ANALYSIS OF THE FINANCIAL FEASIBILITY OF THE PROPOSED CITY OF FAIRWOOD

REPORT APPENDICES

APPENDIX 1
FAIRWOOD POLICE CONTRACT OPTIONS

Fairwood Police Services

If Fairwood incorporates, the new city would have the option of providing police services through a contract with the King County Sheriff's Office. Under the Sheriff's Model, the new city would be able to select from a variety of services and service levels to meet its needs. The model can easily be changed as the city matures and adjusts its priorities.

The following examples are based on current service levels in the proposed incorporation area, with the addition of a city chief and other local dedicated personnel. The examples retain all services currently being provided, including those that are optional under the contract. An explanation of the contract program and terms follows the chart.

Please note that these examples are provided as a point of reference only based on our current Interlocal agreements. Sheriff's Office police contracts are developed through lengthy discussions with city officials about the needs of the community and their vision of police service.

Explanations:
Under each model, supervision of patrol personnel is shared with King County and other contract cities. Specialized units, detectives, and support personnel also are shared. The primary difference between the examples is the degree to which the city uses shared (flex) and dedicated patrol staff.

Status Quo with City Chief: This model retains "flex" patrol services and a community storefront. A city chief is added to provide greater local presence and assistance with developing city laws and ordinances. The Sheriff's deputies in the area would provide patrol and emergency response services to the city.

Example A: This model adds 6 dedicated patrol officers to the status quo model. These individuals would wear city uniforms and drive vehicles with city insignia, and work exclusively within city boundaries. One shift, however, would be covered with "flex" patrol services. A sergeant is added to provide supervision of those deputies.

Example B: This model increases the number of dedicated patrol officers to 9 and eliminates the flex patrol. The city could choose to retain flex, but that is not represented here.

Example C: This model increases the number of dedicated patrol officers to 12.

Model Examples (2005 figures)	Status Quo with City Chief		Example A		Example B		Example C	
	FTE	Cost	FTE	Cost	FTE	Cost	FTE	Cost
Required Services								
Shared Major	0.10	$17,384	0.10	$17,384	0.10	$17,384	0.10	$17,384
City Chief (Captain)	1.00	$160,883	1.00	$160,883	1.00	$160,883	1.00	$160,883
Shared Captains	0.20	$32,092	0.20	$32,092	0.20	$32,092	0.20	$32,092
Sergeants	0.00		1.00	$137,129	1.00	$137,129	1.00	$137,129
Shared Sergeants	0.90	$126,359	0.72	$101,030	0.72	$101,030	0.72	$101,030
Patrol Deputies	0.00		6.00	$742,663	9.00	$1,113,994	12.00	$1,485,326
Shared Patrol Deputies	6.44	$796,661	2.15	$265,554	0.00		0.00	
Detective Units	0.87	$106,858	0.87	$106,858	0.87	$106,858	0.87	$106,858
Precinct Facility		$25,865		$25,865		$25,865		$25,865
Major Crimes Unit	0.58	$96,746	0.58	$96,746	0.58	$96,746	0.58	$96,746
Communications (E-911)	2.29	$236,357	2.29	$236,357	2.29	$236,357	2.29	$236,357
Tactical Unit	0.00	$0	0.00	$0	0.00	$0	0.00	$0
Subtotal, Required Services	***12.38***	***$1,599,204***	***14.91***	***$1,922,559***	***15.76***	***$2,028,336***	***18.76***	***$2,399,668***

Services that are required, but cities choose whether to pay up front or per use								
K-9	0.34	$52,696	0.34	$52,696	0.34	$52,696	0.34	$52,696
Hostage Negotiation	0.00	$0	0.00	$0	0.00	$0	0.00	$0
Major Accident Response Unit	0.09	$8,491	0.09	$8,491	0.09	$8,491	0.09	$8,491
Subtotal, Other Required Services	***0.43***	***$61,187***	***0.43***	***$61,187***	***0.43***	***$61,187***	***0.43***	***$61,187***
Optional Services (represents current service level; other services are available)								
Storefront Officers	1.00	$123,777	1.00	$123,777	1.00	$123,777	1.00	$123,777
Domestic Violence Intervention Unit	0.28	$48,287	0.28	$48,287	0.28	$48,287	0.28	$48,287
Fraud, Forgery, Organized Crime	0.23	$39,543	0.23	$39,543	0.23	$39,543	0.23	$39,543
Subtotal, Optional Services	***1.51***	***$211,607***	***1.51***	***$211,607***	***1.51***	***$211,607***	***1.51***	***$211,607***
Total Staff/Cost (2005 Figures)	**14.3**	**$1,871,997**	**16.9**	**$2,195,352**	**17.7**	**$2,301,130**	**20.7**	**$2,672,461**
Population: 26,000								
Sworn per Thousand		0.4		0.5		0.6		0.7
Cost per Capita		$72		$84		$89		$103
Calls per Patrol Deputy		620.55		490.34		443.78		332.83
Minimum staffing per shift (assumes 3 shifts/day, 365 days a year)		n/a		1		1.5		2.0

Additional Notes:

- Under a contract, the city would have the option to add dedicated sergeants, detectives, motorcycle officers, and/or school resources officers. This can be done at any time.
- The city will not need to provide clerical support. Precinct clerical staff and evidence/supply specialist costs are embedded in staff costs.
- The city will not need to provide a police facility; officers will have access to the precinct facilities.
- The Sheriff's Office includes all central support costs (personnel, payroll, crime analysis, records, etc.) in staff costs. Vehicles, and insurance also are included.
- The Sheriff's Office covers liability for police actions.
- The police chief may determine that additional shifts are necessary to cover local concerns (e.g., increased traffic) and can adjust schedules accordingly, within labor agreements.
- Figures represent best available data, and may be updated at a later date.

About the Sheriff's Office Contract Program

The Sheriff's Office offers three contract models, and then allows the cities to choose which services they want under that model (some, such as patrol or 911 communications are mandatory). Each model offers a different balance of cost effectiveness and local control. All costs include the uniform, equipment, vehicles, insurance, administration, and support.

Flex Model	Shared Supervision Model	City Model
We respond to 911 calls and patrol the area as if the city were another unincorporated district. Because all services are shared, deputies wear county rather than city uniforms.	Under our most popular model, the city has dedicated patrol officers and a dedicated city chief who work only in the city. We call it shared supervision because the precinct command staff (sergeants, captains, major) supervise the city officers who are on patrol as well as the unincorporated deputies.	Under this model, every position serving the city is dedicated to the city. They essentially operate as a stand-alone city police department. They share specialized services such as major investigations with the county and other partners to significantly reduce costs.

APPENDIX 2
KING COUNTY ROADS DIVISION INVENTORY AND PAVEMENT CONDITION DATA

Fairwood Incorporation Study with bond roads - 2005

Total Road Surface Area	953,091.20	Square Yards
Total Road Miles - All Road Types	73.7	**Road Miles**
Lane Miles - All Paved Road Surface	147.6	Lane Miles
Lane Miles - Light Bituminous	9.1	Lane Miles
Lane Miles - Gravel Road	0	Lane Miles
Lane Miles - A/C and Concrete	138.3	Lane Miles
Lane Miles - A/C Only	138.3	Lane Miles
Road Miles - A/C Road Surface	69.1	Road Miles
Road Miles - A/C and Light Bituminous	73.7	Road Miles
Lane Miles - Light Bituminous and Gravel	9.1	Lane Miles
Square Yards - Concrete Road Surface	0	Square Yards
Curb and Gutter - Linear Feet	556,270.00	Linear Feet
Total Catch Basins and Manholes - Each	3,121.00	Each
Paved Ditch and Gutter - Linear Feet	1,112.00	Linear Feet
Open Ditch - Linear Feet	79,777.00	Linear Feet
Enclosed Pipe System - Linear Feet	292,550.00	Linear Feet
Total Cross Culverts and Access Tiles	1,759.00	Each
Cross Culverts Only	1,370.00	Each
Curb & Gutter and Thickened Edge - Road Miles	109.2	Road Miles
Gravel Shoulders - Road Miles	19.2	Road Miles
Gravel Shoulders - Lane Miles	102,481.00	Linear Feet
Planter Strips - Square Yards	4,212.90	Square Yards
Total Shoulder Miles - All Types	30.3	Road Miles
Total Shoulder Feet - Liner Feet	161,211.00	Linear Feet
Paved Shoulders - Road Miles	11	Road Miles
A/C Walkways - Linear Feet	7,530.00	Linear Feet
Concrete Walkways - Square Yards	249,673.20	Square Yards
A/C Walkways - Square Yards	4,183.30	Square Yards
Mowable Slopes - Square Yards	42,293.20	Square Yards
Mowable Slopes - Pass Miles	36	Pass Miles
Mowable Slopes - Lane Miles	11.9	Lane Miles
Jersey Barriers - Linear Feet	909	Linear Feet
Retaining Walls - Linear Feet	1,935.00	Linear Feet
Guardrails - Linear Feet	4,058.00	Linear Feet
Retaining Walls - Cubic Yards	3,439.90	Cubic Yards
Retaining Walls - Square Yards	1,289.90	Square Yards
Bridges	0	Each
Bridge Drains	0	Each
Bridge Surface - Linear Feet	0	Linear Feet
Fencing - Linear Feet	1,284.00	Linear Feet
Auxillary Pipe - Linear Feet	1,349.00	Linear Feet
Planter Boxes	11	Each
Trash Racks	1	Each
Headwalls	0	Each
Brick Road Surface - Lane Miles	0	Lane Miles
Road Surface Bulb	4	Each
Cul-De-Sac	29	Each
Speed Bumps	7	Each
Crossing Enclosed Pipe	2,069.00	Linear Feet
Box Culverts	0	Each
R/D Facilities	1	Each

Fairwood Incorporation Area: King County Roads Division Pavement Condition Ratings										
ROAD NUMBER	BEGINNING MILE POST	ENDING MILE POST	ROAD NAME	FROM	TO	FUNCTIONAL CLASS (ARTERIAL/ COLLECTOR ONLY)	CENTERLINE MILE	PAVEMENT CONDITION SCORE	PAVEMENT CONDITION SCORE YEAR	OVERLAY (1999 TO 2004)
13320	0.000	0.132	SE 192 ST	at 148 AVE SE	at 146 AVE SE	16	0.132	50	2003	NO
13320	0.132	0.185	SE 192 ST	at 146 AVE SE	at SURFACE CHANGE	16	0.053	50	2003	NO
13320	0.185	0.351	SE 192 ST	at SURFACE CHANGE	at 142 PL SE	16	0.166	50	2003	NO
13320	0.351	0.420	SE 192 ST	at 142 PL SE	365 ft W of 142 PL SE	16	0.069	50	2003	NO
13320	0.420	0.508	SE 192 ST	365 ft W of 142 PL SE	at 140 AVE SE	16	0.088	50	2003	NO
13320	0.508	0.608	SE 192 ST	at 140 AVE SE	at SURFACE CHANGE	14	0.100	12	2003	NO
13320	0.608	0.638	SE 192 ST	at SURFACE CHANGE	at 138 AVE SE	14	0.030	12	2003	NO
13320	0.638	0.734	SE 192 ST	at 138 AVE SE	at 136 PL SE	14	0.096	12	2003	NO
13320	0.734	0.766	SE 192 ST	at 136 PL SE	170 ft W of 136 PL SE	14	0.032	12	2003	NO
13320	0.766	0.806	SE 192 ST	170 ft W of 136 PL SE	at 135 AVE SE	14	0.040	12	2003	NO
13320	0.806	0.882	SE 196 ST	at 135 AVE SE	at 134 AVE SE	14	0.076	12	2003	NO
13320	0.882	0.990	SE 192 ST	at 134 AVE SE	25 ft E of 133 AVE SE	14	0.108	12	2003	NO
13320	0.990	1.015	SE 192 ST	25 ft E of 133 AVE SE	105 ft W of 133 AVE SE	14	0.025	17	2003	NO
13320	1.015	1.174	SE 192 ST	105 ft W of 133 AVE SE	at 129 PL SE	14	0.159	17	2003	NO
13320	1.174	1.305	SE 192 ST	at 129 PL SE	.131 mi W of 129 PL SE	14	0.131	17	2003	NO
13320	1.305	1.310	SE 192 ST	.131 mi W of 129 PL SE	.136 mi W of 129 PL SE	14	0.005	17	2003	NO
13320	1.310	1.372	SE 192 ST	.136 mi W of 129 PL SE	.157 mi E of 124 AVE SE	14	0.062	17	2003	NO
13320	1.372	1.443	SE 192 ST	.157 mi E of 124 AVE SE	455 ft E of 124 AVE SE	14	0.071	17	2003	NO
16300	0.000	0.050	128 AVE SE	at SE PETROVITSKY RD	265 ft N of SE PETROVITSKY RD	17	0.050	39	2003	NO
16300	0.050	0.180	128 AVE SE	265 ft N of SE PETROVITSKY RD	at SE 172 ST	17	0.130	39	2003	NO
16300	0.180	0.280	128 AVE SE	at SE 172 ST	at SE 170 ST	17	0.100	39	2003	NO
16300	0.280	0.330	128 AVE SE	at SE 170 ST	at SE 169 PL	17	0.050	39	2003	NO
16300	0.330	0.380	128 AVE SE	at SE 169 PL	at SE 169 ST	17	0.050	39	2003	NO
16300	0.380	0.430	128 AVE SE	at SE 169 ST	at SE 168 ST	17	0.050	39	2003	NO
16300	0.430	0.480	128 AVE SE	at SE 168 ST	265 ft N of SE 168 ST	17	0.050	80	2003	NO
16300	0.480	0.570	128 AVE SE	265 ft N of SE 168 ST	at SE 167 ST	17	0.090	80	2003	NO
16300	0.570	0.620	128 AVE SE	at SE 167 ST	at SE 166 ST	17	0.050	80	2003	NO
16300	0.620	0.710	128 AVE SE	at SE 166 ST	at SE 164 ST	17	0.090	80	2003	NO
16960	0.185	0.211	SE 164 ST	at 128 AVE SE	at 128TH PL SE	17	0.026	49	2003	NO
16960	0.211	0.258	SE 164 ST	at 128TH PL SE	at 129TH AVE SE	17	0.047	49	2003	NO
16960	0.258	0.305	SE 164 ST	at 129TH AVE SE	at 130TH AVE SE	17	0.047	49	2003	NO
16960	0.305	0.385	SE 164 ST	at 130TH AVE SE	at 131ST AVE SE	17	0.080	49	2003	NO
16960	0.385	0.473	SE 164 ST	at 131ST AVE SE	at SE FAIRWOOD BLVD/132 PL SE	17	0.088	49	2003	NO
18500	2.710	2.820	148 AVE SE	at SE 198 ST	at SE 195 PL	17	0.110	85	2003	NO
18500	2.820	3.120	148 AVE SE	at SE 195 PL	at SE 192 ST	17	0.300	85	2003	NO
19820	0.000	0.033	SE FAIRWOOD BLVD	at 140 AVE SE	175 ft W of 140 AVE SE	17	0.033	100	2004	NO
19820	0.033	0.061	SE FAIRWOOD BLVD	175 ft W of 140 AVE SE	320 ft W of 140 AVE SE	17	0.028	100	2004	NO
19820	0.061	0.171	SE FAIRWOOD BLVD	320 ft W of 140 AVE SE	.171 mi W of 140 AVE SE	17	0.110	23	2003	NO
19820	0.171	0.372	SE FAIRWOOD BLVD	.171 mi W of 140 AVE SE	.128 mi N of SE FAIRWOOD BLVD/132 PL SE	17	0.201	23	2003	NO
19820	0.372	0.421	SE FAIRWOOD BLVD	.128 mi N of SE FAIRWOOD BLVD/132 PL SE	415 ft N of SE FAIRWOOD BLVD/132 PL SE	17	0.049	23	2003	NO
19820	0.421	0.450	SE FAIRWOOD BLVD	415 ft N of SE FAIRWOOD BLVD/132 PL SE	265 ft N of SE FAIRWOOD BLVD/132 PL SE	17	0.029	23	2003	NO
19820	0.450	0.490	SE FAIRWOOD BLVD	265 ft N of SE FAIRWOOD BLVD/132 PL SE	55 ft N of SE FAIRWOOD BLVD/132 PL SE	17	0.040	23	2003	NO
19820	0.490	0.500	SE FAIRWOOD BLVD	55 ft N of SE FAIRWOOD BLVD/132 PL SE	at SE FAIRWOOD BLVD/132 PL SE	17	0.010	23	2003	NO
91568	1.260	1.320	SE PETROVITSKY RD	at 128 AVE SE	at 129 AVE SE	14	0.060	22	2003	NO
91568	1.320	1.420	SE PETROVITSKY RD	at 129 AVE SE	at PVT RD	14	0.100	22	2003	NO
91568	1.420	1.520	SE PETROVITSKY RD	at PVT RD	at PVT RD	14	0.100	22	2003	NO
91568	1.520	1.580	SE PETROVITSKY RD	at PVT RD	315 ft E of PVT RD	14	0.060	22	2003	NO
91568	1.580	1.680	SE PETROVITSKY RD	315 ft E of PVT RD	at 134 AVE SE	14	0.100	22	2003	NO
91568	1.680	2.040	SE PETROVITSKY RD	at 134 AVE SE	at 140 AVE SE	14	0.360	22	2003	NO
91568	2.040	2.076	SE PETROVITSKY RD	at 140 AVE SE	at SURFACE CHANGE	14	0.036	22	2003	NO
91568	2.076	2.186	SE PETROVITSKY RD	at SURFACE CHANGE	at SURFACE CHANGE	14	0.110	22	2003	NO
91568	2.186	2.220	SE PETROVITSKY RD	at SURFACE CHANGE	at 143 AVE SE/SE 176 ST	14	0.034	22	2003	NO
91568	2.220	2.460	SE PETROVITSKY RD	at 143 AVE SE/SE 176 ST	at PIPE RD (PVT RD)	14	0.240	100	2003	NO
91568	2.460	2.613	SE PETROVITSKY RD	at PIPE RD (PVT RD)	.153 mi SE of PIPE RD (PVT RD)	14	0.153	100	2003	NO
91568	2.613	2.699	SE PETROVITSKY RD	.153 mi SE of PIPE RD (PVT RD)	410 ft SE of 151 AVE SE	14	0.086	100	2003	NO
91568	2.699	2.777	SE PETROVITSKY RD	410 ft SE of 151 AVE SE	at 151 AVE SE	14	0.078	100	2003	NO

Fairwood Incorporation Area: King County Roads Division Pavement Condition Ratings										
ROAD NUMBER	BEGINNING MILE POST	ENDING MILE POST	ROAD NAME	FROM	TO	FUNCTIONAL CLASS (ARTERIAL/ COLLECTOR ONLY)	CENTERLINE MILE	PAVEMENT CONDITION SCORE	PAVEMENT CONDITION SCORE YEAR	OVERLAY (1999 TO 2004)
91568	2.777	2.831	SE PETROVITSKY RD	at 151 AVE SE	285 ft NW of 151 AVE SE	14	0.054	69	2003	NO
91568	2.831	3.159	SE PETROVITSKY RD	285 ft NW of 151 AVE SE	at 156 AVE SE	14	0.328	69	2003	NO
91568	3.159	3.196	SE PETROVITSKY RD	at 156 AVE SE	195 ft NW of 156 AVE SE	14	0.037	69	2003	NO
91568	3.196	3.282	SE PETROVITSKY RD	195 ft NW of 156 AVE SE	at 157 AVE SE	14	0.086	69	2003	NO
91568	3.282	3.367	SE PETROVITSKY RD	at 157 AVE SE	at 160 AVE SE	14	0.085	69	2003	NO
91568	3.367	3.427	SE PETROVITSKY RD	at 160 AVE SE	at OLD PETROVITSKY RD	14	0.060	69	2003	NO
91568	3.427	3.505	SE PETROVITSKY RD	at OLD PETROVITSKY RD	at SURFACE CHANGE	14	0.078	69	2003	NO
91568	3.505	3.550	SE PETROVITSKY RD	at SURFACE CHANGE	at 162 PL SE	14	0.045	69	2003	NO
91568	3.550	3.725	SE PETROVITSKY RD	at 162 PL SE	at PARKSIDE WAY SE	14	0.175	69	2003	NO
91568	3.725	3.741	SE PETROVITSKY RD	at PARKSIDE WAY SE	at SURFACE CHANGE	14	0.016	78	2003	NO
91568	3.741	3.926	SE PETROVITSKY RD	at SURFACE CHANGE	at SURFACE CHANGE	14	0.185	78	2003	NO
91568	3.926	3.982	SE PETROVITSKY RD	at SURFACE CHANGE	at SE 184 ST	14	0.056	78	2003	NO
91568	3.982	4.041	SE PETROVITSKY RD	at SE 184 ST	310 ft S of SE 184 ST	14	0.059	79	2003	NO
91568	4.041	4.210	SE PETROVITSKY RD	310 ft S of SE 184 ST	at SE 188 ST	14	0.169	79	2003	NO
91568	4.210	4.303	SE PETROVITSKY RD	at SE 188 ST	at SURFACE CHANGE	14	0.093	79	2003	NO
91568	4.303	4.539	SE PETROVITSKY RD	at SURFACE CHANGE	at SE 192 DR	14	0.236	79	2003	NO
91568	4.539	4.795	SE PETROVITSKY RD	at SE 192 DR	at SE 196 DR	14	0.256	79	2003	NO
91568	4.795	5.295	SE PETROVITSKY RD	at SE 196 DR	at SE PETROVITSKY/SE 200 ST	14	0.500	85	2003	NO
91577	7.660	7.680	140 AVE SE	at SE LK YOUNG WAY/140 AVE SE	at SE 200 ST	14	0.020	45	2003	NO
91577	7.680	7.750	140 AVE SE	at SE 200 ST	at SE 198 ST	14	0.070	45	2003	NO
91577	7.750	7.800	140 AVE SE	at SE 198 ST	185 ft S of SE 197 PL (PVT RD)	14	0.050	45	2003	NO
91577	7.800	7.835	140 AVE SE	185 ft S of SE 197 PL (PVT RD)	at SE 197 PL (PVT RD)	14	0.035	45	2003	NO
91577	7.835	7.870	140 AVE SE	at SE 197 PL (PVT RD)	185 ft N of SE 197 PL (PVT RD)	14	0.035	45	2003	NO
91577	7.870	7.910	140 AVE SE	185 ft N of SE 197 PL (PVT RD)	395 ft N of SE 197 PL (PVT RD)	14	0.040	45	2003	NO
91577	7.910	7.980	140 AVE SE	395 ft N of SE 197 PL (PVT RD)	210 ft S of SE 194 ST	14	0.070	45	2003	NO
91577	7.980	7.990	140 AVE SE	210 ft S of SE 194 ST	160 ft S of SE 194 ST	14	0.010	45	2003	NO
91577	7.990	8.020	140 AVE SE	160 ft S of SE 194 ST	at SE 194 ST	14	0.030	45	2003	NO
91577	8.020	8.046	140 AVE SE	at SE 194 ST	135 ft N of SE 194 ST	14	0.026	100	2003	NO
91577	8.046	8.100	140 AVE SE	135 ft N of SE 194 ST	370 ft S of SE 192 ST	14	0.054	100	2003	NO
91577	8.100	8.170	140 AVE SE	370 ft S of SE 192 ST	at SE 192 ST	14	0.070	100	2003	NO
91577	8.170	8.240	140 AVE SE	at SE 192 ST	370 ft N of SE 192 ST	14	0.070	100	2003	NO
91577	8.240	8.348	140 AVE SE	370 ft N of SE 192 ST	485 ft S of SE 190 ST (PVT RD)	14	0.108	100	2003	NO
91577	8.348	8.440	140 AVE SE	485 ft S of SE 190 ST (PVT RD)	at SE 190 ST (PVT RD)	14	0.092	100	2003	NO
91577	8.440	8.456	140 AVE SE	at SE 190 ST (PVT RD)	at SE 188 WAY	14	0.016	100	2003	NO
91577	8.456	8.460	140 AVE SE	at SE 188 WAY	at SE 187 ST (PVT RD)	14	0.004	100	2003	NO
91577	8.460	8.550	140 AVE SE	at SE 187 ST (PVT RD)	at SE 186 ST	14	0.090	100	2003	NO
91577	8.550	8.590	140 AVE SE	at SE 186 ST	at SE 185 ST (PVT RD)	14	0.040	100	2003	NO
91577	8.590	8.660	140 AVE SE	at SE 185 ST (PVT RD)	370 ft N of SE 185 ST (PVT RD)	14	0.070	100	2003	NO
91577	8.660	8.818	140 AVE SE	370 ft N of SE 185 ST (PVT RD)	195 ft S of SE 181 ST	14	0.158	100	2003	NO
91577	8.818	8.855	140 AVE SE	195 ft S of SE 181 ST	at SE 181 ST	14	0.037	100	2003	NO
91577	8.855	8.930	140 AVE SE	at SE 181 ST	at SE 180 ST	14	0.075	100	2003	NO
91577	8.930	8.950	140 AVE SE	at SE 180 ST	at SE 179 PL	14	0.020	64	2003	NO
91577	8.950	9.110	140 AVE SE	at SE 179 PL	at SE 177 ST	14	0.160	64	2003	NO
91577	9.110	9.150	140 AVE SE	at SE 177 ST	210 ft N of SE 177 ST	14	0.040	64	2003	NO
91577	9.150	9.220	140 AVE SE	210 ft N of SE 177 ST	at SE PETROVITSKY RD	14	0.070	64	2003	NO
91577	9.220	9.300	140 AVE SE	at SE PETROVITSKY RD	at SE 173 PL	14	0.080	64	2003	NO
91577	9.300	9.380	140 AVE SE	at SE 173 PL	420 ft N of SE 173 PL	14	0.080	64	2003	NO
91577	9.380	9.450	140 AVE SE	420 ft N of SE 173 PL	160 ft N of TUNNEL RD SE	14	0.070	64	2003	NO
91577	9.450	9.480	140 AVE SE	160 ft N of TUNNEL RD SE	at TUNNEL RD SE	14	0.030	64	2003	NO
91577	9.480	9.522	140 AVE SE	at TUNNEL RD SE	220 ft S of TUNNEL RD SE	14	0.042	64	2003	NO
91577	9.522	9.606	140 AVE SE	220 ft S of TUNNEL RD SE	.126 mi S of TUNNEL RD SE	14	0.084	64	2003	NO
91577	9.606	9.654	140 AVE SE	.126 mi S of TUNNEL RD SE	.174 mi S of TUNNEL RD SE	14	0.048	64	2003	NO
91577	9.654	9.946	140 AVE SE	.174 mi S of TUNNEL RD SE	at SE FAIRWOOD BLVD	14	0.292	64	2003	NO
91577	9.946	10.445	140 WAY SE	at SE FAIRWOOD BLVD	at SURFACE CHANGE	14	0.499	100	2003	NO
91577	10.445	10.506	140 WAY SE	at SURFACE CHANGE	at SE 158 ST	14	0.061	100	2003	NO
91577	10.506	10.534	140 WAY SE	at SE 158 ST	at SURFACE CHANGE	14	0.028	100	2003	NO

Fairwood Incorporation Area: King County Roads Division Pavement Condition Ratings										
ROAD NUMBER	BEGINNING MILE POST	ENDING MILE POST	ROAD NAME	FROM	TO	FUNCTIONAL CLASS (ARTERIAL/ COLLECTOR ONLY)	CENTERLINE MILE	PAVEMENT CONDITION SCORE	PAVEMENT CONDITION SCORE YEAR	OVERLAY (1999 TO 2004)
91577	10.534	10.550	140 WAY SE	at SURFACE CHANGE	85 ft after SURFACE CHANGE	14	0.016	100	2003	NO
91577	10.550	10.749	140 WAY SE	85 ft after SURFACE CHANGE	at SE 156 ST	14	0.199	100	2003	NO
91577	10.749	10.944	140 WAY SE	at SE 156 ST	at SE 154 PL	14	0.195	100	2003	NO
91577	10.944	11.205	140 WAY SE	at SE 154 PL	75 ft before SURFACE CHANGE	14	0.261	100	2003	NO
91577	11.205	11.219	140 WAY SE	75 ft before SURFACE CHANGE	at SURFACE CHANGE	14	0.014	100	2003	NO
91577	11.219	11.250	140 WAY SE	at SURFACE CHANGE	at SR 169	14	0.031	100	2003	NO
					TOTAL CENTERLINE MILE: 10.976					

APPENDIX 3
KING COUNTY WATER AND LAND RESOURCES HISTORIC PROJECT DESCRIPTIONS

Project Descriptions – King County Water and Land Resources Division
Surface Water Management Capital Projects, 2001-2006

1. Madsen Creek R/D Pond – Project 86313F, TB 656J6 (about $2.2 million)

   Construct a 27.6 acre-foot flow control and water quality facility to reduce sediment mobilization of the West and Northwest Tributaries sub-basins which suffered years of habitat degradation.

2. Madsen Creek East Wetland Overflow – Project 86314F, TB 657A6 (about $350,000)

   Installed approximately 500 feet of pipe to convey wetland overflows down the East Fork ravine in order to reduce slides of the East Tributary.

3. Madsen Creek Bell Diversion Modification – Project 86315F, TB 657A6 (about $1,000)

   Two existing catch basins were retrofitted with adjustable weirs to reduce interception of the stream's baseflow. Also installed were logs and boulders to improve fish passage.

4. Madsen Creek LWD/Boulder Placement – Project 86316F, TB 656J5 and J6 (about $740,000)

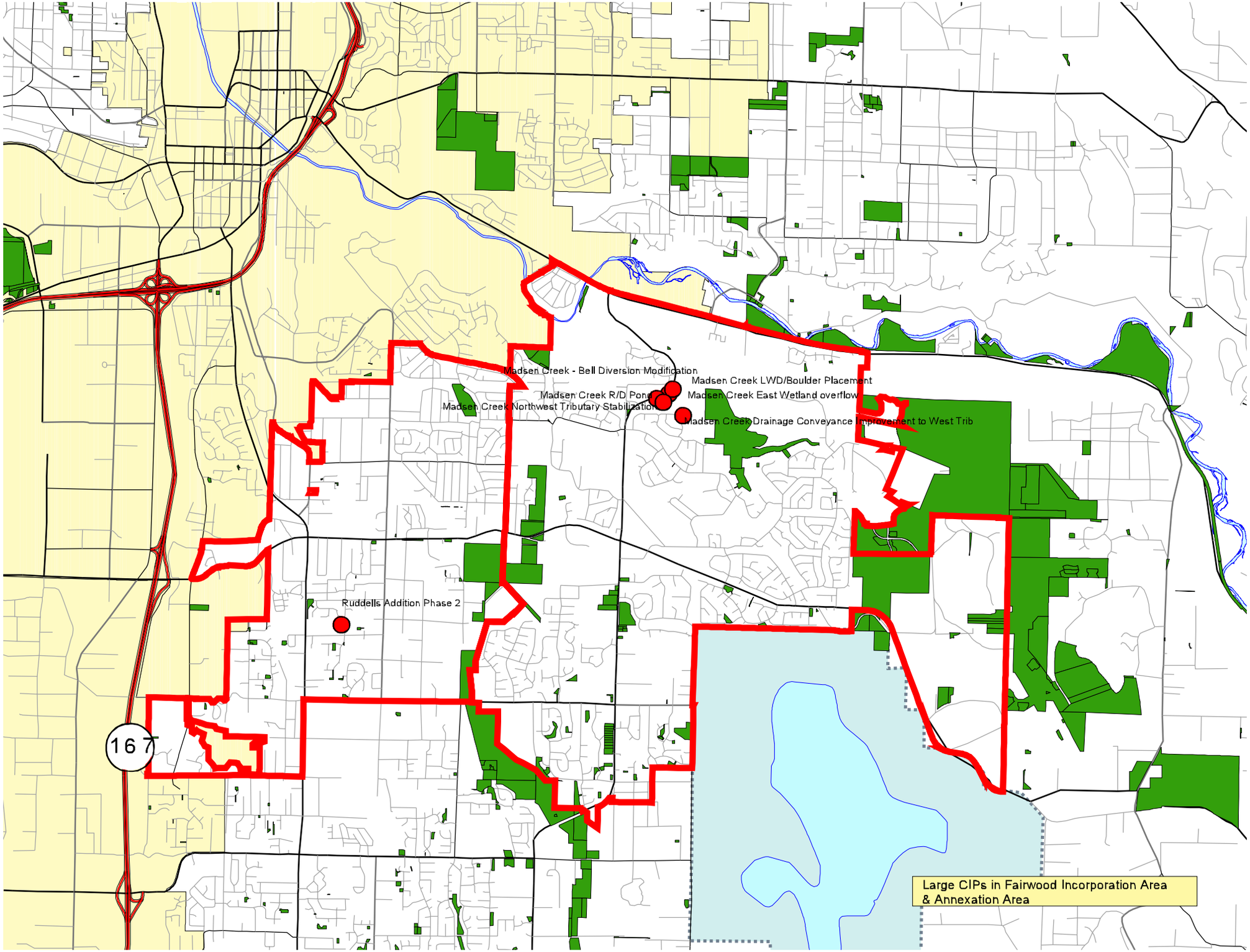
   Log-boulder complexes were placed in the Mainstem to stabilize banks adjacent to the sewer line. The complexes also served to develop scour pools and slack water areas in order to improve spawning habitat and rearing and refuge habitat.

5. Madsen Creek Drainage Conveyance Improvement – Project 86317F, TB 656J6 (about $350,000)

   Approximately 1200 feet of pipe was installed to redirect storm runoff away from the West Tributary to the Northwest Tributary. The flows will be directed into the Madsen pond for water quality and flow control prior to discharge to the Northwest Tributary.

6. Madsen Creek Northwest Tributary Stabilization – Project 86316F, TB 656J5, part of LWD/Boulder Placement project costs

   Wood and boulder material were placed along 1500 feet of ravine to armor the stream channel in order to reduce erosion.


Madsen Creek - Bell Diversion Modification
Madsen Creek LWD/Boulder Placement
Madsen Creek R/D Pond
Madsen Creek East Wetland overflow
Madsen Creek Northwest Tributary Stabilization
Madsen Creek Drainage Conveyance Improvement to West Trib
Ruddells Addition Phase 2
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Large CIPs in Fairwood Incorporation Area
& Annexation Area

APPENDIX 4
STUDY COMMENTS

Throughout the development of the analysis and report, King County OMB staff and Berk & Associates analysis team members convened meetings with members of the community who were interested in the study process and wished to review and learn about assumptions.

In April, May, and August, 2005, meetings were arranged by King County in a public setting for community members to review study assumptions and critically examine study assumptions. Some community members attended, but did not identify themselves in these meetings; others were members of the Fairwood Task Force, a group supporting incorporation; and others were residents with a background in public finance who were invited by the Fairwood Task Force. Throughout the course of the study, the following people provided Berk & Associates with inquiries, comments and challenges to our assumptions.

Fairwood Task Force Finance Committee Members:

- Jeff Bell
- Alan Doerschel
- Paula Henderson
- Craig Violante
- Jody and Jerry Smith
- Tom McLaughlin
- Steve Hoffman
- Pat Green

Others:

- Greg Anderson
- Tom O'Laughlin

APPENDIX 5
"COMPARABLE" CITIES REFERENCED IN THE REPORT

Several cities are cited as examples throughout the report, and our rationale for doing so is discussed in this section. We invite readers to research, compare and contrast the experiences of other King County cities as they review our assumptions. Based on the firm's 17 years of working with municipalities throughout Washington, we have concluded that no two cities are exactly alike, but some of the fundamentals of tax base and finer points of service provision provide examples and points of reference that allow our analysis to be more approachable, concrete, and easy to understand.

In the case of Fairwood, the most obvious characteristics of the proposed City of Fairwood that are comparable to other areas in King County are population and residential and commercial tax base.

The table below lists revenue or service examples we provide in the report.

Revenue or Service Example	Cities Cited
Primarily residential cities that provide services through contracts with others	Covington, Kenmore, Des Moines, University Place, Edgewood, Maple Valley, Lake Forest Park, Normandy Park
Timing of City Hall Hiring	Edgewood, Kenmore, Maple Valley
Maintenance of Property Tax Rate	Duvall, Des Moines
Zip code allocation of sales tax	Newcastle
Use of utility tax authority	Normandy Park
Legal authority related to gambling tax	Kenmore, Edmonds
Contract for City Attorney Services	Sammamish, Kenmore
Arrangement for parks partnership	Enumclaw
Pool transfer arrangements	Northshore Cities, Covington
Surface water management	Sammamish
Court Services	Des Moines
Commercial Development	Newcastle
Housing Construction Trends	Sammamish, Kenmore, Newcastle, Covington

As discussed previously, the controlling framework the analysis of financial feasibility is the "same cost" framework, which constrains the analysis in that Berk & Associates must (1) create a revenue framework that reflects the tax burden that residents would face if they remained unincorporated; and (2) model levels of service that residents would see if the area remained unincorporated.

Because the model assumes that a City of Fairwood would contract with King County for provision of many services, the service structure for those services is based on what King County is currently providing in the Fairwood area and/or plans to provide in the immediate future.

Never does this analysis directly base a cost or revenue estimate on a "comparable" jurisdiction noted above. Rather, revenue and cost estimates are generally based on the combined experiences of dozens or even hundreds of Washington cities. In some instances, however, we do include the experiences of comparable jurisdictions to provide an intuitive point of reference for readers to judge for themselves the reasonableness of our cost or revenue estimates.

For example, because utility taxes have never been collected in the Fairwood area, no existing data are available to indicate how much revenue a given utility tax would generate. As a result, utility tax estimates are based on Berk & Associates analysis of the experience of dozens of cities. Specifically, Berk & Associates performed multi-factor regression analysis for each category of utility tax to determine, for instance, how each 1,000 square feet of residential housing space and each 1,000 square feet of commercial building space contribute to each city's gross electrical usage.

In the case of electricity usage, our econometric analyses told us that roughly 96% of the variation in cities' electrical usage can be explained by variations in a handful of explanatory variables like total square footages of different kinds of buildings. To estimate how much a City of Fairwood could expect to generate if it was to levy a given utility tax, among other things, the analytic team collected data on the total square footage of buildings in the proposed incorporation area, and multiplied those square footages by our derived electrical usage coefficients to arrive at an estimate of likely revenues.

At the end of that process, in order to give readers an intuitive benchmark to judge the reasonableness of our estimates, we provided in the public review draft report the experience of the City of Normandy Park—a city that levies utility taxes, and with the exception of differences in size, has a make-up that is perhaps as similar to Fairwood as any city in King County (e.g. Normandy Park and Fairwood are both primarily residential and both cities have a similar amount of commercial activity, after adjusting for overall size of each city).

Ultimately, in the case of utility taxes, the estimate of revenues generated is driven exclusively by the need for the model to remain true to the same-cost/same-level-of-service baseline. As is noted in the report, by definition, estimated utility taxes represent taxes necessary to hold Fairwood's tax burden equal to what residents would pay if they remained unincorporated.

Given the defined revenue framework for utility taxes, the estimated tax rate that would achieve that level of revenues and the used of Normandy Park as a useful benchmark for readers to relate to both represent additional background information.

Perhaps the closest the analysis comes to using a comparable city's experience to estimate a cost is in the case of Fairwood's assumed contribution to operating Renton Pool. In the case of Renton Pool, the cost that Fairwood would take on for operation of the pool will be determined through negotiations. Since a number of other cities in King County have recently gone through the same negotiating process, as we noted in the public review draft report, we used the operating structures of those cities as an indication of how a negotiated agreement might take shape in Fairwood.