	Chemical Mfg.	Warehousing	Food Mfg.	Beverage Mfg.	Machinery Mfg.	Chemical Mfg.
Management occupations	3.5%	3.3%	5.4%	6.6%	8.5%	\$113,100	\$112,600	\$113,700	\$119,400	\$114,900
Business and financial operations occupations	2.0%	1.7%	2.7%	4.5%	5.6%	\$76,900	\$78,500	\$70,800	\$74,900	\$77,000
Computer and mathematical occupations	0.5%	0.3%	0.3%	2.0%	2.0%	\$72,900	\$66,500	\$64,100	\$77,000	\$72,300
Architecture and engineering occupations	0.2%	0.5%	0.6%	10.1%	5.7%	\$97,500	\$96,900	\$94,400	\$91,600	\$94,900
Life, physical, and social science occupations	0.0%	1.0%	0.8%	0.2%	9.4%	\$-	\$58,000	\$78,600	\$84,600	\$85,800
Community and social service occupations	0.0%	0.0%	0.0%	0.0%	0.0%	\$-	\$48,000	\$-	\$-	\$-
Legal occupations	0.0%	0.0%	0.0%	0.1%	0.1%	\$-	\$95,000	\$-	\$78,100	\$86,500
Arts, design, entertainment, sports, and media occupations	0.1%	0.1%	1.6%	0.4%	0.3%	\$36,300	\$45,600	\$28,900	\$61,100	\$62,100
Healthcare practitioners and technical occupations	0.1%	0.2%	0.1%	0.1%	0.7%	\$89,100	\$82,500	\$93,000	\$88,300	\$82,500
Healthcare support occupations	0.0%	0.0%	0.0%	0.0%	0.1%	\$-	\$-	\$-	\$33,400	\$25,600
Protective service occupations	0.7%	0.1%	0.1%	0.0%	0.2%	\$38,700	\$39,800	\$39,800	\$39,800	\$42,300
Food preparation and serving related occupations	0.1%	2.3%	5.1%	0.0%	0.0%	\$-	\$24,200	\$26,200	\$-	\$27,800
Building and grounds cleaning and maintenance occupations	1.0%	1.5%	1.0%	0.5%	0.5%	\$29,300	\$29,400	\$29,200	\$29,100	\$29,300
Personal care and service occupations	0.0%	0.0%	0.2%	0.0%	0.0%	\$-	\$23,100	\$23,000	\$-	\$25,500
Sales and related occupations	1.7%	3.9%	13.8%	3.6%	2.6%	\$43,200	\$35,700	\$39,400	\$55,300	\$56,900
Office and administrative support occupations	22.3%	6.6%	9.9%	10.1%	9.7%	\$34,000	\$37,100	\$36,000	\$38,500	\$39,100
Farming, fishing, and forestry occupations	0.1%	1.2%	2.9%	0.0%	0.0%	\$36,400	\$31,500	\$29,500	\$34,900	\$34,900
Construction and extraction occupations	0.1%	0.3%	0.4%	1.2%	0.6%	\$59,200	\$69,600	\$70,200	\$72,700	\$69,300
Installation, maintenance, and repair occupations	3.2%	5.9%	7.3%	4.5%	6.8%	\$49,700	\$50,900	\$50,500	\$53,100	\$52,700
Production occupations	4.0%	54.1%	29.5%	52.6%	41.2%	\$38,300	\$34,100	\$38,700	\$42,400	\$37,100
Transportation and material moving occupations	60.3%	17.1%	18.1%	3.5%	6.0%	\$34,000	\$32,700	\$35,600	\$33,200	\$34,800
Total, all occupations	100.0%	100.0%	100.0%	100.0%	100.0%	\$38,800	\$38,900	\$42,800	\$55,400	\$56,700

Source: Source: Employment Projections program, U.S. Department of Labor, U.S. Bureau of Labor Statistics, and 2016 Occupational Employment and Wage Estimates from Washington Employment Security Dept.

Environmental Benefits

Shifting containerized export cargo that originates in the region around Richland from truck to rail is likely to generate a variety of environmental benefits, including:

- Reduced operating costs
- Reduced highway maintenance
- Reduced accidents
- Reduced emissions

Each of these benefits can be quantified following standard methodology. Details are provided in the following sections.

Key Inputs

Estimation of the environmental benefits of substituting rail for truck movement uses several key inputs. For the purpose of this analysis, the following factors were assumed:

- The intermodal yard will begin operating in January 2018.
- A full intermodal train is assumed to carry 440 TEU (twenty-foot equivalent units), or 220 FEU (forty-foot equivalent units).
- One train will operate per week initially with an increased number of trains per week as demand warrants.
- Volumes will ramp up over time, growing from 30% of train capacity in 2018 to 75% of capacity in 2023, and to 100% of capacity in 2028.
- The average truck distance from Richland to Seattle-Tacoma is 229 miles.
- The average truck distance to Richland from local producers is 40 miles.
- The average rail distance from Richland to Seattle-Tacoma is 346 miles.
- Trucks move one ton of freight 240 miles per gallon of fuel.
- Trains move one ton of freight 640 miles per gallon of fuel.
- Trucks and trains both move full containers from Richland to Seattle-Tacoma and empty containers back.

Reduced Highway Maintenance

Based on the assumptions outlined above, total truck miles saved are projected to grow from approximately 1.3 million round-trip miles in 2018 (first year of operation) to 4.3 million miles per year at full operation (years 2028 through 2037).

According to WSDOT, diverting cargo from trucks to rail will reduce highway maintenance costs by \$0.12 per mile. Using this figure, road maintenance savings grow from approximately \$155,000 in 2018 to nearly \$518,000 per year at full operation, as measured in 2016 dollars. Total highway maintenance savings from 2018 through 2037 is estimated to be approximately \$8.5 million, prior to discounting for inflation. Using a discount rate of 3% the net present value of highway maintenance savings is estimated to be approximately \$5.9 million, and using a discount rate of 7% it is estimated to be \$3.8 million.¹⁶

Reduced Accidents

The value of reduced accidents can be calculated using a method similar to that used for calculated the value of reduced highway maintenance. Guidance from the USDOT recommends using a factor of 1.08 fatal accidents per 100 million miles of truck travel, and an average value of \$9,600,000 per fatality.

As described above, round-trip truck miles saved are projected to grow from approximately 1.3 million miles in 2018 to 4.3 million miles per year from 2028 through 2037. Using these figures with the accident rate and value per fatality from USDOT, the value of reduced accidents is estimated to grow from approximately \$134,000 in 2018 to \$447,000 per year at full operation, as measured in 2016 dollars. The net present value of reduced accidents associated with a shift from truck to rail from 2018 through 2037 is estimated to be approximately \$7.4 million, prior to discounting for inflation. Using a discount rate of 3% the net present value of reduced accidents

¹⁶ USDOT recommends discounting at 3% and 7% as a part of the Tiger Grant program.

is estimated to be approximately \$5.1 million, and using a discount rate of 7% it is estimated to be \$3.3 million.

Savings in Operational Costs

The savings in operational costs are based upon the cost of operations per mile, which is estimated at \$0.10 per mile for trucks and \$0.029 per mile for rail. The net present value of savings in operational costs is estimated to be approximately \$76.5 million, prior to discounting for inflation. Using a discount rate of 3% the net present value of operational savings is estimated to be approximately \$52.8 million, and using a discount rate of 7% it is estimated to be \$33.9 million.

Reduced Emissions

Using guidance from the USDOT, the value of the reduced emissions of carbon dioxide can be estimated. The value of reduced emissions is estimated to be approximately \$3.5 million, prior to discounting for inflation. Using a discount rate of 3% the net present value of reduced emissions is estimated to be \$2.4 million, and using a discount rate of 7% it is estimated to be \$1.5 million.

Summary of Benefits from Inland Port Assuming One Train per Week

As shown in Table 18, the total of benefits associated one unit train per week is estimated to be \$95.9 million (undiscounted), \$66.1 million (discounted at 3%) and \$42.5 million (discounted at 7%). If two unit trains were operated, the benefits would be twice the values in Table 18.

These benefits should be considered conservative, due primarily to the level of container traffic used in the model. This container traffic was assumed to originate in the Tri-Cities area, and did not include traffic originating farther away. For example, shippers in the Lewiston area might be able to truck product to the Horn Rapids area for rail shipment to Seattle/Tacoma, rather than trucking the product the entire distance.

Table 18 – Summary of Environmental Benefits (\$millions of 2016\$)

Category	Discount Rate		
	7.0%	3.0%	Undiscounted
Highway maintenance cost savings using rail vs truck	\$3.8	\$5.9	\$8.5
Reduced severity of accidents due to VMT reduction	\$3.3	\$5.1	\$7.4
Savings in operational cost of switching to rail	\$33.9	\$52.8	\$76.5
GHG reduced (CO2 only)	<u>\$1.5</u>	<u>\$2.4</u>	<u>\$3.5</u>
Total	<u>\$42.5</u>	<u>\$66.1</u>	<u>\$95.9</u>

Source: BST Associates

The total value of the benefits generated by the Port of Benton rail line is much greater than the line's appraised value of \$25.6 million. As detailed in Table 19, at a minimum these benefits may be worth \$142.4 million, but may be as high as \$304.6 in 2016 dollars.

Even when these values are discounted over time the totals remain higher than the appraised value of the rail line. Using a very conservative discount rate of 7.0% and the lowest value estimates, the total value of all benefits is \$56.9 million. Using a discount rate of 3.0% and the lowest value estimates the total value of all benefits is \$93.7 million.

In addition to these benefits, rail-related development at Horn Rapids may support between 370 and 1,771 jobs. Total annual payroll from these jobs may range from \$14.3 million to \$100.4 million.

Table 19 – Summary of Rail Benefits (\$millions of 2016\$)

	Low			High			Average		
	Discount Rate			Discount Rate			Discount Rate		
Category	7.0%	3.0%	Undisc.	7.0%	3.0%	Undisc.	7.0%	3.0%	Undisc.
<i>Rail-Related Development</i>									
Value of land sales	\$1.51	\$2.04	\$2.66	\$12.02	\$16.25	\$21.21	\$6.77	\$9.15	\$11.94
Value of construction	<u>\$10.4</u>	<u>\$21.4</u>	<u>\$37.6</u>	<u>\$79.7</u>	<u>\$164.3</u>	<u>\$288.2</u>	<u>\$45.05</u>	<u>\$92.85</u>	<u>\$162.90</u>
Total land and construction	<u>\$11.91</u>	<u>\$23.44</u>	<u>\$40.26</u>	<u>\$91.72</u>	<u>\$180.55</u>	<u>\$309.41</u>	<u>\$51.81</u>	<u>\$101.99</u>	<u>\$174.84</u>
<i>Tax Benefits</i>									
Sales tax on construction									
Assumes no exemption	<u>\$0.89</u>	<u>\$1.84</u>	<u>\$3.23</u>	<u>\$6.85</u>	<u>\$14.13</u>	<u>\$24.78</u>	<u>\$3.87</u>	<u>\$7.99</u>	<u>\$14.01</u>
Assumes half is exempt	<u>\$0.45</u>	<u>\$0.92</u>	<u>\$1.62</u>	<u>\$3.43</u>	<u>\$7.07</u>	<u>\$12.39</u>	<u>\$1.94</u>	<u>\$4.00</u>	<u>\$7.01</u>
Property tax									
City of Richland	\$0.47	\$0.72	\$1.04	\$3.57	\$5.52	\$7.95	\$2.02	\$3.12	\$4.50
Port of Benton	\$0.07	\$0.11	\$0.16	\$0.54	\$0.84	\$1.21	\$0.31	\$0.48	\$0.69
Other	<u>\$1.52</u>	<u>\$2.36</u>	<u>\$3.40</u>	<u>\$11.68</u>	<u>\$18.08</u>	<u>\$26.03</u>	<u>\$6.60</u>	<u>\$10.22</u>	<u>\$14.72</u>
Total	<u>\$2.06</u>	<u>\$3.19</u>	<u>\$4.59</u>	<u>\$15.79</u>	<u>\$24.44</u>	<u>\$35.18</u>	<u>\$8.93</u>	<u>\$13.82</u>	<u>\$19.89</u>
Total taxes w/o exemption	<u>\$2.95</u>	<u>\$5.03</u>	<u>\$7.82</u>	<u>\$22.64</u>	<u>\$38.57</u>	<u>\$59.96</u>	<u>\$12.80</u>	<u>\$21.80</u>	<u>\$33.89</u>
Total taxes w/ exemption	<u>\$2.51</u>	<u>\$4.11</u>	<u>\$6.21</u>	<u>\$19.22</u>	<u>\$31.51</u>	<u>\$47.57</u>	<u>\$10.87</u>	<u>\$17.81</u>	<u>\$26.89</u>
<i>Environmental Benefits</i>									
Highway maintenance cost savings using rail vs truck	\$3.80	\$5.90	\$8.50	\$3.80	\$5.90	\$8.50	\$3.80	\$5.90	\$8.50
Reduced severity of accidents due to VMT reduction	\$3.30	\$5.10	\$7.40	\$3.30	\$5.10	\$7.40	\$3.30	\$5.10	\$7.40
Savings in operational cost of switching to rail	\$33.90	\$52.80	\$76.50	\$33.90	\$52.80	\$76.50	\$33.90	\$52.80	\$76.50
GHG reduced (CO2 only)	<u>\$1.50</u>	<u>\$2.40</u>	<u>\$3.50</u>	<u>\$1.50</u>	<u>\$2.40</u>	<u>\$3.50</u>	<u>\$1.50</u>	<u>\$2.40</u>	<u>\$3.50</u>
Total Environment Benefits	<u>\$42.50</u>	<u>\$66.10</u>	<u>\$95.90</u>	<u>\$42.50</u>	<u>\$66.10</u>	<u>\$95.90</u>	<u>\$42.50</u>	<u>\$66.10</u>	<u>\$95.90</u>
<i>Grand Total</i>									
w/o exemption	<u>\$57.36</u>	<u>\$94.57</u>	<u>\$143.98</u>	<u>\$156.86</u>	<u>\$285.22</u>	<u>\$465.27</u>	<u>\$107.11</u>	<u>\$189.90</u>	<u>\$304.63</u>
with exemption	<u>\$56.92</u>	<u>\$93.65</u>	<u>\$142.37</u>	<u>\$153.44</u>	<u>\$278.16</u>	<u>\$452.88</u>	<u>\$105.18</u>	<u>\$185.91</u>	<u>\$297.63</u>

Appendix B –

Engineers Opinion of Probable Cost for Infrastructure



ENGINEER'S OPINION OF PROBABLE COST

2810 W. Clearwater Ave. Suite 201, Kennewick, WA 99336

PROJECT: Port of Benton
2017 NHRAMP **DATE:** 2-Apr-17

DESCRIPTION: Road "A" - 5,300 Lineal Feet

J-U-B PROJ. NO.: 30-16-045

ITEM No.	DESCRIPTION	SCHEDULE OF VALUES			
		QTY	UNIT	UNIT PRICE	TOTAL COST
1.00	Mobilization			8.0%	\$ 90,233
2.00	Clearing and Grubbing	12	AC	\$ 1,500	\$ 18,251
3.00	Hydroseeding	6	AC	\$ 1,500	\$ 9,125
4.00	Earthwork	15,704	CY	\$ 10	\$ 157,037
5.00	4-Inch HMA	5,312	TON	\$ 92	\$ 488,684
6.00	Soil Residual Herbicide	32,978	SY	\$ 1	\$ 32,978
7.00	SPCC	1	EA	\$ 2,000	\$ 2,000
8.00	2-Inch Crushed Surfacing Top Course	3,644	TON	\$ 20	\$ 72,881
9.00	8-Inch Crushed Surfacing Base Course	10,258	TON	\$ 18	\$ 184,652
10.00	Roadway Striping	21,200	LF	\$ 2	\$ 42,400
11.00	Roadway Monument Case and Cover	2	EA	\$ 750	\$ 1,500
12.00	Roadway Signage	6	EA	\$ 400	\$ 2,400
13.00	Temporary Erosion and Sediment Controls	1	LS	\$ 10,000	\$ 10,000
14.00	Street Lighting System	1	LS	\$ 106,000	\$ 106,000
15.00	Construction Staking	1	LS	3.0%	\$ 33,837
16.00	Materials Testing	1	LS	2.0%	\$ 22,558
17.00	City of Richland ROW Permit Fee	1	LS	5.0%	\$ 56,395
18.00	Primary Electrical Service	1	LS	\$ 318,000	\$ 318,000
19.00	Telecommunications	1	LS	\$ 106,000	\$ 106,000
20.00	Rail Crossing	1	EA	\$ 100,000	\$ 100,000
ESTIMATED CONSTRUCTION SUBTOTAL ⁴⁵					\$ 1,854,931
<i>Contingency</i> ¹					\$ 463,733
<i>Planning, Engineering, & Administrative Costs</i> ²					\$ 579,666
<i>Washington State Sales Tax</i>					\$ 249,000
TOTAL PROBABLE COST IN 2016 DOLLARS ³⁴⁵					\$ 3,147,329

1 Estimated at 25% of construction subtotal

2 Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration.
Estimated at 25% of construction subtotal, including contingency

3 Costs are in 2016 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes.

4 Excludes Stevens Drive and George Washington Way Intersection Improvements

5 No easement acquisition or legal costs are included.



ENGINEER'S OPINION OF PROBABLE COST

2810 W. Clearwater Ave. Suite 201, Kennewick, WA 99336

PROJECT: Port of Benton
2017 NHRAMP **DATE:** 2-Apr-17

DESCRIPTION: Road "B" - 3,200 Lineal Feet

J-U-B PROJ. NO.: 30-16-045

ITEM No.	DESCRIPTION	SCHEDULE OF VALUES			
		QTY	UNIT	UNIT PRICE	TOTAL COST
1.00	Mobilization			8.0%	\$ 55,248
2.00	Clearing and Grubbing	7	AC	\$ 1,500	\$ 11,019
3.00	Hydroseeding	4	AC	\$ 1,500	\$ 5,510
4.00	Earthwork	9,481	CY	\$ 10	\$ 94,815
5.00	4-Inch HMA	3,207	TON	\$ 92	\$ 295,054
6.00	Soil Residual Herbicide	19,911	SY	\$ 1	\$ 19,911
7.00	SPCC	1	EA	\$ 1,500	\$ 1,500
8.00	2-Inch Crushed Surfacing Top Course	2,200	TON	\$ 20	\$ 44,004
9.00	8-Inch Crushed Surfacing Base Course	6,194	TON	\$ 18	\$ 111,488
10.00	Roadway Striping	12,800	LF	\$ 2	\$ 25,600
11.00	Roadway Monument Case and Cover	6	EA	\$ 750	\$ 4,500
12.00	Roadway Signage	8	EA	\$ 400	\$ 3,200
13.00	Temporary Erosion and Sediment Controls	1	LS	\$ 10,000	\$ 10,000
14.00	Street Lighting System	1	LS	\$ 64,000	\$ 64,000
15.00	Construction Staking	1	LS	3.0%	\$ 22,375
16.00	Materials Testing	1	LS	2.0%	\$ 13,812
17.00	City of Richland ROW Permit Fee	1	LS	5.0%	\$ 34,530
18.00	Primary Electrical Service	1	LS	\$ 192,000	\$ 192,000
19.00	Telecommunications	1	LS	\$ 64,000	\$ 64,000
ESTIMATED CONSTRUCTION SUBTOTAL ⁴⁵					\$ 1,073,000
<i>Contingency ¹</i>					<i>\$ 268,000</i>
<i>Planning, Engineering, & Administrative Costs ²</i>					<i>\$ 335,000</i>
<i>Washington State Sales Tax</i>					<i>\$ 144,000</i>
TOTAL PROBABLE COST IN 2016 DOLLARS ³⁴⁵					\$ 1,820,000

1 Estimated at 25% of construction subtotal

2 Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration.
Estimated at 25% of construction subtotal, including contingency

3 Costs are in 2016 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes.

4 Excludes Kingsgate Way and Horn Rapids Road Intersection Improvements

5 No easement acquisition or legal costs are included.



ENGINEER'S OPINION OF PROBABLE COST

2810 W. Clearwater Ave. Suite 201, Kennewick, WA 99336

PROJECT: Port of Benton
2017 NHRAMP **DATE:** 2-Apr-17

DESCRIPTION: Road "C" - 12,100 Lineal Feet

J-U-B PROJ. NO.: 30-16-045

ITEM No.	DESCRIPTION	SCHEDULE OF VALUES			
		QTY	UNIT	UNIT PRICE	TOTAL COST
1.00	Mobilization			8.0%	\$ 204,635
2.00	Clearing and Grubbing	28	AC	\$ 1,500	\$ 41,667
3.00	Hydroseeding	14	AC	\$ 1,500	\$ 20,833
4.00	Earthwork	35,852	CY	\$ 10	\$ 358,519
5.00	4-Inch HMA	12,127	TON	\$ 92	\$ 1,115,674
6.00	Soil Residual Herbicide	75,289	SY	\$ 1	\$ 75,289
7.00	SPCC	1	EA	\$ 1,500	\$ 1,500
8.00	2-Inch Crushed Surfacing Top Course	8,319	TON	\$ 20	\$ 166,388
9.00	8-Inch Crushed Surfacing Base Course	23,420	TON	\$ 18	\$ 421,564
10.00	Roadway Striping	48,400	LF	\$ 2	\$ 96,800
11.00	Roadway Monument Case and Cover	6	EA	\$ 750	\$ 4,500
12.00	Roadway Signage	8	EA	\$ 400	\$ 3,200
13.00	Temporary Erosion and Sediment Controls	1	LS	\$ 10,000	\$ 10,000
14.00	Street Lighting System	1	LS	\$ 242,000	\$ 242,000
15.00	Construction Staking	1	LS	3.0%	\$ 82,877
16.00	Materials Testing	1	LS	2.0%	\$ 51,159
17.00	City of Richland ROW Permit Fee	1	LS	5.0%	\$ 127,897
18.00	Primary Electrical Service	1	LS	\$ 726,000	\$ 726,000
19.00	Telecommunications	1	LS	\$ 242,000	\$ 242,000
ESTIMATED CONSTRUCTION SUBTOTAL ⁴⁵					\$ 3,993,000
<i>Contingency ¹</i>					<i>\$ 998,000</i>
<i>Planning, Engineering, & Administrative Costs ²</i>					<i>\$ 1,248,000</i>
<i>Washington State Sales Tax</i>					<i>\$ 537,000</i>
TOTAL PROBABLE COST IN 2016 DOLLARS ³⁴⁵					\$ 6,776,000

1 Estimated at 25% of construction subtotal

2 Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration.
Estimated at 25% of construction subtotal, including contingency

3 Costs are in 2016 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes.

4 Excludes Kingsgate Way and Horn Rapids Road Intersection Improvements

5 No easement acquisition or legal costs are included.



ENGINEER'S OPINION OF PROBABLE COST

2810 W. Clearwater Ave. Suite 201, Kennewick, WA 99336

PROJECT: Port of Benton
2017 NHRAMP **DATE:** 2-Apr-17

DESCRIPTION: Road "D" - 5,000 Lineal Feet

J-U-B PROJ. NO.: 30-16-045

ITEM No.	DESCRIPTION	SCHEDULE OF VALUES			
		QTY	UNIT	UNIT PRICE	TOTAL COST
1.00	Mobilization			8.0%	\$ 85,461
2.00	Clearing and Grubbing	11	AC	\$ 1,500	\$ 17,218
3.00	Hydroseeding	6	AC	\$ 1,500	\$ 8,609
4.00	Earthwork	14,815	CY	\$ 10	\$ 148,148
5.00	4-Inch HMA	5,011	TON	\$ 92	\$ 461,022
6.00	Soil Residual Herbicide	31,111	SY	\$ 1	\$ 31,111
7.00	SPCC	1	EA	\$ 1,500	\$ 1,500
8.00	2-Inch Crushed Surfacing Top Course	3,438	TON	\$ 20	\$ 68,756
9.00	8-Inch Crushed Surfacing Base Course	9,678	TON	\$ 18	\$ 174,200
10.00	Roadway Striping	20,000	LF	\$ 2	\$ 40,000
11.00	Roadway Monument Case and Cover	6	EA	\$ 750	\$ 4,500
12.00	Roadway Signage	8	EA	\$ 400	\$ 3,200
13.00	Temporary Erosion and Sediment Controls	1	LS	\$ 10,000	\$ 10,000
14.00	Street Lighting System	1	LS	\$ 100,000	\$ 100,000
15.00	Construction Staking	1	LS	3.0%	\$ 34,612
16.00	Materials Testing	1	LS	2.0%	\$ 21,365
17.00	City of Richland ROW Permit Fee	1	LS	5.0%	\$ 53,413
18.00	Primary Electrical Service	1	LS	\$ 300,000	\$ 300,000
19.00	Telecommunications	1	LS	\$ 100,000	\$ 100,000
ESTIMATED CONSTRUCTION SUBTOTAL ⁴⁵					\$ 1,663,000
<i>Contingency ¹</i>					<i>\$ 416,000</i>
<i>Planning, Engineering, & Administrative Costs ²</i>					<i>\$ 520,000</i>
<i>Washington State Sales Tax</i>					<i>\$ 224,000</i>
TOTAL PROBABLE COST IN 2016 DOLLARS ³⁴⁵					\$ 2,823,000

1 Estimated at 25% of construction subtotal

2 Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration.
Estimated at 25% of construction subtotal, including contingency

3 Costs are in 2016 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes.

4 Excludes Kingsgate Way and Horn Rapids Road Intersection Improvements

5 No easement acquisition or legal costs are included.



ENGINEER'S OPINION OF PROBABLE COST

2810 W. Clearwater Ave. Suite 201, Kennewick, WA 99336

PROJECT: Port of Benton
2017 NHRAMP **DATE:** 28-Sep-16

DESCRIPTION: Kingsgate Way and Horn Rapids Road Intersection

J-U-B PROJ. NO.: 30-16-045

ITEM No.	DESCRIPTION	SCHEDULE OF VALUES			
		QTY	UNIT	UNIT PRICE	TOTAL COST
1.00	Mobilization			8.0%	\$ 3,213
2.00	Clearing and Grubbing	1	AC	\$ 1,500	\$ 1,500
3.00	Hydroseeding	1	AC	\$ 1,500	\$ 1,500
4.00	Earthwork	500	CY	\$ 12	\$ 6,000
5.00	4-Inch HMA	50	TON	\$ 100	\$ 5,011
6.00	Soil Residual Herbicide	311	SY	\$ 2	\$ 622
7.00	SPCC	1	EA	\$ 1,500	\$ 1,500
8.00	2-Inch Crushed Surfacing Top Course	34	TON	\$ 28	\$ 963
9.00	8-Inch Crushed Surfacing Base Course	97	TON	\$ 26	\$ 2,516
10.00	Roadway Striping	1,400	LF	\$ 2	\$ 2,800
11.00	Roadway Monument Case and Cover	1	EA	\$ 750	\$ 750
12.00	Roadway Signage	4	EA	\$ 500	\$ 2,000
13.00	Temporary Erosion and Sediment Controls	1	LS	\$ 5,000	\$ 5,000
14.00	Street Lighting System	1	LS	\$ 10,000	\$ 10,000
15.00	Demolition	1	LS	\$ 20,000	\$ 20,000
16.00	Fence Relocation	1	LS	\$ 15,000	\$ 15,000
17.00	Traffic Control	1	LS	\$ 10,000	\$ 10,000
18.00	Construction Staking	1	LS	3.0%	\$ 2,465
19.00	Materials Testing	1	LS	3.0%	\$ 2,285
20.00	City of Richland ROW Permit Fee	1	LS	5.0%	\$ 3,808
ESTIMATED CONSTRUCTION SUBTOTAL ⁴⁵					\$ 97,000
<i>Contingency ¹</i>					<i>\$ 24,000</i>
<i>Planning, Engineering, & Administrative Costs ²</i>					<i>\$ 30,000</i>
<i>Washington State Sales Tax</i>					<i>\$ 13,000</i>
TOTAL PROBABLE COST IN 2016 DOLLARS ³⁴⁵					\$ 164,000

1 Estimated at 25% of construction subtotal

2 Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration.
Estimated at 25% of construction subtotal, including contingency

3 Costs are in 2016 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes.

4 No easement acquisition or legal costs are included.



ENGINEER'S OPINION OF PROBABLE COST

2810 W. Clearwater Ave. Suite 201, Kennewick, WA 99336

PROJECT: Port of Benton
2017 NHRAMP **DATE:** 2-Apr-17

DESCRIPTION: Sewer Main Extension

J-U-B PROJ. NO.: 30-16-045

ITEM No.	DESCRIPTION	SCHEDULE OF VALUES			
		QTY	UNIT	UNIT PRICE	TOTAL COST
1.00	Mobilization			8.0%	\$ 178,000
2.00	Construction Traffic Control			5.0%	\$ 111,000
3.00	Gravity Sewer Pipe				
3.01	8" PVC Gravity Sewer Pipe	400	LF	\$ 16	\$ 6,400
3.02	10" PVC Gravity Sewer Pipe		LF	\$ 18	\$ -
3.03	12" PVC Gravity Sewer Pipe		LF	\$ 20	\$ -
3.04	15" PVC Gravity Sewer Pipe		LF	\$ 30	\$ -
3.05	18" PVC Gravity Sewer Pipe		LF	\$ 40	\$ -
3.06	21" PVC Gravity Sewer Pipe		LF	\$ 50	\$ -
3.07	24" PVC Gravity Sewer Pipe	17,000	LF	\$ 65	\$ 1,105,000
3.08	30" PVC Gravity Sewer Pipe		LF	\$ 80	\$ -
3.09	36" PVC Gravity Sewer Pipe		LF	\$ 110	\$ -
3.10	Import Bedding and Foundation Material		LF	\$ 15	\$ -
4.00	Gravity Trench Excav./Backfill				
4.01	4-10 ft.		LF	\$ 20	\$ -
4.02	4-10 ft. Alley		LF	\$ 25	\$ -
4.03	10-16 ft.	17,400	LF	\$ 30	\$ 522,000
4.04	10-16 ft. Alley		LF	\$ 40	\$ -
4.05	16-20 ft.		LF	\$ 50	\$ -
4.06	16-20 ft. Alley		LF	\$ 60	\$ -
4.07	20-24 ft.		LF	\$ 70	\$ -
4.08	24-28 ft.		LF	\$ 100	\$ -
4.09	28-30 ft.		LF	\$ 150	\$ -
4.10	Import Backfill and Foundation Material		CY	\$ 25	\$ -
5.00	Surface Repair				
5.01	Natural Ground	17,400	LF	\$ 20	\$ 348,000
5.02	Gravel Roadway		LF	\$ 25	\$ -
5.03	Asphalt - Trench Patch width per City Standards (Required for 4-16' Depth Sewer)		LF	\$ 35	\$ -
5.04	Asphalt - ½ Street width per City Standards (Required for 16-20' Depth Sewer)		LF	\$ 50	\$ -
5.05	Asphalt - Full Street width per City Standards (Required for 20-30' Depth Sewer)		LF	\$ 80	\$ -
6.00	Manholes				
6.01	48" Manholes, 4-10 ft.		EA	\$ 3,500	\$ -
6.02	48" Manholes, 10-16 ft.	46	EA	\$ 4,000	\$ 184,000
6.03	48" Manholes, 16-20 ft.		EA	\$ 5,500	\$ -
6.04	60" Manholes, 7-16 ft.		EA	\$ 7,500	\$ -
6.05	60" Manholes, 16-24 ft.		EA	\$ 15,000	\$ -
6.06	60" Manholes, 24-30 ft.		EA	\$ 18,000	\$ -
7.00	Project Specific Considerations				
8.00	Miscellaneous Other				
8.01	Bypass Pumping			0.0%	\$ -
8.03	Bonding / Admin			2.5%	\$ 54,000
ESTIMATED CONSTRUCTION SUBTOTAL					\$ 2,508,000
Contingency ¹					\$ 627,000
Planning, Engineering, & Administrative Costs ²					\$ 784,000
Washington State Sales Tax					\$ 337,000
TOTAL PROBABLE COST IN 2015 DOLLARS³					\$ 4,256,000

1 Estimated at 25% of construction subtotal

2 Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 25% of construction subtotal, including contingency

3 Costs are in 2015 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.



ENGINEER'S OPINION OF PROBABLE COST

2810 W. Clearwater Ave. Suite 201, Kennewick, WA 99336

PROJECT: Port of Benton
2017 NHRAMP **DATE:** 2-Apr-17

DESCRIPTION: Water Main Extension

J-U-B PROJ. NO.: 30-16-045

ITEM No.	DESCRIPTION	SCHEDULE OF VALUES			
		QTY	UNIT	UNIT PRICE	TOTAL COST
1.00	Mobilization			8.0%	\$ 906,000
2.00	Construction Traffic Control			5.0%	\$ 567,000
3.00	Water Pipe				
3.01	12" PVC Water Pipe	28,000	LF	\$ 91	\$ 2,548,000
3.02	8" DI Water Pipe	600	LF	\$ 42	\$ 25,200
3.03	6" DI Water Pipe	2,800	LF	\$ 30	\$ 84,000
3.04	Fire Hydrant Assembly	47	EA	\$ 3,200	\$ 149,333
3.05	8" Gate Valve	6	EA	\$ 1,500	\$ 9,000
3.06	12" Butterfly Valve	25	EA	\$ 2,500	\$ 62,500
4.00	Trench Excav./Backfill				
4.01	4-10 ft.	30,800	LF	\$ 20	\$ 616,000
4.02	4-10 ft. Alley		LF	\$ 25	\$ -
4.03	10-16 ft.		LF	\$ 30	\$ -
4.04	10-16 ft. Alley		LF	\$ 40	\$ -
4.05	16-20 ft.		LF	\$ 50	\$ -
4.06	16-20 ft. Alley		LF	\$ 60	\$ -
4.07	20-24 ft.		LF	\$ 70	\$ -
4.08	24-28 ft.		LF	\$ 100	\$ -
4.09	28-30 ft.		LF	\$ 150	\$ -
4.10	Import Backfill and Foundation Material		CY	\$ 25	\$ -
5.00	Surface Repair				
5.01	Natural Ground	28,000	LF	\$ 20	\$ 560,000
5.02	Gravel Roadway		LF	\$ 25	\$ -
5.03	Asphalt - Trench Patch width per City Standards (Required for 4-16' Depth Sewer)		LF	\$ 35	\$ -
5.04	Asphalt - ½ Street width per City Standards (Required for 16-20' Depth Sewer)		LF	\$ 50	\$ -
5.05	Asphalt - Full Street width per City Standards (Required for 20-30' Depth Sewer)		LF	\$ 80	\$ -
6.00	Project Specific Considerations				
6.01	2 MG Storage Reservoir	2,000,000	GAL	\$ 2.00	\$ 7,000,000
7.00	Miscellaneous Other				
7.01	Bypass Pumping			0.0%	\$ -
7.02	Bonding / Admin			2.5%	\$ 276,000
ESTIMATED CONSTRUCTION SUBTOTAL					\$ 12,803,000
<i>Contingency ¹</i>					\$ 3,201,000
<i>Planning, Engineering, & Administrative Costs ²</i>					\$ 4,001,000
<i>Washington State Sales Tax</i>					\$ 1,720,000
TOTAL PROBABLE COST IN 2015 DOLLARS ³					\$ 21,725,000

¹ Estimated at 25% of construction subtotal

² Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration.
Estimated at 25% of construction subtotal, including contingency

³ Costs are in 2015 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.

CITY OF RICHLAND/PORT OF BENTON

1,341 ACRE MASTER PLAN URBAN GROWTH AREA EXPANSION CAPITAL FACILITIES ANALYSIS

NOVEMBER 2016

Prepared By:



J-U-B ENGINEERS, Inc.
2810 W. Clearwater Ave., Ste., 201
Kennewick, WA 99336

In Coordination with the City of Richland and Port of Benton

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INTRODUCTION

The City of Richland and Port of Benton recently acquired 1,341 acres of federally transferred property from the Department of Energy (DOE). Approximately 884 of the 1,341 acres are located outside of the current City of Richland Urban Growth Boundary (UGB). As a result, the City of Richland and the Port of Benton have requested to expand the UGB to include this additional property. The request includes adding an additional 300 acres of land recently acquired by Energy Northwest from DOE. The total Urban Growth Area (UGA) request covers approximately 1,187 acres. However, included in the request is to remove approximately 283 acres of DOE property that is located within the existing City UGB. This property is generally known as a portion of the 300 area. DOE has no plans to incorporate a portion of the 300 area into the City of Richland in the near future.

As a result, this report evaluates the capacity of the City of Richland to provide the necessary capital facilities to service the expanded proposed UGA, an area of approximately 1,187 acres, shown in Figure 1. With 283 acres of existing UGA to be removed, the net overall UGA expansion to the City of Richland is approximately 904 acres. Capital facility requirements and service capacities for this area are projected for the both the 6-year and 20-year time periods. In addition, capital facility costs are projected for the 6-year time period.

The Washington State Growth Management Act (GMA) of 1990 requires that cities conduct a Capital Facilities Analysis (CFA), that shows they have the capacity to serve the Urban Growth Area (UGA) within their jurisdiction and that they adopt a Capital Facilities Plan (CFP) as part of their comprehensive plans, in order to ensure that utilities, transportation, and other public facilities will be reasonably available to accommodate planned growth over the next twenty years. Capital facilities provide the basic infrastructure of the community and are critical if growth is to be accommodated.

This CFP complies with the Growth Management Act (RCW 36.70A.070 (3) and WAC 365-195-315) in order to assure that the 1,341 Acre Master Plan Urban Growth Area (UGA) can meet the concurrency requirements of RCW 36.70A.020 (12), and WAC 365-195-210. RCW 36.70A.020 (12) of the Growth Management Act includes a goal to:

“..ensure that those public facilities and services necessary to support development shall be adequate to service the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards”.

WAC 365-196-415(1) and RCW 36.70A.070 (3) requires that CFPs must address at least the following:

- (a) An inventory of existing capital facilities owned by public entities, also referred to as "public facilities," showing the locations and capacities of the capital facilities;*
- (b) A forecast of the future needs for such capital facilities based on the land use element;*
- (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; and*
- (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.*

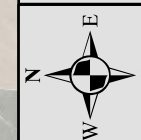
Figure 1

UGA Study Area

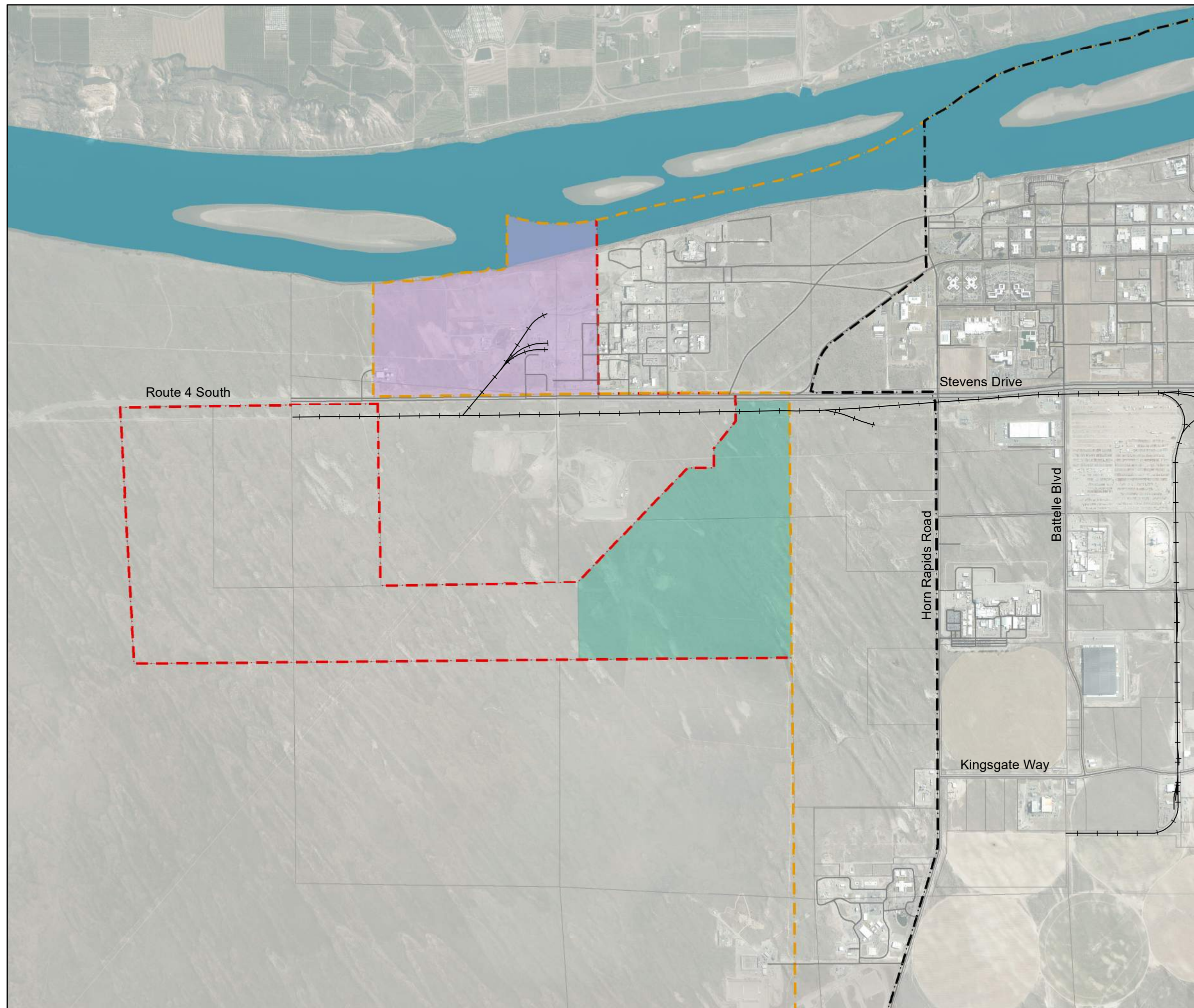
Legend

-  City Limits
-  Existing UGA Boundary
-  Proposed UGA Boundary (1,187 acres)
-  Existing UGA To Be Removed (283 acres)
-  6-Year Planning Area (385 acres)

0 2,000 4,000 Feet



Date: Nov 7, 2016



PROPOSED LAND USE DESIGNATION

Currently the City of Richland has designated a majority of an area in North Richland as Industrial west of Stevens Drive and Business Research Park east of Stevens Drive. It is anticipated that there is a need for future Industrial land in this area to accommodate expanding population.

The entire proposed UGA expansion area is proposed for Industrial land use. Several inquiries to develop this area for large lot (200+ acres sites) light industrial and public uses over the past few years also occurred due to the site features. As the City continues to develop the Horn Rapids Industrial Area to the south of the UGA Expansion area, the amount of large industrial sites is unavailable. This issue continues to increase the need to expand urban services to this site where large 200+ acre lots are available for single users to develop. It is anticipated that potential users would purchase large lots for the ability to expand and/or to allow for property buffering if needed in the future. Specific industrial, manufacturing, and/or research related uses are anticipated to be located in this area.

DEFINITIONS

While the GMA requires jurisdictions to prepare a Capital Facilities Plan it does not specifically define what a Capital Facility is. The GMA defines public facilities as including “streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.” It defines public services as including “fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.” The GMA also defines “urban governmental service” or “urban service” in WAC 365-196-200 (19) to include:

“...those public services and public facilities at intensity historically and typically provided in cities, specifically including 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 and normally not associated with rural areas.

While the Growth Management Act does not specifically define a Capital Facility, over the years the Growth Management Hearings Board (GMHB) has provided the following guidance:

For purposes of conducting the inventory required by RCW 36.70A.070(3)(a), “public facilities” as defined in RCW 36.70A.030(13) are synonymous with “capital facilities owned by public entities.” *West Seattle Defense Fund v. City of Seattle, CPSGMHB Case 94-3-0016, FDO April 4, 1995, as cited in EWGMHB Case 06-1-0009c, FDO March 12, 2007.*

The board further defined capital facilities as what is required to fulfill the GMA obligation:

“The Board holds that a Capital Facilities Element (CFE) must include all facilities that meet the definition of public facilities set forth in RCW 36.70A.030(12). All facilities included in the CFE must have a minimum standard [level of service] (LOS) clearly labeled as such (i.e., not “guidelines” or “criteria”), must include an inventory and needs assessment and include or reference the location and capacity of needed, expanded, or new facilities. (RCW 36.70A.070(3)(a), (b) and (c). In addition, a CFE must explicitly state which of the listed public facilities are determined to be “necessary for development” and each of the facilities so designated must have either a “concurrency mechanism” or an “adequacy mechanism” to trigger appropriate reassessment if service falls below the baseline minimum standard. Transportation standards are the only facilities required to have a concurrency mechanism, although a local government may choose to adopt a concurrency mechanism for other facilities.” Jody L. McVittie v. Snohomish County, CPSGMHB Case No. 01-3-0002, FDO, July 25, 2001, as cited in EWGMHB Case 06-1-0009c, FDO March 12, 2007.

And in Wilma et al v. Stevens County, EWGMHB Case 06-1-0009c, FDO March 12, 2007, the Eastern Board included:

“streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools...fire protections and suppression, law enforcement, public health, education, recreation, environmental protection and other governmental services. (WAC 365-195-200(12) and (13).”

The Washington Administrative Code (WAC) was updated in 2010, after the cases above were determined. WAC 365-196-415 provides guidance as to which capital facilities should be included in the inventory. At a minimum, they should include water systems, sanitary sewer systems, storm water facilities, reclaimed water facilities, schools, parks and recreational facilities, police and fire protection facilities.

“Public Facilities” are defined by WAC 365-196-200 (14) to include:

“..streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.”

“Public Services” are defined by WAC 365-196-200 (15) to include:

“...fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.”

In addition, WAC 395-196-210 provides the following definitions:

"Concurrency" means that adequate public facilities are available when the impacts of development occur, or within a specified time thereafter. This definition includes the concept of "adequate public facilities"...".

"Adequate public facilities" means facilities which have the capacity to serve development without decreasing levels of service below locally established minimums.

"Utilities" or "public utilities" means enterprises or facilities serving the public by means of an integrated system of collection, transmission, distribution, and processing facilities through more or less permanent physical connections between the plant of the serving entity and the premises of the customer. Included are systems for the delivery of natural gas, electricity, telecommunications services, and water, and for the disposal of sewage.

The GMA further requires each jurisdiction to define capital facilities and identify which capital facilities and public services are included in their CFP. Additionally, each jurisdiction should clearly identify which capital facilities and public services are necessary to support development.

For the purposes of preparing this CFP, a “Capital Facility”, as identified in the City of Richland Capital Improvement Plan, is an existing City facility/infrastructure or new construction projects that add to the City’s infrastructure assets. The minimum threshold for a Capital Facility project is \$25,000 and may span over several years with multiple funding sources.

In order to limit capital facilities to major components which can be analyzed at a level of detail which is both manageable and reasonably accurate for this initial CFP, this report does not include capital outlay for such items as equipment, or the city's rolling stock. In addition, capital facilities that are normally provided by a private developer to service individual lots or businesses, such as minor streets and side sewers as a normal part of the subdivision or land development permit process, are not included.

Based on this, the City of Richland has determined that capital facilities must be in place or funding available, within six years to meet this concurrency requirement as required by RCW 36.70A.070(6). Using the above requirements and definitions, the City has identified the following is a list of the types of capital facilities that are required to meet the concurrency requirement:

- Parks and Recreation Facilities
- Schools
- Municipal Facilities
- Fire and Emergency Service Facilities
- Police Service Facilities
- Emergency Dispatch Communications Facilities
- Library Facilities
- Irrigation District Facilities.
- Transportation
- Sewers

- Surface and Stormwater Management
- Domestic Water
- Other Governmental Services
- Solid Waste
- Electrical

The capital facilities listed above are further divided into three main categories that classify the level of concurrency required. These categories are identified as follows:

Category 1 - Locally Provided Regulatory Concurrency

A public facility or service, owned and operated by the City of Richland, that is either in place, or for which there is a financial commitment in place, to provide the service within six (6) years. All Category 1 capital facilities will be subject to City of Richland GMA concurrency requirements.

Based on the wording of WAC 360.196.840(2) the City of Richland may determine which public facilities and services will be required to “support development” and therefore meet the concurrency requirements of the GMA. Consequently, after reviewing all of the capital facilities that will be required for growth when the expanded urban growth area comes under city control, the City of Richland has determined that **streets and roads, domestic water, sanitary sewers, and electric power** are Category 1 capital facilities and will be subject to the concurrency requirements of the Growth Management Act.

Streets and roads are included under this category as a result of both the requirements of RCW 36.70A.070(6)(a) of the Growth Management Act and because of concerns relating to traffic congestion and safety. Sewer, water, and power are included because of both the requirements and recommendations of WAC 365.196.840(2) and because of their critical relationship to public health and safety, and environmental quality.

Category 2 - Locally Provided Planning Concurrency

A public facility or service, owned and operated by the City of Richland for which goals and policies have been adopted, capital facilities planned, and funding needs projected, which is not required to either be in place or have a financial commitment at time of development.

The City of Richland has determined that **fire protection, law enforcement, parks and recreation, solid waste, and storm water management** are all Category 2 capital facilities. For fire protection this decision is based on the ability of current laws to assure that new growth will meet minimum fire protection standards. For the remaining facilities and services, it is based on the range of acceptability in service levels for these facilities, and the less quantifiable impacts these facilities have directly on public health and safety. Upon the annexation of this urban growth area by the City of Richland, these capital facilities will be funded as part of the City’s ongoing adopted capital facilities budget. This budget process, upon approval of the Richland City Council, will then become the funding level for these facilities.

Category 3 - Provided by others Planning Concurrency

A public facility or service, which is either owned or operated by the state or federal government, or an independent district or utility, and that: 1) is in place or has a financial commitment in place to provide the service within six (6) years; or 2) for which goals and policies have been adopted, capital facilities planned, and funding needs projected, which is not required to be in place or have a financial commitment at the time of development.

The City of Richland has determined that **schools** (Kennewick & Richland School Districts), **libraries** (Richland Public Library), **transit** (Ben Franklin Transit), **natural gas** (Cascade Natural Gas and Williams-Northwest Pipeline), and **communications** (Frontier and other local providers) are all Category 3 capital

facilities and are not subject to concurrency requirements. The City will work with these service providers to reach an agreement on ways to ensure that these services are reasonably available when needed to serve projected growth. This decision was based on: 1) The inability of the City of Richland to allocate the required funding for these facilities; 2) The broader range of acceptability in service levels for some of these facilities as determined through public involvement; and, 3) The less quantifiable impacts some of these facilities have on public health and safety.

As identified in Categories 2 and 3 these public facilities and services only require planning concurrency by the City of Richland. The City of Richland has established goals and policies regarding the siting of these capital facilities, and has determined whether these capital facilities have sufficient capacity to serve the projected growth. The City is not required to commit financing for the development of these facilities, for Category 2 facilities, only a general financial commitment needs to be in place, and a general commitment is all that is required for a Category 3. Coordination with the purveyors of these facilities and services to assure that adequate facilities are available to accommodate growth is required. Where the City of Richland does not have the authority to commit financing for the maintenance of Category 2 and 3 public facilities and services, there is not a requirement for concurrency.

The purpose of this analysis is to identify whether the City of Richland has the capacity to provide Category 1 services to the proposed UGA expansion area and to identify the financial commitment required by the City to provide these services within six (6) years.

LEVELS OF SERVICE

As established above, the levels of service standards, for regulatory concurrency purposes, apply only to Category 1 capital facilities (streets and roads, water, sewer, and electrical power). The following paragraphs and tables define and establish levels of service for the Category 1 capital facilities.

“Level of service” (LOS) means an established minimum capacity for public facilities or services that must be provided per unit of demand or other appropriate measure of need, and is used as a gauge for measuring the quality of service. Levels of service need to be consistent with the growth projections of the Land Use Element of the City of Richland Comprehensive Plan. Under the concurrency requirements of GMA, if levels of service are set too high, it may result in the community not achieving its growth objectives. On the other hand, if levels of service are set too low, it may adversely impact the quality of life in the community. Even if concurrency is not required, LOS standards are valuable planning and budgetary tools.

LOS standards were initially established under the City of Richland Comprehensive Plan. These standards were reviewed, evaluated, and approved by the Richland City Council as a balance between economic feasibility and community benefit. For the purposes of this analysis, the City of Richland’s Level-of-Service criteria contained in their 2008 Comprehensive Plan were used. This was based on the assumption that Richland will have the ultimate responsibility for providing the necessary capital facilities for this area.

Table 1 defines LOS standards for Category 1 public facilities including; roads, water, and sewer. These LOS standards have been adopted as the standards that the City of Richland will use to evaluate future development approvals and will establish the basis for the future submission of capital budgets for approval within the UGA area.

Table 1. LOS Standards

Facility	Adopted LOS
Streets and Roads	
Local Roads	LOS D
Arterials	LOS D
Signalized Intersections	LOS D
Unsignalized Intersections	LOS D
Domestic Water	
Commercial Unit Flows	1,000 gallons/acre/day
Industrial Unit Flows	1,000 gallons/acre/day
Commercial Fire Flow	3,500 gpm for 3 hours
Industrial Fire Flow	4,000 gpm for 4 hours
Heavy Industrial Fire Flow	4,500 gpm for 5 hours
Sewer	
Residential Unit Flows	160 gallons/dwelling unit
Commercial Unit Flows	625 gallons/acre/day
Industrial Unit Flows	1,250 gallons/acre/day
Manning Pipe Roughness Coefficient	0.012
Minimum Sewer Velocity	2 feet/second

CAPITAL FACILITY INVENTORY

This section discusses existing facilities, owned by public entities, and provides information about the service provider, along with the location and capacity of the existing facilities.

Transportation

Streets

There is no existing roadway network internal to the proposed Urban Growth Area (UGA) Expansion Area. Only Stevens Drive, running north-south along the eastern side of the proposed Urban Growth Expansion Area provides immediate access. Roadways that will provide service to the proposed Urban Growth Area are described below.

Stevens Drive is a principal arterial roadway with a speed limit of 55 MPH that serves the Hanford area to the north of the proposed UGA Expansion Area. It has 6 lanes south of Horn Rapids Road and 4 lanes north of Horn Rapids Road. There are acceleration and deceleration lanes at intersections. North of Horn Rapids Road, Stevens Drive enters the Hanford Area and becomes Route 4 South.

Horn Rapids Road is a 2 lane minor arterial roadway that runs east-west within the existing Urban Growth Boundary approximately one-half mile to the south of the existing northern boundary of the UGA.

Kingsgate Way is a north-south minor arterial roadway with one lane in each direction and a two-way left turn lane. It has curb and gutter and a detached sidewalk on the east side just north of SR 240 along the RV Park frontage, but is a rural section further to the north. There are streetlights the full length of the roadway. It has a posted speed limit of 40 MPH. It provides access to residential development to the south of SR 240 but is discontinuous further south, with plans to extend it to Van Giesen Street (SR 224).

SR 240 is also known as the Vantage Highway west of Stevens Drive and is an east-west expressway that connects the City of Richland to areas to the west including the Hanford Site. It has a single through lane in each direction but at the intersection of Kingsgate Way it has deceleration lanes for right turns and, exclusive left turn lanes as well as acceleration lanes in both directions for vehicles turning onto the highway. A traffic signal will be constructed at the SR 240/Kingsgate Way intersection in 2017. The speed limit is 55 MPH. There are no sidewalk facilities as it has roadside ditches for stormwater. The City has programmed a multi-use pathway on the north side from Stevens Drive to Kingsgate Way.

George Washington Way parallels Stevens Drive to the east and serves the Tri-Cities Research District, the Port of Benton and the Pacific Northwest National Laboratories and Washington State University Tri-Cities. It is a 5 lane principal arterial through the heart of Richland. North of Horn Rapids Road, George Washington Way curves to the west to join Stevens Drive. Northbound, as it approaches Stevens Drive the only movement allowed is the northbound merge. Southbound Stevens Drive provides a left turn lane to access George Washington Way.

Traffic Volumes

Three existing intersections will provide primary access to the proposed UGA Expansion area and were evaluated for capacity purposes as part of this Capital Facilities Plan. Manual PM peak period turning movement volumes were collected in July 2016 at the three existing study intersections from 3:30 – 5:30 PM. Existing intersection lane configurations, traffic control and PM peak hour traffic volumes are depicted in Figure 2.

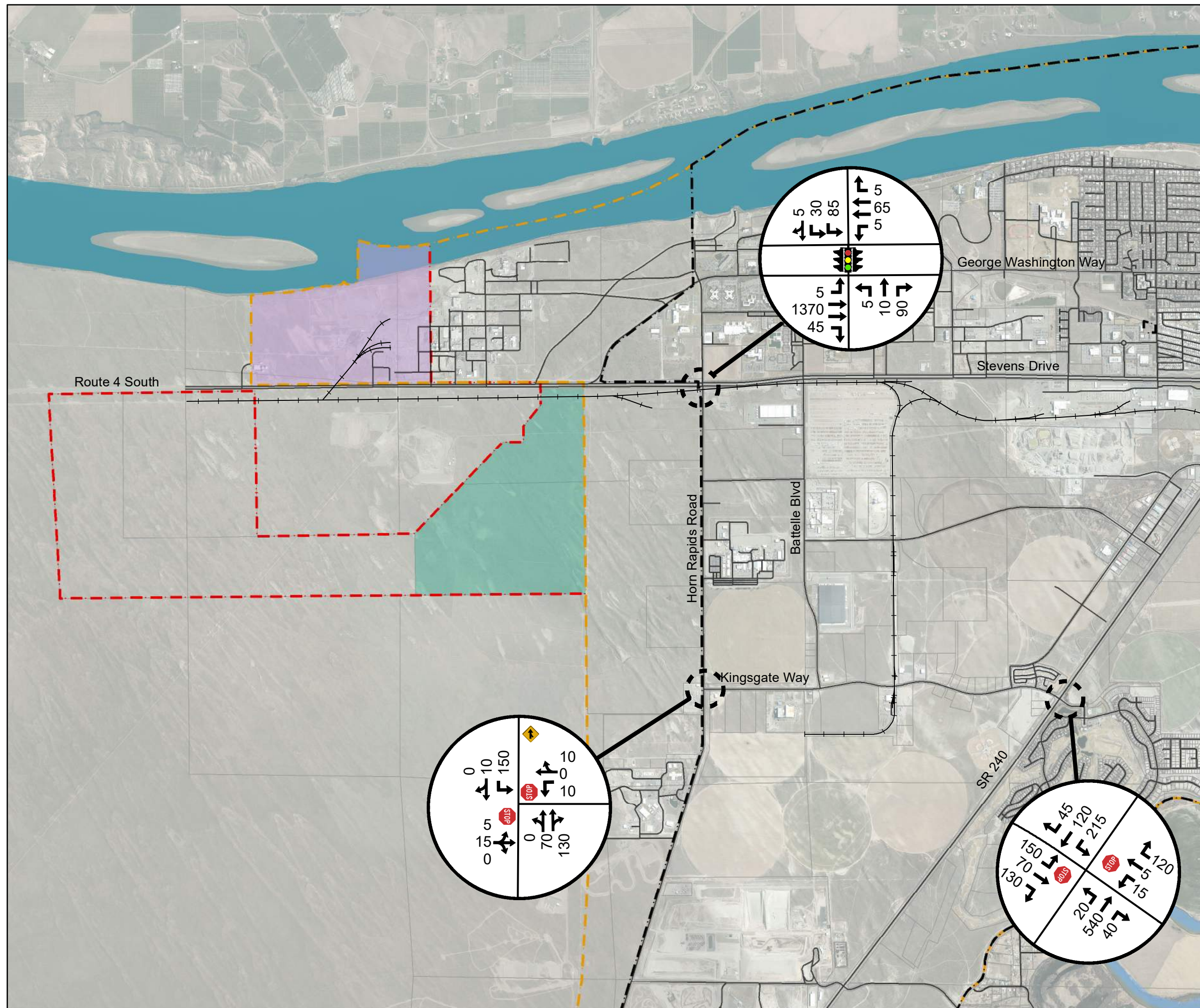
Figure 2

Existing Lane Configuration, Traffic Control and Volumes

- Legend**

 - City Limits
 - Existing UGA Boundary
 - Proposed UGA Boundary
 - Existing UGA To Be Removed
 - 6-Year Planning Area

0
2,500
5,000 Feet



Level of Service

The analysis of Level-of-Service (LOS) is a means of quantitatively describing the quality of operational conditions of a roadway segment or intersection, and the perception by motorists and passengers. Service levels are identified by letter designation, A to F, with LOS “A” representing the best operating conditions and LOS “F” the worst. Each LOS represents a range of operating conditions, and one or more measures of effectiveness (MOE) are used to quantify the LOS of a roadway element. For intersections, the MOE used is average control delay (seconds) per vehicle. While there are several methodologies for estimating the LOS of intersections, the most commonly used is that presented in the Highway Capacity Manual and is the methodology used in this study (HCM 2010). The Highway Capacity Manual LOS criteria for signalized and unsignalized intersections are summarized in Table 2.

Table 2. Level-of-Service Criteria for Intersections

Level of Service (LOS)	Average Control Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	< =10	< =10
B	>10 - < 20	>10 - < 15
C	>20 - < 35	>15 - < 25
D	>35 - < 55	>25 - < 35
E	>55 - < 80	>35 - < 50
F	>80	>50
Source: Highway Capacity Manual 2010, Transportation Research Board, National Research Council, Washington, D.C., 2000.		

The signalized method is based on the capacity available to service the various movements at a signalized intersection, based on the amount of green time provided for each movement. The impacts of any conflicting movements, etc. for unsignalized intersections delay is based on the availability of gaps in the major street to allow minor street movements to occur. Delay results in driver frustration and anxiety, loss of time, unnecessary fuel consumption, and contributes to unnecessary air pollution.

The Benton Franklin Council of Governments and the City of Richland have adopted regional standards for intersection service standards at LOS “D”. These proposed criteria will be the basis for determining appropriate mitigation actions for future traffic volumes.

Peak hour traffic volumes and intersection geometry from Figure 2 were used to determine the delay and Level of Service at the intersections. The results of the capacity analysis and intersection delay for existing conditions are shown in Table 3.

Table 3. Summary of Existing PM Peak Hour Delay (sec) and Level of Service

Intersection	PM Peak Hour	
	Overall Intersection	Worst Approach
Stevens Drive/Horn Rapids	13.8/B	WB—68.3/E
Horn Rapids Road/Kingsgate Way	*	SB—12.9/B
SR 240/Kingsgate Way	* (1)	SB-268/F

LEGEND

60.8/E Delay and Level of Service using existing lane configurations

* Uncontrolled Movements (major street through) not provided for overall intersection Analysis for Two-way Stop Controlled Intersections

NB = northbound, SB = southbound, WB = westbound, EB = eastbound

- (1) The LOS with the traffic signal installed in 2017 will result in much improved service, providing LOS B and 15 seconds of delay for the overall intersection and LOS C with 22 seconds of delay for the worst (NB approach).

As shown in Table 3, the intersections of Stevens Drive/Horn Rapids Road and Horn Rapids Road/Kingsgate Way function with good Levels of Service. However, the intersection of SR 240/Kingsgate Way currently functions with an unacceptable Level of Service during the PM peak hour. This is caused by a steady stream of traffic on SR 240 during peak hours, this limits gaps which side-street traffic can cross or enter the flow of mainline traffic and has been the situation for several years. The City has funded, and the Washington State Department of Transportation has committed to constructing a traffic signal at the intersection of sr 240/Kingsgate Way in 2017..

Sanitary Sewer Service

Currently, there is no sanitary sewer service in the UGA Expansion Area. Sanitary sewer service in this area will be provided by the City of Richland. The City of Richland updated its General Sewer Plan (GSP) in 2016. The GSP update discusses the total capacity, utilized capacity, and remaining capacity of both the Wastewater Treatment Plant (WWTP) and the sanitary sewer collection system. The following is a summary of the WWTP capacity and the sanitary sewer collection system based upon this planning document.

Wastewater Treatment Plant

The City of Richland operates a wastewater treatment plant (WWTP) with primary sedimentation and secondary activated sludge treatment. Chlorine is injected prior to discharge to the Columbia River for disinfection. Solids are thickened with rotary drum thickner, anaerobically digested, dewatered on belt presses, and transported to the City composting facility to attain a Class A compost which is sold to the public through wholesale distributors.

The WWTP is sized for 11.4 million gallons per day (mgd) of sewer flow as noted in Table 4. According to the GSP, the maximum monthly flow for 2015 was 6.3 mgd (55% of rated capacity) and maximum monthly flow is projected to reach approximately 9 mgd (80% of rated capacity) in the next 20 years. The GSP identifies that Biological Oxygen Demand (BOD) and Total Suspended Solids (TSS) loading are both currently at approximately 80% of rated capacity. The Washington State Department of Ecology (WDOE) recommends improvement planning begin once average flow/load exceeds 85% for three consecutive

months or exceeds 100% design capacity for one month. Based upon this requirement, the GSP projects the need for a WWTP re-rating study to occur in 2020.

Table 4. Design Criteria – 2016 NPDES Permit

Parameter	Design Criteria	85% of Design
Average flow for maximum month	11.4 mgd	9.7 mgd
BOD ₅ loading for maximum month	17,250 lbs/day	14,663 lbs/day
TSS loading for maximum month	21,200 lbs/day	18,020 lbs/day
NH ₃ -N loading for maximum month	2,750 lbs/day	2,338 lbs/day

Collection System

The City of Richland sanitary sewer collection system consists of over 262 miles of pipe ranging in size from 6-inch to 54-inch in diameter. The total area that can be provided with public sewer service totals over 25,000 acres. The existing collection system also includes 14 sanitary sewer lift stations, which are classified as either local service or interceptor service depending on the area they serve.

The natural ground topography of the UGA Study Area is a gentle slope of 0.5% towards the south. Therefore, the entire UGA Study Area will have only one drainage basin to be served by one sanitary sewer gravity interceptor pipe. There is an existing 24-inch diameter sewer interceptor (Logston Interceptor) that extends as far north as Battelle Boulevard. Figure 3 depicts the existing sanitary sewer collection system in the vicinity of the UGA Study Area.

Potable Water Service

The UGA Study Area is outside of the current water service area of the City of Richland water system. The City of Richland prepared an update to its Water System Plan (WSP) in 2016, which provides 20-year planning numbers for water supply, demand, and distribution. The following is a summary of the City's potable water source capacity and the distribution system based upon this planning document.

Source Capacity

According to the WSP, the City of Richland has a total available water right of 34,948 acre-feet per year and 43,786 gpm for instantaneous flow. This total available water right converts to a Maximum Day Demand (MDD) of 63.0 MGD. The 2015 population-based MDD is 38.4 MGD per the WSP. The planning period for the WSP limited the future demand projections to year 2035 when MDD is projected as 55.25 mgd.

The City of Richland potable water sources include a wellfield and the Columbia River Water Treatment Plant (WTP). According to the WSP update, the wellfield has a total of 15 MGD capacity while the WTP has a capacity of 36 MGD.

Distribution System

There are currently twelve pressure zones in the City's water distribution system that receive water service. The natural topography of the UGA Study Area (elevation 410' to 380') places it within the City's Core 548 Pressure Zone which serves elevations 353'- 427'. There are existing Core 548 water pipes as far north as Horn Rapids Road. Figure 4 depicts the existing water distribution system near the UGA Study Area.

Figure 3

Existing Sewer System

Legend

- 

City Limits
- 

Existing UGA Boundary
- 

Proposed UGA Boundary
- 

Existing UGA To Be Removed
- 

6-Year Planning Area
- 

Property Lines
- 

Sewer Lift Station

Existing Pipe Size (in)

- 

Collector
- 

10
- 

12
- 

15
- 

18
- 

21
- 

24
- 

27
- 

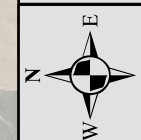
30
- 

36
- 

42
- 

54

0
2,000
4,000 Feet



Date: Oct 18, 2016

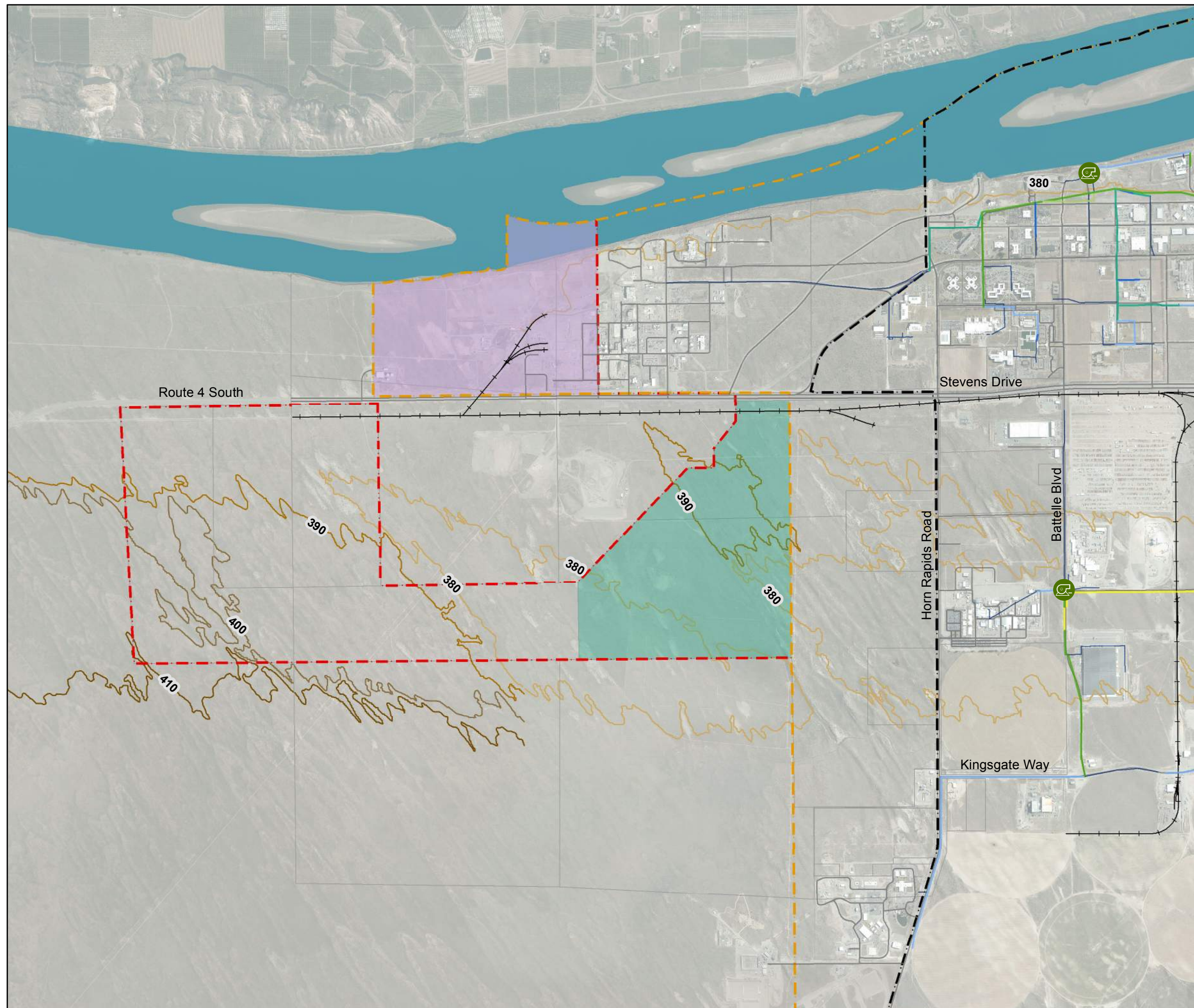


Figure 4

Existing Water System

Legend

- 

City Limits
- 

Existing UGA Boundary
- 

Proposed UGA Boundary
- 

Existing UGA To Be Removed
- 

6-Year Planning Area
- 

Booster Pump

Existing Pipe Size (in)

- 

6
- 

8
- 

10
- 

12
- 

14
- 

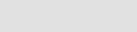
16
- 

18
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20
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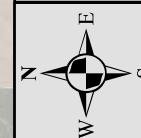
24
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27
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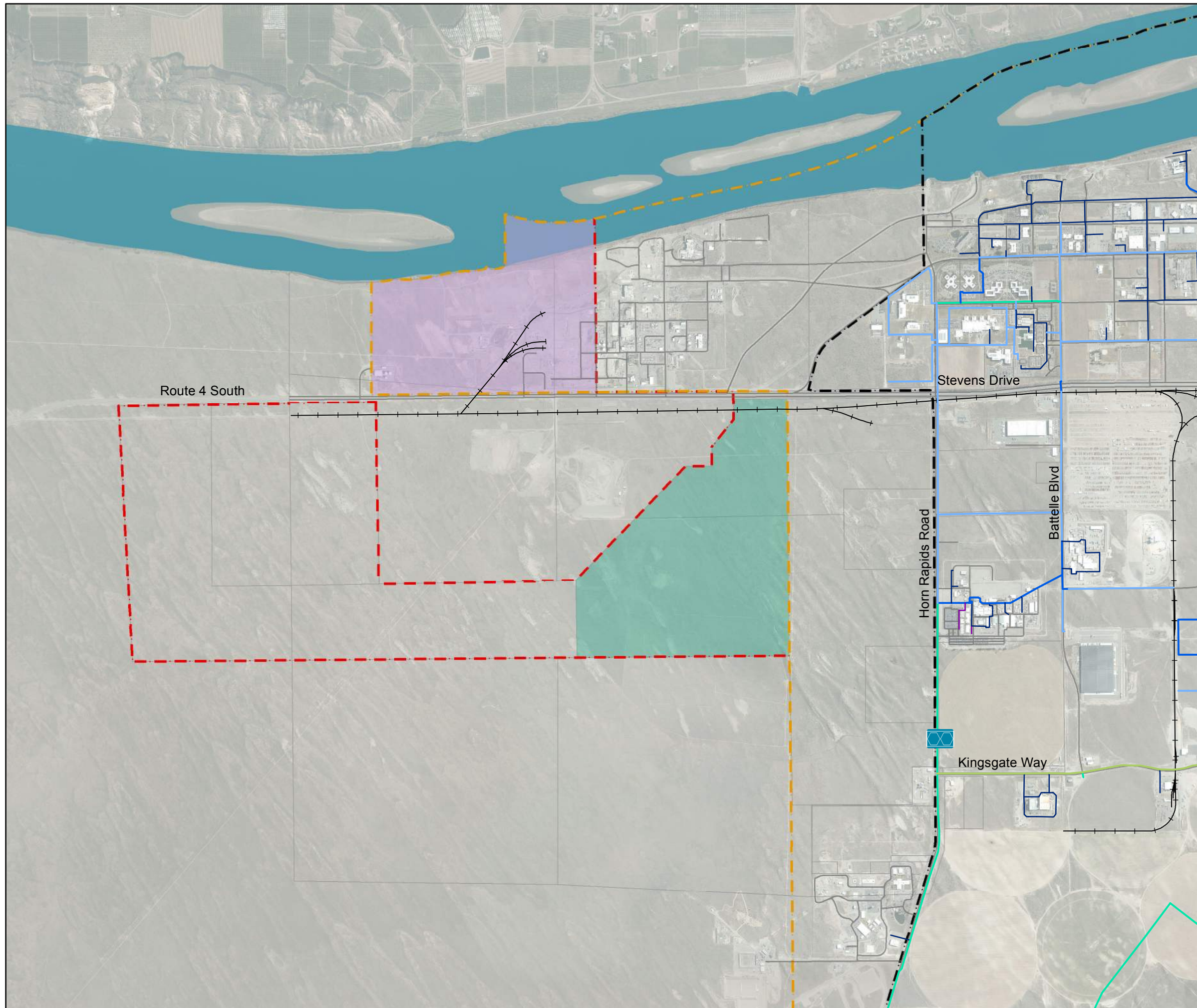
30
- 

36

0
2,000
4,000 Feet



Date: Oct 18, 2016



Surface and Storm Water Management

Currently, there are no storm water systems within the UGA Study Area. There is a restriction of the placement of swales, ponds and other storm drainage facilities within the UGA study area. The southerly restriction area is located 1,969 feet north of the centerline of Horn Rapids Road and extends 15,781 feet north of the centerline of Horn Rapids Road. This is noted in the property deed restrictions Exhibit H item 5. Refer to Figure 5 for a graphical representation of the restriction area.

Other Governmental Services

Power

The City of Richland Energy Services currently has no electrical power services specified for the UGA Study Area. There are existing electrical facilities along Horn Rapids Road (east/west) and Stevens Drive (north/south) that provide service to existing developed area. City of Richland Energy Services has the ability to provide electrical service to the UGA Study Area. The Bonneville Power Administration (BPA) has an overhead transmission line that crosses the UGA Study Area east to west. The BPA transmission line cannot be used for electrical services for the UGA Study Area.

Natural Gas

The natural gas utility for the UGA expansion area is Cascade Natural Gas Corporation (CNGC). CNGC has an existing 6-inch steel high-pressure main running north/south along Stevens Drive. There is also a 4-inch intermediate pressure main located along Horn Rapids Road (east/west). CNGC has stated that their existing natural gas services are currently 100% utilized and that no further natural gas services can be accounted for in the UGA Study Area. CNGC is currently working on plans to provide additional natural gas services so that the UGA Study Area can account for natural gas utility services. They have estimated additional natural gas services can be accounted for by the middle/end of 2017.

Communications

In regards to landline telecommunication service, the UGA Study Area is located in Frontier Communication's service area. Landline telecommunication service to the UGA Study Area is not currently available and would require additions to Frontier's current network. Other landline telecommunication providers would need to make similar improvements. Service coverage for cellular telecommunication is expected to be available in the UGA Study Area as nearby urban areas receive cellular service. Internet service to the UGA Study Area would be limited to wireless internet service providers (ISPs) until a fiber optic network connection could be extended to the area.

Telecommunications

Telecommunications includes the transmission of information by wire, radio, optical cable, electromagnetic, or other similar means. This includes telephone, cellular telephone and cable and satellite television.

Changes in technology are having a major impact on telecommunications. Much of these technologies are merging with much less distinction between data, video, and voice technologies. Some of these utilities are regulated by the Washington State Utilities and Transportation Commission to meet a specific level of service to their service areas.

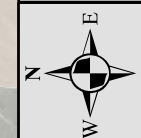
Figure 5

Stormwater Restriction Area

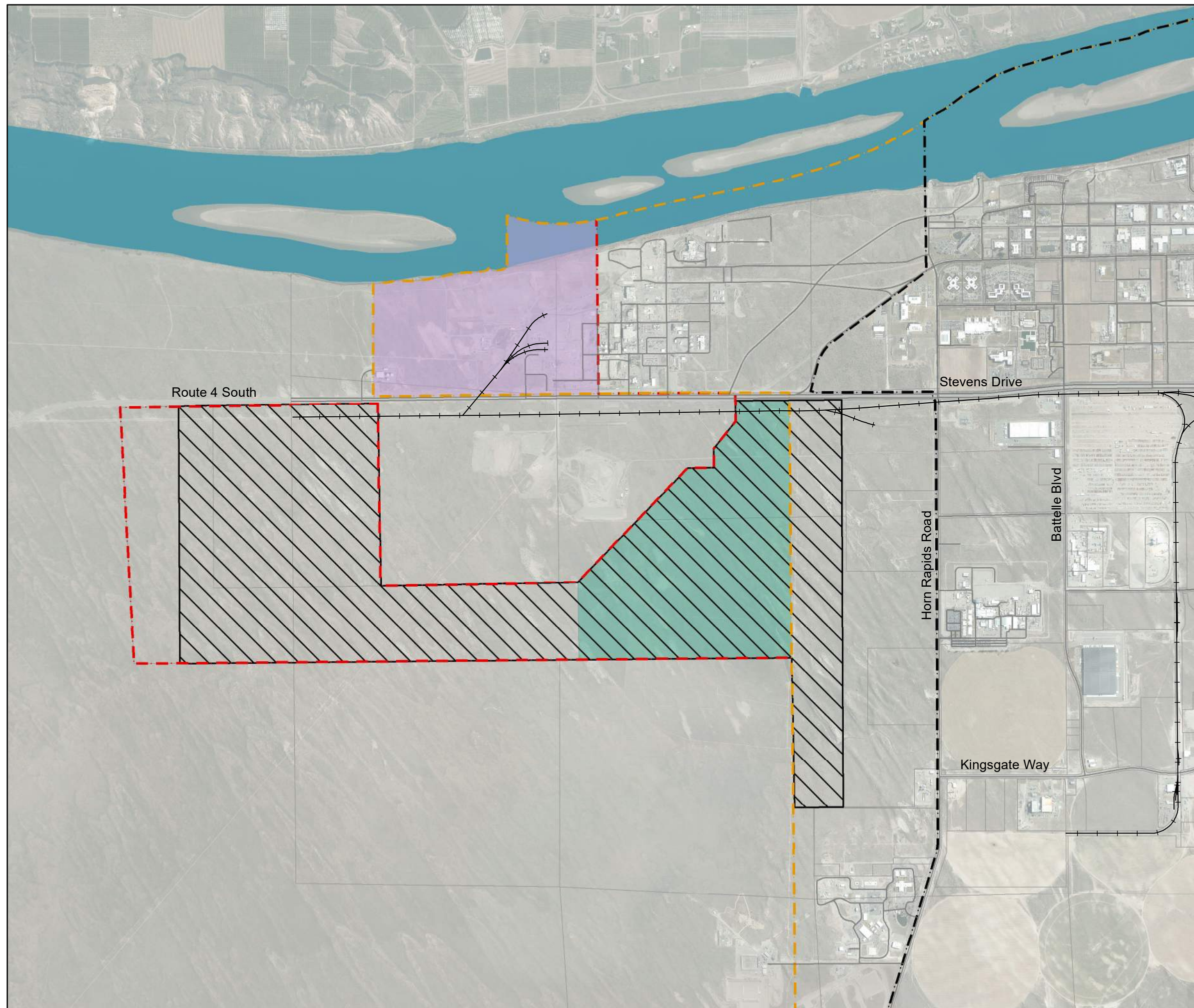
Legend

-  City Limits
-  Existing UGA Boundary
-  Proposed UGA Boundary
-  Existing UGA To Be Removed
-  6-Year Planning Area
-  Stormwater Restriction Area

0 2,000 4,000 Feet



Date: Nov 7, 2016



Frontier Communications provides standard phone service to the UGA Study Area. There are existing communication services along Horn Rapids Road (east/west) and along Stevens Drive (north/south). There are no communications services within the UGA Study Area.

U.S. Cellular, AT&T, Sprint, Verizon and Nextel currently provide cellular phone service within the Tri-Cities area. Due to the close proximity to urban areas, it is anticipated that all of these services will have acceptable reception.

Irrigation

Separate irrigation services are not provided by an irrigation district within the UGA Study Area. All irrigation within this the UGA Study area will need to be provided through the City of Richland Domestic Water System or via a private on site well source(s). It is noted that non-potable water is available with an existing irrigation pipeline at the corner of Stevens and Horn Rapids Road. It's not anticipated that the targeted developments will need this service; however, if a significant non-potable demands are requested by development irrigation service would be provided by this non-potable water system and most likely not from the domestic potable water system.

FACILITY REQUIREMENTS

This section of the UGA Capital Facilities Analysis presents capital improvement projects required by the City of Richland and others, to meet and maintain the level of service standards discussed earlier, based on the land use projections outlined.

Transportation

2022 Without UGA Expansion Conditions

An evaluation of future conditions in year 2022 without the UGA Expansion at study intersections was prepared for comparative purposes. The year 2022 was selected for the analysis year to be consistent with the State of Washington Growth Management Act and the requirement to provide acceptable Levels of Service over a 6-year time frame before allowing developments to proceed.

Although this section does not account for growth within the study area, accounting for background growth is typical for such studies. Traffic volumes in the study area are highly dependent on employment associated with the Department of Energy Hanford site to the north of the study area. Volumes can fluctuate up or down over time. For the purposes of this study, a background growth rate of 1.5% per year was applied to existing traffic volumes to represent year 2022 volumes without the UGA Expansion. For the purposes of this analysis, no reduction in traffic volumes was made associated with the 283 acres proposed to be removed from the UGA

The only significant roadway improvement anticipated during the next 6 years in the study area is the installation of a traffic signal at the intersection of SR 240/Kingsgate Way.

**Table 5. Summary of 2022 PM Peak Hour Delay (sec) and Level of Service
Without UGA Expansion**

Intersection	PM Peak Hour	
	Overall Intersection	Worst Approach
Stevens Drive/Horn Rapids	16/B	WB—71.3/E
Horn Rapids Road/Kingsgate Way	*	SB—12.9/B
SR 240/Kingsgate Way	15.2/B	NB-22.1/C

LEGEND

60.8/E Delay and Level of Service using existing lane configurations

* Uncontrolled Movements (major street through) not provided for overall intersection Analysis for Two-way Stop Controlled Intersections

NB = northbound, SB = southbound, WB = westbound, EB = eastbound

As shown in Table 5, all intersections in the study area are anticipated to operate with good overall Levels of Service. The high delay for the westbound approach at the intersection of Stevens Drive/Horn Rapids Road is for a relatively small number of vehicles. In order to maximize the throughput of the high demand volume on Stevens Drive which feeds the SR 240 By-Pass Highway, a long signal cycle length of 150 seconds is used. These long cycle lengths can cause lengthy delay for side street movements which is the case at Stevens Drive/Horn Rapids Road resulting in existing LOS E for some movements.

2022 with UGA Expansion

The proposed UGA Expansion Area consists of approximately 1,187 acres. There are also 283 acres that are proposed to be removed from the existing UGA on the east side of Stevens Drive, as previously discussed and shown in Figure 1.

The portion of the UGA Expansion area anticipated to be developed during the next six years comprises approximately 385 acres at the southern end. The land use of the entire site would be for light industrial purposes. Currently, the City has very few sites which can accommodate large industrial type development greater than 50 acres, such as is common in the Horn Rapids Industrial Park immediately to the south of the UGA Expansion area. Similarly, there are very few sites in the state that can accommodate industry with needs greater than 100 acres. The City and Port of Benton have been approached by businesses with needs similar to the AREVA site of 100 acres situated on Horn Rapids Road between Kingsgate Way and Stevens Drive. The intent of the UGA Expansion is to serve as many such businesses as possible.

Given the intent of the type of development anticipated for the UGA Expansion area, a relatively light roadway network, is proposed for the 6-year time period. It would consist of the following roadways that would be constructed consistent with the Horn Rapids Industrial Park Industrial Roadway section with 40' of paved roadway including 3 12' lanes and 2' shoulders:

- An east-west roadway (Road "A") connecting with Stevens Drive near its existing intersection with George Washington Way approximately 1-mile north of Horn Rapids Road, just north of and parallel to the existing BPA power lines, and extending west approximately 3 miles to a future extension of Kingsgate Way to the north. The western portion of this roadway within the existing UGA is approximately 3,260' and estimated to cost \$2.28 million.
- A Kingsgate Way extension (Road "B") to the north approximately 1 mile to connect with a new east-west roadway (Road "A"), a length of approximately 3,220' at a cost of approximately \$2.18 million.
- One additional north-south roadway (Road "C") along the western boundary of the UGA Expansion area that will provide access to the area north of the new east-west roadway (Road "A") in order to preserve maximum lot size capabilities. This roadway is outside the existing UGA and will be paid for by development of the UGA.

Depending on the actual development that occurs, and the lot acreage sizes incorporated into the UGA Expansion area, it may be meaningful for secondary or emergency services access or for phasing purposes to extend the north-south roadway from Horn Rapids Road rather than beginning at the new east-west roadway. For the 20-year time period, the new north-south roadway (Road "C") would be extended to the northern portion of the UGA Expansion area to connect with an additional east-west roadway (Road "D") that would connect to Stevens Drive.

In order to determine potential future roadway traffic volumes, the ITE 9th Edition of "Trip Generation" was consulted. This publication is produced based on national research that provides typical trip generation rates for various types of land uses. The trip generation rates for General Light Industrial and General Heavy Industrial were examined. A traffic count was also conducted at the entrance to the AREVA site during the PM peak hour to estimate the trip generation of these large facilities. A combination of these three land uses was felt to best estimate potential future trips generated within the next 6 years on the 385 acres. Trip generation rates for the land uses used are as follows:

- Light Industrial: 51.8 trips per acre on a typical weekday
- Light Industrial: 7.26 trips per acre during the PM peak hour (22% inbound, 78% outbound)
- Heavy Industrial: 6.75 trips per acre on a typical weekday
- Heavy Industrial: 2.16 trips per acre during the PM peak hour (22% inbound 78% outbound)
- AREVA Site: 0.69 trips per acre during the PM peak hour (5% inbound, 95% outbound)

For the purposes of this analysis it was assumed that 200 acres of the 385 would develop with similar trip generation characteristics as the AREVA site, and that 125 acres would develop with trip generation similar to that of typical heavy industrial and the remaining 60 acres would develop with Light Industrial trip generation characteristics. This would result in a total of 162 new inbound trips and 682 outbound trips from the UGA Expansion area.

In order to add the new trips to the roadway network, some assumptions were made as to the travel routes that the trips would use. Existing traffic patterns were examined in light of a knowledge of the housing available in the region for future workers in order to determine likely travel routes to and from the UGA Expansion area. The percentages of trips using the various potential travel routes are shown in Figure 6 along with the resulting Site Generated Trips. Traffic volumes shown in Figure 6 were added to the 2022 No-Build traffic volumes to represent the year 2022 Traffic Volumes with UGA Expansion and are shown in Figure 7.

Using the 2022 Traffic Volumes with UGA Expansion developed and shown in Figure 7, capacity analysis was again performed. The results of the analysis are shown in Table 6.

**Table 6. Summary of 2022 PM Peak Hour Delay (sec) and Level of Service
With UGA Expansion**

Intersection	PM Peak Hour	
	Overall Intersection	Worst Approach
Stevens Drive/Horn Rapids	8.3/A	WB—73.3/E
Horn Rapids Road/Kingsgate Way	*	WB—32.4/D
SR 240/Kingsgate Way	21.2/C	SB-30.2/C
Stevens Drive/George Washington Way/New east-west Road	18.9/B	EB-41.8/D

LEGEND

60.8/E Delay and Level of Service using existing lane configurations

* Uncontrolled Movements (major street through) not provided for overall intersection Analysis for Two-way Stop Controlled Intersections

NB = northbound, SB = southbound, WB = westbound, EB = eastbound

In addition to the roadway Improvements needed to provide access to the new UGA Expansion area described above, the following intersection improvements will be needed to provide acceptable Levels of Service as described below:

- At the intersection of Kingsgate Way/Horn Rapids Road two lanes for each approach will be needed, to reduce delay for various movements. Also, with the higher traffic volumes coming from the north leg rather than the east leg, conversion from north-south being STOP controlled to east west being STOP controlled will be needed at some point during the six year time period to reduce delay for southbound traffic. These improvements are estimated at \$165,000.

Figure 6

2022 PM Peak Hour Site Generated Trips

- Legend**
 - City Limits
 - Existing UGA Boundary
 - Proposed UGA Boundary
 - Existing UGA To Be
 - 6-Year Planning
 - Road "A"
 - Road "B"
 - Road "C"
 - Road "D"
 - Future 20-Year Road Extension

X% Inbound
(X%) Outbound

0 2,500 5,000 Feet



Date: Nov 7, 2016

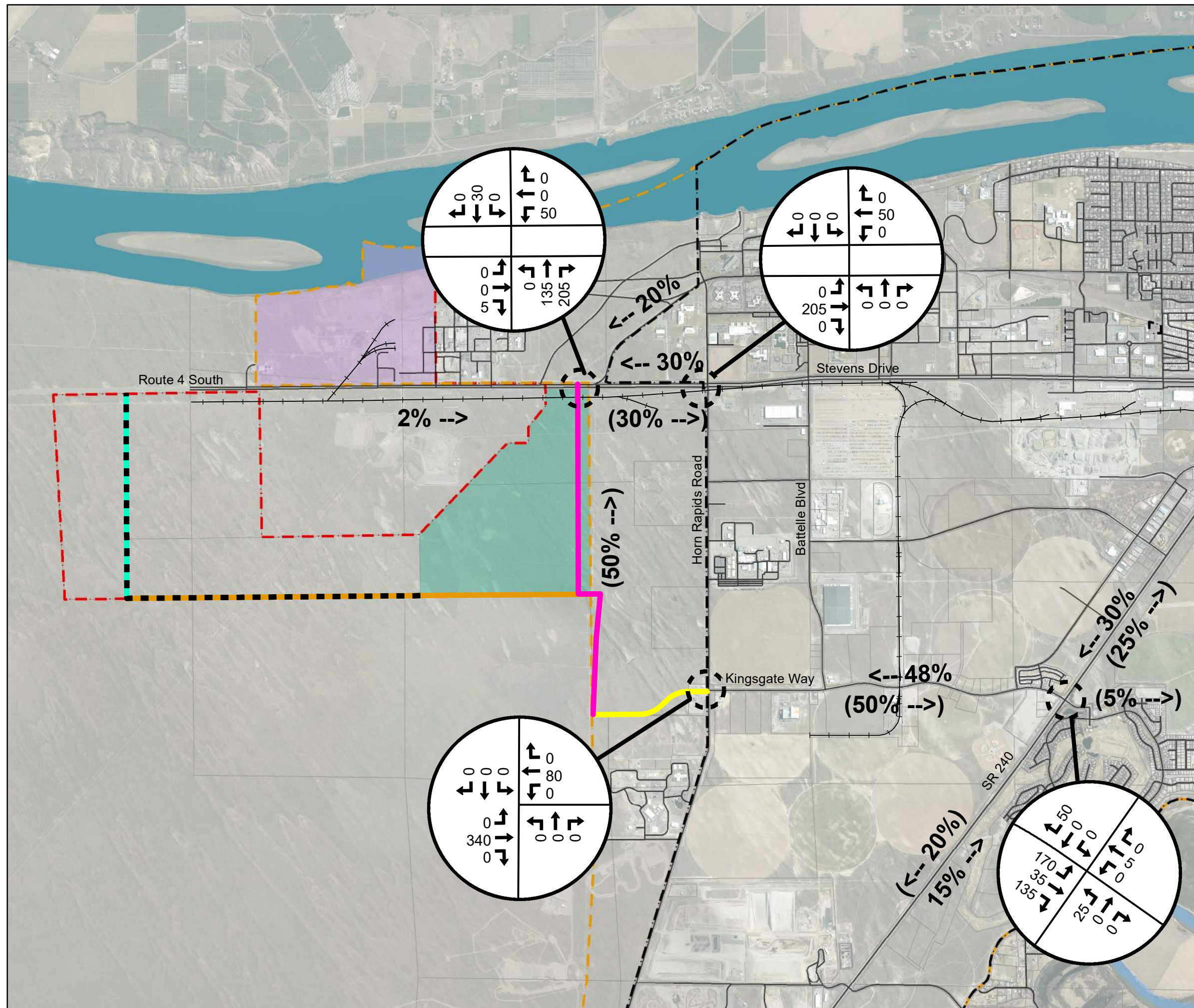
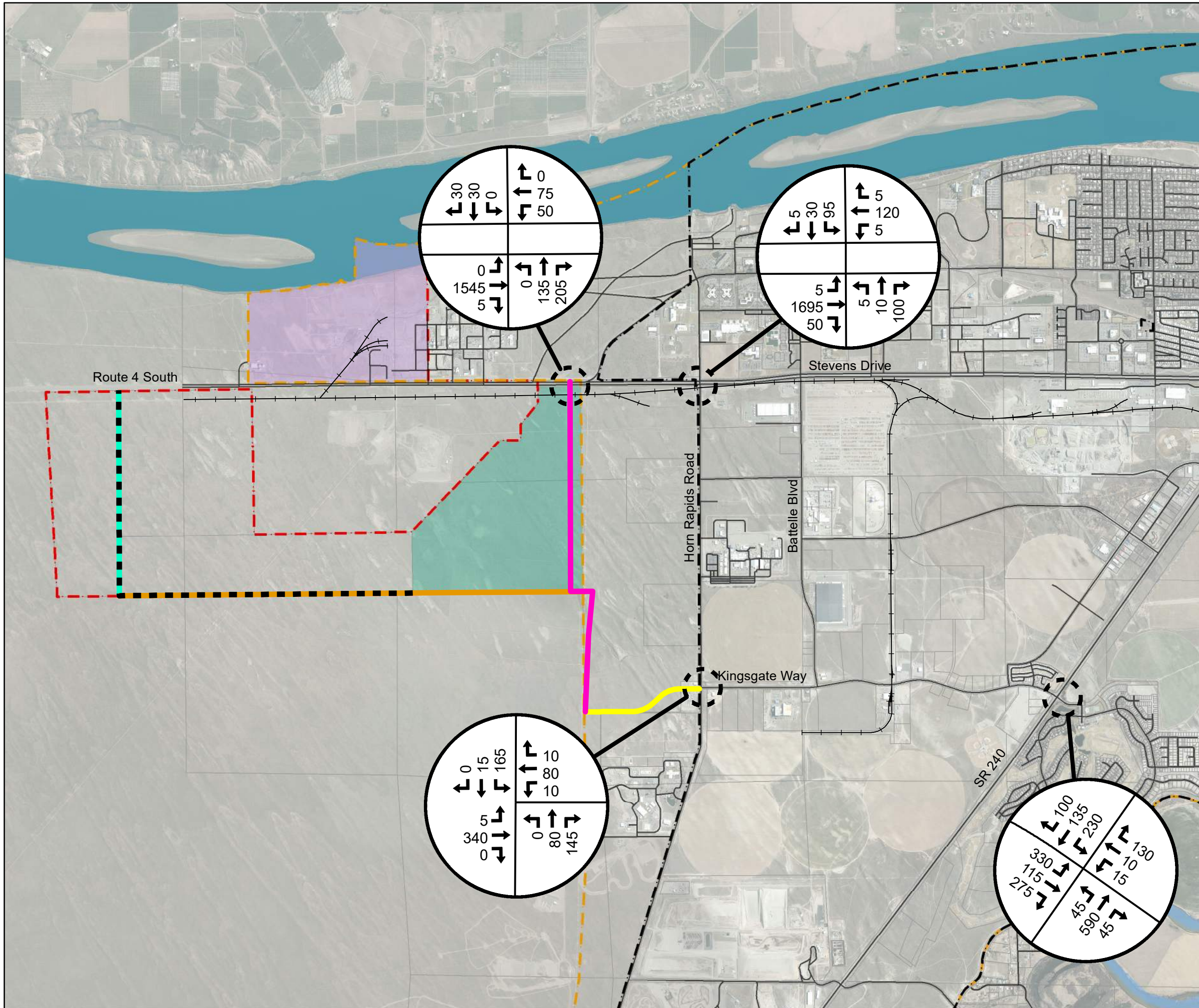
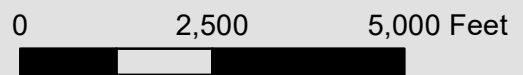


Figure 7

2022 PM Peak Hour Volumes with UGA Expansion

Legend

City Limits
 Existing UGA Boundary
 Proposed UGA
 Existing UGA To Be
 6-Year Planning
 Road "A"
 Road "B"
 Road "C"
 Road "D"
 Future 20-Year Road



- At the new intersection at Stevens Drive/George Washington Way/new east-west road, a traffic signal will be needed in order to provide adequate gaps in the Stevens Drive flow of traffic for other movements to occur. It is anticipated that this intersection would have exclusive left and right turn lanes on all approaches and that the existing sweeping right turn for George Washington Way to northbound Stevens Drive could be retained. At some point in the future, development on the east side of Stevens Drive could incorporate network changes that would more closely represent a grid network without the need to modify this intersection further. These improvements are estimated at \$755,000.

2036 With UGA Expansion

For the 20 year traffic analysis general roadway capacity was examined to determine what potential large capacity capital projects might be anticipated. It is inherent in this analysis that intersection improvements will need to occur over time, but specific improvements for the 20-year period at the intersection level are difficult to determine for such a long-range forecast with so many variables.

There are an additional 1,317 acres within the proposed UGA Expansion area beyond those evaluated for the year 2022 discussed above. One known future land use is associated with 300 acres owned by Energy Northwest who anticipates placing solar panels on 100 acres. These 100 acres would generate very few trips for maintenance purposes.

If similar land development assumptions are made for the 1,317 acres, such that 50% or 650 acres develops with similar trip making characteristics to those explained earlier with the AREVA site, and 600 acres of heavy industrial with 67 acres of light industrial, it could be expected that 415 inbound and 1,816 outbound trips could be made during the PM peak hour. It is likely, due to the proximity to Stevens Drive that the vast majority of these trips would access Stevens Drive.

Part of the purpose of the transfer of the 1,341 acres from the Department of Energy to the City of Richland and the Port of Benton is to provide alternate opportunities for employment as the Hanford Site clean-up eventually draws to a close in the long term. As a result of this shift in employment, the southbound traffic volumes on Stevens Drive are likely to decrease somewhat, however the extent and timing of this shift is unknown.

More detailed evaluation will be required in the future, when specific site proposals are presented, to better understand future traffic patterns and impacts of proposed developments. However, It is anticipated that Stevens Drive would need to be widened to 6 lanes north from Horn Rapids road through the UGA Expansion area to the northernmost new access roadway. A traffic signal would be needed at that northernmost roadway as well, which would provide gaps for other potential large parcel development on the west side of Stevens Drive. Traffic signalization may also be needed at Kingsgate Way/Horn Rapids Road.

Sanitary Sewer Service

Sanitary sewer service will be provided by the City of Richland. The following sections describe the projected flows and necessary expansion of the sanitary sewer system to serve the UGA Study Area for both the 6-year (2022) and the 20-year (2036) planning periods.

Estimated Sewer Flows

The GSP suggests using 1,250 gallons per acre per day (gpac) for industrial areas. This is consistent with the reference text Wastewater Engineering: Treatment and Reuse, by Metcalf & Eddy, gross-area sewer flows for industrial areas are estimated to be between 1,000 and 1,500 gpac. Therefore, for the purposes of this study, an average discharge of 1,250 gpac is assumed for the UGA Study Area. Infiltration and

inflow were considered low and therefore excluded due to the location of the study area being high in elevation and thus less affected by groundwater and because the age of the collection system piping will be new.

Master planning of sanitary sewer service for non-residential land uses is difficult because of the wide range of potential discharges. It should be noted that the 2015 General Sewer Plan Update identified that some of the heavy industrial permitted users contributed sewer flows of 3,000 gpad while some light industrial users contributed only 60 gpad. Therefore, each potential industrial use should be analyzed separately at the time of development to determine effects their specific industry will have on the collection system and the wastewater treatment plant.

2016-2022 with UGA Expansion

The total area for the 6-year study area is 385 acres. For 6-year planning purposes, maximum daily sewer flow for the UGA Study Area will be approximately 0.48 MGD for industrial use. This is based upon a gross-area approximation of 1,250 gpad and the extent of development planned for 6 years.

- Maximum Daily Flow = 1,250 gpad x 385 acres = 481,250 gpd (0.48 MGD)

2016-2036 with UGA Expansion

The 20-year planning period assumes full build-out of the UGA Study Area. The total area is approximately 1,702 acres. Based upon the 1,250 gpad assumption the following is the estimated sewer flow for 20-year planning purposes:

- Maximum Daily Flow = 1,250 gpad x 1,702 acres = 2,127,500 gpd (2.13 MGD)

Facility Improvements Required Outside the UGA Study Area

The following sections address the impacts to two major facility categories of the sanitary sewer system: the collection system and the wastewater treatment plant. It is assumed that utilities will be extended only as far as the southern boundary of the UGA Study Area.

Collection System

As previously noted, the natural ground topography of the UGA Study Area creates one singular sanitary sewer service area. A strategy for providing gravity sanitary sewer service to this UGA Study Area was included in the 2015 GSP. The 24-inch diameter Logston Interceptor will be extended at minimum slope (0.10%) northward to the edge of the study boundary.

It should be noted that although 6-year flows and pipe sizes are provided below, any sanitary sewer extensions to these areas that are constructed should be sized for the expected build-out flows from the study area, which are calculated to be the 20-year flows in this study. Modern materials and installation/inspection techniques are expected to result in 50-100 year lifespans for sewer pipe that is installed today. Because the majority of the capital cost is in the installation rather than the materials, it is recommended to size pipes for long-term planning needs. The following are the recommended improvements to the collection system:

2016-2022 with UGA Expansion

For the 6-year planning period, the service area consists of approximately 385 acres. For 6-year flows, approximately 7,500 LF of 12-inch diameter pipe would be need to be extended from the Logston interceptor. However, this pipe should be upsized to 24-inch in order to accommodate master plan flows per the GSP. Figure 8 depicts the alignment proposed for the sewer trunk extension. The Engineer's Opinion of Probable Cost in Year 2016 dollars for this improvement is estimated to be \$1.8 million.

The GSP confirms that the existing sewer collection system has available capacity for the estimated 6-year flows from the UGA Study Area.

2016-2036 with UGA Expansion

For the 20-year planning period, the service area consists of approximately 1,702 acres. The 7,500 LF of 12-inch diameter pipe needed for 6-year flows will need to be upsized to 24-inch for buildout flow – which matches the size and grade selected in the GSP. Figure 8 depicts the alignment proposed for the sewer trunk extension.

The GSP confirms that the existing sewer collection system has available capacity for the estimated 20-year buildout flows from the UGA Study Area.

Wastewater Treatment Plant

2016-2022 with UGA Expansion

For 6-year planning purposes, average daily sewer flow for the UGA Study Area will be approximately 0.48 mgd for industrial use. The GSP projects that maximum month flows for the WWTP in 2022 will be approximately 7.2 MGD; therefore, the UGA Study Area will add approximately 6% to the total peak monthly flows at the WWTP for 6-year planning purposes. This peak monthly flow will be 7.68 MGD – which is 67% of the WWTP design capacity. Therefore, the WWTP has available capacity for the 6-year sanitary sewer flows from the UGA Study Area.

2016-2036 with UGA Expansion

For 20-year planning purposes, average daily sewer flow for the UGA Study Area will be approximately 2.13 MGD for industrial use. The GSP identifies that peak month flows for the WWTP in 2036 will be approximately 9.1 MGD; therefore, the UGA Study Area will add approximately 20% to the total peak monthly flows at the WWTP for 20-year planning purposes. This peak monthly flow will be 11.23 MGD – which approaches the current design capacity of the WWTP (11.4 MGD). The WWTP has available capacity for the buildout sanitary sewer flows from the UGA Study Area; however, it may trigger the need for expansion planning to begin sooner than otherwise planned.

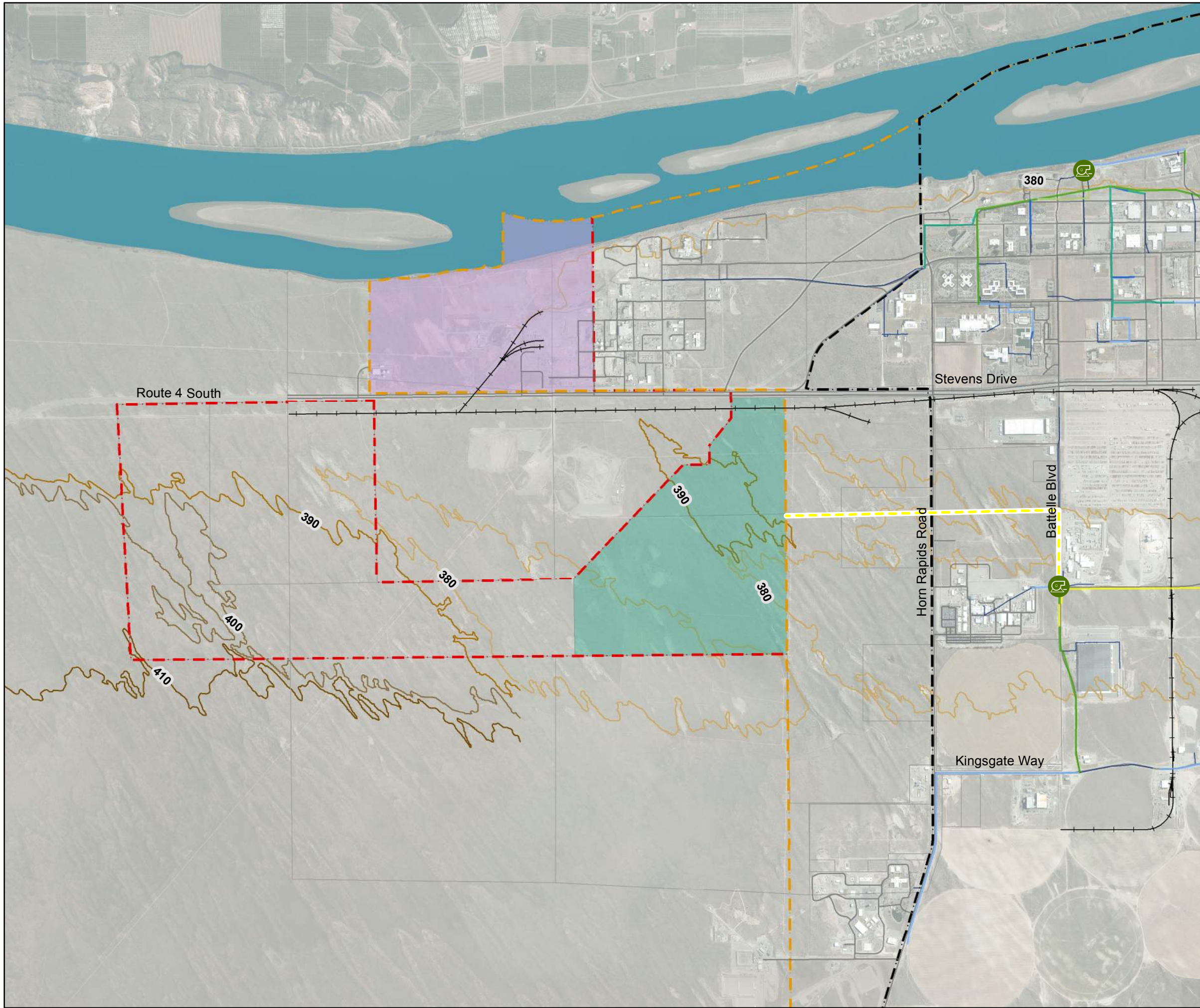


Figure 8

Sewer Improvements

Legend

- City Limits
- Existing UGA Boundary
- Proposed UGA Boundary
- Existing UGA To Be Removed
- 6-Year Planning Area
- Property Lines
- Sewer Lift Station

Existing Pipe Size (in)	MP Pipe Size (in)
Collector	Collector
10	10
12	12
15	15
18	18
21	21
24	24
27	27
30	30
36	36
42	42
54	54

0 2,000 4,000 Feet

Potable Water Service

Potable water service will be provided by the City of Richland. The following sections describe the projected water demands and necessary expansion of the potable water system to serve the UGA Study Area for both the 6-year (2022) and the 20-year (2036) planning periods.

Estimated Water Demands

Master planning of potable water service for non-residential land uses is difficult because of the wide range of potential industrial water needs. For the purposes of this study, a gross-area demand of 1,250 gallons per acre per day (gpad) is assumed, which is consistent with the estimated sewer demand. It is recommended that each potential industrial user should be analyzed separately at the time of development to determine effects on the distribution system and source capacity.

2016-2022 with UGA Expansion

The total area for the 6-year study area is 385 acres. For 6-year planning purposes, water demands for the UGA Study Area will be approximately 0.48 mgd for the 385 acres of industrial use.

- Maximum Daily Demand = 1,250 gpad x 385 acres = 481,250 gpd (0.48 MGD)

2016-2036 with UGA Expansion

The 20-year planning period assumes full build-out of the UGA Study Area. The total area is approximately 1,702 acres. Based upon the 1,250 gpad assumption the following is the estimated water demand for 20-year planning purposes:

- Maximum Daily Demand = 1,250 gpad x 1,702 acres = 2,127,500 gpd (2.13 MGD)

Facility Improvements

The following sections address the impacts to four major areas of the City of Richland's potable water system: system-wide water demands, source capacity, distribution system performance, and storage requirements. It should be noted that although 6-year planning and buildout infrastructure sizes are provided, any domestic water improvements to the UGA Study Area that are constructed should be sized for the expected build-out demands for the study area, which are calculated to be the 20-year demands in this study.

System-Wide Water Demands

As previously identified, the total available water rights for the City allow for 54 MGD of maximum daily flow. Currently, the City uses 38 MGD maximum daily flow and plans to be using approximately 46 MGD in the year 2022 and 55 MGD in the year 2036. The six-year maximum daily demands for the UGA Study Area are 0.48 MGD while buildout demands are 2.13 MGD. The addition of the 2.13 MGD peak flows at buildout for the Study Area will have little impact on the instantaneous water rights.

Encroachment toward the total available water right can be relieved through the use of the Quad-Cities water right. The Quad-Cities were issued a water right in 2003 that provides a maximum of 86 mgd to be developed and put into use by the Quad-Cities by 2051. The permit has specific requirements that limit water appropriations at various times per year and include mitigation of the consumptive portion of water use. Through the use of the Quad City water right, the City has adequate maximum day water rights for the Study Area.

Source Capacity

According to the WSP update, the City's two largest sources of water, the wellfield and the WTP, each pump directly into the Core 548 Zone and have a combined capacity of 51 MGD. Currently, the City uses 38 MGD maximum daily flow and plans to be using approximately 46 MGD in the year 2022 and 55 MGD in the year 2036. The six-year maximum daily demands for the UGA Study Area are 0.48 MGD while buildout demands are 2.13 MGD. Therefore, there is adequate capacity for the 6-year projections but the addition of the UGA Study Area may trigger the need for increased source capacity within the next 20 years.

Distribution System

A hydraulic analysis was performed in order to determine impacts on the existing distribution system as well as proposed sizing for distribution system expansion to serve the UGA Study Area. This hydraulic analysis is documented in a letter from RH2 Engineering, Inc. dated April 23, 2015. The results from the analysis are incorporated and summarized below.

2016-2022 with UGA Expansion

The UGA Study Area will be served by the City's Core 548 Pressure Zone. Water supply will be provided directly from the WTP and wellfield sources. The closest Core 548 Zone transmission main is located on Horn Rapids Road.

A connection to the 16-inch Core 548 Zone transmission main in Horn Rapids Road is proposed to be extended on the west side of the UGA Study Area. To ensure the reliability of service, a redundant source of water is needed. A second service location, on the east side of the UGA Service Area, would connect to the 12-inch transmission main in Horn Rapids Road. These two service connections must be looped within the UGA Study Area in order to provide the required fire flow capacity as well as a reliable source of water. The hydraulic analysis identified this improvement as a 12-inch diameter pipe loop. It should be noted that this analysis assumes the cost of the loop will be an onsite cost and only the cost of the two service extensions to the UGA Study Area boundary is hereby included in the costs. Figure 9 depicts the alignment proposed for the water transmission main extensions.

The Engineer's Opinion of Probable Cost in Year 2016 dollars for the 12-inch water pipe connections is estimated to be \$2.5 million.

The hydraulic analysis indicates that the pipe loop alone will not provide the required fire flow for the UGA Study Area. An elevated onsite storage tank will be required in order to provide the required fire flow – as discussed below.

2016-2036 with UGA Expansion

The distribution system improvements identified for 6-year improvements are also adequate to meet buildout needs. This is because the required fire flow dictates a minimum pipe size of a 12-inch loop to serve the UGA Study Area.



Figure 9

Water Improvements

- City Limits
- Existing UGA Boundary
- Proposed UGA Boundary
- Existing UGA To Be Removed
- 6-Year Planning Area
- Property Lines
- Booster Pump

Existing Pipe Size (in)	MP Pipe Size (in)
6	6
8	8
10	10
12	12
14	14
16	16
18	18
20	20
24	24
27	27
30	30
36	36

0 2,000 4,000 Feet



Date: Oct 18, 2016



Storage Capacity

The WSP indicates that the City has a surplus of storage in the Core 548 Zone for both 6-year and 20-year planning horizons. However, the hydraulic analysis indicates that onsite storage is needed at the UGA Study Area in order to provide the required fire flow for the UGA Study Area. Several alternative storage tank locations have been identified; however, the option that provides the most reliable service to the UGA Study Area is an elevated tank located on the UGA Study Area site. The elevated tank could be located anywhere in the UGA Study Area.

Reservoir storage has three main components: Standby Storage, Equalizing Storage, and Fire Flow Storage. Standby Storage provides a supply of water during emergency conditions such as a transmission main failure. Equalizing Storage ensures that peak instantaneous demands can be met at any time. Fire Flow Storage ensures meeting fire flow planning level requirements under all conditions including power outages and/or the loss of the source supply. Typically, fire flow storage is the largest driver for tank sizing. The WSP used assumptions of 4,000 gpm for four hours for industrial land use and 4,500 gpm for five hours for heavy industrial land use. To be conservative, the required fire flow storage for the UGA Study Area is planned for the heavy industrial requirement of 4,500 gpm for 5 hours, which is 1,350,000 gallons. The Total Required Storage value is the sum of each of the three reservoir storage components. These storage value calculations are based on the planning assumptions discussed in the WSP and can be further adjusted with a more specific study.

2016-2022 with UGA Expansion

For 6-year planning, the UGA Study Area will require a storage volume of 1.5 MG; however, it should be sized for 2 MG in order to serve the buildout demands of the Study Area. The Engineer's Opinion of Probable Cost in Year 2016 dollars for a 2.0 MG reservoir is estimated to be \$7.0 million as shown in Table 7

2016-2036 with UGA Expansion

For 20-year buildout planning, the UGA Study Area will require a storage volume of 1.7 MG. A 2.0 MG tank was used for cost estimating purposes.

Power

The City of Richland Energy Services has reviewed the UGA Study Area and they have determined it will require additional electrical infrastructure to support the UGA Study Area. Additional electrical services will be necessary along the frontage of the proposed roadway network within the UGA Study Area. Electrical services are to be looped from Horn Rapids Road to Stevens Drive. Until more specific power requirements of UGA Study Area have been further identified, it is not possible to accurately predict total power demand for the UGA Study Area. The City of Richland Energy Services has anticipated that a substation will be required further to the north of the UGA Study Area and that the necessary infrastructure will be required to be installed as part of the UGA Study Area. Estimated electrical power costs are included in the Engineer's Opinion of Probable Cost in Year 2016 dollars are included in the streets and roads section located in Table 7.

Surface and Storm Water Management

The public roadway network within the UGA Study Area shall have roadside ditches to convey and retain storm water runoff from the public roadway network. Storm water runoff shall be retained in the roadside ditches. Refer to the industrial roadway section shown in Figure 10 for the drainage ditch section. Storm water runoff from the public roadway network into roadside ditches are not considered a part of the

storm water restriction as shown in Figure 5; however, no underground infiltration facilities and/or large retention ponds will be allowed for the development of the public roadways. The roadway network shall avoid large drainage basins that would concentrate large amounts of storm water runoff.

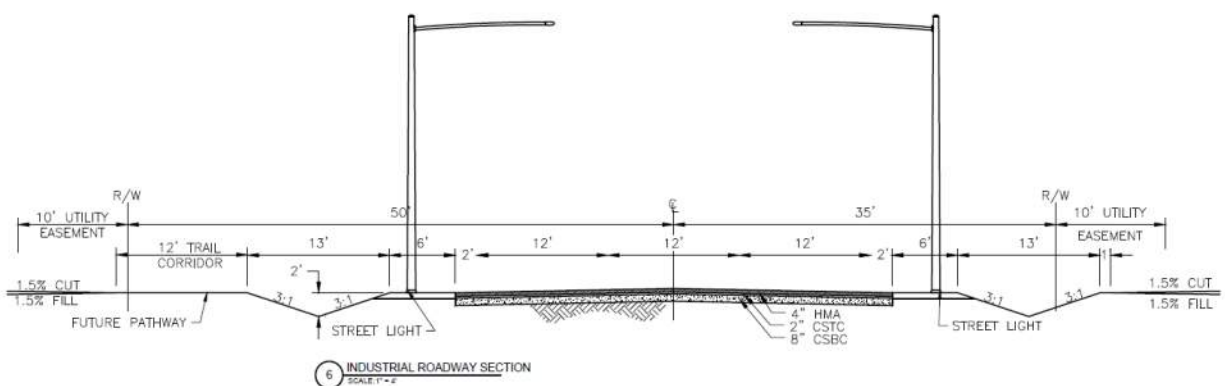
The City of Richland has adapted the Storm Water Management Manual for Eastern Washington (SWMMEW) as the basis for storm water management. For hydrologic volume control, roadside ditches shall be designed based upon the following criteria: Washington, Region 2, Benton County; SCS Type 1A – 24 Hour storm for storm volume with a 25-year return period. The flow-rate of the public storm drainage system shall be designed using the 2-Year, 3-Hour short duration Eastern Washington storm for pipe and inlet sizing using SCS or Santa Barbara method. Refer to Section 3 – Design Guidelines item C-Storm Drainage Collection Systems of the City of Richland Public Infrastructure Construction Plan Requirements and Design Guidelines for additional storm water design information.

The UGA Study Area has no defined upstream and/or downstream drainage channels. Therefore, no upstream and/or downstream storm water improvements for the UGA Study Area are anticipated

Any storm water costs associated with the development of the public right of way facilities are included in the costs of those facilities in the streets and road section in Table 7.

All development considered as private and/or non-public is not a part of the UGA Study Area. All private and/or non-public storm water facilities shall be retained on-site and the private developer shall encumber all associated costs. Storm water restrictions will be applicable to all private and/or non-public developments. It is anticipated that private and/or non-public storm water facilities will be collected and conveyed on-site to lined evaporation ponds for those developments within the storm water restriction area. Maintenance and operation of the private storm water facilities will be provided by Owner/Developer.

Figure 10. Proposed Industrial Roadway Section



Other Governmental Services

Natural Gas

CNGC has stated that their existing natural gas services are currently 100% utilized and that no further natural gas services can be currently accounted for in the UGA Study Area. CNGC is currently working on plans to provide additional natural gas services so that the UGA Study Area can account for natural gas utility services. They have estimated additional natural gas services can be accounted for by the middle/end of 2017. No estimated costs to extend natural gas to the UGA Study Area are included in this plan since the cost to extend natural gas sewer service would be incurred by CNGC and/or private development.

Telecommunications

Telecommunications includes the transmission of information by wire, radio, optical cable, electromagnetic, or other similar means. This includes telephone, cellular telephone and cable and satellite television.

Changes in technology are having a major impact on telecommunications. Much of these technologies are merging with much less distinction between data, video, and voice technologies. Some of these utilities are regulated by the Washington State Utilities and Transportation Commission to meet a specific level of service to their service areas.

Frontier Communications can provide standard phone service to the UGA Study Area. There are existing communication services along Horn Rapids Road (east/west) and along Stevens Drive (north/south). Communications services will need to be extended to the UGA Study Area. Communication services will parallel the City of Richland Energy Services facilities along the proposed public roadway network frontage in the UGA Study Area. Estimated costs to extend communication services in the UGA Study Area are included in the streets and roads section located in Table 7

U.S. Cellular, AT&T, Sprint, Verizon and Nextel currently provide cellular phone service within the Tri-Cities area. Due to the close proximity to urban areas, it is anticipated that all of these services will have acceptable reception.

Irrigation

All irrigation within this the UGA Study area will need to be provided through the City of Richland Domestic Water System or via a private on site well source(s). It is noted that non-potable water is available with an existing irrigation pipeline at the corner of Stevens and Horn Rapids Road. It's not anticipated that the targeted developments will need this service; however, if a significant non-potable demands are requested by development irrigation service would be provided by this non-potable water system and most likely not from the domestic potable water system. No estimated costs to provide irrigation service to the UGA Study Area from the existing non-potable water service are included in this plan since it is anticipated that minimal non-potable water service demand will be requested and would ultimately be provided by the domestic potable water system.

FUNDING SOURCES

This section discusses many of the existing and potential revenue sources, debt capacity and options for using debt financing by the City of Richland to fund needed capital improvements related to growth.

The City of Richland uses a number of different financing sources to pay for capital projects. Typically, large capital projects are financed through long-term bonded debt and grants and loans. For the purposes of this CFP, it is assumed that the cost of capital improvements will be funded by a variety of funding sources which range from the City of Richland, Port of Benton, late comer agreements and grants and loans.

The following discusses the various revenue sources available to the City of Richland. Not all of these sources are currently being used by the City to fund capital improvements. Those that are being currently used are identified.

Taxes

Property Taxes

RCW 84.52 authorizes this tax on the assessed valuation of real and personal property, subject to two limitations: Initiative 747 limits growth of regular property taxes to 1% of the highest amount levied in the previous year, before adjustments for new construction and annexations; and, The State Constitution limits the total regular property taxes to 1% of assessed valuation or \$10.00 per \$1,000 of value (if the taxes of all districts exceed this amount, each is proportionately reduced until the total is at or below the 1% limit).

Voters may approve excess property tax levies over the constitutional and statutory limits for a number of years to pay off general obligation bonds for construction, or a single year levy (two years for school districts) for general operating purposes. The constitution requires 40% voter turnout in the previous general election and a 60% favorable majority vote (RCW 41 and 84).

RCW 85.55 allows cities that are levying property taxes at a rate lower than the statutory maximum, to lift the levy lid by more than 1%. A simple majority vote is required. The purpose for which the money will be used does not need to be specified. Cities that are levying at their statutory maximum rate can raise their rate for one year. This is called an Operations and Maintenance Levy and also requires 40% voter turnout in the previous general election and a 60% favorable majority vote. The purpose for which the money will be used does not need to be specified.

Retail Sales and Use Tax

There is levied a total of 8.6% on all retail sales, except for off-premise food and drugs. The allocation of the 8.6% is as follows:

- State - 6.5%
- County - 0.15%
- County - Criminal Justice - 0.10%
- City - 0.85%
- City - Criminal Justice - 0.10%
- City – 2015 – Criminal Justice - 0.30%
- Ben Franklin Transit - 0.60%

The City does not need to designate how their portion of the sales taxes will be spent.

Real Estate Excise Taxes

The state authorizes a tax of 1.28% on the sale of all real estate. RCW 82.46 authorizes cities, planning under the GMA, to assess an additional tax on real estate sales of .25%. These funds must be spent on capital projects listed in the capital facilities plan. A second .25% may also be levied to help defray the costs of development and rehabilitation. The City levies both .25% taxes for use in funding capital projects.

Lodging Excise Taxes

RCW 67.28 authorizes a 2% tax on all charges for lodging furnished for a continuous period of less than one month. This tax is taken as a credit against the 6.5% State sales tax assessed on the lodging charges for the promotion of tourism, acquisition and or operation of tourism related facilities (i.e. specific stadium, convention, performance or visual arts facilities). An additional 2% tax can be levied for a total rate of 4%. The additional 2% levy does not reduce the sales tax rate.

Leasehold Excise Tax

RCW 82.29A authorizes a 12.84% tax on the permanent occupancy of publicly-owned premises for private use for 30 days or more. The tax is a substitute for regular property taxes to compensate for services provided. The tax is sent to the Department of Revenue which keeps 6.84%, with 2% of the remaining 6% going to the County and 4% going to the City. The purpose for which the money will be used does not need to be specified.

Commercial Parking Tax

The Transportation Improvement Act authorizes a tax on commercial parking based on either gross proceeds, the number of parking stalls or on the number of users. Revenues must be spent for general transportation purposes, including highways, public transportation, high capacity transportation, transportation planning, etc. Currently, the City of Richland does not impose a Commercial Parking Tax.

Business and Occupation Tax

RCW 35.11 authorizes cities to collect this tax on gross or net income of businesses, not to exceed a rate of 0.2 percent. Revenue may be used for capital facility acquisition, construction, maintenance, and operations. Voter approval is required to initiate the tax or increase the tax rate. Currently, the City of Richland does not impose a Business and Occupation Tax.

Gambling Tax

RCW 9.46 provides for a tax on gambling revenues. Currently the City collects 5% of the gross revenue less the amount paid for prizes for bingo and raffles, 5% of gross receipts for punch boards and pull-tabs, and 10% of gross receipts on all card games. Funding is primarily used for gambling enforcement.

Admission Tax

5% of all for profit admission feed within the city.

Intergovernmental Revenues

Liquor Revenues and Liquor Excise Taxes:

The City receives distributions from the state for liquor related taxes through Liquor Excise Taxes and Liquor Board Profits. 2% of all liquor revenues received must be used for an approved alcohol and drug addiction program under RCW 71.24.555. Initiative 1183 passed November 2011 privatized the distribution and retail sale of liquor effective June 1, 2012.

Liquor Excise Taxes:

In 2012, the state legislature diverted all liquor excise tax revenue to the state general fund for FY2013. For FY2014, \$10 million was permanently diverted to the state general fund, the majority of which comes from the City portion. For the 2013-2015 budget, the state legislature increased the share of liquor taxes collected and remitted under RCW 82.08 that is deposited into the state general fund effectively decreasing the local share to 17.5%. The increased share for the state general fund will end on June 30, 2015, however, the permanent diversion of \$10 million per year will not.

Liquor Board Profits:

The markups on liquor have been replaced as a state revenue source by license fees that are paid to the state by retailers and distributors. A portion of these fees goes to cities, counties and border cities and counties. They are apportioned in a manner that provides that each category of recipients received in the aggregate, no less than it received from the liquor revolving fund during comparable periods prior to December 8, 2011. An additional distribution of \$10 million per year from the spirits license fees must be provided to border areas, counties, cities and towns for the purpose of enhancing public safety programs.

The result is a 0.3% of the total amount distributed to border cities and counties. Of the remaining 97%, 80% goes to cities and 20% to counties. The City must use 20.23% of its distribution for public safety programs.

Motor Vehicle Fuel Tax

The State of Washington provides a state-collected gasoline tax that is shared with cities (RCW 82.36). The base tax in Washington State is 37.5 cents per gallon. Of this amount, the City receives 10.6961% of 23 cents and 8.3333% of 3 cents. These funds are placed in the city street fund and can be used for general anew construction, repair or reconstruction of streets identified in the City's six-year street improvement program and approved by the state. Cities are required to spend 0.42% of gas tax receipts on paths and trails unless the amount is less than \$500.

Local Option Fuel Tax

The Transportation Improvement Act authorizes the County, with voter approval, to levy a local option tax equivalent to 10% of the statewide Motor Vehicle Fuel Tax and a special fuel tax of 2.3 cents per gallon. Revenues are distributed to the County and cities on a weighted per capita basis, i.e. 1.5 County/1.0 City. City of Richland does not have a local option fuel tax at this time. These revenues must be spent for highway purposes, including construction, maintenance and operation.

City Assistance

RCW 43.08.290 authorizes a distribution of up to \$100,000 annually to those cities who collect less than 50% of the state-wide average per capita level of sales and use tax revenues or those cities whose per capita assessed property is less than 55% of the statewide average per capita assessed property value. These funds can be used for any municipal purpose. The \$100,000 can be increased each year by the increase in the July implicit price deflator for personal consumption expenditures. Total distributions can be proportionally decreased if funds are not available statewide to fund all entities eligible for these distributions.

Licenses and Permits

The City collects fees for a number of licenses and permits, including Business Licenses, Building Permits and permit fees for zoning plan review and inspections.

Utility Taxes and Franchise Fees

RCW35A.82 authorizes the collection of taxes on the operating revenues of private and public utilities within the City. The City levies taxes on electric, gas, telephone, cable, water, sewer, irrigation, stormwater and garbage utilities operating within the City.

The maximum statutory rate that can be collected is 6% for electric, gas and telephone utilities. Additional taxes can be levied on these utility operations with a vote of the electorate. There are no restrictions on the rate levied for water, sewer, irrigation, stormwater and garbage utility operations. For cable utilities, the rate levied is governed by the Cable Communications Policy Act of 1984 which requires the rate to be comparable to the rates levied for other utility operations.

The following are the rates levied by the City by type of utility:

- Water – 12.26%
- Sewer – 10.5%
- Solidwaste – 10.5%
- Electric - 8.5%
- Storm Water - 8.5%
- Ambulance – 1.0%
- Telephone – 8.5%
- Natural Gas – 8.5%
- Brokered Natural Gas – 8.5%
- Cable TV – 7.5%

Additional franchise fee charges can be levied on electric, gas and telephone utilities for administrative costs for permitting, reviewing plans, monitoring construction and preparing SEPA documents. Cable TV franchise fees are governed by federal law. Rates may be levied at 5% of gross revenues without a restriction on the purpose. Cable TV franchise fees within the City is 5%.

Privilege Taxes

The state levies a privilege tax on electric generating facilities of public utility districts for the privilege of operating. The tax is measured by gross income derived from the sale of electric energy, the number of kilowatt hours of self-generated energy distributed to consumers or resold to other utilities and the wholesale value of energy produced in thermal plants. A rate of 1.5% is levied on Energy Northwest's WNP#2 operated on the Hanford Reservation. The 1.5% is distributed as follows:

- 10.2% - State General Fund
- 44.9% - State General Fund for public schools
- 19.8% - Counties within the impacted area
- 20.6% - Cities within the impacted area
- 2.7% - Fire districts within the impacted area
- 1.8% - Certain Library districts within the impacted area

The City is impacted by the operation of WNP#2 and therefore receives a distribution of privilege taxes.

Charges for Services

Park User Fees and Program Fees

The City charges fees for using park facilities, or for participating in recreational programs.

Sewer User Fees

The state authorizes sewer charges to wastewater generators. In the City of Richland, these fees are usually based on the amount of potable water consumed based on the assumption that there is a correlation between water consumption and wastewater generation. Residential customers pay flat (base) rate only. Commercial customers pay base and consumption rate. Revenue may be used for capital facilities, operations and maintenance.

Water User Fees

State authorized rate charged to each residential and commercial customer, based on the volume of water used. Revenue may be used for capital facilities, operations and maintenance.

Road Impact Fees

ESHB 2929 authorizes impact fees to pay for roads required to serve new development. Impact fees must be used for capital facilities needed for growth, and not to meet current deficiencies and cannot be used for operating expenses. Road impact fees must also be directly related to the impacts created by the development and must be utilized within 5 years or returned.

Fire Protection and Emergency Services Impact Fees

ESHB 2929 authorizes impact fees to pay for fire protection and emergency service facilities required due to new development. These fees are usually collected at the issuance of building permits or certificates of occupancy. Fire and emergency services fees are usually based on a flat rate for dwelling units by type and per square foot for non-residential uses. Adjustments must be made to fee calculations to account for fire and Emergency Services costs that are paid by other sources of revenue. Additional credit can also be given to developers that contribute land, improvements or other assets. These impact fees are in addition to any mitigation or voluntary payments authorized by SEPA, local improvement districts, etc. Impact fees must be used for capital facilities needed for growth, and not to meet current deficiencies, and cannot be used for operating expenses. Fire and emergency services impact fees must also be directly related to the impacts created by the development and must be utilized within 5 years or returned. Currently, City of Richland does not impose fire protection and emergency services impact fees.

Park and Recreation Impact Fees

ESHB 2929 authorizes impact fees to pay for park and recreation facilities required due to new development. These fees are usually collected at the issuance of building permits or certificates of occupancy. Adjustments must be made to fee calculations to account for park and recreation costs that are paid by other sources of revenue. Additional credit can also be given to developers that contribute land, improvements or other assets. These impact fees are in addition to any mitigation or voluntary payments authorized by SEPA, local improvement districts, etc. Impact fees must be used for capital facilities needed for growth, and not to meet current deficiencies, and cannot be used for operating expenses. By City Ordinance, Park and Recreation impact fees must also be directly related to the impacts created by the development and must be utilized within 6 years or returned. Currently, the City of Richland charges an impact fee for parks and recreation based on the total population generated.

Bonds

General Obligation/Councilmanic Bonds

There are two types of General Obligation Bonds: Voter approved and Councilmanic. Voter approved bonds are backed by the value of the property within the jurisdiction. They increase the property value rate, with increased tax revenues dedicated to paying the principal and interest on the bonds. Councilmanic Bonds are authorized without voter approval and paid from general tax sources without an

increase in tax revenue. The total amount of local government debt, without a 60% majority vote of qualified electors, is restricted to 2.5% of the taxable value of all property in the jurisdiction for general purpose; 2.5% for utility bonds; and, 2.5% for utilities.

Special Assessment District Bonds

Special assessment districts, such as Local Improvement Districts (LID), Road Improvement Districts (RID) and Utility Local Improvement Districts (ULID), may be formed by the city to finance capital facilities required by other entities (property owners, developers, etc.). These capital facilities are funded through the issuance of special assessment bonds, paid for by the entities benefited. Use of special assessment bonds is restricted to the purpose for which the special assessment district is created.

Grants and Loans

Community Development Block Grants

Department of Community Development grants of up to 100% may be available through the Federal Department of Housing and Urban Development for public facilities projects, economic development, housing, etc. which benefit low and moderate income households.

Community Economic Revitalization Board Grants

Department of Trade and Economic Development revenue are available for low interest loans and grants to finance sewer, water, access roads, etc. to facilitate private sector industrial development that supports the trading of goods or services outside of the State, and either creates or maintains jobs.

Public Works Trust Fund Loans

Department of Community Development low interest loan funds are available for capital facilities, emergency planning, and capital improvement planning. Applicants must have a capital facilities plan, must be levying the 1/4% real estate excise tax, and must be in compliance with UGA requirements. Capital improvement planning projects are limited to planning for streets and utilities.

Federal Bridge Replacement Program

Grants (80% Federal/20% Local) issued by the Washington State Department of Transportation (WSDOT) State Aid Division, are available for replacement of structurally deficient or functionally obsolete bridges. The bridge must be on the Washington State Inventory of Bridges.

National Highway System Grants

WSDOT State Aid Division revenue is available for construction and improvement of the National Highway System. The project must be on the Regional Transportation Improvement Program (TIP) list and must be a component of the National Highway System (NHS), including all highways classified as principal arterials. These funds are available on an 86.5% Federal/13.5% Local match, based on the highest ranking projects from the Regional TIP list.

Transportation Improvement Board (TIB) Grants

State Transportation Improvement Board (TIB) grants are available for roadway and sidewalk projects caused by economic development or growth, development activities, and partially funded locally. Grants are funded 80% State/20% Local.

- Urban Arterial Program (UAP) - best suited for roadway projects that improve safety and mobility.

- Urban Sidewalk Program (SP) – Best suited for sidewalk projects that improve safety and connectivity.
- Arterial Preservation Program (APP) – provides funding for overlay of federally classified arterial streets in cities with a assessed valuation less than \$2 billion.

Transportation Partnership Program (TPP)

Transportation Improvement Board grants are available for projects to relieve and prevent traffic congestion. Preference is given to projects that are structurally deficient, congested by traffic, and has geometric deficiencies or accident incidents. Grants are funded 80% State 20% Local.

Surface Transportation Program

WSDOT State Aid Division block grant revenue is available for road construction and maintenance, transit capital projects, bridge projects, transportation planning, research and development, participation in wetland mitigation and wetland banking. Funds are distributed generally at 80% federal/20% local based on the highest ranking projects from Regional Transportation Improvement Program list.

State Parks and Recreation Commission Grants

State Parks and Recreation Commission grants are available for the acquisition of land and capital improvement projects for parks and recreation purposes. Funds come from both State and Federal sources and are granted on a 50% State and 50% Local basis.

Department of Health Grants & Loans

State grants & loans for technical assistance and updating existing water systems, are available for ensuring effective management, and achieving maximum conservation of safe drinking water. Matching requirements for grant vary depending on the program and loan rates for loan programs.

Centennial Clean Water Fund

Department of Ecology grants for the design, acquisition, construction, and improvement of Water Pollution Control facilities (WPC), and related activities, are available to meet state and federal WPC requirements and protect and improve water quality.

Department of Ecology administers low interest loans and loan guarantees. Applicants must show water quality need, have a facility plan, have the ability to repay, and conform to other State and Federal WPC requirements.

Department of Ecology Grants

State of Washington supplies grants for a variety of programs related to solid waste, including Remedial Action Grants to assist with local hazardous waste sites, Moderate Risk/Hazardous Waste Implementation Grants to manage local hazardous waste, and Food and Yard Waste Composting Grants.

Local Revitalization Financing (LRF) program

In the 2009 Legislative Session Senate Bill 2SSB 5045 Chapter 270 was adopted creating the Local Revitalization Financing (LRF) program. The program helps local governments finance public improvement projects that encourage private development within a revitalization area. The LRF program authorizes cities and counties to create “revitalization areas” and allows certain increases in local sales and use tax revenues and local property tax revenues generated from within the revitalization area, additional funds from other local public sources, and a state contribution to be used for payment of bonds issued for financing local public improvements within the revitalization area. The state contribution is provided

through a new local sales and use tax that is credited against the state sales and use tax (sometimes referred to as the “LRF tax”). This tax does not increase the combined sales and use tax rates paid by consumers.

The Department of Revenue administers the LRF program. The state provides money to the local government sponsoring the LRF area through a local sales and use tax under RCW 82.14.510 (commonly referred to as the “LRF tax”). This local sales and use tax is credited against the state sales and use tax, so it does not increase the sales and use tax rate for the consumer. Instead, the LRF tax shifts revenue from the state general fund to the sponsoring local government.

The maximum amount allowed statewide for state contributions to LRF is \$4.75 million per state fiscal year. Of this amount, \$2.25 million is allocated for the seven demonstration projects, and \$2.5 million is allocated for the other projects approved on a first-come basis. The maximum amount of state contribution for each demonstration project is specified in the bill and ranges from \$200,000 to \$500,000 per project. The maximum state contribution for each project approved on a first-come basis is \$500,000.

The City of Richland currently utilizes this financing option for the Richland Revitalization Area for Industry, Science and Education (RAISE) area and anticipates that this will be a viable option for funding the UGA infrastructure in the future as well.

Tiger Grant Funding Program

The Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program, provides a unique opportunity for the U.S. Department of Transportation to invest in road, rail, transit and port projects that promise to achieve critical national objectives. Since 2009, Congress had dedicated more than \$4.1 billion to the program: \$1.5 billion for TIGER I, \$600 million for TIGER II, \$527 million for TIGER III, \$500 million for TIGER IV, \$474 million for TIGER V, \$600 million for TIGER VI, and \$500 million for TIGER VII.

\$1.5 billion for TIGER I, \$600 million for TIGER II, \$526.944 million for FY 2011, \$500 million for FY 2012, \$473.847 million for FY2013, and \$600 million for the FY 2014 round of TIGER Grants to fund projects that have a significant impact on the Nation, a region or a metropolitan area.

The competitive structure of the TIGER program and its broad eligibility allow project sponsors at the State and local level to avoid narrow, formula-based categories, and fund multi-modal, multi-jurisdictional projects not eligible for funding through traditional DOT programs. TIGER can fund port and freight rail projects, for example, which play a critical role in our ability to move freight, but which are not eligible for any other sources of Federal funds. Similarly, TIGER can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies). This flexibility allows TIGER and traditional state and local partners to work directly with a host of entities that own, operate and maintain much of our transportation infrastructure, but otherwise cannot turn to the Federal government for support.

CAPITAL FACILITIES FUNDING

The Growth Management Act requires that funding for capital facilities be reasonably available to meet the projected growth at the adopted level of service for at least a 6-year period. This section discusses the funding for those public facilities for which additional capital improvements will be required over the next 6 years.

Funding for capital facilities, projected growth rates and desired LOS need to be in balance. This balancing effort has been achieved for the UGA with the assistance of City staff and technical consultants.

Projected Capital Facility Cost

Table 7 below summarizes the total public capital facilities costs as well as the proposed amount the city would be required to contribute to serve the UGA Expansion Area for the period 2016 to 2022. These costs are based on the information provided in the previous Section, Facility Requirements, and were calculated based on 2016 construction costs.

Table 7. Estimated Capital Facilities Costs 2016-2022

Capital Facility	Estimated Total Cost
Street and Roads	
Construct Road "A" - 3,260 LF	\$2,281,717
Construct Road "B" - 3,110 LF	\$2,176,000
Kingsgate Way & Horn Rapids Road Intersection Improvements	\$165,000
George Washington Way & Stevens Drive Intersection Improvements	\$755,000
Total Streets and Roads	\$5,377,717
Sanitary Sewer	
Extend 7,500 LF of 24-inch Diameter Sewer Main	\$1,800,000
Total Sanitary Sewer	\$1,800,000
Domestic Water	
Extend 12-inch Diameter Water Main	\$2,500,000
2.0 MG Reservoir	\$7,000,000
Total Domestic Water	\$9,500,000
TOTAL CAPITAL COST	\$16,677,717

Source: City of Richland/Port of Benton/JUB

All costs are in current dollars, are rounded to the nearest hundred, and include all applicable fees and contingency costs. Current costs are used under the assumption that both construction costs and projected income would rise at similar rates because of the difficulty of projecting costs and income into the future. The above costs identify do not include costs for capital facilities normally provided by developers as part of their projects or by non-City utilities such as telephone and cable. Also not included are costs for projects that may be partially funded by developers in order to meet concurrency requirements and to mitigate projected impacts (on-site infrastructure). For City provided utilities, only those capital facilities that are in excess of normal line expansion covered by the City's normal utility hook-up fees are included.

Projected Capital Facilities Revenue Sources

Revenues to fund transportation capital facilities will come from general funds, LID's, grants, the Motor Vehicle Fuel Tax (both Restricted and Unrestricted), and developer contributions to fund capital improvements. Revenues to fund capital improvements of sewers and water facilities will come from consumer utility rates, developer contributions and state and federal loans and grants. In addition, because the City of Richland and Port of Benton own the property, the revenue from the land sale will also be used to pay for capital facility costs.

Revenue Projections

The following forecasts the revenues that are reasonably available to the City to meet projected growth for the 2016 to 2022 planning period. Revenue sources are in current dollars. Table 8 identifies the assumptions made for the identified revenue sources.

Table 8: Tax Revenue Assumptions

General Revenue Factors:			
Market Value:	\$0.75	per	SF
Assessor's Value Adjustment:	93.7%	of	Market
Existing Tax Rate:	\$2.63	per	\$1,000
Excise Tax Rate:	0.0050	per	\$1.00
Sales Tax on Construction:	0.85%		
Port of Benton Tax Rate:	\$0.39846	per	\$1,000
Land Value:	\$0.75	per	SF
Average Structure Value:	\$125.00	per	SF
Total Land Area:	16,770,600		SF
Total Building Area:	2,934,855		SF

Source: City of Richland/Port of Benton/JUB

Tables 9 through 12 summarize specific revenue sources available to the City to meet Capital Facility requirements. Not all of the revenue sources will be used to fund any specific capital facility but these sources do provide a range of options for meeting capital facility requirements.

Table 9: Income from Excise Tax

Land Use	Value ¹
Total Sale Price	\$12,577,950
Excise Tax Rate	0.0050
Total Excise Tax Return	\$62,890

¹Assumes only property transfer by 2022.

Source: City of Richland/Port of Benton/JUB

Table 10: Sales Taxes on Construction

Land Use	Total Costs ¹	Tax Rate	City of Richland share of Sales Tax Revenue
Industrial	\$366,856,875	0.85%	\$3,118,283

¹Based on off-site and on-site improvements and structures

Source: City of Richland/Port of Benton/JUB

Table 11: Income from Property Taxes

Land Use	Land	Structures	Total Value
Industrial	\$12,577,950	\$366,856,875	\$379,434,825
		93.70%	\$355,530,431
City of Richland Property Tax Rate			0.0026264
Total Annual Property Tax			\$933,765
Port of Benton Property Tax Rate			0.0003985
Total Annual Property Tax			\$141,665
City and Port Revenue Generated over Development Period			\$6,452,579

Source: City of Richland /Port of Benton/JUB

Developer Contributions

Recent State Supreme Court decisions and State law have limited developer contributions to those which directly relate to the impact that a specific development will have on a capital facility. The City must show a direct relationship, or “nexus”, between a specific project and the mitigation measure being imposed. The exception to this is where a development will result in a lack of concurrency in the Level of Service for a Category 1 Capital Facilities. However, due to the unique situation where the City and Port own the property and will most likely be the developer, it is assumed that there will be no developer contributions required related to the future development. Instead, it is assumed that all money generated from the sale of the properties within the Proposed UGA expansion area will be used toward the payment of the capital facilities.

Income/Expense Analysis

Table 12, below, summarizes the total income and expenses for capital facilities over the next 6 years. This table assumes that both income and expenses will be consistent over the 6-year period. Realistically, this will not be the case. Capital expenditures are generally required prior to the development. Property and Sales tax revenues generally lag by one to two years from the date of construction. In addition, State and Federal loans and grants may not be available at the time the capital facility is required. This means that, for any given year, total revenues may be less than capital facility expenditures.

In addition, typically income generated from Real Estate Excise Taxes are assumed as projected revenue for capital facility expenses. Since the property within the proposed UGA expansion area is publicly owned, these taxes are exempt and will not be a viable revenue sources. Instead, it is assumed that all proceeds from the sale of the property will be used to pay for Capital Costs.

Table 12. Revenue Assumptions

Capital Costs		Projected Revenue	
Item	Total Costs	Item	Total Revenues
Streets and Roads	\$5,377,717	City Property Taxes	\$5,602,591
Sewers	\$1,800,000	² Port Property Taxes	\$424,994
Domestic Water	\$9,500,000	Property Sales	\$12,577,950
Storm Drainage	\$0	Sales Taxes on Construction	\$3,118,283
Sub Total Capital Costs	\$16,677,717	Retail Sales Taxes	\$0
¹ Interest on Debt	\$500,322	³ Developer Contributions	\$0
		⁴ Grants	\$1,717,805
Total Capital Costs	\$17,178,049	Total Revenues	\$23,441,623

¹Interest on debt based on projected total historic debt interest at 3% of total capital costs

²Port of Benton Tax Contributions is estimated at 50% property taxes received for the proposed UGA.

³Developer Contributions based on requirements to meet concurrency @ 0% of total Capital Costs

⁴Grants based on Assumed Level of Approximately 10% of the Total Capital Cost

Source: City of Richland/Port of Benton/JUB

Summary

Based on Table 12 above, the tax revenues, property sales and grants are expected to be sufficient to provide the capital improvements required to meet the growth projected for the UGA Expansion Area over the next 6 years. In addition, other sources of revenue from the sale of City and Port owned property located adjacent to the study area are anticipated to help pay for additional development costs. Immediately south of the proposed UGA Expansion Area, the City and Port own an addition 454 acres, located within the City of Richland UGA, which will be developed concurrently with the UGA Expansion Area. As a result, the sales of this additional property is estimated to generate an additional \$14,832,180 and \$7,609,015 in property taxes over a 6-year period.

Attachment 9

Stevens, Mike

From: Buechler, Ken
Sent: Monday, August 7, 2023 7:05 AM
To: Stevens, Mike
Subject: RE: North Horn Rapids Industrial Park Annexation

Fire is Good!



Kenneth Buechler
Fire Marshal

625 Swift Blvd., MS-16 | Richland, WA 99352
(509) 942-7556
(509) 578-9321

From: Stevens, Mike <mstevens@CI.RICHLAND.WA.US>
Sent: Monday, July 31, 2023 4:41 PM
To: Acevedo, Mizael <macevedo@CI.RICHLAND.WA.US>; Anderson, Ryan (ECY) <rand461@ECY.WA.GOV>; Ashley Morton <AshleyMorton@ctuir.org>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; BC Planning - Michelle Cooke <Michelle.Cooke@co.benton.wa.us>; Benton County - Segregations <Segregations@co.benton.wa.us>; Benton PUD, Broadband <osp@noanet.net>; Benton PUD, Electrical <engservice@bentonpud.org>; Bill Barlow <bbarlow@bft.org>; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; Carrie Thompson <carrie.thompson@bnsf.com>; Casey Barney, Yakama Nation <Casey_Barney@Yakama.com>; Catherine Dickson <catherinedickson@ctuir.org>; Corrine Camuso, Yakama Nation <Corrine_Camuso@Yakama.com>; Hamilton, Craig <C.Hamilton@bces.wa.gov>; DAHP SEPA Reviews <sepa@dahp.wa.gov>; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; Darrick Dietrich <darrick@basindisposal.com>; Davis, Deanna <d.davis@bces.wa.gov>; Deborah Rodgers <dxrogers@bpa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; Eric Mendenhall <emendenhall@westrichland.org>; FormerOrchards@ecy.wa.gov; Gary Graff <gary.graff@ecy.wa.gov>; gis@co.benton.wa.us; Greg Wendt <greg.wendt@co.benton.wa.us>; Hester, Laura <lhester@CI.RICHLAND.WA.US>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@CI.RICHLAND.WA.US>; Jason McShane <jmcsbane@kid.org>; Jessica Lally, Yakama Nation <Jessica_Lally@Yakama.com>; John Lyle <john.lyle@bentoncleanair.org>; Jordon, Joshua <jojordon@CI.RICHLAND.WA.US>; Joseph Cottrell <jecottrell@bpa.gov>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <katherine.cichy@ziply.com>; Kelly Cooper <kelly.cooper@doh.wa.gov>; Kevin Knodel <kevin.knodel@rsd.edu>; Kevin Sliger <KSliger@bft.org>; KID Development <development@kid.org>; KID Webmaster <webmaster@kid.org>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Michael Tovey <michael.tovey@ziply.com>; Nancy Lang <langn@bentonpud.org>; Noah Lee <noah.lee@bentoncleanair.org>; Noah Oliver, Yakama Nation <Noah_Oliver@Yakama.com>; Orr, Bruce <borr@CI.RICHLAND.WA.US>; Paul Gonseth <gonsetp@wsdot.wa.gov>; ReathaFord, Jason <JReathaFord@CI.RICHLAND.WA.US>; Review Team <reviewteam@commerce.wa.gov>; Richard Krasner <richard.krasner@rsd.edu>; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; Sean Domagalski <seand@bfhd.wa.gov>; Seth DeFoe <SDefoe@kid.org>; South Central Region Planning <scplanning@wsdot.wa.gov>; Tyutyunnik, Ruvim <rtyutyunnik@CI.RICHLAND.WA.US>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; WDFW <R3Planning@dfw.wa.gov>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John <jwhittier@CI.RICHLAND.WA.US>; William Simpson <william.simpson@commerce.wa.gov>; WSDOT Aviation <AviationLandUse@wsdot.wa.gov>
Subject: North Horn Rapids Industrial Park Annexation

Attached you will find information pertaining to the proposed annexation of approximately 1,643 acres of land located north of the City of Richland. A Public Hearing before the Richland City Council will occur on Tuesday, September 5, 2023 at 6:00 PM. Please review and respond back with any comments your agency may have by Friday, August 18, 2023 should you want your comments included in the official staff report. Comments received after Friday, August 18th will be provided to the City Council during the September 5th Public Hearing.

Thank you,



Mike Stevens

Planning Manager

625 Swift Blvd., MS-35 | Richland, WA 99352

(509) 942-7596

Disclaimer: Emails and attachments sent to or from the City of Richland are public records subject to release under the Washington Public Records Act, Chapter 42.56 RCW. Sender and Recipient have no expectation of privacy in emails transmitted to or from the City of Richland.

Stevens, Mike

From: Chris Sittman <CSittman@kid.org>
Sent: Tuesday, August 1, 2023 1:16 PM
To: Stevens, Mike
Subject: RE: North Horn Rapids Industrial Park Annexation

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

KID has no comments.

Chris D. Sittman
Engineering Dept./CAD Specialist
Kennewick Irrigation District
2015 S. Ely St.
Kennewick, WA 99337
Desk: 509-460-5435
Cell: 509-873-1123

From: Stevens, Mike <mstevens@CI.RICHLAND.WA.US>
Sent: Monday, July 31, 2023 4:41 PM
To: Acevedo, Mizael <macevedo@CI.RICHLAND.WA.US>; Anderson, Ryan (ECY) <rand461@ECY.WA.GOV>; Ashley Morton <AshleyMorton@ctuir.org>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; BC Planning - Michelle Cooke <Michelle.Cooke@co.benton.wa.us>; Benton County - Segregations <Segregations@co.benton.wa.us>; Benton PUD, Broadband <osp@noanet.net>; Benton PUD, Electrical <engservice@bentonpud.org>; Bill Barlow <bbarlow@bft.org>; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; Carrie Thompson <carrie.thompson@bnsf.com>; Casey Barney, Yakama Nation <Casey_Barney@Yakama.com>; Catherine Dickson <catherinedickson@ctuir.org>; Corrine Camuso, Yakama Nation <Corrine_Camuso@Yakama.com>; Hamilton, Craig <C.Hamilton@bces.wa.gov>; DAHP SEPA Reviews <sepa@dahp.wa.gov>; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; Darrick Dietrich <darrick@basindisposal.com>; Davis, Deanna <d.davis@bces.wa.gov>; Deborah Rodgers <dxrodders@bpa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; Eric Mendenhall <emendenhall@westrichland.org>; FormerOrchards@ecy.wa.gov; Gary Graff <gary.graff@ecy.wa.gov>; gis@co.benton.wa.us; Greg Wendt <greg.wendt@co.benton.wa.us>; Hester, Laura <lhester@CI.RICHLAND.WA.US>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@CI.RICHLAND.WA.US>; Jason McShane <JMcShane@kid.org>; Jessica Lally, Yakama Nation <Jessica_Lally@Yakama.com>; John Lyle <john.lyle@bentoncleanair.org>; Jordon, Joshua <jojordon@CI.RICHLAND.WA.US>; Joseph Cottrell <jecottrell@bpa.gov>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <katherine.cichy@ziply.com>; Kelly Cooper <kelly.cooper@doh.wa.gov>; Kevin Knodel <kevin.knodel@rsd.edu>; Kevin Sliger <KSliger@bft.org>; Development <development@kid.org>; Matthew Berglund <MBerglund@kid.org>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Michael Tovey <michael.tovey@ziply.com>; Nancy Lang <langn@bentonpud.org>; Noah Lee <noah.lee@bentoncleanair.org>; Noah Oliver, Yakama Nation <Noah_Oliver@Yakama.com>; Orr, Bruce <borr@CI.RICHLAND.WA.US>; Paul Gonseth <gonsetp@wsdot.wa.gov>; Reathafor, Jason <JReathafor@CI.RICHLAND.WA.US>; Review Team <reviewteam@commerce.wa.gov>; Richard Krasner <richard.krasner@rsd.edu>; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; Sean Domagalski <seand@bfhd.wa.gov>; Seth Defoe <SDefoe@kid.org>; South Central Region Planning <scplanning@wsdot.wa.gov>; Tyutyunnik, Ruvim <rtyutyunnik@CI.RICHLAND.WA.US>; WA

Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; WDFW <R3Planning@dfw.wa.gov>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John <jwhittier@CI.RICHLAND.WA.US>; William Simpson <william.simpson@commerce.wa.gov>; WSDOT Aviation <AviationLandUse@wsdot.wa.gov>
Subject: North Horn Rapids Industrial Park Annexation

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attached you will find information pertaining to the proposed annexation of approximately 1,643 acres of land located north of the City of Richland. A Public Hearing before the Richland City Council will occur on Tuesday, September 5, 2023 at 6:00 PM. Please review and respond back with any comments your agency may have by Friday, August 18, 2023 should you want your comments included in the official staff report. Comments received after Friday, August 18th will be provided to the City Council during the September 5th Public Hearing.

Thank you,



Mike Stevens
Planning Manager
625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7596

Disclaimer: Emails and attachments sent to or from the City of Richland are public records subject to release under the Washington Public Records Act, Chapter 42.56 RCW. Sender and Recipient have no expectation of privacy in emails transmitted to or from the City of Richland.

Stevens, Mike

From: Noah Oliver <Noah_Oliver@Yakama.com>
Sent: Monday, August 14, 2023 2:15 PM
To: Stevens, Mike; DAHP SEPA (DAHP)
Cc: Macrae, James (DAHP); Casey Barney; Corrine Camuso; Gregg Kiona; Jessica Lally
Subject: Re: North Horn Rapids Industrial Park Annexation

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

Hi Mike,

Thank you for reaching out. We will be looking at how best to address our concerns in the property with DAHP as the project moves forward in a State of Federal Process. Please continue to keep us involved in consultation.

Regards,

Noah Oliver
Yakama Nation Cultural Resource Program

From: Stevens, Mike <mstevens@CI.RICHLAND.WA.US>
Sent: Monday, August 14, 2023 12:35 PM
To: DAHP SEPA (DAHP)
Cc: Macrae, James (DAHP); Ashley Morton; Casey Barney; Corrine Camuso; Gregg Kiona; Jessica Lally; Noah Oliver; Austin Smith; Mars Galloway; Robert "Bobby" Brunoe; Warm Springs THPO
Subject: RE: North Horn Rapids Industrial Park Annexation

Hi Sydney,

The city is in the process of annexing the land. Future projects on the land will likely be subject to SEPA, but at this point there are no specific project plans. I expect that we will receive comments regarding permits and/or surveys as each future project comes forward and gets reviewed through the SEPA process.

Thank you,



Mike Stevens
Planning Manager
625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7596

From: DAHP SEPA (DAHP) <sepa@dahp.wa.gov>
Sent: Monday, August 14, 2023 12:29 PM

To: Stevens, Mike <mstevens@CI.RICHLAND.WA.US>

Cc: Macrae, James (DAHP) <James.Macrae@dahp.wa.gov>; Ashley Morton <AshleyMorton@ctuir.org>; Casey Barney <Casey_Barney@Yakama.com>; Corrine Camuso <Corrine_Camuso@yakama.com>; Gregg Kiona <Gregg_Kiona@Yakama.com>; Jessica_Lally <Jessica_Lally@Yakama.com>; Noah Oliver <Noah_Oliver@yakama.com>; Austin Smith <austin.smithjr2@ctwsbnr.org>; Mars Galloway <mars.galloway@ctwsbnr.org>; Robert "Bobby" Brunoe <robert.brunoe@ctwsbnr.org>; Warm Springs THPO <THPO@ctwsbnr.org>

Subject: RE: North Horn Rapids Industrial Park Annexation

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

Hi Mike,

This area has been previously surveyed under Section 106 of the NHPA. Numerous archaeological sites were identified during that survey work. Is there still a federal nexus for this project?

If construction of the industrial park will proceed under SEPA, then archaeological permits from DAHP may be required. I've copied James Macrae, Assistant State Archaeologist, here. James can assist you with any permit-related questions.

All the best,

Sydney Hanson, MA (she/her) | **Local Government Archaeologist**
Eastern Washington & Columbia River Counties
360.280.7563 | sydney.hanson@dahp.wa.gov

Department of Archaeology & Historic Preservation | www.dahp.wa.gov
1110 Capitol Way S, Suite 30 | Olympia WA 98501
PO Box 48343 | Olympia WA 98504-8343



Please consider the environment before printing this email

From: Stevens, Mike <mstevens@CI.RICHLAND.WA.US>

Sent: Monday, July 31, 2023 4:41 PM

To: Acevedo, Mizael <macevedo@CI.RICHLAND.WA.US>; Anderson, Ryan (ECY) <rand461@ECY.WA.GOV>; Ashley Morton <AshleyMorton@ctuir.org>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; BC Planning - Michelle Cooke <Michelle.Cooke@co.benton.wa.us>; Benton County - Segregations <Segregations@co.benton.wa.us>; Benton PUD, Broadband <osp@noanet.net>; Benton PUD, Electrical <engservice@bentonpud.org>; Bill Barlow <bbarlow@bft.org>; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; Carrie Thompson <carrie.thompson@bnsf.com>; Casey Barney, Yakama Nation <Casey_Barney@Yakama.com>; Catherine Dickson <catherinedickson@ctuir.org>; Corrine Camuso, Yakama Nation <Corrine_Camuso@Yakama.com>; Hamilton, Craig <C.Hamilton@bces.wa.gov>; DAHP SEPA (DAHP) <sepa@dahp.wa.gov>; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; Darrick Dietrich <darrick@basindisposal.com>; Davis, Deanna <d.davis@bces.wa.gov>; Deborah Rodgers <dxrodders@bpa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; Eric Mendenhall <emendenhall@westrichland.org>; ECY RE Former Orchards <formerorchards@ECY.WA.GOV>; Graff, Gary (ECY) <GAGR461@ECY.WA.GOV>; gis@co.benton.wa.us; Greg Wendt <greg.wendt@co.benton.wa.us>; Hester, Laura <lhester@CI.RICHLAND.WA.US>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@CI.RICHLAND.WA.US>; Jason McShane <jmcshane@kid.org>; Jessica_Lally <Jessica_Lally@Yakama.com>; John Lyle <john.lyle@bentoncleanair.org>; Jordon, Joshua <jojordon@CI.RICHLAND.WA.US>; Joseph Cottrell <jecottrell@bpa.gov>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <katherine.cichy@ziply.com>; Cooper, Kelly (DOH) <Kelly.Cooper@DOH.WA.GOV>; Kevin Knodel <kevin.knodel@rsd.edu>; Kevin Sliger <KSliger@bft.org>; KID Development <development@kid.org>; KID Webmaster <webmaster@kid.org>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Michael Tovey <michael.tovey@ziply.com>; Nancy Lang <langn@bentonpud.org>; Noah Lee

<noah.lee@bentoncleanair.org>; Noah Oliver, Yakama Nation <Noah_Oliver@Yakama.com>; Orr, Bruce <borr@CI.RICHLAND.WA.US>; Gonseth, Paul <GonsetP@wsdot.wa.gov>; Reathaford, Jason <JReathaford@CI.RICHLAND.WA.US>; COM GMU Review Team <reviewteam@commerce.wa.gov>; Richard Krasner <richard.krasner@rsd.edu>; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; Domagalski, Sean (DOHi) <seand@bfhd.wa.gov>; Seth DeFoe <SDefoe@kid.org>; South Central Region Planning <scplanning@wsdot.wa.gov>; Tyutyunnik, Ruvim <rtutyunnik@CI.RICHLAND.WA.US>; Ritter, Michael W (DFW) <Michael.Ritter@dfw.wa.gov>; DFW R3planning <R3planning@dfw.wa.gov>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John <jwhittier@CI.RICHLAND.WA.US>; Simpson, William (COM) <william.simpson@commerce.wa.gov>; WSDOT Aviation <AviationLandUse@wsdot.wa.gov>

Subject: North Horn Rapids Industrial Park Annexation

External Email

Attached you will find information pertaining to the proposed annexation of approximately 1,643 acres of land located north of the City of Richland. A Public Hearing before the Richland City Council will occur on Tuesday, September 5, 2023 at 6:00 PM. Please review and respond back with any comments your agency may have by Friday, August 18, 2023 should you want your comments included in the official staff report. Comments received after Friday, August 18th will be provided to the City Council during the September 5th Public Hearing.

Thank you,



Mike Stevens
Planning Manager
625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7596

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Stevens, Mike

From: RANDAL TWETEN <r.tweten@comcast.net>
Sent: Friday, August 18, 2023 5:56 PM
To: Stevens, Mike
Subject: Annexation Public Hearing

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

Mike Stevens:

Thank you for the letter notice of the public hearing on the proposed annexation.
I just wanted to let you know that I am in favor of this proposal.

Thank you,

Sincerely,

Randal Tweten



Department of Energy

Bonneville Power Administration
Pasco Regional Office
2211 North Commercial Avenue
Pasco, WA 99301

Transmission Services

August 18, 2023

In reply refer to: North Horn Rapids Industrial Park Annexation

Tract Nos. B-R-SAC
Line Name: Benton-Richland
(operated as Benton-White Bluffs No. 1)
Structures 7/12AOL – 9/15 and 4/28 - 5/5AOL

Tract Nos. ABK-9-A-1, ABK-8-A-1
Line Name: White Bluffs-Richland No. 1
Structure Nos.: 3/13 – 4/28AOL

Mike Stevens, Planning Manager
City of Richland, Development Services
625 Swift Blvd. MS-35
Richland, WA 99352

Dear Mr. Stevens:

Thank you for soliciting comments from Bonneville Power Administration (BPA) regarding the proposed annexation of 1,643 acres to be known as North Horn Rapids Industrial Park. BPA operates two high-voltage power transmission lines within the proposed development area: Benton-White Bluffs No. 1 and White Bluffs-Richland No. 1, operated within easement areas that are 100 feet and 80 feet wide, respectively.

High-voltage transmission lines require special considerations to ensure the preservation of both life safety and system reliability. To help ensure these considerations are understood, BPA is interested in contributing to discussions related to the annexation and subsequent development of the North Horn Rapids Industrial Park.

If you would like to discuss these matters further, please feel free to contact me. I can be reached at (360) 216-9919 or via email at jlkinch@bpa.gov.

Sincerely,

A handwritten signature in blue ink that reads "James L. Kinch".

James L. Kinch
BPA Field Realty Specialist



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 9/19/2023

Agenda Category: Resolutions - Adoption

Core Focus Area 5 - Maximize Community Amenities

Subject:

Resolution No. 2023-145, Authorizing a Grant Application to the Washington State Recreation and Conservation Office for Local Parks Maintenance Grant Program Funding

Department/Office
Parks & Public Facilities

Ordinance/Resolution Number:
2023-145

Document Type:
Resolution

Recommended Motion:

Adopt Resolution No. 2023-145, authorizing a grant application to the Washington State Recreation and Conservation Office for funding through the Local Parks Maintenance Grant Program for park maintenance equipment.

Summary:

The Washington State Legislature provided one-time funding in the operating budget to help local parks departments maintain facilities to meet the needs of residents. With that money, the Washington State Recreation and Conservation Office (RCO) created the Local Parks Maintenance Grant Program focused on helping communities address maintenance backlogs for key local park facilities and capital improvements.

The City has identified additional equipment, specifically a roll-off trailer system, needed to collect garbage efficiently, facilitate volunteer cleanups, aid the tree removal program, and effectively manage seasonal debris. This equipment will allow Richland to maintain its parks system at a higher standard, thereby increasing the quality of life for Richland citizens and visitors.

The RCO grant program will award up to \$100,000 with no city match obligation by October 31, 2023.

Fiscal Impact:

There is no city match for the initial grant. Maintenance and future replacement of the equipment will be funded by the General Fund.

Attachments:

- I. Resolution No. 2023-145

RESOLUTION NO. 2023-145

**A RESOLUTION OF THE CITY OF RICHLAND, WASHINGTON,
AUTHORIZING A GRANT APPLICATION TO THE WASHINGTON
STATE RECREATION AND CONSERVATION OFFICE FOR
FUNDING THROUGH THE LOCAL PARKS MAINTENANCE
GRANT PROGRAM FOR PARK MAINTENANCE EQUIPMENT.**

WHEREAS, the Washington State Legislature provided one-time funding in the operating budget to help local parks departments maintain facilities to meet the needs of residents; and

WHEREAS, the Washington State Recreation and Conservation Office (“RCO”) created the Local Parks Maintenance Grant Program focused on helping communities address maintenance backlogs for key local parks facilities and capital improvements; and

WHEREAS, additional equipment, specifically a roll-off trailer system, is needed to increase efficiency in servicing garbage collection, facilitating volunteer cleanups, aiding the tree removal program, and effectively managing season debris, and

WHEREAS, this equipment will allow Richland to maintain its parks system at a higher standard, thereby increasing quality of life for Richland citizens and visitors; and

WHEREAS, the RCO grant program will award funds of up to \$100,000 with no city match obligation by October 31, 2023.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that staff is authorized to prepare and submit a grant application to the Washington State Recreation and Conservation Office for funding through its Local Parks Maintenance Grant Program to purchase park maintenance equipment as identified herein.

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland, Washington, at a regular meeting on the 19th day of September, 2023.

Terry Christensen, Mayor

Attest:

Approved as to Form:

Jennifer Rogers, City Clerk

Heather Kintzley, City Attorney



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 9/19/2023

Agenda Category: Resolutions - Adoption

Core Focus Area 2 - Manage & Maintain Infrastructure & Facilities

Subject:

Resolution No. 2023-146, Authorizing Award of Bid to Palouse Power, LLC for Construction of City View Substation Bank No. 2

Department/Office
Energy Services

Ordinance/Resolution Number:
2023-146

Document Type:
Resolution

Recommended Motion:

Adopt Resolution No. 2023-146, authorizing the City Manager to sign and execute an agreement with Palouse Power, LLC. in the amount of \$1,615,980.34 for construction of City View Substation Bank No. 2, and to execute change orders in an aggregate amount of up to ten percent (10%) of the approved contract amount.

Summary:

The proposed contract is for the construction of a substation bank to be located at the City of Richland's existing City View Substation. This contract work has been identified as part of the 2023-2028 Capital Improvement Plan and the approved 2023 Budget.

The City View Bank No. 2 transformer addition is a pivot from the Dallas Road Substation that was listed in the 2022 Budget. The Dallas Road Substation interconnection with Bonneville Power Administration (BPA) is delayed until possibly 2027 when BPA completes transmission reinforcements to the Tri-Cities. City View Bank No. 2 will serve the customer loads that the Dallas Road Substation was planned to serve until the Dallas Road Substation can be interconnected with BPA in 2027.

City of Richland Energy Services (RES) is expanding the existing City View Substation to include a second bank in response to economic growth in the Badger Mountain South area. As both residential and commercial customers continue to develop in Badger Mountain South, additional capacity is needed to support continued load increases and increased reliability to nearby customers.

A formal bid process was completed in accordance with the City's purchasing policies. Four (4) bids were received and opened on August 15, 2023. Upon review, Palouse Power, LLC was determined to be the lowest responsive bidder.

Staff recommends adoption of Resolution No. 2023-146.

Fiscal Impact: The project cost of \$1,486,642.45 plus \$129,337.89 in sales tax (\$1,615,980.34 total cost), is included in the Electric Fund of the City's 2023 Budget and the City's 2023-2028 Capital Improvement Plan (CIP).

Attachments:

1. Resolution No. 2023-146
2. City View Substation Bank No. 2 - Bid Tab
3. Vicinity Map

RESOLUTION NO. 2023-146

**A RESOLUTION OF THE CITY OF RICHLAND, WASHINGTON,
AUTHORIZING AWARD OF BID TO PALOUSE POWER, LLC FOR
CONSTRUCTION OF THE CITY VIEW SUBSTATION BANK 2.**

WHEREAS, the City of Richland operates an electric utility providing customers reliable service at the lowest reasonable cost through wholesale power purchases, efficient operations and energy efficiency; and

WHEREAS, in response to economic growth in the Badger Mountain South area, the City is taking affirmative steps to continue to support load growth and provide connectivity for increased reliability by constructing an additional bank at the City View substation; and

WHEREAS, construction of the City View Substation Bank 2 addition is identified in the City's 2023-2028 Capital Improvement Plan (CIP); and

WHEREAS, the City issued Solicitation No. 23-0084 in accordance with the City's purchasing policies, with four (4) bids received and opened on August 15, 2023; and

WHEREAS, Palouse Power, LLC submitted the lowest responsive bid in the amount of \$1,615,980.34; and

WHEREAS, the City's best interests are served by completing the project in accordance with the CIP, project design and lowest responsive bid.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that the City Manager is authorized to sign and execute a construction contract with Palouse Power, LLC in the amount of \$1,615,980.34 for the additional bank at the City View substation, and to execute change orders in an aggregate amount of up to ten percent (10%) of the approved contract amount.

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland, Washington, at a regular meeting on the 19th day of September, 2023.

Terry Christensen, Mayor

Attest:

Approved as to Form:

Jennifer Rogers, City Clerk

Heather Kintzley, City Attorney



City of Richland

DATE BIDS OPENED: 8/15/2023
ITB 23-0084 Construction of City View Bank 2

				ENGINEER'S ESTIMATE		Palouse Power, LLC Quincy, WA	
Item	Description	Qty	Unit	Unit Price	Total Price	Unit Price	Total Price
Group A: Structures							
A1	STEEL STRUCTURE, TYPE A01 115 KV HIGH BUS SUPPORT	1	EA	\$23,217.00	23,217.00	15,994.91	15,994.91
A2	STEEL STRUCTURE, TYPE A02 3-PHASE SWITCH SUPPORT	1	EA	25,665.00	25,665.00	15,994.91	15,994.91
A3	STEEL STRUCTURE, TYPE A03 3-PHASE BUS SUPPORT	1	EA	20,950.00	20,950.00	13,969.92	13,969.92
Group A: Structures TOTAL				\$69,832.00		\$45,959.74	
Group B: Switching							
B1	DISCONNECT SWITCH, 15 KV	1	EA	\$7,176.00	7,176.00	6,234.00	6,234.00
Group B: Switching TOTAL				\$7,176.00		\$6,234.00	
Group C: Circuits and Buswork							
C1	BUSWORK, RIGID AND FLEXIBLE	1	LS	\$54,949.00	54,949.00	95,632.14	95,632.14
Group C: Circuits and Buswork TOTAL				\$54,949.00		\$95,632.14	
Group F: Foundations							
F9	FOOTING, TYPE F9, POWER TRANSFORMER FOOTING	1	EA	\$28,430.00	28,430.00	22,106.58	22,106.58
F10	FOOTING, TYPE F10, 15 KV SWITCHGEAR	1	EA	36,350.00	36,350.00	33,800.55	33,800.55
F11	FOOTING, TYPE F11, 115 KV BUS SUPPORT	1	EA	2,973.00	2,973.00	4,432.40	4,432.40
F12	FOOTING, TYPE F12, 115 KV CIRCUIT SWITCHER	1	EA	7,069.00	7,069.00	7,850.44	7,850.44
F13	FOOTING, TYPE F13, 15 KV SWITCH/BUS SUPPORT	2	EA	2,421.50	4,843.00	3,037.25	6,074.50
F14	FOOTING, TYPE F14, FIREWALL	1	EA	24,482.00	24,482.00	22,482.49	22,482.49
F15	SIDEWALK	1	LS	8,680.00	8,680.00	6,596.33	6,596.33
Group F: Foundations TOTAL				\$112,827.00		\$103,343.29	
Group G: Transformers							
G1	POWER TRANSFORMER	1	EA	\$34,267.00	34,267.00	52,748.75	52,748.75
Group G: Transformers TOTAL				\$34,267.00		\$52,748.75	
Group K: Conduit and Cable							
K1	SUBSTATION CONDUIT, 1"	1	LS	\$7,310.00	7,310.00	25,648.23	25,648.23
K2	SUBSTATION CONDUIT, 2"	1	LS	58,187.00	58,187.00	14,261.64	14,261.64
K3	SUBSTATION CONDUIT, 3"	1	LS	3,840.00	3,840.00	10,084.22	10,084.22
K4	SUBSTATION CONDUIT, 6"	1	LS	110,239.00	110,239.00	70,676.60	70,676.60
K5	DISTRIBUTION CONDUIT, 6"	1	LS	67,401.00	67,401.00	159,182.64	159,182.64
K6	CABLE, LOW VOLTAGE POWER, CONTROL, & INSTRUMENTATION	1	LS	16,240.00	16,240.00	35,368.14	35,368.14
K7	CABLE, FIBER OPTIC	1	LS	3,935.00	3,935.00	21,936.54	21,936.54
K8	STRUCTURE MOUNTED LUMINAIRE	1	EA	4,450.00	4,450.00	5,181.02	5,181.02
K9	VAULT, V19	3	EA	18,867.33	56,602.00	22,204.69	66,614.07
K10	VAULT, V29	2	EA	21,234.00	42,468.00	14,531.77	29,063.54
K11	BPA METERING PANEL	1	EA	2,155.00	2,155.00	27,632.06	27,632.06
K12	MANHOUR	200	EA	270.865	54,173.00	129.79	25,958.00
Group K: Conduit and Cable TOTAL				\$427,000.00		\$491,606.70	
Group M: Site Work							
M1	STORMWATER POLLUTION PREVENTION PLAN	1	LS	\$6,264.00	6,264.00	9,145.85	9,145.85
M2	TEMPORARY EROSION AND POLLUTION CONTROL	1	LS	14,616.00	14,616.00	2,751.07	2,751.07
M3	STRUCTURAL FILL	1	LS	11,693.00	11,693.00	534.12	534.12
M4	CRUSHED ROCK SURFACE COURSE	1	LS	9,268.00	9,268.00	7,141.07	7,141.07
M5	GEOTEXTILE FABRIC	1	LS	7,366.00	7,366.00	5,675.31	5,675.31
M6	EXCAVATION AND GRADING – OIL CONTAINMENT	1	LS	21,924.00	21,924.00	3,748.58	3,748.58
M7	STRUCTURAL FILL, DRAIN ROCK & CRUSHED ROCK – OIL CONTAINMENT	1	LS	42,154.00	42,154.00	25,303.32	25,303.32
M8	SEPARATION FABRIC, GEOTEXTILE FABRIC, GEOMEMBRANE AND GEONET– OIL CONTAINMENT	1	LS	95,567.00	95,567.00	68,847.50	68,847.50
M9	SYSTEM BORDER, FOUNDATION SEALS AND LINER WELDS – OIL CONTAINMENT	1	LS	32,712.00	32,712.00	19,569.68	19,569.68
M10	SYSTEM TESTING – OIL CONTAINMENT	1	LS	6,682.00	6,682.00	4,068.07	4,068.07
M11	FINAL GRADE AND CLEANUP	1	LS	9,396.00	9,396.00	3,226.66	3,226.66
M12	PRE-SITE WORK EXISTING OIL CONTAINMENT TESTING	1	LS	7,200.00	7,200.00	3,048.62	3,048.62
Group M: Site Work TOTAL				\$264,842.00		\$153,059.85	
Group N: Firewall							
N1	FIREWALL	1	LS	\$119,098.00	119,098.00	105,209.68	105,209.68
Group N: Firewall TOTAL				\$119,098.00		\$105,209.68	



City of Richland

DATE BIDS OPENED:	8/15/2023
ITB 23-0084 Construction of City View Bank 2	

				ENGINEER'S ESTIMATE		Palouse Power, LLC Quincy, WA	
Item	Description	Qty	Unit	Unit Price	Total Price	Unit Price	Total Price
Group O: Grounding							
O1	GROUNDING, SUBSTATION	1	LS	\$107,665.00	107,665.00	135,237.38	135,237.38
Group O: Grounding TOTAL					\$107,665.00		\$135,237.38
Group Q: Switchgear							
Q1	SWITCHGEAR ENCLOSURE, INSTALLATION AND ASSEMBLY	1	LS	\$80,005.00	80,005.00	39,602.52	39,602.52
Q2	Q2 - SWITCHGEAR TRANSPORT - IF NEEDED	1	LS	19,600.00	19,600.00	26,394.51	26,394.51
Group Q: Switchgear TOTAL					\$99,605.00		\$65,997.03
Group R: Circuit Switcher							
R1	CIRCUIT SWITCHER, 115 kV	1	EA	\$17,200.00	17,200.00	19,382.07	19,382.07
Group R: Circuit Switcher TOTAL					\$17,200.00		\$19,382.07
Group T: Testing and As-Built Survey							
T1	TESTING AND COMMISSIONING	1	LS	\$84,000.00	84,000.00	133,894.81	133,894.81
T2	AS-BUILT SURVEY	1	LS	12,992.00	12,992.00	3,192.93	3,192.93
Group T: Testing and As-Built Survey TOTAL					\$96,992.00		\$137,087.74
Group X: Mobilization and Demobilization							
X1	MOBILIZATION AND DEMOBILIZATION	1	LS	\$56,000.00	56,000.00		75,144.08
Group X: Mobilization and Demobilization TOTAL					\$56,000.00		\$75,144.08
Group A: Structures				\$69,832.00			\$45,959.74
Group B: Switching				\$7,176.00			\$6,234.00
Group C: Circuits and Buswork				\$54,949.00			\$95,632.14
Group F: Foundations				\$112,827.00			\$103,343.29
Group G: Transformers				\$34,267.00			\$52,748.75
Group K: Conduit and Cable				\$427,000.00			\$491,606.70
Group M: Site Work				\$264,842.00			\$153,059.85
Group N: Firewall				\$119,098.00			\$105,209.68
Group O: Grounding				\$107,665.00			\$135,237.38
Group Q: Switchgear				\$99,605.00			\$65,997.03
Group R: Circuit Switcher				\$17,200.00			\$19,382.07
Group T: Testing and As-Built Survey				\$96,992.00			\$137,087.74
Group X: Mobilization and Demobilization				\$56,000.00			\$75,144.08
SUBTOTAL ALL GROUPS				\$1,467,453.00			\$1,486,642.45
SALES TAX 8.70%				\$127,668.41			\$129,337.89
TOTAL:				\$1,595,121.41			\$1,615,980.34



City of Richland

DATE BIDS OPENED:	8/15/2023
ITB 23-0084 Construction of City View Bank 2	

				Prater Electric, Inc. Kennewick, WA		DJ's Electrical, Inc. Battle Ground, WA	
Item	Description	Qty	Unit	Unit Price	Total Price	Unit Price	Total Price
Group A: Structures							
A1	STEEL STRUCTURE, TYPE A01 115 KV HIGH BUS SUPPORT	1	EA	11,000.00	11,000.00	18,400.00	18,400.00
A2	STEEL STRUCTURE, TYPE A02 3-PHASE SWITCH SUPPORT	1	EA	11,000.00	11,000.00	16,200.00	16,200.00
A3	STEEL STRUCTURE, TYPE A03 3-PHASE BUS SUPPORT	1	EA	9,000.00	9,000.00	14,100.00	14,100.00
Group A: Structures TOTAL					\$31,000.00		\$48,700.00
Group B: Switching							
B1	DISCONNECT SWITCH, 15 kV	1	EA	8,000.00	8,000.00	12,500.00	12,500.00
Group B: Switching TOTAL					\$8,000.00		\$12,500.00
Group C: Circuits and Buswork							
C1	BUSWORK, RIGID AND FLEXIBLE	1	LS	65,000.00	65,000.00	95,600.00	95,600.00
Group C: Circuits and Buswork TOTAL					\$65,000.00		\$95,600.00
Group F: Foundations							
F9	FOOTING, TYPE F9, POWER TRANSFORMER FOOTING	1	EA	36,000.00	36,000.00	33,700.00	33,700.00
F10	FOOTING, TYPE F10, 15 kV SWITCHGEAR	1	EA	44,000.00	44,000.00	55,150.00	55,150.00
F11	FOOTING, TYPE F11, 115 kV BUS SUPPORT	1	EA	7,000.00	7,000.00	16,240.00	16,240.00
F12	FOOTING, TYPE F12, 115 kV CIRCUIT SWITCHER	1	EA	14,000.00	14,000.00	18,060.00	18,060.00
F13	FOOTING, TYPE F13, 15 kV SWITCH/BUS SUPPORT	2	EA	7,000.00	14,000.00	15,970.00	31,940.00
F14	FOOTING, TYPE F14, FIREWALL	1	EA	35,000.00	35,000.00	41,700.00	41,700.00
F15	SIDEWALK	1	LS	10,000.00	10,000.00	15,000.00	15,000.00
Group F: Foundations TOTAL					\$160,000.00		\$211,790.00
Group G: Transformers							
G1	POWER TRANSFORMER	1	EA	28,000.00	28,000.00	73,500.00	73,500.00
Group G: Transformers TOTAL					\$28,000.00		\$73,500.00
Group K: Conduit and Cable							
K1	SUBSTATION CONDUIT, 1"	1	LS	4,000.00	4,000.00	11,500.00	11,500.00
K2	SUBSTATION CONDUIT, 2"	1	LS	30,000.00	30,000.00	22,600.00	22,600.00
K3	SUBSTATION CONDUIT, 3"	1	LS	5,000.00	5,000.00	7,850.00	7,850.00
K4	SUBSTATION CONDUIT, 6"	1	LS	131,000.00	131,000.00	174,000.00	174,000.00
K5	DISTRIBUTION CONDUIT, 6"	1	LS	180,000.00	180,000.00	106,000.00	106,000.00
K6	CABLE, LOW VOLTAGE POWER, CONTROL, & INSTRUMENTATION	1	LS	40,000.00	40,000.00	20,600.00	20,600.00
K7	CABLE, FIBER OPTIC	1	LS	14,000.00	14,000.00	7,066.00	7,066.00
K8	STRUCTURE MOUNTED LUMINAIRE	1	EA	2,000.00	2,000.00	2,490.00	2,490.00
K9	VAULT, V19	3	EA	10,000.00	30,000.00	13,600.00	40,800.00
K10	VAULT, V29	2	EA	11,000.00	22,000.00	16,800.00	33,600.00
K11	BPA METERING PANEL	1	EA	1,500.00	1,500.00	0.00	0.00
K12	MANHOUR	200	EA	125.00	25,000.00	0.00	0.00
Group K: Conduit and Cable TOTAL					\$484,500.00		\$426,506.00
Group M: Site Work							
M1	STORMWATER POLLUTION PREVENTION PLAN	1	LS	2,500.00	2,500.00	2,500.00	2,500.00
M2	TEMPORARY EROSION AND POLLUTION CONTROL	1	LS	10,000.00	10,000.00	12,600.00	12,600.00
M3	STRUCTURAL FILL	1	LS	75,000.00	75,000.00	18,600.00	18,600.00
M4	CRUSHED ROCK SURFACE COURSE	1	LS	65,000.00	65,000.00	35,230.00	35,230.00
M5	GEOTEXTILE FABRIC	1	LS	20,000.00	20,000.00	28,280.00	28,280.00
M6	EXCAVATION AND GRADING – OIL CONTAINMENT	1	LS	30,000.00	30,000.00	39,554.00	39,554.00
M7	STRUCTURAL FILL, DRAIN ROCK & CRUSHED ROCK – OIL CONTAINMENT	1	LS	25,000.00	25,000.00	39,903.00	39,903.00
M8	SEPARATION FABRIC, GEOTEXTILE FABRIC, GEOMEMBRANE AND GEONET– OIL CONTAINMENT	1	LS	44,000.00	44,000.00	29,337.00	29,337.00
M9	SYSTEM BORDER, FOUNDATION SEALS AND LINER WELDS – OIL CONTAINMENT	1	LS	16,000.00	16,000.00	14,050.00	14,050.00
M10	SYSTEM TESTING – OIL CONTAINMENT	1	LS	1,500.00	1,500.00	13,200.00	13,200.00
M11	FINAL GRADE AND CLEANUP	1	LS	40,000.00	40,000.00	34,655.00	34,655.00
M12	PRE-SITE WORK EXISTING OIL CONTAINMENT TESTING	1	LS	5,000.00	5,000.00	6,800.00	6,800.00
Group M: Site Work TOTAL					\$334,000.00		\$274,709.00
Group N: Firewall							
N1	FIREWALL	1	LS	120,000.00	120,000.00	98,500.00	98,500.00
Group N: Firewall TOTAL					\$120,000.00		\$98,500.00



City of Richland

DATE BIDS OPENED:	8/15/2023
ITB 23-0084 Construction of City View Bank 2	

				Prater Electric, Inc. Kennewick, WA		DJ's Electrical, Inc. Battle Ground, WA	
Item	Description	Qty	Unit	Unit Price	Total Price	Unit Price	Total Price
Group O: Grounding							
O1	GROUNDING, SUBSTATION	1	LS	118,000.00	118,000.00	95,400.00	95,400.00
Group O: Grounding TOTAL					\$118,000.00		\$95,400.00
Group Q: Switchgear							
Q1	SWITCHGEAR ENCLOSURE, INSTALLATION AND ASSEMBLY	1	LS	19,000.00	19,000.00	7,500.00	7,500.00
Q2	Q2 - SWITCHGEAR TRANSPORT - IF NEEDED	1	LS	7,500.00	7,500.00	0.00	0.00
Group Q: Switchgear TOTAL					\$26,500.00		\$7,500.00
Group R: Circuit Switcher							
R1	CIRCUIT SWITCHER, 115 kV	1	EA	15,000.00	15,000.00	24,600.00	24,600.00
Group R: Circuit Switcher TOTAL					\$15,000.00		\$24,600.00
Group T: Testing and As-Built Survey							
T1	TESTING AND COMMISSIONING	1	LS	65,000.00	65,000.00	117,310.00	117,310.00
T2	AS-BUILT SURVEY	1	LS	10,000.00	10,000.00	10,500.00	10,500.00
Group T: Testing and As-Built Survey TOTAL					\$75,000.00		\$127,810.00
Group X: Mobilization and Demobilization							
X1	MOBILIZATION AND DEMOBILIZATION	1	LS	100,000.00	100,000.00	135,000.00	135,000.00
Group X: Mobilization and Demobilization TOTAL					\$100,000.00		\$135,000.00
Group A: Structures					\$31,000.00		\$48,700.00
Group B: Switching					\$8,000.00		\$12,500.00
Group C: Circuits and Buswork					\$65,000.00		\$95,600.00
Group F: Foundations					\$160,000.00		\$211,790.00
Group G: Transformers					\$28,000.00		\$73,500.00
Group K: Conduit and Cable					\$484,500.00		\$426,506.00
Group M: Site Work					\$334,000.00		\$274,709.00
Group N: Firewall					\$120,000.00		\$98,500.00
Group O: Grounding					\$118,000.00		\$95,400.00
Group Q: Switchgear					\$26,500.00		\$7,500.00
Group R: Circuit Switcher					\$15,000.00		\$24,600.00
Group T: Testing and As-Built Survey					\$75,000.00		\$127,810.00
Group X: Mobilization and Demobilization					\$100,000.00		\$135,000.00
SUBTOTAL ALL GROUPS					\$1,565,000.00		\$1,632,115.00
SALES TAX 8.70%					\$136,155.00		\$141,994.01
TOTAL:					\$1,701,155.00		\$1,774,109.01



City of Richland

DATE BIDS OPENED:	8/15/2023
ITB 23-0084 Construction of City View Bank 2	

Michels Pacific Energy Tumwater, WA

Item	Description	Qty	Unit	Unit Price	Total Price
Group A: Structures					
A1	STEEL STRUCTURE, TYPE A01 115 KV HIGH BUS SUPPORT	1	EA	8,231.41	8,231.41
A2	STEEL STRUCTURE, TYPE A02 3-PHASE SWITCH SUPPORT	1	EA	10,598.15	10,598.15
A3	STEEL STRUCTURE, TYPE A03 3-PHASE BUS SUPPORT	1	EA	7,356.93	7,356.93

Group A: Structures TOTAL **\$26,186.49**

Group B: Switching					
B1	DISCONNECT SWITCH, 15 kV	1	EA	9,266.75	9,266.75

Group B: Switching TOTAL **\$9,266.75**

Group C: Circuits and Buswork					
C1	BUSWORK, RIGID AND FLEXIBLE	1	LS	89,777.32	89,777.32

Group C: Circuits and Buswork TOTAL **\$89,777.32**

Group F: Foundations					
F9	FOOTING, TYPE F9, POWER TRANSFORMER FOOTING	1	EA	39,551.51	39,551.51
F10	FOOTING, TYPE F10, 15 kV SWITCHGEAR	1	EA	59,946.77	59,946.77
F11	FOOTING, TYPE F11, 115 kV BUS SUPPORT	1	EA	19,930.78	19,930.78
F12	FOOTING, TYPE F12, 115 kV CIRCUIT SWITCHER	1	EA	21,660.60	21,660.60
F13	FOOTING, TYPE F13, 15 kV SWITCH/BUS SUPPORT	2	EA	9,837.65	19,675.30
F14	FOOTING, TYPE F14, FIREWALL	1	EA	44,084.38	44,084.38
F15	SIDEWALK	1	LS	18,785.20	18,785.20

Group F: Foundations TOTAL **\$223,634.54**

Group G: Transformers					
G1	POWER TRANSFORMER	1	EA	52,250.79	52,250.79

Group G: Transformers TOTAL **\$52,250.79**

Group K: Conduit and Cable					
K1	SUBSTATION CONDUIT, 1"	1	LS	8,887.34	8,887.34
K2	SUBSTATION CONDUIT, 2"	1	LS	41,013.23	41,013.23
K3	SUBSTATION CONDUIT, 3"	1	LS	8,415.95	8,415.95
K4	SUBSTATION CONDUIT, 6"	1	LS	155,493.08	155,493.08
K5	DISTRIBUTION CONDUIT, 6"	1	LS	242,221.42	242,221.42
K6	CABLE, LOW VOLTAGE POWER, CONTROL, & INSTRUMENTATION	1	LS	38,651.09	38,651.09
K7	CABLE, FIBER OPTIC	1	LS	3,792.48	3,792.48
K8	STRUCTURE MOUNTED LUMINAIRE	1	EA	6,891.70	6,891.70
K9	VAULT, V19	3	EA	8,534.45	25,603.35
K10	VAULT, V29	2	EA	10,280.03	20,560.06
K11	BPA METERING PANEL	1	EA	3,622.61	3,622.61
K12	MANHOUR	200	EA	190.56	38,112.00

Group K: Conduit and Cable TOTAL **\$593,264.31**

Group M: Site Work					
M1	STORMWATER POLLUTION PREVENTION PLAN	1	LS	8,708.97	8,708.97
M2	TEMPORARY EROSION AND POLLUTION CONTROL	1	LS	9,731.71	9,731.71
M3	STRUCTURAL FILL	1	LS	17,569.40	17,569.40
M4	CRUSHED ROCK SURFACE COURSE	1	LS	31,068.79	31,068.79
M5	GEOTEXTILE FABRIC	1	LS	18,351.19	18,351.19
M6	EXCAVATION AND GRADING – OIL CONTAINMENT	1	LS	33,274.55	33,274.55
M7	STRUCTURAL FILL, DRAIN ROCK & CRUSHED ROCK – OIL CONTAINMENT	1	LS	34,554.83	34,554.83
M8	SEPARATION FABRIC, GEOTEXTILE FABRIC, GEOMEMBRANE AND GEONET– OIL CONTAINMENT	1	LS	24,527.51	24,527.51
M9	SYSTEM BORDER, FOUNDATION SEALS AND LINER WELDS – OIL CONTAINMENT	1	LS	12,351.05	12,351.05
M10	SYSTEM TESTING – OIL CONTAINMENT	1	LS	8,622.28	8,622.28
M11	FINAL GRADE AND CLEANUP	1	LS	30,047.88	30,047.88
M12	PRE-SITE WORK EXISTING OIL CONTAINMENT TESTING	1	LS	8,906.02	8,906.02

Group M: Site Work TOTAL **\$237,714.18**

Group N: Firewall					
N1	FIREWALL	1	LS	92,014.26	92,014.26

Group N: Firewall TOTAL **\$92,014.26**



City of Richland

DATE BIDS OPENED:	8/15/2023
ITB 23-0084 Construction of City View Bank 2	

Michels Pacific Energy
Tumwater, WA

Item	Description	Qty	Unit	Unit Price	Total Price
Group O: Grounding					
O1	GROUNDING, SUBSTATION	1	LS	123,162.13	123,162.13
Group O: Grounding TOTAL					\$123,162.13

Group Q: Switchgear					
Q1	SWITCHGEAR ENCLOSURE, INSTALLATION AND ASSEMBLY	1	LS	20,900.95	20,900.95
Q2	Q2 - SWITCHGEAR TRANSPORT - IF NEEDED	1	LS	46,739.79	46,739.79
Group Q: Switchgear TOTAL					\$67,640.74

Group R: Circuit Switcher					
R1	CIRCUIT SWITCHER, 115 kV	1	EA	12,664.56	12,664.56
Group R: Circuit Switcher TOTAL					\$12,664.56

Group T: Testing and As-Built Survey					
T1	TESTING AND COMMISSIONING	1	LS	201,186.69	201,186.69
T2	AS-BUILT SURVEY	1	LS	6,177.84	6,177.84
Group T: Testing and As-Built Survey TOTAL					\$207,364.53

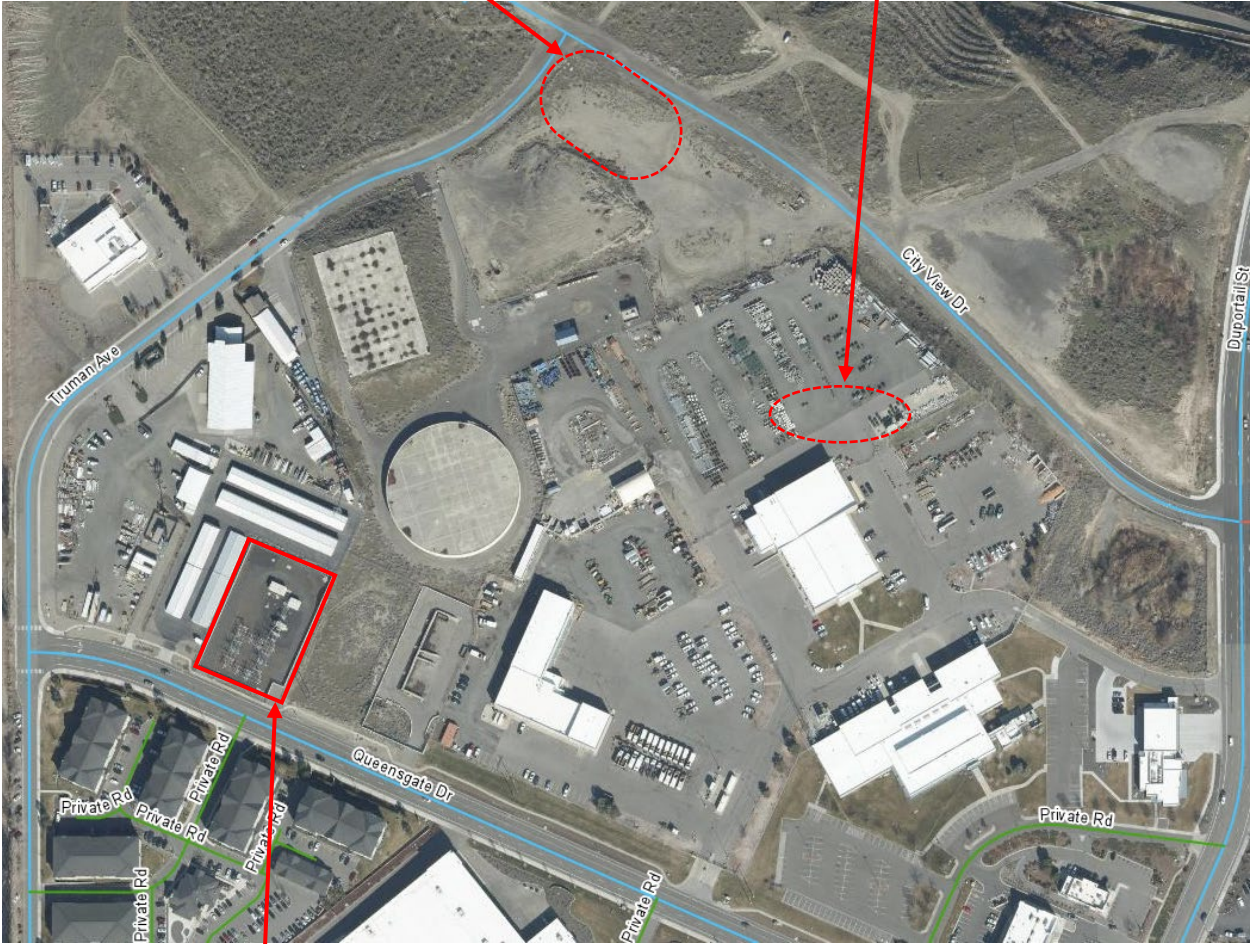
Group X: Mobilization and Demobilization					
X1	MOBILIZATION AND DEMOBILIZATION	1	LS	110,672.46	110,672.46
Group X: Mobilization and Demobilization TOTAL					\$110,672.46

Group A: Structures	\$26,186.49
Group B: Switching	\$9,266.75
Group C: Circuits and Buswork	\$89,777.32
Group F: Foundations	\$223,634.54
Group G: Transformers	\$52,250.79
Group K: Conduit and Cable	\$593,264.31
Group M: Site Work	\$237,714.18
Group N: Firewall	\$92,014.26
Group O: Grounding	\$123,162.13
Group Q: Switchgear	\$67,640.74
Group R: Circuit Switcher	\$12,664.56
Group T: Testing and As-Built Survey	\$207,364.53
Group X: Mobilization and Demobilization	\$110,672.46
SUBTOTAL ALL GROUPS	\$1,845,613.06
SALES TAX 8.70%	\$160,568.34
TOTAL:	\$2,006,181.40

Vicinity Map

General area available for Contractor laydown

Approximate storage location of City View Bank 2 Power Transformer and other owner-furnished material



City View Substation



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 9/19/2023

Agenda Category: Resolutions - Adoption

Core Focus Area 3 - Increase Economic Vitality

Subject:

Resolution No. 2023-148, Setting a Public Hearing Date to Consider the Proposed Annexation of 1.83 Acres of Short Plat 793, Lot 3

Department/Office
Development Services

Ordinance/Resolution Number:
2023-148

Document Type:
Resolution

Recommended Motion:

Adopt Resolution No. 2023-148, establishing December 5, 2023 as the date on which City Council will hold a public hearing to consider the proposed annexation of Lot 3 of Short Plat 793.

Summary:

On February 21, 2023, by adoption of Resolution No. 2023-26, Richland City Council accepted a request for annexation of 1.83 acres located at 24907 Dallas Road owned by Ryan Tucker.

At its meeting on July 6, 2023, the Richland City Council authorized the circulation of a petition calling for the annexation of this property. The petition was approved by the Benton County Assessor on July 14, 2023.

The next step in the annexation process is for the Richland City Council to establish a meeting date to hold a public hearing and consider the annexation petition. Resolution No. 2023-148 will set the public hearing date for December 5, 2023 during the City Council's regularly scheduled meeting.

Staff recommends adoption of Resolution No. 2023-148.

Fiscal Impact: None.

Attachments:

I. Resolution No. 2023-148

RESOLUTION NO. 2023-148

**A RESOLUTION OF THE CITY OF RICHLAND, WASHINGTON
SETTING A DATE FOR A PUBLIC HEARING TO CONSIDER THE
PROPOSED ANNEXATION OF APPROXIMATELY 1.83 ACRES
KNOWN AS LOT 3 OF SHORT PLAT 739, LOCATED WITHIN
PORTIONS OF SECTION 20, TOWNSHIP 9 NORTH, RANGE 28
EAST, W.M., BENTON COUNTY, WASHINGTON.**

WHEREAS, a petition for annexation to the City of Richland has been received from the owners representing one hundred percent (100%) of valuation for the annexation of the described property, attached hereto as **Exhibit A**; and

WHEREAS, RCW 35.13.130 sets forth requirements that an annexation petition must be signed by the owners of not less than sixty percent (60%) in value, according to the assessed valuation for general taxation, of the property for which annexation is petitioned; and

WHEREAS, such petition was duly certified by the Benton County Assessor on July 14, 2023.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that the regularly scheduled City Council meeting to be held beginning at **6:00 p.m. on December 5, 2023** is hereby established as the date on which Council will conduct a public hearing to consider the annexation petition.

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland, Washington, at a regular meeting on the 19th day of September, 2023.

Terry Christensen, Mayor

Attest:

Approved as to Form:

Jennifer Rogers, City Clerk

Heather Kintzley, City Attorney

Exhibit A

PETITION FOR ANNEXATION TO CITY OF RICHLAND, WASHINGTON

Proposed Annexation Name: **Short Plat 739, Lot 3**

The Honorable Mayor and City Council:

WE, the undersigned, who are the owners of not less than sixty percent (60%) in value, according to the assessed valuation for general taxation, of the real property geographically depicted on the map attached hereto as Exhibit 1 and legally described in Exhibit 2 attached hereto, lying contiguous to the City of Richland, Washington, do hereby petition that such territory be annexed to and made a part of the City of Richland under the provisions of RCW 35.13.130 et. seq. A list of all assessors' tax parcel numbers of the parcels within the proposed annexation area, the record owner of each parcel, and the assessed value of each parcel is set forth in Exhibit 3.

Prior to the circulation of this petition, a meeting was held on the twenty-first day of February, 2023, between the initiating parties of this annexation and the Council of the City of Richland, at which time the Council passed Resolution No. 2023-26, accepting the notice of intention to commence annexation proceedings for the real property geographically depicted on the map attached hereto as Exhibit 1 and legally described in Exhibit 2 attached hereto. Resolution No. 2023-26 also (1) required that the annexation be accepted as proposed; (2) required the simultaneous adoption of the City's Comprehensive Plan to serve as the Comprehensive Plan for the proposed annexation area; (3) required the assumption of an appropriate share of all existing indebtedness of the City by the area to be annexed upon annexation authorized; and (4) directed the Planning Commission to propose and forward a recommendation to the City Council as to the most appropriate zoning designation for the area proposed to be annexed.

On March 22, 2023, the Richland Planning Commission conducted a public meeting and recommended that R-1-10 Single Family Residential zoning was the most appropriate zoning designation for the proposed annexation area. On July 6, 2023, the Council passed a resolution authorizing the circulation of an annexation petition for annexation of the real property geographically depicted on the map attached hereto as Exhibit 1 and legally described in Exhibit 2 attached hereto.

WHEREFORE, petitioners pray that the City Council of the City of Richland, Washington entertain this petition, fix a date for a public hearing hereon, and cause notice of the hearing to be published in one or more issues of a newspaper of general circulation in the City, and to post the notice in three public places within the area proposed for annexation specifying the time and place of the hearing and inviting all interested persons to appear and voice approval or disapproval of the annexation.

INSTRUCTIONS FOR SIGNING PETITION

The following conditions should be noted for those signing the petition as owners of property:

1. Each signature shall be executed in ink or indelible pencil and shall be followed by the name of the signer, the date of signing, and the property description of the property within the proposed annexation owned by the signor.
2. The signature of a record owner, as determined by the records of the county auditor, shall be sufficient without the signature of his or her spouse;
3. In the case of mortgaged property, the signature of the mortgagor shall be sufficient, without the signature of his or her spouse;
4. In the case of property purchased on contract, the signature of the contract purchaser, as shown by the records of the county auditor, shall be deemed sufficient, without the signature of his or her spouse;
5. Any officer of a corporation owning land within the area involved, who is duly authorized to execute deeds or encumbrances on behalf of the corporation, may sign under oath on behalf of such corporation, and shall attach to the petition a certified excerpt from the bylaws of such corporation showing such authority.
6. When property stands in the name of a deceased person or any person for whom a guardian has been appointed, the signature of the executor, administrator, or guardian, as the equivalent to the signature of the owner of the property; and
7. When a parcel of property is owned by multiple owners, the signature of an owner designated by the multiple owners is sufficient.

WARNING

Every person who signs this petition with any other than his or her true name, or who knowingly signs more than one of these petitions, or signs a petition seeking an election when he or she is not a legal voter, or signs a petition when he or she is otherwise not qualified to sign, or who makes herein any false statement, shall be guilty of a misdemeanor. *See* RCW 35.21.005.

Assessor's Parcel Numbers: 120983010739003
Property Owners:.....RYAN TUCKER
Site Address:.....24907 DALLAS ROAD

Signature: By: *Ryan Tucker* Date: 7-11-23

Name of Person Signing: Ryan Tucker

Signature: By: *Lacey Tucker* Date: 7-11-23

Name of Person Signing: Lacey Tucker

EXHIBIT 1
Proposed Short Plat 739, Lot 3 Annexation



EXHIBIT 2
Legal Description for Short Plat 739, Lot 3 Annexation

The Short Plat 739, Lot 3 annexation consists of the following:

SHORT PLAT NO. 739, LOT 3,

A PORTION OF SECTION 20, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON.

This description includes the following County Parcel Identification Numbers:

120983010739003

EXHIBIT 3
Proposed Short Plat 739, Lot 3 Annexation

Parcel #	Owner	Parcel Address	Lot Size (ft ²)	Assessed Value
120983010739003	Ryan Tucker	24907 Dallas Road	79774.02	\$205,110



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 9/19/2023

Agenda Category: Items - Approval

Core Focus Area I - Promote Financial Stability & Operational Effectiveness

Subject:

Appointment to the Americans with Disabilities Act (ADA) Citizens Review Committee: Lee Schmolke

Department/Office
City Clerk

Ordinance/Resolution Number:

Document Type:
General Business Item

Recommended Motion:

Appoint Lee Schmolke to Position No. 1 on the ADA Citizens Review Committee.

Summary:

The Americans with Disabilities Act (ADA) Citizens Review Committee position currently held by Deborah Titus (Position No. 1) will expire on September 30, 2023. Two (2) application packets were received during the recruitment period. Ms. Titus did not seek reappointment.

The ADA Citizens Review Committee exists pursuant to a federal law requirement and holds meetings only when complaints are submitted to the City. No Council liaison is appointed to the ADA Citizens Review Committee.

Consistent with past practice, Staff Liaison Kintzley reviewed both application packets and recommends the appointment of Lee Schmolke to Position No. 1.

The term for Position No. 1 is three (3) years, effective October 1, 2023 through September 30, 2026.

Application packets are on file in the City Clerk's Office.

Fiscal Impact: None.

Attachments:

- I. Appointment to the ADA Citizens Review Committee Memo

CITY OF RICHLAND
OFFICE OF THE CITY ATTORNEY

625 Swift Boulevard, MS-7
Richland, WA 99352
(509) 942-7390



MEMORANDUM

TO: Richland City Council

FROM: Heather Kintzley, City Attorney and ADA Coordinator

DATE: September 7, 2023

SUBJECT: Appointment to the ADA Citizens Review Committee

During the most recent recruitment, Mr. Alfred Drake, Jr. and Mr. Lee Schmolke submitted an application and resume expressing an interest in serving on the ADA Citizens Review Committee. Current member Deborah Titus did not seek reappointment.

The purpose of the ADA Citizens Review Committee is to review complaints pertaining to the Americans with Disabilities Act as implemented and administered by the City of Richland. The Americans with Disabilities Act Citizens Review Committee provides a hearing, listens to the involved parties, and formulates a decision based on information provided in the hearing. The decision is made in writing, with an appeal opportunity in front of the Richland City Council.

Based on the nature of the work of the ADA Citizens Review Committee, meetings are only held when necessary and there is no City Council liaison. The Committee benefits significantly from members with unique experience with a disability or in assisting those with disabilities. When two or more otherwise qualified candidates present for consideration, staff's appointment recommendation will lean toward the individual with the most to offer in this regard.

Staff recommends the appointment of Lee Schmolke to Position No. 1 on the ADA Citizens Review Committee.



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 9/19/2023

Agenda Category: Items - Approval

Core Focus Area I - Promote Financial Stability & Operational Effectiveness

Subject:

Appointment to the Lodging Tax Advisory Committee: Char Gaza and Doug Sako

Department/Office
City Clerk

Ordinance/Resolution Number:

Document Type:
General Business Item

Recommended Motion:

Reappoint Douglas Sako to Position No. 1 and appoint Char Gaza to Position No. 2 on the Lodging Tax Advisory Committee.

Summary:

The Lodging Tax Advisory Committee (LTAC) positions currently held by Douglas Sako (Position No. 1) and Michael Gabbud (Position No. 2) will expire on September 30, 2023. Four (4) application packets were received during the recruitment period. Council Liaison Christensen and Council Liaison Staff Assistant Gail Everett considered all four (4) candidates and recommend the following appointments:

Reappoint Douglas Sako to Position No. 1 and appoint Char Garza to Position No. 2.

Member Michael Gabbud did not seek reappointment.

The term for Position Nos. 1 and 2 are two (2) years, effective October 1, 2023 through September 30, 2025.

Candidate applications are on file in the City Clerk's Office.

Fiscal Impact: None.

Attachments:

I. Lodging Tax Advisory Committee Appointment Recommendation Memo

CITY OF RICHLAND
COMMUNICATIONS & MARKETING

625 Swift Boulevard, MS-39
Richland, WA 99352
(509) 942-7390



MEMORANDUM

TO: Richland City Council

FROM: Gail Everett, Communications & Marketing Specialist

DATE: September 12, 2023

SUBJECT: Lodging Tax Advisory Committee Appointment Recommendations

The Lodging Tax Advisory Committee (LTAC) Positions currently held by Douglas Sako (Position No. 1) and Michel Gabbud (Position No. 2) will expire on September 20, 2023. Four (4) applications were received during the recruitment period and were evaluated by LTAC committee chairman, Terry Christensen and myself.

The two candidates recommended to fill the vacancies are:

- Reappointment of Douglas (Gus) Sako to Position No. 1- Business owner at the Uptown Shopping Center.
- Appointment of Char Garza to Position No. 2 - General Manager of Richland Riverfront Hotel



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 9/19/2023

Agenda Category: Items - Approval

Core Focus Area I - Promote Financial Stability & Operational Effectiveness

Subject:

Appointment to the Utility Advisory Committee: Harry Staven and Roy Miller

Department/Office
City Clerk

Ordinance/Resolution Number:

Document Type:
General Business Item

Recommended Motion:

Reappoint Roy Miller and Harry Staven to Position Nos. 1 and 5, respectively, on the Utility Advisory Committee.

Summary:

The Utility Advisory Committee (UAC) positions currently held by Roy Miller (Position No. 1) and Harry Staven (Position No. 5) will expire on September 30, 2023. Position Nos. 3 and 4 have been vacant for some time, and recruitment efforts will be ongoing.

Three (3) applications were received during the recruitment period. UAC Council Liaison VanDyke, UAC member Lo Presti, and Staff Liaison Whitney reviewed all applications and recommend the reappointment of existing members Roy Miller to Position No. 1 and Harry Staven to Position No. 5.

The term for Position Nos. 1 and 5 are three (3) years, effective October 1, 2023 through September 30, 2026.

Candidate application packets are on file in the City Clerk's Office.

Fiscal Impact: None.

Attachments:

- I. Utility Advisory Committee Appointment Recommendation Memo

CITY OF RICHLAND
ENERGY SERVICES

625 Swift Boulevard, MS-23
Richland, WA 99352
(509) 942-7390



MEMORANDUM

TO: Richland City Council

FROM: Arturo Mata, Administrative Assistant II

DATE: August 24, 2023

SUBJECT: Appointment to the Utility Advisory Committee

During the recruitment period, three (3) applications were received due to advertising for vacancies of Position Nos. 1, 2, 3, and 5 on the Utility Advisory Committee (UAC). Mr. Roy Miller and Mr. Harry Staven are seeking reappointment to their positions.

Council Liaison Shayne VanDyke, current UAC member Charles Lo Presti, and UAC Staff Liaison Clint Whitney reviewed all application packets. Incumbents were not reinterviewed, and no conflicts of interest were identified.

The UAC interview panel recommends the following reappointments:

Position No. 1	Roy Miller
Position No. 5	Harry Staven

The recruitment efforts to fill vacant Positions No. 2 and 3 will be ongoing.



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 9/19/2023

Agenda Category: Expenditures - Approval

Core Focus Area I - Promote Financial Stability & Operational Effectiveness

Subject:

Expenditures from August 1, 2023 to August 31, 2023 for \$28,316,208.98 including Travel Check Nos. 20359-20372, Accounts Payable Check Nos. 314162-315115, Accounts Payable Wire Nos. 9672-9719, Payroll Wires & ACH Nos. 13511-13573, Payroll Direct Deposit & Check Nos. 211472-213314, and Pension Check Nos. 6537-6562.

Department/Office
Finance

Ordinance/Resolution Number:

Document Type:
Expenditures

Recommended Motion:

Approve the expenditures from August 1, 2023 to August 31, 2023 in the amount of \$28,316,208.98.

Summary:

Breakdown of Expenditures:

Travel Checks	20359-20372	\$9,624.46
Accounts Payable Checks	314162-315115	\$6,812,000.76
Accounts Payable Wires	9672-9719	\$12,089,458.75
Payroll Wires & ACH	13511-13573	\$4,656,679.97
Payroll Direct Deposit & Checks	211472-213314	\$4,698,136.82
Pension Checks	6537-6562	\$50,308.22
TOTAL		\$28,316,208.98

Fiscal Impact: Total Disbursements: \$28,316,208.98

Attachments:

1. Expenditure Summary
2. Travel Checks
3. Accounts Payable Checks
4. Accounts Payable Wires
5. Payroll Wires & ACH
6. Payroll Direct Deposit & Checks
7. Pension Checks

Expenditure Summary - 8/1/2023 - 8/31/2023

AP-EXP-SUMMARY-001

Expenditure Breakdown Summary

	REPORT	START CHECK	END CHECK	CHECK COUNT	CHECK TOTALS	VOID AMT
Travel Checks	(AP-TRVLCHKS-001)	20359	20372	14	\$9,624.46	\$0.00
Accounts Payable Checks	(AP-CHKHIST-DETAIL-001)	314162	315115	954	\$6,812,000.76	\$325.00
Accounts Payable Wires	(AP-WIRENOS-001)	9672	9719	45	\$12,089,458.75	\$0.00
Payroll Wires & ACH	(PR-WIRESACH-001)	13511	13573	63	\$4,656,679.97	\$0.00
Payroll Direct Deposit & Checks	(PR-CHKHIST-DETAIL-001)	211472	213314	1843	\$4,698,136.82	\$0.00
Pension Checks	(PR-CHKHIST-DETAIL-002)	6537	6562	26	\$50,308.22	\$0.00

\$28,316,208.98

AP Travel Checks - MUNIS 8/1/2023 - 8/31/2023

Travel Check Summary Information

CHECK DATE	START CHECK	END CHECK	CHECK KNT	CHECK TOTALS	VOID AMT
08/02/2023	20359	20361	3	\$2,188.14	\$0.00
08/09/2023	20362	20367	6	\$3,978.87	\$0.00
08/16/2023	20368	20370	3	\$2,315.63	\$0.00
08/30/2023	20371	20372	2	\$1,141.82	\$0.00
			14	\$9,624.46	\$0.00

Travel Check Detail Information

CHECK DATE	START CHECK	VOID	PAYEE	CHECK AMT	CHK COMMENT	VOID AMT	VOID COMMENT
08/02/2023	20359		DARIN ARRASMITH	\$129.26	23-262 WEDA 2023 SUMMER CONFER	\$0.00	
08/02/2023	20360		CRAIG HAMILTON	\$1729.00	23-125 NATIONAL APCO CONFERENC	\$0.00	
08/02/2023	20361		CHRISTIAN JABRI	\$329.88	23-277 HUMAN INTELLIGENCE & RI	\$0.00	
08/09/2023	20362		JON AMUNDSON	\$259.26	23-270 WCMA SUMMER CONFERENCE	\$0.00	
08/09/2023	20363		ANDREW C FLORENCE	\$280.26	23-271 WCMA SUMMER CONFERENCE	\$0.00	
08/09/2023	20364		LANDON, KEVIN	\$906.05	23-280 FIRE RESCUE INTERNATION	\$0.00	
08/09/2023	20365		ARTURO MATA	\$730.27	23-256 NWPPA ADMIN CONFERENCE	\$0.00	
08/09/2023	20366		THERESA RICHARDSON	\$945.51	23-259 ECA MANHATTAN PROJECT N	\$0.00	
08/09/2023	20367		SHAYNE VANDYKE	\$857.52	23-260 ECA MANHATTAN PROJECT N	\$0.00	
08/16/2023	20368		JAKOB GUNN	\$550.34	23-230 NORTHWEST ELECTRIC METE	\$0.00	
08/16/2023	20369		JOSHUA SANDERS	\$1214.95	23-254 CJTC PROPERTY AND EVIDE	\$0.00	
08/16/2023	20370		IGOR TYSHCHUK	\$550.34	23-229 NORTHWEST ELECTRIC METE	\$0.00	
08/30/2023	20371		STEVENS, MICHAEL	\$365.67	23-275 WA PLANNING DIRECTORS C	\$0.00	
08/30/2023	20372		CLINT WHITNEY	\$776.15	23-165 NRU PPC EXECUTIVE COMMI	\$0.00	
				\$9624.46		\$0.00	

Accounts Payable Checks

8/1/2023 - 8/31/2023

CHECK DATE	CHECK NBR	VOID	VENDOR#	EMP VENDOR NAME	CHECK AMT	VOID AMT	WARRANT	COMMENT
08/01/2023	314162	P	10004	MARSHALL R BAKER	\$164.90	0	080123FP	MEDICARE PREMIUM/BAKER
08/01/2023	314163	P	10005	RON BEARDEMPHL	\$164.90	0	080123FP	MEDICARE PREMIUM/BEARDEMPHL
08/01/2023	314164	P	10180	CANFIELD, HARRY R	\$164.90	0	080123FP	MEDICARE PREMIUM/CANFIELD
08/01/2023	314165	P	10040	DANNY DOWNS	\$164.90	0	080123FP	MEDICARE PREMIUM/DOWNS
08/01/2023	314166	P	10085	JAMES P MULROY	\$164.90	0	080123FP	MEDICARE PREMIUM/MULROY
08/01/2023	314167	P	10086	DAVID MURRAY	\$156.90	0	080123FP	MEDICARE PREMIUM/MURRAY
08/01/2023	314168	P	10087	EDWARD A MYERS	\$164.90	0	080123FP	MEDICARE PREMIUM/MYERS
08/01/2023	314169	P	10820	OWEN, MICHAEL	\$159.90	0	080123FP	MEDICARE PREMIUM/OWEN
08/01/2023	314170	P	10533	JAMES POLLARD	\$164.90	0	080123FP	MEDICARE PREMIUM/POLLARD
08/01/2023	314171	P	10109	RODGERS, GARY H	\$157.86	0	080123FP	MEDICARE PREMIUM/RODGERS
08/01/2023	314172	P	10111	LARRY RONEY	\$164.90	0	080123FP	MEDICARE PREMIUM/RONEY
08/01/2023	314173	P	10116	DONALD SIEMENS	\$164.90	0	080123FP	MEDICARE PREMIUM/SIEMENS
08/01/2023	314174	P	12440	MARK STRATTON	\$164.90	0	080123FP	MEDICARE PREMIUM/STRATTON
08/01/2023	314175	P	10673	TERRY THRALL	\$164.90	0	080123FP	MEDICARE PREMIUM/THRALL
08/01/2023	314176	P	10142	ROYAL WEST	\$116.00	0	080123FP	MEDICARE PREMIUM/WEST
08/01/2023	314177	P	10148	CRAIG E WILLIAMSON	\$139.90	0	080123FP	MEDICARE PREMIUM/WILLIAMSON
08/01/2023	314178	P	10103	KERI RANDALL BADGLEY	\$164.90	0	080123PP	MEDICARE PREMIUM/BADGLEY
08/01/2023	314179	P	10160	LAURIE VERN BATES JR	\$164.90	0	080123PP	MEDICARE PREMIUM/BATES
08/01/2023	314180	P	10855	BEDEN, LARRY	\$164.90	0	080123PP	MEDICARE PREMIUM/BEDEN
08/01/2023	314181	P	10169	DALE A BRUNSON	\$164.90	0	080123PP	MEDICARE PREMIUM/BRUNSON
08/01/2023	314182	P	10170	RANDY H CARPER	\$670.90	0	080123PP	MEDICARE PREMIUM/CARPER
08/01/2023	314183	P	10167	MIKE CASE	\$164.90	0	080123PP	MEDICARE PREMIUM/CASE
08/01/2023	314184	P	10029	MICHAEL CLEAVENGER	\$164.90	0	080123PP	MEDICARE PREMIUM/CLEAVENGER
08/01/2023	314185	P	10028	WILL J CLEAVENGER	\$164.90	0	080123PP	MEDICARE PREMIUM/CLEAVENGER
08/01/2023	314186	P	10038	LARRY COUCH	\$164.90	0	080123PP	MEDICARE PREMIUM/COUCH
08/01/2023	314187	P	10166	JAMES J DEMYER	\$164.90	0	080123PP	MEDICARE PREMIUM/DEMYER
08/01/2023	314188	P	10048	DOUGLAS D DRIVER	\$164.90	0	080123PP	MEDICARE PREMIUM/DRIVER
08/01/2023	314189	P	10165	JOHN M GANLEY	\$164.90	0	080123PP	MEDICARE PREMIUM/GANLEY
08/01/2023	314190	P	12445	JAMES GREG GILL	\$164.90	0	080123PP	MEDICARE PREMIUM/GILL
08/01/2023	314191	P	31042	JAMES B GOULD	\$164.90	0	080123PP	MEDICARE PREMIUM/GOULD
08/01/2023	314192	P	10251	HIGGINS, FRED C	\$141.10	0	080123PP	MEDICARE PREMIUM/HIGGINS
08/01/2023	314193	P	10271	SCOTT K LARSON	\$164.90	0	080123PP	MEDICARE PREMIUM/LARSON
08/01/2023	314194	P	10156	DAVID L LEWIS	\$145.90	0	080123PP	MEDICARE PREMIUM/LEWIS

Accounts Payable Checks

8/1/2023 - 8/31/2023

CHECK DATE	CHECK NBR	VOID	VENDOR#	EMP VENDOR NAME	CHECK AMT	VOID AMT	WARRANT	COMMENT
08/01/2023	314195	P	10164	ROBERT MOORE	\$164.90	0	080123PP	MEDICARE PREMIUM/MOORE
08/01/2023	314196	P	31512	JERALD S MORRELL	\$164.90	0	080123PP	MEDICARE PREMIUM/MORRELL
08/01/2023	314197	P	10117	DAVID W SPARKS	\$164.90	0	080123PP	MEDICARE PREMIUM/SPARKS
08/01/2023	314198	P	10119	WILLIAM TANNER	\$164.90	0	080123PP	MEDICARE PREMIUM/TANNER
08/01/2023	314199	P	10332	RANDAL L TAYLOR	\$164.90	0	080123PP	MEDICARE PREMIUM/TAYLOR
08/01/2023	314200	P	10163	GERALD D THOMAS	\$164.90	0	080123PP	MEDICARE PREMIUM/THOMAS
08/01/2023	314201	P	10800	ROY TURNER	\$164.90	0	080123PP	MEDICARE PREMIUM/TURNER
08/01/2023	314202	P	10151	GERALD ZIMMERMAN	\$164.90	0	080123PP	MEDICARE PREMIUM/ZIMMERMAN
08/02/2023	314203	P	10759	ACCURATE CALIBRATION SERVICES LLC	\$2,228.35	0	0802231	Annual Calibration and Certifi
08/02/2023	314204	P	10838	GRIGG ENTERPRISES INC	\$308.56	0	0802231	PVC
08/02/2023	314205	P	31632	ADCOMM ENGINEERING LLC	\$25,235.75	0	0802231	RED MOUNTAIN SITE ENGINEERING
08/02/2023	314206	P	31437	ADEPT TESTING OCCUPATIONAL MEDICINE LLC	\$240.00	0	0802231	PRE-EMP PHYSICAL: S GOMEZ
08/02/2023	314207	P	10631	ADVANCED TRAFFIC PRODUCTS INC	\$3,041.98	0	0802231	Opticom Detector
08/02/2023	314208	P	31839	ALLIANCE MANAGEMENT & CONSTRUCTION SOLUTIONS	\$1,000.00	0	0802231	Uptown Parking Lot ADA Improve
08/02/2023	314209	P	11492	ALS GROUP USA CORP	\$220.00	0	0802231	PRETRTMNT SAMPLING BATTELLE 00
08/02/2023	314210	P	11490	ARCHITECTS WEST INC	\$2,920.00	0	0802231	City Hall - GSA Parking Adjust
08/02/2023	314211	P	999000	AUREF - Utility Customer Refunds	\$86.08	0	0802231	1900 STEVENS DR 614
08/02/2023	314212	P	999000	AUREF - Utility Customer Refunds	\$35.00	0	0802231	1900 STEVENS DR 328
08/02/2023	314213	P	999000	AUREF - Utility Customer Refunds	\$136.11	0	0802231	466 PIPER ST
08/02/2023	314214	P	999000	AUREF - Utility Customer Refunds	\$160.96	0	0802231	2646 SILVERHAWK ST
08/02/2023	314215	P	10009	COUNTY OF BENTON	\$31,590.62	0	0802231	BENTON COUNTY DISTRICT COURT &
08/02/2023	314216	P	10468	BLACKSTONE AUDIOBOOKS	\$41.60	0	0802231	DVD COLLECTION
08/02/2023	314217	P	32072	BUDDERFLY INC	\$284.00	0	0802231	1033 GWW - LED Lot Lighting Re
08/02/2023	314218	P	31841	CAMPBELL & COMPANY SERVICE CORPORATION	\$4,400.00	0	0802231	103 Broadmoor - Garrett - HP R
08/02/2023	314219	P	10026	CASCADE NATURAL GAS CORP	\$48.68	0	0802231	NATURAL GAS FOR GENERATOR COLU
08/02/2023	314220	P	30045	CHARTER COMMUNICATIONS HOLDINGS, LLC	\$227.97	0	0802231	RPD INTERNET ULTRA STATIC IP 1
08/02/2023	314221	P	11075	CHINOOK HEATING & AIR INC	\$17,390.01	0	0802231	1922 Sky Meadow - Ashby - HP L
08/02/2023	314222	P	30116	CHRISTENSEN INC	\$729.49	0	0802231	BULK DEF FOR CITY SHOPS
08/02/2023	314223	P	10072	CITY OF KENNEWICK	\$26,764.00	0	0802231	BPIN COMPUTER SUPPORT-LE 3RD Q
08/02/2023	314224	P	10261	CITY OF RICHLAND	\$515.00	0	0802231	606 Columbia Point Short Plat
08/02/2023	314225	P	10261	CITY OF RICHLAND	\$1,612.60	0	0802231	23-039 MASON WESTPOINT MODEL W
08/02/2023	314226	P	10261	CITY OF RICHLAND	\$7,000.00	0	0802231	2145 Hoxie - Johnson - HP Reba

Accounts Payable Checks

8/1/2023 - 8/31/2023

CHECK DATE	CHECK NBR	VOID	VENDOR#	EMP VENDOR NAME	CHECK AMT	VOID AMT	WARRANT	COMMENT
08/02/2023	314227	P	11516	COLEMAN OIL COMPANY	\$12,183.91	0	0802231	LANDFILL DYED AND CLEAR FUEL
08/02/2023	314228	P	31507	COLUMBIA RIVER ELECTRIC MAINTENANCE	\$4,578.04	0	0802231	2023 City-wide Electrical Serv
08/02/2023	314229	P	999014	CONSERVATION REBATES	\$16,326.00	0	0802231	1939 Fowler - Cash & Carry - L
08/02/2023	314230	P	10034	CONSOLIDATED ELECTRICAL DISTRIBUTORS INC	\$6,312.14	0	0802231	BUILDING MATERIALS
08/02/2023	314231	P	10452	DAYCO INCORPORATED	\$2,300.00	0	0802231	115 Benham - Barnett - DHP Reb
08/02/2023	314232	P	10756	DELL MARKETING LP	\$7,490.41	0	0802231	Dell Latitude 5430 for Fleet A
08/02/2023	314233	P	10453	DELTA HEATING & COOLING INC	\$51,197.70	0	0802231	125 Englewood - Gaumnitz - HP
08/02/2023	314234	P	10139	DEPARTMENT OF ECOLOGY	\$1,850.00	0	0802231	WTP General Permit FY2024
08/02/2023	314235	P	10177	DEPARTMENT OF LABOR & INDUSTRIES	\$61,990.91	0	0802231	2nd Qtr 2023 L&I
08/02/2023	314236	P	999018	DISPLACEMENT REIMBURSEMENTS	\$50.00	0	0802231	Cent Pky N ROW Relocation Assi
08/02/2023	314237	P	10801	DOMESTIC VIOLENCE SVCS OF BNTN & FRNKLN COUNTIES	\$888.50	0	0802231	DV ADVOCACY SERVICES JUNE 2023
08/02/2023	314238	P	11362	ELIJAH FAMILY HOMES	\$8,222.07	0	0802231	CDBG DUPLEX REHAB EFM 2023
08/02/2023	314239	P	10460	STATE OF WASHINGTON EMPLOYMENT SECURITY DEPT	\$10,265.85	0	0802231	2nd Qtr 2023 Unemploy
08/02/2023	314240	P	32219	ENERGY PRO INSULATION INC	\$2,300.00	0	0802231	307 Thayer - Munoz - Insulatio
08/02/2023	314241	P	32141	FEDERAL ENGINEERING INC	\$25,030.00	0	0802231	VHF RADIO SYSTEM PROJECT MANAG
08/02/2023	314242	P	10268	FEDERAL EXPRESS CORP	\$53.71	0	0802231	PRTMNT SMPLE SHIP 7/11/23 FPO;
08/02/2023	314243	P	11264	FINANCIAL CONSULTING SOLUTIONS GROUP INC.	\$450.00	0	0802231	22-22 COSA AND FINANCIAL ANALY
08/02/2023	314244	P	31764	FIBER MARKETING INTERNATIONAL INC	\$139.36	0	0802231	SMALL EQUIP REPAIR - CHAIN SAW
08/02/2023	314245	P	11157	FRONTIER COMMUNICATIONS NORTHWEST, INC.	\$233.65	0	0802231	FAX LINES 06/01-06/30/23
08/02/2023	314246	P	10657	FRONTIER TITLE & ESCROW COMPANY	\$814.00	0	0802231	Recording Fees
08/02/2023	314247	P	31715	GENERAL PACIFIC INC	\$1,700.00	0	0802231	June 2023 HPWH Rebates
08/02/2023	314248	P	10256	HACH COMPANY	\$740.80	0	0802231	REPAIR HQ2200 PORTABLE METER,
08/02/2023	314249	P	10046	HD FOWLER CO	\$15,720.63	0	0802231	NEW METER BOXES
08/02/2023	314250	P	11913	HP INC	\$236.42	0	0802231	PRINTER MAINTENANCE 05/15-06/1
08/02/2023	314251	P	31778	VINCENT HUPF	\$25.00	0	0802231	POLAR PLUNGE REGISTRATION
08/02/2023	314252	P	30058	INFOSEND, INC.	\$16,373.25	0	0802231	SPECIAL MAILING INVOICE-ENERGY
08/02/2023	314253	P	10837	INTERGRAPH CORPORATION	\$95,876.20	0	0802231	CAD UPGRADE, CONTRACT 211-22
08/02/2023	314254	P	31101	IOT INTEGRATORS LLC	\$26,180.00	0	0802231	Maintain & Hose Existing Syste
08/02/2023	314255	P	31868	J J KELLER & ASSOCIATES INC	\$4,712.15	0	0802231	HR LEAVE MANAGEMENT SOFTWARE L
08/02/2023	314256	P	10063	JACOBS & RHODES INC	\$40,432.77	0	0802231	2145 Hoxie - Johnson - HP Loan
08/02/2023	314257	P	12043	VICTOR M FLORES	\$302.40	0	0802231	Badger Mt. Community Outbuildi

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CHECK DATE	CHECK NBR	VOID	VENDOR#	EMP VENDOR NAME	CHECK AMT	VOID AMT	WARRANT	COMMENT
08/02/2023	314258	P	31623	KELLER ASSOCIATES INC	\$55,748.17	0	0802231	TAPTEAL BOOSTER PUMP STATION &
08/02/2023	314259	P	31660	KELLEY CONNECT CO	\$352.89	0	0802231	Xerox Usage Charges July 2023
08/02/2023	314260	P	32168	KEYSTONE EXTERIORS LLC	\$52,500.00	0	0802231	Meter Reading Services Contrac
08/02/2023	314261	P	10665	MEIER ENTERPRISES INC	\$720.00	0	0802231	1344 Thayer Dr. Demo Drawings
08/02/2023	314262	P	11652	MENKE JACKSON BEYER LLP	\$5,463.47	0	0802231	ACCT. #487-TARR ABATEMENT (141
08/02/2023	314263	P	31116	BAS INC	\$1,218.34	0	0802231	RPD FORMS-REVISED 3-PART TRESP
08/02/2023	314264	P	10083	MONARCH MACHINE & TOOL CO INC	\$544.50	0	0802231	PL3/16 Aluminum RTU Panel
08/02/2023	314265	P	31674	P&F AUTOMOTIVE WAREHOUSE INC	\$12.46	0	0802231	HEADLIGHT VEH#3315 WO#70039
08/02/2023	314266	P	31139	NATIONAL METERING & TECHNICAL SERVICES LLC	\$8,600.00	0	0802231	Advanced Meter Training - Igor
08/02/2023	314267	P	30272	CLEAN CONCEPTS GROUP, INC	\$21.18	0	0802231	NOZZLE, 330X0 1/4IN MEG (2) FO
08/02/2023	314268	P	32250	ODP BUSINESS SOLUTIONS LLC	\$95.62	0	0802231	BUSINESS CARDS - DEANNA DAVIS
08/02/2023	314269	P	11561	ON SCENE MEDICAL SERVICES, P.C.	\$1,820.00	0	0802231	PRE-EMP PHYSICAL, DOT/CDL PHYS
08/02/2023	314270	P	10981	OIL RE-REFINING CO	\$460.00	0	0802231	Recycled Oil Haul 7/31/2023
08/02/2023	314271	P	11132	WALLA WATER INC	\$3,360.78	0	0802231	2023 City-wide Overhead Door M
08/02/2023	314272	P	10357	OXARC INC	\$95.55	0	0802231	Nitrogen
08/02/2023	314273	P	31206	CI - PW LLC	\$44.52	0	0802231	Water for Energy Services
08/02/2023	314274	P	30434	LACEY PAULSEN	\$24.59	0	0802231	PERSONAL REIMB: NATIONAL NIGHT
08/02/2023	314275	P	10540	CONSTRUCTION AHEAD INC	\$2,565.81	0	0802231	2023 TRAFFIC CONTROL SERVICES,
08/02/2023	314276	P	10232	PERFECTION GLASS INC	\$46.50	0	0802231	212 Cullum - Celski & Assoc -
08/02/2023	314277	P	11026	POCKETINET COMMUNICATIONS INC	\$770.00	0	0802231	INTERNET SERVICES 08/01-08/31/
08/02/2023	314278	P	10724	PUBLIC SAFETY TESTING INC	\$286.00	0	0802231	ENTRY LEVEL POLICE RECRUITMENT
08/02/2023	314279	P	31380	REISS-LANDREAU RESEARCH LLC	\$6,432.00	0	0802231	CPT Leslie Storm Cultural Moni
08/02/2023	314280	P	11076	RIO FOLTZ PLLC	\$38,595.00	0	0802231	PROSECUTION SERVICES - AUGUST
08/02/2023	314281	P	10647	RIVER CITY TOWING INC	\$48.92	0	0802231	RPD TOW CHARGE
08/02/2023	314282	P	10239	CLEARWATER TECH LLC	\$850.58	0	0802231	2023 City-wide Plumbing Servic
08/02/2023	314283	P	30615	DAWN M SENGHER	\$313.75	0	0802231	REIMB 07/2023 Mileage
08/02/2023	314284	P	30630	SMG TRI-CITIES, LLC	\$14,000.00	0	0802231	BLRF2023 LIVE @ 5 REIMBURSEMEN
08/02/2023	314285	P	10536	SPRAGUE PEST SOLUTIONS	\$1,150.08	0	0802231	LIBRARY - PEST CONTROL
08/02/2023	314286	P	30049	T.C. SHERRY & ASSOCIATES, P.S.	\$5,650.00	0	0802231	Economy Inn Geotech & Design (
08/02/2023	314287	P	10961	TACOMA SCREW PRODUCTS INC	\$61.31	0	0802231	GREASE FITTINGS, LENS WIPES -
08/02/2023	314288	P	31735	MARQUES HARRER	\$2,440.12	0	0802231	SPECIALTY POLOS QTY 20
08/02/2023	314289	P	32229	THE PUBLIC SAFETY STORE LLC	\$1,882.69	0	0802231	FD - E5062 & E5063 EQUIPMENT
08/02/2023	314290	P	32252	TIKKA MASONRY	\$1,500.00	0	0802231	HYDRANT METER DEPOSIT REFUND

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08/02/2023	314291	P	10395	TOTAL ENERGY MANAGEMENT INC	\$1,200.00	0	0802231	2611 Harris - Bailie - HP Reba
08/02/2023	314292	P	12054	TRANPO GROUP USA, INC	\$5,330.50	0	0802231	Downtown Connectivity Design -
08/02/2023	314293	P	11840	US DEPARTMENT OF AGRICULTURE	\$3,576.07	0	0802231	2023 Bird Management at Horn R
08/02/2023	314294	P	10106	US LINEN & UNIFORM	\$798.13	0	0802231	RPD TOWEL DELIVERY
08/02/2023	314295	P	10138	WA STATE AUDITOR'S OFFICE	\$41,687.71	0	0802231	AUDIT SERVICES & CETA - JUNE 2
08/02/2023	314296	P	10212	WAGNER SMITH EQUIPMENT CO	\$247.84	0	0802231	JUNE-JULY HOT ARM RENTAL
08/02/2023	314297	P	32045	WALLA WALLA CARPET ONE LLC	\$2,706.63	0	0802231	2023 City-Wide Flooring, Count
08/02/2023	314298	P	10430	WASHINGTON CITIES INSURANCE AUTHORITY	\$50.00	0	0802231	NO SHOW FEE-PUBLIC SAFETY LEGI
08/02/2023	314299	P	30939	DOBBS HEAVY DUTY HOLDINGS LLC	\$1,548.07	0	0802231	DEF ISSUE REPAIRS VEH#3364 WO#
08/02/2023	314300	P	10414	WILDLANDS INC	\$9,541.26	0	0802231	City-Wide Wetland Maintenance
08/02/2023	314301	P	10194	XEROX CORPORATION	\$1,489.50	0	0802231	RPD 3UA-295577 BASE CHG: JULY;
08/04/2023	314302	P	10000	KBL, INC.	\$129.95	0	0804231	Contract Documents Van Giesen
08/04/2023	314303	P	10838	GRIGG ENTERPRISES INC	\$90.36	0	0804231	Pop Up Play Days
08/04/2023	314304	P	31639	NATALIE MILANO	\$2,049.00	0	0804231	PS/ALI Services
08/04/2023	314305	P	32185	AJ'S PRINTED APPAREL	\$1,121.00	0	0804231	GEORGE PROUT LIFEGUARD SHIRTS
08/04/2023	314306	P	10459	ALLSTAR CONSTRUCTION GROUP INC	\$1,500.00	0	0804231	HYDRANT METER #385 DEPOSIT REF
08/04/2023	314307	P	11213	ALTEC INDUSTRIES INC	\$324.50	0	0804231	JOYSTICK RISER WELDMENT VEH#33
08/04/2023	314308	P	31317	AMERICAN WEST INDUSTRIES	\$1,717.04	0	0804231	CYLINDER REPAIR VEH#3341 WO#70
08/04/2023	314309	P	32254	BART ANDRIST	\$1,464.05	0	0804231	HYDRANT METER REFUND #393
08/04/2023	314310	P	31678	AT&T CORP	\$65.55	0	0804231	FAX LINES 06/22-07/21/23
08/04/2023	314311	P	999000	AUREF - Utility Customer Refunds	\$220.24	0	0804231	2550 DUPORTAIL ST M275
08/04/2023	314312	P	999000	AUREF - Utility Customer Refunds	\$76.71	0	0804231	1003 WINSLOW AVE
08/04/2023	314313	P	999000	AUREF - Utility Customer Refunds	\$82.14	0	0804231	2550 DUPORTAIL ST I154
08/04/2023	314314	P	999000	AUREF - Utility Customer Refunds	\$222.55	0	0804231	1913 HOWELL AVE
08/04/2023	314315	P	999000	AUREF - Utility Customer Refunds	\$60.31	0	0804231	2550 DUPORTAIL ST K162
08/04/2023	314316	P	999000	AUREF - Utility Customer Refunds	\$126.20	0	0804231	451 WESTCLIFFE BLVD Apt E137
08/04/2023	314317	P	999000	AUREF - Utility Customer Refunds	\$220.42	0	0804231	2146 NEWCOMER AVE
08/04/2023	314318	P	999000	AUREF - Utility Customer Refunds	\$90.78	0	0804231	250 BATTELLE BLVD Apt 303
08/04/2023	314319	P	999000	AUREF - Utility Customer Refunds	\$112.28	0	0804231	3003 QUEENSGATE DR Apt 249
08/04/2023	314320	P	999000	AUREF - Utility Customer Refunds	\$218.54	0	0804231	2550 DUPORTAIL ST N283
08/04/2023	314321	P	999000	AUREF - Utility Customer Refunds	\$11.06	0	0804231	2043 HOWELL AVE
08/04/2023	314322	P	999000	AUREF - Utility Customer Refunds	\$603.20	0	0804231	3003 QUEENSGATE DR Apt 264
08/04/2023	314323	P	999000	AUREF - Utility Customer Refunds	\$2.55	0	0804231	4951 SMITTY DR

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08/04/2023	314324	P	999000	AUREF - Utility Customer Refunds	\$144.38	0	0804231	2550 DUPORTAIL ST D124
08/04/2023	314325	P	999000	AUREF - Utility Customer Refunds	\$154.01	0	0804231	3547 REGENT ST
08/04/2023	314326	P	999000	AUREF - Utility Customer Refunds	\$1,137.57	0	0804231	2003 KUHN ST
08/04/2023	314327	P	999000	AUREF - Utility Customer Refunds	\$174.28	0	0804231	250 GAGE BLVD 2098
08/04/2023	314328	P	999000	AUREF - Utility Customer Refunds	\$6.75	0	0804231	1850 STEVENS DR 118
08/04/2023	314329	P	999000	AUREF - Utility Customer Refunds	\$524.06	0	0804231	33 PROTON LN
08/04/2023	314330	P	999000	AUREF - Utility Customer Refunds	\$74.14	0	0804231	1650 MOWRY SQ 304
08/04/2023	314331	P	999000	AUREF - Utility Customer Refunds	\$306.34	0	0804231	203 BERNARD AVE
08/04/2023	314332	P	999000	AUREF - Utility Customer Refunds	\$189.16	0	0804231	1650 MOWRY SQ 118
08/04/2023	314333	P	999000	AUREF - Utility Customer Refunds	\$46.55	0	0804231	2920 LORAYNE J BLVD
08/04/2023	314334	P	999000	AUREF - Utility Customer Refunds	\$89.61	0	0804231	2550 DUPORTAIL ST L171
08/04/2023	314335	P	999000	AUREF - Utility Customer Refunds	\$132.99	0	0804231	2894 SALK AVE Apt 307
08/04/2023	314336	P	999000	AUREF - Utility Customer Refunds	\$45.97	0	0804231	2101 STEPTOE ST Apt 246
08/04/2023	314337	P	999000	AUREF - Utility Customer Refunds	\$273.23	0	0804231	2732 TORREY PINES WAY
08/04/2023	314338	P	999000	AUREF - Utility Customer Refunds	\$120.56	0	0804231	250 GAGE BLVD 3046
08/04/2023	314339	P	999000	AUREF - Utility Customer Refunds	\$18.60	0	0804231	1780 PIKE AVE Apt G102
08/04/2023	314340	P	999000	AUREF - Utility Customer Refunds	\$10.30	0	0804231	900 AARON DR 104
08/04/2023	314341	P	999000	AUREF - Utility Customer Refunds	\$227.72	0	0804231	519 SINGLETREE CT
08/04/2023	314342	P	999000	AUREF - Utility Customer Refunds	\$37.39	0	0804231	2894 SALK AVE Apt 349
08/04/2023	314343	P	999000	AUREF - Utility Customer Refunds	\$66.30	0	0804231	575 COLUMBIA POINT DR Apt 308
08/04/2023	314344	P	999000	AUREF - Utility Customer Refunds	\$36.61	0	0804231	2100 BELLERIVE DR W224
08/04/2023	314345	P	999000	AUREF - Utility Customer Refunds	\$31.79	0	0804231	1869 NOVA LN
08/04/2023	314346	P	999000	AUREF - Utility Customer Refunds	\$242.21	0	0804231	1910 SKY MEADOW AVE
08/04/2023	314347	P	999000	AUREF - Utility Customer Refunds	\$23.78	0	0804231	2401 TORBETT ST
08/04/2023	314348	P	999000	AUREF - Utility Customer Refunds	\$53.75	0	0804231	596 CHARBONNEAU DR
08/04/2023	314349	P	999000	AUREF - Utility Customer Refunds	\$90.48	0	0804231	2665 KINGSGATE WAY Apt A305
08/04/2023	314350	P	999000	AUREF - Utility Customer Refunds	\$190.77	0	0804231	2433 GEORGE WASHINGTON WAY 210
08/04/2023	314351	P	999000	AUREF - Utility Customer Refunds	\$90.16	0	0804231	300 COLUMBIA POINT DR D201
08/04/2023	314352	P	999000	AUREF - Utility Customer Refunds	\$134.57	0	0804231	1529 COLUMBIA PARK TRL Apt 113
08/04/2023	314353	P	999000	AUREF - Utility Customer Refunds	\$15.36	0	0804231	2895 PAULING AVE Apt 209
08/04/2023	314354	P	999000	AUREF - Utility Customer Refunds	\$62.30	0	0804231	2895 PAULING AVE Apt 315
08/04/2023	314355	P	999000	AUREF - Utility Customer Refunds	\$39.77	0	0804231	1900 STEVENS DR 816
08/04/2023	314356	P	999000	AUREF - Utility Customer Refunds	\$134.04	0	0804231	2894 SALK AVE Apt 161

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08/04/2023	314357	P	999000	AUREF - Utility Customer Refunds	\$8.83	0	0804231	1003 ELM AVE
08/04/2023	314358	P	999000	AUREF - Utility Customer Refunds	\$1,148.84	0	0804231	1992 SAINT ST
08/04/2023	314359	P	999000	AUREF - Utility Customer Refunds	\$137.61	0	0804231	3115 WILLOW POINTE DR
08/04/2023	314360	P	11079	AUTOZONE STORES LLC	\$107.83	0	0804231	DEF VEH#3340 WO#69637
08/04/2023	314361	P	10275	BADGER METER INC.	\$215.17	0	0804231	6 INCH MAG METER GROUNDING RIN
08/04/2023	314362	P	10008	BENTON PUD	\$3,329.66	0	0804231	C176-22 SAFETY TRAINING
08/04/2023	314363	P	11272	BOYD'S TREE SERVICE LLC	\$7,344.64	0	0804231	TREE PRUNING & VEGETATION MANA
08/04/2023	314364	P	11223	BROADCAST MUSIC INC	\$418.00	0	0804231	2023 ADJUSTMENT FOR POPULATION
08/04/2023	314365	P	31841	CAMPBELL & COMPANY SERVICE CORPORATION	\$500.00	0	0804231	310 Douglass - Sanchez-Smith -
08/04/2023	314366	P	30682	CARPENTER, JACKIE	\$10.19	0	0804231	Refund mileage portion of jury
08/04/2023	314367	P	10025	CASCADE FIRE EQUIPMENT CORP	\$586.04	0	0804231	SEAT BELT VEH#5036 WO#69888
08/04/2023	314368	P	10847	CERIUM NETWORKS INC	\$1,116.44	0	0804231	Cerium - WAP for George Prout
08/04/2023	314369	P	10055	CITY OF PASCO	\$5,724.36	0	0804231	QUARTERLY HOME REIMBURSEMENT
08/04/2023	314370	P	11907	SYCURE CORP	\$300.00	0	0804231	100Mbps Fiber Back Haul VPN Mo
08/04/2023	314371	P	11526	CORWIN OF PASCO LLC	\$2,068.02	0	0804231	PURGE VALVE VEH#2469 WO#70059
08/04/2023	314372	P	11445	DAY MANAGEMENT CORPORATION	\$648.60	0	0804231	DEPOT REPAIR AT PROSSER - PAR
08/04/2023	314373	P	11394	DEVRIES BUSINESS RECORDS MANAGEMENT INC	\$11.51	0	0804231	SHREDDING SERVICES
08/04/2023	314374	P	11226	DGR GRANT CONSTRUCTION INC	\$79,089.45	0	0804231	COR Community Center Lobby Rem
08/04/2023	314375	P	31557	BELEN DIAZ	\$15.68	0	0804231	Mileage from Landfill Jul 2023
08/04/2023	314376	P	31988	EDGE CONSTRUCTION SUPPLY INC	\$2,152.21	0	0804231	UTILITY TAMPER 60" HYD VEH#720
08/04/2023	314377	P	11115	ELECTRIC POWER SYSTEMS INC	\$5,170.42	0	0804231	Thayer/Stevens Subs Bank 1 Re
08/04/2023	314378	P	11887	EMPLOYMENT SCREENING SERVICES, INC	\$1,032.11	0	0804231	PRE-EMP SCREENINGS: RIVERA, CU
08/04/2023	314379	P	999017	EV CHARGING STATION REBATE	\$300.00	0	0804231	322 Columbia Park - Thorson -
08/04/2023	314380	P	10050	GENERAL PACIFIC INC	\$265,541.49	0	0804231	GLOVES FOR TRIAL
08/04/2023	314381	P	32175	GOBLIN INC	\$132.00	0	0804231	Deodorizing RCC
08/04/2023	314382	P	31030	GROENEVELD LUBRICATION SOLUTIONS INC.	\$647.65	0	0804231	GREASE VEH#3358 WO#69945
08/04/2023	314383	P	12108	LEONIE E RENDALL	\$626.00	0	0804231	LUAU PERFORMANCE FOR ALOHA VOL
08/04/2023	314384	P	12480	HALO BRANDED SOLUTIONS INC	\$828.08	0	0804231	2023 NNO DEV SERVICES GIVE AWA
08/04/2023	314385	P	30534	JAMES HEMPSTEAD	\$36.82	0	0804231	REIMB PARKING FOR RESUSCITATIO
08/04/2023	314386	P	32171	BEATRIZ BAEZ	\$850.00	0	0804231	JANITORIAL SERVICES 08/01-08/3
08/04/2023	314387	P	31209	WALTEK II, INCORPORATED	\$2,365.00	0	0804231	Soil Testing - 2023 Slurry Sea
08/04/2023	314388	P	31378	SOUTHWEST ANSWERING SERVICE INC	\$204.12	0	0804231	On Call Services July 2023

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08/04/2023	314389	P	11667	KENWORTH SALES COMPANY	\$246,890.25	0	0804231	CAMSHAFTS VEH#3320 WO#69928
08/04/2023	314390	P	12113	GABRIEL KNUTZEN	\$725.00	0	0804231	NNO 2023 Live Music
08/04/2023	314391	P	31741	DAWN MACDONALD	\$819.00	0	0804231	JUNE CLASS 9378
08/04/2023	314392	P	11473	PATTI L MASON	\$865.20	0	0804231	JUNE CLASS 9354, 9362
08/04/2023	314393	P	11576	MERCER (US) INC	\$10,729.16	0	0804231	2023 Benefits Consulting & Bro
08/04/2023	314394	P	10578	MIDWEST TAPE	\$7,274.36	0	0804231	JULY 2023 HOOPLA
08/04/2023	314395	P	11358	JO ANN MILLER	\$287.00	0	0804231	JULY CLASSES 9338, 9346
08/04/2023	314396	P	30243	HECTOR MORENO	\$36.24	0	0804231	REIMB FOOD EXP 2021 END-OF-YR
08/04/2023	314397	P	31674	P&F AUTOMOTIVE WAREHOUSE INC	\$808.52	0	0804231	CORD REEL FOR TOOL BOX A MOREN
08/04/2023	314398	P	30273	NORTHWEST EQUIPMENT SALES, INC	\$410.18	0	0804231	FILTER ELEMENT VEH#3341 WO#700
08/04/2023	314399	P	32250	ODP BUSINESS SOLUTIONS LLC	\$47.81	0	0804231	Business Cards - Piper
08/04/2023	314400	P	32206	ONE WAY TRIGGER LLC	\$1,288.00	0	0804231	HYDRANT METER REFUND #318
08/04/2023	314401	P	10357	OXARC INC	\$9.41	0	0804231	Cylinder Rental
08/04/2023	314402	P	31206	CI - PW LLC	\$64.06	0	0804231	5 Gal Water Bottles - Landfill
08/04/2023	314403	P	999002	PERMIT REFUND	\$67.00	0	0804231	Crystals Roofing_1302 Birch Av
08/04/2023	314404	P	999002	PERMIT REFUND	\$1,959.80	0	0804231	Pahlisch_2433 Legacy Ln_Refund
08/04/2023	314405	P	10828	PIPE OF WASHINGTON	\$94,498.48	0	0804231	400 Area BPS Improvements - 19
08/04/2023	314406	P	32251	PUMPTech HOLDINGS LLC	\$2,537.56	0	0804231	SEALS FOR LOBEPRO PUMPS IN WWT
08/04/2023	314407	P	10047	R.D. OFFUTT COMPANY	\$1,414.04	0	0804231	MOWER BLADE VEH#6646 WO#70093
08/04/2023	314408	P	31854	COLTEN RONEY	\$22.59	0	0804231	REIMB RONEY CO HALYARD FOR E17
08/04/2023	314409	P	31608	FRED RUESGA	\$18.72	0	0804231	PRKG/MI QUAD CITY/CONSERV BOOT
08/04/2023	314410	P	11005	DANA CAMARENA	\$2,143.40	0	0804231	JULY CLASSES 9442, 9455, 9437,
08/04/2023	314411	P	32215	DE HICKS	\$4,175.00	0	0804231	LEADERSHIP TRAINING (227-23)
08/04/2023	314412	P	10311	SEA WESTERN INC	\$472.41	0	0804231	FD STRUCTURE BOOTS - FF DAWSON
08/04/2023	314413	P	10440	SOLID WASTE SYSTEMS INC	\$580.04	0	0804231	IN ROLLER, PROX, ACUATOR VEH33
08/04/2023	314414	P	10027	THE PAPE' GROUP	\$5,115.31	0	0804231	HYD LEAK REPAIR VEH#7165 WO#69
08/04/2023	314415	P	10126	TRI CITIES BATTERY & AUTO REPAIR	\$308.96	0	0804231	WELDING CABLE VEH#3340 WO#7005
08/04/2023	314416	P	31958	TRUCKPRO HOLDING CORPORATION	\$38.95	0	0804231	HUB CAPS VEH#6540 WO#69929
08/04/2023	314417	P	12160	TYLER TECHNOLOGIES, INC	\$6,438.08	0	0804231	EnerGov per Contract 184-17 Am
08/04/2023	314418	P	10740	US IDENTIFICATION MANUAL	\$89.68	0	0804231	US IDENTIFICATION MANUAL RENEW
08/04/2023	314419	P	10202	NORTHWEST ONE CALL SUBSURFACE WARNING SYSTEM	\$357.33	0	0804231	Locating Services July 2023
08/04/2023	314420	P	11161	WANCO	\$210.00	0	0804231	CONTROL SWITCH VEH#3404 WO#699
08/04/2023	314421	P	11700	WEST COAST OFF ROAD	\$3,761.05	0	0804231	BODY MESH, BEAC LIGHT, LANYARD

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08/04/2023	314422	P	30939	DOBBS HEAVY DUTY HOLDINGS LLC	\$148.21	0	0804231	THERMAL EXPANS VALVE VEH#3372
08/04/2023	314423	P	10194	XEROX CORPORATION	\$455.39	0	0804231	COPIER CHARGES 6/21-7/21/23
08/09/2023	314424	P	10838	GRIGG ENTERPRISES INC	\$382.50	0	0809231	Truck cleaning supplies
08/09/2023	314425	P	31839	ALLIANCE MANAGEMENT & CONSTRUCTION SOLUTIONS	\$9,025.00	0	0809231	Badger Mt Parking Lot Const. C
08/09/2023	314426	P	31880	ALOHA GARAGE DOOR COMPANY INC	\$931.58	0	0809231	WWTF GARAGE DOOR MOTOR INSTALL
08/09/2023	314427	P	11213	ALTEC INDUSTRIES INC	\$0.63	0	0809231	OVERSPED INDICATOR VEH#3390 WO
08/09/2023	314428	P	10157	AMERIGAS	\$123.18	0	0809231	PROPANE TANK RENT
08/09/2023	314429	P	999000	AUREF - Utility Customer Refunds	\$69.92	0	0809231	2555 DUPORTAIL ST H258
08/09/2023	314430	P	999000	AUREF - Utility Customer Refunds	\$9.55	0	0809231	558 JORDAN LN
08/09/2023	314431	P	11079	AUTOZONE STORES LLC	\$31.95	0	0809231	FIRE EXT VEH#6664 WO#69952
08/09/2023	314432	P	10367	BANK OF AMERICA	\$1,629.73	0	0809231	BANK ANALYSIS FEES
08/09/2023	314433	P	10518	BEAVER BARK & ROCK	\$499.98	0	0809231	1 - CONCRETE - 5LB BAG MIX 1YD
08/09/2023	314434	P	10713	BENTON FRANKLIN COMMUNITY ACTION COMMITTEE	\$39,888.90	0	0809231	JUNE 2023 TBRA HOME
08/09/2023	314435	P	10158	BENTON RURAL ELECTRIC ASSOCIATION	\$27.56	0	0809231	COLLINS RD RADIO TOWER 06/26-0
08/09/2023	314436	P	30350	BOOTHE, CHAD	\$14.71	0	0809231	BOOTHE CHECK WITH VENDOR-SNOW
08/09/2023	314437	P	10546	BOUND TREE MEDICAL LLC	\$286.43	0	0809231	NEBULIZER, CURAPLEX 8" EXTEN S
08/09/2023	314438	P	32258	BRIM TRACTOR COMPANY INC	\$1,857.18	0	0809231	WHEELS & RIMS VEH#7161 WO#7009
08/09/2023	314439	P	10832	BRUCE HEATING & AIR CONDITIONING INC	\$500.00	0	0809231	252 Silverleaf - Reynolds - HP
08/09/2023	314440	P	12320	BUILDERS FIRSTSOURCE, INC	\$222.34	0	0809231	40 - 2X4 X 10' STD&BTR DF
08/09/2023	314441	P	31841	CAMPBELL & COMPANY SERVICE CORPORATION	\$500.00	0	0809231	608 Birch - McVicker - HP Reba
08/09/2023	314442	P	11685	CARDINAL HEALTH 130, LLC	\$162.15	0	0809231	SODIUM CL / TRANXMC AC SD
08/09/2023	314443	P	10847	CERIUM NETWORKS INC	\$26,750.30	0	0809231	SIP Migration Project, Proj#CE
08/09/2023	314444	P	30116	CHRISTENSEN INC	\$3,068.89	0	0809231	ATF,SHELL OIL FOR SHOPS
08/09/2023	314445	P	10072	CITY OF KENNEWICK	\$4,835.83	0	0809231	HOME DPA REIMBURSEMENT
08/09/2023	314446	P	10261	CITY OF RICHLAND	\$2,105.79	0	0809231	23-257 VAN BEEK PINNACLE 2023
08/09/2023	314447	P	10261	CITY OF RICHLAND	\$1,400.00	0	0809231	2223 Harris - Rapoza - COR HP
08/09/2023	314448	P	11516	COLEMAN OIL COMPANY	\$48,901.88	0	0809231	WEEKLY CARD LOCK FUEL 7/24-7/3
08/09/2023	314449	P	10031	COLUMBIA BASIN COLLEGE	\$8,215.30	0	0809231	ACLS/PALS/ADVANCED AIRWAY X13
08/09/2023	314450	P	11486	COYOTE RIDGE CORRECTIONS CENTER	\$366.32	0	0809231	Landfill Clean Up Jul 2023
08/09/2023	314451	P	11663	D&D TELECOMMUNICATION PROPERTIES LLC	\$752.24	0	0809231	AUGUST 2023 - INSPIRATION POIN
08/09/2023	314452	P	10452	DAYCO INCORPORATED	\$500.00	0	0809231	315 Canyon Rim - Iovin - HP Re
08/09/2023	314453	P	11762	ENTERPRISE HOLDINGS INC	\$299.44	0	0809231	23-232 JABRI

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08/09/2023	314454	P	30356	JOHN T CLARY	\$1,050.00	0	0809231	POLYGRAPH SERVICES
08/09/2023	314455	P	31170	HIS DIME, LLC	\$38.05	0	0809231	DECALS VEH#4113 WO#69895
08/09/2023	314456	P	10315	FERGUSON US HOLDINGS INC	\$119.02	0	0809231	RIGID STRUT CLAMPS - WWTF SHOP
08/09/2023	314457	P	10289	FIELD INSTRUMENTS & CONTROLS INC	\$700.38	0	0809231	M12 CABLE - 5MM
08/09/2023	314458	P	31421	GARY A TUCCI	\$30,851.72	0	0809231	July 2023 Solar Generation
08/09/2023	314459	P	10203	W.W. GRAINGER, INC	\$1,164.08	0	0809231	MARKING FLAG 18", GLO LIME, PK
08/09/2023	314460	P	11913	HP INC	\$156.53	0	0809231	PRINTER MAINTENANCE 06/15-07/1
08/09/2023	314461	P	31209	WALTEK II, INCORPORATED	\$4,231.00	0	0809231	Soil Testing Aeration Basin Ju
08/09/2023	314462	P	10063	JACOBS & RHODES INC	\$700.00	0	0809231	506 Greenbrook - Huff - HP Reb
08/09/2023	314463	P	10290	JIM'S PACIFIC GARAGES INC	\$24.22	0	0809231	RETURNED OIL CAP VEH#3355 WO#6
08/09/2023	314464	P	31660	KELLEY CONNECT CO	\$108.46	0	0809231	STA 73 - EQUIP LEASE
08/09/2023	314465	P	10868	KEMIRA WATER SOLUTIONS INC	\$19,521.60	0	0809231	46480LB PAX-XL 19 BULK WTP
08/09/2023	314466	P	10262	LIFE ASSIST INC	\$3,255.91	0	0809231	LANETS/CATHETER/LUER ADAPTER
08/09/2023	314467	P	31520	THEODORE BLAINE LIGHT III	\$9,435.00	0	0809231	146-22 CEIP SUPPORT AND COMPLI
08/09/2023	314468	P	32140	MAUL FOSTER & ALONGI INC	\$1,352.50	0	0809231	Columbia Point Tract D Feasibi
08/09/2023	314469	P	11066	MID COLUMBIA MASTERSINGERS	\$400.00	0	0809231	COR WASTEWATER SHANTY PROJECT
08/09/2023	314470	P	11040	FRANK MITCHELL	\$23.52	0	0809231	Mileage from Landfill - 7/2023
08/09/2023	314471	P	30088	NCR PAYMENT SOLUTIONS CORPORATION	\$3,636.43	0	0809231	MERCHANT SERVICE CHARGES JULY
08/09/2023	314472	P	30273	NORTHWEST EQUIPMENT SALES, INC	\$428.18	0	0809231	FITTING GASKETS VEH#3341 PO#69
08/09/2023	314473	P	10972	LAKEYLAND INC	\$425.63	0	0809231	TOGIAI, EMERICK, ZUKOWSKI
08/09/2023	314474	P	32250	ODP BUSINESS SOLUTIONS LLC	\$80.40	0	0809231	Business Cards - Blayne Smith
08/09/2023	314475	P	11561	ON SCENE MEDICAL SERVICES, P.C.	\$40.00	0	0809231	JORDON AUDIOGRAM (REPEAT)
08/09/2023	314476	P	10357	OXARC INC	\$134.89	0	0809231	RPD CYLINDER RENTAL
08/09/2023	314477	P	31943	PLAS TANKS INDUSTRIES	\$2,025.00	0	0809231	POLYESTER DUST BAGS
08/09/2023	314478	P	10345	POLYDYNE INC	\$12,765.00	0	0809231	POLYMER FOR WWTF BFPS
08/09/2023	314479	P	31417	PULSEPOINT FOUNDATION	\$4,000.00	0	0809231	PULSE POINT TIER 1 ANNUAL LICE
08/09/2023	314480	P	10102	PASCO RANCH AND HOME INC	\$467.39	0	0809231	BUECHLER DAY BOOTS
08/09/2023	314481	P	999001	REC REFUND	\$237.50	0	0809231	damage deposit
08/09/2023	314482	P	999001	REC REFUND	\$237.50	0	0809231	damage deposit
08/09/2023	314483	P	999001	REC REFUND	\$163.25	0	0809231	damage deposit
08/09/2023	314484	P	999001	REC REFUND	\$237.00	0	0809231	damage deposit
08/09/2023	314485	P	999001	REC REFUND	\$462.75	0	0809231	damage deposit
08/09/2023	314486	P	999001	REC REFUND	\$36.00	0	0809231	refund for park shelter cancel

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08/09/2023	314487	P	11136	RICHARD SCHURFELD	\$312.60	0	0809231	PORTAL SERVICE LOCATES JULY 20
08/09/2023	314488	P	10939	RETAIL LOCKBOX INC	\$3,481.03	0	0809231	UB PAYMENT PROCESSING JULY 202
08/09/2023	314489	P	10647	RIVER CITY TOWING INC	\$48.92	0	0809231	RPD TOW CHARGE
08/09/2023	314490	P	32170	PHOENIX ASPHALT MAINTENANCE COMPANY INC	\$7,823.68	0	0809231	MASTICK MACHINE RENTAL 1 WK 7-
08/09/2023	314491	P	10433	J.R. SETINA MANUFACTURING COMPANY INC.	\$8,578.88	0	0809231	FENDER WRAPS VEH2531 WO70147
08/09/2023	314492	P	10280	SHERWIN WILLIAMS CO	\$20.51	0	0809231	True Blue Paint
08/09/2023	314493	P	30632	JOSHUA SMITH	\$41.00	0	0809231	REIMB SMITH 23-234 ZOLL ACR WO
08/09/2023	314494	P	31817	SPEAKWRITE LLC	\$525.52	0	0809231	RPD TRANSCRIPTION SERVICES JUL
08/09/2023	314495	P	31713	DYLAN STENSLAND	\$136.00	0	0809231	STENSLAND CDL RENEWAL
08/09/2023	314496	P	11725	T-MOBILE USA INC	\$100.00	0	0809231	RPD AREA DUMP 23-27015
08/09/2023	314497	P	10961	TACOMA SCREW PRODUCTS INC	\$501.98	0	0809231	SHOP SUPPLIES (SFTY GLASSES, G
08/09/2023	314498	P	31735	MARQUES HARRER	\$1,424.82	0	0809231	RPD SPECIALTY POLOS/PRINT QTY
08/09/2023	314499	P	10395	TOTAL ENERGY MANAGEMENT INC	\$33,647.11	0	0809231	2223 Harris - Rapoza - HP Loan
08/09/2023	314500	P	10187	TRANS UNION LLC	\$70.66	0	0809231	Credit Reporting Fees - July 2
08/09/2023	314501	P	11406	SOLUTIONS INC	\$190.23	0	0809231	RPD RECORDS SEARCH JULY 2023
08/09/2023	314502	P	10861	TRICOMP INC	\$1,400.00	0	0809231	HR INDUSTRIAL NEWS AD
08/09/2023	314503	P	10907	TRI CITY REGIONAL CHAMBER OF COMMERCE	\$30.00	0	0809231	VANDYKE - MEMBERSHIP LUNCH - J
08/09/2023	314504	P	11131	SANDRA R NINEMIRE	\$1,182.70	0	0809231	UNIFORM LAUNDRY SERVICE
08/09/2023	314505	P	10106	US LINEN & UNIFORM	\$26.85	0	0809231	RPD TOWEL DELIVERY
08/09/2023	314506	P	30832	MICHAEL VAN BEEK	\$244.37	0	0809231	REIMB VAN BEEK PINNACLE 2023 S
08/09/2023	314507	P	10860	VERIZON COMMUNICATIONS INC	\$160.13	0	0809231	Verizon Lifepacks July 2023
08/09/2023	314508	P	11015	WEBCHECK INC	\$1,385.93	0	0809231	WEBCHECK SERVICE JULY 2023
08/09/2023	314509	P	12400	WESTERN SYSTEMS, INC.	\$2,638.02	0	0809231	RRFB Equipment
08/09/2023	314510	P	30939	DOBBS HEAVY DUTY HOLDINGS LLC	\$839.99	0	0809231	A/C HOSE LINES VEH#3315 WO#698
08/09/2023	314511	P	10414	WILDLANDS INC	\$1,340.20	0	0809231	City-Wide Wetland Maintenance
08/09/2023	314512	P	10194	XEROX CORPORATION	\$196.91	0	0809231	8TB-339112: BASE JULY; METER 6
08/09/2023	314513	P	12483	ZOLL MEDICAL SUPPLY	\$2,896.60	0	0809231	CIRCUIT, VENT, SINGLE LIMB
08/11/2023	314514	P	31318	A WORKSAFE SERVICE INC	\$530.00	0	0811231	DOT/PRE-EMP DRUG TESTING: (8)
08/11/2023	314515	P	10838	GRIGG ENTERPRISES INC	\$349.79	0	0811231	WD40 FOR JET TRAILER VEH #4180
08/11/2023	314516	P	32117	ALASKA RUBBER GROUP INC	\$3.74	0	0811231	3/8IN BRASS PLUG X 3/8IN MP FO
08/11/2023	314517	P	10333	ALLIED ARTS ASSOCIATION	\$8,000.00	0	0811231	2023 ART IN THE PARK HOTEL-MOT
08/11/2023	314518	P	11213	ALTEC INDUSTRIES INC	\$4,059.42	0	0811231	BOOM REPAIR VEH#3313 WO#69432
08/11/2023	314519	P	10644	ANIXTER INC	\$4,924.65	0	0811231	FUSES

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08/11/2023	314520	P	999000	AUREF - Utility Customer Refunds	\$179.36	0	0811231	1650 MOWRY SQ 318
08/11/2023	314521	P	999000	AUREF - Utility Customer Refunds	\$153.05	0	0811231	230 BATTELLE BLVD Apt 117
08/11/2023	314522	P	999000	AUREF - Utility Customer Refunds	\$132.34	0	0811231	160 VAN GIESEN ST 111
08/11/2023	314523	P	999000	AUREF - Utility Customer Refunds	\$17.40	0	0811231	2894 SALK AVE Apt 221
08/11/2023	314524	P	999000	AUREF - Utility Customer Refunds	\$132.22	0	0811231	2101 STEPTOE ST Apt 144
08/11/2023	314525	P	999000	AUREF - Utility Customer Refunds	\$336.82	0	0811231	2000 STEVENS DR 210
08/11/2023	314526	P	999000	AUREF - Utility Customer Refunds	\$191.53	0	0811231	2665 KINGSGATE WAY Apt A206
08/11/2023	314527	P	999000	AUREF - Utility Customer Refunds	\$207.92	0	0811231	1161 DOS PALOS CT
08/11/2023	314528	P	999000	AUREF - Utility Customer Refunds	\$121.14	0	0811231	311 GREENTREE CT 1
08/11/2023	314529	P	999000	AUREF - Utility Customer Refunds	\$145.52	0	0811231	1509 RIMROCK AVE
08/11/2023	314530	P	999000	AUREF - Utility Customer Refunds	\$170.70	0	0811231	2895 PAULING AVE Apt 147
08/11/2023	314531	P	999000	AUREF - Utility Customer Refunds	\$171.97	0	0811231	2894 SALK AVE Apt 212
08/11/2023	314532	P	999000	AUREF - Utility Customer Refunds	\$212.31	0	0811231	2895 PAULING AVE Apt 260
08/11/2023	314533	P	999000	AUREF - Utility Customer Refunds	\$170.09	0	0811231	2665 KINGSGATE WAY Apt C128
08/11/2023	314534	P	999000	AUREF - Utility Customer Refunds	\$164.66	0	0811231	1016 RIO SENDA CT
08/11/2023	314535	P	999000	AUREF - Utility Customer Refunds	\$106.87	0	0811231	2101 STEPTOE ST Apt 103
08/11/2023	314536	P	999000	AUREF - Utility Customer Refunds	\$222.69	0	0811231	1218 POTTER AVE
08/11/2023	314537	P	999000	AUREF - Utility Customer Refunds	\$56.85	0	0811231	451 WESTCLIFFE BLVD Apt A101
08/11/2023	314538	P	999000	AUREF - Utility Customer Refunds	\$170.25	0	0811231	1910 AIRPORT WAY
08/11/2023	314539	P	999000	AUREF - Utility Customer Refunds	\$137.07	0	0811231	619 SMITH AVE
08/11/2023	314540	P	999000	AUREF - Utility Customer Refunds	\$158.38	0	0811231	240 BATTELLE BLVD Apt 430
08/11/2023	314541	P	999000	AUREF - Utility Customer Refunds	\$12.94	0	0811231	1424 PERKINS AVE
08/11/2023	314542	P	999000	AUREF - Utility Customer Refunds	\$107.36	0	0811231	2103 DOVER ST
08/11/2023	314543	P	999000	AUREF - Utility Customer Refunds	\$211.53	0	0811231	1631 BIRCH AVE
08/11/2023	314544	P	999000	AUREF - Utility Customer Refunds	\$52.55	0	0811231	1775 COLUMBIA PARK TRL 202
08/11/2023	314545	P	999000	AUREF - Utility Customer Refunds	\$244.72	0	0811231	2555 DUPORTAIL ST G350
08/11/2023	314546	P	999000	AUREF - Utility Customer Refunds	\$166.57	0	0811231	2555 BELLA COOLA LN Apt 117
08/11/2023	314547	P	999000	AUREF - Utility Customer Refunds	\$113.07	0	0811231	2555 BELLA COOLA LN Apt 321
08/11/2023	314548	P	999000	AUREF - Utility Customer Refunds	\$130.86	0	0811231	230 BATTELLE BLVD Apt 314
08/11/2023	314549	P	999000	AUREF - Utility Customer Refunds	\$142.89	0	0811231	250 GAGE BLVD 2010
08/11/2023	314550	P	999000	AUREF - Utility Customer Refunds	\$132.92	0	0811231	2513 DUPORTAIL ST Apt 315
08/11/2023	314551	P	999000	AUREF - Utility Customer Refunds	\$4.06	0	0811231	1420 HUNT AVE
08/11/2023	314552	P	999000	AUREF - Utility Customer Refunds	\$20.40	0	0811231	2006 ORCHARD WAY

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08/11/2023	314553	P	999000	AUREF - Utility Customer Refunds	\$41.05	0	0811231	2513 DUPORTAIL ST Apt 344
08/11/2023	314554	P	999000	AUREF - Utility Customer Refunds	\$117.38	0	0811231	50 JADWIN AVE Apt 21
08/11/2023	314555	P	999000	AUREF - Utility Customer Refunds	\$489.38	0	0811231	1780 PIKE AVE Apt F106
08/11/2023	314556	P	999000	AUREF - Utility Customer Refunds	\$114.84	0	0811231	1529 COLUMBIA PARK TRL Apt 324
08/11/2023	314557	P	999000	AUREF - Utility Customer Refunds	\$118.67	0	0811231	2555 DUPORTAIL ST H264
08/11/2023	314558	P	999000	AUREF - Utility Customer Refunds	\$346.61	0	0811231	3134 REDHAWK DR
08/11/2023	314559	P	999000	AUREF - Utility Customer Refunds	\$128.03	0	0811231	2100 BELLERIVE DR R183
08/11/2023	314560	P	999000	AUREF - Utility Customer Refunds	\$10.48	0	0811231	1205 WRIGHT AVE
08/11/2023	314561	P	999000	AUREF - Utility Customer Refunds	\$370.43	0	0811231	1282 FUJI WAY
08/11/2023	314562	P	999000	AUREF - Utility Customer Refunds	\$135.63	0	0811231	650 GEORGE WASHINGTON WAY Apt
08/11/2023	314563	P	999000	AUREF - Utility Customer Refunds	\$191.52	0	0811231	1204 COTTONWOOD DR
08/11/2023	314564	P	999000	AUREF - Utility Customer Refunds	\$2.57	0	0811231	2000 STEVENS DR 213
08/11/2023	314565	P	999000	AUREF - Utility Customer Refunds	\$251.19	0	0811231	900 AARON DR 107
08/11/2023	314566	P	999000	AUREF - Utility Customer Refunds	\$243.08	0	0811231	2500 GEORGE WASHINGTON WAY 109
08/11/2023	314567	P	999000	AUREF - Utility Customer Refunds	\$286.90	0	0811231	2500 GEORGE WASHINGTON WAY 139
08/11/2023	314568	P	999000	AUREF - Utility Customer Refunds	\$60.93	0	0811231	2837 SUNSHINE RIDGE RD
08/11/2023	314569	P	999000	AUREF - Utility Customer Refunds	\$349.70	0	0811231	2665 KINGSGATE WAY Apt B320
08/11/2023	314570	P	999000	AUREF - Utility Customer Refunds	\$292.84	0	0811231	2409 SWIFT BLVD
08/11/2023	314571	P	999000	AUREF - Utility Customer Refunds	\$17.69	0	0811231	1305 ROCHEFONTAINE ST
08/11/2023	314572	P	999000	AUREF - Utility Customer Refunds	\$136.43	0	0811231	2555 DUPORTAIL ST B313
08/11/2023	314573	P	999000	AUREF - Utility Customer Refunds	\$229.36	0	0811231	1900 STEVENS DR 536
08/11/2023	314574	P	999000	AUREF - Utility Customer Refunds	\$96.10	0	0811231	2100 BELLERIVE DR CC27
08/11/2023	314575	P	999000	AUREF - Utility Customer Refunds	\$163.84	0	0811231	1005 RIO SENDA CT
08/11/2023	314576	P	999000	AUREF - Utility Customer Refunds	\$106.35	0	0811231	3003 QUEENSGATE DR Apt 355
08/11/2023	314577	P	999000	AUREF - Utility Customer Refunds	\$173.41	0	0811231	2665 KINGSGATE WAY Apt C133
08/11/2023	314578	P	999000	AUREF - Utility Customer Refunds	\$172.32	0	0811231	2555 BELLA COOLA LN Apt 228
08/11/2023	314579	P	999000	AUREF - Utility Customer Refunds	\$71.72	0	0811231	3003 QUEENSGATE DR Apt 240
08/11/2023	314580	P	999000	AUREF - Utility Customer Refunds	\$98.11	0	0811231	2665 KINGSGATE WAY Apt C231
08/11/2023	314581	P	11079	AUTOZONE STORES LLC	\$59.76	0	0811231	FILTER VEH#5053 WO#70163
08/11/2023	314582	P	11037	AMBRO INC	\$210.33	0	0811231	12V 9AH LEAD DURA 12-9F2 BATTE
08/11/2023	314583	P	10009	COUNTY OF BENTON	\$471.05	0	0811231	CRIME VICTIMS BCDC JULY 23
08/11/2023	314584	P	32234	BIZON GROUP INC	\$13,327.00	0	0811231	RPD New One Trip Container 20'
08/11/2023	314585	P	31747	BRUCKNER TRUCK SALES INC	\$382,101.54	0	0811231	ONE NEW VOLVO VHD64F300 DUMPTR

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CHECK DATE	CHECK NBR	VOID	VENDOR#	EMP VENDOR NAME	CHECK AMT	VOID AMT	WARRANT	COMMENT
08/11/2023	314586	P	11356	C & E TRENCHING LLC	\$380,693.77	0	0811231	Queensgate Recycling Site Loca
08/11/2023	314587	P	10026	CASCADE NATURAL GAS CORP	\$14.11	0	0811231	110 SAINT 7-18-23 28638100009
08/11/2023	314588	P	10250	CH2O INC	\$71.00	0	0811231	BOILER TESTING WWTF--JULY '23
08/11/2023	314589	P	30116	CHRISTENSEN INC	\$1,275.50	0	0811231	415.40 GALLON OF LIQUID PROPAN
08/11/2023	314590	P	10055	CITY OF PASCO	\$307,576.60	0	0811231	1/3 ANIMAL SHELTER FACILITY BI
08/11/2023	314591	P	10055	CITY OF PASCO	\$1,507.32	0	0811231	Q2 2023 HOME-ARP
08/11/2023	314592	P	10261	CITY OF RICHLAND	\$1,350.00	0	0811231	Henderson Loop II Binding Site
08/11/2023	314593	P	10261	CITY OF RICHLAND	\$617.79	0	0811231	23-239 CHIDESTER - New Heil Re
08/11/2023	314594	P	10034	CONSOLIDATED ELECTRICAL DISTRIBUTORS INC	\$421.76	0	0811231	CLEANERS, ROPE, TAPE, TIES, MI
08/11/2023	314595	P	10034	CONSOLIDATED ELECTRICAL DISTRIBUTORS INC	\$100.92	0	0811231	EL PARTS FOR WW DGSTR BLR ALRM
08/11/2023	314596	P	11526	CORWIN OF PASCO LLC	\$1,838.21	0	0811231	TUBE VEH#5052 VEH#70158
08/11/2023	314597	P	30163	JASON CROUCH	\$26.94	0	0811231	23-251 CROUCH NE WA SCHOOL SAF
08/11/2023	314598	P	31555	JULIE DAVIS	\$819.24	0	0811231	PERSONAL REIMB: NATIONAL NIGHT
08/11/2023	314599	P	10756	DELL MARKETING LP	\$1,597.96	0	0811231	Dell Latitude 5540 for Fire, A
08/11/2023	314600	P	10139	DEPARTMENT OF ECOLOGY	\$29,185.50	0	0811231	Municipal Stormwater Ph2 FY202
08/11/2023	314601	P	11169	EFFICIENCY SOLUTIONS LLC	\$8,132.00	0	0811231	C07-21 COMMERCIAL ENERGY EFFIC
08/11/2023	314602	P	11887	EMPLOYMENT SCREENING SERVICES, INC	\$807.12	0	0811231	PRE-EMP SCREENINGS: H LAWLESS
08/11/2023	314603	P	32174	FAIRBANK EQUIPMENT INC	\$19.41	0	0811231	TRIGGERJET GUN AND FITTING - W
08/11/2023	314604	P	10268	FEDERAL EXPRESS CORP	\$217.69	0	0811231	PRETRTMNT SAMPLE SHIP 7-12-23
08/11/2023	314605	P	10220	FRONTIER FENCE INC	\$13,190.40	0	0811231	BALLFIELDS - COLUMBIA PLAYFIEL
08/11/2023	314606	P	31421	GARY A TUCCI	\$1,788.00	0	0811231	Solar Generation for April 202
08/11/2023	314607	P	10050	GENERAL PACIFIC INC	\$132,087.89	0	0811231	TRANSFORMERS
08/11/2023	314608	P	10203	W.W. GRAINGER, INC	\$95.20	0	0811231	C STOCK MISC. (DAWN SOAP)
08/11/2023	314609	P	10046	HD FOWLER CO	\$3,000.28	0	0811231	VALVES FOR NEW HYDRANTS AROUND
08/11/2023	314610	P	32125	HD SUPPLY INC	\$3,317.68	0	0811231	WIDE-MOUTH BTL NALGENE; HACH M
08/11/2023	314611	P	12200	HUGHES FIRE EQUIPMENT, INC	\$4,599.36	0	0811231	PUMP REBUILD VEH#5038 WO#70068
08/11/2023	314612	P	32211	APPLE VALLEY BROADCASTING INC	\$4,750.00	0	0811231	Recruitment Campaign JULY 2023
08/11/2023	314613	P	11667	KENWORTH SALES COMPANY	\$56.65	0	0811231	CHAMBER BRAKE VEH#3363 WO#7005
08/11/2023	314614	P	31741	DAWN MACDONALD	\$294.00	0	0811231	JULY CLASS 9380
08/11/2023	314615	P	10083	MONARCH MACHINE & TOOL CO INC	\$503.12	0	0811231	WELD PARTS TO CREATE TV TRK PU
08/11/2023	314616	P	10358	MOON SECURITY SERVICES INC	\$179.36	0	0811231	INFLUENT BLDG FIRE PULL STATIO
08/11/2023	314617	P	30248	JERAMIE MORROW	\$87.00	0	0811231	23-238 MORROW New Heil RevAMP
08/11/2023	314618	P	31674	P&F AUTOMOTIVE WAREHOUSE INC	\$1,822.47	0	0811231	BLADES VEH#7164 WO#70185

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08/11/2023	314619	P	31505	SPORTSENGINE INC	\$185.00	0	0811231	BACKGROUND CHECKS: RECREATION:
08/11/2023	314620	P	10357	OXARC INC	\$197.68	0	0811231	WELDING SUPPLIES FOR SHOP
08/11/2023	314621	P	31263	PAHLISCH HOMES INC	\$850.00	0	0811231	Refund 2433 Legacy Ln, New res
08/11/2023	314622	P	10971	PARAMOUNT COMMUNICATIONS INC	\$9,387.88	0	0811231	Queensgate Handhole Relocate,
08/11/2023	314623	P	12238	REXEL USA, INC	\$27.20	0	0811231	EL PARTS FOR DGSTR BLR ALARM R
08/11/2023	314624	P	10265	QUALITY CONTROL SERVICES INC	\$160.00	0	0811231	CALIBRATE FUME HOOD IN WW LAB
08/11/2023	314625	P	10047	R.D. OFFUTT COMPANY	\$285.16	0	0811231	PTO REPAIR VEH#6629 WO#69921
08/11/2023	314626	P	10647	RIVER CITY TOWING INC	\$163.05	0	0811231	REMOVAL/STUCK VEH#3265 WO#7008
08/11/2023	314627	P	30023	TAIFEI SCOTT	\$445.90	0	0811231	JULY CLASSES 9371
08/11/2023	314628	P	10433	J.R. SETINA MANUFACTURING COMPANY INC.	\$504.64	0	0811231	FENDER WRAPS VEH#9500 WO#70202
08/11/2023	314629	P	31869	KRISTI SMITH	\$1,320.00	0	0811231	JULY 2023 FIREFIGHTERS SEC MON
08/11/2023	314630	P	10649	SNAP ON INCORPORATED	\$714.70	0	0811231	SHOP TOOLS TEMP ADAPTER
08/11/2023	314631	P	10440	SOLID WASTE SYSTEMS INC	\$596.56	0	0811231	STRAP TANK/ROD THREAD VEH#3361
08/11/2023	314632	P	11195	STRATEGIC GOVERNMENT RESOURCES INC	\$4,919.71	0	0811231	COR LEADERSHIP SPEAKER FEES -
08/11/2023	314633	P	32247	SYSTEMS FOR PUBLIC SAFETY INC	\$117.73	0	0811231	MOUNT BRACKET VEH#5061 WO#6967
08/11/2023	314634	P	10961	TACOMA SCREW PRODUCTS INC	\$16.77	0	0811231	SAW VEH#3344 WO#70058
08/11/2023	314635	P	10961	TACOMA SCREW PRODUCTS INC	\$1,405.10	0	0811231	NITRILE GLOVES & MARKING PAINT
08/11/2023	314636	P	12414	TOTAL OFFICE CONCEPTS INC	\$896.74	0	0811231	SENGER - OFFICE FURNITURE
08/11/2023	314637	P	10126	TRI CITIES BATTERY & AUTO REPAIR	\$254.27	0	0811231	12V 9 AH T2 TRMNL SLA BATTERIE
08/11/2023	314638	P	10126	TRI CITIES BATTERY & AUTO REPAIR	\$127.14	0	0811231	12V 9AH T2 TERMNL SLA BATTERIE
08/11/2023	314639	P	10907	TRI CITY REGIONAL CHAMBER OF COMMERCE	\$180.00	0	0811231	AUGUST MEMBERSHIP LUNCHEON (8)
08/11/2023	314640	P	10106	US LINEN & UNIFORM	\$23.32	0	0811231	COR LEADERSHIP - LINEN RENTALS
08/11/2023	314641	P	10860	VERIZON COMMUNICATIONS INC	\$20,326.44	0	0811231	Verizon Wireless NASPO July 20
08/11/2023	314642	P	11802	TRI CITIES VISITOR & CONVENTION BUREAU	\$102,203.49	0	0811231	VISIT TRI-CITIES CONTRACT DUES
08/11/2023	314643	P	10140	WASHINGTON STATE PATROL	\$384.25	0	0811231	RPD BACKGROUND CHECK JULY 2023
08/11/2023	314644	P	10173	WASHINGTON STATE TREASURER	\$26,165.54	0	0811231	7/23 FINES & FORFEITURES BC
08/11/2023	314645	P	999003	WASTEWORX REFUND	\$288.00	0	0811231	Refund overpayment on WW accou
08/11/2023	314646	P	999003	WASTEWORX REFUND	\$35.00	0	0811231	Refund overpayment WW account
08/11/2023	314647	P	12121	WEG TRANSFORMERS USA LLC	\$93,743.97	0	0811231	3PH TRANSFORMERS
08/11/2023	314648	P	10194	XEROX CORPORATION	\$1,507.76	0	0811231	SER.# 2PA-604396 JULY 2023 COM
08/16/2023	314649	P	31684	707 PARKWAY LLC	\$2,628.00	0	0816231	709 The Parkway - Window Rebat
08/16/2023	314650	P	10838	GRIGG ENTERPRISES INC	\$110.05	0	0816231	FLOORMAT CLNR, GOO GONE, ARMR
08/16/2023	314651	P	31437	ADEPT TESTING OCCUPATIONAL MEDICINE LLC	\$115.00	0	0816231	AFTER HOURS SERVICE FEE: B ROB

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CHECK DATE	CHECK NBR	VOID	VENDOR#	EMP VENDOR NAME	CHECK AMT	VOID AMT	WARRANT	COMMENT
08/16/2023	314652	P	10347	AIREFCO INC	\$55.39	0	0816231	SHOPS 200 - REVERSING VALVE
08/16/2023	314653	P	32117	ALASKA RUBBER GROUP INC	\$95.28	0	0816231	4- FM HEAD X 3/4 FPT JACK HAM
08/16/2023	314654	P	10249	ALL DOORS	\$997.87	0	0816231	DOORS - RCC - DOOR PARTS
08/16/2023	314655	P	30146	BRANDON ALLEN	\$245.02	0	0816231	23-250 AWC MUNICIPAL BUDGET WO
08/16/2023	314656	P	11492	ALS GROUP USA CORP	\$8,830.00	0	0816231	PRETRTMNT SAMPLE TESTING FOR A
08/16/2023	314657	P	10157	AMERIGAS	\$155.79	0	0816231	Tank Rental-Badger Mtn
08/16/2023	314658	P	11230	NAT'L INSTITUTE FOR AUTOMOTIVE SERVICE EXCELLENCE	\$724.04	0	0816231	ASE TESTING_E GREGORY INV#PS-I
08/16/2023	314659	P	999000	AUREF - Utility Customer Refunds	\$184.27	0	0816231	650 GEORGE WASHINGTON WAY Apt
08/16/2023	314660	P	11079	AUTOZONE STORES LLC	\$73.87	0	0816231	DEF FLUID VEH#5051 WO#70278
08/16/2023	314661	P	10275	BADGER METER INC.	\$1,132.51	0	0816231	AMERICAN ROCK MOTHERBOARD FOR
08/16/2023	314662	P	10780	BASIN SOD INC	\$155.88	0	0816231	SOD FOR HYDRANT INSTALL AREAS
08/16/2023	314663	P	10301	BAVCO	\$341.75	0	0816231	SHOPS 100 - BACKFLOW REPAIR
08/16/2023	314664	P	11432	BDP INDUSTRIES INC	\$1,420.75	0	0816231	BELT FILTER PRESS REPAIR KITS
08/16/2023	314665	P	10518	BEAVER BARK & ROCK	\$3,454.01	0	0816231	MEMORIAL BENCHES - CONCRETE
08/16/2023	314666	P	10207	BENTON COUNTY AUDITOR	\$32.00	0	0816231	Images
08/16/2023	314667	P	10010	BENTON FRANKLIN HEALTH DISTRICT	\$446.16	0	0816231	Cyanotoxin Test Jun 2023 - REF
08/16/2023	314668	P	10008	BENTON PUD	\$165,722.08	0	0816231	Install new steel transmission
08/16/2023	314669	P	10158	BENTON RURAL ELECTRIC ASSOCIATION	\$2,867.82	0	0816231	KENNEDY BOOSTER STATION
08/16/2023	314670	P	11261	BLAC-RAC MANUFACTURING INC	\$1,816.44	0	0816231	GUN MOUNTS PL UPFIT VEH#1216
08/16/2023	314671	P	11778	DSD CAPITAL LLC	\$280.60	0	0816231	Outhouse Landfill July 2023
08/16/2023	314672	P	10546	BOUND TREE MEDICAL LLC	\$185.93	0	0816231	RACEMIC EPI & UNDERPADS
08/16/2023	314673	P	11272	BOYD'S TREE SERVICE LLC	\$17,960.67	0	0816231	TREE PRUNING & VEGETATION MANA
08/16/2023	314674	P	12320	BUILDERS FIRSTSOURCE, INC	\$442.10	0	0816231	COLUMBIA PT - DOCK REPAIR
08/16/2023	314675	P	31841	CAMPBELL & COMPANY SERVICE CORPORATION	\$1,900.00	0	0816231	802 Adams - Russell - HP Rebat
08/16/2023	314676	P	11685	CARDINAL HEALTH 130, LLC	\$721.12	0	0816231	SODIUM CL, EPI, KETOROLAC, ACE
08/16/2023	314677	P	10026	CASCADE NATURAL GAS CORP	\$3,339.47	0	0816231	CITY HALL - GAS BILL - JULY
08/16/2023	314678	P	10847	CERIUM NETWORKS INC	\$16,382.97	0	0816231	Cisco Catalyst Switch Update 2
08/16/2023	314679	P	11075	CHINOOK HEATING & AIR INC	\$21,889.68	0	0816231	602 Wright - Callaway - HP Loa
08/16/2023	314680	P	30116	CHRISTENSEN INC	\$363.22	0	0816231	DEF FOR SHOPS
08/16/2023	314681	P	10261	CITY OF RICHLAND	\$2,038.50	0	0816231	LANDFILL CHARGES - JULY
08/16/2023	314682	P	10261	CITY OF RICHLAND	\$129.26	0	0816231	23-262 ARRASMITH WEDA SUMMER 2
08/16/2023	314683	P	10261	CITY OF RICHLAND	\$3,025.70	0	0816231	1201 Acacia - Morrison - COR W

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08/16/2023	314684	P	10031	COLUMBIA BASIN COLLEGE	\$1,480.10	0	0816231	ACLS, PALS, ADVANCE AIRWAY 202
08/16/2023	314685	P	10135	CI SUPPORT LLC	\$46.56	0	0816231	FIRE - RECURRING SHRED SERVICE
08/16/2023	314686	P	999014	CONSERVATION REBATES	\$540.00	0	0816231	1777 Terminal - Lighting Retro
08/16/2023	314687	P	31848	CONSISTENT CARE SERVICES SPC PS	\$8,320.98	0	0816231	REF CONTRACT 113-22 RESOURCE N
08/16/2023	314688	P	11526	CORWIN OF PASCO LLC	\$1,157.42	0	0816231	ROTARS/BRAKES/WIPER BLADES VEH
08/16/2023	314689	P	11607	CUMMINS, INC	\$2,503.79	0	0816231	QUICKSERVE LICENSE RENEWAL
08/16/2023	314690	P	10365	DAVID EVANS & ASSOCIATES INC	\$3,649.02	0	0816231	Center Parkway North-Railroad
08/16/2023	314691	P	10452	DAYCO INCORPORATED	\$1,200.00	0	0816231	426 Sierra - Novich - HP Rebat
08/16/2023	314692	P	30206	SANDI EDGEMON	\$846.17	0	0816231	23-103 NR4013-NRURMC Board Mee
08/16/2023	314693	P	10146	ENERGY NORTHWEST	\$17,850.67	0	0816231	HRSST Solar Generation
08/16/2023	314694	P	30356	JOHN T CLARY	\$350.00	0	0816231	POLYGRAPH SERVICES
08/16/2023	314695	P	11044	EWING IRRIGATION PRODUCTS INC	\$5,719.26	0	0816231	BMX TRACK - IRRIGATION REPAIR
08/16/2023	314696	P	31170	HIS DIME, LLC	\$5,406.53	0	0816231	SIGNAGE - SHOPS 100 LETTERS
08/16/2023	314697	P	10268	FEDERAL EXPRESS CORP	\$10.20	0	0816231	PRETRTMENT EMPTY SAMPLE COOLER
08/16/2023	314698	P	10276	FEDERAL SIGNAL CORPORATION	\$14,651.56	0	0816231	LIGHTING PL UPFIT VEH1225
08/16/2023	314699	P	10315	FERGUSON US HOLDINGS INC	\$723.37	0	0816231	TRUE UNION BALL CHECK VALVES F
08/16/2023	314700	P	30874	BRENT THOMAS	\$108.70	0	0816231	HORN RAPIDS - STORAGE UNIT - A
08/16/2023	314701	VOID	32026	HENRY FOSTER	\$0.00	325	0816231	VOID AFTER UPDATE 08/22/2023
08/16/2023	314702	P	12456	FRAMATOME ANP RICHLAND	\$8,355.00	0	0816231	2101 Horn Rapids - Warehouse L
08/16/2023	314703	P	12456	FRAMATOME ANP RICHLAND	\$50,859.59	0	0816231	2101 Horn Rapids - Framatome -
08/16/2023	314704	P	11157	FRONTIER COMMUNICATIONS NORTHWEST, INC.	\$7,349.17	0	0816231	TELEPHONE CHARGES 8/19/23-9/18
08/16/2023	314705	P	10657	FRONTIER TITLE & ESCROW COMPANY	\$814.00	0	0816231	Lien Recording Fees
08/16/2023	314706	P	31715	GENERAL PACIFIC INC	\$850.00	0	0816231	July 2023 HPWH Rebates
08/16/2023	314707	P	10046	HD FOWLER CO	\$542.31	0	0816231	WEDGE GATE VALVE, GASKET FOR H
08/16/2023	314708	P	11813	HERC RENTALS INC	\$2,979.37	0	0816231	LIQUID PROPANE (10.7 GAL) FOR
08/16/2023	314709	P	30560	INTERMOUNTAIN LOCK AND SECURITY SUPPLY	\$74.07	0	0816231	STOCK - LATCH ENTRY
08/16/2023	314710	P	31348	INDUSTRIAL CONSTRUCTION OF WASHINGTON	\$2,570.19	0	0816231	2021 CDBG ADA RAMPS - 294-21
08/16/2023	314711	P	12304	INGREDION INCORPORATED	\$11,648.82	0	0816231	216 University - Ingredion - W
08/16/2023	314712	P	10037	IW INTERNATIONAL INSULATION INC	\$240.40	0	0816231	144 Travis - Scheuffele - Insu
08/16/2023	314713	P	10168	J & L HYDRAULICS INC	\$72.02	0	0816231	FRONT HYD PUMP LEAKING VEH#333
08/16/2023	314714	P	10063	JACOBS & RHODES INC	\$18,266.02	0	0816231	622 Basswood - Molnaa - HP Loa
08/16/2023	314715	P	31543	JORDAN MECHANICAL GROUP LLC	\$576.11	0	0816231	2023 WWTF ON-CALL HVAC SUPPORT
08/16/2023	314716	P	31660	KELLEY CONNECT CO	\$39.85	0	0816231	STA 73 - PRINTER OVERAGES 7/14

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08/16/2023	314717	P	11667	KENWORTH SALES COMPANY	\$1,787.72	0	0816231	WIPER VEH#7164 WO#70185
08/16/2023	314718	P	31813	CARLY KIRKPATRICK	\$23.09	0	0816231	CANDY FOR NATIONAL NIGHT OUT G
08/16/2023	314719	P	10219	LES SCHWAB TIRE CENTERS OF WASHINGTON INC	\$814.46	0	0816231	ALIGNMENT VEH#3330 WO#70085
08/16/2023	314720	P	10262	LIFE ASSIST INC	\$613.39	0	0816231	SHILEY ENDOTRACHEAL TUBE
08/16/2023	314721	P	10624	MACKAY SPOSITO INC	\$1,141.53	0	0816231	Shoreline Stabilz & Col. Pt. M
08/16/2023	314722	P	10093	MCCURLEY INTEGRITY DEALERSHIPS, LLC	\$1,061.93	0	0816231	RETURNED TRANS FIL, GASKET VEH
08/16/2023	314723	P	10316	MCDONALD & ASSOCIATES INC	\$230.44	0	0816231	STOCK - TOPSOIL
08/16/2023	314724	P	30799	MEDLINE INDUSTRIES INC.	\$171.97	0	0816231	CUFF, BP, DIS, 2T, ADL, MQ X 1
08/16/2023	314725	P	11428	MIGHTY JOHNS PORTABLE TOILET & SEPTIC SERVICE INC	\$5,964.00	0	0816231	VANDALISM - BADGER SPLASH - BU
08/16/2023	314726	P	11835	MILLER PAINT COMPANY INC	\$300.72	0	0816231	VANDALISM - HOWAD AMON GRAFFIT
08/16/2023	314727	P	10660	MILNE NAIL, POWER TOOL & REPAIR	\$579.28	0	0816231	VANDALISM - CLAYBELL PLUMBING
08/16/2023	314728	P	10358	MOON SECURITY SERVICES INC	\$788.95	0	0816231	WWTF BURGLARY & FIRE AUG '23
08/16/2023	314729	P	31674	P&F AUTOMOTIVE WAREHOUSE INC	\$1,027.63	0	0816231	WIPER BLADES VEH#2486 WO#69796
08/16/2023	314730	P	31835	THE BUILDING DEPARTMENT LLC	\$14,161.88	0	0816231	NWCP Contract for Professional
08/16/2023	314731	P	30273	NORTHWEST EQUIPMENT SALES, INC	\$972.65	0	0816231	SENSOR VEH#3341 WO#70201
08/16/2023	314732	P	32250	ODP BUSINESS SOLUTIONS LLC	\$56.49	0	0816231	CASILLAS / GODINEZ BUSINESS CA
08/16/2023	314733	P	10357	OXARC INC	\$345.15	0	0816231	WTP JULY CYLINDER RENTAL
08/16/2023	314734	P	31206	CI - PW LLC	\$222.61	0	0816231	Energy Services Water and Deli
08/16/2023	314735	P	10232	PERFECTION GLASS INC	\$21,160.99	0	0816231	401 Adams - Nelson - Window Re
08/16/2023	314736	P	31798	PERFORMANCE SYSTEMS INTEGRATION LLC	\$1,786.00	0	0816231	ANNUAL FIRE EXTINGUISHER TESTI
08/16/2023	314737	P	999002	PERMIT REFUND	\$3,835.00	0	0816231	S2022-103_Refund_Prelim Plat c
08/16/2023	314738	P	12238	REXEL USA, INC	\$20.17	0	0816231	NON-ILLUMINATED SELECTOR SWITC
08/16/2023	314739	P	11304	PR DIAMOND PRODUCTS INC	\$970.00	0	0816231	6-MULTI-PURPOSE BLADE
08/16/2023	314740	P	10047	R.D. OFFUTT COMPANY	\$649.05	0	0816231	ENG REPAIR VEH#6616 WO69866
08/16/2023	314741	P	10649	SNAP ON INCORPORATED	\$218.36	0	0816231	SHOP TOOLS PLIERS INV#ARV / 58
08/16/2023	314742	P	11785	SOLENIS LLC	\$13,889.90	0	0816231	POLYMER FOR WWTF BFPS AND RDT
08/16/2023	314743	P	10118	STEEBER'S LOCK SERVICE	\$13.00	0	0816231	Radio Site Keys
08/16/2023	314744	P	11493	PICARD CORPORATION	\$5,293.57	0	0816231	BULK SALT WWTF AND WTP DEL 08-
08/16/2023	314745	P	31735	MARQUES HARRER	\$128.27	0	0816231	TAILOR - HEM PANTS - JORDON, W
08/16/2023	314746	P	31051	THE GOODYEAR TIRE & RUBBER COMPANY	\$921.33	0	0816231	TIRE CHANGE VEH#2531 WO70266
08/16/2023	314747	P	11108	THE PERSONAL TOUCH CLEANING INC	\$25,364.72	0	0816231	SHOPS 100 - JANITORIAL - JULY
08/16/2023	314748	P	10685	TOPPER INDUSTRIES INC	\$3,699.93	0	0816231	DOCKS - LEE DOCK REPAIR

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CHECK DATE	CHECK NBR	VOID	VENDOR#	EMP VENDOR NAME	CHECK AMT	VOID AMT	WARRANT	COMMENT
08/16/2023	314749	P	10212	WAGNER SMITH EQUIPMENT CO	\$247.84	0	0816231	JULY HOT ARM RENTALS
08/16/2023	314750	P	30838	AMANDA WALLNER	\$69.00	0	0816231	23-263 WALLNER WEDA SUMMER 202
08/16/2023	314751	P	30847	WEST SIDE CHURCH	\$900.00	0	0816231	615 Wright - Commercial DHP Re
08/16/2023	314752	P	30939	DOBBS HEAVY DUTY HOLDINGS LLC	\$2,928.73	0	0816231	VALVE VEH#3363 WO#70222
08/16/2023	314753	P	10414	WILDLANDS INC	\$8,123.79	0	0816231	HORN RAPID WETLAND (LOGAN-HAGE
08/16/2023	314754	P	10194	XEROX CORPORATION	\$1,564.54	0	0816231	3UA-295134 JULY 2023 USAGE
08/16/2023	314755	P	12483	ZOLL MEDICAL SUPPLY	\$267.40	0	0816231	THERMAL PAPER X 10
08/21/2023	314756	P	32265	DENNIS GARRISON	\$3,579.27	0	0821231	REIMBURSEMENT
08/23/2023	314757	P	10439	PYC LLC	\$997.38	0	0823231	RPD UNIFORM LAUNDRY JULY
08/23/2023	314758	P	31231	ABM INDUSTRIES INC	\$18,169.13	0	0823231	MULTIPLE FACILITIES - JANITORI
08/23/2023	314759	P	32257	ABSOLUTE SOFTWARE INC	\$37,729.77	0	0823231	NETMOTION RENEWAL/UPGRADE TO V
08/23/2023	314760	P	10838	GRIGG ENTERPRISES INC	\$3,575.16	0	0823231	Clamps various sizes
08/23/2023	314761	P	11492	ALS GROUP USA CORP	\$1,810.00	0	0823231	PRETRTMNT TESTING WSU WINE SCI
08/23/2023	314762	P	10705	INTERSTATE CONCRETE & ASPHALT COMPANY	\$416.60	0	0823231	15.29TON ROCK - 5/8 TOP COURSE
08/23/2023	314763	P	11402	ANDERSON HEIGHTS DEVELOPMENT LLC	\$1,895.69	0	0823231	Street Latecomer Reimbursemen
08/23/2023	314764	P	10644	ANIXTER INC	\$4,102.34	0	0823231	SWITCH & DEADENDS
08/23/2023	314765	P	10317	APOLLO SHEET METAL INC	\$1,001.10	0	0823231	HVAC REPAIRS
08/23/2023	314766	P	31205	ARAMARK UNIFORM & CAREER APPAREL GROUP, INC	\$562.04	0	0823231	LINEN CHARGES FOR JULY
08/23/2023	314767	P	10547	ARBAUGH & ASSOCIATES INC	\$3,500.00	0	0823231	Contract Fees - July 2023
08/23/2023	314768	P	999000	AUREF - Utility Customer Refunds	\$38.15	0	0823231	2550 DUPORTAIL ST B111
08/23/2023	314769	P	999000	AUREF - Utility Customer Refunds	\$143.86	0	0823231	250 GAGE BLVD 2101
08/23/2023	314770	P	11079	AUTOZONE STORES LLC	\$38.67	0	0823231	FILTERS VEH#2493 WO#70314
08/23/2023	314771	P	10607	BADGER MOUNTAIN IRRIGATION DISTRICT	\$7,488.00	0	0823231	Connection Fees - 2nd QTR 2023
08/23/2023	314772	P	10518	BEAVER BARK & ROCK	\$976.10	0	0823231	CONCRETE - 5LB BAG MIX 1YD/ADD
08/23/2023	314773	P	10281	BENTON COUNTY	\$14,370.04	0	0823231	BC WORK CREW - 136 HOURS COR P
08/23/2023	314774	P	10009	COUNTY OF BENTON	\$77,423.65	0	0823231	BENTON COUNTY OFFICE OF PUBLIC
08/23/2023	314775	P	10010	BENTON FRANKLIN HEALTH DISTRICT	\$98.00	0	0823231	TESTING - TKN, NITRA/NITRI, TT
08/23/2023	314776	P	10008	BENTON PUD	\$3,540.48	0	0823231	BADGER/SILLUSI UTILITIES 06/23
08/23/2023	314777	P	30012	BENTON FRANKLIN POWER VAC INC	\$302.80	0	0823231	RETAINAGE CONTRACT #159-23
08/23/2023	314778	P	10398	BOB RHODES HEATING & A/C INC	\$15,381.05	0	0823231	1502 Butternut - Crow - HP Loa
08/23/2023	314779	P	11272	BOYD'S TREE SERVICE LLC	\$13,968.42	0	0823231	TREE PRUNING & VEGETATION MANA
08/23/2023	314780	P	10467	BRASHEAR ELECTRIC INC	\$4,389.24	0	0823231	SUPPLY AND INSTALL COMPLETE CH

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08/23/2023	314781	P	31841	CAMPBELL & COMPANY SERVICE CORPORATION	\$23,907.25	0	0823231	1216 Wright - Byrd - HP Rebate
08/23/2023	314782	P	31191	CASCADE FIRE EQUIPMENT COMPANY	\$2,376.00	0	0823231	FD WILDLAND FIRE EQUIPMENT
08/23/2023	314783	P	30041	CATERPILLAR FINANCIAL SERVICES CORP	\$87,948.35	0	0823231	ANNUAL LEASE PAYMENT FOR 2018
08/23/2023	314784	P	10597	CHARTER COMMUNICATIONS	\$148.66	0	0823231	CABLE SERVICES 07/30-08/29/23
08/23/2023	314785	P	10597	CHARTER COMMUNICATIONS	\$116.24	0	0823231	RPD BUSINESS INTERNET PLUS AUG
08/23/2023	314786	P	30116	CHRISTENSEN INC	\$439.43	0	0823231	C STOCK MISC. (GREASE)
08/23/2023	314787	P	10261	CITY OF RICHLAND	\$360,808.32	0	0823231	CITY UTILITY BILLS/JULY 2023
08/23/2023	314788	P	10261	CITY OF RICHLAND	\$1,172.08	0	0823231	#1901 Drop Box Disp/Hauling
08/23/2023	314789	P	10261	CITY OF RICHLAND	\$3,383.73	0	0823231	23-125 HAMILTON NAT'L APCO CON
08/23/2023	314790	P	10261	CITY OF RICHLAND	\$11,611.60	0	0823231	4307 Limestone - Picker - HP r
08/23/2023	314791	P	32119	COFFMAN ENGINEERS INC	\$1,750.00	0	0823231	Uptown Shopping Center Lightin
08/23/2023	314792	P	11516	COLEMAN OIL COMPANY	\$28,391.79	0	0823231	WEEKLY CARD LOCK FUEL 8/7-8/13
08/23/2023	314793	P	11907	SYCURE CORP	\$830.00	0	0823231	1Gbps Fiber Internet Service A
08/23/2023	314794	P	10709	COLUMBIA COMMUNITY CHURCH	\$1,457.25	0	0823231	HYDRANT METER REFUND #334
08/23/2023	314795	P	10135	CI SUPPORT LLC	\$80.84	0	0823231	ONSITE SHREDDING WO# 0269286 -
08/23/2023	314796	P	11801	COLUMBIA SAFETY LLC	\$150.00	0	0823231	CPR TRAINING - CPD5
08/23/2023	314797	P	10509	COMPUTER DISCOUNT WAREHOUSE	\$6,657.88	0	0823231	HID OMNIKEY 5022 SMART CARD RE
08/23/2023	314798	P	999014	CONSERVATION REBATES	\$2,163.00	0	0823231	1751 Fowler - Motel 6 - Lighti
08/23/2023	314799	P	10034	CONSOLIDATED ELECTRICAL DISTRIBUTORS INC	\$1,087.00	0	0823231	11284 TIE, CABLE, 5.9IN MIN LE
08/23/2023	314800	P	32101	CONSTRUCTION GROUP INTERNATIONAL LLC	\$13,940.39	0	0823231	515 GWW Demo & Abate (39-23)
08/23/2023	314801	P	11444	CORPORATE TRANSLATION SERVICES	\$602.23	0	0823231	TRANSLATION SERVICES 07/01-07/
08/23/2023	314802	P	10756	DELL MARKETING LP	\$4,817.65	0	0823231	Dell - Laptops for ACM & Rec,
08/23/2023	314803	P	10453	DELTA HEATING & COOLING INC	\$2,100.00	0	0823231	1126 Oak - Jeppson - HP Rebate
08/23/2023	314804	P	10342	BENTON FRANKLIN COUNTIES	\$4,689.96	0	0823231	2ND QUARTER 2023 LIQUOR TAXES
08/23/2023	314805	P	10177	DEPARTMENT OF LABOR & INDUSTRIES	\$1,257.50	0	0823231	RIGHT TO KNOW 2023 FEE ASSESSM
08/23/2023	314806	P	11226	DGR GRANT CONSTRUCTION INC	\$131,435.18	0	0823231	Fire Station 76 Progressive De
08/23/2023	314807	P	10950	DREAM BUILDERS LLC	\$1,579.74	0	0823231	Street Latecomer Reimbursemen
08/23/2023	314808	P	10825	ECONOLITE CONTROL PRODUCTS INC	\$524.00	0	0823231	Cobalt Controller Repair - COB
08/23/2023	314809	P	11115	ELECTRIC POWER SYSTEMS INC	\$13,429.25	0	0823231	Thayer/Stevens Subs Bank 1 Re
08/23/2023	314810	P	11887	EMPLOYMENT SCREENING SERVICES, INC	\$369.05	0	0823231	PRE-EMP SCREENINGS: SCHILPEROO
08/23/2023	314811	P	30356	JOHN T CLARY	\$350.00	0	0823231	POLYGRAPH SERVICES
08/23/2023	314812	P	11044	EWING IRRIGATION PRODUCTS INC	\$4,596.65	0	0823231	HOWARD AMON - IRRIGATION REPAI

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08/23/2023	314813	P	30366	US ARMY CORP OF ENGINEERS, WALLA WALLA DISTRICT	\$2,000.00	0	0823231	Sewer Lift Station Site Upgra
08/23/2023	314814	P	31170	HIS DIME, LLC	\$722.01	0	0823231	CITY OF RICHLAND LOGO 11" DECA
08/23/2023	314815	P	10276	FEDERAL SIGNAL CORPORATION	\$4,304.96	0	0823231	MODULE PL UPFIT VEH#1216 INV 8
08/23/2023	314816	P	10315	FERGUSON US HOLDINGS INC	\$361.38	0	0823231	VANDALISM - CLAYBELL - PLUMBIN
08/23/2023	314817	P	10184	FISHER SCIENTIFIC CO	\$451.99	0	0823231	FILTER PRINTER/FUNNEL
08/23/2023	314818	P	31764	FIBER MARKETING INTERNATIONAL INC	\$180.21	0	0823231	SMALL EQUIP - REPAIR EDGER
08/23/2023	314819	P	30378	FORTUNATO INC	\$1,579.74	0	0823231	Street Latecomer Reimbursemen
08/23/2023	314820	P	32026	HENRY FOSTER	\$325.00	0	0823231	REIMB FOSTER - A&P CLASS
08/23/2023	314821	P	31715	GENERAL PACIFIC INC	\$800.00	0	0823231	July 2023 HPWH Rebate
08/23/2023	314822	P	30411	SAMUEL GRANT	\$67.10	0	0823231	23-161 GRANT NCFI DRONE ANALYS
08/23/2023	314823	P	30516	CRAIG HAMILTON	\$189.15	0	0823231	23-125 HAMILTON NAT'L APCO CON
08/23/2023	314824	P	11813	HERC RENTALS INC	\$283.71	0	0823231	Concrete saw rental
08/23/2023	314825	P	10288	HJ ARNETT INDUSTRIES LLC	\$911.42	0	0823231	TESTING AND REPAIR OF HOT STIC
08/23/2023	314826	P	31962	HUMMEL CONSTRUCTION	\$1,464.90	0	0823231	HYDRANT METER REFUND #327
08/23/2023	314827	P	30058	INFOSEND, INC.	\$18,410.91	0	0823231	InfoSend - Utility Statement S
08/23/2023	314828	P	10628	CPM DEVELOPMENT CORPORATION	\$1,368.88	0	0823231	5.23 TON ASPHALT - HMA 100 3/8
08/23/2023	314829	P	32218	INTEGRUS ARCHITECTURE P.S.	\$1,350.00	0	0823231	Library Exterior Improvements
08/23/2023	314830	P	11104	INTERMOUNTAIN SLURRY SEAL INC	\$1,500.00	0	0823231	HYDRANT METER REFUND #334
08/23/2023	314831	P	11843	IRON MOUNTAIN INC	\$252.02	0	0823231	RPD SHRED SERVICES THRU 7/25/2
08/23/2023	314832	P	10406	JUB ENGINEERS INC	\$1,178.00	0	0823231	2022-2026 Sewer System Modelin
08/23/2023	314833	P	31660	KELLEY CONNECT CO	\$470.67	0	0823231	AGREEMENT 112-1835175-000: XER
08/23/2023	314834	P	31378	SOUTHWEST ANSWERING SERVICE INC	\$1,207.62	0	0823231	After Hours Emergency Calls
08/23/2023	314835	P	11146	KIM FETROW	\$244.58	0	0823231	RPD HEADSHOT - CARPER
08/23/2023	314836	P	11110	PUD NO. 1 OF KICKITAT COUNTY	\$434.06	0	0823231	GOLGOTHA UTILITIES 06/30-07/31
08/23/2023	314837	P	32270	KYRON ENVIRONMENTAL	\$6,400.00	0	0823231	CAWI Training - 1344 Thayer Ho
08/23/2023	314838	P	10432	LANGUAGE LINE SERVICES INC	\$1,595.74	0	0823231	TRANSLATION SERVICES 07/01-07/
08/23/2023	314839	P	30745	LARKIN, DAVID	\$2.20	0	0823231	23-247 08/01-08/02 NRU MTG Por
08/23/2023	314840	P	11199	LIBERTY LAWN & SAW SHOP	\$577.91	0	0823231	Chainsaw maintenance (5 Saws)
08/23/2023	314841	P	32092	LOOMIS ARMORED US LLC	\$582.00	0	0823231	ARMORED CAR SERVICE JULY 2023
08/23/2023	314842	P	32269	ADAM LUTES	\$175.00	0	0823231	A LUTES FE EXAM FEE REIMBURSEM
08/23/2023	314843	P	10093	MCCURLEY INTEGRITY DEALERSHIPS, LLC	\$455.95	0	0823231	DOOR PANEL VEH#2404 WO#70301
08/23/2023	314844	P	10909	MECHANICAL SALES INC	\$34,142.67	0	0823231	LIBRARY BOILER REPLACEMENT
08/23/2023	314845	P	10665	MEIER ENTERPRISES INC	\$5,252.50	0	0823231	Library STEAM Space Improvemen

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08/23/2023	314846	P	11652	MENKE JACKSON BEYER LLP	\$24,656.49	0	0823231	ACCT. #439 - RE SADDLE MOUNTAI
08/23/2023	314847	P	11214	MIDWEST LABORATORIES INC	\$365.00	0	0823231	TESTING STA W/O FECAL COR COMP
08/23/2023	314848	P	31116	BAS INC	\$714.74	0	0823231	RPD FORMS-100 TRI FOLD BROCHUR
08/23/2023	314849	P	31674	P&F AUTOMOTIVE WAREHOUSE INC	\$36.91	0	0823231	MOTOR ADDITIVE FOR WWTF EQUIPM
08/23/2023	314850	P	10472	OCLC INC	\$6,920.68	0	0823231	CATALOGING METADATA ILL 7/1/23
08/23/2023	314851	P	32250	ODP BUSINESS SOLUTIONS LLC	\$71.70	0	0823231	RPD BUSINESS CARDS - HUPF, SAN
08/23/2023	314852	P	11561	ON SCENE MEDICAL SERVICES, P.C.	\$1,165.00	0	0823231	PRE-EMP PHYSICAL, MRO DRUG SCR
08/23/2023	314853	P	10357	OXARC INC	\$198.76	0	0823231	Rental Multiple Gas Cylinders
08/23/2023	314854	P	12375	PAHLISCH HOMES AT WESTCLIFFE HEIGHTS, LLC	\$3,538.62	0	0823231	Street Latecomer Reimbursemen
08/23/2023	314855	P	31206	CI - PW LLC	\$66.23	0	0823231	PURCHASING BOTTLED WATER FOR J
08/23/2023	314856	P	10862	PARAMETRIX INC	\$13,304.17	0	0823231	2023 Landfill Environmental Mo
08/23/2023	314857	P	10971	PARAMOUNT COMMUNICATIONS INC	\$765.00	0	0823231	May 2023 Estimates, Contract #
08/23/2023	314858	P	10232	PERFECTION GLASS INC	\$18,992.34	0	0823231	219 Orchard - Moore - Windows
08/23/2023	314859	P	12238	REXEL USA, INC	\$40.72	0	0823231	SHOPS 300 - LIGHTS
08/23/2023	314860	P	10879	PREMIER LANDSCAPING & DESIGN	\$900.00	0	0823231	CPO CLASS - COSSMAN
08/23/2023	314861	P	31210	LEPS-PSS, PLLC	\$1,650.00	0	0823231	POST COE PSYCH EVAL/SAR: (5)
08/23/2023	314862	P	10047	R.D. OFFUTT COMPANY	\$1,124.09	0	0823231	FILTERS_VEH#6630_WO#70072
08/23/2023	314863	P	31380	REISS-LANDREAU RESEARCH LLC	\$11,947.00	0	0823231	Horn Rapids Rail Improvement P
08/23/2023	314864	P	11012	RH2 ENGINEERING INC	\$14,910.92	0	0823231	Horn Rapids Irrigation Booster
08/23/2023	314865	P	30484	RICHLAND 132, LLC	\$4,628.65	0	0823231	Street Latecomer Reimbursemen
08/23/2023	314866	P	12318	RINGOLD EMBROIDERY	\$129.24	0	0823231	PUB ED TSHIRTS - DISPATCHERS
08/23/2023	314867	P	31556	TINA RITCHIE	\$23.52	0	0823231	Mileage from Landfill Jul 2023
08/23/2023	314868	P	10647	RIVER CITY TOWING INC	\$481.56	0	0823231	RPD TOW CHARGE
08/23/2023	314869	P	10239	CLEARWATER TECH LLC	\$3,070.78	0	0823231	2023 City-wide Plumbing Servic
08/23/2023	314870	P	11273	ROUTEWARE INC	\$5,358.32	0	0823231	QTR 4 2023 Support
08/23/2023	314871	P	31429	RYN BUILT HOMES LLC	\$3,170.29	0	0823231	Street Latecomer Reimbursemen
08/23/2023	314872	P	31308	SAFE SET CONSTRUCTION LLC	\$21,740.00	0	0823231	CAT PM 102 ASPHALT GRINDER
08/23/2023	314873	P	11098	SCHINDLER ELEVATOR CORPORATION	\$141.72	0	0823231	AUGUST CHAIR LIFT INSPECTION
08/23/2023	314874	P	10744	SENSKE LAWN & TREE CARE INC	\$1,521.80	0	0823231	WEED CONTROL SERVICES, CONTRAC
08/23/2023	314875	P	11563	SMARSH, INC.	\$3,042.92	0	0823231	Smarsh Annual Renewal 2023 - J
08/23/2023	314876	P	31869	KRISTI SMITH	\$1,320.00	0	0823231	AUGUST 2023 FIREFIGHTERS SEC M
08/23/2023	314877	P	30027	SEATTLE SEWING SOLUTIONS INC	\$903.30	0	0823231	Patrol Jackets
08/23/2023	314878	P	10536	SPRAGUE PEST SOLUTIONS	\$1,758.63	0	0823231	STATION 71 - PEST CONTROL

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08/23/2023	314879	P	11493	PICARD CORPORATION	\$10,577.94	0	0823231	24.03 BULK SALT FOR WTF DEL 08
08/23/2023	314880	P	10393	STONEWAY ELECTRIC SUPPLY	\$44.66	0	0823231	SKATE PARK - ELECTRICAL PARTS
08/23/2023	314881	P	10900	SUNBELT RENTALS INC	\$1,835.71	0	0823231	EQUIP RENTAL - SEE3SLAM SCISSO
08/23/2023	314882	P	32038	LEATHAM FAMILY LLC	\$1,804.94	0	0823231	RPD SOFT PVC BADGES
08/23/2023	314883	P	32263	TEDO PROPERTIES LLC	\$1,469.15	0	0823231	HYDRANT METER REFUND #327
08/23/2023	314884	P	31464	HECTOR JUTAE RODRIGUEZ	\$688.72	0	0823231	Cleaning of Warehouse Garbage
08/23/2023	314885	P	31735	MARQUES HARRER	\$2,145.63	0	0823231	RPD NEW HIRE PANTS QTY 4 - MOR
08/23/2023	314886	P	10027	THE PAPE' GROUP	\$900.83	0	0823231	WHEEL RING_VEH#7144_WO#70199
08/23/2023	314887	P	10481	WEST PUBLISHING CORPORATION	\$2,448.46	0	0823231	ONLINE/SOFTWARE SUBSCRIPTION S
08/23/2023	314888	P	11771	TOTAL COLLISION AND INJURY CARE LLC	\$130.00	0	0823231	DOT PHYSICAL: M ENNIS
08/23/2023	314889	P	12054	TRANSPO GROUP USA, INC	\$5,572.75	0	0823231	Downtown Connectivity Design -
08/23/2023	314890	P	10128	THE MCCLATCHY COMPANY	\$1,712.30	0	0823231	IPL01303210 RFP 23-0500 CITY W
08/23/2023	314891	P	10907	TRI CITY REGIONAL CHAMBER OF COMMERCE	\$30.00	0	0823231	AUG 2023 MEMBERSHIP LUNCHEON -
08/23/2023	314892	P	11971	TRUE NORTH EQUIPMENT INC.	\$97.98	0	0823231	CASE CLIPS FOR WW TV TRUCK PUS
08/23/2023	314893	P	12160	TYLER TECHNOLOGIES, INC	\$4,443.60	0	0823231	EnerGov per Contract 184-17 Am
08/23/2023	314894	P	30827	UNITED STATES MARSHALS SERVICE/JPATS	\$5,908.00	0	0823231	RPD PRISONER TRANSPORT - GUZMA
08/23/2023	314895	P	10302	UNIVAR SOLUTIONS USA INC	\$744.12	0	0823231	SOD HYPO 12.5% LIQUICHLOR DR40
08/23/2023	314896	P	10512	US BANK N A	\$238.00	0	0823231	JULY 2023 POOLED INVESTMENT CU
08/23/2023	314897	P	10106	US LINEN & UNIFORM	\$53.70	0	0823231	RPD TOWEL DELIVERY
08/23/2023	314898	P	10860	VERIZON COMMUNICATIONS INC	\$957.45	0	0823231	CELL PHONES 07/07-08/06/23
08/23/2023	314899	P	10138	WA STATE AUDITOR'S OFFICE	\$31,201.20	0	0823231	AUDIT SERVICES & CETA - JULY 2
08/23/2023	314900	P	10469	WASHINGTON STATE DEPARTMENT OF TRANSPORTATION	\$951.10	0	0823231	ROW/CNST VANTAGE HWY
08/23/2023	314901	P	10140	WASHINGTON STATE PATROL	\$55.00	0	0823231	BACKGROUND CHECKS: (5)
08/23/2023	314902	P	12121	WEG TRANSFORMERS USA LLC	\$18,774.66	0	0823231	3PH TRANSFORMERS
08/23/2023	314903	P	10844	WESMAR COMPANY INC	\$1,174.65	0	0823231	SHOPS 100 - COOLING TOWER TREA
08/23/2023	314904	P	11311	MARK BAUDER	\$7,487.98	0	0823231	Street Latecomer Reimbursemen
08/23/2023	314905	P	30854	CLINT WHITNEY	\$46.40	0	0823231	23-164 08.01_23-164_Whitney_NR
08/23/2023	314906	P	10194	XEROX CORPORATION	\$774.60	0	0823231	XEROX LEASE: C8045H/8TB-338231
08/23/2023	314907	P	11338	XIOLOGIX LLC	\$2,361.83	0	0823231	Veeam - Additional User Licens
08/25/2023	314908	P	31231	ABM INDUSTRIES INC	\$4,632.35	0	0825231	PROUT POOL - JANITORIAL - JULY
08/25/2023	314909	P	10838	GRIGG ENTERPRISES INC	\$936.10	0	0825231	TAPE TO MARK TRT GEAR
08/25/2023	314910	P	10347	AIREFCO INC	\$2,052.26	0	0825231	BLDG 100 HVAC UNITS
08/25/2023	314911	P	32117	ALASKA RUBBER GROUP INC	\$436.89	0	0825231	HOSE FITTINGS VEH#3321 WO#7028

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CHECK DATE	CHECK NBR	VOID	VENDOR#	EMP VENDOR NAME	CHECK AMT	VOID AMT	WARRANT	COMMENT
08/25/2023	314912	P	11492	ALS GROUP USA CORP	\$5,194.00	0	0825231	SAMPLING LANDFILL SOIL, SLUDGE
08/25/2023	314913	P	999004	AMB REFUND	\$1,072.80	0	0825231	AMBULANCE REFUND - PATIENT OVE
08/25/2023	314914	P	999004	AMB REFUND	\$79.20	0	0825231	AMBULANCE REFUND - INSURANCE O
08/25/2023	314915	P	31227	AP TRITON CONSULTING LLC	\$4,150.45	0	0825231	GEMT COST RECOVERY FY 21/22
08/25/2023	314916	P	10670	ARROW CONSTRUCTION SUPPLY INC	\$5,625.77	0	0825231	CRAFCO ROAD SAVE 546 PM
08/25/2023	314917	P	999000	AUREF - Utility Customer Refunds	\$31.43	0	0825231	1920 HOWELL AVE
08/25/2023	314918	P	999000	AUREF - Utility Customer Refunds	\$269.29	0	0825231	575 COLUMBIA POINT DR Apt 132
08/25/2023	314919	P	999000	AUREF - Utility Customer Refunds	\$511.08	0	0825231	507 BARTH AVE A
08/25/2023	314920	P	999000	AUREF - Utility Customer Refunds	\$24.54	0	0825231	2665 KINGSGATE WAY Apt A209
08/25/2023	314921	P	999000	AUREF - Utility Customer Refunds	\$3.40	0	0825231	250 GAGE BLVD 2117
08/25/2023	314922	P	999000	AUREF - Utility Customer Refunds	\$722.62	0	0825231	208 DOUGLASS AVE
08/25/2023	314923	P	999000	AUREF - Utility Customer Refunds	\$145.39	0	0825231	230 BATTELLE BLVD Apt 319
08/25/2023	314924	P	999000	AUREF - Utility Customer Refunds	\$215.62	0	0825231	1529 COLUMBIA PARK TRL Apt 140
08/25/2023	314925	P	999000	AUREF - Utility Customer Refunds	\$79.05	0	0825231	451 WESTCLIFFE BLVD Apt B112
08/25/2023	314926	P	999000	AUREF - Utility Customer Refunds	\$156.49	0	0825231	240 BATTELLE BLVD Apt 323
08/25/2023	314927	P	999000	AUREF - Utility Customer Refunds	\$147.16	0	0825231	2894 SALK AVE Apt 271
08/25/2023	314928	P	999000	AUREF - Utility Customer Refunds	\$168.59	0	0825231	2580 PINYON PL
08/25/2023	314929	P	999000	AUREF - Utility Customer Refunds	\$193.79	0	0825231	1851 JADWIN AVE 304
08/25/2023	314930	P	999000	AUREF - Utility Customer Refunds	\$41.50	0	0825231	303 GAGE BLVD 113
08/25/2023	314931	P	999000	AUREF - Utility Customer Refunds	\$60.64	0	0825231	3003 QUEENSGATE DR Apt 368
08/25/2023	314932	P	999000	AUREF - Utility Customer Refunds	\$58.21	0	0825231	303 GAGE BLVD 320
08/25/2023	314933	P	999000	AUREF - Utility Customer Refunds	\$62.72	0	0825231	1207 GEORGE WASHINGTON WAY 24
08/25/2023	314934	P	999000	AUREF - Utility Customer Refunds	\$100.83	0	0825231	222 DOUGLASS AVE
08/25/2023	314935	P	999000	AUREF - Utility Customer Refunds	\$51.89	0	0825231	2645 JASON LOOP
08/25/2023	314936	P	999000	AUREF - Utility Customer Refunds	\$314.56	0	0825231	509 TAYLOR ST
08/25/2023	314937	P	999000	AUREF - Utility Customer Refunds	\$3.77	0	0825231	1528 THAYER DR
08/25/2023	314938	P	999000	AUREF - Utility Customer Refunds	\$215.90	0	0825231	1429 GOETHALS DR
08/25/2023	314939	P	999000	AUREF - Utility Customer Refunds	\$293.40	0	0825231	2455 GEORGE WASHINGTON WAY J25
08/25/2023	314940	P	999000	AUREF - Utility Customer Refunds	\$155.61	0	0825231	306 BARTH AVE Unit B
08/25/2023	314941	P	999000	AUREF - Utility Customer Refunds	\$136.68	0	0825231	2894 SALK AVE Apt 253
08/25/2023	314942	P	999000	AUREF - Utility Customer Refunds	\$197.29	0	0825231	227 UNIVERSITY DR Apt 216
08/25/2023	314943	P	999000	AUREF - Utility Customer Refunds	\$132.43	0	0825231	1775 COLUMBIA PARK TRL 238
08/25/2023	314944	P	999000	AUREF - Utility Customer Refunds	\$149.45	0	0825231	2894 SALK AVE Apt 147

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08/25/2023	314945	P	999000	AUREF - Utility Customer Refunds	\$133.23	0	0825231	227 UNIVERSITY DR Apt 206
08/25/2023	314946	P	999000	AUREF - Utility Customer Refunds	\$152.82	0	0825231	2101 STEPTOE ST Apt 205
08/25/2023	314947	P	999000	AUREF - Utility Customer Refunds	\$214.63	0	0825231	1436 THAYER DR
08/25/2023	314948	P	999000	AUREF - Utility Customer Refunds	\$108.39	0	0825231	2100 BELLERIVE DR X237
08/25/2023	314949	P	999000	AUREF - Utility Customer Refunds	\$149.51	0	0825231	240 BATTELLE BLVD Apt 325
08/25/2023	314950	P	999000	AUREF - Utility Customer Refunds	\$83.22	0	0825231	1148 COLUMBIA PARK TRL Apt 204
08/25/2023	314951	P	999000	AUREF - Utility Customer Refunds	\$108.83	0	0825231	1650 MOWRY SQ 204
08/25/2023	314952	P	999000	AUREF - Utility Customer Refunds	\$98.08	0	0825231	2550 DUPORTAIL ST D121
08/25/2023	314953	P	11079	AUTOZONE STORES LLC	\$45.52	0	0825231	PARTS CLEANER VEH#3340 WO#7021
08/25/2023	314954	P	11126	B AND B TRAILERS LLC	\$2,306.44	0	0825231	TRAILER REPAIRS VEH#4143 WO#70
08/25/2023	314955	P	10923	BIG D'S CONSTRUCTION OF TRI CITIES LLC	\$70,448.60	0	0825231	1344 Thayer Dr. Demolition Pro
08/25/2023	314956	P	10019	BRUTZMAN'S OFFICE SOLUTIONS	\$1,139.72	0	0825231	MARKETING/COMMUNICATIONS FURNI
08/25/2023	314957	P	11685	CARDINAL HEALTH 130, LLC	\$461.82	0	0825231	D50
08/25/2023	314958	P	30682	CARPENTER, JACKIE	\$400.74	0	0825231	23-215 Careprinter, Utility Mtg
08/25/2023	314959	P	10026	CASCADE NATURAL GAS CORP	\$124.17	0	0825231	SHOPS 200 - GAS BILL - AUGUST
08/25/2023	314960	P	32256	CITIBOT INC	\$28,950.00	0	0825231	Citibot for 2023 GXG Project p
08/25/2023	314961	P	10261	CITY OF RICHLAND	\$16,474.51	0	0825231	BIO-SOLIDS LANDFILL FEES JUL '
08/25/2023	314962	P	10261	CITY OF RICHLAND	\$1,269.79	0	0825231	23-256 Mata, Admin Conf. 08.15
08/25/2023	314963	P	11312	COEUR D'ALENE SERVICE STATION EQUIPMENT INC	\$328.27	0	0825231	FLEET_FUEL PUMP #3 REPAIR INV#
08/25/2023	314964	P	31360	COMMONSTREET CONSULTING LLC	\$8,555.87	0	0825231	S GWW Intersection Imprv - Tas
08/25/2023	314965	P	10034	CONSOLIDATED ELECTRICAL DISTRIBUTORS INC	\$108.70	0	0825231	CLEANERS, ROPE, TAPE, TIES, MI
08/25/2023	314966	P	10034	CONSOLIDATED ELECTRICAL DISTRIBUTORS INC	\$1,573.67	0	0825231	4 CHNL VTG ANLG INPT
08/25/2023	314967	P	12494	CONSOR NORTH AMERICA INC	\$6,976.70	0	0825231	2020 SEWER ON-CALL SERVICES -
08/25/2023	314968	P	32239	CORNER KICK LANDSCAPING LLC	\$3,898.65	0	0825231	Repair Damaged Retaining Wall
08/25/2023	314969	P	11526	CORWIN OF PASCO LLC	\$4,492.88	0	0825231	RADIATOR, BRAKES, ENG REPAIR V
08/25/2023	314970	P	31686	DKS ASSOCIATES	\$13,656.25	0	0825231	Speed Limit Setting & Policy S
08/25/2023	314971	P	11044	EWING IRRIGATION PRODUCTS INC	\$897.04	0	0825231	JEFFERSON - IRRIGATION REPAIR
08/25/2023	314972	P	31170	HIS DIME, LLC	\$354.64	0	0825231	FLEET OFFICE DOORS INV#INV-704
08/25/2023	314973	P	10268	FEDERAL EXPRESS CORP	\$5.09	0	0825231	PRETRTMNT COOLER RTRN FROM ALS
08/25/2023	314974	P	10276	FEDERAL SIGNAL CORPORATION	\$29,060.24	0	0825231	PL UPFIT TRI COLOR LIGHT VEH#1
08/25/2023	314975	P	10315	FERGUSON US HOLDINGS INC	\$313.15	0	0825231	LIBRARY - PLUMBING PARTS
08/25/2023	314976	P	11264	FINANCIAL CONSULTING SOLUTIONS GROUP INC.	\$2,348.75	0	0825231	Water and Irrigation Rate Upda

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08/25/2023	314977	P	30374	ANDREW C FLORENCE	\$315.84	0	0825231	23-271 WCMA - FLORENCE TRAVEL
08/25/2023	314978	P	31764	FIBER MARKETING INTERNATIONAL INC	\$394.34	0	0825231	STOCK - SPEED FEED, BLADES
08/25/2023	314979	P	11245	FORCE AMERICA DISTRIBUTING LLC	\$2,004.66	0	0825231	CAMERA & MICROPHONE VEH#3386 W
08/25/2023	314980	P	12444	FREDDIE'S TRADING POST	\$3,367.53	0	0825231	BED SLIDE VEH#2460 WO#14856
08/25/2023	314981	P	11157	FRONTIER COMMUNICATIONS NORTHWEST, INC.	\$47.11	0	0825231	PHONE LINES 08/04/23 - 09/03/2
08/25/2023	314982	P	11157	FRONTIER COMMUNICATIONS NORTHWEST, INC.	\$2,155.43	0	0825231	PHONE LINES 07/10-08/09/23
08/25/2023	314983	P	11157	FRONTIER COMMUNICATIONS NORTHWEST, INC.	\$2,155.43	0	0825231	PHONE LINES 08/10-09/09/23
08/25/2023	314984	P	11157	FRONTIER COMMUNICATIONS NORTHWEST, INC.	\$82.33	0	0825231	PHONE LINES 07/04-08/03/23
08/25/2023	314985	P	10657	FRONTIER TITLE & ESCROW COMPANY	\$185.00	0	0825231	RECONVEYANCE - HOME LOAN - DAM
08/25/2023	314986	P	11585	GALLS, LLC	\$3,767.33	0	0825231	SWAT VEST
08/25/2023	314987	P	10050	GENERAL PACIFIC INC	\$160,261.64	0	0825231	SECONDARY WIRE
08/25/2023	314988	P	10203	W.W. GRAINGER, INC	\$1,660.54	0	0825231	EMERGENCY FLUOR. BALLAST - RCC
08/25/2023	314989	P	31398	H.W. LOCHNER INC	\$74,948.19	0	0825231	SOUTH GWW INTERSECTION IMPROVE
08/25/2023	314990	P	11813	HERC RENTALS INC	\$1,926.17	0	0825231	EXCAVATOR FOR SW POND REPAIR O
08/25/2023	314991	P	11286	HILL INTERNATIONAL INC	\$21,415.00	0	0825231	Consultant Agreement - FS 76,
08/25/2023	314992	P	12200	HUGHES FIRE EQUIPMENT, INC	\$9,732.25	0	0825231	SWITCH VEH#5047 WO#70152
08/25/2023	314993	P	31577	HURRICANE BUTTERFLY LAW ENFORCEMENT LLC	\$4,574.80	0	0825231	PUMP MULTI LAUNCHER
08/25/2023	314994	P	30058	INFOSEND, INC.	\$1,089.57	0	0825231	InfoSend - Utility Statement S
08/25/2023	314995	P	31660	KELLEY CONNECT CO	\$39.24	0	0825231	AUGUST COLOR COPIER CHARGES FO
08/25/2023	314996	P	11667	KENWORTH SALES COMPANY	\$1,411.21	0	0825231	ADJUSTER SLACK VEH#3340 WO#702
08/25/2023	314997	P	11146	KIM FETROW	\$2,282.70	0	0825231	PROFESSIONAL PHOTOGRAPHY
08/25/2023	314998	P	11199	LIBERTY LAWN & SAW SHOP	\$95.57	0	0825231	Chainsaw blade sharpening
08/25/2023	314999	P	10262	LIFE ASSIST INC	\$122.46	0	0825231	FENTANYL, KETAMINE, CAPSUL VIA
08/25/2023	315000	P	32238	ARTURO MATA	\$43.79	0	0825231	23-256 Mata, Admin Conf., 08.1
08/25/2023	315001	P	30799	MEDLINE INDUSTRIES INC.	\$2,999.83	0	0825231	CUFFS, GLOVES
08/25/2023	315002	P	10751	CAR WASH PARTNERS INC	\$1,191.91	0	0825231	JULY CITY CAR WASHES
08/25/2023	315003	P	10391	MPH INDUSTRIES INC	\$2,102.88	0	0825231	PL UPFIT CABLES, BRACKETS VEH#
08/25/2023	315004	P	31674	P&F AUTOMOTIVE WAREHOUSE INC	\$763.44	0	0825231	WORKLAMP VEH#3340 WO#70218
08/25/2023	315005	P	32086	NORTHWEST AUTOMOTIVE SUPPLY COMPANY LLC	\$449.62	0	0825231	FLOOR SOAP SHOP SUPPLIES
08/25/2023	315006	P	30273	NORTHWEST EQUIPMENT SALES, INC	\$604.19	0	0825231	WIRES, SENSOR VEH#3344 WO#6997

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08/25/2023	315007	P	30275	COLTON O'BRIEN	\$900.00	0	0825231	REIMB O'BRIEN FIRE OFC 1 & FIR
08/25/2023	315008	P	10357	OXARC INC	\$166.72	0	0825231	MEDICAL OXYGEN
08/25/2023	315009	P	31255	PACIFIC GOLF & TURF LLC	\$1,280.50	0	0825231	DRIVE BELT VEH#6639 WO#69593
08/25/2023	315010	P	31206	CI - PW LLC	\$89.04	0	0825231	Water Landfill Aug 2023
08/25/2023	315011	P	12238	REXEL USA, INC	\$151.76	0	0825231	SHOPS 300 - LIGHTS
08/25/2023	315012	P	10724	PUBLIC SAFETY TESTING INC	\$275.00	0	0825231	ENTRY LEVEL POLICE RECRUITMENT
08/25/2023	315013	P	10102	PASCO RANCH AND HOME INC	\$173.91	0	0825231	DAY BOOTS (REDBACK BOOT) - DAW
08/25/2023	315014	P	32123	TRI-CITIES SELF STORAGE LLC	\$225.00	0	0825231	Fitness Court Storage-Sept 202
08/25/2023	315015	P	10047	R.D. OFFUTT COMPANY	\$94.94	0	0825231	ORINGS VEH#3344 WO#70058
08/25/2023	315016	P	32260	SHARKCAGE INC	\$9,514.77	0	0825231	TACTICAL LOCKER
08/25/2023	315017	P	10649	SNAP ON INCORPORATED	\$59.55	0	0825231	SHOP TOOLS GRIP SEAL REMOVER
08/25/2023	315018	P	10440	SOLID WASTE SYSTEMS INC	\$508.27	0	0825231	HYD FILTER VEH#3383 WO#69837
08/25/2023	315019	P	10536	SPRAGUE PEST SOLUTIONS	\$76.57	0	0825231	Pest Control Solid Waste Aug 2
08/25/2023	315020	P	30049	T.C. SHERRY & ASSOCIATES, P.S.	\$1,537.50	0	0825231	S. Orchard Master Planning Des
08/25/2023	315021	P	10393	STONEWAY ELECTRIC SUPPLY	\$201.95	0	0825231	Shop supplies
08/25/2023	315022	P	10900	SUNBELT RENTALS INC	\$1,139.11	0	0825231	HOWARD AMON FITNESS - MINI EXC
08/25/2023	315023	P	12430	SYSTEMS DESIGN WEST LLC	\$7,588.26	0	0825231	EMS BILLING FOR MAY
08/25/2023	315024	P	31735	MARQUES HARRER	\$28.26	0	0825231	SENNER - PARAMEDIC PATCHES
08/25/2023	315025	P	31051	THE GOODYEAR TIRE & RUBBER COMPANY	\$23,298.05	0	0825231	LRI FLAT REPAIR VEH#7164 WO#70
08/25/2023	315026	P	10027	THE PAPE' GROUP	\$3,801.16	0	0825231	1000 HR SERVICE VEH#7163 WO#70
08/25/2023	315027	P	10907	TRI CITY REGIONAL CHAMBER OF COMMERCE	\$30.00	0	0825231	August Membership Luncheon - F
08/25/2023	315028	P	10335	TRI CITY DEVELOPMENT COUNCIL	\$19,864.04	0	0825231	Q2 2023 HANFORD COMMUNITY REIM
08/25/2023	315029	P	11846	WESTERN EQUIPMENT & IRRIGATION DISTRIBUTORS	\$542.95	0	0825231	BLADES VEH#7172 WO#70299
08/25/2023	315030	P	10059	WESTERN STATES EQUIPMENT COMPANY	\$127.10	0	0825231	AIR FILTER/RENTAL VEH#0800 WO#
08/25/2023	315031	P	10267	WSF, LLC	\$1,398.77	0	0825231	RIPSAW NOZZLES VEH#3350 WO#703
08/25/2023	315032	P	12483	ZOLL MEDICAL SUPPLY	\$336.97	0	0825231	PREVENTATIVE MAINTENANCE 08/20
08/28/2023	315033	P	10109	RODGERS, GARY H	\$10,716.24	0	082823FP	NON COVERED MEDICAL
08/28/2023	315034	P	10116	DONALD SIEMENS	\$83.92	0	082823FP	NON COVERED RX
08/28/2023	315035	P	10673	TERRY THRALL	\$400.00	0	082823FP	NON COVERED RX
08/28/2023	315036	P	31961	ANDERSON & ZENTZ PLLC	\$183.00	0	082823PP	NON COVERED DENTAL
08/28/2023	315037	P	10167	MIKE CASE	\$243.93	0	082823PP	NON COVERED RX
08/28/2023	315038	P	10163	GERALD D THOMAS	\$314.60	0	082823PP	NON COVERED VISION
08/30/2023	315039	P	32257	ABSOLUTE SOFTWARE INC	\$652.20	0	0830231	NETMOTION LICENSES - 2 RFD/ 3

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08/30/2023	315040	P	10838	GRIGG ENTERPRISES INC	\$1,164.77	0	0830231	Batteries for Babler
08/30/2023	315041	P	10705	INTERSTATE CONCRETE & ASPHALT COMPANY	\$1,876.83	0	0830231	TRIPPING-CP - CONCRETE
08/30/2023	315042	P	10317	APOLLO SHEET METAL INC	\$15,200.61	0	0830231	1512 Ridge View - Grnya - HP L
08/30/2023	315043	P	999000	AUREF - Utility Customer Refunds	\$1.37	0	0830231	1877 BIRCH AVE
08/30/2023	315044	P	999000	AUREF - Utility Customer Refunds	\$606.78	0	0830231	1604 JADWIN AVE B
08/30/2023	315045	P	30317	JUSTIN BABLER	\$148.05	0	0830231	23-115 BABLER NWPPA Engineerin
08/30/2023	315046	P	10010	BENTON FRANKLIN HEALTH DISTRICT	\$2,355.00	0	0830231	WATER SAMPLING ANALYSIS
08/30/2023	315047	P	10008	BENTON PUD	\$1,595.94	0	0830231	RATTLESNAKE LEASE - 2ND QTR
08/30/2023	315048	P	11769	BERRY DUNN MCNEIL & PARKER, LLC	\$800.00	0	0830231	Library Master Plan (Contract
08/30/2023	315049	P	10398	BOB RHODES HEATING & A/C INC	\$1,200.00	0	0830231	509 Surrey - Puigh - HP Rebate
08/30/2023	315050	P	11272	BOYD'S TREE SERVICE LLC	\$6,984.21	0	0830231	TREE PRUNING & VEGETATION MANA
08/30/2023	315051	P	11685	CARDINAL HEALTH 130, LLC	\$93.50	0	0830231	ATROPINE
08/30/2023	315052	P	10026	CASCADE NATURAL GAS CORP	\$2,184.55	0	0830231	RPD NATURAL GAS USAGE THRU 8/1
08/30/2023	315053	P	10123	CASCADE TITLE COMPANY	\$353.28	0	0830231	350 Keene Rd. Limited Liabilit
08/30/2023	315054	P	30045	CHARTER COMMUNICATIONS HOLDINGS, LLC	\$227.97	0	0830231	RPD INTERNET ULTRA STATIC IP 1
08/30/2023	315055	P	30116	CHRISTENSEN INC	\$2,641.19	0	0830231	HYD OIL VEH#7161 WO#70243
08/30/2023	315056	P	10261	CITY OF RICHLAND	\$25.00	0	0830231	HASINA MINA - MCMURRAY GARDEN
08/30/2023	315057	P	10261	CITY OF RICHLAND	\$1,800.57	0	0830231	23-115 NWPPA Engineering & Ope
08/30/2023	315058	P	10261	CITY OF RICHLAND	\$1,400.00	0	0830231	1512 Ridge View - Grnya - COR
08/30/2023	315059	P	31990	CLEARWATER CONSTRUCTION & MANAGEMENT LLC	\$479,499.91	0	0830231	WWTP Aeration Basin Retrofit P
08/30/2023	315060	P	10429	CODE PUBLISHING INC	\$1,052.23	0	0830231	MUNICIPAL CODE WEB UPDATE
08/30/2023	315061	P	11516	COLEMAN OIL COMPANY	\$73,650.99	0	0830231	OIL/BFPS, GREASE/RAS (CHV BLAC
08/30/2023	315062	P	10470	COMMERCIAL TIRE INC	\$981.05	0	0830231	NEW TIRES_VEH#2473 WO#70281
08/30/2023	315063	P	11205	CONCRETE SPECIAL TIES INC	\$2,318.36	0	0830231	HOWARD AMON FITNESS - PAD PART
08/30/2023	315064	P	10034	CONSOLIDATED ELECTRICAL DISTRIBUTORS INC	\$54.35	0	0830231	Safety Glasses - Babler
08/30/2023	315065	P	10139	DEPARTMENT OF ECOLOGY	\$56,923.50	0	0830231	2024 WATER QUALITY- AQUATIC PE
08/30/2023	315066	P	10392	DEPARTMENT OF ENTERPRISE SERVICES	\$772.54	0	0830231	SELF-INSURED REGULATORY FEE 7/
08/30/2023	315067	P	30185	JOHN DESKINS	\$1,281.63	0	0830231	23-168 DESKINS ITE 2023 MEETIN
08/30/2023	315068	P	10801	DOMESTIC VIOLENCE SVCS OF BNTN & FRNKLN COUNTIES	\$888.50	0	0830231	DV ADVOCACY SERVICES JULY 2023
08/30/2023	315069	P	10753	ILLINOIS TOOL WORKS INC	\$725.19	0	0830231	TELESCOPIC VALVE 2 KEY 2"
08/30/2023	315070	P	11887	EMPLOYMENT SCREENING SERVICES, INC	\$812.01	0	0830231	PRE-EMP SCREENINGS: BURNHAM, L
08/30/2023	315071	P	10146	ENERGY NORTHWEST	\$5,342.80	0	0830231	WATER SAMPLING ANALYSIS

Accounts Payable Checks

8/1/2023 - 8/31/2023

CHECK DATE	CHECK NBR	VOID	VENDOR#	EMP VENDOR NAME	CHECK AMT	VOID AMT	WARRANT	COMMENT
08/30/2023	315072	P	11044	EWING IRRIGATION PRODUCTS INC	\$187.70	0	0830231	MCMURRAY - IRRIGATION REPAIR P
08/30/2023	315073	P	10508	FASTENAL COMPANY	\$66.27	0	0830231	SCREWS/NUTS/GLOVES
08/30/2023	315074	P	10276	FEDERAL SIGNAL CORPORATION	\$1,612.16	0	0830231	PL UPFIT TRI COLOR LIGHT VEH#1
08/30/2023	315075	P	31421	GARY A TUCCI	\$1,894.00	0	0830231	HRSST Solar Generation, July
08/30/2023	315076	P	10050	GENERAL PACIFIC INC	\$17,767.88	0	0830231	BARRIER, HANDHOLE, PEDESTAL
08/30/2023	315077	P	32175	GOBLIN INC	\$84.00	0	0830231	DEODORIZING SERVICE RCC
08/30/2023	315078	P	31584	GRAM NORTHWEST LLC	\$19,325.00	0	0830231	HAINS AVE STORM IMPR-CULTURAL
08/30/2023	315079	P	10046	HD FOWLER CO	\$8,433.55	0	0830231	FORD FITTINGS
08/30/2023	315080	P	11813	HERC RENTALS INC	\$1,786.98	0	0830231	WHEEL LOADER FOR WWTP DECANT C
08/30/2023	315081	P	10294	HORIZON DISTRIBUTION INC	\$1,873.14	0	0830231	HORIZON MISC SUPPLIES
08/30/2023	315082	P	30553	HOTSY OF SPOKANE LLC	\$2,608.80	0	0830231	SHOP SUPPLIES SOAP FOR CARWASH
08/30/2023	315083	P	32171	BEATRIZ BAEZ	\$850.00	0	0830231	JANITORIAL SERVICES 09/01-09/3
08/30/2023	315084	P	30058	INFOSEND, INC.	\$18,561.71	0	0830231	InfoSend - Utility Statement S
08/30/2023	315085	P	31660	KELLEY CONNECT CO	\$161.37	0	0830231	XEROX/XERC8155/H2 #KC31628 7/3
08/30/2023	315086	P	11667	KENWORTH SALES COMPANY	\$13,391.95	0	0830231	BUMPER VEH#3390 WO#68781
08/30/2023	315087	P	30742	LANDON, KEVIN	\$164.06	0	0830231	23-280 REIMB LANDON FIRERESCUE
08/30/2023	315088	P	11369	LEGACY TELECOMMUNICATIONS LLC	\$450.00	0	0830231	GENERATOR REPAIR - SILLUSI
08/30/2023	315089	P	10465	MALLORY SAFETY & SUPPLY LLC	\$242.10	0	0830231	SAFETY HARNESS SAFETY CHECK/FR
08/30/2023	315090	P	32272	MIDSTATES VALUATION LLC	\$3,506.25	0	0830231	SADDLE MOUNTAIN MINERAL MATTER
08/30/2023	315091	P	10660	MILNE NAIL, POWER TOOL & REPAIR	\$177.44	0	0830231	JT - TOOLS
08/30/2023	315092	P	10083	MONARCH MACHINE & TOOL CO INC	\$214.75	0	0830231	HOWARD AMON FITNESS - PARTS
08/30/2023	315093	P	10358	MOON SECURITY SERVICES INC	\$70.55	0	0830231	RPD RANGE ALARM MONITORING SEP
08/30/2023	315094	P	12469	MORNINGSTAR INC	\$5,648.00	0	0830231	MORNINGSTAR INVESTMENT RESEARC
08/30/2023	315095	P	31206	CI - PW LLC	\$54.30	0	0830231	Energy Services Water
08/30/2023	315096	P	32221	PATRIOT ENVIRONMENTAL SERVICES INC	\$3,389.30	0	0830231	Environmental, Waste, and Spil
08/30/2023	315097	P	31798	PERFORMANCE SYSTEMS INTEGRATION LLC	\$1,720.09	0	0830231	Annual Inspection of fire exti
08/30/2023	315098	P	999002	PERMIT REFUND	\$41.84	0	0830231	Dayco_301ShermanSt_ Refund dupl
08/30/2023	315099	P	30464	PURYEAR, AMY	\$32.00	0	0830231	Ref Optional Life Insurance Pr
08/30/2023	315100	P	10647	RIVER CITY TOWING INC	\$195.68	0	0830231	RPD TOW CHARGE
08/30/2023	315101	P	10239	CLEARWATER TECH LLC	\$1,081.57	0	0830231	2023 City-wide Plumbing Svc, C
08/30/2023	315102	P	10536	SPRAGUE PEST SOLUTIONS	\$127.61	0	0830231	STATION 72 - PEST CONTROL
08/30/2023	315103	P	10205	STAR RENTALS & SALES	\$224.77	0	0830231	Locating Paint Blue/Green
08/30/2023	315104	P	10900	SUNBELT RENTALS INC	\$1,292.72	0	0830231	AMON FITNESS - ROLLER RENTAL

Accounts Payable Checks

8/1/2023 - 8/31/2023

CHECK DATE	CHECK NBR	VOID	VENDOR#	EMP VENDOR NAME	CHECK AMT	VOID AMT	WARRANT	COMMENT
08/30/2023	315105	P	10961	TACOMA SCREW PRODUCTS INC	\$22.73	0	0830231	SCREWS VEH#6583 WO#69942
08/30/2023	315106	P	10961	TACOMA SCREW PRODUCTS INC	\$184.52	0	0830231	PIPE FITTINGS, 304 SS 1IN UNIO
08/30/2023	315107	P	31735	MARQUES HARRER	\$5,934.47	0	0830231	RPD UNIFORM TACTICAL PANTS - S
08/30/2023	315108	P	10395	TOTAL ENERGY MANAGEMENT INC	\$15,580.05	0	0830231	714 Saint - Brown - HP Loan
08/30/2023	315109	P	30824	LUCAS TREVINO	\$102.00	0	0830231	TREVINO - CDL REIMBURSEMENT
08/30/2023	315110	P	10861	TRICOMP INC	\$1,400.00	0	0830231	IDF E NEWS ADVERTISING
08/30/2023	315111	P	31768	TROJAN TECHNOLOGIES GROUP ULC	\$18,475.86	0	0830231	N Richland UV Facility Spare P
08/30/2023	315112	P	11175	TYNDALE ENTERPRISES INC	\$980.53	0	0830231	2023 FR CLOTHING PER SEATTLE C
08/30/2023	315113	P	10106	US LINEN & UNIFORM	\$53.70	0	0830231	RPD TOWEL DELIVERY
08/30/2023	315114	P	12121	WEG TRANSFORMERS USA LLC	\$27,398.91	0	0830231	3PH TRANSFORMERS
08/30/2023	315115	P	10194	XEROX CORPORATION	\$1,346.88	0	0830231	RPD 3UA-295577 BASE CHG: AUG;
					\$6,812,000.76	\$325.00		

Accounts Payable Wires 8/1/2023 - 8/31/2023

DATE	WIRE #	WIRE AMT	EMP VENDOR NAME	PURPOSE	WIRE ACH
08/01/2023	9672	192,373.98	CIGNA HEALTH AND LIFE INSURANCE COMPANY	Medical Claims 7/24-7/30/23	W
08/01/2023	9673	2,488.00	4MYBENEFITS, INC	August 2023 Admin Fees	W
08/01/2023	9674	625,087.76	BRUCKNER TRUCK SALES INC	ONE NEW 2022 MACK GRANITE 64FR	W
08/02/2023	9678	67,939.42	WA STATE DEPARTMENT OF REVENUE	LEASEHOLD TAX-2ND QTR 2023	W
08/02/2023	9679	1,455.35	UNIFYHR LLC	FSA deduction on 8/1/23	W
08/02/2023	9680	590.26	UNIFYHR LLC	FSA deduction on 8/1/23	W
08/02/2023	9681	5,597.70	PAYMENT PROCESSING INC	Landfill Merchant Services Fee	W
08/02/2023	9682	132.54	BANK OF AMERICA	Library Merchant Service Fees	W
08/08/2023	9683	173,994.06	CIGNA HEALTH AND LIFE INSURANCE COMPANY	Medical Claims 7/31-8/6/23	W
08/08/2023	9684	23,259.78	CORVEL CORPORATION	July Claims	W
08/08/2023	9685	404.25	A.W. REHN & ASSOCIATES INC	July 2023 Admin Fees	W
08/08/2023	9686	1,609.10	CORVEL CORPORATION	July Admin/June PNDL Fees	W
08/07/2023	9687	233,077.65	RICHLAND GOLF MANAGEMENT CORPORATION	CPGC Operating Reimbursement -	W
08/10/2023	9688	584,071.05	ONE WAY TRIGGER LLC	2023 Slurry Seal (184-23)	W
08/08/2023	9689	25,000.00	THE REACH	Transfer PFD debt service to o	W
08/08/2023	9690	1,500,000.00	LGIP LOCAL GOVERNMENT INVESTMENT POOL	PURCHASE LGIP #1920	W
08/08/2023	9691	642.10	UNIFYHR LLC	FSA deduction on 8/8/23	W
08/08/2023	9692	794.94	UNIFYHR LLC	FSA deduction on 8/8/23	W
08/08/2023	9693	1,641.00	WASHINGTON STATE TREASURER	STATE SHARE OF CPL	W
08/02/2023	9694	71.40	PAYMENT PROCESSING INC	MUNIS Merchant Services Fees	W
08/11/2023	9695	900,000.00	LGIP LOCAL GOVERNMENT INVESTMENT POOL	PURCHASE LGIP#1920	W
08/15/2023	9696	202,524.00	CIGNA HEALTH AND LIFE INSURANCE COMPANY	Medical Claims 8/7-8/13	W
08/15/2023	9697	3,022.14	UNIFYHR LLC	FSA deduction on 8/15/23	W
08/16/2023	9698	2,258.40	UNIFYHR LLC	FSA deduction on 8/15/23	W
08/17/2023	9699	29,122.50	PFM FINANCIAL ADVISORS LLC	2023 RES BOND FIN ADVISOR	W
08/17/2023	9700	24,000.00	STANDARD & POOR'S FINANCIAL SERVICES LLC	Analytical Services for 2023 R	W
08/25/2023	9701	154,525.16	BANK OF AMERICA	JULY 2023 PCARD	W
08/18/2023	9702	600,000.00	LGIP LOCAL GOVERNMENT INVESTMENT POOL	PURCHASE OF LGIP #1920	W
08/22/2023	9703	232,587.75	CIGNA HEALTH AND LIFE INSURANCE COMPANY	Medical Claims 8/14-8/20/23	W

Accounts Payable Wires 8/1/2023 - 8/31/2023

DATE	WIRE #	WIRE AMT	EMP VENDOR NAME	PURPOSE	WIRE ACH
08/22/2023	9704	360,864.37	DEPARTMENT OF REVENUE	JULY 2023 EXCISE TAX	W
08/22/2023	9705	1,000,000.00	LGIP LOCAL GOVERNMENT INVESTMENT POOL	PURCHASE LGIP #1920	W
08/22/2023	9706	342.02	UNIFYHR LLC	FSA deduction on 8/22/23	W
08/23/2023	9707	37,544.46	PAYMENTUS CORPORATION	Merchant Services Fees	W
08/22/2023	9708	2,382.80	UNIFYHR LLC	FSA deductionon 8/22/23	W
08/25/2023	9709	19,062.31	CIGNA HEALTH AND LIFE INSURANCE COMPANY	August 2023 Admin Fees	W
08/25/2023	9710	131,859.21	LAW ENFORCEMENT OFFICERS AND FIREFIGHTERS	Sept 2023 Premium	W
08/25/2023	9711	67,082.26	QBE INSURANCE CORPORATION	August 2023 Stop Loss Premium	W
08/25/2023	9712	17,276.72	SUN LIFE ASSURANCE COMPANY OF CANADA	August 2023 Premium	W
08/24/2023	9713	9,116.76	VISION SERVICE PLAN (WA)	Monthly Invoice Aug-23	W
08/28/2023	9714	2,734,820.00	BONNEVILLE POWER ADMINISTRATION	JUL23-PAT01-10089	W
08/30/2023	9715	119,237.89	CIGNA HEALTH AND LIFE INSURANCE COMPANY	Medical Claims 8/21-8/27/23	W
08/30/2023	9716	351.00	UNIFYHR LLC	August 2023 Admin Fees	W
08/29/2023	9717	1,077.84	UNIFYHR LLC	FSA deduction on 8/29/23	W
08/29/2023	9718	170.82	UNIFYHR LLC	FSA deduction on 8/29/2023	W
08/30/2023	9719	2,000,000.00	US BANK N A	FHLB #3130AWVA5-6.25% (08/28)	W
TOTAL WIRE		\$12,089,458.75			

Payroll Wires and ACH 8/1/2023 thru 8/31/2023

Effective Date	WIRE/ACH	VENDOR	PAYEE	AMOUNT	comment
08/03/2023	13511	10231	UNITED WAY OF BENTON & FRANKLIN COUNTIES	\$186.15	
08/03/2023	13512	10286	WA STATE DEPT OF RETIREMENT SYSTEMS	\$311,983.53	
08/03/2023	13513	10348	INTERNATIONAL CITY MANAGEMENT ASSOCIATION	\$202,028.07	
08/03/2023	13514	10460	STATE OF WASHINGTON EMPLOYMENT SECURITY DEPT	\$24,962.97	
08/03/2023	13515	10573	A.W. REHN & ASSOCIATES INC	\$25,875.00	
08/03/2023	13516	10646	INTERNATIONAL ASSN OF FIRE FIGHTERS	\$7,953.81	
08/03/2023	13517	10696	UNITED STATES TREASURY	\$453,944.01	
08/03/2023	13518	10698	RICHLAND POLICE GUILD	\$8,318.00	
08/03/2023	13519	10699	IUOE LOCAL #280	\$6,473.00	
08/03/2023	13520	10700	INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS	\$4,739.97	
08/03/2023	13521	10702	DIVISION OF CHILD SUPPORT	\$3,254.15	
08/03/2023	13522	10736	CITY OF RICHLAND	\$6,387.46	
08/03/2023	13523	10782	CITY OF RICHLAND DEPENDENT CARE RE	\$1,166.98	
08/03/2023	13524	10783	CITY OF RICHLAND MEDICAL DENTAL VISION	\$518,893.62	
08/03/2023	13525	10784	CITY OF RICHLAND UNEMPLOYMENT	\$3,349.72	
08/03/2023	13526	10785	CITY OF RICHLAND WORKER'S COMPENSA	\$33,712.45	
08/03/2023	13527	10786	CITY OF RICHLAND CIGNA DISABILITY	\$3,595.72	
08/03/2023	13528	10787	CITY OF RICHLAND CIGNA LIFE	\$5,829.25	
08/03/2023	13529	10788	CITY OF RICHLAND CIGNA OPTIONAL AD	\$1,692.31	
08/03/2023	13530	10789	CITY OF RICHLAND CIGNA BASIC AD&D	\$1,247.57	
08/03/2023	13531	10790	CITY OF RICHLAND CIGNA DEPENDENT L	\$160.00	
08/03/2023	13532	10791	CITY OF RICHLAND ER POST RETIREMENT	\$46,656.00	
08/03/2023	13533	10792	CITY OF RICHLAND ER MEDICAL INS PR	\$18,144.00	
08/03/2023	13534	10984	NATIONWIDE RETIREMENT SOLUTIONS	\$66,660.39	
08/23/2023	13535	51267	HRA VERA	\$8,015.90	
08/23/2023	13536	53342	PROVIDENT LIFE	\$4,350.05	
			EFFECTIVE DATE TOTAL	\$1,769,580.08	
08/17/2023	13537	10231	UNITED WAY OF BENTON & FRANKLIN COUNTIES	\$131.15	
08/17/2023	13538	10286	WA STATE DEPT OF RETIREMENT SYSTEMS	\$349,785.73	
08/17/2023	13539	10348	INTERNATIONAL CITY MANAGEMENT ASSOCIATION	\$240,190.44	
08/17/2023	13540	10460	STATE OF WASHINGTON EMPLOYMENT SECURITY DEPT	\$29,381.25	
08/17/2023	13541	10646	INTERNATIONAL ASSN OF FIRE FIGHTERS	\$7,953.81	
08/17/2023	13542	10696	UNITED STATES TREASURY	\$568,315.77	
08/17/2023	13543	10702	DIVISION OF CHILD SUPPORT	\$3,254.15	
08/17/2023	13544	10736	CITY OF RICHLAND	\$6,351.13	

Payroll Wires and ACH 8/1/2023 thru 8/31/2023

Effective Date	WIRE/ACH	VENDOR	PAYEE	AMOUNT	comment
08/17/2023	13545	10782	CITY OF RICHLAND DEPENDENT CARE RE	\$1,145.65	
08/17/2023	13546	10783	CITY OF RICHLAND MEDICAL DENTAL VISION	\$458,833.27	
08/17/2023	13547	10784	CITY OF RICHLAND UNEMPLOYMENT	\$4,015.15	
08/17/2023	13548	10785	CITY OF RICHLAND WORKER'S COMPENSA	\$38,391.29	
08/17/2023	13549	10786	CITY OF RICHLAND CIGNA DISABILITY	\$3,621.78	
08/17/2023	13550	10984	NATIONWIDE RETIREMENT SOLUTIONS	\$50,668.18	
08/17/2023	13551	31408	AMERICAN FAMILY LIFE ASSURANCE COMPANY OF COLUMBUS	\$5,487.70	
08/17/2023	13552	31409	NATIONWIDE	\$912.90	
08/17/2023	13553	31410	ARAG	\$599.50	
08/17/2023	13554	31411	ALLSTATE	\$764.50	
08/17/2023	13555	53342	PROVIDENT LIFE	\$4,388.44	
08/17/2023	13556	53343	SUN LIFE OPTIONAL LIFE INS	\$7,023.60	
08/17/2023	13557	10787	CITY OF RICHLAND CIGNA LIFE	\$15.75	
08/17/2023	13558	10789	CITY OF RICHLAND CIGNA BASIC AD&D	\$3.38	
08/17/2023	13559	10790	CITY OF RICHLAND CIGNA DEPENDENT L	\$0.40	
			EFFECTIVE DATE TOTAL	\$1,781,234.92	
08/31/2023	13560	10696	UNITED STATES TREASURY	\$3,333.94	
08/31/2023	13561	10231	UNITED WAY OF BENTON & FRANKLIN COUNTIES	\$131.15	
08/31/2023	13562	10286	WA STATE DEPT OF RETIREMENT SYSTEMS	\$347,028.41	
08/31/2023	13563	10348	INTERNATIONAL CITY MANAGEMENT ASSOCIATION	\$200,858.71	
08/31/2023	13564	10460	STATE OF WASHINGTON EMPLOYMENT SECURITY DEPT	\$23,723.08	
08/31/2023	13565	10696	UNITED STATES TREASURY	\$439,114.25	
08/31/2023	13566	10736	CITY OF RICHLAND	\$277.28	
08/31/2023	13567	10782	CITY OF RICHLAND DEPENDENT CARE RE	\$416.67	
08/31/2023	13568	10783	CITY OF RICHLAND MEDICAL DENTAL VISION	\$3,057.18	
08/31/2023	13569	10784	CITY OF RICHLAND UNEMPLOYMENT	\$3,217.07	
08/31/2023	13570	10785	CITY OF RICHLAND WORKER'S COMPENSA	\$46,623.81	
08/31/2023	13571	10790	CITY OF RICHLAND CIGNA DEPENDENT L	\$0.40	
08/31/2023	13572	10984	NATIONWIDE RETIREMENT SOLUTIONS	\$38,070.52	
08/31/2023	13573	31411	ALLSTATE	\$12.50	
			EFFECTIVE DATE TOTAL	\$1,105,864.97	
Total			WIRE TOTAL FOR SELECTED TIME PERIOD	\$4,656,679.97	

Payroll Direct Deposits / Checks 8/1/2023 - 8/31/2023

CHECK TYPE	CHECK DATE	CHECKNBR	VOID	EMP#	EMP NAME	DD AMT	VOID AMT
PAYROLL - 2023-08-03	8/3/2023	211472		0		\$2349.09	0
PAYROLL - 2023-08-03	8/3/2023	211473		0		\$3851.08	0
PAYROLL - 2023-08-03	8/3/2023	211474		0		\$1191.21	0
PAYROLL - 2023-08-03	8/3/2023	211475		0		\$1601.95	0
PAYROLL - 2023-08-03	8/3/2023	211476		0		\$2153.64	0
PAYROLL - 2023-08-03	8/3/2023	211477		0		\$4558.66	0
PAYROLL - 2023-08-03	8/3/2023	211478		0		\$1585.59	0
PAYROLL - 2023-08-03	8/3/2023	211479		0		\$2027.95	0
PAYROLL - 2023-08-03	8/3/2023	211480		0		\$330.29	0
PAYROLL - 2023-08-03	8/3/2023	211481		0		\$1651.71	0
PAYROLL - 2023-08-03	8/3/2023	211482		0		\$2171.86	0
PAYROLL - 2023-08-03	8/3/2023	211483		0		\$2768.48	0
PAYROLL - 2023-08-03	8/3/2023	211484		0		\$2649.36	0
PAYROLL - 2023-08-03	8/3/2023	211485		0		\$4742.99	0
PAYROLL - 2023-08-03	8/3/2023	211486		0		\$6436.79	0
PAYROLL - 2023-08-03	8/3/2023	211487		0		\$4677.26	0
PAYROLL - 2023-08-03	8/3/2023	211488		0		\$1911.26	0
PAYROLL - 2023-08-03	8/3/2023	211489		0		\$1893.16	0
PAYROLL - 2023-08-03	8/3/2023	211490		0		\$1232.23	0
PAYROLL - 2023-08-03	8/3/2023	211491		0		\$1078.19	0
PAYROLL - 2023-08-03	8/3/2023	211492		0		\$1538.72	0
PAYROLL - 2023-08-03	8/3/2023	211493		0		\$1854.22	0
PAYROLL - 2023-08-03	8/3/2023	211494		0		\$952.23	0
PAYROLL - 2023-08-03	8/3/2023	211495		0		\$1210.48	0
PAYROLL - 2023-08-03	8/3/2023	211496		0		\$2063.55	0
PAYROLL - 2023-08-03	8/3/2023	211497		0		\$1059.28	0
PAYROLL - 2023-08-03	8/3/2023	211498		0		\$1189.48	0
PAYROLL - 2023-08-03	8/3/2023	211499		0		\$1118.91	0
PAYROLL - 2023-08-03	8/3/2023	211500		0		\$817.93	0

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PAYROLL - 2023-08-03	8/3/2023	211501		0		\$1942.65	0
PAYROLL - 2023-08-03	8/3/2023	211502		0		\$861.82	0
PAYROLL - 2023-08-03	8/3/2023	211503		0		\$1252.82	0
PAYROLL - 2023-08-03	8/3/2023	211504		0		\$1644.89	0
PAYROLL - 2023-08-03	8/3/2023	211505		0		\$1252.82	0
PAYROLL - 2023-08-03	8/3/2023	211506		0		\$2788.95	0
PAYROLL - 2023-08-03	8/3/2023	211507		0		\$1634.55	0
PAYROLL - 2023-08-03	8/3/2023	211508		0		\$2171.33	0
PAYROLL - 2023-08-03	8/3/2023	211509		0		\$1189.53	0
PAYROLL - 2023-08-03	8/3/2023	211510		0		\$1256.60	0
PAYROLL - 2023-08-03	8/3/2023	211511		0		\$1252.82	0
PAYROLL - 2023-08-03	8/3/2023	211512		0		\$1766.00	0
PAYROLL - 2023-08-03	8/3/2023	211513		0		\$1683.68	0
PAYROLL - 2023-08-03	8/3/2023	211514		0		\$1450.42	0
PAYROLL - 2023-08-03	8/3/2023	211515		0		\$1910.90	0
PAYROLL - 2023-08-03	8/3/2023	211516		0		\$658.48	0
PAYROLL - 2023-08-03	8/3/2023	211517		0		\$1364.29	0
PAYROLL - 2023-08-03	8/3/2023	211518		0		\$1165.64	0
PAYROLL - 2023-08-03	8/3/2023	211519		0		\$1170.28	0
PAYROLL - 2023-08-03	8/3/2023	211520		0		\$1246.12	0
PAYROLL - 2023-08-03	8/3/2023	211521		0		\$1205.28	0
PAYROLL - 2023-08-03	8/3/2023	211522		0		\$1189.48	0
PAYROLL - 2023-08-03	8/3/2023	211523		0		\$2085.59	0
PAYROLL - 2023-08-03	8/3/2023	211524		0		\$1231.35	0
PAYROLL - 2023-08-03	8/3/2023	211525		0		\$1603.88	0
PAYROLL - 2023-08-03	8/3/2023	211526		0		\$1452.77	0
PAYROLL - 2023-08-03	8/3/2023	211527		0		\$1663.34	0
PAYROLL - 2023-08-03	8/3/2023	211528		0		\$1016.63	0
PAYROLL - 2023-08-03	8/3/2023	211529		0		\$1157.51	0

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PAYROLL - 2023-08-03	8/3/2023	211530		0		\$1654.23	0
PAYROLL - 2023-08-03	8/3/2023	211531		0		\$1754.59	0
PAYROLL - 2023-08-03	8/3/2023	211532		0		\$1885.72	0
PAYROLL - 2023-08-03	8/3/2023	211533		0		\$1252.82	0
PAYROLL - 2023-08-03	8/3/2023	211534		0		\$7060.29	0
PAYROLL - 2023-08-03	8/3/2023	211535		0		\$2018.92	0
PAYROLL - 2023-08-03	8/3/2023	211536		0		\$1252.82	0
PAYROLL - 2023-08-03	8/3/2023	211537		0		\$1187.16	0
PAYROLL - 2023-08-03	8/3/2023	211538		0		\$1660.24	0
PAYROLL - 2023-08-03	8/3/2023	211539		0		\$8451.89	0
PAYROLL - 2023-08-03	8/3/2023	211540		0		\$2662.86	0
PAYROLL - 2023-08-03	8/3/2023	211541		0		\$2524.77	0
PAYROLL - 2023-08-03	8/3/2023	211542		0		\$4655.89	0
PAYROLL - 2023-08-03	8/3/2023	211543		0		\$1725.87	0
PAYROLL - 2023-08-03	8/3/2023	211544		0		\$1637.69	0
PAYROLL - 2023-08-03	8/3/2023	211545		0		\$1538.73	0
PAYROLL - 2023-08-03	8/3/2023	211546		0		\$1328.48	0
PAYROLL - 2023-08-03	8/3/2023	211547		0		\$2193.19	0
PAYROLL - 2023-08-03	8/3/2023	211548		0		\$1607.29	0
PAYROLL - 2023-08-03	8/3/2023	211549		0		\$2599.61	0
PAYROLL - 2023-08-03	8/3/2023	211550		0		\$1464.99	0
PAYROLL - 2023-08-03	8/3/2023	211551		0		\$2597.18	0
PAYROLL - 2023-08-03	8/3/2023	211552		0		\$1565.96	0
PAYROLL - 2023-08-03	8/3/2023	211553		0		\$1568.78	0
PAYROLL - 2023-08-03	8/3/2023	211554		0		\$1432.82	0
PAYROLL - 2023-08-03	8/3/2023	211555		0		\$1650.41	0
PAYROLL - 2023-08-03	8/3/2023	211556		0		\$1725.54	0
PAYROLL - 2023-08-03	8/3/2023	211557		0		\$2269.14	0
PAYROLL - 2023-08-03	8/3/2023	211558		0		\$1876.23	0

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PAYROLL - 2023-08-03	8/3/2023	211559		0		\$1750.05	0
PAYROLL - 2023-08-03	8/3/2023	211560		0		\$2207.93	0
PAYROLL - 2023-08-03	8/3/2023	211561		0		\$2121.02	0
PAYROLL - 2023-08-03	8/3/2023	211562		0		\$1733.95	0
PAYROLL - 2023-08-03	8/3/2023	211563		0		\$2794.18	0
PAYROLL - 2023-08-03	8/3/2023	211564		0		\$1737.12	0
PAYROLL - 2023-08-03	8/3/2023	211565		0		\$1373.07	0
PAYROLL - 2023-08-03	8/3/2023	211566		0		\$1496.00	0
PAYROLL - 2023-08-03	8/3/2023	211567		0		\$2463.71	0
PAYROLL - 2023-08-03	8/3/2023	211568		0		\$1789.13	0
PAYROLL - 2023-08-03	8/3/2023	211569		0		\$1904.11	0
PAYROLL - 2023-08-03	8/3/2023	211570		0		\$1810.42	0
PAYROLL - 2023-08-03	8/3/2023	211571		0		\$1994.54	0
PAYROLL - 2023-08-03	8/3/2023	211572		0		\$1874.75	0
PAYROLL - 2023-08-03	8/3/2023	211573		0		\$1532.33	0
PAYROLL - 2023-08-03	8/3/2023	211574		0		\$1786.13	0
PAYROLL - 2023-08-03	8/3/2023	211575		0		\$1791.11	0
PAYROLL - 2023-08-03	8/3/2023	211576		0		\$2037.60	0
PAYROLL - 2023-08-03	8/3/2023	211577		0		\$1646.34	0
PAYROLL - 2023-08-03	8/3/2023	211578		0		\$2006.44	0
PAYROLL - 2023-08-03	8/3/2023	211579		0		\$2101.41	0
PAYROLL - 2023-08-03	8/3/2023	211580		0		\$7047.51	0
PAYROLL - 2023-08-03	8/3/2023	211581		0		\$1898.36	0
PAYROLL - 2023-08-03	8/3/2023	211582		0		\$917.33	0
PAYROLL - 2023-08-03	8/3/2023	211583		0		\$328.17	0
PAYROLL - 2023-08-03	8/3/2023	211584		0		\$1053.57	0
PAYROLL - 2023-08-03	8/3/2023	211585		0		\$366.27	0
PAYROLL - 2023-08-03	8/3/2023	211586		0		\$865.02	0
PAYROLL - 2023-08-03	8/3/2023	211587		0		\$865.02	0

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PAYROLL - 2023-08-03	8/3/2023	211588		0		\$806.39	0
PAYROLL - 2023-08-03	8/3/2023	211589		0		\$1069.22	0
PAYROLL - 2023-08-03	8/3/2023	211590		0		\$719.78	0
PAYROLL - 2023-08-03	8/3/2023	211591		0		\$1998.26	0
PAYROLL - 2023-08-03	8/3/2023	211592		0		\$958.75	0
PAYROLL - 2023-08-03	8/3/2023	211593		0		\$567.44	0
PAYROLL - 2023-08-03	8/3/2023	211594		0		\$538.85	0
PAYROLL - 2023-08-03	8/3/2023	211595		0		\$637.05	0
PAYROLL - 2023-08-03	8/3/2023	211596		0		\$1933.81	0
PAYROLL - 2023-08-03	8/3/2023	211597		0		\$792.93	0
PAYROLL - 2023-08-03	8/3/2023	211598		0		\$434.70	0
PAYROLL - 2023-08-03	8/3/2023	211599		0		\$338.89	0
PAYROLL - 2023-08-03	8/3/2023	211600		0		\$1535.75	0
PAYROLL - 2023-08-03	8/3/2023	211601		0		\$306.78	0
PAYROLL - 2023-08-03	8/3/2023	211602		0		\$2059.41	0
PAYROLL - 2023-08-03	8/3/2023	211603		0		\$49.94	0
PAYROLL - 2023-08-03	8/3/2023	211604		0		\$184.95	0
PAYROLL - 2023-08-03	8/3/2023	211605		0		\$614.53	0
PAYROLL - 2023-08-03	8/3/2023	211606		0		\$85.60	0
PAYROLL - 2023-08-03	8/3/2023	211607		0		\$1243.03	0
PAYROLL - 2023-08-03	8/3/2023	211608		0		\$192.63	0
PAYROLL - 2023-08-03	8/3/2023	211609		0		\$4120.46	0
PAYROLL - 2023-08-03	8/3/2023	211610		0		\$313.91	0
PAYROLL - 2023-08-03	8/3/2023	211611		0		\$353.62	0
PAYROLL - 2023-08-03	8/3/2023	211612		0		\$49.94	0
PAYROLL - 2023-08-03	8/3/2023	211613		0		\$399.53	0
PAYROLL - 2023-08-03	8/3/2023	211614		0		\$2563.87	0
PAYROLL - 2023-08-03	8/3/2023	211615		0		\$95.78	0
PAYROLL - 2023-08-03	8/3/2023	211616		0		\$633.37	0

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CHECK TYPE	CHECK DATE	CHECKNBR	VOID	EMP#	EMP NAME	DD AMT	VOID AMT
PAYROLL - 2023-08-03	8/3/2023	211617		0		\$1095.14	0
PAYROLL - 2023-08-03	8/3/2023	211618		0		\$397.16	0
PAYROLL - 2023-08-03	8/3/2023	211619		0		\$275.06	0
PAYROLL - 2023-08-03	8/3/2023	211620		0		\$830.69	0
PAYROLL - 2023-08-03	8/3/2023	211621		0		\$637.26	0
PAYROLL - 2023-08-03	8/3/2023	211622		0		\$957.89	0
PAYROLL - 2023-08-03	8/3/2023	211623		0		\$1062.80	0
PAYROLL - 2023-08-03	8/3/2023	211624		0		\$1684.59	0
PAYROLL - 2023-08-03	8/3/2023	211625		0		\$146.27	0
PAYROLL - 2023-08-03	8/3/2023	211626		0		\$785.67	0
PAYROLL - 2023-08-03	8/3/2023	211627		0		\$2322.99	0
PAYROLL - 2023-08-03	8/3/2023	211628		0		\$624.18	0
PAYROLL - 2023-08-03	8/3/2023	211629		0		\$510.28	0
PAYROLL - 2023-08-03	8/3/2023	211630		0		\$728.41	0
PAYROLL - 2023-08-03	8/3/2023	211631		0		\$1624.85	0
PAYROLL - 2023-08-03	8/3/2023	211632		0		\$602.78	0
PAYROLL - 2023-08-03	8/3/2023	211633		0		\$470.88	0
PAYROLL - 2023-08-03	8/3/2023	211634		0		\$174.80	0
PAYROLL - 2023-08-03	8/3/2023	211635		0		\$49.94	0
PAYROLL - 2023-08-03	8/3/2023	211636		0		\$1005.67	0
PAYROLL - 2023-08-03	8/3/2023	211637		0		\$442.33	0
PAYROLL - 2023-08-03	8/3/2023	211638		0		\$392.04	0
PAYROLL - 2023-08-03	8/3/2023	211639		0		\$522.97	0
PAYROLL - 2023-08-03	8/3/2023	211640		0		\$156.96	0
PAYROLL - 2023-08-03	8/3/2023	211641		0		\$689.44	0
PAYROLL - 2023-08-03	8/3/2023	211642		0		\$999.26	0
PAYROLL - 2023-08-03	8/3/2023	211643		0		\$1038.04	0
PAYROLL - 2023-08-03	8/3/2023	211644		0		\$1039.61	0
PAYROLL - 2023-08-03	8/3/2023	211645		0		\$321.05	0

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PAYROLL - 2023-08-03	8/3/2023	211646		0		\$861.64	0
PAYROLL - 2023-08-03	8/3/2023	211647		0		\$691.19	0
PAYROLL - 2023-08-03	8/3/2023	211648		0		\$2475.07	0
PAYROLL - 2023-08-03	8/3/2023	211649		0		\$2823.41	0
PAYROLL - 2023-08-03	8/3/2023	211650		0		\$1581.24	0
PAYROLL - 2023-08-03	8/3/2023	211651		0		\$1513.46	0
PAYROLL - 2023-08-03	8/3/2023	211652		0		\$2224.99	0
PAYROLL - 2023-08-03	8/3/2023	211653		0		\$1915.52	0
PAYROLL - 2023-08-03	8/3/2023	211654		0		\$2179.40	0
PAYROLL - 2023-08-03	8/3/2023	211655		0		\$2354.69	0
PAYROLL - 2023-08-03	8/3/2023	211656		0		\$3155.91	0
PAYROLL - 2023-08-03	8/3/2023	211657		0		\$1883.40	0
PAYROLL - 2023-08-03	8/3/2023	211658		0		\$1788.23	0
PAYROLL - 2023-08-03	8/3/2023	211659		0		\$1822.98	0
PAYROLL - 2023-08-03	8/3/2023	211660		0		\$2041.73	0
PAYROLL - 2023-08-03	8/3/2023	211661		0		\$1584.41	0
PAYROLL - 2023-08-03	8/3/2023	211662		0		\$1967.73	0
PAYROLL - 2023-08-03	8/3/2023	211663		0		\$2203.00	0
PAYROLL - 2023-08-03	8/3/2023	211664		0		\$1705.00	0
PAYROLL - 2023-08-03	8/3/2023	211665		0		\$2448.21	0
PAYROLL - 2023-08-03	8/3/2023	211666		0		\$2360.13	0
PAYROLL - 2023-08-03	8/3/2023	211667		0		\$2082.06	0
PAYROLL - 2023-08-03	8/3/2023	211668		0		\$1614.03	0
PAYROLL - 2023-08-03	8/3/2023	211669		0		\$2284.88	0
PAYROLL - 2023-08-03	8/3/2023	211670		0		\$1992.72	0
PAYROLL - 2023-08-03	8/3/2023	211671		0		\$1768.86	0
PAYROLL - 2023-08-03	8/3/2023	211672		0		\$1724.08	0
PAYROLL - 2023-08-03	8/3/2023	211673		0		\$1977.56	0
PAYROLL - 2023-08-03	8/3/2023	211674		0		\$1429.42	0

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PAYROLL - 2023-08-03	8/3/2023	211675		0		\$1564.40	0
PAYROLL - 2023-08-03	8/3/2023	211676		0		\$1841.93	0
PAYROLL - 2023-08-03	8/3/2023	211677		0		\$1727.57	0
PAYROLL - 2023-08-03	8/3/2023	211678		0		\$1871.93	0
PAYROLL - 2023-08-03	8/3/2023	211679		0		\$1767.56	0
PAYROLL - 2023-08-03	8/3/2023	211680		0		\$1927.92	0
PAYROLL - 2023-08-03	8/3/2023	211681		0		\$1106.38	0
PAYROLL - 2023-08-03	8/3/2023	211682		0		\$2896.71	0
PAYROLL - 2023-08-03	8/3/2023	211683		0		\$2339.49	0
PAYROLL - 2023-08-03	8/3/2023	211684		0		\$2079.75	0
PAYROLL - 2023-08-03	8/3/2023	211685		0		\$4060.59	0
PAYROLL - 2023-08-03	8/3/2023	211686		0		\$3047.45	0
PAYROLL - 2023-08-03	8/3/2023	211687		0		\$2089.38	0
PAYROLL - 2023-08-03	8/3/2023	211688		0		\$1124.37	0
PAYROLL - 2023-08-03	8/3/2023	211689		0		\$3488.43	0
PAYROLL - 2023-08-03	8/3/2023	211690		0		\$4216.91	0
PAYROLL - 2023-08-03	8/3/2023	211691		0		\$4641.56	0
PAYROLL - 2023-08-03	8/3/2023	211692		0		\$3498.30	0
PAYROLL - 2023-08-03	8/3/2023	211693		0		\$26315.60	0
PAYROLL - 2023-08-03	8/3/2023	211694		0		\$3757.40	0
PAYROLL - 2023-08-03	8/3/2023	211695		0		\$2947.03	0
PAYROLL - 2023-08-03	8/3/2023	211696		0		\$2256.51	0
PAYROLL - 2023-08-03	8/3/2023	211697		0		\$3227.89	0
PAYROLL - 2023-08-03	8/3/2023	211698		0		\$3283.08	0
PAYROLL - 2023-08-03	8/3/2023	211699		0		\$4018.12	0
PAYROLL - 2023-08-03	8/3/2023	211700		0		\$2763.77	0
PAYROLL - 2023-08-03	8/3/2023	211701		0		\$2591.11	0
PAYROLL - 2023-08-03	8/3/2023	211702		0		\$2844.59	0
PAYROLL - 2023-08-03	8/3/2023	211703		0		\$3147.30	0

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CHECK TYPE	CHECK DATE	CHECKNBR	VOID	EMP#	EMP NAME	DD AMT	VOID AMT
PAYROLL - 2023-08-03	8/3/2023	211704		0		\$5279.31	0
PAYROLL - 2023-08-03	8/3/2023	211705		0		\$5222.56	0
PAYROLL - 2023-08-03	8/3/2023	211706		0		\$2990.44	0
PAYROLL - 2023-08-03	8/3/2023	211707		0		\$2963.39	0
PAYROLL - 2023-08-03	8/3/2023	211708		0		\$3201.74	0
PAYROLL - 2023-08-03	8/3/2023	211709		0		\$2476.62	0
PAYROLL - 2023-08-03	8/3/2023	211710		0		\$3559.20	0
PAYROLL - 2023-08-03	8/3/2023	211711		0		\$3529.90	0
PAYROLL - 2023-08-03	8/3/2023	211712		0		\$1692.06	0
PAYROLL - 2023-08-03	8/3/2023	211713		0		\$3358.15	0
PAYROLL - 2023-08-03	8/3/2023	211714		0		\$2096.49	0
PAYROLL - 2023-08-03	8/3/2023	211715		0		\$2219.45	0
PAYROLL - 2023-08-03	8/3/2023	211716		0		\$3317.46	0
PAYROLL - 2023-08-03	8/3/2023	211717		0		\$5696.75	0
PAYROLL - 2023-08-03	8/3/2023	211718		0		\$5079.00	0
PAYROLL - 2023-08-03	8/3/2023	211719		0		\$4099.76	0
PAYROLL - 2023-08-03	8/3/2023	211720		0		\$3209.72	0
PAYROLL - 2023-08-03	8/3/2023	211721		0		\$2155.82	0
PAYROLL - 2023-08-03	8/3/2023	211722		0		\$2731.25	0
PAYROLL - 2023-08-03	8/3/2023	211723		0		\$2136.70	0
PAYROLL - 2023-08-03	8/3/2023	211724		0		\$1318.60	0
PAYROLL - 2023-08-03	8/3/2023	211725		0		\$4321.81	0
PAYROLL - 2023-08-03	8/3/2023	211726		0		\$2926.55	0
PAYROLL - 2023-08-03	8/3/2023	211727		0		\$2435.77	0
PAYROLL - 2023-08-03	8/3/2023	211728		0		\$2392.75	0
PAYROLL - 2023-08-03	8/3/2023	211729		0		\$3110.99	0
PAYROLL - 2023-08-03	8/3/2023	211730		0		\$1643.04	0
PAYROLL - 2023-08-03	8/3/2023	211731		0		\$2465.94	0
PAYROLL - 2023-08-03	8/3/2023	211732		0		\$3984.66	0

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CHECK TYPE	CHECK DATE	CHECKNBR	VOID	EMP#	EMP NAME	DD AMT	VOID AMT
PAYROLL - 2023-08-03	8/3/2023	211733		0		\$2635.22	0
PAYROLL - 2023-08-03	8/3/2023	211734		0		\$2988.90	0
PAYROLL - 2023-08-03	8/3/2023	211735		0		\$2597.08	0
PAYROLL - 2023-08-03	8/3/2023	211736		0		\$2671.24	0
PAYROLL - 2023-08-03	8/3/2023	211737		0		\$2387.22	0
PAYROLL - 2023-08-03	8/3/2023	211738		0		\$2666.74	0
PAYROLL - 2023-08-03	8/3/2023	211739		0		\$3622.59	0
PAYROLL - 2023-08-03	8/3/2023	211740		0		\$3413.53	0
PAYROLL - 2023-08-03	8/3/2023	211741		0		\$4709.89	0
PAYROLL - 2023-08-03	8/3/2023	211742		0		\$2653.35	0
PAYROLL - 2023-08-03	8/3/2023	211743		0		\$2549.09	0
PAYROLL - 2023-08-03	8/3/2023	211744		0		\$3769.66	0
PAYROLL - 2023-08-03	8/3/2023	211745		0		\$2704.43	0
PAYROLL - 2023-08-03	8/3/2023	211746		0		\$3207.40	0
PAYROLL - 2023-08-03	8/3/2023	211747		0		\$2405.41	0
PAYROLL - 2023-08-03	8/3/2023	211748		0		\$5234.33	0
PAYROLL - 2023-08-03	8/3/2023	211749		0		\$4184.84	0
PAYROLL - 2023-08-03	8/3/2023	211750		0		\$2948.19	0
PAYROLL - 2023-08-03	8/3/2023	211751		0		\$4378.41	0
PAYROLL - 2023-08-03	8/3/2023	211752		0		\$3930.19	0
PAYROLL - 2023-08-03	8/3/2023	211753		0		\$3403.78	0
PAYROLL - 2023-08-03	8/3/2023	211754		0		\$1328.53	0
PAYROLL - 2023-08-03	8/3/2023	211755		0		\$2157.73	0
PAYROLL - 2023-08-03	8/3/2023	211756		0		\$4513.11	0
PAYROLL - 2023-08-03	8/3/2023	211757		0		\$3721.51	0
PAYROLL - 2023-08-03	8/3/2023	211758		0		\$4376.34	0
PAYROLL - 2023-08-03	8/3/2023	211759		0		\$2823.70	0
PAYROLL - 2023-08-03	8/3/2023	211760		0		\$4121.54	0
PAYROLL - 2023-08-03	8/3/2023	211761		0		\$3746.01	0

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CHECK TYPE	CHECK DATE	CHECKNBR	VOID	EMP#	EMP NAME	DD AMT	VOID AMT
PAYROLL - 2023-08-03	8/3/2023	211762		0		\$3960.76	0
PAYROLL - 2023-08-03	8/3/2023	211763		0		\$3093.99	0
PAYROLL - 2023-08-03	8/3/2023	211764		0		\$1599.18	0
PAYROLL - 2023-08-03	8/3/2023	211765		0		\$2748.73	0
PAYROLL - 2023-08-03	8/3/2023	211766		0		\$2033.11	0
PAYROLL - 2023-08-03	8/3/2023	211767		0		\$1246.54	0
PAYROLL - 2023-08-03	8/3/2023	211768		0		\$2750.46	0
PAYROLL - 2023-08-03	8/3/2023	211769		0		\$4510.91	0
PAYROLL - 2023-08-03	8/3/2023	211770		0		\$3451.20	0
PAYROLL - 2023-08-03	8/3/2023	211771		0		\$2171.97	0
PAYROLL - 2023-08-03	8/3/2023	211772		0		\$2594.91	0
PAYROLL - 2023-08-03	8/3/2023	211773		0		\$2525.53	0
PAYROLL - 2023-08-03	8/3/2023	211774		0		\$1900.21	0
PAYROLL - 2023-08-03	8/3/2023	211775		0		\$3432.11	0
PAYROLL - 2023-08-03	8/3/2023	211776		0		\$4825.66	0
PAYROLL - 2023-08-03	8/3/2023	211777		0		\$2850.62	0
PAYROLL - 2023-08-03	8/3/2023	211778		0		\$3941.89	0
PAYROLL - 2023-08-03	8/3/2023	211779		0		\$4004.55	0
PAYROLL - 2023-08-03	8/3/2023	211780		0		\$3436.39	0
PAYROLL - 2023-08-03	8/3/2023	211781		0		\$3052.28	0
PAYROLL - 2023-08-03	8/3/2023	211782		0		\$1646.36	0
PAYROLL - 2023-08-03	8/3/2023	211783		0		\$2943.88	0
PAYROLL - 2023-08-03	8/3/2023	211784		0		\$1657.01	0
PAYROLL - 2023-08-03	8/3/2023	211785		0		\$2757.65	0
PAYROLL - 2023-08-03	8/3/2023	211786		0		\$2032.11	0
PAYROLL - 2023-08-03	8/3/2023	211787		0		\$2730.44	0
PAYROLL - 2023-08-03	8/3/2023	211788		0		\$2837.87	0
PAYROLL - 2023-08-03	8/3/2023	211789		0		\$5286.24	0
PAYROLL - 2023-08-03	8/3/2023	211790		0		\$4543.24	0

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CHECK TYPE	CHECK DATE	CHECKNBR	VOID	EMP#	EMP NAME	DD AMT	VOID AMT
PAYROLL - 2023-08-03	8/3/2023	211791		0		\$3301.84	0
PAYROLL - 2023-08-03	8/3/2023	211792		0		\$3947.01	0
PAYROLL - 2023-08-03	8/3/2023	211793		0		\$4570.57	0
PAYROLL - 2023-08-03	8/3/2023	211794		0		\$2558.49	0
PAYROLL - 2023-08-03	8/3/2023	211795		0		\$2952.36	0
PAYROLL - 2023-08-03	8/3/2023	211796		0		\$1482.47	0
PAYROLL - 2023-08-03	8/3/2023	211797		0		\$2260.72	0
PAYROLL - 2023-08-03	8/3/2023	211798		0		\$1642.26	0
PAYROLL - 2023-08-03	8/3/2023	211799		0		\$3665.38	0
PAYROLL - 2023-08-03	8/3/2023	211800		0		\$2680.03	0
PAYROLL - 2023-08-03	8/3/2023	211801		0		\$4387.62	0
PAYROLL - 2023-08-03	8/3/2023	211802		0		\$3400.82	0
PAYROLL - 2023-08-03	8/3/2023	211803		0		\$2964.77	0
PAYROLL - 2023-08-03	8/3/2023	211804		0		\$1853.31	0
PAYROLL - 2023-08-03	8/3/2023	211805		0		\$1637.29	0
PAYROLL - 2023-08-03	8/3/2023	211806		0		\$4646.66	0
PAYROLL - 2023-08-03	8/3/2023	211807		0		\$3361.68	0
PAYROLL - 2023-08-03	8/3/2023	211808		0		\$2353.66	0
PAYROLL - 2023-08-03	8/3/2023	211809		0		\$2440.58	0
PAYROLL - 2023-08-03	8/3/2023	211810		0		\$2983.88	0
PAYROLL - 2023-08-03	8/3/2023	211811		0		\$4061.37	0
PAYROLL - 2023-08-03	8/3/2023	211812		0		\$3898.03	0
PAYROLL - 2023-08-03	8/3/2023	211813		0		\$3857.50	0
PAYROLL - 2023-08-03	8/3/2023	211814		0		\$1551.72	0
PAYROLL - 2023-08-03	8/3/2023	211815		0		\$4206.85	0
PAYROLL - 2023-08-03	8/3/2023	211816		0		\$4094.20	0
PAYROLL - 2023-08-03	8/3/2023	211817		0		\$2708.60	0
PAYROLL - 2023-08-03	8/3/2023	211818		0		\$2886.14	0
PAYROLL - 2023-08-03	8/3/2023	211819		0		\$3023.22	0

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CHECK TYPE	CHECK DATE	CHECKNBR	VOID	EMP#	EMP NAME	DD AMT	VOID AMT
PAYROLL - 2023-08-03	8/3/2023	211820		0		\$2605.82	0
PAYROLL - 2023-08-03	8/3/2023	211821		0		\$1392.20	0
PAYROLL - 2023-08-03	8/3/2023	211822		0		\$1487.52	0
PAYROLL - 2023-08-03	8/3/2023	211823		0		\$3548.89	0
PAYROLL - 2023-08-03	8/3/2023	211824		0		\$2575.95	0
PAYROLL - 2023-08-03	8/3/2023	211825		0		\$3248.64	0
PAYROLL - 2023-08-03	8/3/2023	211826		0		\$3913.48	0
PAYROLL - 2023-08-03	8/3/2023	211827		0		\$4238.64	0
PAYROLL - 2023-08-03	8/3/2023	211828		0		\$2356.23	0
PAYROLL - 2023-08-03	8/3/2023	211829		0		\$1382.69	0
PAYROLL - 2023-08-03	8/3/2023	211830		0		\$3778.23	0
PAYROLL - 2023-08-03	8/3/2023	211831		0		\$2890.06	0
PAYROLL - 2023-08-03	8/3/2023	211832		0		\$3423.87	0
PAYROLL - 2023-08-03	8/3/2023	211833		0		\$5243.39	0
PAYROLL - 2023-08-03	8/3/2023	211834		0		\$4973.16	0
PAYROLL - 2023-08-03	8/3/2023	211835		0		\$2755.48	0
PAYROLL - 2023-08-03	8/3/2023	211836		0		\$3379.07	0
PAYROLL - 2023-08-03	8/3/2023	211837		0		\$1634.19	0
PAYROLL - 2023-08-03	8/3/2023	211838		0		\$3228.00	0
PAYROLL - 2023-08-03	8/3/2023	211839		0		\$1395.92	0
PAYROLL - 2023-08-03	8/3/2023	211840		0		\$3570.80	0
PAYROLL - 2023-08-03	8/3/2023	211841		0		\$3644.82	0
PAYROLL - 2023-08-03	8/3/2023	211842		0		\$1912.83	0
PAYROLL - 2023-08-03	8/3/2023	211843		0		\$2154.49	0
PAYROLL - 2023-08-03	8/3/2023	211844		0		\$4249.13	0
PAYROLL - 2023-08-03	8/3/2023	211845		0		\$1920.06	0
PAYROLL - 2023-08-03	8/3/2023	211846		0		\$4174.01	0
PAYROLL - 2023-08-03	8/3/2023	211847		0		\$4935.85	0
PAYROLL - 2023-08-03	8/3/2023	211848		0		\$2064.79	0

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CHECK TYPE	CHECK DATE	CHECKNBR	VOID	EMP#	EMP NAME	DD AMT	VOID AMT
PAYROLL - 2023-08-03	8/3/2023	211849		0		\$6972.84	0
PAYROLL - 2023-08-03	8/3/2023	211850		0		\$2089.89	0
PAYROLL - 2023-08-03	8/3/2023	211851		0		\$4803.33	0
PAYROLL - 2023-08-03	8/3/2023	211852		0		\$3234.41	0
PAYROLL - 2023-08-03	8/3/2023	211853		0		\$1618.30	0
PAYROLL - 2023-08-03	8/3/2023	211854		0		\$1540.52	0
PAYROLL - 2023-08-03	8/3/2023	211855		0		\$4009.93	0
PAYROLL - 2023-08-03	8/3/2023	211856		0		\$5770.30	0
PAYROLL - 2023-08-03	8/3/2023	211857		0		\$5239.13	0
PAYROLL - 2023-08-03	8/3/2023	211858		0		\$1629.96	0
PAYROLL - 2023-08-03	8/3/2023	211859		0		\$2862.72	0
PAYROLL - 2023-08-03	8/3/2023	211860		0		\$875.39	0
PAYROLL - 2023-08-03	8/3/2023	211861		0		\$6237.73	0
PAYROLL - 2023-08-03	8/3/2023	211862		0		\$6440.76	0
PAYROLL - 2023-08-03	8/3/2023	211863		0		\$3576.17	0
PAYROLL - 2023-08-03	8/3/2023	211864		0		\$2886.07	0
PAYROLL - 2023-08-03	8/3/2023	211865		0		\$2693.42	0
PAYROLL - 2023-08-03	8/3/2023	211866		0		\$2556.61	0
PAYROLL - 2023-08-03	8/3/2023	211867		0		\$3125.41	0
PAYROLL - 2023-08-03	8/3/2023	211868		0		\$1578.21	0
PAYROLL - 2023-08-03	8/3/2023	211869		0		\$5262.01	0
PAYROLL - 2023-08-03	8/3/2023	211870		0		\$3887.99	0
PAYROLL - 2023-08-03	8/3/2023	211871		0		\$2760.25	0
PAYROLL - 2023-08-03	8/3/2023	211872		0		\$2455.82	0
PAYROLL - 2023-08-03	8/3/2023	211873		0		\$2960.06	0
PAYROLL - 2023-08-03	8/3/2023	211874		0		\$2572.93	0
PAYROLL - 2023-08-03	8/3/2023	211875		0		\$4124.79	0
PAYROLL - 2023-08-03	8/3/2023	211876		0		\$3696.76	0
PAYROLL - 2023-08-03	8/3/2023	211877		0		\$3076.59	0

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CHECK TYPE	CHECK DATE	CHECKNBR	VOID	EMP#	EMP NAME	DD AMT	VOID AMT
PAYROLL - 2023-08-03	8/3/2023	211878		0		\$4214.91	0
PAYROLL - 2023-08-03	8/3/2023	211879		0		\$2616.78	0
PAYROLL - 2023-08-03	8/3/2023	211880		0		\$4010.06	0
PAYROLL - 2023-08-03	8/3/2023	211881		0		\$1524.50	0
PAYROLL - 2023-08-03	8/3/2023	211882		0		\$4365.88	0
PAYROLL - 2023-08-03	8/3/2023	211883		0		\$2347.85	0
PAYROLL - 2023-08-03	8/3/2023	211884		0		\$3150.87	0
PAYROLL - 2023-08-03	8/3/2023	211885		0		\$2452.80	0
PAYROLL - 2023-08-03	8/3/2023	211886		0		\$3072.23	0
PAYROLL - 2023-08-03	8/3/2023	211887		0		\$3336.16	0
PAYROLL - 2023-08-03	8/3/2023	211888		0		\$1747.14	0
PAYROLL - 2023-08-03	8/3/2023	211889		0		\$2560.17	0
PAYROLL - 2023-08-03	8/3/2023	211890		0		\$4097.31	0
PAYROLL - 2023-08-03	8/3/2023	211891		0		\$3664.96	0
PAYROLL - 2023-08-03	8/3/2023	211892		0		\$3779.29	0
PAYROLL - 2023-08-03	8/3/2023	211893		0		\$2727.21	0
PAYROLL - 2023-08-03	8/3/2023	211894		0		\$2953.47	0
PAYROLL - 2023-08-03	8/3/2023	211895		0		\$3009.56	0
PAYROLL - 2023-08-03	8/3/2023	211896		0		\$1066.76	0
PAYROLL - 2023-08-03	8/3/2023	211897		0		\$1547.14	0
PAYROLL - 2023-08-03	8/3/2023	211898		0		\$2364.96	0
PAYROLL - 2023-08-03	8/3/2023	211899		0		\$2310.48	0
PAYROLL - 2023-08-03	8/3/2023	211900		0		\$2519.26	0
PAYROLL - 2023-08-03	8/3/2023	211901		0		\$1642.96	0
PAYROLL - 2023-08-03	8/3/2023	211902		0		\$839.85	0
PAYROLL - 2023-08-03	8/3/2023	211903		0		\$2355.78	0
PAYROLL - 2023-08-03	8/3/2023	211904		0		\$2424.47	0
PAYROLL - 2023-08-03	8/3/2023	211905		0		\$2338.04	0
PAYROLL - 2023-08-03	8/3/2023	211906		0		\$1804.52	0

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CHECK TYPE	CHECK DATE	CHECKNBR	VOID	EMP#	EMP NAME	DD AMT	VOID AMT
PAYROLL - 2023-08-03	8/3/2023	211907		0		\$2298.19	0
PAYROLL - 2023-08-03	8/3/2023	211908		0		\$2351.87	0
PAYROLL - 2023-08-03	8/3/2023	211909		0		\$2757.64	0
PAYROLL - 2023-08-03	8/3/2023	211910		0		\$1833.44	0
PAYROLL - 2023-08-03	8/3/2023	211911		0		\$1719.87	0
PAYROLL - 2023-08-03	8/3/2023	211912		0		\$5008.40	0
PAYROLL - 2023-08-03	8/3/2023	211913		0		\$1978.99	0
PAYROLL - 2023-08-03	8/3/2023	211914		0		\$2277.72	0
PAYROLL - 2023-08-03	8/3/2023	211915		0		\$1932.43	0
PAYROLL - 2023-08-03	8/3/2023	211916		0		\$3155.46	0
PAYROLL - 2023-08-03	8/3/2023	211917		0		\$1840.95	0
PAYROLL - 2023-08-03	8/3/2023	211918		0		\$1824.75	0
PAYROLL - 2023-08-03	8/3/2023	211919		0		\$1628.82	0
PAYROLL - 2023-08-03	8/3/2023	211920		0		\$1671.66	0
PAYROLL - 2023-08-03	8/3/2023	211921		0		\$2118.51	0
PAYROLL - 2023-08-03	8/3/2023	211922		0		\$2006.27	0
PAYROLL - 2023-08-03	8/3/2023	211923		0		\$4089.66	0
PAYROLL - 2023-08-03	8/3/2023	211924		0		\$2871.69	0
PAYROLL - 2023-08-03	8/3/2023	211925		0		\$1548.54	0
PAYROLL - 2023-08-03	8/3/2023	211926		0		\$1859.13	0
PAYROLL - 2023-08-03	8/3/2023	211927		0		\$1822.66	0
PAYROLL - 2023-08-03	8/3/2023	211928		0		\$2145.70	0
PAYROLL - 2023-08-03	8/3/2023	211929		0		\$2047.86	0
PAYROLL - 2023-08-03	8/3/2023	211930		0		\$2133.97	0
PAYROLL - 2023-08-03	8/3/2023	211931		0		\$1719.48	0
PAYROLL - 2023-08-03	8/3/2023	211932		0		\$1955.31	0
PAYROLL - 2023-08-03	8/3/2023	211933		0		\$1356.99	0
PAYROLL - 2023-08-03	8/3/2023	211934		0		\$2324.88	0
PAYROLL - 2023-08-03	8/3/2023	211935		0		\$1452.59	0

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PAYROLL - 2023-08-03	8/3/2023	211936		0		\$2451.68	0
PAYROLL - 2023-08-03	8/3/2023	211937		0		\$1771.14	0
PAYROLL - 2023-08-03	8/3/2023	211938		0		\$1906.62	0
PAYROLL - 2023-08-03	8/3/2023	211939		0		\$1650.82	0
PAYROLL - 2023-08-03	8/3/2023	211940		0		\$1941.25	0
PAYROLL - 2023-08-03	8/3/2023	211941		0		\$2212.86	0
PAYROLL - 2023-08-03	8/3/2023	211942		0		\$1889.54	0
PAYROLL - 2023-08-03	8/3/2023	211943		0		\$1829.85	0
PAYROLL - 2023-08-03	8/3/2023	211944		0		\$1894.98	0
PAYROLL - 2023-08-03	8/3/2023	211945		0		\$2146.20	0
PAYROLL - 2023-08-03	8/3/2023	211946		0		\$2440.88	0
PAYROLL - 2023-08-03	8/3/2023	211947		0		\$2297.95	0
PAYROLL - 2023-08-03	8/3/2023	211948		0		\$2063.39	0
PAYROLL - 2023-08-03	8/3/2023	211949		0		\$2405.45	0
PAYROLL - 2023-08-03	8/3/2023	211950		0		\$1056.80	0
PAYROLL - 2023-08-03	8/3/2023	211951		0		\$1762.50	0
PAYROLL - 2023-08-03	8/3/2023	211952		0		\$1889.26	0
PAYROLL - 2023-08-03	8/3/2023	211953		0		\$1855.43	0
PAYROLL - 2023-08-03	8/3/2023	211954		0		\$1980.31	0
PAYROLL - 2023-08-03	8/3/2023	211955		0		\$1631.92	0
PAYROLL - 2023-08-03	8/3/2023	211956		0		\$1881.85	0
PAYROLL - 2023-08-03	8/3/2023	211957		0		\$1835.07	0
PAYROLL - 2023-08-03	8/3/2023	211958		0		\$1944.43	0
PAYROLL - 2023-08-03	8/3/2023	211959		0		\$1586.21	0
PAYROLL - 2023-08-03	8/3/2023	211960		0		\$1487.87	0
PAYROLL - 2023-08-03	8/3/2023	211961		0		\$2571.00	0
PAYROLL - 2023-08-03	8/3/2023	211962		0		\$689.91	0
PAYROLL - 2023-08-03	8/3/2023	211963		0		\$2196.18	0
PAYROLL - 2023-08-03	8/3/2023	211964		0		\$2027.85	0

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PAYROLL - 2023-08-03	8/3/2023	211965		0		\$1619.32	0
PAYROLL - 2023-08-03	8/3/2023	211966		0		\$2094.81	0
PAYROLL - 2023-08-03	8/3/2023	211967		0		\$1913.24	0
PAYROLL - 2023-08-03	8/3/2023	211968		0		\$2143.89	0
PAYROLL - 2023-08-03	8/3/2023	211969		0		\$2621.89	0
PAYROLL - 2023-08-03	8/3/2023	211970		0		\$1219.32	0
PAYROLL - 2023-08-03	8/3/2023	211971		0		\$1896.25	0
PAYROLL - 2023-08-03	8/3/2023	211972		0		\$1192.95	0
PAYROLL - 2023-08-03	8/3/2023	211973		0		\$2013.62	0
PAYROLL - 2023-08-03	8/3/2023	211974		0		\$1846.61	0
PAYROLL - 2023-08-03	8/3/2023	211975		0		\$1910.79	0
PAYROLL - 2023-08-03	8/3/2023	211976		0		\$2028.27	0
PAYROLL - 2023-08-03	8/3/2023	211977		0		\$2379.43	0
PAYROLL - 2023-08-03	8/3/2023	211978		0		\$1814.50	0
PAYROLL - 2023-08-03	8/3/2023	211979		0		\$2020.89	0
PAYROLL - 2023-08-03	8/3/2023	211980		0		\$1926.44	0
PAYROLL - 2023-08-03	8/3/2023	211981		0		\$1740.66	0
PAYROLL - 2023-08-03	8/3/2023	211982		0		\$2491.22	0
PAYROLL - 2023-08-03	8/3/2023	211983		0		\$2100.95	0
PAYROLL - 2023-08-03	8/3/2023	211984		0		\$1756.95	0
PAYROLL - 2023-08-03	8/3/2023	211985		0		\$2856.24	0
PAYROLL - 2023-08-03	8/3/2023	211986		0		\$2171.21	0
PAYROLL - 2023-08-03	8/3/2023	211987		0		\$2966.14	0
PAYROLL - 2023-08-03	8/3/2023	211988		0		\$1382.49	0
PAYROLL - 2023-08-03	8/3/2023	211989		0		\$2420.07	0
PAYROLL - 2023-08-03	8/3/2023	211990		0		\$1399.65	0
PAYROLL - 2023-08-03	8/3/2023	211991		0		\$2417.07	0
PAYROLL - 2023-08-03	8/3/2023	211992		0		\$2144.51	0
PAYROLL - 2023-08-03	8/3/2023	211993		0		\$3029.12	0

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PAYROLL - 2023-08-03	8/3/2023	211994		0		\$1520.04	0
PAYROLL - 2023-08-03	8/3/2023	211995		0		\$1180.07	0
PAYROLL - 2023-08-03	8/3/2023	211996		0		\$1965.11	0
PAYROLL - 2023-08-03	8/3/2023	211997		0		\$2844.69	0
PAYROLL - 2023-08-03	8/3/2023	211998		0		\$3480.28	0
PAYROLL - 2023-08-03	8/3/2023	211999		0		\$2060.15	0
PAYROLL - 2023-08-03	8/3/2023	212000		0		\$1454.03	0
PAYROLL - 2023-08-03	8/3/2023	212001		0		\$1838.55	0
PAYROLL - 2023-08-03	8/3/2023	212002		0		\$1578.96	0
PAYROLL - 2023-08-03	8/3/2023	212003		0		\$2185.93	0
PAYROLL - 2023-08-03	8/3/2023	212004		0		\$1726.43	0
PAYROLL - 2023-08-03	8/3/2023	212005		0		\$1905.65	0
PAYROLL - 2023-08-03	8/3/2023	212006		0		\$2093.55	0
PAYROLL - 2023-08-03	8/3/2023	212007		0		\$2088.52	0
PAYROLL - 2023-08-03	8/3/2023	212008		0		\$4334.08	0
PAYROLL - 2023-08-03	8/3/2023	212009		0		\$1685.81	0
PAYROLL - 2023-08-03	8/3/2023	212010		0		\$2610.92	0
PAYROLL - 2023-08-03	8/3/2023	212011		0		\$2004.80	0
PAYROLL - 2023-08-03	8/3/2023	212012		0		\$1754.15	0
PAYROLL - 2023-08-03	8/3/2023	212013		0		\$1199.29	0
PAYROLL - 2023-08-03	8/3/2023	212014		0		\$2391.10	0
PAYROLL - 2023-08-03	8/3/2023	212015		0		\$2124.70	0
PAYROLL - 2023-08-03	8/3/2023	212016		0		\$2416.34	0
PAYROLL - 2023-08-03	8/3/2023	212017		0		\$3007.29	0
PAYROLL - 2023-08-03	8/3/2023	212018		0		\$3281.07	0
PAYROLL - 2023-08-03	8/3/2023	212019		0		\$2808.46	0
PAYROLL - 2023-08-03	8/3/2023	212020		0		\$2266.75	0
PAYROLL - 2023-08-03	8/3/2023	212021		0		\$1515.96	0
PAYROLL - 2023-08-03	8/3/2023	212022		0		\$2881.12	0

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PAYROLL - 2023-08-03	8/3/2023	212023		0		\$2028.66	0
PAYROLL - 2023-08-03	8/3/2023	212024		0		\$2923.50	0
PAYROLL - 2023-08-03	8/3/2023	212025		0		\$3527.60	0
PAYROLL - 2023-08-03	8/3/2023	212026		0		\$1534.60	0
PAYROLL - 2023-08-03	8/3/2023	212027		0		\$2056.43	0
PAYROLL - 2023-08-03	8/3/2023	212028		0		\$4342.65	0
PAYROLL - 2023-08-03	8/3/2023	212029		0		\$1948.17	0
PAYROLL - 2023-08-03	8/3/2023	212030		0		\$4828.98	0
PAYROLL - 2023-08-03	8/3/2023	212031		0		\$966.53	0
PAYROLL - 2023-08-03	8/3/2023	212032		0		\$2394.83	0
PAYROLL - 2023-08-03	8/3/2023	212033		0		\$1938.96	0
PAYROLL - 2023-08-03	8/3/2023	212034		0		\$2106.49	0
PAYROLL - 2023-08-03	8/3/2023	212035		0		\$2824.30	0
PAYROLL - 2023-08-03	8/3/2023	212036		0		\$1916.25	0
PAYROLL - 2023-08-03	8/3/2023	212037		0		\$2632.09	0
PAYROLL - 2023-08-03	8/3/2023	212038		0		\$2292.03	0
PAYROLL - 2023-08-03	8/3/2023	212039		0		\$1809.73	0
PAYROLL - 2023-08-03	8/3/2023	212040		0		\$2227.53	0
PAYROLL - 2023-08-03	8/3/2023	212041		0		\$4301.09	0
PAYROLL - 2023-08-03	8/3/2023	212042		0		\$3957.92	0
PAYROLL - 2023-08-03	8/3/2023	212043		0		\$2904.16	0
PAYROLL - 2023-08-03	8/3/2023	212044		0		\$1592.45	0
PAYROLL - 2023-08-03	8/3/2023	212045		0		\$2216.61	0
PAYROLL - 2023-08-03	8/3/2023	212046		0		\$3014.37	0
PAYROLL - 2023-08-03	8/3/2023	212047		0		\$1480.29	0
PAYROLL - 2023-08-03	8/3/2023	212048		0		\$2489.77	0
PAYROLL - 2023-08-03	8/3/2023	212049		0		\$2522.98	0
PAYROLL - 2023-08-03	8/3/2023	212050		0		\$2178.34	0
PAYROLL - 2023-08-03	8/3/2023	212051		0		\$1230.73	0

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PAYROLL - 2023-08-03	8/3/2023	212052		0		\$1274.06	0
PAYROLL - 2023-08-03	8/3/2023	212053		0		\$2509.25	0
PAYROLL - 2023-08-03	8/3/2023	212054		0		\$3227.46	0
PAYROLL - 2023-08-03	8/3/2023	212055		0		\$1875.93	0
PAYROLL - 2023-08-03	8/3/2023	212056		0		\$1147.08	0
PAYROLL - 2023-08-03	8/3/2023	212057		0		\$2037.68	0
PAYROLL - 2023-08-03	8/3/2023	212058		0		\$1818.16	0
PAYROLL - 2023-08-03	8/3/2023	212059		0		\$869.57	0
PAYROLL - 2023-08-03	8/3/2023	212060		0		\$1649.31	0
PAYROLL - 2023-08-03	8/3/2023	212061		0		\$1912.71	0
PAYROLL - 2023-08-03	8/3/2023	212062		0		\$1188.26	0
PAYROLL - 2023-08-03	8/3/2023	212063		0		\$122.32	0
PAYROLL - 2023-08-03	8/3/2023	212064		0		\$733.80	0
PAYROLL - 2023-08-03	8/3/2023	212065		0		\$843.57	0
PAYROLL - 2023-08-03	8/3/2023	212066		0		\$206.22	0
PAYROLL - 2023-08-03	8/3/2023	212067		0		\$2041.41	0
PAYROLL - 2023-08-03	8/3/2023	212068		0		\$1011.80	0
PAYROLL - 2023-08-03	8/3/2023	212069		0		\$992.84	0
PAYROLL - 2023-08-03	8/3/2023	212070		0		\$1765.02	0
PAYROLL - 2023-08-03	8/3/2023	212071		0		\$447.30	0
PAYROLL - 2023-08-03	8/3/2023	212072		0		\$2771.44	0
PAYROLL - 2023-08-03	8/3/2023	212073		0		\$1363.57	0
PAYROLL - 2023-08-03	8/3/2023	212074		0		\$830.30	0
PAYROLL - 2023-08-03	8/3/2023	212075		0		\$1849.63	0
PAYROLL - 2023-08-03	8/3/2023	212076		0		\$1512.83	0
PAYROLL - 2023-08-03	8/3/2023	212077		0		\$1985.35	0
PAYROLL - 2023-08-03	8/3/2023	212078		0		\$1303.85	0
PAYROLL - 2023-08-03	8/3/2023	212079		0		\$901.79	0
PAYROLL - 2023-08-03	8/3/2023	212080		0		\$601.29	0

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PAYROLL - 2023-08-03	8/3/2023	212081		0		\$1588.30	0
PAYROLL - 2023-08-03	8/3/2023	212082		0		\$1425.39	0
PAYROLL - 2023-08-03	8/3/2023	212083		0		\$1750.48	0
PAYROLL - 2023-08-03	8/3/2023	212084		0		\$594.72	0
PAYROLL - 2023-08-03	8/3/2023	212085		0		\$1906.00	0
PAYROLL - 2023-08-03	8/3/2023	212086		0		\$376.87	0
PAYROLL - 2023-08-03	8/3/2023	212087		0		\$527.81	0
PAYROLL - 2023-08-03	8/3/2023	212088		0		\$424.50	0
PAYROLL - 2023-08-03	8/3/2023	212089		0		\$75.00	0
PAYROLL - 2023-08-03	8/3/2023	212090		0		\$622.80	0
PAYROLL - 2023-08-03	8/3/2023	212091		0		\$7357.06	0
PAYROLL - 2023-08-03	TOTALS:					\$1,432,379.08	0
PAYROLL - 2023-08-17	8/17/2023	212092		0		\$2597.25	0
PAYROLL - 2023-08-17	8/17/2023	212093		0		\$3567.28	0
PAYROLL - 2023-08-17	8/17/2023	212094		0		\$1083.00	0
PAYROLL - 2023-08-17	8/17/2023	212095		0		\$1587.60	0
PAYROLL - 2023-08-17	8/17/2023	212096		0		\$2156.35	0
PAYROLL - 2023-08-17	8/17/2023	212097		0		\$4293.60	0
PAYROLL - 2023-08-17	8/17/2023	212098		0		\$1564.00	0
PAYROLL - 2023-08-17	8/17/2023	212099		0		\$2018.83	0
PAYROLL - 2023-08-17	8/17/2023	212100		0		\$316.53	0
PAYROLL - 2023-08-17	8/17/2023	212101		0		\$1629.91	0
PAYROLL - 2023-08-17	8/17/2023	212102		0		\$2181.19	0
PAYROLL - 2023-08-17	8/17/2023	212103		0		\$2722.49	0
PAYROLL - 2023-08-17	8/17/2023	212104		0		\$2641.01	0
PAYROLL - 2023-08-17	8/17/2023	212105		0		\$4455.17	0
PAYROLL - 2023-08-17	8/17/2023	212106		0		\$6400.64	0
PAYROLL - 2023-08-17	8/17/2023	212107		0		\$4276.34	0
PAYROLL - 2023-08-17	8/17/2023	212108		0		\$1832.78	0

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PAYROLL - 2023-08-17	8/17/2023	212109		0		\$1950.49	0
PAYROLL - 2023-08-17	8/17/2023	212110		0		\$1232.24	0
PAYROLL - 2023-08-17	8/17/2023	212111		0		\$1181.24	0
PAYROLL - 2023-08-17	8/17/2023	212112		0		\$1450.98	0
PAYROLL - 2023-08-17	8/17/2023	212113		0		\$1888.80	0
PAYROLL - 2023-08-17	8/17/2023	212114		0		\$1328.02	0
PAYROLL - 2023-08-17	8/17/2023	212115		0		\$1077.78	0
PAYROLL - 2023-08-17	8/17/2023	212116		0		\$1871.06	0
PAYROLL - 2023-08-17	8/17/2023	212117		0		\$1039.40	0
PAYROLL - 2023-08-17	8/17/2023	212118		0		\$2095.44	0
PAYROLL - 2023-08-17	8/17/2023	212119		0		\$1189.48	0
PAYROLL - 2023-08-17	8/17/2023	212120		0		\$1119.60	0
PAYROLL - 2023-08-17	8/17/2023	212121		0		\$794.56	0
PAYROLL - 2023-08-17	8/17/2023	212122		0		\$2214.46	0
PAYROLL - 2023-08-17	8/17/2023	212123		0		\$1017.42	0
PAYROLL - 2023-08-17	8/17/2023	212124		0		\$1252.82	0
PAYROLL - 2023-08-17	8/17/2023	212125		0		\$1711.12	0
PAYROLL - 2023-08-17	8/17/2023	212126		0		\$1253.16	0
PAYROLL - 2023-08-17	8/17/2023	212127		0		\$2788.63	0
PAYROLL - 2023-08-17	8/17/2023	212128		0		\$1725.29	0
PAYROLL - 2023-08-17	8/17/2023	212129		0		\$2262.26	0
PAYROLL - 2023-08-17	8/17/2023	212130		0		\$950.01	0
PAYROLL - 2023-08-17	8/17/2023	212131		0		\$1077.80	0
PAYROLL - 2023-08-17	8/17/2023	212132		0		\$1255.92	0
PAYROLL - 2023-08-17	8/17/2023	212133		0		\$408.10	0
PAYROLL - 2023-08-17	8/17/2023	212134		0		\$1784.56	0
PAYROLL - 2023-08-17	8/17/2023	212135		0		\$1741.48	0
PAYROLL - 2023-08-17	8/17/2023	212136		0		\$1737.03	0
PAYROLL - 2023-08-17	8/17/2023	212137		0		\$2007.44	0

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CHECK TYPE	CHECK DATE	CHECKNBR	VOID	EMP#	EMP NAME	DD AMT	VOID AMT
PAYROLL - 2023-08-17	8/17/2023	212138		0		\$1134.79	0
PAYROLL - 2023-08-17	8/17/2023	212139		0		\$1369.22	0
PAYROLL - 2023-08-17	8/17/2023	212140		0		\$1165.63	0
PAYROLL - 2023-08-17	8/17/2023	212141		0		\$810.92	0
PAYROLL - 2023-08-17	8/17/2023	212142		0		\$1190.18	0
PAYROLL - 2023-08-17	8/17/2023	212143		0		\$1216.51	0
PAYROLL - 2023-08-17	8/17/2023	212144		0		\$1189.48	0
PAYROLL - 2023-08-17	8/17/2023	212145		0		\$2272.62	0
PAYROLL - 2023-08-17	8/17/2023	212146		0		\$1231.32	0
PAYROLL - 2023-08-17	8/17/2023	212147		0		\$1666.58	0
PAYROLL - 2023-08-17	8/17/2023	212148		0		\$1507.82	0
PAYROLL - 2023-08-17	8/17/2023	212149		0		\$1869.50	0
PAYROLL - 2023-08-17	8/17/2023	212150		0		\$511.47	0
PAYROLL - 2023-08-17	8/17/2023	212151		0		\$1252.95	0
PAYROLL - 2023-08-17	8/17/2023	212152		0		\$1717.75	0
PAYROLL - 2023-08-17	8/17/2023	212153		0		\$1757.47	0
PAYROLL - 2023-08-17	8/17/2023	212154		0		\$1985.21	0
PAYROLL - 2023-08-17	8/17/2023	212155		0		\$1252.82	0
PAYROLL - 2023-08-17	8/17/2023	212156		0		\$2108.64	0
PAYROLL - 2023-08-17	8/17/2023	212157		0		\$1315.29	0
PAYROLL - 2023-08-17	8/17/2023	212158		0		\$1186.86	0
PAYROLL - 2023-08-17	8/17/2023	212159		0		\$1579.57	0
PAYROLL - 2023-08-17	8/17/2023	212160		0		\$3928.77	0
PAYROLL - 2023-08-17	8/17/2023	212161		0		\$2578.14	0
PAYROLL - 2023-08-17	8/17/2023	212162		0		\$2513.97	0
PAYROLL - 2023-08-17	8/17/2023	212163		0		\$4349.64	0
PAYROLL - 2023-08-17	8/17/2023	212164		0		\$1744.02	0
PAYROLL - 2023-08-17	8/17/2023	212165		0		\$1638.15	0
PAYROLL - 2023-08-17	8/17/2023	212166		0		\$1448.51	0

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CHECK TYPE	CHECK DATE	CHECKNBR	VOID	EMP#	EMP NAME	DD AMT	VOID AMT
PAYROLL - 2023-08-17	8/17/2023	212167		0		\$1344.45	0
PAYROLL - 2023-08-17	8/17/2023	212168		0		\$2218.87	0
PAYROLL - 2023-08-17	8/17/2023	212169		0		\$1653.55	0
PAYROLL - 2023-08-17	8/17/2023	212170		0		\$2598.27	0
PAYROLL - 2023-08-17	8/17/2023	212171		0		\$1465.68	0
PAYROLL - 2023-08-17	8/17/2023	212172		0		\$2569.12	0
PAYROLL - 2023-08-17	8/17/2023	212173		0		\$1569.43	0
PAYROLL - 2023-08-17	8/17/2023	212174		0		\$1566.31	0
PAYROLL - 2023-08-17	8/17/2023	212175		0		\$1613.51	0
PAYROLL - 2023-08-17	8/17/2023	212176		0		\$1729.21	0
PAYROLL - 2023-08-17	8/17/2023	212177		0		\$2265.81	0
PAYROLL - 2023-08-17	8/17/2023	212178		0		\$1848.48	0
PAYROLL - 2023-08-17	8/17/2023	212179		0		\$1823.31	0
PAYROLL - 2023-08-17	8/17/2023	212180		0		\$2185.29	0
PAYROLL - 2023-08-17	8/17/2023	212181		0		\$2112.43	0
PAYROLL - 2023-08-17	8/17/2023	212182		0		\$1779.97	0
PAYROLL - 2023-08-17	8/17/2023	212183		0		\$2688.22	0
PAYROLL - 2023-08-17	8/17/2023	212184		0		\$1740.16	0
PAYROLL - 2023-08-17	8/17/2023	212185		0		\$1369.98	0
PAYROLL - 2023-08-17	8/17/2023	212186		0		\$1378.86	0
PAYROLL - 2023-08-17	8/17/2023	212187		0		\$2469.34	0
PAYROLL - 2023-08-17	8/17/2023	212188		0		\$1845.91	0
PAYROLL - 2023-08-17	8/17/2023	212189		0		\$1729.20	0
PAYROLL - 2023-08-17	8/17/2023	212190		0		\$1938.18	0
PAYROLL - 2023-08-17	8/17/2023	212191		0		\$1999.43	0
PAYROLL - 2023-08-17	8/17/2023	212192		0		\$1836.04	0
PAYROLL - 2023-08-17	8/17/2023	212193		0		\$1508.11	0
PAYROLL - 2023-08-17	8/17/2023	212194		0		\$1827.09	0
PAYROLL - 2023-08-17	8/17/2023	212195		0		\$1873.91	0

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CHECK TYPE	CHECK DATE	CHECKNBR	VOID	EMP#	EMP NAME	DD AMT	VOID AMT
PAYROLL - 2023-08-17	8/17/2023	212196		0		\$2027.15	0
PAYROLL - 2023-08-17	8/17/2023	212197		0		\$1641.38	0
PAYROLL - 2023-08-17	8/17/2023	212198		0		\$2080.16	0
PAYROLL - 2023-08-17	8/17/2023	212199		0		\$2075.12	0
PAYROLL - 2023-08-17	8/17/2023	212200		0		\$3127.81	0
PAYROLL - 2023-08-17	8/17/2023	212201		0		\$1887.85	0
PAYROLL - 2023-08-17	8/17/2023	212202		0		\$908.05	0
PAYROLL - 2023-08-17	8/17/2023	212203		0		\$561.06	0
PAYROLL - 2023-08-17	8/17/2023	212204		0		\$485.86	0
PAYROLL - 2023-08-17	8/17/2023	212205		0		\$524.33	0
PAYROLL - 2023-08-17	8/17/2023	212206		0		\$818.15	0
PAYROLL - 2023-08-17	8/17/2023	212207		0		\$887.37	0
PAYROLL - 2023-08-17	8/17/2023	212208		0		\$945.64	0
PAYROLL - 2023-08-17	8/17/2023	212209		0		\$672.37	0
PAYROLL - 2023-08-17	8/17/2023	212210		0		\$1947.40	0
PAYROLL - 2023-08-17	8/17/2023	212211		0		\$957.99	0
PAYROLL - 2023-08-17	8/17/2023	212212		0		\$564.27	0
PAYROLL - 2023-08-17	8/17/2023	212213		0		\$285.38	0
PAYROLL - 2023-08-17	8/17/2023	212214		0		\$445.29	0
PAYROLL - 2023-08-17	8/17/2023	212215		0		\$1870.83	0
PAYROLL - 2023-08-17	8/17/2023	212216		0		\$873.49	0
PAYROLL - 2023-08-17	8/17/2023	212217		0		\$257.87	0
PAYROLL - 2023-08-17	8/17/2023	212218		0		\$361.01	0
PAYROLL - 2023-08-17	8/17/2023	212219		0		\$1576.55	0
PAYROLL - 2023-08-17	8/17/2023	212220		0		\$399.53	0
PAYROLL - 2023-08-17	8/17/2023	212221		0		\$1961.91	0
PAYROLL - 2023-08-17	8/17/2023	212222		0		\$206.90	0
PAYROLL - 2023-08-17	8/17/2023	212223		0		\$514.66	0
PAYROLL - 2023-08-17	8/17/2023	212224		0		\$591.65	0

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CHECK TYPE	CHECK DATE	CHECKNBR	VOID	EMP#	EMP NAME	DD AMT	VOID AMT
PAYROLL - 2023-08-17	8/17/2023	212225		0		\$1876.28	0
PAYROLL - 2023-08-17	8/17/2023	212226		0		\$3826.28	0
PAYROLL - 2023-08-17	8/17/2023	212227		0		\$522.97	0
PAYROLL - 2023-08-17	8/17/2023	212228		0		\$64.21	0
PAYROLL - 2023-08-17	8/17/2023	212229		0		\$813.58	0
PAYROLL - 2023-08-17	8/17/2023	212230		0		\$2541.30	0
PAYROLL - 2023-08-17	8/17/2023	212231		0		\$36.83	0
PAYROLL - 2023-08-17	8/17/2023	212232		0		\$342.57	0
PAYROLL - 2023-08-17	8/17/2023	212233		0		\$1133.59	0
PAYROLL - 2023-08-17	8/17/2023	212234		0		\$932.12	0
PAYROLL - 2023-08-17	8/17/2023	212235		0		\$544.22	0
PAYROLL - 2023-08-17	8/17/2023	212236		0		\$323.46	0
PAYROLL - 2023-08-17	8/17/2023	212237		0		\$567.43	0
PAYROLL - 2023-08-17	8/17/2023	212238		0		\$355.41	0
PAYROLL - 2023-08-17	8/17/2023	212239		0		\$793.71	0
PAYROLL - 2023-08-17	8/17/2023	212240		0		\$932.80	0
PAYROLL - 2023-08-17	8/17/2023	212241		0		\$1684.45	0
PAYROLL - 2023-08-17	8/17/2023	212242		0		\$296.08	0
PAYROLL - 2023-08-17	8/17/2023	212243		0		\$779.22	0
PAYROLL - 2023-08-17	8/17/2023	212244		0		\$2282.91	0
PAYROLL - 2023-08-17	8/17/2023	212245		0		\$525.75	0
PAYROLL - 2023-08-17	8/17/2023	212246		0		\$491.25	0
PAYROLL - 2023-08-17	8/17/2023	212247		0		\$744.80	0
PAYROLL - 2023-08-17	8/17/2023	212248		0		\$1622.12	0
PAYROLL - 2023-08-17	8/17/2023	212249		0		\$584.94	0
PAYROLL - 2023-08-17	8/17/2023	212250		0		\$335.32	0
PAYROLL - 2023-08-17	8/17/2023	212251		0		\$356.71	0
PAYROLL - 2023-08-17	8/17/2023	212252		0		\$420.81	0
PAYROLL - 2023-08-17	8/17/2023	212253		0		\$1024.83	0

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CHECK TYPE	CHECK DATE	CHECKNBR	VOID	EMP#	EMP NAME	DD AMT	VOID AMT
PAYROLL - 2023-08-17	8/17/2023	212254		0		\$522.97	0
PAYROLL - 2023-08-17	8/17/2023	212255		0		\$408.86	0
PAYROLL - 2023-08-17	8/17/2023	212256		0		\$592.80	0
PAYROLL - 2023-08-17	8/17/2023	212257		0		\$599.16	0
PAYROLL - 2023-08-17	8/17/2023	212258		0		\$745.54	0
PAYROLL - 2023-08-17	8/17/2023	212259		0		\$992.84	0
PAYROLL - 2023-08-17	8/17/2023	212260		0		\$589.63	0
PAYROLL - 2023-08-17	8/17/2023	212261		0		\$955.15	0
PAYROLL - 2023-08-17	8/17/2023	212262		0		\$356.71	0
PAYROLL - 2023-08-17	8/17/2023	212263		0		\$898.79	0
PAYROLL - 2023-08-17	8/17/2023	212264		0		\$783.24	0
PAYROLL - 2023-08-17	8/17/2023	212265		0		\$2470.43	0
PAYROLL - 2023-08-17	8/17/2023	212266		0		\$2744.51	0
PAYROLL - 2023-08-17	8/17/2023	212267		0		\$1814.20	0
PAYROLL - 2023-08-17	8/17/2023	212268		0		\$1435.11	0
PAYROLL - 2023-08-17	8/17/2023	212269		0		\$2748.00	0
PAYROLL - 2023-08-17	8/17/2023	212270		0		\$2131.62	0
PAYROLL - 2023-08-17	8/17/2023	212271		0		\$2055.19	0
PAYROLL - 2023-08-17	8/17/2023	212272		0		\$2467.62	0
PAYROLL - 2023-08-17	8/17/2023	212273		0		\$3163.64	0
PAYROLL - 2023-08-17	8/17/2023	212274		0		\$1937.06	0
PAYROLL - 2023-08-17	8/17/2023	212275		0		\$1930.45	0
PAYROLL - 2023-08-17	8/17/2023	212276		0		\$2028.88	0
PAYROLL - 2023-08-17	8/17/2023	212277		0		\$2187.31	0
PAYROLL - 2023-08-17	8/17/2023	212278		0		\$531.41	0
PAYROLL - 2023-08-17	8/17/2023	212279		0		\$2059.98	0
PAYROLL - 2023-08-17	8/17/2023	212280		0		\$2098.21	0
PAYROLL - 2023-08-17	8/17/2023	212281		0		\$1707.26	0
PAYROLL - 2023-08-17	8/17/2023	212282		0		\$2206.34	0

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PAYROLL - 2023-08-17	8/17/2023	212283		0		\$2186.63	0
PAYROLL - 2023-08-17	8/17/2023	212284		0		\$1899.54	0
PAYROLL - 2023-08-17	8/17/2023	212285		0		\$1691.23	0
PAYROLL - 2023-08-17	8/17/2023	212286		0		\$2141.40	0
PAYROLL - 2023-08-17	8/17/2023	212287		0		\$2237.84	0
PAYROLL - 2023-08-17	8/17/2023	212288		0		\$1770.99	0
PAYROLL - 2023-08-17	8/17/2023	212289		0		\$1614.35	0
PAYROLL - 2023-08-17	8/17/2023	212290		0		\$1915.18	0
PAYROLL - 2023-08-17	8/17/2023	212291		0		\$1520.34	0
PAYROLL - 2023-08-17	8/17/2023	212292		0		\$1735.48	0
PAYROLL - 2023-08-17	8/17/2023	212293		0		\$1738.80	0
PAYROLL - 2023-08-17	8/17/2023	212294		0		\$1797.94	0
PAYROLL - 2023-08-17	8/17/2023	212295		0		\$1781.70	0
PAYROLL - 2023-08-17	8/17/2023	212296		0		\$1759.72	0
PAYROLL - 2023-08-17	8/17/2023	212297		0		\$2018.90	0
PAYROLL - 2023-08-17	8/17/2023	212298		0		\$1126.13	0
PAYROLL - 2023-08-17	8/17/2023	212299		0		\$10166.11	0
PAYROLL - 2023-08-17	8/17/2023	212300		0		\$6196.34	0
PAYROLL - 2023-08-17	8/17/2023	212301		0		\$2063.40	0
PAYROLL - 2023-08-17	8/17/2023	212302		0		\$4055.71	0
PAYROLL - 2023-08-17	8/17/2023	212303		0		\$10327.23	0
PAYROLL - 2023-08-17	8/17/2023	212304		0		\$5473.47	0
PAYROLL - 2023-08-17	8/17/2023	212305		0		\$7831.93	0
PAYROLL - 2023-08-17	8/17/2023	212306		0		\$9892.23	0
PAYROLL - 2023-08-17	8/17/2023	212307		0		\$9567.05	0
PAYROLL - 2023-08-17	8/17/2023	212308		0		\$10337.49	0
PAYROLL - 2023-08-17	8/17/2023	212309		0		\$8631.03	0
PAYROLL - 2023-08-17	8/17/2023	212310		0		\$7045.44	0
PAYROLL - 2023-08-17	8/17/2023	212311		0		\$8787.65	0

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PAYROLL - 2023-08-17	8/17/2023	212312		0		\$8584.93	0
PAYROLL - 2023-08-17	8/17/2023	212313		0		\$6768.90	0
PAYROLL - 2023-08-17	8/17/2023	212314		0		\$7300.43	0
PAYROLL - 2023-08-17	8/17/2023	212315		0		\$7735.74	0
PAYROLL - 2023-08-17	8/17/2023	212316		0		\$12839.47	0
PAYROLL - 2023-08-17	8/17/2023	212317		0		\$7471.19	0
PAYROLL - 2023-08-17	8/17/2023	212318		0		\$5969.86	0
PAYROLL - 2023-08-17	8/17/2023	212319		0		\$7948.18	0
PAYROLL - 2023-08-17	8/17/2023	212320		0		\$9582.01	0
PAYROLL - 2023-08-17	8/17/2023	212321		0		\$10042.71	0
PAYROLL - 2023-08-17	8/17/2023	212322		0		\$9296.39	0
PAYROLL - 2023-08-17	8/17/2023	212323		0		\$7598.08	0
PAYROLL - 2023-08-17	8/17/2023	212324		0		\$9588.33	0
PAYROLL - 2023-08-17	8/17/2023	212325		0		\$6183.28	0
PAYROLL - 2023-08-17	8/17/2023	212326		0		\$6471.98	0
PAYROLL - 2023-08-17	8/17/2023	212327		0		\$5961.22	0
PAYROLL - 2023-08-17	8/17/2023	212328		0		\$10861.63	0
PAYROLL - 2023-08-17	8/17/2023	212329		0		\$5019.44	0
PAYROLL - 2023-08-17	8/17/2023	212330		0		\$8958.12	0
PAYROLL - 2023-08-17	8/17/2023	212331		0		\$5441.13	0
PAYROLL - 2023-08-17	8/17/2023	212332		0		\$6066.80	0
PAYROLL - 2023-08-17	8/17/2023	212333		0		\$10928.00	0
PAYROLL - 2023-08-17	8/17/2023	212334		0		\$9060.12	0
PAYROLL - 2023-08-17	8/17/2023	212335		0		\$6429.59	0
PAYROLL - 2023-08-17	8/17/2023	212336		0		\$3989.29	0
PAYROLL - 2023-08-17	8/17/2023	212337		0		\$9853.95	0
PAYROLL - 2023-08-17	8/17/2023	212338		0		\$7019.05	0
PAYROLL - 2023-08-17	8/17/2023	212339		0		\$10918.55	0
PAYROLL - 2023-08-17	8/17/2023	212340		0		\$5492.20	0

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CHECK TYPE	CHECK DATE	CHECKNBR	VOID	EMP#	EMP NAME	DD AMT	VOID AMT
PAYROLL - 2023-08-17	8/17/2023	212341		0		\$1324.85	0
PAYROLL - 2023-08-17	8/17/2023	212342		0		\$5038.39	0
PAYROLL - 2023-08-17	8/17/2023	212343		0		\$7331.78	0
PAYROLL - 2023-08-17	8/17/2023	212344		0		\$7451.15	0
PAYROLL - 2023-08-17	8/17/2023	212345		0		\$6451.86	0
PAYROLL - 2023-08-17	8/17/2023	212346		0		\$9744.50	0
PAYROLL - 2023-08-17	8/17/2023	212347		0		\$793.97	0
PAYROLL - 2023-08-17	8/17/2023	212348		0		\$4148.42	0
PAYROLL - 2023-08-17	8/17/2023	212349		0		\$7793.28	0
PAYROLL - 2023-08-17	8/17/2023	212350		0		\$6837.47	0
PAYROLL - 2023-08-17	8/17/2023	212351		0		\$8012.10	0
PAYROLL - 2023-08-17	8/17/2023	212352		0		\$5230.62	0
PAYROLL - 2023-08-17	8/17/2023	212353		0		\$5598.89	0
PAYROLL - 2023-08-17	8/17/2023	212354		0		\$7160.45	0
PAYROLL - 2023-08-17	8/17/2023	212355		0		\$7788.01	0
PAYROLL - 2023-08-17	8/17/2023	212356		0		\$9271.97	0
PAYROLL - 2023-08-17	8/17/2023	212357		0		\$7024.29	0
PAYROLL - 2023-08-17	8/17/2023	212358		0		\$9336.76	0
PAYROLL - 2023-08-17	8/17/2023	212359		0		\$8898.34	0
PAYROLL - 2023-08-17	8/17/2023	212360		0		\$7914.81	0
PAYROLL - 2023-08-17	8/17/2023	212361		0		\$3937.35	0
PAYROLL - 2023-08-17	8/17/2023	212362		0		\$7896.51	0
PAYROLL - 2023-08-17	8/17/2023	212363		0		\$10529.73	0
PAYROLL - 2023-08-17	8/17/2023	212364		0		\$5756.10	0
PAYROLL - 2023-08-17	8/17/2023	212365		0		\$10898.72	0
PAYROLL - 2023-08-17	8/17/2023	212366		0		\$7766.83	0
PAYROLL - 2023-08-17	8/17/2023	212367		0		\$10481.80	0
PAYROLL - 2023-08-17	8/17/2023	212368		0		\$11716.53	0
PAYROLL - 2023-08-17	8/17/2023	212369		0		\$6756.55	0

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CHECK TYPE	CHECK DATE	CHECKNBR	VOID	EMP#	EMP NAME	DD AMT	VOID AMT
PAYROLL - 2023-08-17	8/17/2023	212370		0		\$10281.65	0
PAYROLL - 2023-08-17	8/17/2023	212371		0		\$1310.21	0
PAYROLL - 2023-08-17	8/17/2023	212372		0		\$5896.89	0
PAYROLL - 2023-08-17	8/17/2023	212373		0		\$4380.98	0
PAYROLL - 2023-08-17	8/17/2023	212374		0		\$6789.88	0
PAYROLL - 2023-08-17	8/17/2023	212375		0		\$9176.11	0
PAYROLL - 2023-08-17	8/17/2023	212376		0		\$6256.52	0
PAYROLL - 2023-08-17	8/17/2023	212377		0		\$5432.78	0
PAYROLL - 2023-08-17	8/17/2023	212378		0		\$6403.93	0
PAYROLL - 2023-08-17	8/17/2023	212379		0		\$5735.46	0
PAYROLL - 2023-08-17	8/17/2023	212380		0		\$10347.14	0
PAYROLL - 2023-08-17	8/17/2023	212381		0		\$1538.03	0
PAYROLL - 2023-08-17	8/17/2023	212382		0		\$2829.80	0
PAYROLL - 2023-08-17	8/17/2023	212383		0		\$2047.26	0
PAYROLL - 2023-08-17	8/17/2023	212384		0		\$1247.72	0
PAYROLL - 2023-08-17	8/17/2023	212385		0		\$2761.37	0
PAYROLL - 2023-08-17	8/17/2023	212386		0		\$4531.45	0
PAYROLL - 2023-08-17	8/17/2023	212387		0		\$3487.07	0
PAYROLL - 2023-08-17	8/17/2023	212388		0		\$2349.10	0
PAYROLL - 2023-08-17	8/17/2023	212389		0		\$2799.88	0
PAYROLL - 2023-08-17	8/17/2023	212390		0		\$2612.84	0
PAYROLL - 2023-08-17	8/17/2023	212391		0		\$1901.75	0
PAYROLL - 2023-08-17	8/17/2023	212392		0		\$3339.66	0
PAYROLL - 2023-08-17	8/17/2023	212393		0		\$4005.82	0
PAYROLL - 2023-08-17	8/17/2023	212394		0		\$3202.07	0
PAYROLL - 2023-08-17	8/17/2023	212395		0		\$3185.44	0
PAYROLL - 2023-08-17	8/17/2023	212396		0		\$3551.91	0
PAYROLL - 2023-08-17	8/17/2023	212397		0		\$3382.52	0
PAYROLL - 2023-08-17	8/17/2023	212398		0		\$3286.33	0

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PAYROLL - 2023-08-17	8/17/2023	212399		0		\$1650.24	0
PAYROLL - 2023-08-17	8/17/2023	212400		0		\$3100.54	0
PAYROLL - 2023-08-17	8/17/2023	212401		0		\$1668.02	0
PAYROLL - 2023-08-17	8/17/2023	212402		0		\$2936.62	0
PAYROLL - 2023-08-17	8/17/2023	212403		0		\$2023.39	0
PAYROLL - 2023-08-17	8/17/2023	212404		0		\$3056.42	0
PAYROLL - 2023-08-17	8/17/2023	212405		0		\$3106.03	0
PAYROLL - 2023-08-17	8/17/2023	212406		0		\$5202.46	0
PAYROLL - 2023-08-17	8/17/2023	212407		0		\$3970.65	0
PAYROLL - 2023-08-17	8/17/2023	212408		0		\$3965.89	0
PAYROLL - 2023-08-17	8/17/2023	212409		0		\$4082.13	0
PAYROLL - 2023-08-17	8/17/2023	212410		0		\$3744.42	0
PAYROLL - 2023-08-17	8/17/2023	212411		0		\$2676.47	0
PAYROLL - 2023-08-17	8/17/2023	212412		0		\$2770.92	0
PAYROLL - 2023-08-17	8/17/2023	212413		0		\$1535.81	0
PAYROLL - 2023-08-17	8/17/2023	212414		0		\$3362.75	0
PAYROLL - 2023-08-17	8/17/2023	212415		0		\$1583.59	0
PAYROLL - 2023-08-17	8/17/2023	212416		0		\$3305.01	0
PAYROLL - 2023-08-17	8/17/2023	212417		0		\$4243.38	0
PAYROLL - 2023-08-17	8/17/2023	212418		0		\$3896.13	0
PAYROLL - 2023-08-17	8/17/2023	212419		0		\$983.39	0
PAYROLL - 2023-08-17	8/17/2023	212420		0		\$3683.72	0
PAYROLL - 2023-08-17	8/17/2023	212421		0		\$2958.18	0
PAYROLL - 2023-08-17	8/17/2023	212422		0		\$2006.22	0
PAYROLL - 2023-08-17	8/17/2023	212423		0		\$1772.24	0
PAYROLL - 2023-08-17	8/17/2023	212424		0		\$4262.49	0
PAYROLL - 2023-08-17	8/17/2023	212425		0		\$1632.20	0
PAYROLL - 2023-08-17	8/17/2023	212426		0		\$4124.72	0
PAYROLL - 2023-08-17	8/17/2023	212427		0		\$2314.58	0

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CHECK TYPE	CHECK DATE	CHECKNBR	VOID	EMP#	EMP NAME	DD AMT	VOID AMT
PAYROLL - 2023-08-17	8/17/2023	212428		0		\$2595.28	0
PAYROLL - 2023-08-17	8/17/2023	212429		0		\$2791.15	0
PAYROLL - 2023-08-17	8/17/2023	212430		0		\$4058.07	0
PAYROLL - 2023-08-17	8/17/2023	212431		0		\$4021.97	0
PAYROLL - 2023-08-17	8/17/2023	212432		0		\$4353.55	0
PAYROLL - 2023-08-17	8/17/2023	212433		0		\$1509.07	0
PAYROLL - 2023-08-17	8/17/2023	212434		0		\$3691.43	0
PAYROLL - 2023-08-17	8/17/2023	212435		0		\$3679.70	0
PAYROLL - 2023-08-17	8/17/2023	212436		0		\$3289.45	0
PAYROLL - 2023-08-17	8/17/2023	212437		0		\$3485.92	0
PAYROLL - 2023-08-17	8/17/2023	212438		0		\$3366.76	0
PAYROLL - 2023-08-17	8/17/2023	212439		0		\$3898.41	0
PAYROLL - 2023-08-17	8/17/2023	212440		0		\$1315.72	0
PAYROLL - 2023-08-17	8/17/2023	212441		0		\$1491.90	0
PAYROLL - 2023-08-17	8/17/2023	212442		0		\$3344.74	0
PAYROLL - 2023-08-17	8/17/2023	212443		0		\$3139.87	0
PAYROLL - 2023-08-17	8/17/2023	212444		0		\$3351.72	0
PAYROLL - 2023-08-17	8/17/2023	212445		0		\$4199.51	0
PAYROLL - 2023-08-17	8/17/2023	212446		0		\$3930.54	0
PAYROLL - 2023-08-17	8/17/2023	212447		0		\$2455.39	0
PAYROLL - 2023-08-17	8/17/2023	212448		0		\$1367.87	0
PAYROLL - 2023-08-17	8/17/2023	212449		0		\$3354.26	0
PAYROLL - 2023-08-17	8/17/2023	212450		0		\$3143.42	0
PAYROLL - 2023-08-17	8/17/2023	212451		0		\$3476.77	0
PAYROLL - 2023-08-17	8/17/2023	212452		0		\$4031.88	0
PAYROLL - 2023-08-17	8/17/2023	212453		0		\$4056.73	0
PAYROLL - 2023-08-17	8/17/2023	212454		0		\$2907.08	0
PAYROLL - 2023-08-17	8/17/2023	212455		0		\$5511.38	0
PAYROLL - 2023-08-17	8/17/2023	212456		0		\$1635.18	0

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CHECK TYPE	CHECK DATE	CHECKNBR	VOID	EMP#	EMP NAME	DD AMT	VOID AMT
PAYROLL - 2023-08-17	8/17/2023	212457		0		\$3384.96	0
PAYROLL - 2023-08-17	8/17/2023	212458		0		\$1407.20	0
PAYROLL - 2023-08-17	8/17/2023	212459		0		\$3713.82	0
PAYROLL - 2023-08-17	8/17/2023	212460		0		\$3443.73	0
PAYROLL - 2023-08-17	8/17/2023	212461		0		\$1727.90	0
PAYROLL - 2023-08-17	8/17/2023	212462		0		\$2127.06	0
PAYROLL - 2023-08-17	8/17/2023	212463		0		\$6456.33	0
PAYROLL - 2023-08-17	8/17/2023	212464		0		\$1798.96	0
PAYROLL - 2023-08-17	8/17/2023	212465		0		\$5447.62	0
PAYROLL - 2023-08-17	8/17/2023	212466		0		\$3953.78	0
PAYROLL - 2023-08-17	8/17/2023	212467		0		\$2072.75	0
PAYROLL - 2023-08-17	8/17/2023	212468		0		\$2675.13	0
PAYROLL - 2023-08-17	8/17/2023	212469		0		\$2058.30	0
PAYROLL - 2023-08-17	8/17/2023	212470		0		\$5143.65	0
PAYROLL - 2023-08-17	8/17/2023	212471		0		\$4054.50	0
PAYROLL - 2023-08-17	8/17/2023	212472		0		\$1632.11	0
PAYROLL - 2023-08-17	8/17/2023	212473		0		\$2104.46	0
PAYROLL - 2023-08-17	8/17/2023	212474		0		\$3944.82	0
PAYROLL - 2023-08-17	8/17/2023	212475		0		\$2952.66	0
PAYROLL - 2023-08-17	8/17/2023	212476		0		\$2831.77	0
PAYROLL - 2023-08-17	8/17/2023	212477		0		\$1460.25	0
PAYROLL - 2023-08-17	8/17/2023	212478		0		\$636.77	0
PAYROLL - 2023-08-17	8/17/2023	212479		0		\$2100.08	0
PAYROLL - 2023-08-17	8/17/2023	212480		0		\$4313.94	0
PAYROLL - 2023-08-17	8/17/2023	212481		0		\$3437.70	0
PAYROLL - 2023-08-17	8/17/2023	212482		0		\$4149.55	0
PAYROLL - 2023-08-17	8/17/2023	212483		0		\$3370.42	0
PAYROLL - 2023-08-17	8/17/2023	212484		0		\$2508.18	0
PAYROLL - 2023-08-17	8/17/2023	212485		0		\$2547.44	0

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CHECK TYPE	CHECK DATE	CHECKNBR	VOID	EMP#	EMP NAME	DD AMT	VOID AMT
PAYROLL - 2023-08-17	8/17/2023	212486		0		\$3110.86	0
PAYROLL - 2023-08-17	8/17/2023	212487		0		\$1654.08	0
PAYROLL - 2023-08-17	8/17/2023	212488		0		\$3523.08	0
PAYROLL - 2023-08-17	8/17/2023	212489		0		\$4504.11	0
PAYROLL - 2023-08-17	8/17/2023	212490		0		\$3109.08	0
PAYROLL - 2023-08-17	8/17/2023	212491		0		\$1495.88	0
PAYROLL - 2023-08-17	8/17/2023	212492		0		\$2890.92	0
PAYROLL - 2023-08-17	8/17/2023	212493		0		\$2991.05	0
PAYROLL - 2023-08-17	8/17/2023	212494		0		\$2758.77	0
PAYROLL - 2023-08-17	8/17/2023	212495		0		\$4088.00	0
PAYROLL - 2023-08-17	8/17/2023	212496		0		\$2238.10	0
PAYROLL - 2023-08-17	8/17/2023	212497		0		\$3556.36	0
PAYROLL - 2023-08-17	8/17/2023	212498		0		\$6735.76	0
PAYROLL - 2023-08-17	8/17/2023	212499		0		\$2626.32	0
PAYROLL - 2023-08-17	8/17/2023	212500		0		\$3918.76	0
PAYROLL - 2023-08-17	8/17/2023	212501		0		\$1499.34	0
PAYROLL - 2023-08-17	8/17/2023	212502		0		\$3692.71	0
PAYROLL - 2023-08-17	8/17/2023	212503		0		\$2438.15	0
PAYROLL - 2023-08-17	8/17/2023	212504		0		\$4096.41	0
PAYROLL - 2023-08-17	8/17/2023	212505		0		\$2570.13	0
PAYROLL - 2023-08-17	8/17/2023	212506		0		\$3084.00	0
PAYROLL - 2023-08-17	8/17/2023	212507		0		\$3508.74	0
PAYROLL - 2023-08-17	8/17/2023	212508		0		\$1747.43	0
PAYROLL - 2023-08-17	8/17/2023	212509		0		\$2768.89	0
PAYROLL - 2023-08-17	8/17/2023	212510		0		\$3769.27	0
PAYROLL - 2023-08-17	8/17/2023	212511		0		\$3618.12	0
PAYROLL - 2023-08-17	8/17/2023	212512		0		\$5868.08	0
PAYROLL - 2023-08-17	8/17/2023	212513		0		\$2788.07	0
PAYROLL - 2023-08-17	8/17/2023	212514		0		\$2946.18	0

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PAYROLL - 2023-08-17	8/17/2023	212515		0		\$3000.66	0
PAYROLL - 2023-08-17	8/17/2023	212516		0		\$562.90	0
PAYROLL - 2023-08-17	8/17/2023	212517		0		\$1549.95	0
PAYROLL - 2023-08-17	8/17/2023	212518		0		\$2365.75	0
PAYROLL - 2023-08-17	8/17/2023	212519		0		\$2311.56	0
PAYROLL - 2023-08-17	8/17/2023	212520		0		\$2495.16	0
PAYROLL - 2023-08-17	8/17/2023	212521		0		\$1644.47	0
PAYROLL - 2023-08-17	8/17/2023	212522		0		\$838.81	0
PAYROLL - 2023-08-17	8/17/2023	212523		0		\$2362.63	0
PAYROLL - 2023-08-17	8/17/2023	212524		0		\$2363.38	0
PAYROLL - 2023-08-17	8/17/2023	212525		0		\$2291.00	0
PAYROLL - 2023-08-17	8/17/2023	212526		0		\$1799.18	0
PAYROLL - 2023-08-17	8/17/2023	212527		0		\$2292.19	0
PAYROLL - 2023-08-17	8/17/2023	212528		0		\$2257.52	0
PAYROLL - 2023-08-17	8/17/2023	212529		0		\$2727.52	0
PAYROLL - 2023-08-17	8/17/2023	212530		0		\$1837.82	0
PAYROLL - 2023-08-17	8/17/2023	212531		0		\$1721.21	0
PAYROLL - 2023-08-17	8/17/2023	212532		0		\$4773.41	0
PAYROLL - 2023-08-17	8/17/2023	212533		0		\$1958.59	0
PAYROLL - 2023-08-17	8/17/2023	212534		0		\$2286.85	0
PAYROLL - 2023-08-17	8/17/2023	212535		0		\$1927.05	0
PAYROLL - 2023-08-17	8/17/2023	212536		0		\$3147.74	0
PAYROLL - 2023-08-17	8/17/2023	212537		0		\$1855.09	0
PAYROLL - 2023-08-17	8/17/2023	212538		0		\$1811.93	0
PAYROLL - 2023-08-17	8/17/2023	212539		0		\$1625.79	0
PAYROLL - 2023-08-17	8/17/2023	212540		0		\$4259.87	0
PAYROLL - 2023-08-17	8/17/2023	212541		0		\$2195.27	0
PAYROLL - 2023-08-17	8/17/2023	212542		0		\$2226.78	0
PAYROLL - 2023-08-17	8/17/2023	212543		0		\$2692.77	0

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CHECK TYPE	CHECK DATE	CHECKNBR	VOID	EMP#	EMP NAME	DD AMT	VOID AMT
PAYROLL - 2023-08-17	8/17/2023	212544		0		\$2853.56	0
PAYROLL - 2023-08-17	8/17/2023	212545		0		\$1620.70	0
PAYROLL - 2023-08-17	8/17/2023	212546		0		\$2523.99	0
PAYROLL - 2023-08-17	8/17/2023	212547		0		\$1953.92	0
PAYROLL - 2023-08-17	8/17/2023	212548		0		\$2384.79	0
PAYROLL - 2023-08-17	8/17/2023	212549		0		\$2484.89	0
PAYROLL - 2023-08-17	8/17/2023	212550		0		\$1699.90	0
PAYROLL - 2023-08-17	8/17/2023	212551		0		\$2417.91	0
PAYROLL - 2023-08-17	8/17/2023	212552		0		\$880.62	0
PAYROLL - 2023-08-17	8/17/2023	212553		0		\$2225.46	0
PAYROLL - 2023-08-17	8/17/2023	212554		0		\$1461.51	0
PAYROLL - 2023-08-17	8/17/2023	212555		0		\$2870.57	0
PAYROLL - 2023-08-17	8/17/2023	212556		0		\$1721.71	0
PAYROLL - 2023-08-17	8/17/2023	212557		0		\$1959.73	0
PAYROLL - 2023-08-17	8/17/2023	212558		0		\$1696.90	0
PAYROLL - 2023-08-17	8/17/2023	212559		0		\$2160.53	0
PAYROLL - 2023-08-17	8/17/2023	212560		0		\$2809.09	0
PAYROLL - 2023-08-17	8/17/2023	212561		0		\$1883.16	0
PAYROLL - 2023-08-17	8/17/2023	212562		0		\$1865.38	0
PAYROLL - 2023-08-17	8/17/2023	212563		0		\$1894.98	0
PAYROLL - 2023-08-17	8/17/2023	212564		0		\$4339.49	0
PAYROLL - 2023-08-17	8/17/2023	212565		0		\$2257.17	0
PAYROLL - 2023-08-17	8/17/2023	212566		0		\$2292.87	0
PAYROLL - 2023-08-17	8/17/2023	212567		0		\$2060.43	0
PAYROLL - 2023-08-17	8/17/2023	212568		0		\$2424.03	0
PAYROLL - 2023-08-17	8/17/2023	212569		0		\$1120.59	0
PAYROLL - 2023-08-17	8/17/2023	212570		0		\$1694.32	0
PAYROLL - 2023-08-17	8/17/2023	212571		0		\$1653.13	0
PAYROLL - 2023-08-17	8/17/2023	212572		0		\$1946.38	0

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PAYROLL - 2023-08-17	8/17/2023	212573		0		\$1839.70	0
PAYROLL - 2023-08-17	8/17/2023	212574		0		\$1878.32	0
PAYROLL - 2023-08-17	8/17/2023	212575		0		\$2020.05	0
PAYROLL - 2023-08-17	8/17/2023	212576		0		\$2173.23	0
PAYROLL - 2023-08-17	8/17/2023	212577		0		\$2230.02	0
PAYROLL - 2023-08-17	8/17/2023	212578		0		\$1409.54	0
PAYROLL - 2023-08-17	8/17/2023	212579		0		\$1579.90	0
PAYROLL - 2023-08-17	8/17/2023	212580		0		\$2208.05	0
PAYROLL - 2023-08-17	8/17/2023	212581		0		\$692.60	0
PAYROLL - 2023-08-17	8/17/2023	212582		0		\$2186.21	0
PAYROLL - 2023-08-17	8/17/2023	212583		0		\$1842.61	0
PAYROLL - 2023-08-17	8/17/2023	212584		0		\$1727.90	0
PAYROLL - 2023-08-17	8/17/2023	212585		0		\$2108.15	0
PAYROLL - 2023-08-17	8/17/2023	212586		0		\$1915.15	0
PAYROLL - 2023-08-17	8/17/2023	212587		0		\$2046.67	0
PAYROLL - 2023-08-17	8/17/2023	212588		0		\$2099.91	0
PAYROLL - 2023-08-17	8/17/2023	212589		0		\$1168.99	0
PAYROLL - 2023-08-17	8/17/2023	212590		0		\$1949.83	0
PAYROLL - 2023-08-17	8/17/2023	212591		0		\$1281.44	0
PAYROLL - 2023-08-17	8/17/2023	212592		0		\$2237.60	0
PAYROLL - 2023-08-17	8/17/2023	212593		0		\$1888.01	0
PAYROLL - 2023-08-17	8/17/2023	212594		0		\$1890.37	0
PAYROLL - 2023-08-17	8/17/2023	212595		0		\$1578.40	0
PAYROLL - 2023-08-17	8/17/2023	212596		0		\$1865.82	0
PAYROLL - 2023-08-17	8/17/2023	212597		0		\$2426.13	0
PAYROLL - 2023-08-17	8/17/2023	212598		0		\$1964.58	0
PAYROLL - 2023-08-17	8/17/2023	212599		0		\$2194.62	0
PAYROLL - 2023-08-17	8/17/2023	212600		0		\$1900.50	0
PAYROLL - 2023-08-17	8/17/2023	212601		0		\$2098.68	0

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PAYROLL - 2023-08-17	8/17/2023	212602		0		\$2660.30	0
PAYROLL - 2023-08-17	8/17/2023	212603		0		\$2078.87	0
PAYROLL - 2023-08-17	8/17/2023	212604		0		\$1735.66	0
PAYROLL - 2023-08-17	8/17/2023	212605		0		\$2839.72	0
PAYROLL - 2023-08-17	8/17/2023	212606		0		\$2160.77	0
PAYROLL - 2023-08-17	8/17/2023	212607		0		\$2909.42	0
PAYROLL - 2023-08-17	8/17/2023	212608		0		\$1383.32	0
PAYROLL - 2023-08-17	8/17/2023	212609		0		\$2440.08	0
PAYROLL - 2023-08-17	8/17/2023	212610		0		\$1409.00	0
PAYROLL - 2023-08-17	8/17/2023	212611		0		\$2275.78	0
PAYROLL - 2023-08-17	8/17/2023	212612		0		\$2154.25	0
PAYROLL - 2023-08-17	8/17/2023	212613		0		\$2999.20	0
PAYROLL - 2023-08-17	8/17/2023	212614		0		\$1431.98	0
PAYROLL - 2023-08-17	8/17/2023	212615		0		\$1490.28	0
PAYROLL - 2023-08-17	8/17/2023	212616		0		\$1911.72	0
PAYROLL - 2023-08-17	8/17/2023	212617		0		\$2790.46	0
PAYROLL - 2023-08-17	8/17/2023	212618		0		\$3475.53	0
PAYROLL - 2023-08-17	8/17/2023	212619		0		\$4475.45	0
PAYROLL - 2023-08-17	8/17/2023	212620		0		\$2905.77	0
PAYROLL - 2023-08-17	8/17/2023	212621		0		\$1875.52	0
PAYROLL - 2023-08-17	8/17/2023	212622		0		\$1559.27	0
PAYROLL - 2023-08-17	8/17/2023	212623		0		\$2144.62	0
PAYROLL - 2023-08-17	8/17/2023	212624		0		\$1713.23	0
PAYROLL - 2023-08-17	8/17/2023	212625		0		\$1906.77	0
PAYROLL - 2023-08-17	8/17/2023	212626		0		\$2090.68	0
PAYROLL - 2023-08-17	8/17/2023	212627		0		\$2060.46	0
PAYROLL - 2023-08-17	8/17/2023	212628		0		\$4044.06	0
PAYROLL - 2023-08-17	8/17/2023	212629		0		\$2218.12	0
PAYROLL - 2023-08-17	8/17/2023	212630		0		\$2969.73	0

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PAYROLL - 2023-08-17	8/17/2023	212631		0		\$1900.61	0
PAYROLL - 2023-08-17	8/17/2023	212632		0		\$1697.27	0
PAYROLL - 2023-08-17	8/17/2023	212633		0		\$1199.29	0
PAYROLL - 2023-08-17	8/17/2023	212634		0		\$4270.45	0
PAYROLL - 2023-08-17	8/17/2023	212635		0		\$2062.78	0
PAYROLL - 2023-08-17	8/17/2023	212636		0		\$2391.23	0
PAYROLL - 2023-08-17	8/17/2023	212637		0		\$2976.81	0
PAYROLL - 2023-08-17	8/17/2023	212638		0		\$2364.65	0
PAYROLL - 2023-08-17	8/17/2023	212639		0		\$3042.92	0
PAYROLL - 2023-08-17	8/17/2023	212640		0		\$2168.68	0
PAYROLL - 2023-08-17	8/17/2023	212641		0		\$1786.74	0
PAYROLL - 2023-08-17	8/17/2023	212642		0		\$2887.57	0
PAYROLL - 2023-08-17	8/17/2023	212643		0		\$2475.39	0
PAYROLL - 2023-08-17	8/17/2023	212644		0		\$3528.85	0
PAYROLL - 2023-08-17	8/17/2023	212645		0		\$3967.41	0
PAYROLL - 2023-08-17	8/17/2023	212646		0		\$1506.00	0
PAYROLL - 2023-08-17	8/17/2023	212647		0		\$2349.31	0
PAYROLL - 2023-08-17	8/17/2023	212648		0		\$3865.13	0
PAYROLL - 2023-08-17	8/17/2023	212649		0		\$1808.05	0
PAYROLL - 2023-08-17	8/17/2023	212650		0		\$2102.86	0
PAYROLL - 2023-08-17	8/17/2023	212651		0		\$359.07	0
PAYROLL - 2023-08-17	8/17/2023	212652		0		\$2134.16	0
PAYROLL - 2023-08-17	8/17/2023	212653		0		\$3713.91	0
PAYROLL - 2023-08-17	8/17/2023	212654		0		\$2133.28	0
PAYROLL - 2023-08-17	8/17/2023	212655		0		\$2790.70	0
PAYROLL - 2023-08-17	8/17/2023	212656		0		\$2170.49	0
PAYROLL - 2023-08-17	8/17/2023	212657		0		\$3576.70	0
PAYROLL - 2023-08-17	8/17/2023	212658		0		\$2858.98	0
PAYROLL - 2023-08-17	8/17/2023	212659		0		\$1721.69	0

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PAYROLL - 2023-08-17	8/17/2023	212660		0		\$2368.33	0
PAYROLL - 2023-08-17	8/17/2023	212661		0		\$1003.68	0
PAYROLL - 2023-08-17	8/17/2023	212662		0		\$4301.53	0
PAYROLL - 2023-08-17	8/17/2023	212663		0		\$3919.00	0
PAYROLL - 2023-08-17	8/17/2023	212664		0		\$424.44	0
PAYROLL - 2023-08-17	8/17/2023	212665		0		\$2596.92	0
PAYROLL - 2023-08-17	8/17/2023	212666		0		\$3585.00	0
PAYROLL - 2023-08-17	8/17/2023	212667		0		\$1367.75	0
PAYROLL - 2023-08-17	8/17/2023	212668		0		\$3091.18	0
PAYROLL - 2023-08-17	8/17/2023	212669		0		\$2486.76	0
PAYROLL - 2023-08-17	8/17/2023	212670		0		\$2740.74	0
PAYROLL - 2023-08-17	8/17/2023	212671		0		\$1025.17	0
PAYROLL - 2023-08-17	8/17/2023	212672		0		\$1190.21	0
PAYROLL - 2023-08-17	8/17/2023	212673		0		\$2348.46	0
PAYROLL - 2023-08-17	8/17/2023	212674		0		\$3188.23	0
PAYROLL - 2023-08-17	8/17/2023	212675		0		\$1906.17	0
PAYROLL - 2023-08-17	8/17/2023	212676		0		\$1147.09	0
PAYROLL - 2023-08-17	8/17/2023	212677		0		\$2017.83	0
PAYROLL - 2023-08-17	8/17/2023	212678		0		\$2092.19	0
PAYROLL - 2023-08-17	8/17/2023	212679		0		\$856.39	0
PAYROLL - 2023-08-17	8/17/2023	212680		0		\$1650.04	0
PAYROLL - 2023-08-17	8/17/2023	212681		0		\$1873.56	0
PAYROLL - 2023-08-17	8/17/2023	212682		0		\$1130.13	0
PAYROLL - 2023-08-17	8/17/2023	212683		0		\$330.25	0
PAYROLL - 2023-08-17	8/17/2023	212684		0		\$837.56	0
PAYROLL - 2023-08-17	8/17/2023	212685		0		\$843.57	0
PAYROLL - 2023-08-17	8/17/2023	212686		0		\$297.88	0
PAYROLL - 2023-08-17	8/17/2023	212687		0		\$2025.72	0
PAYROLL - 2023-08-17	8/17/2023	212688		0		\$859.01	0

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PAYROLL - 2023-08-17	8/17/2023	212689		0		\$992.67	0
PAYROLL - 2023-08-17	8/17/2023	212690		0		\$1684.23	0
PAYROLL - 2023-08-17	8/17/2023	212691		0		\$341.37	0
PAYROLL - 2023-08-17	8/17/2023	212692		0		\$2762.40	0
PAYROLL - 2023-08-17	8/17/2023	212693		0		\$1382.61	0
PAYROLL - 2023-08-17	8/17/2023	212694		0		\$802.45	0
PAYROLL - 2023-08-17	8/17/2023	212695		0		\$1861.21	0
PAYROLL - 2023-08-17	8/17/2023	212696		0		\$1409.64	0
PAYROLL - 2023-08-17	8/17/2023	212697		0		\$91.65	0
PAYROLL - 2023-08-17	8/17/2023	212698		0		\$1894.38	0
PAYROLL - 2023-08-17	8/17/2023	212699		0		\$1219.06	0
PAYROLL - 2023-08-17	8/17/2023	212700		0		\$950.70	0
PAYROLL - 2023-08-17	8/17/2023	212701		0		\$1763.39	0
PAYROLL - 2023-08-17	8/17/2023	212702		0		\$1478.60	0
PAYROLL - 2023-08-17	8/17/2023	212703		0		\$1353.20	0
PAYROLL - 2023-08-17	8/17/2023	212704		0		\$1699.88	0
PAYROLL - 2023-08-17	8/17/2023	212705		0		\$606.29	0
PAYROLL - 2023-08-17	8/17/2023	212706		0		\$1894.09	0
PAYROLL - 2023-08-17	8/17/2023	212707		0		\$458.27	0
PAYROLL - 2023-08-17	8/17/2023	212708		0		\$376.87	0
PAYROLL - 2023-08-17	8/17/2023	212709		0		\$35550.00	0
PAYROLL - 2023-08-17	8/17/2023	212710		0		\$3.00	0
PAYROLL - 2023-08-17	8/17/2023	212711		0		\$527.81	0
PAYROLL - 2023-08-17	8/17/2023	212712		0		\$424.50	0
PAYROLL - 2023-08-17	8/17/2023	212713		0		\$75.00	0
PAYROLL - 2023-08-17	8/17/2023	212714		0		\$7648.62	0
PAYROLL - 2023-08-17	TOTALS:					\$1,791,350.83	0
PAYROLL - 2023-08-31	8/31/2023	212715		0		\$2480.26	0
PAYROLL - 2023-08-31	8/31/2023	212716		0		\$3146.33	0

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PAYROLL - 2023-08-31	8/31/2023	212717		0		\$1414.08	0
PAYROLL - 2023-08-31	8/31/2023	212718		0		\$1811.98	0
PAYROLL - 2023-08-31	8/31/2023	212719		0		\$2225.16	0
PAYROLL - 2023-08-31	8/31/2023	212720		0		\$4395.83	0
PAYROLL - 2023-08-31	8/31/2023	212721		0		\$1694.34	0
PAYROLL - 2023-08-31	8/31/2023	212722		0		\$2083.82	0
PAYROLL - 2023-08-31	8/31/2023	212723		0		\$546.78	0
PAYROLL - 2023-08-31	8/31/2023	212724		0		\$2020.55	0
PAYROLL - 2023-08-31	8/31/2023	212725		0		\$2268.30	0
PAYROLL - 2023-08-31	8/31/2023	212726		0		\$2885.68	0
PAYROLL - 2023-08-31	8/31/2023	212727		0		\$2766.19	0
PAYROLL - 2023-08-31	8/31/2023	212728		0		\$4621.46	0
PAYROLL - 2023-08-31	8/31/2023	212729		0		\$6646.85	0
PAYROLL - 2023-08-31	8/31/2023	212730		0		\$1313.16	0
PAYROLL - 2023-08-31	8/31/2023	212731		0		\$1199.00	0
PAYROLL - 2023-08-31	8/31/2023	212732		0		\$1163.17	0
PAYROLL - 2023-08-31	8/31/2023	212733		0		\$792.05	0
PAYROLL - 2023-08-31	8/31/2023	212734		0		\$1018.49	0
PAYROLL - 2023-08-31	8/31/2023	212735		0		\$4539.08	0
PAYROLL - 2023-08-31	8/31/2023	212736		0		\$2049.77	0
PAYROLL - 2023-08-31	8/31/2023	212737		0		\$1218.71	0
PAYROLL - 2023-08-31	8/31/2023	212738		0		\$950.14	0
PAYROLL - 2023-08-31	8/31/2023	212739		0		\$2051.45	0
PAYROLL - 2023-08-31	8/31/2023	212740		0		\$1232.21	0
PAYROLL - 2023-08-31	8/31/2023	212741		0		\$1240.08	0
PAYROLL - 2023-08-31	8/31/2023	212742		0		\$1588.03	0
PAYROLL - 2023-08-31	8/31/2023	212743		0		\$2037.58	0
PAYROLL - 2023-08-31	8/31/2023	212744		0		\$1195.93	0
PAYROLL - 2023-08-31	8/31/2023	212745		0		\$235.15	0

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PAYROLL - 2023-08-31	8/31/2023	212746		0		\$1951.62	0
PAYROLL - 2023-08-31	8/31/2023	212747		0		\$839.95	0
PAYROLL - 2023-08-31	8/31/2023	212748		0		\$2212.95	0
PAYROLL - 2023-08-31	8/31/2023	212749		0		\$1189.48	0
PAYROLL - 2023-08-31	8/31/2023	212750		0		\$1118.91	0
PAYROLL - 2023-08-31	8/31/2023	212751		0		\$794.56	0
PAYROLL - 2023-08-31	8/31/2023	212752		0		\$2186.65	0
PAYROLL - 2023-08-31	8/31/2023	212753		0		\$1252.82	0
PAYROLL - 2023-08-31	8/31/2023	212754		0		\$1252.91	0
PAYROLL - 2023-08-31	8/31/2023	212755		0		\$1831.53	0
PAYROLL - 2023-08-31	8/31/2023	212756		0		\$1252.82	0
PAYROLL - 2023-08-31	8/31/2023	212757		0		\$2908.62	0
PAYROLL - 2023-08-31	8/31/2023	212758		0		\$1777.65	0
PAYROLL - 2023-08-31	8/31/2023	212759		0		\$4625.57	0
PAYROLL - 2023-08-31	8/31/2023	212760		0		\$1842.60	0
PAYROLL - 2023-08-31	8/31/2023	212761		0		\$572.64	0
PAYROLL - 2023-08-31	8/31/2023	212762		0		\$1253.50	0
PAYROLL - 2023-08-31	8/31/2023	212763		0		\$1836.44	0
PAYROLL - 2023-08-31	8/31/2023	212764		0		\$1831.91	0
PAYROLL - 2023-08-31	8/31/2023	212765		0		\$1687.69	0
PAYROLL - 2023-08-31	8/31/2023	212766		0		\$2113.62	0
PAYROLL - 2023-08-31	8/31/2023	212767		0		\$565.29	0
PAYROLL - 2023-08-31	8/31/2023	212768		0		\$1464.16	0
PAYROLL - 2023-08-31	8/31/2023	212769		0		\$1165.64	0
PAYROLL - 2023-08-31	8/31/2023	212770		0		\$931.20	0
PAYROLL - 2023-08-31	8/31/2023	212771		0		\$1189.51	0
PAYROLL - 2023-08-31	8/31/2023	212772		0		\$1284.03	0
PAYROLL - 2023-08-31	8/31/2023	212773		0		\$1189.48	0
PAYROLL - 2023-08-31	8/31/2023	212774		0		\$2178.06	0

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PAYROLL - 2023-08-31	8/31/2023	212775		0		\$1252.47	0
PAYROLL - 2023-08-31	8/31/2023	212776		0		\$1801.48	0
PAYROLL - 2023-08-31	8/31/2023	212777		0		\$1591.86	0
PAYROLL - 2023-08-31	8/31/2023	212778		0		\$675.21	0
PAYROLL - 2023-08-31	8/31/2023	212779		0		\$1335.50	0
PAYROLL - 2023-08-31	8/31/2023	212780		0		\$1876.79	0
PAYROLL - 2023-08-31	8/31/2023	212781		0		\$1816.13	0
PAYROLL - 2023-08-31	8/31/2023	212782		0		\$2036.73	0
PAYROLL - 2023-08-31	8/31/2023	212783		0		\$1252.82	0
PAYROLL - 2023-08-31	8/31/2023	212784		0		\$2216.76	0
PAYROLL - 2023-08-31	8/31/2023	212785		0		\$1249.70	0
PAYROLL - 2023-08-31	8/31/2023	212786		0		\$1774.45	0
PAYROLL - 2023-08-31	8/31/2023	212787		0		\$4152.52	0
PAYROLL - 2023-08-31	8/31/2023	212788		0		\$2778.64	0
PAYROLL - 2023-08-31	8/31/2023	212789		0		\$2633.96	0
PAYROLL - 2023-08-31	8/31/2023	212790		0		\$4514.53	0
PAYROLL - 2023-08-31	8/31/2023	212791		0		\$1803.16	0
PAYROLL - 2023-08-31	8/31/2023	212792		0		\$1735.57	0
PAYROLL - 2023-08-31	8/31/2023	212793		0		\$1598.11	0
PAYROLL - 2023-08-31	8/31/2023	212794		0		\$1467.78	0
PAYROLL - 2023-08-31	8/31/2023	212795		0		\$2295.30	0
PAYROLL - 2023-08-31	8/31/2023	212796		0		\$1682.12	0
PAYROLL - 2023-08-31	8/31/2023	212797		0		\$2745.72	0
PAYROLL - 2023-08-31	8/31/2023	212798		0		\$1525.95	0
PAYROLL - 2023-08-31	8/31/2023	212799		0		\$2755.01	0
PAYROLL - 2023-08-31	8/31/2023	212800		0		\$1647.75	0
PAYROLL - 2023-08-31	8/31/2023	212801		0		\$1816.68	0
PAYROLL - 2023-08-31	8/31/2023	212802		0		\$1743.29	0
PAYROLL - 2023-08-31	8/31/2023	212803		0		\$1888.84	0

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PAYROLL - 2023-08-31	8/31/2023	212804		0		\$2385.81	0
PAYROLL - 2023-08-31	8/31/2023	212805		0		\$1965.06	0
PAYROLL - 2023-08-31	8/31/2023	212806		0		\$1818.90	0
PAYROLL - 2023-08-31	8/31/2023	212807		0		\$2334.53	0
PAYROLL - 2023-08-31	8/31/2023	212808		0		\$2219.18	0
PAYROLL - 2023-08-31	8/31/2023	212809		0		\$1844.96	0
PAYROLL - 2023-08-31	8/31/2023	212810		0		\$3038.01	0
PAYROLL - 2023-08-31	8/31/2023	212811		0		\$1822.74	0
PAYROLL - 2023-08-31	8/31/2023	212812		0		\$1687.85	0
PAYROLL - 2023-08-31	8/31/2023	212813		0		\$1568.27	0
PAYROLL - 2023-08-31	8/31/2023	212814		0		\$2569.92	0
PAYROLL - 2023-08-31	8/31/2023	212815		0		\$2227.79	0
PAYROLL - 2023-08-31	8/31/2023	212816		0		\$1809.73	0
PAYROLL - 2023-08-31	8/31/2023	212817		0		\$1986.09	0
PAYROLL - 2023-08-31	8/31/2023	212818		0		\$1964.65	0
PAYROLL - 2023-08-31	8/31/2023	212819		0		\$1630.67	0
PAYROLL - 2023-08-31	8/31/2023	212820		0		\$1968.94	0
PAYROLL - 2023-08-31	8/31/2023	212821		0		\$1861.52	0
PAYROLL - 2023-08-31	8/31/2023	212822		0		\$2157.34	0
PAYROLL - 2023-08-31	8/31/2023	212823		0		\$1762.47	0
PAYROLL - 2023-08-31	8/31/2023	212824		0		\$2088.63	0
PAYROLL - 2023-08-31	8/31/2023	212825		0		\$2164.93	0
PAYROLL - 2023-08-31	8/31/2023	212826		0		\$3405.44	0
PAYROLL - 2023-08-31	8/31/2023	212827		0		\$2080.12	0
PAYROLL - 2023-08-31	8/31/2023	212828		0		\$516.64	0
PAYROLL - 2023-08-31	8/31/2023	212829		0		\$470.89	0
PAYROLL - 2023-08-31	8/31/2023	212830		0		\$342.57	0
PAYROLL - 2023-08-31	8/31/2023	212831		0		\$813.72	0
PAYROLL - 2023-08-31	8/31/2023	212832		0		\$826.99	0

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PAYROLL - 2023-08-31	8/31/2023	212833		0		\$2097.60	0
PAYROLL - 2023-08-31	8/31/2023	212834		0		\$413.82	0
PAYROLL - 2023-08-31	8/31/2023	212835		0		\$278.99	0
PAYROLL - 2023-08-31	8/31/2023	212836		0		\$2089.14	0
PAYROLL - 2023-08-31	8/31/2023	212837		0		\$792.21	0
PAYROLL - 2023-08-31	8/31/2023	212838		0		\$221.05	0
PAYROLL - 2023-08-31	8/31/2023	212839		0		\$1678.27	0
PAYROLL - 2023-08-31	8/31/2023	212840		0		\$2170.48	0
PAYROLL - 2023-08-31	8/31/2023	212841		0		\$498.54	0
PAYROLL - 2023-08-31	8/31/2023	212842		0		\$594.06	0
PAYROLL - 2023-08-31	8/31/2023	212843		0		\$1782.47	0
PAYROLL - 2023-08-31	8/31/2023	212844		0		\$3964.20	0
PAYROLL - 2023-08-31	8/31/2023	212845		0		\$256.83	0
PAYROLL - 2023-08-31	8/31/2023	212846		0		\$235.43	0
PAYROLL - 2023-08-31	8/31/2023	212847		0		\$268.87	0
PAYROLL - 2023-08-31	8/31/2023	212848		0		\$2105.85	0
PAYROLL - 2023-08-31	8/31/2023	212849		0		\$2668.88	0
PAYROLL - 2023-08-31	8/31/2023	212850		0		\$235.74	0
PAYROLL - 2023-08-31	8/31/2023	212851		0		\$42.82	0
PAYROLL - 2023-08-31	8/31/2023	212852		0		\$495.72	0
PAYROLL - 2023-08-31	8/31/2023	212853		0		\$721.84	0
PAYROLL - 2023-08-31	8/31/2023	212854		0		\$164.10	0
PAYROLL - 2023-08-31	8/31/2023	212855		0		\$224.83	0
PAYROLL - 2023-08-31	8/31/2023	212856		0		\$1801.01	0
PAYROLL - 2023-08-31	8/31/2023	212857		0		\$267.54	0
PAYROLL - 2023-08-31	8/31/2023	212858		0		\$2469.83	0
PAYROLL - 2023-08-31	8/31/2023	212859		0		\$616.58	0
PAYROLL - 2023-08-31	8/31/2023	212860		0		\$256.83	0
PAYROLL - 2023-08-31	8/31/2023	212861		0		\$401.51	0

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PAYROLL - 2023-08-31	8/31/2023	212862		0		\$1809.18	0
PAYROLL - 2023-08-31	8/31/2023	212863		0		\$609.11	0
PAYROLL - 2023-08-31	8/31/2023	212864		0		\$206.90	0
PAYROLL - 2023-08-31	8/31/2023	212865		0		\$561.28	0
PAYROLL - 2023-08-31	8/31/2023	212866		0		\$256.83	0
PAYROLL - 2023-08-31	8/31/2023	212867		0		\$246.78	0
PAYROLL - 2023-08-31	8/31/2023	212868		0		\$256.83	0
PAYROLL - 2023-08-31	8/31/2023	212869		0		\$246.15	0
PAYROLL - 2023-08-31	8/31/2023	212870		0		\$691.11	0
PAYROLL - 2023-08-31	8/31/2023	212871		0		\$419.92	0
PAYROLL - 2023-08-31	8/31/2023	212872		0		\$658.97	0
PAYROLL - 2023-08-31	8/31/2023	212873		0		\$57.07	0
PAYROLL - 2023-08-31	8/31/2023	212874		0		\$149.82	0
PAYROLL - 2023-08-31	8/31/2023	212875		0		\$529.33	0
PAYROLL - 2023-08-31	8/31/2023	212876		0		\$445.93	0
PAYROLL - 2023-08-31	8/31/2023	212877		0		\$2593.43	0
PAYROLL - 2023-08-31	8/31/2023	212878		0		\$3021.37	0
PAYROLL - 2023-08-31	8/31/2023	212879		0		\$1734.87	0
PAYROLL - 2023-08-31	8/31/2023	212880		0		\$1615.73	0
PAYROLL - 2023-08-31	8/31/2023	212881		0		\$2734.95	0
PAYROLL - 2023-08-31	8/31/2023	212882		0		\$2112.91	0
PAYROLL - 2023-08-31	8/31/2023	212883		0		\$2243.08	0
PAYROLL - 2023-08-31	8/31/2023	212884		0		\$2357.02	0
PAYROLL - 2023-08-31	8/31/2023	212885		0		\$3259.42	0
PAYROLL - 2023-08-31	8/31/2023	212886		0		\$2010.11	0
PAYROLL - 2023-08-31	8/31/2023	212887		0		\$1942.12	0
PAYROLL - 2023-08-31	8/31/2023	212888		0		\$1987.71	0
PAYROLL - 2023-08-31	8/31/2023	212889		0		\$2166.37	0
PAYROLL - 2023-08-31	8/31/2023	212890		0		\$1652.81	0

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PAYROLL - 2023-08-31	8/31/2023	212891		0		\$2209.00	0
PAYROLL - 2023-08-31	8/31/2023	212892		0		\$2235.11	0
PAYROLL - 2023-08-31	8/31/2023	212893		0		\$1756.07	0
PAYROLL - 2023-08-31	8/31/2023	212894		0		\$2035.37	0
PAYROLL - 2023-08-31	8/31/2023	212895		0		\$2468.75	0
PAYROLL - 2023-08-31	8/31/2023	212896		0		\$2241.10	0
PAYROLL - 2023-08-31	8/31/2023	212897		0		\$1654.16	0
PAYROLL - 2023-08-31	8/31/2023	212898		0		\$2075.27	0
PAYROLL - 2023-08-31	8/31/2023	212899		0		\$2199.50	0
PAYROLL - 2023-08-31	8/31/2023	212900		0		\$1831.40	0
PAYROLL - 2023-08-31	8/31/2023	212901		0		\$1720.79	0
PAYROLL - 2023-08-31	8/31/2023	212902		0		\$2100.60	0
PAYROLL - 2023-08-31	8/31/2023	212903		0		\$2078.89	0
PAYROLL - 2023-08-31	8/31/2023	212904		0		\$1815.80	0
PAYROLL - 2023-08-31	8/31/2023	212905		0		\$1765.44	0
PAYROLL - 2023-08-31	8/31/2023	212906		0		\$2083.83	0
PAYROLL - 2023-08-31	8/31/2023	212907		0		\$1759.63	0
PAYROLL - 2023-08-31	8/31/2023	212908		0		\$2105.44	0
PAYROLL - 2023-08-31	8/31/2023	212909		0		\$1126.13	0
PAYROLL - 2023-08-31	8/31/2023	212910		0		\$2176.94	0
PAYROLL - 2023-08-31	8/31/2023	212911		0		\$3433.30	0
PAYROLL - 2023-08-31	8/31/2023	212912		0		\$2220.61	0
PAYROLL - 2023-08-31	8/31/2023	212913		0		\$4185.01	0
PAYROLL - 2023-08-31	8/31/2023	212914		0		\$3402.80	0
PAYROLL - 2023-08-31	8/31/2023	212915		0		\$2866.75	0
PAYROLL - 2023-08-31	8/31/2023	212916		0		\$5358.81	0
PAYROLL - 2023-08-31	8/31/2023	212917		0		\$4581.45	0
PAYROLL - 2023-08-31	8/31/2023	212918		0		\$3664.77	0
PAYROLL - 2023-08-31	8/31/2023	212919		0		\$3171.04	0

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PAYROLL - 2023-08-31	8/31/2023	212920		0		\$4002.39	0
PAYROLL - 2023-08-31	8/31/2023	212921		0		\$4398.48	0
PAYROLL - 2023-08-31	8/31/2023	212922		0		\$1813.15	0
PAYROLL - 2023-08-31	8/31/2023	212923		0		\$2614.74	0
PAYROLL - 2023-08-31	8/31/2023	212924		0		\$4032.78	0
PAYROLL - 2023-08-31	8/31/2023	212925		0		\$3392.76	0
PAYROLL - 2023-08-31	8/31/2023	212926		0		\$3012.77	0
PAYROLL - 2023-08-31	8/31/2023	212927		0		\$2085.59	0
PAYROLL - 2023-08-31	8/31/2023	212928		0		\$3691.27	0
PAYROLL - 2023-08-31	8/31/2023	212929		0		\$3621.41	0
PAYROLL - 2023-08-31	8/31/2023	212930		0		\$3329.01	0
PAYROLL - 2023-08-31	8/31/2023	212931		0		\$8944.92	0
PAYROLL - 2023-08-31	8/31/2023	212932		0		\$3182.53	0
PAYROLL - 2023-08-31	8/31/2023	212933		0		\$2116.00	0
PAYROLL - 2023-08-31	8/31/2023	212934		0		\$3194.08	0
PAYROLL - 2023-08-31	8/31/2023	212935		0		\$2638.94	0
PAYROLL - 2023-08-31	8/31/2023	212936		0		\$2790.72	0
PAYROLL - 2023-08-31	8/31/2023	212937		0		\$5114.92	0
PAYROLL - 2023-08-31	8/31/2023	212938		0		\$1986.19	0
PAYROLL - 2023-08-31	8/31/2023	212939		0		\$3608.56	0
PAYROLL - 2023-08-31	8/31/2023	212940		0		\$2176.71	0
PAYROLL - 2023-08-31	8/31/2023	212941		0		\$2492.83	0
PAYROLL - 2023-08-31	8/31/2023	212942		0		\$3731.36	0
PAYROLL - 2023-08-31	8/31/2023	212943		0		\$5439.24	0
PAYROLL - 2023-08-31	8/31/2023	212944		0		\$5384.94	0
PAYROLL - 2023-08-31	8/31/2023	212945		0		\$4248.04	0
PAYROLL - 2023-08-31	8/31/2023	212946		0		\$3211.12	0
PAYROLL - 2023-08-31	8/31/2023	212947		0		\$1683.13	0
PAYROLL - 2023-08-31	8/31/2023	212948		0		\$3215.08	0

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PAYROLL - 2023-08-31	8/31/2023	212949		0		\$3215.58	0
PAYROLL - 2023-08-31	8/31/2023	212950		0		\$1385.85	0
PAYROLL - 2023-08-31	8/31/2023	212951		0		\$5128.06	0
PAYROLL - 2023-08-31	8/31/2023	212952		0		\$3044.25	0
PAYROLL - 2023-08-31	8/31/2023	212953		0		\$2836.82	0
PAYROLL - 2023-08-31	8/31/2023	212954		0		\$2171.43	0
PAYROLL - 2023-08-31	8/31/2023	212955		0		\$2793.10	0
PAYROLL - 2023-08-31	8/31/2023	212956		0		\$902.75	0
PAYROLL - 2023-08-31	8/31/2023	212957		0		\$3437.60	0
PAYROLL - 2023-08-31	8/31/2023	212958		0		\$2785.05	0
PAYROLL - 2023-08-31	8/31/2023	212959		0		\$3300.24	0
PAYROLL - 2023-08-31	8/31/2023	212960		0		\$2446.93	0
PAYROLL - 2023-08-31	8/31/2023	212961		0		\$2219.81	0
PAYROLL - 2023-08-31	8/31/2023	212962		0		\$2025.00	0
PAYROLL - 2023-08-31	8/31/2023	212963		0		\$3192.34	0
PAYROLL - 2023-08-31	8/31/2023	212964		0		\$3813.00	0
PAYROLL - 2023-08-31	8/31/2023	212965		0		\$2482.97	0
PAYROLL - 2023-08-31	8/31/2023	212966		0		\$2874.18	0
PAYROLL - 2023-08-31	8/31/2023	212967		0		\$3256.88	0
PAYROLL - 2023-08-31	8/31/2023	212968		0		\$2738.17	0
PAYROLL - 2023-08-31	8/31/2023	212969		0		\$11409.57	0
PAYROLL - 2023-08-31	8/31/2023	212970		0		\$3881.60	0
PAYROLL - 2023-08-31	8/31/2023	212971		0		\$3689.26	0
PAYROLL - 2023-08-31	8/31/2023	212972		0		\$3970.58	0
PAYROLL - 2023-08-31	8/31/2023	212973		0		\$3217.11	0
PAYROLL - 2023-08-31	8/31/2023	212974		0		\$3303.29	0
PAYROLL - 2023-08-31	8/31/2023	212975		0		\$1966.95	0
PAYROLL - 2023-08-31	8/31/2023	212976		0		\$4440.77	0
PAYROLL - 2023-08-31	8/31/2023	212977		0		\$3146.10	0

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PAYROLL - 2023-08-31	8/31/2023	212978		0		\$3443.60	0
PAYROLL - 2023-08-31	8/31/2023	212979		0		\$1469.24	0
PAYROLL - 2023-08-31	8/31/2023	212980		0		\$2425.72	0
PAYROLL - 2023-08-31	8/31/2023	212981		0		\$4951.45	0
PAYROLL - 2023-08-31	8/31/2023	212982		0		\$2763.17	0
PAYROLL - 2023-08-31	8/31/2023	212983		0		\$3836.17	0
PAYROLL - 2023-08-31	8/31/2023	212984		0		\$3255.50	0
PAYROLL - 2023-08-31	8/31/2023	212985		0		\$1947.35	0
PAYROLL - 2023-08-31	8/31/2023	212986		0		\$2908.89	0
PAYROLL - 2023-08-31	8/31/2023	212987		0		\$1951.63	0
PAYROLL - 2023-08-31	8/31/2023	212988		0		\$4842.07	0
PAYROLL - 2023-08-31	8/31/2023	212989		0		\$1691.94	0
PAYROLL - 2023-08-31	8/31/2023	212990		0		\$2976.18	0
PAYROLL - 2023-08-31	8/31/2023	212991		0		\$2412.56	0
PAYROLL - 2023-08-31	8/31/2023	212992		0		\$1245.36	0
PAYROLL - 2023-08-31	8/31/2023	212993		0		\$2833.68	0
PAYROLL - 2023-08-31	8/31/2023	212994		0		\$4625.72	0
PAYROLL - 2023-08-31	8/31/2023	212995		0		\$3710.15	0
PAYROLL - 2023-08-31	8/31/2023	212996		0		\$485.85	0
PAYROLL - 2023-08-31	8/31/2023	212997		0		\$2773.43	0
PAYROLL - 2023-08-31	8/31/2023	212998		0		\$2646.42	0
PAYROLL - 2023-08-31	8/31/2023	212999		0		\$2011.65	0
PAYROLL - 2023-08-31	8/31/2023	213000		0		\$3976.21	0
PAYROLL - 2023-08-31	8/31/2023	213001		0		\$4456.10	0
PAYROLL - 2023-08-31	8/31/2023	213002		0		\$2792.92	0
PAYROLL - 2023-08-31	8/31/2023	213003		0		\$3507.23	0
PAYROLL - 2023-08-31	8/31/2023	213004		0		\$4636.06	0
PAYROLL - 2023-08-31	8/31/2023	213005		0		\$3617.05	0
PAYROLL - 2023-08-31	8/31/2023	213006		0		\$4467.08	0

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PAYROLL - 2023-08-31	8/31/2023	213007		0		\$1707.26	0
PAYROLL - 2023-08-31	8/31/2023	213008		0		\$3202.02	0
PAYROLL - 2023-08-31	8/31/2023	213009		0		\$1821.29	0
PAYROLL - 2023-08-31	8/31/2023	213010		0		\$4386.58	0
PAYROLL - 2023-08-31	8/31/2023	213011		0		\$2130.13	0
PAYROLL - 2023-08-31	8/31/2023	213012		0		\$4408.47	0
PAYROLL - 2023-08-31	8/31/2023	213013		0		\$3107.97	0
PAYROLL - 2023-08-31	8/31/2023	213014		0		\$4551.92	0
PAYROLL - 2023-08-31	8/31/2023	213015		0		\$4075.85	0
PAYROLL - 2023-08-31	8/31/2023	213016		0		\$12898.58	0
PAYROLL - 2023-08-31	8/31/2023	213017		0		\$8492.23	0
PAYROLL - 2023-08-31	8/31/2023	213018		0		\$4928.48	0
PAYROLL - 2023-08-31	8/31/2023	213019		0		\$2607.94	0
PAYROLL - 2023-08-31	8/31/2023	213020		0		\$2902.00	0
PAYROLL - 2023-08-31	8/31/2023	213021		0		\$1590.82	0
PAYROLL - 2023-08-31	8/31/2023	213022		0		\$2386.88	0
PAYROLL - 2023-08-31	8/31/2023	213023		0		\$1737.94	0
PAYROLL - 2023-08-31	8/31/2023	213024		0		\$4547.00	0
PAYROLL - 2023-08-31	8/31/2023	213025		0		\$2905.52	0
PAYROLL - 2023-08-31	8/31/2023	213026		0		\$5769.03	0
PAYROLL - 2023-08-31	8/31/2023	213027		0		\$946.58	0
PAYROLL - 2023-08-31	8/31/2023	213028		0		\$3616.69	0
PAYROLL - 2023-08-31	8/31/2023	213029		0		\$2802.86	0
PAYROLL - 2023-08-31	8/31/2023	213030		0		\$2082.17	0
PAYROLL - 2023-08-31	8/31/2023	213031		0		\$2047.22	0
PAYROLL - 2023-08-31	8/31/2023	213032		0		\$5599.98	0
PAYROLL - 2023-08-31	8/31/2023	213033		0		\$3244.65	0
PAYROLL - 2023-08-31	8/31/2023	213034		0		\$4252.38	0
PAYROLL - 2023-08-31	8/31/2023	213035		0		\$2541.39	0

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PAYROLL - 2023-08-31	8/31/2023	213036		0		\$2685.43	0
PAYROLL - 2023-08-31	8/31/2023	213037		0		\$3174.56	0
PAYROLL - 2023-08-31	8/31/2023	213038		0		\$9460.87	0
PAYROLL - 2023-08-31	8/31/2023	213039		0		\$4370.03	0
PAYROLL - 2023-08-31	8/31/2023	213040		0		\$3065.16	0
PAYROLL - 2023-08-31	8/31/2023	213041		0		\$1694.74	0
PAYROLL - 2023-08-31	8/31/2023	213042		0		\$4318.04	0
PAYROLL - 2023-08-31	8/31/2023	213043		0		\$4151.38	0
PAYROLL - 2023-08-31	8/31/2023	213044		0		\$4078.69	0
PAYROLL - 2023-08-31	8/31/2023	213045		0		\$4168.42	0
PAYROLL - 2023-08-31	8/31/2023	213046		0		\$3648.39	0
PAYROLL - 2023-08-31	8/31/2023	213047		0		\$2702.50	0
PAYROLL - 2023-08-31	8/31/2023	213048		0		\$1484.23	0
PAYROLL - 2023-08-31	8/31/2023	213049		0		\$1578.51	0
PAYROLL - 2023-08-31	8/31/2023	213050		0		\$3230.26	0
PAYROLL - 2023-08-31	8/31/2023	213051		0		\$2925.50	0
PAYROLL - 2023-08-31	8/31/2023	213052		0		\$3353.54	0
PAYROLL - 2023-08-31	8/31/2023	213053		0		\$11976.42	0
PAYROLL - 2023-08-31	8/31/2023	213054		0		\$4223.11	0
PAYROLL - 2023-08-31	8/31/2023	213055		0		\$2590.75	0
PAYROLL - 2023-08-31	8/31/2023	213056		0		\$1442.72	0
PAYROLL - 2023-08-31	8/31/2023	213057		0		\$4982.77	0
PAYROLL - 2023-08-31	8/31/2023	213058		0		\$3302.31	0
PAYROLL - 2023-08-31	8/31/2023	213059		0		\$3488.61	0
PAYROLL - 2023-08-31	8/31/2023	213060		0		\$5097.39	0
PAYROLL - 2023-08-31	8/31/2023	213061		0		\$5104.58	0
PAYROLL - 2023-08-31	8/31/2023	213062		0		\$3013.88	0
PAYROLL - 2023-08-31	8/31/2023	213063		0		\$4111.28	0
PAYROLL - 2023-08-31	8/31/2023	213064		0		\$750.62	0

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PAYROLL - 2023-08-31	8/31/2023	213065		0		\$1694.00	0
PAYROLL - 2023-08-31	8/31/2023	213066		0		\$3533.08	0
PAYROLL - 2023-08-31	8/31/2023	213067		0		\$1466.04	0
PAYROLL - 2023-08-31	8/31/2023	213068		0		\$3831.87	0
PAYROLL - 2023-08-31	8/31/2023	213069		0		\$4142.16	0
PAYROLL - 2023-08-31	8/31/2023	213070		0		\$2635.60	0
PAYROLL - 2023-08-31	8/31/2023	213071		0		\$2344.47	0
PAYROLL - 2023-08-31	8/31/2023	213072		0		\$5514.62	0
PAYROLL - 2023-08-31	8/31/2023	213073		0		\$2026.62	0
PAYROLL - 2023-08-31	8/31/2023	213074		0		\$4997.21	0
PAYROLL - 2023-08-31	8/31/2023	213075		0		\$3334.01	0
PAYROLL - 2023-08-31	8/31/2023	213076		0		\$2167.88	0
PAYROLL - 2023-08-31	8/31/2023	213077		0		\$2876.43	0
PAYROLL - 2023-08-31	8/31/2023	213078		0		\$2342.82	0
PAYROLL - 2023-08-31	8/31/2023	213079		0		\$5029.23	0
PAYROLL - 2023-08-31	8/31/2023	213080		0		\$3858.37	0
PAYROLL - 2023-08-31	8/31/2023	213081		0		\$1717.06	0
PAYROLL - 2023-08-31	8/31/2023	213082		0		\$2173.24	0
PAYROLL - 2023-08-31	8/31/2023	213083		0		\$4311.04	0
PAYROLL - 2023-08-31	8/31/2023	213084		0		\$3118.26	0
PAYROLL - 2023-08-31	8/31/2023	213085		0		\$3524.55	0
PAYROLL - 2023-08-31	8/31/2023	213086		0		\$1565.71	0
PAYROLL - 2023-08-31	8/31/2023	213087		0		\$1174.31	0
PAYROLL - 2023-08-31	8/31/2023	213088		0		\$5510.82	0
PAYROLL - 2023-08-31	8/31/2023	213089		0		\$3232.66	0
PAYROLL - 2023-08-31	8/31/2023	213090		0		\$4008.21	0
PAYROLL - 2023-08-31	8/31/2023	213091		0		\$3406.45	0
PAYROLL - 2023-08-31	8/31/2023	213092		0		\$3694.31	0
PAYROLL - 2023-08-31	8/31/2023	213093		0		\$2619.76	0

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PAYROLL - 2023-08-31	8/31/2023	213094		0		\$3243.36	0
PAYROLL - 2023-08-31	8/31/2023	213095		0		\$1725.52	0
PAYROLL - 2023-08-31	8/31/2023	213096		0		\$3619.22	0
PAYROLL - 2023-08-31	8/31/2023	213097		0		\$6656.22	0
PAYROLL - 2023-08-31	8/31/2023	213098		0		\$3668.08	0
PAYROLL - 2023-08-31	8/31/2023	213099		0		\$1582.25	0
PAYROLL - 2023-08-31	8/31/2023	213100		0		\$2760.61	0
PAYROLL - 2023-08-31	8/31/2023	213101		0		\$3073.96	0
PAYROLL - 2023-08-31	8/31/2023	213102		0		\$2820.24	0
PAYROLL - 2023-08-31	8/31/2023	213103		0		\$4492.25	0
PAYROLL - 2023-08-31	8/31/2023	213104		0		\$3325.11	0
PAYROLL - 2023-08-31	8/31/2023	213105		0		\$3477.30	0
PAYROLL - 2023-08-31	8/31/2023	213106		0		\$3518.10	0
PAYROLL - 2023-08-31	8/31/2023	213107		0		\$2746.33	0
PAYROLL - 2023-08-31	8/31/2023	213108		0		\$4331.19	0
PAYROLL - 2023-08-31	8/31/2023	213109		0		\$1584.60	0
PAYROLL - 2023-08-31	8/31/2023	213110		0		\$5277.35	0
PAYROLL - 2023-08-31	8/31/2023	213111		0		\$2610.41	0
PAYROLL - 2023-08-31	8/31/2023	213112		0		\$3518.18	0
PAYROLL - 2023-08-31	8/31/2023	213113		0		\$2594.56	0
PAYROLL - 2023-08-31	8/31/2023	213114		0		\$3300.72	0
PAYROLL - 2023-08-31	8/31/2023	213115		0		\$5100.16	0
PAYROLL - 2023-08-31	8/31/2023	213116		0		\$1830.83	0
PAYROLL - 2023-08-31	8/31/2023	213117		0		\$2842.47	0
PAYROLL - 2023-08-31	8/31/2023	213118		0		\$3949.61	0
PAYROLL - 2023-08-31	8/31/2023	213119		0		\$3826.27	0
PAYROLL - 2023-08-31	8/31/2023	213120		0		\$5352.71	0
PAYROLL - 2023-08-31	8/31/2023	213121		0		\$2921.84	0
PAYROLL - 2023-08-31	8/31/2023	213122		0		\$3044.60	0

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PAYROLL - 2023-08-31	8/31/2023	213123		0		\$3113.74	0
PAYROLL - 2023-08-31	8/31/2023	213124		0		\$775.24	0
PAYROLL - 2023-08-31	8/31/2023	213125		0		\$1611.07	0
PAYROLL - 2023-08-31	8/31/2023	213126		0		\$2472.67	0
PAYROLL - 2023-08-31	8/31/2023	213127		0		\$2444.72	0
PAYROLL - 2023-08-31	8/31/2023	213128		0		\$2649.81	0
PAYROLL - 2023-08-31	8/31/2023	213129		0		\$1695.99	0
PAYROLL - 2023-08-31	8/31/2023	213130		0		\$960.90	0
PAYROLL - 2023-08-31	8/31/2023	213131		0		\$2453.79	0
PAYROLL - 2023-08-31	8/31/2023	213132		0		\$2488.01	0
PAYROLL - 2023-08-31	8/31/2023	213133		0		\$2465.07	0
PAYROLL - 2023-08-31	8/31/2023	213134		0		\$1864.75	0
PAYROLL - 2023-08-31	8/31/2023	213135		0		\$2409.93	0
PAYROLL - 2023-08-31	8/31/2023	213136		0		\$2407.71	0
PAYROLL - 2023-08-31	8/31/2023	213137		0		\$2881.92	0
PAYROLL - 2023-08-31	8/31/2023	213138		0		\$1985.00	0
PAYROLL - 2023-08-31	8/31/2023	213139		0		\$1771.51	0
PAYROLL - 2023-08-31	8/31/2023	213140		0		\$4952.54	0
PAYROLL - 2023-08-31	8/31/2023	213141		0		\$1805.18	0
PAYROLL - 2023-08-31	8/31/2023	213142		0		\$2110.31	0
PAYROLL - 2023-08-31	8/31/2023	213143		0		\$2393.17	0
PAYROLL - 2023-08-31	8/31/2023	213144		0		\$2010.95	0
PAYROLL - 2023-08-31	8/31/2023	213145		0		\$3267.75	0
PAYROLL - 2023-08-31	8/31/2023	213146		0		\$1906.57	0
PAYROLL - 2023-08-31	8/31/2023	213147		0		\$1907.24	0
PAYROLL - 2023-08-31	8/31/2023	213148		0		\$1768.93	0
PAYROLL - 2023-08-31	8/31/2023	213149		0		\$2265.66	0
PAYROLL - 2023-08-31	8/31/2023	213150		0		\$2315.85	0
PAYROLL - 2023-08-31	8/31/2023	213151		0		\$2537.57	0

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PAYROLL - 2023-08-31	8/31/2023	213152		0		\$2966.61	0
PAYROLL - 2023-08-31	8/31/2023	213153		0		\$1706.23	0
PAYROLL - 2023-08-31	8/31/2023	213154		0		\$2540.86	0
PAYROLL - 2023-08-31	8/31/2023	213155		0		\$1973.41	0
PAYROLL - 2023-08-31	8/31/2023	213156		0		\$2253.61	0
PAYROLL - 2023-08-31	8/31/2023	213157		0		\$2376.54	0
PAYROLL - 2023-08-31	8/31/2023	213158		0		\$1943.60	0
PAYROLL - 2023-08-31	8/31/2023	213159		0		\$2685.89	0
PAYROLL - 2023-08-31	8/31/2023	213160		0		\$1625.06	0
PAYROLL - 2023-08-31	8/31/2023	213161		0		\$2550.87	0
PAYROLL - 2023-08-31	8/31/2023	213162		0		\$1537.79	0
PAYROLL - 2023-08-31	8/31/2023	213163		0		\$3208.54	0
PAYROLL - 2023-08-31	8/31/2023	213164		0		\$1889.83	0
PAYROLL - 2023-08-31	8/31/2023	213165		0		\$2024.28	0
PAYROLL - 2023-08-31	8/31/2023	213166		0		\$1984.24	0
PAYROLL - 2023-08-31	8/31/2023	213167		0		\$1906.10	0
PAYROLL - 2023-08-31	8/31/2023	213168		0		\$2365.93	0
PAYROLL - 2023-08-31	8/31/2023	213169		0		\$1656.04	0
PAYROLL - 2023-08-31	8/31/2023	213170		0		\$2051.55	0
PAYROLL - 2023-08-31	8/31/2023	213171		0		\$1894.98	0
PAYROLL - 2023-08-31	8/31/2023	213172		0		\$2335.05	0
PAYROLL - 2023-08-31	8/31/2023	213173		0		\$2174.14	0
PAYROLL - 2023-08-31	8/31/2023	213174		0		\$2216.61	0
PAYROLL - 2023-08-31	8/31/2023	213175		0		\$2504.52	0
PAYROLL - 2023-08-31	8/31/2023	213176		0		\$1057.47	0
PAYROLL - 2023-08-31	8/31/2023	213177		0		\$1952.00	0
PAYROLL - 2023-08-31	8/31/2023	213178		0		\$1840.20	0
PAYROLL - 2023-08-31	8/31/2023	213179		0		\$2029.40	0
PAYROLL - 2023-08-31	8/31/2023	213180		0		\$2282.40	0

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PAYROLL - 2023-08-31	8/31/2023	213181		0		\$1766.59	0
PAYROLL - 2023-08-31	8/31/2023	213182		0		\$2268.89	0
PAYROLL - 2023-08-31	8/31/2023	213183		0		\$2081.06	0
PAYROLL - 2023-08-31	8/31/2023	213184		0		\$2058.85	0
PAYROLL - 2023-08-31	8/31/2023	213185		0		\$1457.43	0
PAYROLL - 2023-08-31	8/31/2023	213186		0		\$1809.49	0
PAYROLL - 2023-08-31	8/31/2023	213187		0		\$2707.94	0
PAYROLL - 2023-08-31	8/31/2023	213188		0		\$780.60	0
PAYROLL - 2023-08-31	8/31/2023	213189		0		\$2388.59	0
PAYROLL - 2023-08-31	8/31/2023	213190		0		\$2108.05	0
PAYROLL - 2023-08-31	8/31/2023	213191		0		\$1939.12	0
PAYROLL - 2023-08-31	8/31/2023	213192		0		\$2310.69	0
PAYROLL - 2023-08-31	8/31/2023	213193		0		\$2035.31	0
PAYROLL - 2023-08-31	8/31/2023	213194		0		\$2389.68	0
PAYROLL - 2023-08-31	8/31/2023	213195		0		\$2155.57	0
PAYROLL - 2023-08-31	8/31/2023	213196		0		\$1345.73	0
PAYROLL - 2023-08-31	8/31/2023	213197		0		\$2017.34	0
PAYROLL - 2023-08-31	8/31/2023	213198		0		\$1762.39	0
PAYROLL - 2023-08-31	8/31/2023	213199		0		\$2179.44	0
PAYROLL - 2023-08-31	8/31/2023	213200		0		\$1950.30	0
PAYROLL - 2023-08-31	8/31/2023	213201		0		\$2030.79	0
PAYROLL - 2023-08-31	8/31/2023	213202		0		\$1696.09	0
PAYROLL - 2023-08-31	8/31/2023	213203		0		\$1928.50	0
PAYROLL - 2023-08-31	8/31/2023	213204		0		\$2585.74	0
PAYROLL - 2023-08-31	8/31/2023	213205		0		\$1928.77	0
PAYROLL - 2023-08-31	8/31/2023	213206		0		\$2180.53	0
PAYROLL - 2023-08-31	8/31/2023	213207		0		\$2050.39	0
PAYROLL - 2023-08-31	8/31/2023	213208		0		\$1943.84	0
PAYROLL - 2023-08-31	8/31/2023	213209		0		\$2633.04	0

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PAYROLL - 2023-08-31	8/31/2023	213210		0		\$2314.18	0
PAYROLL - 2023-08-31	8/31/2023	213211		0		\$1860.98	0
PAYROLL - 2023-08-31	8/31/2023	213212		0		\$2918.88	0
PAYROLL - 2023-08-31	8/31/2023	213213		0		\$2225.76	0
PAYROLL - 2023-08-31	8/31/2023	213214		0		\$3076.46	0
PAYROLL - 2023-08-31	8/31/2023	213215		0		\$1498.77	0
PAYROLL - 2023-08-31	8/31/2023	213216		0		\$2524.68	0
PAYROLL - 2023-08-31	8/31/2023	213217		0		\$1572.02	0
PAYROLL - 2023-08-31	8/31/2023	213218		0		\$2512.78	0
PAYROLL - 2023-08-31	8/31/2023	213219		0		\$2254.82	0
PAYROLL - 2023-08-31	8/31/2023	213220		0		\$3173.49	0
PAYROLL - 2023-08-31	8/31/2023	213221		0		\$1684.30	0
PAYROLL - 2023-08-31	8/31/2023	213222		0		\$2004.10	0
PAYROLL - 2023-08-31	8/31/2023	213223		0		\$2096.71	0
PAYROLL - 2023-08-31	8/31/2023	213224		0		\$3206.09	0
PAYROLL - 2023-08-31	8/31/2023	213225		0		\$3595.52	0
PAYROLL - 2023-08-31	8/31/2023	213226		0		\$2163.13	0
PAYROLL - 2023-08-31	8/31/2023	213227		0		\$1574.84	0
PAYROLL - 2023-08-31	8/31/2023	213228		0		\$1891.71	0
PAYROLL - 2023-08-31	8/31/2023	213229		0		\$1719.99	0
PAYROLL - 2023-08-31	8/31/2023	213230		0		\$2240.59	0
PAYROLL - 2023-08-31	8/31/2023	213231		0		\$1787.80	0
PAYROLL - 2023-08-31	8/31/2023	213232		0		\$1961.44	0
PAYROLL - 2023-08-31	8/31/2023	213233		0		\$2151.26	0
PAYROLL - 2023-08-31	8/31/2023	213234		0		\$2187.35	0
PAYROLL - 2023-08-31	8/31/2023	213235		0		\$4142.64	0
PAYROLL - 2023-08-31	8/31/2023	213236		0		\$2824.60	0
PAYROLL - 2023-08-31	8/31/2023	213237		0		\$2692.11	0
PAYROLL - 2023-08-31	8/31/2023	213238		0		\$1993.75	0

Payroll Direct Deposits / Checks 8/1/2023 - 8/31/2023

CHECK TYPE	CHECK DATE	CHECKNBR	VOID	EMP#	EMP NAME	DD AMT	VOID AMT
PAYROLL - 2023-08-31	8/31/2023	213239		0		\$1822.16	0
PAYROLL - 2023-08-31	8/31/2023	213240		0		\$1199.67	0
PAYROLL - 2023-08-31	8/31/2023	213241		0		\$3997.27	0
PAYROLL - 2023-08-31	8/31/2023	213242		0		\$2269.39	0
PAYROLL - 2023-08-31	8/31/2023	213243		0		\$2519.77	0
PAYROLL - 2023-08-31	8/31/2023	213244		0		\$3877.15	0
PAYROLL - 2023-08-31	8/31/2023	213245		0		\$3080.96	0
PAYROLL - 2023-08-31	8/31/2023	213246		0		\$1956.15	0
PAYROLL - 2023-08-31	8/31/2023	213247		0		\$2464.49	0
PAYROLL - 2023-08-31	8/31/2023	213248		0		\$1570.23	0
PAYROLL - 2023-08-31	8/31/2023	213249		0		\$3056.01	0
PAYROLL - 2023-08-31	8/31/2023	213250		0		\$2192.76	0
PAYROLL - 2023-08-31	8/31/2023	213251		0		\$3146.62	0
PAYROLL - 2023-08-31	8/31/2023	213252		0		\$3697.61	0
PAYROLL - 2023-08-31	8/31/2023	213253		0		\$1604.79	0
PAYROLL - 2023-08-31	8/31/2023	213254		0		\$2983.32	0
PAYROLL - 2023-08-31	8/31/2023	213255		0		\$3536.19	0
PAYROLL - 2023-08-31	8/31/2023	213256		0		\$1716.74	0
PAYROLL - 2023-08-31	8/31/2023	213257		0		\$3793.12	0
PAYROLL - 2023-08-31	8/31/2023	213258		0		\$2495.02	0
PAYROLL - 2023-08-31	8/31/2023	213259		0		\$3840.12	0
PAYROLL - 2023-08-31	8/31/2023	213260		0		\$1502.83	0
PAYROLL - 2023-08-31	8/31/2023	213261		0		\$2940.48	0
PAYROLL - 2023-08-31	8/31/2023	213262		0		\$1974.61	0
PAYROLL - 2023-08-31	8/31/2023	213263		0		\$3671.52	0
PAYROLL - 2023-08-31	8/31/2023	213264		0		\$1434.18	0
PAYROLL - 2023-08-31	8/31/2023	213265		0		\$1866.93	0
PAYROLL - 2023-08-31	8/31/2023	213266		0		\$3970.66	0
PAYROLL - 2023-08-31	8/31/2023	213267		0		\$3850.71	0

Payroll Direct Deposits / Checks 8/1/2023 - 8/31/2023

CHECK TYPE	CHECK DATE	CHECKNBR	VOID	EMP#	EMP NAME	DD AMT	VOID AMT
PAYROLL - 2023-08-31	8/31/2023	213268		0		\$2906.71	0
PAYROLL - 2023-08-31	8/31/2023	213269		0		\$2956.99	0
PAYROLL - 2023-08-31	8/31/2023	213270		0		\$2356.04	0
PAYROLL - 2023-08-31	8/31/2023	213271		0		\$3821.93	0
PAYROLL - 2023-08-31	8/31/2023	213272		0		\$1452.83	0
PAYROLL - 2023-08-31	8/31/2023	213273		0		\$3006.04	0
PAYROLL - 2023-08-31	8/31/2023	213274		0		\$2624.51	0
PAYROLL - 2023-08-31	8/31/2023	213275		0		\$2386.16	0
PAYROLL - 2023-08-31	8/31/2023	213276		0		\$1162.22	0
PAYROLL - 2023-08-31	8/31/2023	213277		0		\$1192.22	0
PAYROLL - 2023-08-31	8/31/2023	213278		0		\$2643.49	0
PAYROLL - 2023-08-31	8/31/2023	213279		0		\$242.99	0
PAYROLL - 2023-08-31	8/31/2023	213280		0		\$3381.80	0
PAYROLL - 2023-08-31	8/31/2023	213281		0		\$1986.39	0
PAYROLL - 2023-08-31	8/31/2023	213282		0		\$1147.08	0
PAYROLL - 2023-08-31	8/31/2023	213283		0		\$2178.11	0
PAYROLL - 2023-08-31	8/31/2023	213284		0		\$2225.47	0
PAYROLL - 2023-08-31	8/31/2023	213285		0		\$714.37	0
PAYROLL - 2023-08-31	8/31/2023	213286		0		\$1763.76	0
PAYROLL - 2023-08-31	8/31/2023	213287		0		\$2063.95	0
PAYROLL - 2023-08-31	8/31/2023	213288		0		\$1515.50	0
PAYROLL - 2023-08-31	8/31/2023	213289		0		\$134.55	0
PAYROLL - 2023-08-31	8/31/2023	213290		0		\$820.12	0
PAYROLL - 2023-08-31	8/31/2023	213291		0		\$843.57	0
PAYROLL - 2023-08-31	8/31/2023	213292		0		\$2134.52	0
PAYROLL - 2023-08-31	8/31/2023	213293		0		\$972.98	0
PAYROLL - 2023-08-31	8/31/2023	213294		0		\$1086.68	0
PAYROLL - 2023-08-31	8/31/2023	213295		0		\$1991.16	0
PAYROLL - 2023-08-31	8/31/2023	213296		0		\$400.23	0

Payroll Direct Deposits / Checks 8/1/2023 - 8/31/2023

CHECK TYPE	CHECK DATE	CHECKNBR	VOID	EMP#	EMP NAME	DD AMT	VOID AMT
PAYROLL - 2023-08-31	8/31/2023	213297		0		\$2827.39	0
PAYROLL - 2023-08-31	8/31/2023	213298		0		\$1517.87	0
PAYROLL - 2023-08-31	8/31/2023	213299		0		\$825.45	0
PAYROLL - 2023-08-31	8/31/2023	213300		0		\$2022.51	0
PAYROLL - 2023-08-31	8/31/2023	213301		0		\$1666.40	0
PAYROLL - 2023-08-31	8/31/2023	213302		0		\$2051.32	0
PAYROLL - 2023-08-31	8/31/2023	213303		0		\$1454.44	0
PAYROLL - 2023-08-31	8/31/2023	213304		0		\$900.13	0
PAYROLL - 2023-08-31	8/31/2023	213305		0		\$601.63	0
PAYROLL - 2023-08-31	8/31/2023	213306		0		\$1817.45	0
PAYROLL - 2023-08-31	8/31/2023	213307		0		\$1485.73	0
PAYROLL - 2023-08-31	8/31/2023	213308		0		\$1837.47	0
PAYROLL - 2023-08-31	8/31/2023	213309		0		\$614.34	0
PAYROLL - 2023-08-31	8/31/2023	213310		0		\$1966.11	0
PAYROLL - 2023-08-31	8/31/2023	213311		0		\$20.04	0
PAYROLL - 2023-08-31	8/31/2023	213312		0		\$4977.82	0
PAYROLL - 2023-08-31	8/31/2023	213313		0		\$375.00	0
PAYROLL - 2023-08-31	8/31/2023	213314		0		\$7884.02	0
PAYROLL - 2023-08-31	TOTALS:					\$1,474,406.91	0
					Grand Total	\$4,698,136.82	0

Pension Checks 8/1/2023 - 8/31/2023

CHECK TYPE	CHECK DATE	CHECKNBR	VOID	EMP#	EMP NAME	DD AMT
PENSION - 2023-08-31	8/31/2023	6537	N	0		\$4490.27
PENSION - 2023-08-31	8/31/2023	6538	N	0		\$800.01
PENSION - 2023-08-31	8/31/2023	6539	N	0		\$952.10
PENSION - 2023-08-31	8/31/2023	6540	N	0		\$6503.14
PENSION - 2023-08-31	8/31/2023	6541	N	0		\$1004.71
PENSION - 2023-08-31	8/31/2023	6542	N	0		\$3001.49
PENSION - 2023-08-31	8/31/2023	6543	N	0		\$1516.36
PENSION - 2023-08-31	8/31/2023	6544	N	0		\$648.90
PENSION - 2023-08-31	8/31/2023	6545	N	0		\$228.03
PENSION - 2023-08-31	8/31/2023	6546	N	0		\$1256.31
PENSION - 2023-08-31	8/31/2023	6547	N	0		\$691.90
PENSION - 2023-08-31	8/31/2023	6548	N	0		\$1674.01
PENSION - 2023-08-31	8/31/2023	6549	N	0		\$637.53
PENSION - 2023-08-31	8/31/2023	6550	N	0		\$3174.83
PENSION - 2023-08-31	8/31/2023	6551	N	0		\$1991.38
PENSION - 2023-08-31	8/31/2023	6552	N	0		\$786.04
PENSION - 2023-08-31	8/31/2023	6553	N	0		\$1044.20
PENSION - 2023-08-31	8/31/2023	6554	N	0		\$3041.78
PENSION - 2023-08-31	8/31/2023	6555	N	0		\$2823.32
PENSION - 2023-08-31	8/31/2023	6556	N	0		\$785.11
PENSION - 2023-08-31	8/31/2023	6557	N	0		\$964.30
PENSION - 2023-08-31	8/31/2023	6558	N	0		\$5267.34
PENSION - 2023-08-31	8/31/2023	6559	N	0		\$1439.84
PENSION - 2023-08-31	8/31/2023	6560	N	0		\$4058.38
PENSION - 2023-08-31	8/31/2023	6561	N	0		\$823.71
PENSION - 2023-08-31	8/31/2023	6562	N	0		\$703.23
PENSION - 2023-08-31	TOTALS:					\$50,308.22
					Grand Total	\$50,308.22



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 9/19/2023

Agenda Category: Items of Business

Core Focus Area 2 - Manage & Maintain Infrastructure & Facilities

Subject:

Resolution No. 2023-137, Authorizing a Purchase Order Contract with Great Western Installation, Inc. for New Playground Equipment at Howard Amon Park

Department/Office
Parks & Public Facilities

Ordinance/Resolution Number:
2023-137

Document Type:
Resolution

Recommended Motion:

Adopt Resolution No. 2023-137, authorizing the City Manager to sign and execute a purchase order agreement with Great Western Installation, Inc. in the amount of \$938,071.42 for new playground equipment at Howard Amon Park.

Summary:

The Sturgeon Cove Playground in Howard Amon Park was constructed in 2001 and has reached the end of its useful life. The playground is a popular amenity (4.5 stars on Trip Advisor and 4.7 stars on Yelp). The playground equipment is in need of replacement due to age and normal wear and tear.

The City initiated a public engagement strategy during the design phase of the project to better understand community sentiment. Outreach included website and social media opportunities, and was supplemented by focused consultation with the Mid-Columbia Children's Museum and one-on-one conversations with kids and adults on-site at the current Sturgeon Cove playground.

The playground will be the first integrated all-abilities playground in the City. Richland currently operates one (1) fully accessible playground known as the "All Abilities Place" playground in Claybell Park. However, this facility is a stand-alone playground specifically designed for accessible play and is located away from another playground in the same park. Sturgeon Cove's design will be an integrated playground where users of all abilities and ages play together in the same location. The project scope includes demolition of existing structures, installation of new equipment, and durable poured rubber safety surfacing.

The Parks & Recreation Commission discussed the new playground equipment at its regularly scheduled meeting on September 14, 2023 and favorably recommended approval.

Staff recommends adoption of Resolution No. 2023-137.

Fiscal Impact: The new Sturgeon Cove playground will cost \$938,071.42, including sales tax. The adopted capital project (PR230001) has available funding.

Attachments:

1. Resolution No. 2023-137
2. Howard Amon Park Playground - Proposal

RESOLUTION NO. 2023-137

**A RESOLUTION OF THE CITY OF RICHLAND, WASHINGTON,
AUTHORIZING A PURCHASE ORDER CONTRACT WITH GREAT
WESTERN INSTALLATIONS, INC. FOR NEW PLAYGROUND
EQUIPMENT IN HOWARD AMON PARK.**

WHEREAS, Howard Amon Park, a premier park in the City of Richland’s park system, has aging playground equipment that was installed in 2001; and

WHEREAS, the existing playground equipment in Howard Amon Park is an attraction to thousands of visitors annually, and is in need of replacement due to age and normal wear and tear; and

WHEREAS, to help shape the replacement decision, the City initiated a comprehensive public engagement strategy, encompassing the dissemination of information through social media posts, the City webpage, targeted engagement with the Three Rivers Children’s Museum, and one-on-one engagement with playground users; and

WHEREAS, RCW 39.34.030 allows Richland to enter into cooperative purchasing agreements with other public agencies for the purpose of “piggybacking” onto procurement efforts conducted by those agencies; and

WHEREAS, the solicitation, evaluation, and award process conducted by the King County Directors’ Association (KCDA) in its award of KCDA Contract No. 22-315 to Great Western Installations, Inc. meets the City of Richland’s procurement requirements; and

WHEREAS, the City’s best interests are served by piggybacking onto KCDA’s cooperative purchase agreement with Great Western Installations, Inc. for purchase and installation of new playground equipment in Howard Amon Park.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that the City Manager is authorized to sign and execute a purchase order contract with Great Western Installations, Inc. in the amount of \$938,071.42 for the purchase and installation of new playground equipment in Howard Amon Park.

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland, Washington, at a regular meeting on the 19th day of September, 2023.

Terry Christensen, Mayor

Attest:

Approved as to Form:

Jennifer Rogers, City Clerk

Heather Kintzley, City Attorney

Proposal for
City of Richland

Prepared by



08-03-2023
Job # 109228-01

Howard Amon Park Playground Option 3A



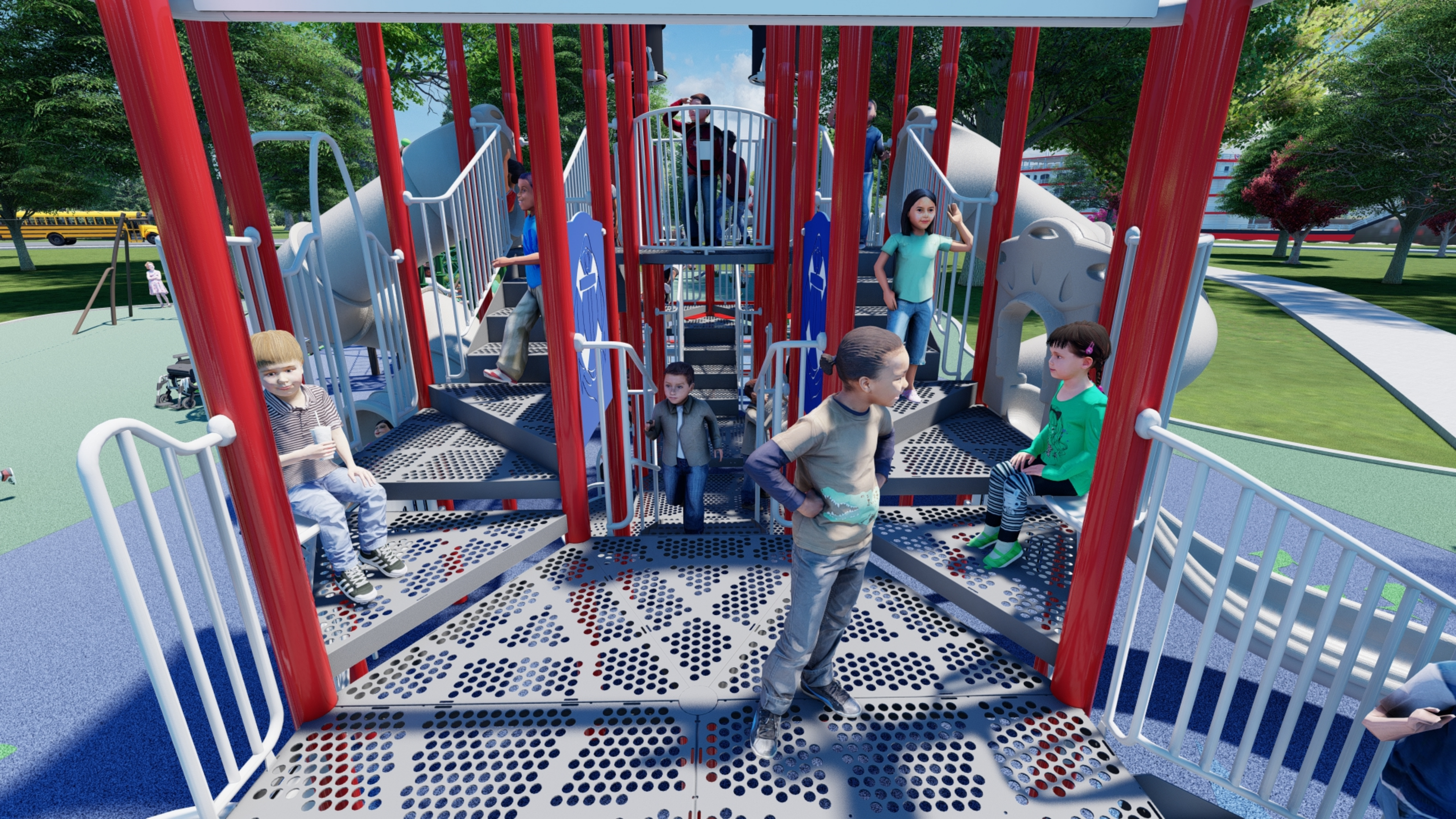
435-901-9544 | www.gwpark.com



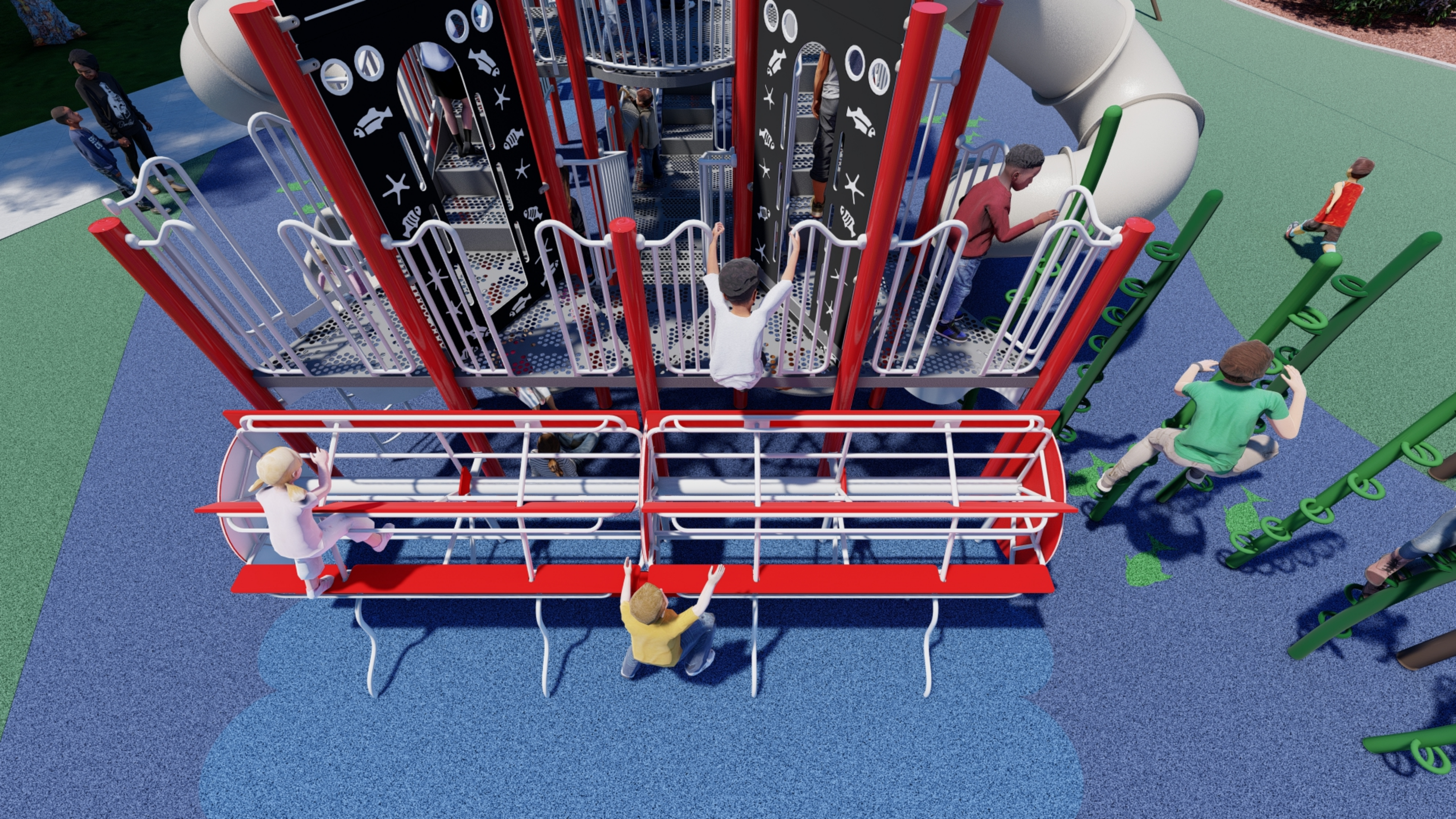






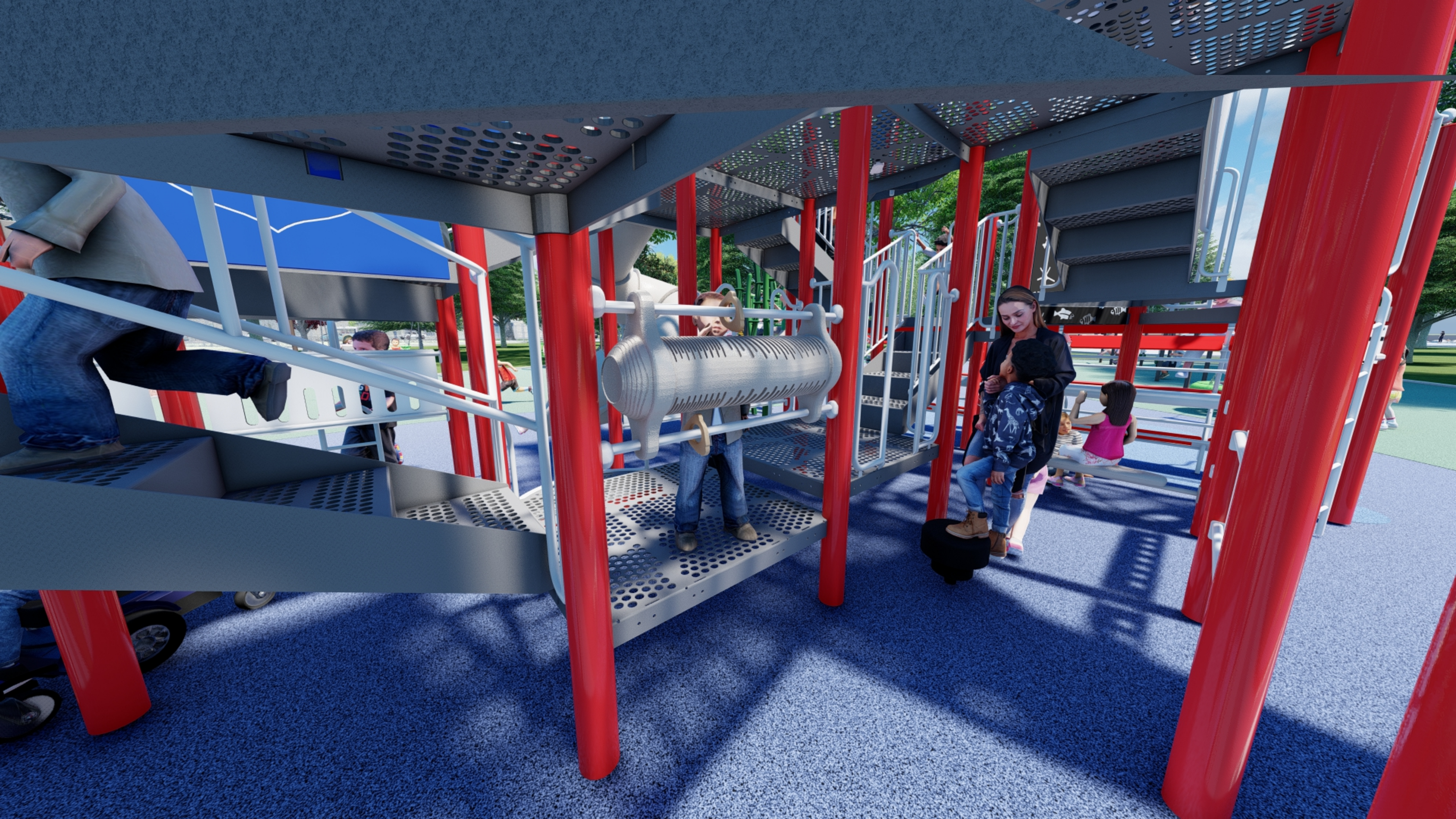
















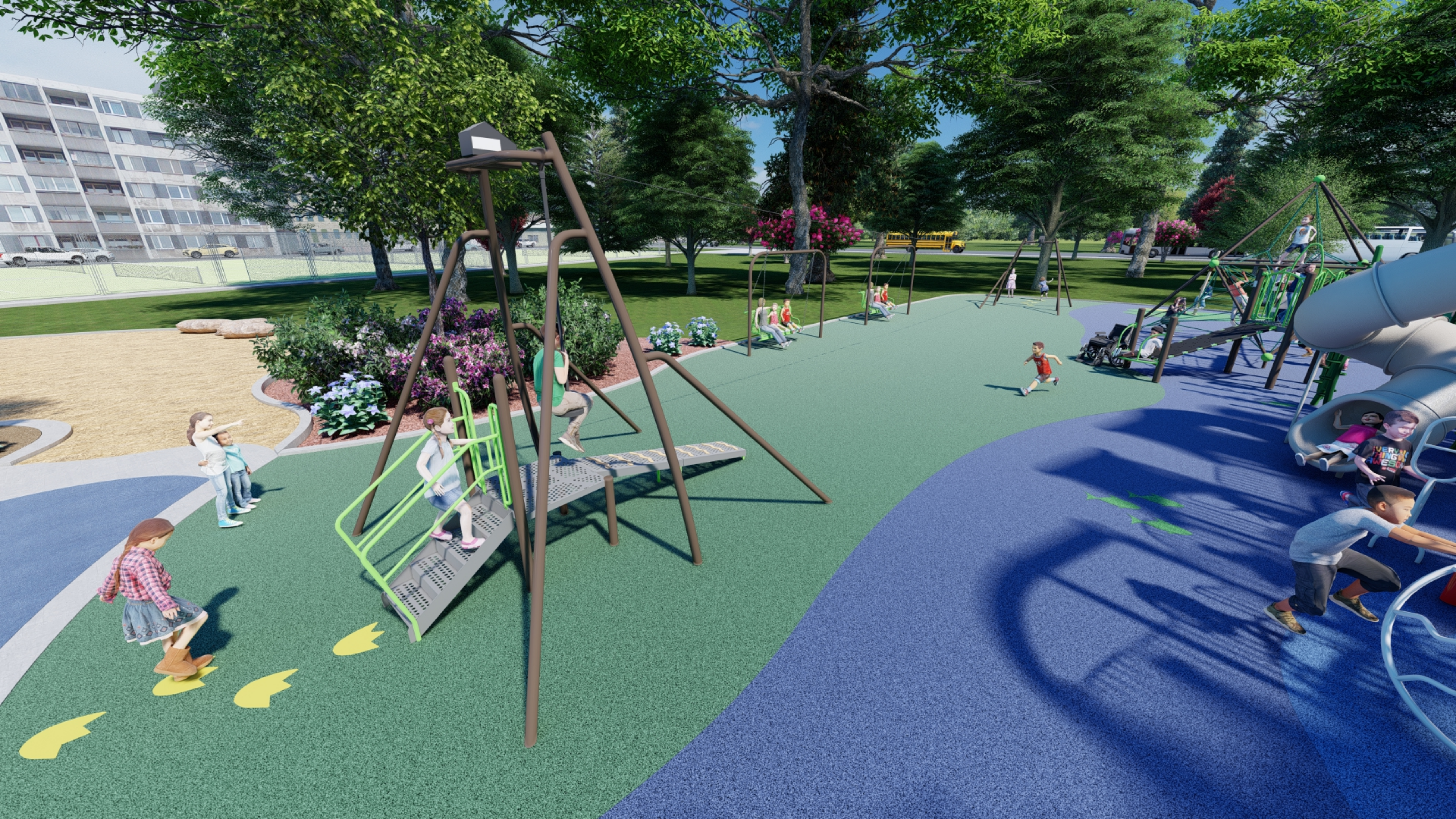












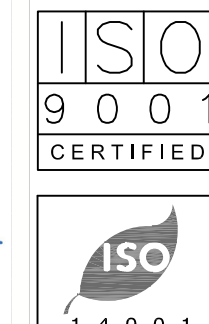
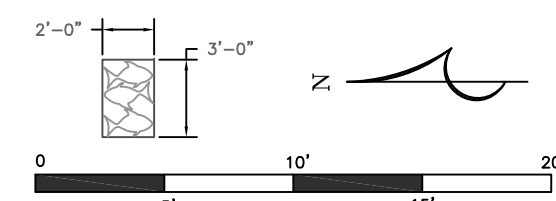
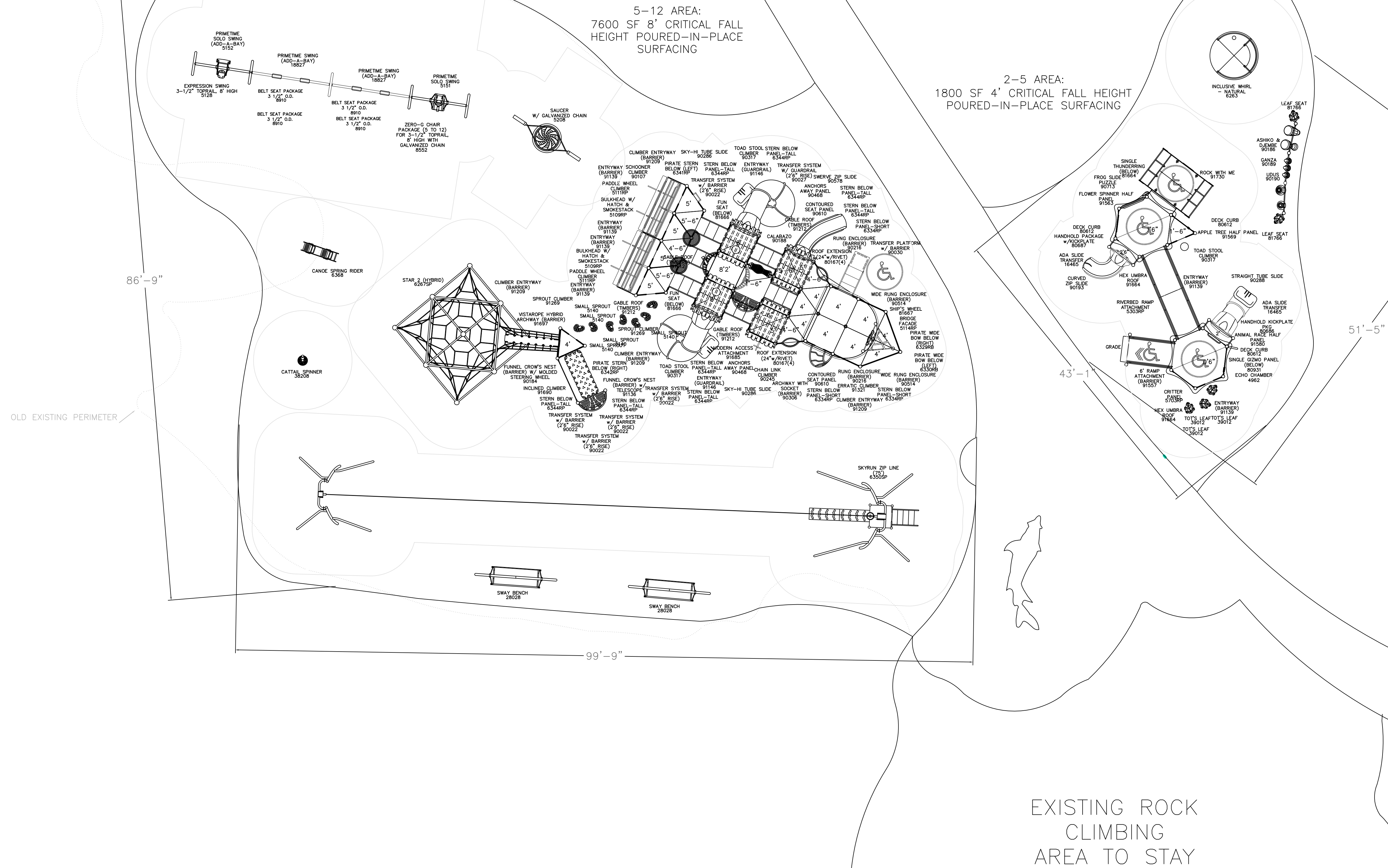












City Richland
Howard Amon Park
Richland, WA
Representative
Great Western Recreation

This Unit includes play events and
SALES REP
QUINN CONNELL
435-901-9544
QUINN@GW PARK.COM
with Disabilities Act

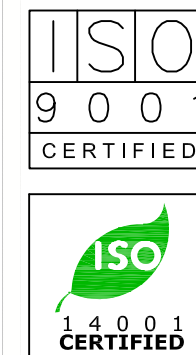
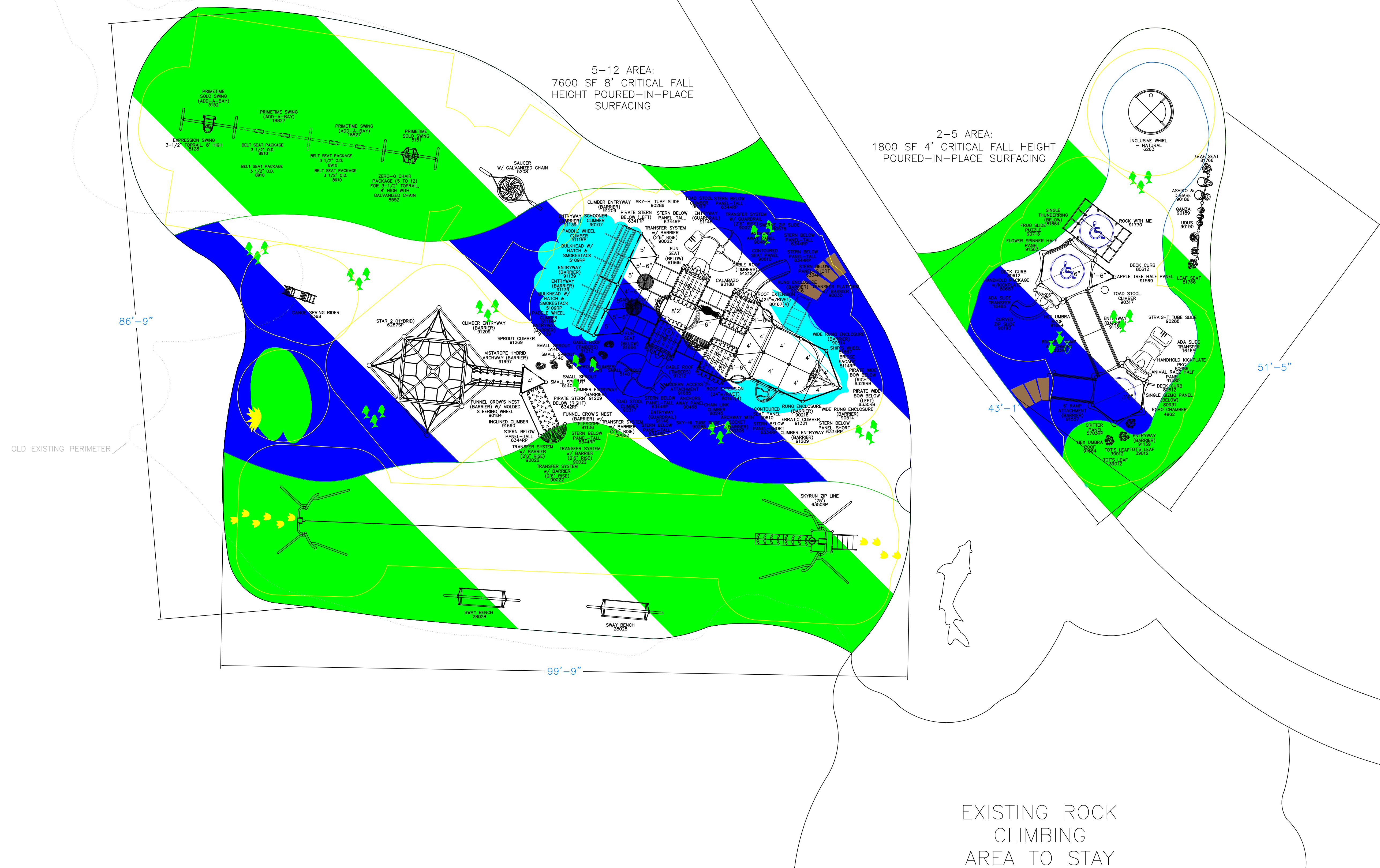
Total Elevated Play Components	15/10
Total Elevated Play Components Accessible By Ramp	15/-
Total Elevated Components Accessible By Transfer	15/4
Total Accessible Ground Level Components Shown	17/10
Total Different Types Of Ground Level Components	5/5

This play
equipment is
recommended
for children ages
5-12/2-5

Minimum Area Required:
-
Scale: -
This drawing can be
scaled only when in
an 18" x 24" format

IMPORTANT: Soft resilient surfacing
should be placed in the use zones of all
equipment, as specified for each type of
equipment, and at depths to meet the
critical fall heights as specified by the U.S.
consumer Product Safety Commission,
ASTM standard F 1487 and Canadian
Standard CAN/CSA-Z-614

Drawn By:
BW
Date:
7/26/23
Drawing Name:
109228-01-Opt 3



City Richland
Howard Amon Park
Richland, WA
Representative
Great Western Recreation

This Unit includes play events and
SALES REP
QUINN CONNELL
435-901-9544
QUINN@GWPARK.COM
Representative of the PLAY PARTNERSHIP
with Disabilities Act

Total Elevated Play Components	15/10	
Total Elevated Play Components Accessible By Ramp	7/10 Required	-/5
Total Elevated Components Accessible By Transfer	15/4 Required	8/-
Total Accessible Ground Level Components Shown	7/10 Required	5/3
Total Different Types Of Ground Level Components	5/5 Required	3/3

This play
equipment is
recommended
for children ages
5-12/2-5

Minimum Area Required:
-
Scale: -
This drawing can be
scaled only when in
an 18" x 24" format

IMPORTANT: Soft resilient surfacing
should be placed in the use zones of all
equipment, as specified for each type of
equipment, and at depths to meet the
critical fall heights as specified by the U.S.
consumer Product Safety Commission,
ASTM standard F 1487 and Canadian
Standard CAN/CSA-Z-614

Drawn By:
BW
Date:
7/26/23
Drawing Name:
109228-01-Opt 3



Great Western Installations, Inc
975 S. State Hwy 89
Logan, UT 84321
Cell: 435-901-9544
Office: 435-245-5055
Fax: 435-245-5057
quinn@gwpark.com
www.gwpark.com

08/03/2023
Quote #
109228-01-05

Howard Amon Park Playground Option 3A

KCDA Purchasing Cooperative
Attn: Karri Wyman
PO Box 5550
Kent, WA 98064
Phone: 435-251-8115 Ext. 133
kwyman@kcda.org

Ship to Zip 99352

Qty	Part #	Description	List \$	% Disc.	Selling \$	Ext. Selling \$
1	RDU	GameTime - Custom 5-12 Playground - • Drawing Reference #109228-01-04	\$209,642.00	31.36	\$143,904.55	\$143,904.55
1	RDU	GameTime - 5-12 Freestanding - • Drawing Reference #109228-01-04	\$6,717.00	28.00	\$4,836.24	\$4,836.24
1	RDU	GameTime - Swings - • Drawing Reference #109228-01-04	\$16,138.00	11.78	\$14,237.02	\$14,237.02
1	RDU	GameTime - Custom 2-5 Playground - • Drawing Reference #109228-01-04	\$81,956.00	30.83	\$56,691.79	\$56,691.79
1	RDU	GameTime - 2-5 Freestanding - • Drawing Reference #109228-01-04	\$23,444.00	10.73	\$20,927.88	\$20,927.88
2	28028	GT-Site - Sway Bench	\$2,214.00	3.00	\$2,147.58	\$4,295.16
1	6329RP	GameTime - Pirate Wide Bow Below Right			\$1,112.00	\$1,112.00
1	6330RP	GameTime - Pirate Wide Bow Below Left			\$1,112.00	\$1,112.00
4	6334RP	GameTime - Stern Below Panel Short			\$896.00	\$3,584.00
1	6341RP	GameTime - Pirate Stern Below Left			\$1,800.00	\$1,800.00
1	6342RP	GameTime - Pirate Stern Below Right			\$1,800.00	\$1,800.00
8	6344RP	GameTime - Stern Below Panel Tall			\$896.00	\$7,168.00
2	5109RP	GameTime - Bulk Head w Hatch Stack			\$7,680.00	\$15,360.00
1	0574LD	GameTime - Paddle Wheel Climber			\$15,140.00	\$15,140.00
1	5114RP	GameTime - Ship's Wreck House Façade			\$9,800.00	\$9,800.00
1	5303RP	GameTime - Riverbed Ramp Link, 3'			\$17,400.00	\$17,400.00
1	5700RP	GameTime - Playcast Critters Post Mount			\$1,880.00	\$1,880.00
1	5703RP	GameTime - Critter Panel			\$1,968.00	\$1,968.00





Great Western Installations, Inc
 975 S. State Hwy 89
 Logan, UT 84321
 Cell: 435-901-9544
 Office: 435-245-5055
 Fax: 435-245-5057
 quinn@gwpark.com
 www.gwpark.com

08/03/2023
 Quote #
 109228-01-05

Howard Amon Park Playground Option 3A

Qty	Part #	Description	List \$	% Disc.	Selling \$	Ext. Selling \$
1	6350SP	GameTime - Sky Run Zip Line, 75'			\$23,836.00	\$23,836.00
9395	PIP	GT-Impax - 9395 Poured in Place - 9,395 sf total (2 areas adjacent to each other) 5-12 Area - 7,597 sf - 8' CFH - 3,097 sf with a color mix of 50% Black and 50% Dark Blue - 264 sf with a color mix of 50% Black and 50% Light Blue - 4,208 sf with a color mix of 50% Black and 50% Green - 17 sf with a color mix of 50% Black and 50% Brown - 11 sf with a color mix of 50% Black and 50% Yellow 2-5 Area - 1,798 sf - 4' CFH - 1,020 sf with a color mix of 50% Black and 50% Dark Blue - 765 sf with a color mix of 50% Black and 50% Green - 13 sf with a color mix of 50% Black and 50% Brown Design per provided plan No TTA Aromatic Binder Prevailing Wages Based on good job access	\$29.05	15.01	\$24.69	\$231,962.55
3	INSTALL	Install - Mobilization - Prevailing Wages			\$1,500.00	\$4,500.00
1	INSTALL	Install - Supply of Concrete/Subbase - Prevailing Wages			\$54,340.00	\$54,340.00
1	INSTALL	Install - Installation and Site Work - Prevailing Wages 195 Supervisor Hours at 250 974 Worker Hours at 150			\$194,850.00	\$194,850.00
1	p&p	Payment and Performance Bond - Payment and Performance Bond			\$13,026.00	\$13,026.00
Contract: King County Director's Association					Sub Total	\$845,531.19
					Estimated Freight	\$17,460.00
					Tax	\$75,080.23
					Total	\$938,071.42





Great Western Installations, Inc
975 S. State Hwy 89
Logan, UT 84321
Cell: 435-901-9544
Office: 435-245-5055
Fax: 435-245-5057
quinn@gwpark.com
www.gwpark.com

08/03/2023
Quote #
109228-01-05

Howard Amon Park Playground Option 3A

Comments

Your Sales Rep is Quinn Connell. Please reach out to Quinn at 435-901-9544 if you should have any questions regarding this quote.

Due to the volatility of freight costs, the freight pricing is subject to change at the time of order.

Pricing is subject to change. Request updated pricing when purchasing from quotes more than 30 days old.

Shipping to Site Address:
500 Amon Park Dr.
Richland, WA 99352

*Freight charges are based on listed zip code and are subject to change if shipping information changes.

*Deposit may be required.

Customer is responsible for offloading.

Prevailing Wages

Pricing on this quote includes KCDA discount on all applicable items, based on the 2022 KCDA Playground Contract #22-315. All prices include KCDA service charges, with no additional service fees to the purchaser. If this project requires a Payment and Performance Bond and the amount of the bond is not listed in the line item cost above, the cost of the bond and sales tax (if applicable) will be added to the invoice. *Purchase order needs to be made payable to "King County Director's Association" and submitted directly to KCDA for processing; for more information, please contact Karri Wyman by email: kwyman@kcda.org or by phone: 435-251-8155 ext. 133.

TERMS & CONDITIONS:

Remittance Address:
975 S. Hwy 89
Logan, UT 84321

- **PRICING:** Pricing is subject to change. Request updated pricing when purchasing from quotes more than 30 days old.
- **PAYMENT TERMS:** Net 30 days subject to approval by Credit Manager. A signed P.O. made out to Great Western Recreation or this signed quotation is required for all orders unless otherwise noted. Equipment shall be invoiced separately from other services and shall be payable in advance of those services and project completion. Checks should be made payable to Great Western unless otherwise directed.
- **FINANCE CHARGE:** A 1.5% monthly finance charge (or as permitted by law) will be added to invoices over 30 days past due.
- **TAXES:** Taxes will be shown as a separate line item when included. Any applicable taxes not shown will be added to final invoice. A copy of your tax exemption certificate must be submitted at time of order or taxes will be added to your invoice.
- **MINIMUM ORDER:** Our minimum order is \$50 (USD) Any order less than \$5000 requires cash with order or payment by major credit card.
- **SHIPMENT:** Multiple shipments may be required based on point of origin. Above costs assume one shipment for each vendor quoted.
- **DELIVERY:** It is the responsibility of the owner to offload and inventory equipment, unless other arrangements have been made. Missing or damaged equipment must be reported within 60 days of acceptance of delivery.





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Logan, UT 84321
Cell: 435-901-9544
Office: 435-245-5055
Fax: 435-245-5057
quinn@gwpark.com
www.gwpark.com

08/03/2023
Quote #
109228-01-05

Howard Amon Park Playground Option 3A

INSTALLATION CONDITIONS:

- **ACCESS:** Site should be clear, level and allow for unrestricted access of trucks and machinery.
- **STORAGE:** Customer is responsible for providing a secure location to off-load and store the equipment during the installation process. Once equipment has delivered to the site, the owner is responsible should theft or vandalism occur unless other arrangements are made and noted on the quotation.
- **FOOTER EXCAVATION:** Installation pricing is based on footer excavation through earth/soil only. Customer shall be responsible for unknown conditions such as buried utilities (public & private), tree stumps, rock, or any concealed materials or conditions that may result in additional labor or materials cost.
- **UTILITIES:** Owner is responsible for locating any private utilities.
- **ADDITIONAL COSTS:** Pricing is based on a single mobilization for installation unless otherwise noted. Price includes ONLY what is stated in this quotation. If additional site work or specialized equipment is required, pricing is subject to change.

ACCEPTANCE OF QUOTATION:

Acceptance of this proposal indicates your agreement to the terms and conditions stated herein.

Purchase Amount: **\$938,071.42**

Date: _____

Signature

Please fill out this [ORDER FORM](#), this is required to process the order.





COUNCIL AGENDA ITEM COVERSHEET

Council Date: 9/19/2023

Agenda Category: Items of Business

Core Focus Area 2 - Manage & Maintain Infrastructure & Facilities

Subject:

Resolution No. 2023-149, Declaring Surplus and Authorizing Relinquishment of an Easement lying within 933 Thayer Drive

Department/Office
Public Works

Ordinance/Resolution Number:
2023-149

Document Type:
Resolution

Recommended Motion:

Adopt Resolution No. 2023-149, authorizing the surplus and authorizing relinquishment of an easement lying within 933 Thayer Drive.

Summary:

The property owner at 933 Thayer Drive, Richland Church of Christ, has requested relinquishment of a portion of an easement encumbering its property. Staff supports the request since the easement is no longer needed for municipal purposes. The utilities that occupied the easement have been abandoned.

State law requires a public hearing prior to Council action to relinquish a utility easement. A duly advertised public hearing was held during the September 19, 2023 City Council meeting.

Absent compelling testimony from the hearing, staff recommends adoption of Resolution No. 2023-149.

Fiscal Impact: None.

Attachments:

- I. Resolution No. 2023-149

RESOLUTION NO. 2023-149

**A RESOLUTION OF THE CITY OF RICHLAND, WASHINGTON,
DECLARING SURPLUS AND AUTHORIZING RELINQUISHMENT
OF A CERTAIN PORTION OF A UTILITY EASEMENT LYING
WITHIN 933 THAYER DRIVE.**

WHEREAS, the property owner at 933 Thayer Drive, Richland Church of Christ, has requested relinquishment of a certain portion of a utility easement to accommodate new construction; and

WHEREAS, the requested easement, depicted by hatching on **Exhibit A**, is no longer needed for municipal purposes since the utilities that occupied the easement have been abandoned; and

WHEREAS, RCW 35.94.040 provides for the disposal of surplus property originally obtained for public utility purposes; and

WHEREAS, on September 17, 2023, notice was duly published that a public hearing would be held on September 19, 2023 to take testimony regarding this surplus action.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that the existing easement, originally acquired for utility purposes and described as follows, is hereby found to be surplus to the City's needs:

A portion of a utility easement dedicated to the City of Richland and lying within Lot 20 & 21, Block 228, Sheet 17-D, Plat of Richland, as depicted by hatching on **Exhibit A**.

BE IT FURTHER RESOLVED that the consideration in support of this relinquishment, which covers the City's administrative processing fees and recording costs, shall be paid by the applicant.

BE IT FURTHER RESOLVED that the City Manager is authorized to sign and execute all documents necessary to relinquish the City's interest in the portion of the easement described herein and depicted by hatching on **Exhibit A**, and to deliver the same upon payment.

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland, Washington, at a regular meeting on the 19th day of September, 2023.

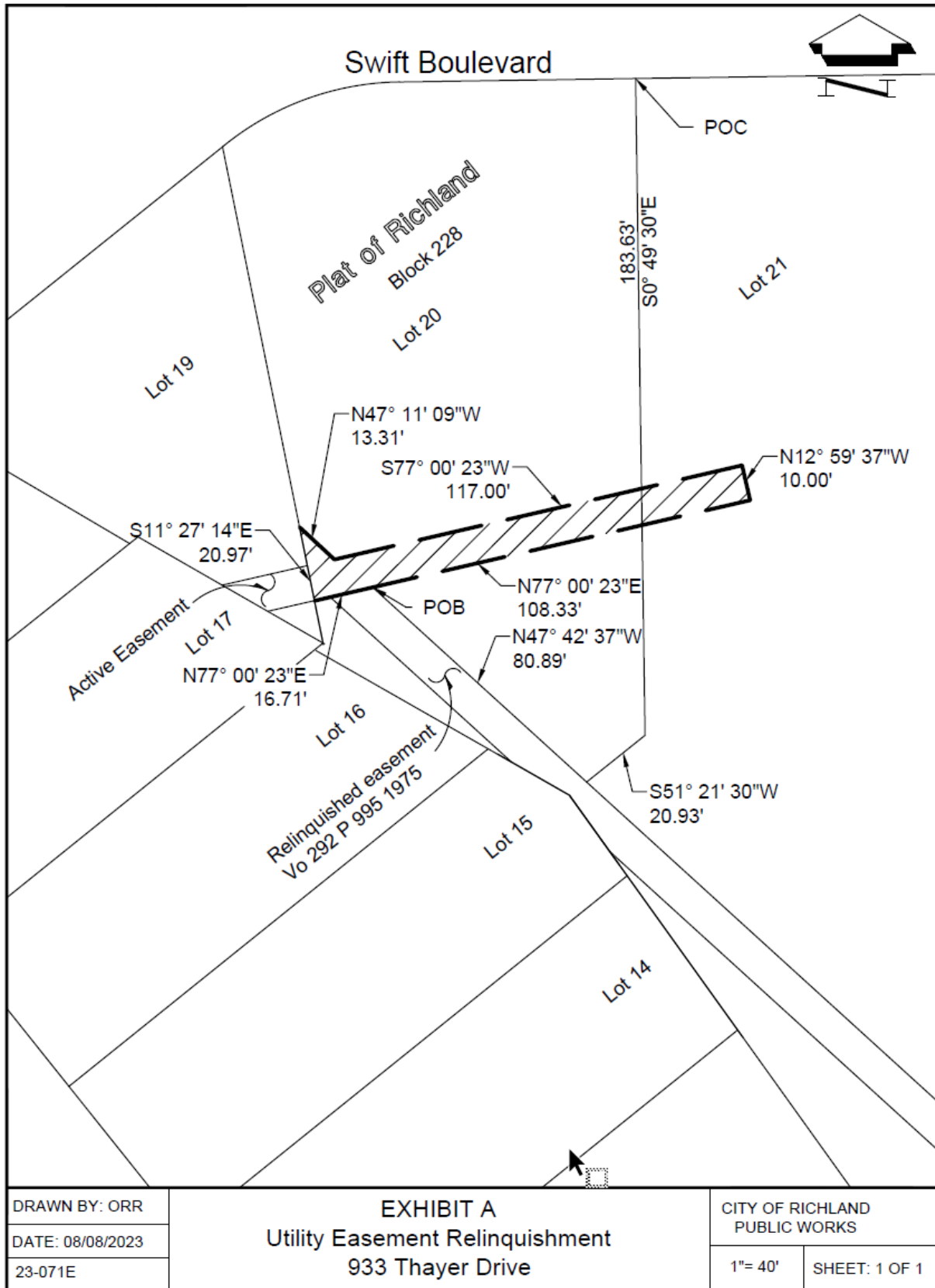
Terry Christensen, Mayor

Attest:

Approved as to Form:

Jennifer Rogers, City Clerk

Heather Kintzley, City Attorney





COUNCIL AGENDA ITEM COVERSHEET

Council Date: 9/19/2023

Agenda Category: Items of Business

Core Focus Area I - Promote Financial Stability & Operational Effectiveness

Subject:

Ordinance No. 2023-22, Amending the 2023 Budget in the Stormwater Utility Fund

Department/Office
Public Works

Ordinance/Resolution Number:
2023-22

Document Type:
Ordinance

Recommended Motion:

Give first reading, by title only, to Ordinance No. 2023-22, amending the 2023 Budget in the Stormwater Utility Fund.

Summary:

On November 15, 2022, Richland City Council approved Ordinance No. 2022-39 approving the 2023 Budget. Proposed land development activity near the intersection of Steptoe Street and Columbia Park Trail has created interest in establishing a City stormwater retention and infiltration facility near the intersection. A portion of the site of the new proposed stormwater facility is presently owned by the Washington State Department of Transportation (WSDOT).

WSDOT has indicated a willingness to transfer the property to the City after completion of a required administrative process which must be funded by the City. No funds were appropriated in the Stormwater Utility Fund for this site acquisition, and sufficient unappropriated funds are available in the Stormwater Utility Fund to support the required budget adjustment.

A public hearing was held pursuant to RCW 35.33.091 on September 19, 2023 regarding the increase in appropriations from the beginning fund balance in the Stormwater Utility Fund.

Staff recommends approval of Ordinance No. 2023-22 for first reading, by title only.

Fiscal Impact:

WSDOT estimates the total cost to perform the appraisal, compile the disposal packet, generate right-of-way and access revision plans, deed conveyance, and other administrative costs associated with surplussing the property is \$25,000. Sufficient unappropriated funds are available in the Stormwater Fund to support these costs.

Attachments:

I. Ordinance No. 2023-22

ORDINANCE NO. 2023-22

**AN ORDINANCE OF THE CITY OF RICHLAND, WASHINGTON,
AMENDING THE 2023 BUDGET TO PROVIDE FOR ADDITIONAL
APPROPRIATIONS AND DECLARING A PUBLIC EMERGENCY
IN THE CITY'S STORMWATER FUND.**

WHEREAS, on November 15, 2022, Richland City Council passed Ordinance No. 2022-39 approving the 2023 Budget; and

WHEREAS, the proposed land development activity near the intersection of Steptoe Street and Columbia Park Trail has created interest in establishing a City stormwater retention and infiltration facility near the intersection; and

WHEREAS, a portion of the site for the new stormwater facility is presently owned by the Washington State Department of Transportation (WSDOT); and

WHEREAS, WSDOT has indicated a willingness to transfer the property to the City after completion of a required administrative process which must be funded by the City; and

WHEREAS, no funds were appropriated in the Stormwater Fund for the site acquisition; and

WHEREAS, sufficient unappropriated funds are available in the Stormwater Fund to support the required budget adjustment; and

WHEREAS, pursuant to RCW 35.33.091, a duly noticed public hearing was held on September 19, 2023 regarding the increase in appropriations from beginning fund balance in the Stormwater Fund.

NOW, THEREFORE, BE IT ORDAINED by the City of Richland as follows:

Section 1. Facts Constituting Emergency. The expenses contained within this Ordinance were not anticipated when the 2023 Budget was approved.

Section 2. Declaration of Public Emergency. Due to circumstances described above, the City Council declares that a public emergency exists in the Stormwater Fund.

Section 3. Amendment of the 2023 Budget. The 2023 Budget is hereby amended to provide additional appropriations in the Stormwater Fund from unappropriated fund balance as follows:

Stormwater Fund

Current Appropriation: \$ 4,870,012

Increase in Appropriation: \$ 25,000

Amended Appropriation: \$ 4,895,012

Section 4. This Ordinance shall take effect the day following its publication in the official newspaper of the City of Richland.

PASSED by the City Council of the City of Richland, Washington, at a regular meeting on the _____ day of October, 2023.

Terry Christensen, Mayor

Attest:

Approved as to Form:

Jennifer Rogers, City Clerk

Heather Kintzley, City Attorney

First Reading: _____

Second Reading: _____

Date Published: _____



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 9/19/2023

Agenda Category: Items of Business

Core Focus Area 3 - Increase Economic Vitality

Subject:

Ordinance No. 2023-23, Rezoning a 9,600 Square Foot Lot at 521 Smith Avenue from Medium Density Residential (R-2) to Medium Density Residential Small Lot (R-2S) (Closed Record)

Department/Office
Development Services

Ordinance/Resolution Number:
2023-23

Document Type:
Ordinance

Recommended Motion:

Give first reading, by title only, to Ordinance No. 2023-23, rezoning a 9,600 square foot Lot at 521 Smith Avenue from Medium Density Residential (R-2) to Medium Density Residential Small Lot (R-2S).

Summary:

The subject property is located at the northwest corner of Smith Avenue and Hoffman Street in central Richland and is designated as Medium Density Residential in the Richland Comprehensive Plan. The lot is currently zoned R-2 Medium Density Residential and the applicant is proposing to change the zoning to R-2S Medium Density Residential Small Lot. Both of these zoning districts comply with the current land use classification in the Comprehensive Plan.

The property is substantially larger than neighboring residential properties. The existing single-family dwelling is located on the northern half of the property, and the southern half of the property is vacant. If the zone change is approved by City Council, the applicants intend to split the property into two lots and plan to construct a single-family dwelling on the remaining vacant portion of the property.

Approval of the proposed rezone, and the subsequent lot segregation, will contribute to infill development since approximately half of the lot has remained underutilized for many decades. The site is within close proximity to all Richland School District resources (Grades K-12) and downtown Richland, contributing to a walkable community for potential residents or families. This site is compatible with the proposed R-2S zone.

Staff recommends approval of Ordinance No. 2023-23 for first reading, by title only.

Fiscal Impact: None.

Attachments:

1. Ordinance No. 2023-23
2. Vicinity, Land Use, Zoning & Utility Maps

WHEN RECORDED RETURN TO:

Richland City Clerk's Office
625 Swift Boulevard, MS-07
Richland, WA 99352

ORDINANCE NO. 2023-23

AN ORDINANCE OF THE CITY OF RICHLAND, WASHINGTON, AMENDING TITLE 23: ZONING REGULATIONS OF THE RICHLAND MUNICIPAL CODE AND THE OFFICIAL ZONING MAP OF THE CITY TO CHANGE THE ZONING ON 0.21 ACRES FROM MEDIUM DENSITY RESIDENTIAL (R-2) TO MEDIUM DENSITY RESIDENTIAL SMALL LOTS (R-2S); SAID PROPERTY BEING IDENTIFIED AS ASSESSOR'S PARCEL NUMBER 110984020129011, AND ADOPTING THE FINDINGS AND CONCLUSIONS OF THE RICHLAND HEARING EXAMINER AS THE FINDINGS AND CONCLUSIONS OF THE RICHLAND CITY COUNCIL.

WHEREAS, on May 8, 2023, the Richland Hearing Examiner held a duly advertised open-record public hearing to consider a petition from Seana Mortensen to change the zoning of the property hereafter described in Section 2 and identified as Assessor's Parcel Number 110984020129011; and

WHEREAS, following the May 8, 2023 open-record public hearing, the Richland Hearing Examiner issued an 11-page written recommendation to the Richland City Council that concluded with a favorable recommendation to approve the requested rezone; and

WHEREAS, the Richland City Council has considered the written recommendation of the Richland Hearing Examiner and the record created during the May 8, 2023 open-record public hearing; and

WHEREAS, as required by RMC 19.20.030, the Richland City Council conducted a closed-record decision hearing on September 19, 2023 and has considered the totality of the record.

NOW, THEREFORE, BE IT ORDAINED by the City of Richland as follows:

Section 1. It is hereby found, as an exercise of the City's police power, that the best land use classification for the land described below is Medium Density Residential Small Lot (R-2S) when consideration is given to the interests of the public.

Section 2. Said property, depicted in **Exhibit A**, attached hereto and incorporated by this reference, is more particularly described as follows:

LOT 11, BLOCK 129 OF THE PLAT OF RICHLAND

HAVING AN AREA OF 9,571 SQUARE FEET, 0.21 ACRES, MORE OR LESS.

Section 3. Such property is rezoned from Medium Density Residential (R-2) to Medium Density Residential Small Lot (R-2S).

Section 4. Richland Municipal Code Title 23 and the Official Zoning Map of the City, as adopted by Section 23.08.040 of said Title, are hereby amended by amending Sectional Map No. 12, which is one of a series of maps constituting said Official Zoning Map of the City of Richland, as shown on the attached **Exhibit B**, and bearing the number and date of passage of this Ordinance, and by this reference made a part of this Ordinance and of the Official Zoning Map of the City.

Section 5. The findings of fact and conclusions of the Richland Hearing Examiner as provided in the Richland Hearing Examiner's August 17, 2023 written recommendation, attached hereto as **Exhibit C**, are hereby adopted as the findings of fact and conclusions of the Richland City Council.

Section 6. The City Clerk is directed to file with the Auditor of Benton County, Washington, a copy of this Ordinance and the attached amended Sectional Map No. 12, duly certified by the City Clerk as a true copy.

Section 7. This Ordinance shall take effect the day following its publication in the official newspaper of the City of Richland.

Section 8. Should any section or provision of this Ordinance be declared by a court of competent jurisdiction to be invalid, that decision shall not affect the validity of the Ordinance as a whole or any part thereof, other than the part so declared to be invalid.

Section 9. The City Clerk and the codifiers of this Ordinance are authorized to make necessary corrections to this Ordinance, including but not limited to the correction of scrivener's errors/clerical errors, section numbering, references, or similar mistakes of form.

PASSED by the City Council of the City of Richland, Washington, at a regular meeting on the _____ day of October, 2023.

Terry Christensen Mayor

Attest:

Approved as to Form:

Jennifer Rogers, City Clerk

Heather Kintzley, City Attorney

First Reading: _____

Second Reading: _____

Date Published: _____

Exhibit A to Ordinance No. 2023-23

Vicinity Map

Item: 521 Smith Ave, Short Plat & Rezone

Applicant: Alan & Seana Mortensen

File #: SP2023-106 & Z2023-104

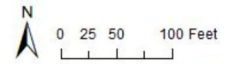
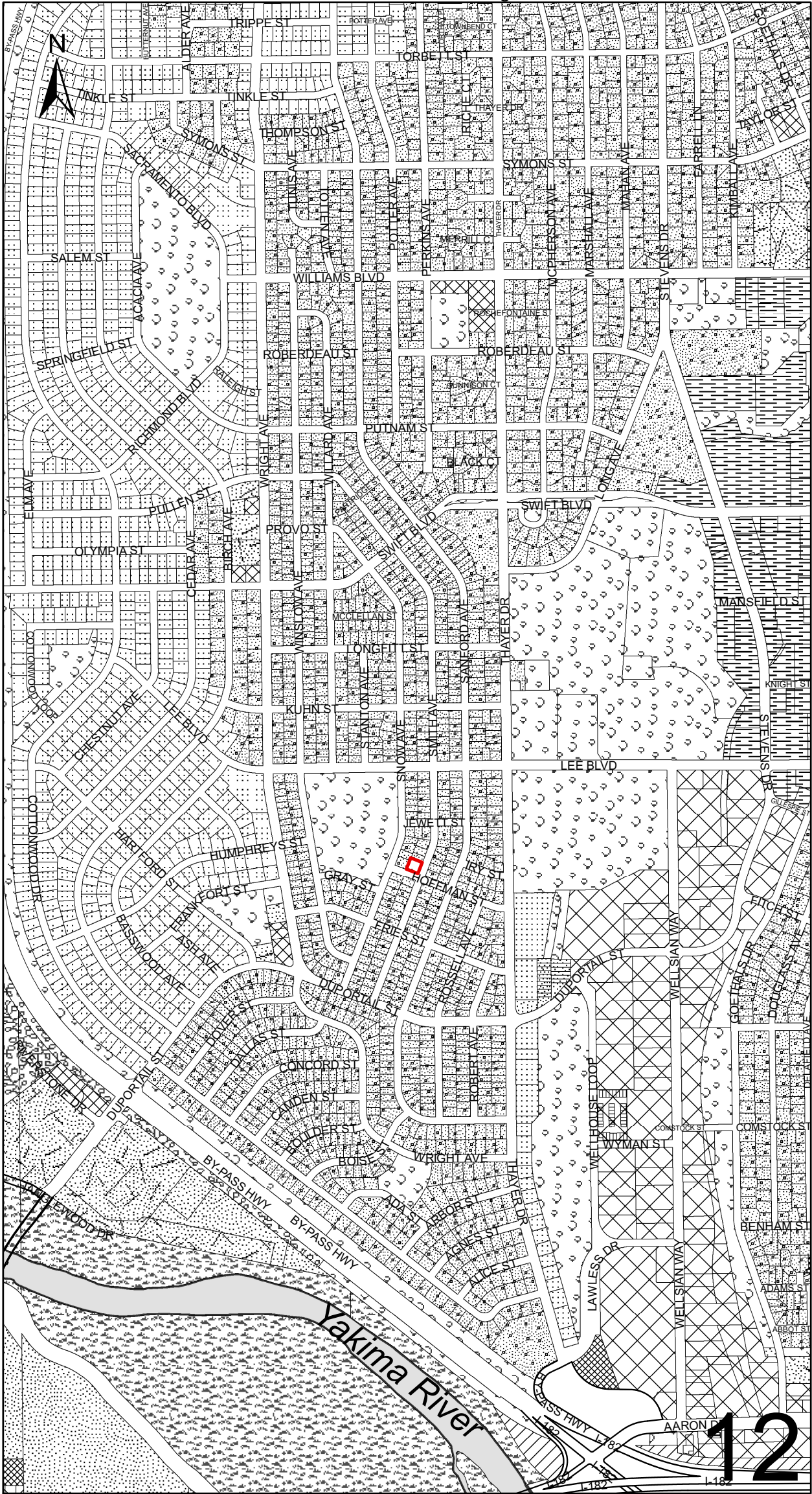


Exhibit B to Ordinance No. 2023-23; Passed __/__/23
R-2 to R-2S Zoning



**BEFORE THE HEARING EXAMINER
FOR THE CITY OF RICHLAND**

Regarding the Application to **Rezone** a
single parcel from R-2 (Medium Density
Residential) to R-2S (Medium Density
Residential Small Lot), which is consistent
with the Comprehensive Plan's Medium
Density Residential (MDR) land use
designation assigned to the site, submitted
by

File No. Z2023-104

**FINDINGS OF FACT,
CONCLUSIONS AND
RECOMMENDATION**

ALAN & SEANA MORTENSEN (PROPERTY
OWNERS),

Applicants

(Location: 521 Smith Avenue, about one block east of
Marcus Whitman Elementary School, on Parcel No.
1109844020129011)

I. SUMMARY OF RECOMMENDATION.

The applicants and property owners for the parcel at issue, Alan and Seana Mortensen, can meet their burden of proof to demonstrate that their requested rezone merits approval.

The site is now designated as suitable for Medium Density Residential land uses under applicable provisions of the City's Comprehensive Plan. Under City zoning codes, there are two zoning classifications that are deemed "Medium Density Residential", either the R-2 or R-2s zone. The site is now zoned R-2. The pending application would rezone the site to the other available Medium Density Residential zoning district found in current City codes, specifically, the R-2S zone, which approval is subject to "special requirements" provided in RMC 23.18.020(A).

This requested rezone does not approve any development activity on the site. As with all development proposals, City Development Regulations, including without limitation

**FINDINGS OF FACT, CONCLUSIONS AND
RECOMMENDATION OF APPROVAL FOR
MORTENSEN REZONE APPLICATION –
FILE NO. Z2023-104**

GARY N. MCLEAN
HEARING EXAMINER FOR THE CITY OF RICHLAND
CITY HALL – 625 SWIFT BOULEVARD
RICHLAND, WASHINGTON 99352

subdivision codes, will apply to any specific projects that may eventually be proposed on the site. The same applicant is pursuing an application to subdivide their property into two roughly equal lots, which is subject to a separate review and approval by the Hearing Examiner, under File No. SP2023-106. If this rezone is denied, the proposed land division would be null and void.

Because applicant's only vest to zoning and development regulations in effect at the time of a complete application for a land use proposal, the applicant has assumed all risk associated with pursuing approval of a subdivision that is dependent on the Council's legislative discretion to approve or deny this requested rezone. This Recommendation should not be read to create any expectation or assumption on the applicant's part that applicable law mandates approval of their requested rezone. It does not. To the contrary, the City Council holds full discretion and authority to reach its own decisions regarding site-specific rezones. For example, in this matter, City codes include at least two zoning designations that are considered Medium Density Residential, the requested R-2S zone, and the R-2 zone, which is already assigned to the applicants' parcel.

In any event, for reasons explained below, the Hearing Examiner respectfully recommends that the City Council approve the applicants' pending request to rezone their parcel from R-2 to the R-2S zoning district.

II. BACKGROUND and APPLICABLE LAW.

In this matter, the Hearing Examiner has jurisdiction to conduct an open record public hearing on the site-specific rezone application at issue and is directed to issue a written recommendation for consideration and final action by the Richland City Council. *See* Richland Municipal Code (RMC) 19.20.010(D)(identifies "site-specific rezones" as Type IIIA permit applications); RMC 23.70.210(A)("The hearing examiner shall conduct an open record public hearing as required by RMC Title 19 for a Type IIIA permit application."); and RMC 19.20.030(granting jurisdiction to Hearing Examiner to conduct public hearing and issue recommendation to City Council); RMC 19.25.110(authority for Examiner actions, including conditions of approval on applications or appeals); and RCW 35A.63.170(state statute regarding hearing examiner system).

The applicant bears the burden of proof to show that its application conforms to the relevant elements of the city's development regulations and comprehensive plan, and that any significant adverse environmental impacts have been adequately addressed. RMC 19.60.060.

Finally, Washington Courts apply three basic rules when reviewing appeals of rezone applications: (1) there is no presumption favoring the rezone request; (2) the proponent of a

**FINDINGS OF FACT, CONCLUSIONS AND
RECOMMENDATION OF APPROVAL FOR
MORTENSEN REZONE APPLICATION –
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CITY HALL – 625 SWIFT BOULEVARD
RICHLAND, WASHINGTON 99352

1 rezone must demonstrate that there has been a change of circumstances since the original
2 zoning, PROVIDED if a proposed rezone implements the policies of a comprehensive plan,
3 a showing of changed circumstances is usually not required¹; and (3) the rezone must have a
4 substantial relationship to the public health, safety, morals, or general welfare. *Woods v.*
5 *Kittitas County*, 162 Wn.2d 597 (2007), citing *Citizens for Mount Vernon*, 133 Wn.2d 861,
6 at 875 (1997); *Parkridge v. City of Seattle*, 89 Wn.2d 454, 462 (1978).

7 III. QUESTIONS PRESENTED.

8 For purposes of the pending rezone application, the central questions presented are:

9 A. Whether the requested rezone implements applicable policies of the City's
10 Comprehensive Plan, and/or whether there has been a change of circumstances since the
11 current R-2 zoning was adopted for the site?

12 *Short Answer:* Yes to both. The site is already designated for Medium Density
13 Residential uses in applicable provisions of City's Comprehensive Plan. While the
14 site is already zoned R-2, one of the two zones available for properties designated for
15 Medium Density Residential uses, demand for additional housing and lands on which
16 to build new homes has increased significantly since the site was first zoned R-2,
17 especially on sites where urban infrastructure and amenities are readily available to
18 serve the future residents. The rezone would effectuate the Comprehensive Plan, and
19 modify zoning in a manner that addresses a change in circumstances. Specifically,
20 the requested R-2S zone is a Medium Density Residential zone that would enable the
21 property owners to divide their parcel and make use of a vacant part of land with
22 another dwelling unit. The applicants are pursuing a separate application to subdivide
23 their property into two lots, which would be allowed under R-2S zoning standards.
24 This proposal is consistent with current city policies and goals that encourage "infill"
25 as a way to address ever-increasing demand for a variety of residential housing
26 options in the City of Richland.

B. Whether the rezone bears a substantial relationship to the public health, safety,
morals, or general welfare?

Short Answer: Yes, because the rezone is consistent with the City's Comprehensive
Plan, and any future, project-specific proposal will have to meet city development
regulations, including SEPA, subdivision codes, traffic impact reviews, public
infrastructure concurrency reviews, and payment of any impact fees in effect at the
time of an application. Vacant, undeveloped, Residential-designated property in an

¹ *Save Our Rural Env't v. Snohomish County*, 99 Wn.2d 363, 370-71 (1983); *Henderson v. Kittitas County*, 124 Wn. App. 747, 754 (Div. III, 2004); *Bjarnson v. Kitsap County*, 78 Wn. App. 840, 846 (Div. III, 1995).

1 area already served with adequate transportation and utility infrastructure is not
2 consistent with state and local policies that encourage residential development in
3 designated urban growth areas, like those in the Richland City limits. The proposed
4 rezone is an effort to expedite development potential for the site, as shown in the
5 applicant's proposed two-lot residential subdivision for the property. The current R-
2 zoning designation applied to the site is no longer the best zone for the specific
parcel, nor is it in the public interest to ignore an opportunity for infill development
on the site.

6 IV. RECORD.

7 Exhibits entered into evidence as part of the record, and an audio recording of the
8 public hearing, are maintained by the City of Richland, and may be examined or reviewed by
contacting the City Clerk's Office.

9 Public notices regarding the application and public hearing were mailed, posted, and
10 published as required by city codes prior to the public hearing, which occurred on May 8,
2023. (*Staff Report, page 10; Exhibit 4*).

11 **Hearing Testimony:** Only City Planner, Kyle Hendricks, and one of the applicants,
12 Seanna Mortenson, asked to present testimony under oath during the public hearing.

13 **Exhibits:** The Development Services Division Staff Report for the requested Rezone,
14 including a recommendation of approval, was provided to the Examiner in the week before
the hearing. The Staff Report, and the following Exhibits, were all accepted into the Record
15 in their entirety without modification:

- 16 1. Rezone Application Materials
- 17 2. Zoning map
- 18 3. Application to divide parcel into two residential lots (short plat)
- 19 4. Public Notices & Affidavits
- 20 5. Agency comments
- 21 6. (Post-hearing submittal, requested by the Examiner) – Revised Condition of Approval
for proposed land division, requiring ADA frontage improvements on the applicant's
corner lot, and addressing driveway standards for proposed new lot (to be consistent
with similar development proposals throughout the City), from Mr. Hendricks to the
Examiner.

22 The Examiner visited the road network and vicinity of the proposed rezone on two
23 occasions in the period following the public hearing, to personally observe site conditions,
24 the types of uses and residential housing in the area, specific driveway access issues
presented, and other considerations at issue in this rezone and the associated land division

25 FINDINGS OF FACT, CONCLUSIONS AND
26 RECOMMENDATION OF APPROVAL FOR
MORTENSEN REZONE APPLICATION –
FILE NO. Z2023-104

GARY N. MCLEAN
HEARING EXAMINER FOR THE CITY OF RICHLAND
CITY HALL – 625 SWIFT BOULEVARD
RICHLAND, WASHINGTON 99352

request. The Examiner is fully advised on matters at issue herein, including without limitation applicable law, application materials, and relevant comprehensive plan provisions.

V. FINDINGS OF FACT.

Based upon the record, the undersigned Examiner issues the following Findings of Fact.

Application, Site Location and Conditions.

1. In this application, the applicants and property owners, Alan and Seana Mortensen, request a rezone of a parcel of property from Medium Density Residential (R-2) to R-2S, another medium density residential classification, known as Medium Density Residential Small Lot. (*Ex. 1, Application materials; Staff Report*).

2. The Mortensen's property is a single parcel, about 9,600 sq.ft. in size, assigned Benton County Tax Parcel No. 1109844020129011, located at 521 Smith Avenue, in the City of Richland, about one block east from Marcus Whitman Elementary School, with Carmichael Middle School and Richland High School a relatively flat, short (less than one mile) distance away to the east/northeast. The site is located a reasonable distance from the City's Central Business District, approximately 3/4 of a mile to the east. (*Staff Report; Site visit; Application materials*).

3. An aerial view/map found on page 2 of the Staff Report, highlighting the applicants' parcel in blue, is republished below.



FINDINGS OF FACT, CONCLUSIONS AND
RECOMMENDATION OF APPROVAL FOR
MORTENSEN REZONE APPLICATION –
FILE NO. Z2023-104

GARY N. McLEAN
HEARING EXAMINER FOR THE CITY OF RICHLAND
CITY HALL – 625 SWIFT BOULEVARD
RICHLAND, WASHINGTON 99352

1
2 4. The illustration shown above shows the applicants' parcel as it might appear if the
3 rezone is approved, and the applicants' separate application for a short plat – which is not
before the City Council – is later approved.

4 5. The Comprehensive Plan Land Use Map shows the Mortensen's parcel is designated
5 for Medium Density Residential uses and developments. (*Staff Report, page 5, see Figure 2,*
Comp. Plan Land Use Map for area where the applicants' parcel is located).

6 6. There is no dispute that the R-2 and R-2S zoning designations are the two zoning
7 classifications that are deemed "Medium Density Residential" in the City's municipal code.
8 (*See RMC 23.18.010(C) and (D)*). The City's code describes the two zones as follows:

9 *The medium-density residential (R-2) is a residential zone classification permitting a*
10 *higher density of population including the establishment of duplex dwellings and*
11 *providing for these single-and two-family residences a high degree of protection from*
12 *hazards, objectionable influences, building congestion and lack of light, air and privacy.*
Certain essential and compatible public service facilities and institutions are permitted
in this district. This zoning classification is intended to be applied to some portions of the
city that are designated medium-density residential (5.1 to 10 dwellings per acre) under
the city of Richland comprehensive plan. (RMC 23.18.010(C)).

13 *The medium-density residential small lot (R-2S) is a residential zone classification*
14 *permitting a higher density of population, encouraging small lot development conducive*
15 *to energy conservation and to other factors contributing to the production of affordable*
16 *housing, and including the establishment of duplex dwellings and providing for these*
17 *one- and two-family residences a high degree of protection from hazards, objectionable*
18 *influences, building congestion and lack of light, air and privacy. Certain essential and*
compatible public service facilities and institutions are permitted in this district. This
zoning classification is intended to be applied to some portions of the city that are
designated medium-density residential (5.1 to 10 dwellings per acre) under the city of
Richland comprehensive plan. (RMC 23.18.010(D)).

19 7. The rezone parcel is mostly flat and is not within the City's Shoreline jurisdiction.
20 The Staff Report explains that the site is not subject to any special Critical Areas
21 requirements; that this application is exempt from SEPA review; and that no agencies offered
any comments regarding the applicants' rezone application. (*Staff Report, page 10*).

22 8. The Staff Report confirms that notices regarding the proposed rezone and associated
23 two-lot land division application were mailed, posted, and published in accord with City
24

practices, with notices mailed to all owners of properties within 300-feet of the applicants' parcel.²

9. RMC 23.18.020(A) imposes "special requirements" that apply to any application to rezone land to the R-2S zoning classification, and reads as follows:

In order to assure consistency with the purpose of the R-2S district, as stated in RMC 23.18.010(D), and further to avoid potential negative and undesirable effects that may result from the higher density of development afforded in an R-2S zone, the following special requirements and provisions shall apply:

1. Any application for reclassification of land to R-2S shall be accompanied by an application for preliminary plat approval submitted in accordance with RMC 24.12.010. In addition, the following information shall be submitted with the application for preliminary plat:

- a. A street landscaping plan showing the location and type of landscaping proposed;
- b. Information showing the location, dimensions and character of recreational facilities and/or open space, including paths and trails; and
- c. Utilization of curvilinear, cul-de-sac and/or loop streets or other appropriate design solutions to assist in modulating the interface of the residential buildings with the streets.

2. The planning commission and city council may, in keeping with the intent of this section, impose requirements and conditions on the approval of the preliminary plat or zoning reclassification as deemed appropriate. These conditions may include, but are not limited to, architectural design parameters, screening and buffering treatments, and supplemental open space and/or recreational facility requirements. Compliance with these conditions shall be demonstrated precedent to final plat and/or building permit approval as appropriate.

3. A combined front yard setback configuration and street-facing residential architectural elevation may be repeated continuously on no more than five lots before a different combination must be utilized. Regardless of the street facing architectural elevation, a front yard setback configuration may be repeated on no more than 10 lots before a different setback configuration must be utilized. The administrative official may approve variations to this requirement which, in his judgment, accomplish the intent of avoiding a monotonous interface of the residential buildings with the streets, or are necessary due to constraints or unique characteristics of the site. This requirement shall be satisfied at the time of building permit application. [**Note by Examiner: This requirement is*

² While notice requirements for a short plat are not the same as those for full subdivision, this proposal was subject to the same notice requirements for a full subdivision, i.e. a preliminary plat or subdivision, which requires notices mailed to owners of properties within 300-feet of the site. (See RMC 24.12.045 for notice requirements for Preliminary Plat, and RMC Chapter 24.13 RMC, where no such notice requirement is imposed for a Short Plat).

inapplicable, as the parcel at issue would only be divided into two lots, not five or more as this section addresses)].

10. Because the associated land division proposed in connection with this rezone request is for only two lots, Staff determined that a short plat application is the proper procedure.³ A short plat is typically decided by the Planning Manager as the administrator, but since this is combined with a rezone request, staff determined that the hearing examiner should be the administrator for the associated short plat application. (*Staff Report, page 8*).

11. To eliminate any uncertainty that the full intent and purpose of the special requirements for applications seeking to rezone land to the R-2S zoning classification, the Examiner applied approval criteria for a full-subdivision, not simply that for a short-plat, in consideration of the associated land division (short plat) application.

12. This matter was subject to a full public hearing, following public notices and ads consistent with those for a full subdivision. In other words, the review process for the associated 2-lot land division satisfies all relevant requirements for “an application for preliminary plat approval submitted in accordance with RMC 24.12.010” [see mandatory language in RMC 23.18.020(A)(1), addressed above].

13. While the requested rezone is fully consistent with the City's Comprehensive Plan land use designation assigned to the parcel, changed circumstances also support the requested rezone from the R-2 to R-2S zone. Since original zoning was adopted, demand for new residential lots throughout the City of Richland has increased, especially in areas already served by nearby schools, adequate utilities, roads, and other urban services. The current R-2 zone does not serve a useful purpose at this site, because sufficient vacant and readily developable land is available for a future residential unit, in accord with City policies that encourage infill.

14. The Examiner concurs with the opinion of staff and finds that the proposed R-2S zoning with its associated permitted residential land uses and types of housing, is compatible with the vicinity and that the site's proximity to existing schools in the area, well-built roadways, utilities, and recreational amenities in the area, and that its location should make a future residential unit on the site convenient for future residents. (*Site visits*).

15. Through the public comment and hearing process, no one submitted any comments, evidence, or legal authority that would serve as a basis to seriously question or deny this requested rezone. The Examiner undertook additional research, and conducted several site

³ RMC 24.13.010, captioned “Permission and procedure to plat,” reads as follows: “When an owner or subdivider desires to subdivide a parcel of land so as to produce not more than a total of nine lots, none of which has been subdivided by short subdivision within a period of five years, it may be done in the following manner.”

visits to the area, to ensure that the associated 2-lot land division could satisfy special requirements imposed on applications for an R-2S zoning designation.

16. Because staff deemed the application to be consistent with the City's Comprehensive Plan, which already designates the rezone site as suitable for medium density residential land uses, and the City's plan was analyzed in an environmental impact statement at the time of its adoption, the pending application is categorically exempt from SEPA review as provided in WAC 197-11-800(6)(c). (*Staff Report; Official notice from record of previous rezone matters re: City SEPA process(es) undertaken when current Comprehensive Plan was adopted and amended*).

17. The record does not include any evidence that the requested R-2S zone could allow for any uses that would be incompatible with surrounding uses.

18. The Staff Report's analysis of this application stands unrebutted. The requested rezone is consistent with land use policy goals in the City's Comprehensive Plan. (*Staff Report, pages 5-6*).

Public services and utilities are adequate and readily available to serve the site.

19. As part of the review process, City staff confirmed that, adequate utilities, including without limitation water, sewer, stormwater, and electricity, are in place and/or readily available, some with connections needed, but all with adequate capacity, to serve the parcel that is at issue in this matter. (*Staff Report, page 8, 9*).

Consistency with City Codes and Comprehensive Plan.

20. As explained elsewhere in this Recommendation, the rezone site is already designated as "MDR" i.e. medium density residential, in applicable parts of the City's Comprehensive Plan, and the request is to reclassify the applicants' single parcel from one available MDR zone (R-2) to another, specifically the R-2S zone.

21. Standing alone, the requested rezone conforms to the Comprehensive Plan, because the plan already identifies the property as suitable for medium density residential uses. There is nothing in this record to justify holding the property as an R-2 zoned site, as might be the case if certain unique uses are needed in the immediate area in order to best serve the public interest.

General findings.

22. The requested rezone bears a substantial relationship to the public health, safety, and general welfare. The requested rezone is appropriate in the context of adjacent properties.

FINDINGS OF FACT, CONCLUSIONS AND
RECOMMENDATION OF APPROVAL FOR
MORTENSEN REZONE APPLICATION –
FILE NO. Z2023-104

GARY N. MCLEAN
HEARING EXAMINER FOR THE CITY OF RICHLAND
CITY HALL – 625 SWIFT BOULEVARD
RICHLAND, WASHINGTON 99352

23. The Development Services Division Staff Report, prepared by Mr. Hendricks, includes a number of specific findings and explanations that establish how the underlying application satisfies provisions of applicable law and is consistent with the city's Comprehensive Plan and zoning regulations. Except as modified in this Recommendation, all Findings contained in the Staff Report are incorporated herein by reference as Findings of the undersigned-hearing examiner.

24. Any factual matters set forth in the foregoing or following sections of this Recommendation are hereby adopted by the Hearing Examiner as findings of fact and incorporated into this section as such.

VI. CONCLUSIONS.

Based upon the record, and the Findings set forth above, the Examiner issues the following Conclusions:

1. The applicant met its burden to demonstrate that the requested rezone conforms to, and in fact implements objectives of, the City's Comprehensive Plan. *Findings; Staff Report.*

2. The applicant met its burden to demonstrate that the requested rezone bears a substantial relationship to the public health, safety, or welfare.

3. The Staff Report and testimony in the record demonstrate that the proposed rezone will not require new public facilities and that there is capacity within the transportation network, the utility system, and other public services, to accommodate all uses permitted in the R-2S zone requested herein.

4. The rezoned site will not be materially detrimental to uses or property in the immediate vicinity of the subject property. In fact, the rezone will help facilitate additional but limited residential development on the property, thereby implementing City goals and policies, including without limitation those that seek to encourage infill development and to provide a variety of lifestyles and housing opportunities.

5. While the pending rezone application is categorically exempt from formal SEPA review, the record demonstrates that the potential for adverse impacts is very unlikely. And, after public notices issued for the application, no one spoke or submitted any written comments opposing the pending rezone request.

6. As required by RMC 19.50.010(C), the transportation system is sufficient to accommodate the type of development envisioned with the proposed rezone. The surrounding road network is fully functional, and no transportation concurrency problems are

FINDINGS OF FACT, CONCLUSIONS AND
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likely to arise as a result of the rezone for the site. Development regulations, including without limitation those detailing frontage improvements, driveway access, impact fees, setbacks, and the like, will apply to any future project built on the site.

7. Based on the record, the applicants demonstrated that their rezone application merits approval, meeting their burden of proof imposed by RMC 19.60.060.

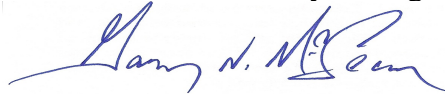
8. Approval of this rezone will not and does not constitute, nor does it imply any expectation of, approval of any permit or subsequent reviews that may be required for development or other regulated activities on the site of the subject rezone.

9. Any finding or other statement contained in this Recommendation that is deemed to be a Conclusion is hereby adopted as such and incorporated by reference.

VII. RECOMMENDATION.

Based upon the preceding Findings and Conclusions, the Hearing Examiner recommends that the Mortensen Rezone application (File No. Z2023-104) to reclassify a 9,600 sq.ft. site from its current R-2 zone to another Medium Density Residential (MDR) land use designation, specifically the R-2S zoning district, which is consistent with the Comprehensive Plan's MDR land use designation assigned to the area, should be **APPROVED**.

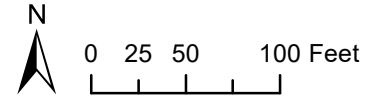
ISSUED this 17th Day of August, 2023



Gary N. McLean
Hearing Examiner

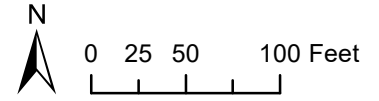
Vicinity Map

Item: 521 Smith Ave, Short Plat & Rezone
Applicant: Alan & Seana Mortensen
File #: SP2023-106 & Z2023-104



Land Use Map

Item: 521 Smith Ave, Short Plat & Rezone
Applicant: Alan & Seana Mortensen
File #: SP2023-106 & Z2023-104

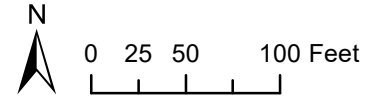


Zoning Map

Item: 521 Smith Ave, Short Plat & Rezone

Applicant: Alan & Seana Mortensen

File #: SP2023-106 & Z2023-104



Legend

 Site Border

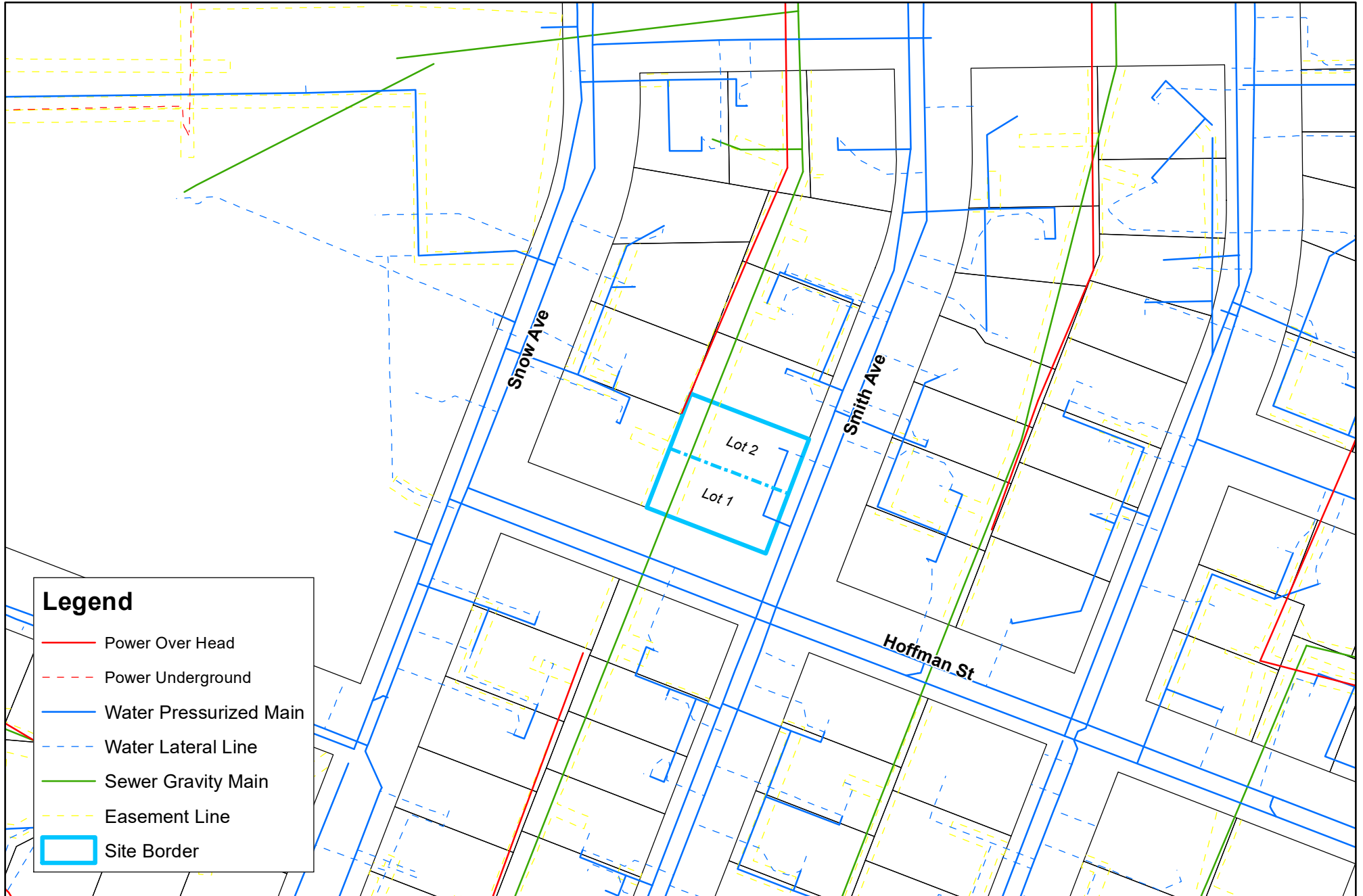
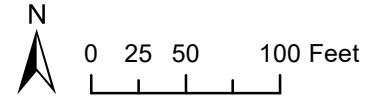
Zoning

 PPF

 R-2

Utility Map

Item: 521 Smith Ave, Short Plat & Rezone
Applicant: Alan & Seana Mortensen
File #: SP2023-106 & Z2023-104



Legend

- Power Over Head
- Power Underground
- Water Pressurized Main
- Water Lateral Line
- Sewer Gravity Main
- Easement Line
- Site Border