

PSRC's 2026 Rural Town Centers & Corridors Program Application

The following application must be submitted to PSRC using this online form by **11:59pm on April 17, 2026**.

For information related to the Rural Town Centers and Corridors program, contact:

Doug Cox, AICP

Puget Sound Regional Council
1201 3rd Avenue, Suite 500
Seattle, WA 98104
(206) 971-3050 or DCox@psrc.org

Project Identification and Description

Project Title

Whitehawk Boulevard Extension

Indicate below whether this project is for a standalone planning project (such as a corridor study or master plan) or a capital project.

Capital Project

Regional Transportation Plan Consistency:

N/A

Lead Agency	List Applicable Partnership Agencies Involved
Orting	N/A

Does the sponsoring agency have "Certification Acceptance" (CA) status from WSDOT?

No

If not, which agency will serve as your CA sponsor?

WSDOT Local Programs

Contact Information

Primary Contact Name	Alternate Contact Name
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rmcbee@cityoforting.org	publicworks@cityoforting.org

Project Description and Location

Project scope: Please describe clearly and concisely the individual components of the project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

This project will construct a new connector roadway extending Whitehawk Boulevard NW from the intersection of Whitehawk Boulevard NW/Orting Avenue NW to the intersection of Calistoga Street W/Coe Lane SW. The new roadway will provide a single asphalt-paved travel lane in each direction, with curb and gutter, planter strips, sidewalks on one side, and a shared-use path on the opposite side along the full length of the corridor. The project also includes installation of water, sewer, and stormwater facilities; stormwater treatment and mitigation; offsite wetland mitigation; flood compensatory storage; and required permitting.

Single-lane roundabouts will be constructed at the project termini at SR 162/Whitehawk Boulevard NW and Whitehawk Boulevard NW/Calistoga Street W/Coe Lane SW to enhance traffic operations and safety. The improvements will complete a critical east-west connection, helping to reduce congestion on SR 162 and improving circulation around the Rural Town Center.

Comprehensive permitting and environmental documentation will be completed in coordination with the City, Washington State Department of Ecology, and the U.S. Army Corps of Engineers, including applicable NEPA documentation and associated right-of-way activities.

The project includes continuous bicycle and pedestrian facilities along the entire alignment, creating a vital non-motorized connection between the Foothills Trail and key community destinations. These include Gratzer Park (baseball, softball, and soccer fields), Whitehawk Park, trails atop the Puyallup and Carbon River levees, and the Washington State Soldiers Home. The improvements will enhance ADA accessibility and provide safe connections to three schools, the primary Rural Town Center business district, and planned mixed-use Town Center development. By integrating motorized and non-motorized infrastructure, the project strengthens regional

mobility, safety, and multimodal connectivity while supporting planned growth and community development.

County Location:

Please identify the county(s) in which the project is located. Check all that apply.

Pierce County

Project Location:

For example, please include street, route or trail name, or other identifiable location.

Whitehawk Boulevard NW Federal Functional Class #3269. Roundabouts are at SR 162/Whitehawk Boulevard intersection and Calistoga St W/Kansas Street SW intersection.

Crossroad/landmark nearest to the beginning of the project:

SR 162/Whitehawk Boulevard NW intersection

Crossroad/landmark nearest to the end of the project:

Calistoga St W/Kansas Street SW intersection

Please identify the center the project is supporting. Projects may be located within a center or along a corridor serving one or more centers.

Orting is the Rural Town Center and there are two locations benefited: Town Center North and Town Center bisected by SR162. The project both within a Rural Town Center and Corridor Connecting to a Rural Town Center and within the Center of Local Importance. The project directly connect to Mixed Use - Town Center North and bypasses commuter traffic around the Mixed-Use Town Center. SR 162 is the main route to/from and through Orting for commuter traffic.

SR 162 has been widened as much as possible through the Rural Town Center and WSDOT has completed a Center Turn Lane Study in 2024-2025, with various recommendations to improve traffic flow for SR162 between Sumner and Orting which includes various treatments (channelization, roundabouts, traffic light adjustments, and multimodel elements). A new arterial roadway is proposed to bypass commuter traffic around the town center with the addition of a new active transportation corridor connecting to the Town Center. Bypassing the traffic requires traffic intersection control "roundabouts" at both termini locations.

The "backbone" of Orting's community is SR 162, which serves as the vital link to jobs, commercial/retail services as well as emergency response and emergency evacuation. The Whitehawk Boulevard Extension project will build a new roadway connecting SR162 directly to Calistoga Street W at the intersection of Kansas Street SW and will assist with alleviating congestion in the Town Center core and the backups on SR162 during AM & PM rush hours. Adding roundabouts is required to insure mobility and improves safety (also confirmed in our Safe Streets for All Project underway).

The intersection of Kansas Street SW/Calistoga St W is currently exceeding the City's Level of Service (LOS) threshold, operating at a LOS E. There is a bottleneck at SR162/Calistoga W (WSDOT traffic signal) at LOS E. This project returns LOS to A or B at the 3 major intersections to/from and through the Rural Center with the two roundabouts added to the Whitehawk Boulevard

Extension Project.

This project will help accommodate/mitigate the regional growth, both to the East and West of the City. The Tehaleh Development to the East in unincorporated Pierce County has an additional 2,720 new single-family homes to be built. The Sunrise Development to the West in unincorporated Pierce County has an additional 5,000 single-family homes to be built. The main east/west regional connection is through the center of Orting. The project will help the Rural Town Center develop in a manner consistent with the adopted policies of the Orting comprehensive plan by addressing congestion, accessibility and mobility for both local and regional travel for all vehicle types and uses.

Federal Functional Classification

Please select the appropriate functional classification.

Minor Arterial

Bicycle and Pedestrian Accommodations

Which pedestrian and/or bicycle features already exist in the project area? Please select one or more types below:

Other pedestrian and bicycle amenities (street, intersection and crossing design elements)

Which pedestrian and/or bicycle features are included in the project scope? Please select one or more types below:

Sidewalks, Bike lanes (striped or buffered), Other pedestrian and bicycle amenities (street, intersection and crossing design elements)

If you indicated above that the project does not include existing or planned pedestrian and/or bicycle features, please indicate one of the following reasons per the guidance above:

N/A

If you selected "Other", please expand on why the project is exempt from providing pedestrian or bicycle features.

N/A

Plan Consistency

Is the project specifically identified in a local comprehensive plan?

Yes

If yes, indicate 1) plan name 2) relevant section 3) page number.

City of Orting's Comprehensive Plan, Updated 2024, which includes the City of Orting 2040 Transportation Plan:

Orting Comprehensive Plan
Transportation Element (T-1 thru T-33)
Planned Transportation Improvements, Including Six Year TIP and STIP (T-14 thru T-16)
Funding the Transportation Vision (T-25 thru 27)

City of Orting 2040 Transportation Plan:

-8.0 Funding the Transportation Vision Table 8-1 2040 Improvement Program 8-1.

-4.2 Orting Six-Year Transportation Improvement Program (page T-14)

-6.2 Intersection Level of Services (pages 6-1, 6-2, 6-3)

-7.1 General Purpose Traffic (page 7-1)

-7.2 Freight Traffic (page 7-1)

-7.3 Non-motorized Travel (page 7-2)

City of Orting Non-Motorized Plan, dated June 2017 Section 5.2 Bicycle Improvements, (page 5-6): Project addresses bicycle/pedestrian connectivity gaps from neighborhoods to the Foothills Trail

If no, describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

N/A

Local and Regional Policy Support

Describe how the project will help the rural town center develop in a manner consistent with the adopted policies or comprehensive plans of the respective local jurisdiction(s). Please provide citations and a copy of the appropriate page(s) from the plan or policies with your application.

The City of Orting is the designated Rural Town Center, with Town Center North and the Town Center bisected by SR 162, the primary regional corridor. This project is located within both a Rural Town Center and a Corridor Connector of Local Importance, directly linking the Mixed-Use Town Center North and providing a bypass for regional commuter traffic around the Town Center.

SR 162 serves as the "backbone" of the Orting community, functioning as the primary route for regional commuters, freight, local access, emergency response and evacuation. However, SR 162 within the city limits is constrained and has been widened to its practical limits, and WSDOT has no known plans to to expand capacity.

The proposed ROW acquisition enables construction of a parallel arterial connection that will

assist in diverting regional through-traffic from the Town Center and preserves the operational integrity of SR 162. In addition, it maintains emergency access and evacuation reliability and supports planned regional growth

Acquiring ROW at this stage ensures the City can preserve the corridor before development precludes acquisition, avoiding significantly higher future costs, displacement impacts, and implements the transportation system envisioned in the 2040 Comprehensive Plan.

This directly supports Orting 2040 Transportation Plan policies, including:

Separation of local and through traffic (Policy T1)

Coordinated system development (Policy T2)

Funding transportation improvements through state and federal sources (Policy T4)

Describe how the project fits the intended character of the center or area in which the corridor is located to help better define or provide a clear distinction between rural corridors and rural centers. For instance, does the project include context sensitive design elements that consider preserving the aesthetic, cultural and environmental resources of the subject area?

The project is intentionally designed to reinforce the distinction between a rural corridor and the rural town center while preserving the unique character of downtown Orting. Rather than expanding SR 162 through the historic core—which would require removal of designated historic structures and park space—the project constructs a bypass through largely unused pastureland. This approach protects the aesthetic, cultural, and environmental resources that define the downtown area and maintains its identity as a rural center.

Within the town center itself, the proposed roundabouts and corridor improvements incorporate context-sensitive design elements that reflect and enhance the area's rural character. These include landscaping, gateway features, signage, lighting, and multimodal facilities that create a clear transition from the rural corridor into the town center. Additionally, the inclusion of low-impact development (LID) stormwater best management practices supports environmental stewardship and aligns with the surrounding natural setting.

Right-of-way acquisition is critical to achieving these outcomes. Adequate space allows for properly designed compact roundabouts, integration of aesthetic and functional features, and incorporation of stormwater treatment facilities. It also enables a proactive design approach that preserves environmental resources, rather than relying on constrained retrofits that could compromise the area's character.

Overall, the project separates through-traffic from the historic downtown, establishes a distinct rural corridor outside the rural center, and enhances the town center with context-sensitive improvements that preserve and highlight its aesthetic, cultural, and environmental qualities.

If the project is interjurisdictional in nature, describe the partners that have been identified and the actions developed to work together and coordinate on project components

The project is partially located on SR 162 and the City has partnered with WSDOT to select a roundabout at the intersection of SR 162 and Whitehawk Blvd. Recently the Orting School District

(OSD) has purchased a parcel adjacent to the SR 162 and Whitehawk Blvd. intersection and the City has been providing published documents to OSD. OSD has expressed interest in cooperating with the City to improve pedestrian safety and extending the road for a lahar evacuation route, while connecting to roundabout to support a new Elementary School and future High School replacement.

Circulation, Mobility, and Accessibility

Describe the issue(s) being addressed by the project and the impact it is intended to have on the center(s). Describe how the project will provide better access to the center(s) from adjacent communities or significantly improve circulation within a center by filling a missing link and/or removing barriers to community mobility.

The City completed the SW Connector Study in 2007 and identified this project. The Study provided a full analysis of the community's existing and potential future circulation patterns, both motorized and non-motorized within the context of support Orting Town Center, while supporting its regional role as a transportation hub.

The project will provide better access to the center from adjacent communities and significantly improve circulation within the Rural Town Center by filling a missing link and removing barriers to community mobility.

The project will significantly improve access and circulation by acquiring right-of-way that will help establish a continuous east-west connects, provide an alternative route to SR 162 and remove physical and operational barriers to mobility.

Describe whether the project is multimodal in nature and how it will benefit a range of travel modes and user groups either accessing the center(s) or using the corridor

The new roadway connector is multimodal in nature connecting gaps in active transportation access to/from the Rural Town Center. Right-of-way acquisition enables safe access to the shared-use trail; adds ADA-compliant sidewalks and crossings; and encourages safe separation between vehicles and active transportation users.

User groups benefit on a range of travel modes accessing the center and using the new corridor connecting to the Center would include but are not limited to Veterans at the Washington Soldiers Home, Local and Regional Trail Users, ADA, school students and school bus transit, emergency services, low income, and retail visitors.

This grant request for right-of-way funding completed the needed accessibility, safety, and mobility of the larger project. Vehicle travel speeds are reduced, illumination provided at crosswalks with RRFBs installed, and full sidewalks and ADA accessibility. The total project will increase circulation and utilization by benefiting the range of users.

Describe how the project will enhance opportunities for active transportation, such as improving or enhancing a pedestrian-oriented environment in the center or along the corridor to the center(s).

A successful and thriving community needs an efficient road network that will move people and things from one place to another, not only by means of transportation, but also through walking. A pedestrian friendly environment can be defined as "the extent to which the built environment is

friendly to the presence of people living, shopping, visiting, enjoying or spending time in the area". ROW acquisition is necessary to complete critical gaps in the non-motorized network, including connections to schools, parks and the Foothills Trail shared use path. The additional ROW provides the space required to safely construct shared-use paths, crossings and supporting infrastructure.

This enhances the pedestrian-oriented transportation system by closing gaps and improving accessibility in the non-motorized system access to the Rural Town Center. Pedestrian facilities will be constructed within the original project scope along the entire alignment. This project completes missing links and removes barriers to the pedestrian community by enhancing mobility and opportunities that provide public health benefits, improving walkability, safety, and security.

Describe how the project contributes to transportation demand management and commute trip reduction opportunities.

Transportation Demand Management benefits are enabled through ROW acquisition that allows construction of the bypass corridor, reducing congestion and improving travel efficiency. By creating an alternative route and enhancing multimodal options within the expanded ROW, the project supports reduced reliance on single-occupancy vehicle trips and traffic delays.

System Performance and Innovative Solutions

Describe how the project will result in more reliable and efficient travel flows in the center, along a corridor, or both, and how it will provide for time savings for moving freight and goods.

The project will significantly improve travel reliability and efficiency both within the Rural Town Center and along the SR 162 corridor by addressing existing congestion and operational limitations. Currently, downtown Orting operates at Level of Service (LOS) D, reflecting notable delays and inconsistent travel conditions. By introducing a new bypass around downtown, the project diverts through-traffic—particularly freight and regional trips—away from the constrained town center street network.

The bypass is strategically connected to three key truck routes (Kansas Street, Calistoga Street, and SR 162), creating a more direct and efficient pathway for freight movement. This reduces conflicts between local and through traffic, resulting in smoother, more predictable travel flows along the corridor. The addition of two roundabouts further enhances system performance, as roundabouts typically provide higher levels of service than traditional signalized intersections by reducing delay, minimizing stops, and improving traffic progression.

Together, the bypass and roundabouts will decrease travel times for freight and goods moving through the project area by eliminating bottlenecks and reducing stop-and-go conditions. These improvements also benefit commuter traffic by providing a faster alternative route around downtown, while local residents will experience improved access and reduced congestion within the town center itself.

As with other project elements, these system performance improvements are dependent on

securing the necessary right-of-way. Adequate ROW is essential to construct the bypass and roundabouts as designed, achieve the anticipated LOS improvements, and realize meaningful travel time savings for both freight and general traffic. Overall, the project creates a more reliable and efficient transportation network that supports both regional mobility and local accessibility.

Describe how the project provides a long-term solution to maximize the efficiency of the transportation system within the rural center or along the connecting rural corridor.

The project provides a long-term solution to maximize transportation system efficiency by strategically redirecting through-traffic away from the constrained downtown area of Orting. SR 162 currently serves as a key connection between larger population centers, but its alignment through downtown limits its ability to be widened or expanded without significant impacts, including the loss of historic buildings and park space. As a result, traditional capacity expansion is not a feasible or sustainable option.

By constructing a bypass around downtown Orting, the project creates a parallel route that accommodates regional and freight traffic more efficiently while preserving the integrity of the rural town center. The bypass connects directly to existing truck routes, allowing heavy vehicles and through-trips to avoid the congestion and constraints of downtown streets. This separation of local and regional traffic improves overall system performance, reduces delays, and enhances safety.

In the long term, this approach ensures that the transportation network can continue to function effectively as travel demand grows. Rather than overburdening a limited downtown corridor, the project distributes traffic across a more suitable network, maintaining reliable travel flows along the rural corridor while supporting accessibility within the town center. This forward-looking solution balances mobility needs with community preservation, making it a sustainable and efficient investment for the region.

Describe any particularly innovative facilities or traffic operational concepts included in this project.

The project incorporates several innovative traffic and design elements that improve system performance while minimizing impacts in Orting.

A key innovation is the construction of a bypass roadway through largely undeveloped pastureland. This approach reroutes regional and freight traffic away from downtown, avoiding the need to widen existing roads that would impact historic structures, parks, and established neighborhoods. It provides a practical, long-term solution that balances mobility with community preservation.

The project also introduces two compact roundabouts—an operational strategy not previously used in Orting. These roundabouts improve traffic flow by reducing delay and stop-and-go conditions, enhances safety as recommended in the Safe Streets for All Comprehensive Safety Plan, and provides levels of service comparable to signalized intersections, all while requiring less maintenance over time.

In addition, the project emphasizes efficient use of right-of-way. The compact roundabout design

achieves significant operational improvements within a smaller footprint, minimizing property impacts, maintaining access to adjacent parcels, and reducing the need for more extensive and disruptive roadway widening.

Together, the bypass alignment, first-time use of roundabouts, and optimized right-of-way utilization demonstrate a context-sensitive and innovative approach that enhances transportation efficiency while preserving the character of the community.

Community Support

Section 1. Addressing Population Groups, Benefits and Disparities

Please identify the different population groups within the project area, and describe any disparities or gaps in the transportation system being experienced. Describe how the planning study will address these disparities or gaps and provide an improvement.

The project area serves a diverse range of population groups within the City of Orting Rural Town Center and surrounding regional corridor, including:

- Local residents (motorized and non-motorized)
- Regional commuters and freight users traveling through SR 162
- School-aged children and families, including approximately 400 students crossing key corridors twice daily during the school year
- Veterans, including residents of the Washington State Soldiers Home
- Low-income populations and people with disabilities (above regional averages)
- Pedestrians and bicyclists using the Foothills Trail and local network
- Visitors and recreational users accessing the city parks and trail systems

Despite serving these populations, the existing transportation system reflects several critical disparities and gaps:

- Transportation Disparities and Gaps
- Over-reliance on SR 162 (community “backbone”) for all travel modes, resulting in congestion, delay, and safety conflicts
- Lack of alternative routes, disproportionately impacting local residents and emergency response reliability
- Incomplete non-motorized network, limiting safe access for students, seniors, and people with disabilities
- Unsafe crossings and high vehicle speeds, particularly at key trail and school crossing locations
- Limited ADA-compliant infrastructure, creating barriers for mobility-impaired users
- Conflicts between regional freight/commuter traffic and local users, reducing livability within the Town Center

Section 2. Addressing Outreach

Please describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.

The project initially started as a planning study called the SW Connector in 2006 and is now known as the Whitehawk Blvd Extension. Public hearings were held at the school adjacent to the project limits and a preferred alignment was selected to coincide with an existing truck route on Kansas Street SW. The Kansas Street SW Reconstruction project is currently under construction and the proposed project is the missing link to connect Kansas St SW to SR 162 at Town Center - North.

Please describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

The public outreach directly influenced the level of pedestrian safety measures for the project. The public was concerned about the number of children that would be utilizing the adjacent trail and pedestrian crossings. Enhanced pedestrian crossings are being provided at the Kansas St SW roundabout and will be provided at the SR 162 roundabout when the sidewalk is extended in the future. The pedestrian trail was also chosen to be extended to Calistoga to function as a lahar evacuation route based on public feedback.

Safety

Please describe the safety and/or security issue(s) that the project will address.

The project addresses significant existing safety and security issues within the Orting Rural Town Center and along the SR 162 corridor, which currently functions as the community's primary transportation "backbone." High volumes of regional commuter and freight traffic moving through a constrained corridor create conflicts between vehicles, pedestrians, bicyclists, and local users, particularly in areas with schools, parks, and trail crossings.

Key Safety Issues

- High vehicle speeds and congestion on SR 162, contributing to rear-end, turning, and distracted driving collisions
- Conflict points at signalized and stop-controlled intersections, particularly at SR 162/Calistoga and SR 162/Whitehawk Boulevard
- Unsafe pedestrian and bicycle crossings, including Foothills Trail crossings used by approximately 400 students daily during the school year
- Limited sight distance and driver awareness, increasing crash risk at key intersections
- Mixing of regional freight/commuter traffic with local and non-motorized users, creating safety and security concerns in the Town Center
- Incomplete ADA and non-motorized infrastructure, limiting safe access for vulnerable populations
- Lack of redundancy in the transportation network, affecting emergency response and evacuation reliability

Please explain how the project will help protect vulnerable users of the transportation system.

The project directly improves safety and access for vulnerable users of the transportation system, including school-aged children, seniors, people with disabilities, low-income populations, pedestrians, bicyclists and transit users within the Orting Rural Town Center and surrounding corridor.

Currently, these users could experience safety and access challenges due to high-speed regional commuters and freight traffic, limited or incomplete pedestrian and bicycle infrastructure, unsafe crossing locations, and gaps in ADA-compliant facilities.

ROW acquisition allows for construction of a continuous shared-use path and sidewalk, ADA-compliant crossings, installation of RRFBs, development of roundabouts. Separation of regional traffic from local circulation and safe connections.

In addition, the project enhances long-term protection of vulnerable users by creating a more balanced, multimodal transportation system, reducing dependence on a single high-speed corridor, and supports safe, connected and accessible infrastructure for future growth.

Please describe how the project reduces reliance on enforcement and/or designs for decreased speeds.

The project utilizes roundabouts to slow traffic and improve safety. There will also be narrower lanes than typically used in the AASHTO manual to reduce environmental impacts and slow traffic as well.

Does your agency have an adopted safety policy (e.g. Target Zero, Vision Zero, etc.)? If so, how did the policy inform the development of the project?

Yes, the City of Orting has an adopted safety policy framework that has directly informed the development of this project. The City's Comprehensive Safety Action Plan (CSAP through the Safe Streets for All Grant)—developed in 2026 and nearing final adoption—establishes a Vision Zero-style goal, with the City Council committing to eliminate all traffic fatalities and serious injuries by 2044. This effort aligns with the Safe System Approach and Washington State's Target Zero program and allows the City to apply for Implementation funding for this project at both SR 162/Whitehawk and Kansas/Calistoga roundabout termini.

In addition, the City's Orting 2040 Transportation Plan includes specific safety policies (such as Policies T17, T18, and T38) that are fully integrated into the project design.

These policies informed the project in several key ways:

Data-driven safety prioritization (Policy T17):

The project targets high-risk intersections identified through crash data, citizen complaints, and traffic growth. Both project locations have high pedestrian and vehicular volumes and known sight distance issues. The realignment at Kansas Street SW and construction of roundabouts directly address these concerns by improving visibility and reducing conflict points.

Enhanced pedestrian safety treatments (Policy T18):

The roundabouts include safe pedestrian crossings, refuge islands, and improved sight distance. At SR 162, the design enhances the Foothills Trail crossing—an area with documented near-miss incidents—by providing safer and more visible crossing opportunities.

Multimodal and bicycle safety (Policy T38):

The project incorporates ADA-compliant sidewalks, safer crossings, and improved access to shared-use trails. Right-of-way acquisition enables better separation between vehicles and active transportation users, supporting safer walking and biking conditions.

Safe System and Vision Zero alignment:

Consistent with the nearly finalized 2026 CSAP, the project emphasizes design-based safety strategies—such as roundabouts, speed management, and multimodal separation—to reduce crash frequency and severity, particularly for vulnerable road users.

Overall, the project reflects and advances the City’s adopted and emerging safety policies by translating its Vision Zero commitment into tangible infrastructure improvements that address known safety issues and support long-term reductions in fatal and serious injury crashes.

Project Readiness - PE/Design

Are you requesting funds for ONLY a planning study or preliminary engineering?

No

Is preliminary engineering/design for the project complete?

No

Please provide the date the preliminary engineering/design phase was completed, or the anticipated date of completion (month and year).

December 2026

If not complete, which best describes the CURRENT status of the project’s engineering/design?

60% complete

Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

Milestones will be WSDOT PFA Approval
USACE Individual Wetland
SEPA and General Stormwater Construction Permit with DOE

Project Readiness - Environmental Documentation

What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?

Categorical Exclusion (CE)

Has the NEPA documentation been approved?

Yes

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

January 2026

Has there been a NEPA kick-off meeting with WSDOT Local Programs for this project?

N/A

If yes, is a formal consultation expected?

N/A

Project Readiness - Right of Way

Does the project require right-of-way?

Yes

What is the actual or estimated start date for right of way?

December 2026

What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?

If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.

June 2026

Has right of way certification been completed?

N/A

If not, what is the estimated ROW certification date (month and year)?

Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

June 2027

Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.

Refer to Chapter 25 of WSDOT's Local Agency Guidelines Manual for more information.

Multi-parcel right-of-way acquisition is necessary.

Project Readiness - Construction

Are funds being requested for construction?

Yes

Do you have an engineer's estimate?

Yes

Please upload a copy of your engineer's estimate below.

f-150-116-21511519_S9N5ePCh_Whitehawk_Blvd_Ext_30_EST_081125_1.xls

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

USACE Individual Wetland Permit (may take 18 months) - December 2026 to July 2027

Local Agency Environmental Permitting - December 2026

SEPA and General Stormwater Construction Permit with DOE

Are Plans, Specifications & Estimates (PS&E) completed?

No

Please provide the date of completion, or the date when PS&E is scheduled to be complete (month and year).

December 2026

When is the project scheduled to go to ad (month and year)?

December 2027

Project Readiness - Other Considerations

If the project milestone dates specified above are less than [PSRC's Project Phase Milestone Minimum Timelines](#), please explain the project characteristics that justify the planned schedule.

Project schedules that do not reflect these minimum timelines will be reviewed by PSRC on a case-by-case basis, in consultation with WSDOT Local Programs, to make a determination of project eligibility.

The city has used local funds to prepurchase two parcels already and due to the limited number of remaining parcels needed the schedule can be accelerated.

PSRC Funding Request

Please identify the phase(s) for which PSRC funds are being requested, the amount, and expected year of obligation. Confirm the total by pressing the calculate button.

Phase	Year	Amount Requested (i.e - for \$1,000.00, enter "1000")
Right-of-Way	2027	\$750000

Total PSRC Funding Request:

\$750000

Has the project received PSRC funds previously?

Yes

Please provide the project's PSRC TIP ID.

ORT-4

Financial Plan

In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.

Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecure. PSRC's definitions and guidance for determining secure and reasonably expected funds is provided here.

PE/Design Phase

Funding Source	Funding Status	Funding Amount
Local Expended 2009	Secured	\$400000
Local Expended 2021	Secured	\$54000
STP (RTCC) 2017 Expended 2021	Secured	\$346000

Local 2021 and 2022	Secured	\$403365
		\$

Total Preliminary Engineering/Design Phase Cost

\$1203365

Actual or estimated date of completion (month and year):

December 2026

Right-of-Way Phase

Funding Source	Funding Status	Funding Amount
Local	Secured	\$450000
PSRC	Unsecured	\$750000
		\$
		\$
		\$

Total Right-of-Way Phase Cost:

\$1200000

Actual or estimated date of completion (month and year):

December 2026

Construction Phase

Funding Source	Funding Status	Funding Amount
TIB Urban Arterial Program	Reasonably Expected	\$3000000
TIB Complete Streets	Reasonably Expected	\$3000000
TIB Active Transportation	Reasonably Expected	\$2000000
PSRC	Unsecured	\$2000000
FHWA - Safe Streets 4 All Implementation Grant	Unsecured	\$2000000

Total Construction Phase Cost

\$12000000

Actual or estimated date of completion (month and year):

December 2027

Other Phase

Funding Source	Funding Status	Funding Amount
N/A	N/A	\$N/A
		\$
		\$
		\$
		\$

Total Other Phase Cost

\$0

Actual or estimated date of completion (month and year):

N/A

Project Summary

Total Estimated Project Cost:

\$14403365

Estimated Project Completion Date (month and year):

December 2028

Financial Documentation

Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

f-150-475-21511519_9IjEjtHH_2026_Final_Budget_-_12.10.2025_-_Binder_Version_truncated.pdf

N/A

N/A

Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program must also be included.

The City will be applying for TIB grant funding in the assigned programs in Summer of 2026. The city has \$450,000 budgeted for Right Of Way Acquisition of the \$850,000 in the STIP. Engineers estimate for Right Of Way acquisition is \$1,200,000.

NOTE: Please contact Doug Cox (DCox@psrc.org) if you need to make updates to a submitted application prior to the deadline. After the deadline has passed, the form site will close.

SR 162 (Washington Avenue) Rechannelization and Streetscape Project
Federal Aid #: STPUS 0162(017)

TOTAL

\$ 8,374,595.20
\$ 861,896.08
\$ 9,236,491.28

SCHEDULE A - ROADWAY IMPROVEMENTS

Prepared By: _____
 Checked By: _____

ITEM NO.	SPEC #	SCHEDULE A - DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL
A-1	1-04	Minor Change	1	EST	\$25,000.00	\$25,000.00
A-2	1-07	SPCC Plan	1	LS	\$2,500.00	\$2,500.00
A-3	1-07	Pedestrian Control and Protection	1	LS	\$50,000.00	\$50,000.00
A-4	1-09	Mobilization	1	LS	\$620,400.00	\$620,400.00
A-5	1-10	Project Temporary Traffic Control	1	LS	\$300,000.00	\$300,000.00
A-6	2-01	Clearing and Grubbing	5.35	Acre	\$3,000.00	\$16,050.00
A-7	2-02	Removal of Structure and Obstruction	1	LS	\$50,000.00	\$50,000.00
A-8	2-02	Removing Asphalt Conc. Pavement	7300	SY	\$50.00	\$365,000.00
A-9	2-02	Removing Cement Conc. Pavement	1200	SY	\$45.00	\$54,000.00
A-10	2-02	Removing Cement Conc. Curb and Gutter	250	LF	\$20.00	\$5,000.00
A-11	SP	Building Demolition	1	LS	\$75,000.00	\$75,000.00
A-12	2-02	Potholing	1	FA	\$25,000.00	\$25,000.00
A-13	2-03	Roadway Excavation Incl. Haul	8732	CY	\$60.00	\$523,897.78
A-14	SP2-03	Pond Excavation Incl. Haul	7764	CY	\$40.00	\$310,560.00
A-15	2-03	Unsuitable Foundation Excavation, Incl. Haul	1310	CY	\$60.00	\$78,584.67
A-16	2-03	Select Borrow Incl. Haul	13203	Ton	\$20.00	\$264,055.93
A-17	2-03	Gravel Borrow Incl. Haul	13597	Ton	\$25.00	\$339,925.93
A-18	2-09	Shoring or Extra Excavation Class B	1	LS	\$37,000.00	\$37,000.00
A-19	2-09	Gravel Backfill for Foundation Class B	486	Ton	\$25.00	\$12,152.78
A-20	2-12	Construction Geotextile for Soil Stabilization	2000	SY	\$3.00	\$6,000.00
A-21	4-04	Crushed Surfacing Base Course	3950	Ton	\$25.00	\$98,748.84
A-22	4-04	Crushed Surfacing Top Course	709	Ton	\$30.00	\$21,272.22
A-23	5-04	Planing Bituminous Pavement	600	SY	\$10.00	\$6,000.00
A-24	5-04	HMA CL. 1/2 In. PG 58-22	8132	Ton	\$150.00	\$1,219,800.00
A-25	5-04	Porous Asphalt PG 70-22	618	Ton	\$150.00	\$92,677.08
A-26	5-04	Choker Course	875	Ton	\$25.00	\$21,887.15
A-27	5-05	Textured Cement Concrete Truck Apron	700	SY	\$150.00	\$105,000.00
A-28	5-05	Textured Cement Concrete Splitter Island	900	SY	\$125.00	\$112,500.00
A-29	6-13	Structural Earth Wall	1	LS	\$25,000.00	\$25,000.00
A-30	SP7-04	Pond Treatment Liner	2111	CY	\$75.00	\$158,325.00
A-31	SP7-04	Pond Wetland Plants	1	LS	\$100,000.00	\$100,000.00
A-32	SP	Wetland Mitigation Planting	1	LS	\$300,000.00	\$300,000.00
A-33	7-04	SR 162 Roundabout Drainage System	1	LS	\$300,000.00	\$300,000.00
A-34	7-04	Ductile Iron Storm Sewer Pipe 12-In. Diam.	1280	LF	\$200.00	\$256,000.00
A-35	7-04	Polypropylene Storm Sewer Pipe 12 In. Diam.	3359	LF	\$75.00	\$251,925.00
A-36	7-04	Polypropylene Storm Sewer Pipe 30 In. Diam.	65	LF	\$350.00	\$22,750.00
A-37	7-05	Catch Basin Type 1	45	EA	\$2,500.00	\$112,500.00
A-38	7-05	Catch Basin Type 2 48-In. Diam	6	EA	\$5,000.00	\$30,000.00
A-39	7-05	Catch Basin Type 2 54-In. Diam	3	EA	\$6,000.00	\$18,000.00
A-40	7-05	Catch Basin Type 2 54-In. Diam with Control Structure	2	EA	\$8,000.00	\$16,000.00
A-41	7-05	Proprietary Stormwater Treatment Structure	4	EA	\$25,000.00	\$100,000.00
A-42	7-05	Adjust Catch Basin	5	EA	\$1,000.00	\$5,000.00
A-43	7-05	Adjust Manhole	2	EA	\$1,000.00	\$2,000.00
A-44	8-01	ESC Lead	60	Day	\$150.00	\$9,000.00
A-45	8-01	Inlet Protection	12	EA	\$150.00	\$1,800.00
A-46	8-01	Silt Fence	7500	LF	\$12.00	\$90,000.00
A-47	8-02	Erosion/Water Pollution Control	1	LS	\$25,000.00	\$25,000.00
A-48	8-02	Soil Amendment	431	CY	\$35.00	\$15,067.82
A-49	SP	SR 162 Roundabout Planting	1	LS	\$15,000.00	\$15,000.00
A-50	SP	Calistoga Roundabout Planting	1	LS	\$15,000.00	\$15,000.00
A-51	8-03	Roundabout Irrigation System on SR 162, Complete	1	LS	\$25,000.00	\$25,000.00
A-52	8-03	Roundabout Irrigation System on Calistoga, Complete	1	LS	\$25,000.00	\$25,000.00
A-53	8-04	Cement Conc. Traffic Curb and Gutter	5580	LF	\$50.00	\$279,000.00
A-54	8-04	Roundabout Central Island Cement Concrete Curb	260	LF	\$200.00	\$52,000.00
A-55	8-04	Roundabout Truck Apron Cement Conc. Curb and Gutter	489	LF	\$75.00	\$36,675.00
A-56	8-04	Roundabout Cement Concrete Curb and Gutter	3800	LF	\$75.00	\$285,000.00
A-57	8-06	Cement Conc. Driveway Entrance	400	SY	\$150.00	\$60,000.00
A-58	8-14	Cement Conc. Sidewalk Ramp	20	EA	\$2,500.00	\$50,000.00
A-59	8-14	Cement Conc. Sidewalk	3400	SY	\$75.00	\$255,000.00
A-60	8-14	Quarry Spalls	26	Ton	\$40.00	\$1,040.00
A-61	8-20	Illumination System and Interconnect System on SR 162, Complete	1	LS	\$250,000.00	\$250,000.00
A-62	8-20	Illumination System and Interconnect System on Calistoga, Complete	1	LS	\$250,000.00	\$250,000.00
A-63	8-21	Permanent Signing	1	LS	\$50,000.00	\$50,000.00
A-64	8-22	Paint line	7500	LF	\$1.00	\$7,500.00
A-65	8-22	Plastic Wide Line	6000	LF	\$5.00	\$30,000.00
A-66	8-22	Plastic Crosswalk Line	1000	SF	\$12.00	\$12,000.00

SCHEDULE A TOTAL AMOUNT \$8,374,595.20

SCHEDULE B - WATER MAIN IMPROVEMENTS

Prepared by: _____

Checked by: _____

ITEM NO.	SPEC #	SCHEDULE B - DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL
B-1	2-09	Shoring or Extra Excavation Class B	1	LS	\$30,000.00	\$30,000.00
B-2	7-08	Ductile Iron Pipe for Water Main 12-In. Diam.	269	LF	\$240.00	\$64,560
B-3	7-09	Ductile Iron Pipe for Water Main 8-In. Diam.	2850	LF	\$180.00	\$513,000
B-4	7-09	Removal and Replacement of Unsuitable Material	1000	CY	\$50.00	\$50,000
B-5	7-09	Blowoff Assembly	1	EA	\$2,500.00	\$2,500
B-6	7-09	Connection to Existing Main	3	EA	\$5,000.00	\$15,000
B-7	7-12	Gate Valve 12 In.	4	EA	\$6,500.00	\$26,000
B-8	7-12	Gate Valve 8 In.	2	EA	\$4,500.00	\$9,000
B-9	7-12	Tapping Sleeve and Valve Assembly 12 In.	2	EA	\$12,000.00	\$24,000
B-10	7-14	Hydrant Assembly	4	EA	\$10,000.00	\$40,000
B-11	7-14	Moving Existing Hydrants	1	EA	\$5,000.00	\$5,000
B-12	7-15	Service Connection 1-In. Diam.	1	EA	\$4,500.00	\$4,500
B-13	7-15	Service Connection 2-In. Diam.	1	EA	\$5,000.00	\$5,000

SCHEDULE B SUBTOTAL AMOUNT	\$788,560
STATE SALES TAX (9.5%)	\$73,336
SCHEDULE B TOTAL AMOUNT	\$861,896

Ryan McBee

From: Dias, Bryan K <DiasB@wsdot.wa.gov>
Sent: Monday, August 23, 2021 4:36 PM
To: Maryanne Zukowski
Cc: Fletcher, Dawn
Subject: RE: [EXTERNAL] City of Orting Project Administration Agreement FA Contracts
Attachments: Whitehawk Boulevard Extension Update CA.pdf; Kansas Street Reconstruction Update CA .pdf

Maryanne

Thank you for the e-mail informing us that you will be the new city engineer. Your attached letters are all that we need. Orting is a Non -CA agency and my office is acting as their CA. Please manage the projects per the project administration agreement and feel free to reach out to Dawn or myself if you have any questions.

Bryan Dias P.E.

WSDOT Olympic Region
Local Programs Engineer
360-357-2631

From: Maryanne Zukowski <MZukowski@cityoforting.org>
Sent: Thursday, August 19, 2021 1:20 PM
To: Dias, Bryan K <DiasB@wsdot.wa.gov>
Cc: Fletcher, Dawn <FletcDm@wsdot.wa.gov>; Scott Larson <SLarson@cityoforting.org>
Subject: [EXTERNAL] City of Orting Project Administration Agreement FA Contracts

WARNING: This email originated from outside of WSDOT. Please use caution with links and attachments.

Hi Brian!

As of last Monday I am working for the City of Orting as the City Engineer.

- I drafted some delegation of authority from Scott the City Administrator for administering the two Federal Projects in Orting.
- There is a formal letter and attachments for reference that we are mailing.

Let me know if the formal letter is sufficient for both projects, this was the process when I was helping non CA under WSDOT NW Region recently. NW Region just sent back email approval to go with the agreement for those agencies. In your Region there was a formal letter sent by local programs by email and hard copy providing authorization.

Maryanne Zukowski, PE
City of Orting
City Engineer
MZukowski@cityoforting.org
Temporary Phone Number: 360.893.9006 #108

CITY OF ORTING

2026 Final Budget

December 10, 2025

**104 Bridge St S.
Orting, WA 98360**

www.cityoforting.org



2026 Expenditures

BARS	Description	2023		2024		2025		2026	
		Actual	Budget	Actual	Budget	Actual	Budget	Adj. Amt	Budget
General Fund									
001-518-63-40-006	Grant - Angel One	9,750.00	-	-	-	-	-	-	-
001-518-63-40-007	Grant - Rock Festival	3,000.00	-	-	-	-	-	-	-
001-518-63-40-005	Grant - Chamber of Commerce	936.60	-	1,669.05	-	-	-	-	-
001-518-63-40-000	Grant - Farmers Markets	6,000.00	400.00	2,117.40	-	-	-	-	-
001-518-63-40-004	Grant - Recovery Cafe	10,000.00	-	-	-	-	-	-	-
	Total Grants	53,935.60	15,400.00	16,786.45	-	0%	-	0%	-

MPC									
001-575-50-31-003	MPC Supplies	330.49	2,000.00	1,719.59	1,000.00	172%	1,000.00	19%	1,000.00
001-575-50-41-002	Contract - Floor Cleaning	2,041.00	-	2,041.00	-	0%	-	0%	-
001-575-50-47-001	Electricity - MPC	9,487.74	7,000.00	10,898.66	12,000.00	136%	12,000.00	118%	15,000.00
001-575-50-48-000	Services - R & M - MPC	3,458.23	-	12,108.00	500.00	242%	500.00	67%	2,500.00
	Total MPC	13,276.46	9,000.00	26,767.25	13,500.00	198%	13,500.00	86%	5,000.00

Misc. Expenditures									
001-511-20-49-007	Fees - Puget Sound Clean Air Agency	5,858.00	-	6,277.00	-	105%	6,500.00	102%	6,500.00
001-513-10-31-004	Community Communication (PCTV)	16,037.59	9,000.00	13,600.92	12,000.00	78%	17,000.00	41%	17,000.00
001-514-20-46-005	Tax - Excise Tax	6,613.05	-	6,479.04	4,000.00	162%	6,000.00	92%	7,000.00
001-514-23-41-011	Dues - Rainier Cable Commission	14,770.08	5,500.00	10,249.64	5,500.00	0%	2,600.00	281%	10,000.00
001-514-24-40-000	Tax - Noxious Weed - NWC	34.25	50.00	69%	50.00	69%	40.00	39%	50.00
001-514-24-40-001	Tax - Pierce Conservation District - PCD	66.68	80.00	66.68	50.00	133%	80.00	82%	80.00
001-514-24-40-002	Tax - State Forest Protection - SFC	4.91	10.00	4.91	80.00	6%	10.00	235%	15.00
001-514-24-40-003	Tax - Fire Benefit Charge - FBC	2,265.39	2,400.00	2,309.35	2,400.00	96%	2,400.00	96%	2,400.00
001-514-40-41-020	Voter Costs - Pierce County Auditor	19,650.00	19,500.00	25,145.69	22,000.00	114%	28,000.00	115%	28,000.00
001-518-20-40-003	Old City Hall Expenses	1,594.19	2,000.00	12,769.02	1,000.00	1277%	5,000.00	111%	5,000.00
001-566-00-40-000	Tax - Alcohol Program Tax - To P.C.	2,657.59	1,800.00	2,633.46	2,000.00	132%	3,000.00	66%	3,000.00
001-582-10-00-000	Refund of Facility Deposit	12,160.00	-	14,605.00	6,000.00	243%	11,590.00	97%	12,000.00
001-588-10-00-000	Prior Year Adjustment	11,649.92	-	0%	-	0%	-	0%	-
001-588-30-00-001	Prior Year Adjustment	5,227.26	-	5,227.26	-	0%	-	0%	-
001-589-99-00-999	Payroll Clearing Account	(10,914.39)	-	11,129.66	-	0%	-	0%	-
001-597-36-00-001	Transfer to Cemetery	48,000.00	27,000.00	30,000.00	30,000.00	100%	35,000.00	100%	71,000.00
001-597-36-00-002	Transfer for Bridge	-	-	98,252.43	2,200,000.00	4%	-	0%	270,000.00
001-597-36-00-003	Transfer to Parks Fund	-	-	-	-	0%	120,000.00	100%	120,000.00
001-597-36-00-004	To Fund #101 - Water Chlorinator - Lost Revenue	-	-	-	-	0%	85,000.00	0%	(85,000.00)
	Total Misc.	130,447.26	67,340.00	238,784.31	2,285,080.00	10%	619,910.98	32%	1,704,795.96

Total General Fund	4,088,526.05	4,077,989.92	4,878,305.14	6,269,907.89	77%	5,025,134.41	86%	1,376,066.01	6,401,600.42
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Streets Fund									
Salary & Benefits									
101-542-30-10-000	Salary - Streets	48,252.11	70,689.55	79,282.82	48,981.80	162%	112,404.92	50%	23,043.45
101-542-30-11-000	Over Time - Streets	660.07	1,000.00	824.75	1,000.00	82%	1,500.00	109%	1,500.00
101-542-90-10-000	Salary - Streets Admin	51,875.28	37,868.53	55,053.53	49,071.56	112%	32,903.14	160%	38,920.16
101-542-30-21-000	Benefits - Labor & Industries	1,552.52	1,376.89	1,326.89	2,125.15	62%	3,989.03	29%	6,099.55
101-542-30-20-000	Benefits - Medical, Dental, Vision, LTD	12,472.26	24,971.95	12,513.31	21,473.27	58%	20,815.72	52%	29,873.33
101-542-30-20-000	Benefits - OAS/PPM	6,544.81	8,423.93	4,041.95	7,579.01	53%	3,311.04	36%	11,019.62
101-542-30-22-000	Benefits - Retirement	2,639.73	1,000.00	5,022.31	12,717.52	39%	13,527.30	24%	18,342.76
101-542-30-31-002	Benefits - Clothing - Streets	1,201.76	-	3,510.99	-	0%	2,902.41	152%	2,776.42
101-542-90-20-000	Benefits - Admin Labor & Industries	122.04	-	312.70	-	0%	130.57	239%	8.66
101-542-90-21-000	Benefits - Admin Labor & Industries	1,267.24	-	4,200.71	-	0%	4,544.98	93%	3,361.74
101-542-90-22-000	Benefits - Admin Retirement	2,953.79	-	5,914.50	-	0%	9,036.75	150%	5,516.77
101-542-90-23-000	Benefits - Admin Medical, Dental, Vision, LTD	136,998.81	160,205.72	171,825.01	142,948.31	86%	207,874.85	71%	247,997.96
	Total	136,998.81	160,205.72	171,825.01	142,948.31	120%	207,874.85	71%	40,123.11

Operating & Maintenance									
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2026 Expenditures

BARS	Description	2023		2024		2025		2026	
		Actual	Budget	Actual	Budget	Actual	Budget	Adj. Amt	Budget
	General Fund								
101-542-30-31-000	Supplies - Office & Operating	2,788.45	3,275.00	26,109.65	2,000.00	4,975.38	5,000.00	-	5,000.00
101-542-30-31-001	Supplies - R & M Sidewalks Concrete	-	-	9,573.03	-	4,102.09	5,000.00	-	5,000.00
101-542-30-31-003	Crosswalk & Stop Sign etc	-	2,500.00	1.64	-	-	-	-	-
101-542-30-31-004	Crack Sealing & Asphalt	5,794.79	3,000.00	-	-	-	12,000.00	-	12,000.00
101-542-30-31-005	Traffic Control Devices	4,910.12	3,000.00	4,497.41	17,500.00	2,788.02	17,500.00	(12,500.00)	5,000.00
101-542-30-32-000	Gasoline - Streets	2,903.79	2,000.00	2,233.19	2,000.00	7,692.26	2,500.00	-	2,500.00
101-542-30-32-001	Diesel - Streets	-	-	278.55	500.00	274.04	500.00	-	500.00
101-542-30-35-000	Supplies - Equipment & Small Tools	593.88	1,000.00	471.41	2,000.00	174.11	2,000.00	9	5,000.00
101-542-10-40-000	Eng - On Call	10,214.23	20,000.00	57,251.96	20,000.00	3,194.00	10,000.00	32%	5,000.00
101-542-30-41-002	State Audit	1,882.80	3,650.00	2,415.64	2,708.20	3,104.66	1,890.00	164%	3,500.00
101-542-30-41-004	IT - Computer Maintenance	790.53	640.00	2,481.94	1,400.00	2,805.88	2,880.00	123%	3,260.00
101-542-30-41-005	Legal - Attorney Fees - Streets	200.00	2,000.00	3,533.80	1,000.00	1,430.65	1,000.00	143%	1,000.00
101-542-30-41-007	Eng - City Utility Mapping	-	-	-	2,000.00	2,181.87	-	-	-
101-542-30-41-008	Grant Writing	-	4,000.00	-	-	-	-	-	-
101-542-30-41-010	Website Maintenance/Hosting	-	100.00	-	-	-	-	-	-
101-542-30-41-012	ADA Compliance Plan	8,233.50	47,000.00	-	-	-	-	-	-
101-542-30-41-015	GIS Consulting - Engineer oncall	151.78	1,000.00	152.76	2,000.00	-	1,000.00	0%	-
101-542-30-41-016	Asset Mgmt Software	5,662.00	5,200.00	6,633.29	6,000.00	-	10,000.00	0%	(10,000.00)
101-542-30-41-017	Training & CDL Licenses	254.24	150.00	632.85	500.00	776.41	250.00	311%	500.00
101-542-30-41-018	Tax - Excise (state share - sidewalk repairs)	14.91	100.00	4,447.51	50.00	12.75	300.00	4%	300.00
101-542-30-41-021	Services - Landscaping	-	-	-	-	-	300.00	0%	300.00
101-542-30-42-000	Phone & internet	787.65	1,500.00	1,645.35	1,000.00	677.49	1,500.00	45%	1,500.00
101-542-30-42-001	City Hall Repairs and Maintenance	387.06	120.00	2,583.60	300.00	449.26	380.00	118%	400.00
101-542-30-42-002	Insurance/Bonds WCIA	9,627.42	8,675.00	12,835.03	12,621.65	11,010.70	13,025.79	85%	25,340.00
101-542-30-44-000	Advertising - Streets	329.16	300.00	1,201.19	300.00	368.49	1,200.00	31%	1,200.00
101-542-30-44-001	Contract - Janitorial - Streets	659.64	520.00	2,412.10	520.00	724.70	1,681.95	43%	1,000.00
101-542-30-48-002	Services R&M - Roads/Streets	74,510.05	7,500.00	4,691.90	15,000.00	2,594.86	15,000.00	17%	5,000.00
101-542-30-48-003	Services - Uniforms	-	-	3,120.05	1,500.00	2,258.76	3,000.00	75%	3,000.00
101-542-30-48-004	Services - R&M - Equipment	4,044.27	5,500.00	5,659.73	5,500.00	51.25	5,500.00	1%	5,500.00
101-542-30-48-005	Underground Pollution Removal (TPCHD Permit)	2,040.00	0%	2,170.00	-	2,300.00	1,200.00	192%	1,200.00
101-542-30-48-007	R&M Sidewalks - City Owned	19,285.98	8,500.00	1,859.80	8,500.00	-	-	0%	5,000.00
101-542-30-48-008	Tree Maintenance Services	456.45	1,000.00	1,859.80	1,000.00	63.00	-	0%	1,000.00
101-542-30-48-101	Service - Waste Removal (dump)	3,068.27	800.00	1,644.76	1,000.00	-	-	0%	-
101-542-30-49-001	Electricity - City Hall & PW Shop	7,551.00	4,650.00	1,644.76	1,600.00	1,326.45	160.00	89%	2,000.00
101-542-61-40-000	Sidewalk Contract Services	-	-	-	-	-	-	0%	-
101-542-63-47-003	Electricity - Street Lights	74,342.33	65,000.00	76,870.57	75,500.00	85,240.97	80,000.00	107%	80,000.00
101-542-64-48-000	Traffic Services- State/County Striping	7,318.30	-	6,285.94	-	-	8,500.00	0%	8,500.00
101-542-90-30-002	Hazard Mitigation Equipment	-	-	-	-	-	-	0%	-
101-542-90-40-001	Bank Fees	16.50	50.00	21.36	50.00	(0.21)	-	-	-
101-542-90-40-004	703 Kansas Rental Mgmt Expenses	4,521.74	3,944.72	4,375.72	1,000.00	2,125.03	4,000.00	53%	4,000.00
101-542-90-40-005	Emergency Management Planning	-	-	-	-	-	200.00	-	(200.00)
101-542-90-40-007	Services - Office & Operating	1,084.50	7,000.00	1,271.96	1,000.00	451.84	1,800.00	25%	1,800.00
101-542-90-40-008	515 Calistoga Mgmt Expenses	4,592.61	1,000.00	1,840.00	1,000.00	1,683.22	2,000.00	84%	2,000.00
101-542-90-40-010	Taxes	1,057.43	200.00	1,058.67	1,140.00	1,059.83	6,140.00	-	1,140.00
101-542-90-40-013	Multipurpose Usage Fees	633.87	1,483.90	-	-	-	-	0%	5,000.00
101-588-10-00-101	Prior Year Adjustment	121.44	-	-	-	-	-	-	-
101-588-30-00-101	Prior Year Adjustment	-	-	-	-	(4,685.30)	-	-	-
		260,830.69	216,358.62	252,262.36	189,589.85	134,289.46	216,807.74	62%	204,190.00

Capital		2023		2024		2025		2026	
		Actual	Budget	Actual	Budget	Actual	Budget	Adj. Amt	Budget
101-591-95-70-000	Leases - Streets (copier, software etc.)	390.59	-	3,819.14	440.00	6,937.11	1,083.08	5,916.92	7,000.00
101-594-42-4-000	Phone Leases	303.82	280.00	265.22	280.00	151.23	280.00	(280.00)	-
101-594-42-60-000	PW Building Bay Doors	-	-	3,177.43	-	-	-	-	-
101-594-42-63-003	Capout - Sidewalk Program - REET	951.33	5,000.00	-	-	-	-	-	-
101-594-42-64-038	Knuckle Boom	11,563.20	11,700.00	-	-	-	-	-	-
101-594-42-64-040	Dump Truck	17,878.34	12,500.00	-	-	-	-	-	-
		26,126.78	17,620.00	17,877.70	17,620.00	7,168.34	17,620.00	0%	17,620.00

2026 Expenditures

BARS	Description	2023		2024		2025		2026	
		Actual	Budget	Actual	Budget	Actual	Budget	Adj. Amt	Budget
General Fund									
101-594-42-64-042	Mini Excavator	9,416.28	9,500.00	-	-	-	-	-	-
101-594-42-64-043	Fork Lift	-	2,250.00	-	2,500.00	-	-	-	-
101-594-42-64-035	Mower	-	-	-	2,000.00	-	-	-	-
101-594-48-60-000	PW Building Bay Doors	-	-	-	4,000.00	-	-	-	-
101-594-42-64-044	Tilt Deck Trailer	-	-	-	1,200.00	-	-	-	-
101-594-44-61-003	Vehicle Purchase	2,683.52	1,980.00	1,496.73	1,200.00	-	-	-	-
101-594-44-61-011	Computer Station	800.00	-	-	-	-	-	-	-
New Request 101									
101-595-20-60-001	Kansas Street SW Reconst ROW (REET)	-	-	-	-	-	-	-	-
New Request 101									
101-595-10-60-003	Kansas Street SW Reconstruction TCE	-	-	41,692.75	-	41,900.00	-	-	-
101-595-10-60-004	Kansas Street SW Reconst Design (REET)	154,354.12	100,000.00	301,735.05	-	206,168.60	4,000,000.00	(4,000,000.00)	-
101-595-10-60-001	Kansas Street SW Reconst Construction	-	-	-	-	-	-	-	-
101-595-10-60-002	Kansas Street SW Reconst Construction Mgmt	-	-	-	-	-	-	-	-
101-595-10-60-006	ADA Ramps (Cont Plan)	56,520.00	-	15,747.41	65,000.00	-	-	581,261.00	581,261.00
101-542-69-40-000	Safe Street Assessment	-	-	-	-	40,043.00	150,000.00	(40,000.00)	110,000.00
101-595-63-60-000	T18 Street Light Upgrades	-	-	-	-	15,747.73	49,000.00	(34,000.00)	15,000.00
101-595-10-64-034	Whitehawk Blvd Extension (REET)	51,000.70	200,000.00	18,079.96	-	16,768.49	-	450,000.00	450,000.00
101-595-20-41-001	Whitehawk Blvd Extension ROW (REET)	187.77	-	-	-	-	-	-	-
101-595-50-60-000	162 Pedestrian Bridge Construction (REET)	8,306,696.00	0.00	58,021.29	8,725,000.00	1.11	5,883,315.68	7,775,000.00	1,570,000.00
101-598-50-60-001	162 Pedestrian Bridge Cont Mgmt (REET)	189,945.67	500,000.00	189,945.67	950,000.00	18%	322,891.98	(1,130,491.98)	192,000.00
101-595-50-60-002	162 Pedestrian Bridge TCE (REET)	-	-	78,873.15	-	-	100,000.00	(100,000.00)	-
101-595-50-60-003	162 Pedestrian Bridge Supplies (REET)	-	-	-	-	2,830.07	-	-	-
Total		306,291.76	9,144,906.00	692,930.80	9,755,420.00	7%	7,193,912.06	13,397,855.06	7,000,543.90
Total Streets		704,121.26	9,521,470.34	1,117,018.17	10,087,958.16	11%	7,475,627.93	13,822,537.65	7,452,730.96

Cemetery										
Salary & Benefits										
104-536-20-10-000	Salary - Cemetery	26,235.37	24,035.44	38,230.18	53,409.25	208%	15,642.93	27,250.48	(3,255.10)	23,995.38
104-536-20-11-000	Overtime - Cemetery	184.89	-	-	-	0%	-	1,000.00	-	1,000.00
104-536-20-21-000	Benefits-Labor & Industries	720.93	873.89	521.43	688.52	47%	441.74	1,106.68	133.83	1,240.51
104-536-20-23-000	Benefits-Medical & Ltd	5,155.56	5,798.28	4,062.87	5,768.04	70%	3,640.37	5,919.90	(514.79)	5,405.11
104-536-20-20-000	Benefits - OAS/PFML	1,931.26	1,766.30	1,368.35	1,310.34	104%	1,101.37	2,282.20	(883.69)	1,898.51
104-536-20-22-000	Benefits-Retirement	2,111.89	2,902.38	1,699.31	2,387.68	71%	1,063.76	3,534.39	(1,235.63)	2,298.76
Total		36,339.90	35,396.29	45,882.14	63,563.83	158%	21,890.17	41,093.65	(5,255.37)	35,838.28

Operating & Maintenance										
104-536-20-31-000	Supplies - Office & Operating	355.96	300.00	809.41	300.00	270%	373.17	600.00	(300.00)	300.00
104-536-20-31-001	Postage - Cemetery	-	25.00	-	25.00	0%	-	-	-	-
104-536-20-34-000	Supplies - Markers/Liners/Vases	1,298.89	2,000.00	1,975.19	2,000.00	99%	684.82	2,000.00	-	2,000.00
104-536-20-41-001	IT - Computer Maintenance	128.19	-	1,070.18	500.00	214%	94.17	1,140.00	(515.00)	625.00
104-536-20-42-001	Tax - Excise Tax	967.99	800.00	1,085.78	800.00	135%	391.29	800.00	-	800.00
104-536-50-32-000	Gasoline - Cemetery	-	100.00	-	100.00	0%	-	50.00	(50.00)	-
104-536-50-35-000	Supplies - Equipment & Small Tools	369.26	500.00	164.76	197.00	84%	164.76	197.00	3.00	200.00
104-536-50-40-000	Taxes	164.76	200.00	29,129.94	24,200.00	120%	30,586.44	30,558.48	(58.48)	30,000.00
104-536-50-41-002	Services - Landscaping	23,550.68	24,200.00	2,606.28	2,562.95	102%	5,505.35	2,089.27	2,071.73	4,161.00
104-536-50-41-003	Insurance/Bonds WCIA	3,209.14	1,765.00	-	-	0%	-	-	-	-
104-536-50-41-004	Services - Disinfectant	-	-	-	-	0%	-	-	-	-
104-536-50-47-001	Electricity - City Shops	138.60	300.00	141.58	300.00	47%	177.14	80.00	70.00	150.00
104-536-50-47-002	Electricity - Cemetery Shop	2,456.83	1,500.00	2,387.07	1,800.00	133%	448.46	2,600.00	-	2,600.00
104-536-50-48-000	Services R&M - Cemetery	9,725.94	1,000.00	1,623.23	1,500.00	108%	6,898.50	1,500.00	-	1,500.00
104-536-50-48-001	Services R&M - Equipment	47.30	-	-	500.00	0%	102.84	500.00	-	500.00
104-588-10-00-104	Prior Year Adjustment	-	-	-	-	0%	(112.76)	-	-	-
Total		42,413.54	32,690.00	40,993.42	35,284.95	130%	45,314.18	42,614.75	221.25	42,836.00

**CITY OF ORTING
WASHINGTON
ORDINANCE NO. 2025-1154**

AN ORDINANCE OF THE CITY OF ORTING, WASHINGTON RELATING TO THE ANNUAL BUDGET FOR FISCAL YEAR 2026; ADOPTING THE CITY OF ORTING 2026 BUDGET; ADOPTING THE JOB CLASSIFICATION AND PAY RANGES FOR EMPLOYEES; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, State law, Chapter 35A.33 RCW requires the city to adopt an annual budget and provides procedures for the filing of estimates, a preliminary budget, deliberations, public hearings, and final fixing of the budget; and

WHEREAS, the Mayor of the City of Orting, Washington, completed and placed on file with the City Clerk a preliminary budget and estimate of the amount of the monies required to meet the public expenses, bond retirement and interest, reserve funds, and expenses of government of said city for the fiscal year ending December 31, 2026; and

WHEREAS, a notice was published that the council of said City would meet on the 8th day of October 2025 and the 25th day of November 2025 at the hour of 7:00 pm, for the purpose of making and adopting a budget for said fiscal year and giving taxpayers within the limits of said City an opportunity to be heard upon said budget; and

WHEREAS, the said City Council did meet at said time and place and did then consider the matter of said preliminary budget and has made adjustments and changes deemed necessary; and

WHEREAS, the proposed budget does not exceed the lawful limit of taxation allowed by law to be levied on the property within the City of Orting for the purposes set forth in said budget, and the estimated expenditures set forth in said proposed budget being all necessary to carry on the government of said city for said year and being sufficient to meet the various needs of said city for said period; and

WHEREAS, the City Council after hearing and after duly considering all relevant evidence and testimony presented, and have made all adjustments to the preliminary budget as deemed necessary and prudent by the City Council, has determined that adoption of the proposed budget is in the best interest of the City;

NOW, THEREFORE, the City Council of the City of Orting, Washington, do ordain as follows:

SECTION 1. Adoption of 2026 Budget. The budget for the City of Orting, Washington, for the fiscal year 2026 covering the period from January 1, 2026 through December 31, 2026, with regular revenues and expenditures and ending fund balances as set forth in Section 2 of this ordinance, is hereby adopted at the fund level in its final form and content as set forth in the document entitled "City of Orting 2026 Budget", three copies of which are on file in the Office of the City Clerk.

SECTION 2. Fund Reserves. The following funds have reserve accounts. These reserve monies will be expensed as identified in the 2026 budget. The amount listed is the estimated ending reserve amount for December 2025.

Cemetery Property Sale Reserve \$ 38,711.35

SECTION 3. Summary of Revenues and Appropriations. Estimated resources, including fund balances or working capital for each separate fund of the City of Orting, and aggregate totals for all such funds combined, for the year 2026 are set forth in summary form in Exhibit A, and are hereby appropriated for expenditure at the fund level during the fiscal year 2026 as set forth in Exhibit A.

SECTION 4. Job Classifications and Pay Ranges. The job classifications and pay ranges for employees of the City as set forth in the schedule in Exhibit B are hereby adopted as part of the budget for 2026 and shall constitute the job classifications and pay ranges for such employees except as to those employees who are members of a bargaining unit wherein the applicable bargaining agreement may establish a different job classification and/or pay range.

SECTION 4. Transmittal by City Clerk. The City Clerk is directed to transmit a certified copy of the budget hereby adopted to the State Auditor's Office and to the Association of Washington Cities.

SECTION 5. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

SECTION 6. Effective Date. This Ordinance shall be published in the official newspaper of the City and shall take effect and be in full force five (5) days after the date of publication.

**ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON
THE 10th DAY OF DECEMBER 2025.**

CITY OF ORTING

Joshua Penner

Joshua Penner (Dec 11, 2025 14:24:51 PST)

Joshua Penner, Mayor

ATTEST/AUTHENTICATED:

Kimberly Agfalvi

Kimberly Agfalvi (Dec 11, 2025 14:30:22 PST)

Kimberly Agfalvi, CMC,
Assistant City Administrator/City Clerk

Approved as to form:

D. Lloyd

Daniel Lloyd (Dec 11, 2025 14:56:34 PST)

Daniel G. Lloyd, Interim City
Attorney

Lighthouse Law Group

Filed with the City Clerk: Passed
by the City Council: Date of
Publication:
Effective Date: