AGENDA
DES MOINES CITY COUNCIL
REGULAR MEETING

City Council Chambers
21630 11th Avenue S, Suite C
Des Moines, Washington
Thursday, October 29, 2026 - 6:00 PM

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE NOT PREVIOUSLY RECEIVED BY COUNCIL

COMMENTS FROM THE PUBLIC

REGIONAL COMMITTEE REPORT

CITY MANAGER REPORT/PRESENTATIONS/BRIEFINGS

CONSENT AGENDA

Item 1. **Approval of Vouchers**
Motion: "I move to approve the payment vouchers through October 14, 2026 and payroll transfers through October 20, 2026 in the attached list and further described as follows:"

EFT Vendor Payments	#14254-14395	$2,294,335.84
Wires	#3437-3464	$1,201,865.65
Checks	#167737-167787	$287,939.73
Payroll Checks	#20145	$871.16
Payroll Advice	#19144-19316	$526,946.62
Payroll Advice	#19317-19481	$523,400.38

Total Checks and Wires for A/P & Payroll:	$4,835,359.38

Item 2. **Approval of Minutes**
Motion: "I move to approve the minutes from the City Council Regular Meetings held on September 24, 2026 and October 01, 2026."

Item 3. **Service Electric Agreement**
Motion: “I move to approve the agreement with Service Electric in the amount of $157,550.00, which includes a 15% contingency, for the installation of power cabling and charging equipment to support future electric vessels at the Marina’s guest moorage, and authorize the City Manager to sign the agreement substantially in the form as attached.”

Item 4. **Tenant Restroom Demo & Agreement Update**
Motion 1: "I move to approve the Goods and Services Contract with Green Earthworks Construction NW, Inc. for demolition, utility improvements, and site preparation at the existing Marina tenant restrooms in the amount of $97,659.84; authorize a project contingency of $15,000; and further authorize the City Manager to sign the Contract substantially in the form as submitted."

Motion 2: "I move to increase the total authorized contract amount with ROMTEC, Inc. for installation of the Marina tenant restrooms to $1,063,107.84 to include applicable sales tax and required bonding."

Item 5. **Midway Park Construction Grant**
Motion: “I move to accept the King County Youth and Amateur Sports Grant Award for the Midway Park Open Space Design Project and authorize the City Manager to sign the Grant Agreement substantially in the form as submitted.”

Item 6. **6th and 287th Stormwater Project - Parametrix Task Assignment**
Motion: “I move to approve the 2026-2027 On-Call General Civil Engineering Services Task Assignment 2026-06 with Parametrix in the amount of $126,100.00, and authorize the City Manager to sign said agreement substantially in the form as submitted.”

PUBLIC HEARING/CONTINUED PUBLIC HEARING

Item 1. **2027 Property Tax Levy – First Reading** – 5 Minutes
Staff Presentation: Jeff Friend, Finance Director

Motion 1: “I move to pass Draft Ordinance No. 26-106, determining the amount of funds to be raised by ad valorem taxes for the year 2027 for general City expenditures, to a second reading.”

Motion 2: “I move to pass Draft Ordinance No. 26-107, authorizing an increase in ad valorem taxes for the year 2027 for general City expenditures, to a second reading.”

Item 2. **2026 Budget Amendments - First Reading** – 15 Minutes
Staff Presentation: Jeff Friend, Finance Director

Motion: “I move to forward Draft Ordinance No. 26-108, relating to municipal finance and amending the 2025–2026 Biennial Budget adopted by Ordinance No. 1813 and amended by Ordinance No. 1839, to a second reading.”

Item 3. **2027/2028 Biennial Budget - First Reading** – 40 Minutes
Staff Presentation: Jeff Friend, Finance Director

Motion: "I move to advance Draft Ordinance No. 26-105 to a second reading on November 12, 2026, for further City Council consideration and approval."

NEW BUSINESS

Item 1. **Holiday Tree Purchase** – 10 Minutes
Staff Presentation: AJ Johnson-Newton, Assistant City Manager

Motion: "I move to authorize the City Manager to purchase a 44-foot Majestic Mountain Pine holiday tree package from Christmas Designers, in an amount not to exceed $135,000, including sales tax and shipping."

Item 2. **Square Footage Tax Update Ordinance - First Reading** – 10 Minutes
Staff Presentation: Matt Hutchins, Assistant City Attorney

Motion: "I move to pass Draft Ordinance No. 26-109, relating to the square footage Business and Occupation tax, to a second reading at the next available regular City Council meeting."

Item 3. **Comprehensive Safety Action Plan** – 20 Minutes
Staff Presentation: Tommy Owen, City Engineer

Motion: "I move to adopt Draft Resolution No. 26-041, adopting the City of Des Moines Comprehensive Safety Action Plan."

Item 4. **New Agenda Items for Consideration** - 10 Minutes

COUNCILMEMBER REPORTS

(4 minutes per Councilmember) - 30 minutes

PRESIDING OFFICER'S REPORT

EXECUTIVE SESSION

Property Acquisition Under RCW 42.30.110(1)(b) and Potential Litigation Under RCW 42.30.110(1)(i) - 55 Minutes

NEXT MEETING DATE

November 05, 2026 City Council Committee of the Whole and Study Session

ADJOURNMENT

Members of the public who wish to provide comment during the meeting via Zoom must register in advance. To register, please email cityclerk@desmoineswa.gov by 12:00 p.m. (noon) on the Wednesday before the meeting.

City Council meeting can be viewed live on the City's website, Comcast Channel 21/321, on the City's YouTube channel or via Zoom.

Projected Future Agenda Item

All PowerPoint presentations included in this agenda packet are considered drafts until reviewed and/or approved by the City Council.

City Council
AGENDA ITEM

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: **Approval of Vouchers**

ATTACHMENTS:
1. Vouchers

FOR AGENDA OF:
October 29, 2026

DEPT OF ORIGIN:
Finance

DATE SUBMITTED:
October 19, 2026

CLEARANCES:
City Clerk
Finance

Purpose and Recommendation
Voucher transfers and expense reimbursement claims have been audited and certified by the auditing office in compliance with RCW 42.24.080 and RCW 42.24.090.

Motion: "I move to approve the payment vouchers through October 14, 2026 and payroll transfers through October 20, 2026 in the attached list and further described as follows:"

EFT Vendor Payments	#14254-14395	$2,294,335.84
Wires	#3437-3464	$1,201,865.65
Checks	#167737-167787	$287,939.73
Payroll Checks	#20145	$871.16
Payroll Advice	#19144-19316	$526,946.62
Payroll Advice	#19317-19481	$523,400.38

Total Checks and Wires for A/P & Payroll:	$4,835,359.38

Background
City Council review and approval of voucher reports is a key internal control that promotes transparency, accountability, and public trust in the City's financial operations. By examining vouchers after expenditures have occurred, the Council provides independent oversight to confirm that payments were properly authorized, supported by appropriate documentation, and made in accordance with the adopted budget, City policies, and applicable laws. This review helps ensure public funds are used for their intended purposes, strengthens fiscal discipline, and reinforces the separation of duties between staff who process payments and the elected officials responsible for safeguarding taxpayer resources.

Discussion
The vouchers below have been reviewed and certified by individual departments and the City of Des Moines Auditing Officer.

Financial Impact
As described above.

Recommendation
Approval of vouchers.

Voucher Certification Approval
October 29, 2026
Auditing Officer Certification

Voucher transfers and expense reimbursement claims have been audited and certified by the auditing office in compliance with RCW 42.24.080 and RCW 42.24.090. A listing of these claims has been provided to the City Council.

On October 29, 2026 the Des Moines City Council unanimously approved for payment the vouchers through October 14, 2026 and payroll transfers through October 20, 2026 as detailed in the attached list.

The vouchers below have been reviewed and certified by individual departments and the City of Des Moines Auditing Officer:

Jeff Friend

Jeff Friend, Finance Director

			# From		# To	Amounts
Claims Vouchers:						
EFT's & ACI Virtual Cards			14254		14395	2,294,335.84
Wires			3437		3464	1,201,865.65
Checks			167737		167787	287,939.73
Total Vouchers paid						**3,784,141.22**
Payroll Vouchers						
Payroll Checks	10/5/2026		20145		20145	871.16
Payroll Advice			19144		19316	526,946.62
Payroll Advice	10/20/2026		19317		19481	523,400.38
Total Paychecks & Direct Deposits						**1,051,218.16**

Total checks and wires for A/P & Payroll	**4,835,359.38**

City Council
AGENDA ITEM

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: **Approval of Minutes**

ATTACHMENTS:
1. September 24, 2026 City Council Meeting Minutes
2. October 01, 2026 City Council Meeting Minutes

FOR AGENDA OF:
October 29, 2026

DEPT OF ORIGIN:
City Clerk

DATE SUBMITTED:
October 02, 2026

CLEARANCES:
City Clerk

Purpose and Recommendation
The purpose of this agenda item is for the City Council to review the minutes from the September 24, 2026 and October 01, 2026 City Council Regular Meetings.

Motion: “I move to approve the minutes from the City Council Regular Meetings held on September 24, 2026 and October 01, 2026.”

Background
The City Clerk's Office has prepared action-format meeting minutes for the City Council's consideration.

Alternatives
The City Council may make corrections to errors and approve the meeting minutes as amended.

Recommendation
Staff recommends the City Council approve the meeting minutes as presented.

MINUTES
DES MOINES CITY COUNCIL
REGULAR MEETING

City Council Chambers
21630 11th Avenue S, Suite C
Des Moines, Washington
Thursday, September 24, 2026 - 6:00 PM

CALL TO ORDER

Mayor Yoshiko Grace Matsui called the meeting to order at 6:00 PM.

PLEDGE OF ALLEGIANCE

The flag salute was led by Councilmember JC Harris.

ROLL CALL

Council Present:
Mayor Yoshiko Grace Matsui, Deputy Mayor Gene Achziger, Councilmember Pierre Blosse, Councilmember Robyn Desimone, Councilmember JC Harris, Councilmember Jeremy Nutting, and Councilmember Harry Steinmetz.

Staff Present:
City Manager Katherine Caffrey; Assistant City Manager Adrienne Johnson-Newton; City Attorney Tim George; Police Chief Ted Boe; Director of Administrative Services Bonnie Wilkins; Harbormaster Scott Wilkins; Deputy Harbormaster Katy Bevegni; Assistant City Attorney Matthew Hutchins; Community Development Director Rebecca Deming; Public Works Director Mike Slevin; City Engineer Tommy Owen; Principal Engineer Khai Le; IT Manager Chris Pauk; and Deputy City Clerk Sara Lee.

PROCLAMATIONS

Item 1. **Centennial of the Seashore Club Proclamation**

Direction/Action
Motion made by Councilmember Harry Steinmetz to approve the proclamation recognizing September 24, 2026, as Centennial of the Seashore Club Day in the City of Des Moines, seconded by Councilmember Jeremy Nutting.
Motion passed 7-0.

Mayor Yoshiko Grace Matsui read the Proclamation into the record.

CORRESPONDENCE NOT PREVIOUSLY RECEIVED BY COUNCIL

- There was no additional correspondence beyond the emails already received by Council.

COMMENTS FROM THE PUBLIC

- Mark Everton - Promotion of Marina Activities
- Brett Braaten - Policing
- Ray Denecke - Policing and Patrol
- Traci Buxton - LTAC Grant
- Barton DeLacy - Planning Commission
- Chuck Coleman - Planning Commission
- Bobby - Parking

REGIONAL COMMITTEE REPORT

- Councilmember JC Harris gave Council an update on the Regional Transit Advisory Committee meeting which was held on September 16, 2026.
- Councilmember Pierre Blosse gave Council an update on the King County Board of Health meeting which was held on September 17, 2026.
- Deputy Mayor Gene Achziger let Council know that on Saturday, September 26, 2026 the South King Area Transportation Board will have a Town Hall meeting at Kent City Hall.

CITY MANAGER REPORT/PRESENTATIONS/BRIEFINGS

Item 1. **Economic Development Update- Business Climate Survey and Roundtables**
Staff Presentation:
Katherine Caffrey, City Manager

- Consultant Dan Eernisee gave Council a PowerPoint Presentation regarding the Business Climate Survey and Roundtables.

CONSENT AGENDA

Item 1. **Approval of Vouchers**
Motion: "I move to approve the payment vouchers through August 12th, 2026 and payroll transfers through August 6th, 2026 in the attached list and further described as follows:"

EFT's & ACI Virtual Card Payments	# 14095 - # 14202	$ 2,752,384.06
Wires	# 3411 - # 3436	$ 3,011,110.46
Accounts Payable Checks	# 167704 - # 167736	$ 276,017.25
Payroll Checks 8/20/2026	# 20132 - # 20138	$ 7,158.01
Payroll Advice 8/20/2026	# 18602 - # 18789	$ 547,872.65
Payroll Checks 9/4/2026	# 20139 - # 20143	$ 9,034.51
Payroll Advice 9/4/2026	#18790 - # 18976	$ 537,379.80
Payroll Advice off cycle 9/3/2026	# 18977	$ 6,642.20
Total Checks and Wires for A/P & Payroll		$ 7,147,598.94

Item 2. **Approval of Minutes**
Motion: "I move to approve the minutes from the August 13, 2026, and August 27, 2026 City Council Regular Meetings."

Item 3. **2026 Lodging Tax Advisory Committee Spending Recommendation**
Motion: “I move to approve the recommendations as submitted by the Lodging Tax Advisory Committee for the expenditure of Lodging Tax funds.”

Item 4. **2026 City Hall Suite A Restroom and Kitchen Remodel**
Motion: "I move to approve the Public Works Contract with NFI Enterprises, LLC in the amount of $195,987.07 for the 2026 City Hall Suite A Restroom and Kitchen Remodel, authorize a project contingency in the amount of $27,000, and further authorize the City Manager to sign said Public Works Contract substantially in the form as submitted."

Item 5. **Judge Pro Tem Compensation - 2nd Reading**
Motion: "I move to pass Draft Ordinance No. 26-059, empowering the Municipal Court Judge to set compensation for Judges Pro Tem."

Item 6. **Marina Tenant Restroom Replacement**
Motion: "I move to approve the agreement with ROMTEC Inc. in the amount of $944,078.00, plus a contingency fund of $94,407.80 (10%), for a total authorization of $1,038,485.80 for the replacement of the tenant restrooms."

Item 7. **Draft Resolution 26-103 - Midway Park ORLP Grant Authorization**
Motion: "I move to adopt Draft Resolution 26-103 which authorizes city staff to pursue a grant with the State's Recreation and Conservation Office for the Midway Park Open Space Design project."

Item 8. **24th Ave S Improvement Project (Segment 1) — TIB Grant Award and Consultant Services Contract**

Motion 1: “I move to adopt Draft Resolution No. 26-094 certifying to the Washington State Transportation Improvement Board (TIB) that full funding is secured for the 24th Ave S Improvement Project (Segment 1), and further authorize the City Manager to sign the TIB Grant Agreement Form.”

Motion 2: “I move to approve the Consultant Services Contract with Parametrix Inc. to provide engineering design and right-of-way acquisition services for the 24th Ave S Improvement Project (Segment 1) in the amount of $1,200,029.98, and further authorize the City Manager to sign said Contract substantially in the form as submitted”

Motion 3: “I move to direct staff to make the necessary arrangements to have all of the existing overhead utilities relocated aerially, as needed for construction on the 24th Ave S Improvement Project (Segment 1), waiving the requirement for undergrounding of utilities in accordance with DMMC 12.25.110.”

Direction/Action
Motion made by Councilmember Jeremy Nutting to approve the Consent Agenda as read, seconded by Councilmember Harry Steinmetz.

Councilmember JC Harris pulled Consent Agenda Item #8.

The main motion passed 7-0.

Council discussed Consent Agenda Item #8.

Direction/Action
Motion made by Councilmember Jeremy Nutting to approve the Consent Agenda Item #8 Motion 1 as read, seconded by Councilmember Harry Steinmetz.
Motion passed 7-0.

Motion made by Councilmember Jeremy Nutting to approve the Consent Agenda Item #8 Motion 2 as read, seconded by Councilmember Harry Steinmetz.
Motion passed 7-0.

Motion made by Councilmember Jeremy Nutting to approve the Consent Agenda Item #8 Motion 3 as read, seconded by Councilmember Harry Steinmetz.
Motion passed 5-2.

For: Mayor Yoshiko Grace Matsui; Councilmember Pierre Blosse; Councilmember

Robyn Desimone; Councilmember Jeremy Nutting; and Councilmember Harry Steinmetz.

Against: Deputy Mayor Gene Achziger; and Councilmember JC Harris.

UNFINISHED BUSINESS

Item 1. **Development Agreement Ordinance - 2nd Reading**
Staff Presentation: Rebecca Deming, Community Development Director

- Community Development Director Rebecca Deming gave Council a PowerPoint presentation on the Development Agreement Ordinance.

Direction/Action
Motion made by Councilmember Robyn Desimone to remand the Development Agreement Ordinance back to the Planning Commission for review, seconded by Councilmember Jeremy Nutting.
Motion passed 7-0.

Item 2. **Consideration of the City's 2027 Legislative Agenda**
Staff Presentation: Anthony Hemstad, Legislative Advocate

- Legislative Advocate Anthony Hemstad gave Council a presentation on the Consideration of the City's 2027 Legislative Agenda.

Direction/Action
Motion made by Councilmember Jeremy Nutting to adopt the 2027 City of Des Moines Legislative Priorities as presented, seconded by Councilmember Robyn Desimone.
Motion passed 7-0.

Item 3. **Discussion on 223rd St. Pedestrian Project**
Staff Presentation: Michael Slevin, Public Works Director

- Public Works Director Michael Slevin gave Council a PowerPoint presentation regarding the 223rd St Pedestrian Project.

Direction/Action
Motion made by Councilmember Harry Steinmetz to proceed with Option 2 as presented, seconded by Councilmember Jeremy Nutting.
Motion Passed 6-1.

For: Deputy Mayor Gene Achziger, Councilmember Pierre Blosse, Councilmember Robyn Desimone, Mayor Yoshiko Grace Matsui, Councilmember Jeremy Nutting,

Councilmember Harry Steinmetz

Against: Councilmember JC Harris

NEW BUSINESS

Item 1. **Discussion on a Multi-Family Tax Exemption Program**
Staff Presentation: Anthony Hemstad, Legislative Advocate

- Legislative Advocate Anthony Hemstad gave Council a PowerPoint presentation regarding the Multifamily Housing Tax Exemption Program.

Council asked that item be brought back to Council.

Item 2. **Additional Sales Tax for Children and Family Services - 1st Reading**
Staff Presentation: Matt Hutchins, Assistant City Attorney

- Assistant City Attorney Matthew Hutchins gave Council a PowerPoint presentation regarding the Additional Sales Tax for Children and Family Services.

Direction/Action
Motion made by Councilmember Jeremy Nutting to pass Draft Ordinance 26-104 to a second reading on the next available regular Council meeting agenda, seconded by Councilmember Harry Steinmetz.
Motion passed 7-0.

Item 3. **New Agenda Items for Consideration** - 10 Minutes

- There were no new agenda items for consideration.

COUNCILMEMBER REPORTS

(4 minutes per Councilmember) - 30 minutes

Councilmember JC Harris

- Air Quality Monitoring Station Ribbon Cutting

Councilmember Robyn Desimone

- No Report

Councilmember Jeremy Nutting

- No Report

Councilmember Pierre Blosse

- Downtown Flowerpots
- Des Moines Theater Events

Councilmember Harry Steinmetz

- Des Moines Chamber of Commerce Wellness Presentation

Deputy Mayor Gene Achziger

- Des Moines Farmers Market
- Annual Trick or Treat Path

PRESIDING OFFICER'S REPORT

Mayor Yoshiko Grace Matsui

- Oktoberfest Events
- Air Quality Monitoring Station
- Des Moines Farmers Market

EXECUTIVE SESSION

NEXT MEETING DATE

October 01, 2026 City Council Regular Meeting

ADJOURNMENT

Direction/Action
Motion made by Councilmember Jeremy Nutting to adjourn, seconded by Councilmember JC Harris.
Motion passed 7-0.

The meeting adjourned at 8:39 p.m.

MINUTES
DES MOINES CITY COUNCIL
REGULAR MEETING

City Council Chambers
21630 11th Avenue S, Suite C
Des Moines, Washington
Thursday, October 1, 2026 - 6:00 PM

CALL TO ORDER

Mayor Yoshiko Grace Matsui called the meeting to order at 6:00 PM.

PLEDGE OF ALLEGIANCE

The flag salute was led by Councilmember Robyn Desimone.

ROLL CALL

Council Present:
Deputy Mayor Gene Achziger, Councilmember Pierre Blosse, Councilmember Robyn Desimone, Mayor Yoshiko Grace Matsui, Councilmember JC Harris, and Councilmember Jeremy Nutting.

Council Absent:
Councilmember Harry Steinmetz

Direction/Action
Motion made by Councilmember Jeremy Nutting to excuse Councilmember Harry Steinmetz, seconded by Councilmember Pierre Blosse.
Motion passed 6-0.

Staff Present:
City Manager Katherine Caffrey; Assistant City Manager Adrienne Johnson-Newton; City Attorney Tim George; Police Chief Ted Boe; Director of Administrative Services Bonnie Wilkins; Harbormaster Scott Wilkins; Surface Water and Environmental Engineering Manager Tyler Beekley; and City Clerk Taria Keane.

CORRESPONDENCE NOT PREVIOUSLY RECEIVED BY COUNCIL

- There was no additional correspondence beyond the emails already received by Council.

COMMENTS FROM THE PUBLIC

- There were no comments from the public.

REGIONAL COMMITTEE REPORT

- There were no regional committee reports.

CITY MANAGER REPORT/PRESENTATIONS/BRIEFINGS

- There was no City Managers report.

CONSENT AGENDA

Item 1. **Approval of Vouchers**
Motion: "I move to approve the payment vouchers through September 16th, 2026 and payroll transfers through September 20th, 2026 in the attached list and further described as follows:"

EFT's & ACI Virtual Card Payments	# 14203 - # 14253	$ 291,442.57
Payroll Checks 9/18/2026	# 20144 - # 20144	$ 123.27
Payroll Advice 9/18/2026	# 18978 - # 19143	$ 529,943.50
Total Checks and Wires for A/P & Payroll		$ 821,509.34

Item 2. **Approval of Minutes**
Motion: "I move to approve the minutes from the September 3, 2026 Committee of the Whole and Study Session Meeting; September 10, 2026 City Council Workshop; and September 12, 2026 City Council Budget Workshop."

Item 3. **Additional Sales Tax for Children and Family Services - 2nd Reading**
Motion: "I move to enact Draft Ordinance No. 26-104, imposing an additional .01% sales tax for children and family services."

Direction/Action
Motion made by Councilmember Jeremy Nutting to approve the Consent Agenda as read, seconded by Councilmember Robyn Desimone.
Motion passed 6-0.

UNFINISHED BUSINESS

Item 1. **Canopy Preservation Program Update**
Staff Presentation: Tyler Beekley, Surface Water/Environmental Engineer

- Surface Water and Environmental Engineering Manager Tyler Beekley along with Senior Water Resources Engineer with Parametrix, gave Council a PowerPoint presentation update on the Canopy Preservation Program.

Council directed staff to bring the Canopy Preservation Program Update back to Council for further consideration.

NEW BUSINESS

Item 1. **2027 and 2028 Human Services Funding Recommendations**
Staff Presentation: Katherine Caffrey, City Manager

- City Manager Katherine Caffrey along with the Human Services Committee members gave Council a PowerPoint presentation on the 2027 and 2028 Human Services Funding Recommendations.

Direction/Action
Motion made by Councilmember Jeremy Nutting to approve the 2027-2028 Human Services funding recommendations and authorize the City Manager to sign contracts with the non-profit agencies identified in the attachment, dependent on the approval of the City's budget, seconded by Councilmember Pierre Blosse. Motion passed 6-0.

Item 2. **New Agenda Items for Consideration** - 10 Minutes

- There were no new agenda items for consideration.

COUNCILMEMBER REPORTS

(4 minutes per Councilmember) - 30 minutes

Councilmember Robyn Desimone

- No report

Councilmember Jeremy Nutting

- No report

Councilmember Pierre Blosse

- No report

Councilmember JC Harris

- No report

Deputy Mayor Gene Achziger

- No report

PRESIDING OFFICER'S REPORT

Mayor Yoshiko Grace Matsui

- Annual Dog Costume Event
- Rocky Horror Picture Show Event
- Trick or Treat Path
- Veterans Day Event

EXECUTIVE SESSION

Property Acquisition Under RCW 42.30.110(1)(b) and Pending Litigation under RCW 42.30.110(1)(i) - 25 Minutes

The Special Meeting was called to order by Mayor Yoshiko Grace Matsui at 7:15 p.m.

Roll Call
Council Present:
Deputy Mayor Gene Achziger, Councilmember Pierre Blosse, Councilmember Robyn Desimone, Mayor Yoshiko Grace Matsui, Councilmember JC Harris, and Councilmember Jeremy Nutting.

Staff Present:
City Manager Katherine Caffrey; and City Attorney Tim George.

The purpose of the Special Meeting was to hold an Executive Session to discuss the Property Acquisition under RCW 42.30.110(1)(b) and Pending Litigation under RCW 42.30.110(1)(i).

The Executive Session was expected to last until 7:40 p.m.

The Special Meeting lasted 25 minutes and adjourned at 7:40 p.m.

NEXT MEETING DATE

ADJOURNMENT

Direction/Action
Motion made by Councilmember Robyn Desimone to adjourn, seconded by Councilmember Jeremy Nutting.
Motion passed 6-0.

The meeting adjourned at 7:40 p.m.

City Council
AGENDA ITEM

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: **Service Electric Agreement**

ATTACHMENTS:
1. Commerce Contract
2. Service Electric Bid Proposal
3. Goods and Services Contract for Service Electric Co. Inc. Updated

FOR AGENDA OF:
October 29, 2026

DEPT OF ORIGIN:
Marina

DATE SUBMITTED:
September 28, 2026

CLEARANCES:
City Clerk
Finance
Marina

Purpose and Recommendation

The purpose of this agenda item is to ask for council's approval to enter into a contract with Service Electric to install power cabling and charging equipment to support future electric vessels in the Marina's guest moorage.

Motion: "I move to approve the agreement with Service Electric in the amount of $157,550.00, which includes a 15% contingency, for the installation of power cabling and charging equipment to support future electric vessels at the Marina's guest moorage, and authorize the City Manager to sign the agreement substantially in the form as attached."

Strategic Plan Priority

Economic Vitality, Natural and Built Environment

Background

In 2024, the City was awarded a $100,000 appropriation through the Governor's Supplemental State Capital Budget for the Des Moines Marina Electrification Project. The funds will be used to install the necessary infrastructure and a universal power pedestal in the Marina's guest moorage area to support future charging needs for electric vessels.

Discussion

These funds will allow the City to move forward with technology and infrastructure to serve future electric vessels. Vessel electrification is not new, but the technology has improved significantly in recent years. The Marina's guest moorage already has the additional electrical capacity (400 amps) needed to support the new equipment. This contract will provide for the installation of cable hangers, cables, and a new universal power pedestal.

Alternatives

Council may choose not to proceed with this project.

Financial Impact

The project is funded through a Washington State Department of Commerce appropriation and Marina Enterprise Fund resources. Commerce appropriated $100,000 for the project and assesses a 3% administrative charge, which leaves $97,000 available to the City. The Marina Enterprise Fund contributes an additional $40,000, for combined funding of $137,000. A 15% contingency of $20,550 brings the total authorized amount to $157,550.

Recommendation

Marina staff recommends awarding the contract to Service Electric to install charging equipment for future electric vessels.

Docusign Envelope ID: CF14790B-5C3D-8532-8051-913A9BFF8EF8



Grant to

City of Des Moines

through

The Local Community Projects Program

For

Des Moines Marina Electrification

Docusign Envelope ID: CF14790B-5C3D-8532-8051-913A9BFF8EF8

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FACE SHEET

Grant Agreement Number: 25-96647-043
Project Name: Des Moines Marina Electrification

Washington State Department of Commerce
Local Government Division
Local Community Projects

1. GRANTEE City of Des Moines 21630 11th Avenue S, Ste A Des Moines, Washington 98198		**2. GRANTEE Doing Business As (optional)** N/A	
3. GRANTEE Representative Scott Wilkins Harbormaster 21630 11th Avenue S, Ste A Des Moines, WA 98198 (206) 870-6723 swilkins@desmoineswa.gov		**4. COMMERCE Representative** Lena Moore Program Manager (360) 764-0632 lena.moore@commerce.wa.gov	PO Box 42525 1500 Jefferson Street SE Olympia, WA 98501
5. Grant Amount $97,000.00	**6. Funding Source** **Federal:** ☐ **State:** ☒ **Other:** ☐ **N/A:** ☐	**7. Start Date** Upon Final Signature	**8. End Date** June 30, 2027, if funds are not reappropriated; June 30, 2029, contingent on reappropriation.
9. Award Method Direct: ☒ Competitive: ☐		**NOFO/RFX #** N/A	**Proviso #** Engrossed Substitute Senate Bill 5949, Laws of 2024, Chapter 375, Section 1018
10. Tax ID # 91-6016496	**11. SWV #** SWV0000307-00	**12. UBI #** 601161113	**13. UEI #** NY7AZ9H2VK25

14. Grant Agreement Purpose
The purpose of this performance-based Grant Agreement is to provide funding for Des Moines Marina Electrification, a legislatively approved project that furthers the goals and objectives of installation of a charging station at the Des Moines Marina. as described in Attachment A – Scope of Work.

COMMERCE, defined as the Washington State Department of Commerce, and the GRANTEE, as defined above, acknowledge and accept the terms of this Grant Agreement and attachments and have executed this Grant Agreement on the date below to start as of the date and year referenced above. The rights and obligations of both parties to this Grant Agreement are governed by this Grant Agreement and the following other documents incorporated by reference: Grant Agreement Terms and Conditions including Attachment A – Scope of Work, Attachment B – Project Budget, Attachment C – Certification of Availability of Funds to Complete the Project, Attachment D – Certification of the Payment and Reporting of Prevailing Wages, Attachment E – Certification of LEED, application as submitted for grant funding, applicable Local Community Projects Program Notice of Funding Availability, and applicable Local Community Projects Program Guidelines (as they may be revised from time to time).

FOR GRANTEE	**FOR COMMERCE**
Signed by: Katherine Caffrey, City Manager DBE7A3959F55419... Katherine Caffrey, City Manager 9/22/2026 | 3:22 PM PDT Date	DocuSigned by: Mark Barkley 80312B04865C458... Mark K. Barkley, Assistant Director Local Government Division 9/23/2026 | 11:41 AM PDT Date **TEMPLATE APPROVED AS TO FORM ONLY** Lisa Koperski, Assistant Attorney General, on 07/23/2025

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SPECIAL TERMS AND CONDITIONS

GENERAL GRANT
STATE FUNDS

THIS GRANT AGREEMENT, entered into by and between City of Des Moines, a Local Government, and WASHINGTON STATE DEPARTMENT OF COMMERCE, as defined on the Face Sheet of this Grant Agreement, WITNESSES THAT:

WHEREAS, COMMERCE has the statutory authority under RCW 43.330.050(5) to cooperate with and provide assistance to local governments, businesses, and community-based organizations; and

WHEREAS, COMMERCE is also given the responsibility to administer state funds and programs which are assigned to COMMERCE by the Governor or the Washington State Legislature; and

WHEREAS, the Washington State Legislature has, in Laws of 2024, Chapter 375, Section 1018 made an appropriation to support the 2025 Local and Community Projects Program, which was reappropriated and amended in Laws of 2025, Chapter 414, Sections 6060 and 7023, and directed COMMERCE to administer those funds; and

WHEREAS, certain direct appropriations are provided for in the enabling legislation; and

WHEREAS, the enabling legislation also stipulates that the GRANTEE is eligible to receive funding for design, acquisition, construction and equipment, or rehabilitation activities of the Project.

GRANTEE and COMMERCE are individually a “party” and, collectively, the “parties.”

NOW, THEREFORE, in consideration of covenants, conditions, performances, and promises hereinafter contained, the parties agree as follows:

1. GRANT MANAGEMENT

The Representative for each of the parties shall be responsible for and shall be the contact person for all communications and billings regarding the performance of this Grant Agreement.

2. COMPENSATION

COMMERCE shall pay an amount not to exceed $97,000.00 for the capital costs necessary for or incidental to the performance of work as set forth in Attachment A (Scope of Work).

3. CERTIFICATION OF FUNDS PERFORMANCE MEASURES

A. The release of state funds under this Grant Agreement is contingent upon the GRANTEE demonstrating and certifying that it has expended or has access to funds from non-state sources as set forth in ATTACHMENT C (CERTIFICATION OF THE AVAILABILITY OF FUNDS TO COMPLETE THE PROJECT). Such non-state sources may consist of a combination of any of the following:

i. Eligible Project expenditures prior to the execution of this Grant Agreement.

ii. Cash dedicated to the Project.

iii. Funds available through a letter of credit or other binding loan commitment(s).

iv. Pledges from foundations or corporations.

v. Pledges from individual donors.

vi. The value of real property when acquired solely for the purposes of this Project, as established and evidenced by a current market value appraisal performed by a licensed, professional real estate appraiser, or a current property tax statement. COMMERCE will not consider appraisals for prospective values of such property for the purposes of calculating the amount of non-state matching fund credit.

vii. In-kind contributions, subject to COMMERCE's approval.

B. The GRANTEE shall maintain records sufficient to evidence that it has access to or has expended funds from such non-state sources and shall make such records available for COMMERCE's review upon reasonable request.

4. STATE PUBLIC WORKS

For work done at the cost of the State, GRANTEE must comply with public works statutes RCW 39.04 and RCW 39.10, apprenticeship requirements, and the state and local building codes, as applicable. If GRANTEE has questions about compliance, GRANTEE will need to visit the Washington State Department of Labor & Industries Public Works Projects website for more information.

5. SITE CONTROL

GRANTEE who receives grants for construction, purchase or renovation of facilities must provide written evidence of and maintain site control, either through outright ownership of the subject property or a long-term lease, for a minimum of 10 years after the later of: (1) final grant payment; or (2) the date when the facility is made usable to the public for the purpose intended by the Washington State Legislature, including GRANTEE having secured all required licenses, certifications, and/or permits. GRANTEE must provide written evidence of continuing site control as may be requested by COMMERCE.

6. DOCUMENTATION AND SECURITY

The provisions of this Section shall apply to capital projects performed by nonprofit organizations, for-profit organizations, and public benefit corporations that involve the expenditure of over $250,000 in state funds. The provisions may also apply to Tribes and local governments, depending on the location of the Project. Additionally, COMMERCE reserves the right to review all state-funded projects and to require that projects performed by other entity types comply with this Section. Projects for which the grant award or legislative intent documents specify that the state funding is to be used for pre-design or design only are exempt from this Section.

A. Deed of Trust. This Grant Agreement shall be evidenced by a promissory note and secured by a deed of trust or other appropriate security instrument in favor of COMMERCE (the Deed of Trust). The Deed of Trust shall be recorded in the County where the Project is located, and the original returned to COMMERCE after recordation within 90 calendar days of Grant Agreement execution. The Deed of Trust must be recorded before COMMERCE will reimburse the GRANTEE for any Project costs. The amount secured by the Deed of Trust shall be the amount of the Grant Agreement as set forth on the Face Sheet.

B. Term of Deed of Trust; Commitment Period. The Deed of Trust shall remain in full force and effect for a minimum period of 10 years following the later of: (1) final payment of state funds to the GRANTEE under this Grant Agreement; or (2) the date when:

i. the facility improved or acquired with grant funds; or
ii. a distinct phase of the Project

is made useable to the public for the purpose intended by the Washington State Legislature (the Commitment Period). Upon satisfaction of the Commitment Period and all other Grant Agreement terms and conditions, COMMERCE shall, upon written request of the GRANTEE, take appropriate action to reconvey the Deed of Trust.

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C. Title Insurance. The GRANTEE shall purchase an extended coverage lender's policy of title insurance insuring the lien position of the Deed of Trust in an amount not less than the amount of the grant.

D. Covenant. If the Project will be partially funded by a loan and the term of said loan is less than the Commitment Period as defined in Special Terms and Conditions Section 6(B), COMMERCE may require that GRANTEE record or cause to be recorded a covenant in a superior lien position ahead of the lender's security instrument that restricts use of the facility or property for the purpose(s) stated elsewhere in this Grant Agreement for at least the term of the Commitment Period as defined in Special Terms and Conditions Section 6(B).

E. Subordination. COMMERCE may agree to subordinate its Deed of Trust upon request from a private or public lender. Any such request shall be submitted to COMMERCE in writing, and COMMERCE shall respond to the request in writing within 30 calendar days of receiving the request.

F. Deed of Trust on Leased Property. COMMERCE may require, at its sole discretion, a Deed of Trust on the fee interest of the real property where the Project is located, if the Project is on leased property.

7. BASIS FOR ESTABLISHING REAL PROPERTY VALUES FOR ACQUISITIONS OF REAL PROPERTY PERFORMANCE MEASURES

When all or part of the grant is used to fund the acquisition of real property, before funds are disbursed, the GRANTEE shall procure and provide to COMMERCE evidence establishing the value of the real property eligible for reimbursement under this Grant Agreement as follows:

A. GRANTEE purchases of real property from an independent third-party seller shall be evidenced by a current appraisal prepared by a licensed Washington State commercial real estate appraiser or a current property tax statement.

B. GRANTEE purchases of real property from a related or subsidiary organization, such as an affiliated LLC, shall be evidenced by a current appraisal prepared by a licensed Washington State commercial real estate appraiser or the prior purchase price of the property plus holding costs, whichever is less.

8. EXPENDITURES ELIGIBLE FOR REIMBURSEMENT

Payments to the GRANTEE shall be made on a reimbursement basis only. The GRANTEE may be reimbursed, at the rate set forth elsewhere in this Grant Agreement and as authorized by the Legislature, for work associated with the Project expenditures. Reimbursable costs are determined by the Scope of Work, Attachment A. Generally, costs within the following cost categories are considered capital expenditures:

A. Real property, and costs directly associated with such purchase, when purchased or acquired solely for the purposes of the Project;

B. Design, engineering, architectural, and planning;

C. Construction management and observation (from external sources only);

D. Construction costs including, but not limited to, the following:

- **i.** Site preparation and improvements;
- **ii.** Permits and fees;
- **iii.** Labor and materials;
- **iv.** Taxes on Project goods and services;
- **v.** Capitalized equipment;
- **vi.** Information technology infrastructure; and
- **vii.** Landscaping.

E. Other costs authorized through the legislation.

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For Direct Appropriations, COMMERCE may also consider reimbursing for work performed prior to Grant Agreement execution but will not consider reimbursing for work performed prior to the capital budget effective date unless the Project's scope of work as approved by the legislature includes such work.

For competitively-awarded projects, COMMERCE may also consider reimbursing for work performed prior to Grant Agreement execution, but in no situation will reimburse for work performed prior to the date specified in the program guidelines applicable at the time of Grant Agreement execution.

All work requesting reimbursement must fall into eligible expenditures. Please see the most recent version of the program guidelines for a complete list of eligible costs.

9. BILLING PROCEDURES AND PAYMENT

COMMERCE shall reimburse the GRANTEE 100% of each invoice for eligible Project expenditures, up to the maximum payable under this Grant Agreement. When requesting reimbursement for expenditures made, the GRANTEE shall submit to COMMERCE a signed and completed Invoice Voucher (Form A-19), that documents capitalized Project activity performed – by budget line item – for the billing period. The GRANTEE must submit all Invoice Vouchers and any required documentation electronically. Submissions shall be in accordance with directions provided by COMMERCE. Funds are reimbursement based and cannot be advanced under any circumstance. Disbursements of funds for invoices due and payable within 30 days are not considered advanced payments.

The GRANTEE shall evidence the costs claimed on each voucher by including copies of each invoice received from subgrantees/subcontractors providing Project goods or services covered by the Grant Agreement. The GRANTEE shall also provide COMMERCE with a copy of the cancelled check or electronic funds transfer, as applicable, that confirms that they have paid each expenditure being claimed at the time the voucher is submitted or within 30 calendar days of COMMERCE's disbursement of payment, and before any subsequent reimbursement request is made. Proof of payment must be provided at the time the final grant reimbursement is requested.

A voucher must be certified (i.e., signed) by an official of the GRANTEE with authority to bind the GRANTEE. The voucher shall be submitted to COMMERCE within 60 calendar days following the completion of work or other termination of this Grant Agreement, or as soon as possible after the end of the State biennium but in no case later than [15] calendar days following the end of the State biennium unless Grant Agreement funds are re-appropriated by the Washington State Legislature in accordance with Special Terms and Conditions Section 14 (Reappropriation).

If GRANTEE has or will be submitting any of the invoices attached to a request for payment for partial reimbursement under another contract or grant agreement, GRANTEE must clearly identify such contracts or grant agreements in the transmittal letter and request for payment.

Each request for payment must be accompanied by a Project Status Report, which describes, in narrative form, the progress made on the Project since the last invoice was submitted as well as a report of Project status to date. COMMERCE will not release payment for any reimbursement request received unless and until the Project Status Report is received.

In the event that the Grant Agreement is executed or the award amount in Special Terms and Conditions Section 2 (Compensation) is expended before construction completion of the Project, as identified in Attachment A (Scope of Work), the GRANTEE agrees to continue providing complete Project updates to their COMMERCE Representative quarterly or upon request.

COMMERCE will pay GRANTEE upon receipt and approval of properly completed invoices and supporting documentation, which shall be submitted to the Representative for COMMERCE not more often than monthly. After approving the Invoice Voucher and Project Status Report, COMMERCE shall promptly remit a warrant to the GRANTEE. Payment shall be considered timely if made by

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COMMERCE within 30 calendar days after receipt of properly completed invoices. Payment shall be sent to the address designated by the GRANTEE.
Notwithstanding the foregoing, COMMERCE may, in its sole discretion, holdback up to the final 10% of grant funds until the Project is complete and the facility has been issued a Certificate of Occupancy from the appropriate local permitting entity, or for projects without occupiable space, when comparable evidence of Project completion is submitted by GRANTEE. COMMERCE will hold back grant funds and shall not disburse such funds to the GRANTEE until the GRANTEE submits to COMMERCE a copy of the issued Certificate of Occupancy or other COMMERCE-approved evidence of completion. The evidence of completion must be submitted with GRANTEE's final request for reimbursement.

10. CLOSEOUT CERTIFICATION

COMMERCE shall complete and send a Grant Closeout Correspondence when:

A. All activities identified in the Scope of Work shown on Attachment A are complete and the Project is useable to the public for the purpose intended by the Washington State Legislature, or

B. When final payment is made and GRANTEE has certified that the Project will be completed, and the public benefit described will be maintained for the term of the Commitment Period as defined in Special Terms and Conditions Section 6(B).

The GRANTEE shall respond to confirm receipt of the Grant Closeout Correspondence when there are grant funds remaining at closeout that will be de-obligated.

Notwithstanding anything in A. or B. above, the right of COMMERCE to recapture funds or seek other remedies for failure to make the Project usable to the public shall survive the closeout or termination of this Grant Agreement.

COMMERCE reserves the right to request additional information related to the Project.

11. INSURANCE

A. Insurance Requirements for Reimbursable Activities

The GRANTEE must have insurance coverage that is substantially similar to the coverage described in Section 11(B) below for all periods in which GRANTEE performed work for which it will seek reimbursement. The intent of the required insurance is to protect the State of Washington should there be any Claims, suits, actions, costs, damages, or expenses arising from any loss or negligent or intentional act or omission of the GRANTEE or subgrantee/subcontractor, or agents of either, while performing under the terms of this Grant Agreement.

B. Additional Insurance Requirements During the Term of the Grant Agreement

i. The GRANTEE shall provide proof to COMMERCE of insurance coverage that shall be maintained in full force and effect, as indicated below, and shall submit renewal certificates not less than 30 calendar days prior to expiration of each policy required under this Section:

a. Commercial General Liability Insurance Policy. Provide a Commercial General Liability Insurance Policy, including contractual liability, written on an occurrence basis, in adequate quantity to protect against legal liability arising out of or related to this Grant Agreement but in no less than $1,000,000 per occurrence. Additionally, the GRANTEE is responsible for ensuring that any subgrantee/subcontractor provide adequate insurance coverage for the activities arising out of or related to subgrants/subcontracts (if any). Commercial General Liability Insurance coverage shall be maintained in full force and effect during the term of this Grant Agreement and throughout the Commitment Period as defined in Special Terms and Conditions Section 6(B).

b. Property Insurance. The GRANTEE shall keep the property insured in an amount sufficient to permit such insurance to be written at all times on a replacement cost basis. Such insurance shall cover the following hazards, as applicable:

1. Loss or damage by fire and such other risks;
2. Loss or damage from leakage or sprinkler systems now or hereafter installed in any building on the premises;
3. Loss or damage by explosion of steam boilers, pressure vessels, oil or gasoline storage tanks, or similar apparatus now or hereafter installed in a building or building on the premises.

This property insurance coverage must be maintained in full force and effect throughout the term of this Grant Agreement and the Commitment Period as defined in Special Terms and Conditions Section 6(B).

c. Professional Liability, Errors, and Omissions Insurance. If GRANTEE will be providing any professional services to be reimbursed under this Grant Agreement, the GRANTEE shall maintain Professional Liability or Errors and Omissions Insurance with minimum limits of no less than $1,000,000 per occurrence to cover all activities by the GRANTEE and licensed staff employed or under contract to the GRANTEE. The State of Washington, the Department of Commerce, its agents, officers, and employees need not be named as additional insureds under this policy. This insurance must be maintained throughout the term of the Grant Agreement and the Commitment Period as defined in Special Terms and Conditions Section 6(B). GRANTEE shall require that any subgrantees/subcontractors providing professional services that are reimbursable under this Grant Agreement maintain Professional Liability or Errors and Omissions Insurance at the coverage levels set forth in this subsection.

d. Fidelity Insurance. Every officer, director, employee, or agent who is authorized to act on behalf of the GRANTEE for the purpose of receiving or depositing funds into program accounts or issuing financial documents, checks, or other instruments of payment for program costs shall be insured to provide protection against loss where:

1. The amount of fidelity coverage secured pursuant to this Grant Agreement shall be $2,000,000 or the highest of planned reimbursement for the Grant Agreement period, whichever is lower. Fidelity insurance secured pursuant to this paragraph shall name the State of Washington, the Department of Commerce, its agents, officers, and employees as beneficiary.
2. Subgrantees/subcontractors that receive $10,000 or more per year in funding through this Grant Agreement shall secure fidelity insurance as noted above. Fidelity insurance secured by subgrantees/subcontractors pursuant to this paragraph shall name the GRANTEE and the GRANTEE's fiscal agent (if any) as beneficiary.
3. Fidelity Insurance coverage shall be maintained in full force and effect from the start date of this Grant Agreement until GRANTEE has submitted a Closeout Certification Form, subject to the following: Fidelity Insurance must be issued on either (a) a "loss sustained" basis; or (b) if issued on a "loss-discovered" basis, provide coverage for at least 6 months following the date of COMMERCE's receipt of the Closeout Certification Form.
4. Fidelity Insurance for Organizations with No Employees.

   Notwithstanding Special Term and Condition 11(B)(4), the requirement for fidelity insurance described in that term is hereby waived as long as the GRANTEE does not have any employees (including, but not limited to, volunteers, work-study placements, and interns).

ii. The insurance required shall be issued by an insurance company authorized to do business within the State of Washington. Except as otherwise set forth in this Section, each insurance policy shall name "the State of Washington Department of Commerce, its agents, officers, and employees" as additional insureds on all policies. All policies shall be primary to any

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other valid and collectable insurance. The GRANTEE shall instruct the insurers to give COMMERCE 30 calendar days' advance notice of any insurance cancellation or modification.

iii. The GRANTEE shall submit to COMMERCE within 15 calendar days of the Grant Agreement start date, a certificate of insurance which outlines the coverage and limits defined in this insurance section including, without limitation, the type of insurance coverage under the policy, the designated beneficiary, who is covered, the amounts, the period of coverage, and that COMMERCE will be provided 30 days' advance written notice of cancellation. During the term of the Grant Agreement, the GRANTEE shall submit renewal certificates not less than 30 calendar days prior to expiration of each policy required under this Section. Additionally, GRANTEE shall provide copies of insurance instruments or certifications, at COMMERCE's request and until six (6) months after COMMERCE has received a Closeout Certification Form from GRANTEE. Copies of such insurance instruments and certifications will be provided within 15 calendar days of COMMERCE's request unless otherwise agreed to by the parties.

iv. GRANTEES and Local Governments that Participate in a Self-Insurance Program.

Self-Insured/Liability Pool or Self-Insured Risk Management Program – With prior approval from COMMERCE, the GRANTEE may provide the coverage above under a self-insured/liability pool or self-insured risk management program. In order to obtain permission from COMMERCE, the GRANTEE shall provide: (1) a description of its self-insurance program, and (2) a certificate and/or letter of coverage that outlines coverage limits and deductibles. All self-insured risk management programs or self-insured/liability pool financial reports must comply with Generally Accepted Accounting Principles (GAAP) and adhere to accounting standards promulgated by 1) Governmental Accounting Standards Board (GASB), 2) Financial Accounting Standards Board (FASB), and 3) the Washington State Auditor's annual instructions for financial reporting. GRANTEE's participating in joint risk pools shall maintain sufficient documentation to support the aggregate claim liability information reported on the balance sheet. The State of Washington, the Department of Commerce, its agents, and employees need not be named as additional insured under a self-insured property/liability pool, if the pool is prohibited from naming third parties as additional insured.

GRANTEE shall provide annually to COMMERCE a summary of coverages and a letter of self- insurance, evidencing continued coverage under GRANTEE's self-insured/liability pool or self-insured risk management program. Such annual summary of coverage and letter of self-insurance will be provided on the anniversary of the start date of this Grant Agreement.

12. ORDER OF PRECEDENCE

In the event of an inconsistency in this Grant Agreement, the inconsistency shall be resolved by giving precedence in the following order:

1) Applicable federal and State of Washington statutes and regulations
2) Special Terms and Conditions
3) General Terms and Conditions
4) Attachment A – Scope of Work
5) Attachment B – Project Budget
6) Attachment C – Certification of the Availability of Funds to Complete the Project
7) Attachment D – Certification of the Payment and Reporting of Prevailing Wages
8) Attachment E – Certification of Intent to Enter the Leadership in Energy and Environmental Design (LEED) Certification Process
9) Application as submitted by the GRANTEE for funding
10) Notice of Funding Availability

Program Guidelines, as revised. GRANTEE acknowledges that the Program Guidelines may be revised by COMMERCE from time to time and agrees that the most recent version of the Guidelines shall be applicable. COMMERCE will post notice on its website https://www.commerce.wa.gov/building-infrastructure/capital-facilities/ drawing attention to the sections of the Guidelines that have been revised.

13. REDUCTION IN FUNDS

In the event that funds appropriated for the Project contemplated under this Grant Agreement are withdrawn, reduced, or limited in any way by the Governor or the Washington State Legislature, or other funding source, during the Grant Agreement period, the parties understand and agree that COMMERCE may suspend, amend, or terminate the Grant Agreement to abide by the revised funding limitations. The parties understand and agree that GRANTEE shall be bound by any such revised funding limitations as implemented at the discretion of COMMERCE and shall meet and renegotiate the Grant Agreement accordingly.

14. REAPPROPRIATION

A. The parties hereto understand and agree that any State funds not expended by the End Date listed on the Face Sheet will lapse on that date unless specifically reappropriated by the Washington State Legislature. If funds are so reappropriated, the State's obligation under the terms of this Grant Agreement shall be contingent upon the terms of such reappropriation.

B. In the event any funds awarded under this Grant Agreement are reappropriated for use in a future biennium, COMMERCE reserves the right to assign a reasonable share of any such reappropriation for administrative costs.

15. OWNERSHIP OF PROJECT/CAPITAL FACILITIES

COMMERCE makes no claim to any real property improved or constructed with funds awarded under this Grant Agreement and does not assert and will not acquire any ownership interest in or title to the capital facilities and/or equipment constructed or purchased with state funds under this Grant Agreement; **provided, however, that** COMMERCE may be granted a security interest in real property to secure funds awarded under this Grant Agreement. This provision does not extend to Claims that COMMERCE may bring against the GRANTEE in recapturing funds expended in violation of this Grant Agreement.

16. CHANGE OF OWNERSHIP OR USE FOR GRANTEE-OWNED PROPERTY

A. The GRANTEE understands and agrees that any and all real property or facilities owned by the GRANTEE that are acquired, constructed, or otherwise improved using state funds under this Grant Agreement shall be held and used by the GRANTEE for the purpose or purposes stated elsewhere in this Grant Agreement for the Commitment Period as defined in Special Terms and Conditions Section 6(B).

B. This provision shall not be construed to prohibit the GRANTEE from selling any property or properties described in this Section; **provided, however, that** any such sale shall be subject to prior review and approval by COMMERCE and that all proceeds from such sale shall be applied to the purchase price of a different facility or facilities of equal or greater value than the original facility and that any such new facility or facilities will be used for the purpose or purposes stated elsewhere in this Grant Agreement.

C. In the event the GRANTEE is found to be out of compliance with this Section, the GRANTEE shall repay to the state general fund or state building construction account, as determined solely by COMMERCE, pursuant to General Terms and Conditions Section 34, the principal amount of the funds disbursed under the Grant Agreement, along with interest at the rate of the higher of: (i) five percent (5%) per annum, or (ii) the rate of interest of state of Washington general obligation bonds issued on the date most close in time to the effective date in which legislation authorized funding for the subject facility. Repayment shall be made pursuant to General Terms and

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Conditions Section 34 (Recapture). This repayment is in addition to any other remedies available at law or in equity.

17. CHANGE OF USE FOR LEASED PROPERTY PERFORMANCE MEASURE

A. The GRANTEE understands and agrees that any and all real property or facilities leased by the GRANTEE that are constructed, renovated, or otherwise improved using state funds under this Grant Agreement shall be used by the GRANTEE for the purpose or purposes stated elsewhere in this Grant Agreement for a period of the Commitment Period as defined in Special Terms and Conditions Section 6(B).

B. In the event the GRANTEE is found to be out of compliance with this Section, the GRANTEE shall repay to the state general fund or state building construction account, as determined solely by COMMERCE, pursuant to General Terms and Conditions Section 34, the principal amount of the funds disbursed under the Grant Agreement, along with interest at the rate of the higher of: (i) five percent (5%) per annum, or (ii) the rate of interest of state of Washington general obligation bonds issued on the date most close in time to the effective date in which legislation authorized funding for the subject facility Repayment shall be made pursuant to General Terms and Conditions Section 34 (Recapture). This repayment is in addition to any other remedies available at law or in equity.

18. MODIFICATION TO THE PROJECT BUDGET

A. Notwithstanding any other provision of this Grant Agreement, the GRANTEE may, its discretion, make modifications to Grant Amounts associated with line item(s) in Attachment B (Project Budget) that will not increase the Grant Amounts associated with line item(s) by more than 20%.

B. The GRANTEE shall notify COMMERCE in writing by email when proposing any budget modification or modifications to a line item in Attachment B (Project Budget) that would increase the Grant Amounts associated with line item(s) by more than 20%. Conversely, COMMERCE may initiate the budget modification approval process if presented with a request for payment under this Grant Agreement that would cause one or more budget line items to exceed the 20% threshold increase described above.

C. Any such budget modification or modifications as described above shall require the written approval of COMMERCE by email, and such written approval shall amend the Project Budget. Each party to this Grant Agreement will retain and make any and all documents related to such budget modifications a part of their respective Grant Agreement file.

D. Nothing in this Section shall be construed to permit an increase in the amount of funds available for the Project, as set forth in Special Terms and Conditions Section 2 (Compensation) of this Grant Agreement.

19. SIGNAGE, MARKERS AND PUBLICATIONS

A. Taxpayers of Washington State as participant in funding Project
If, during the period covered by this Grant Agreement, the GRANTEE displays or circulates any communication, publication, or donor recognition identifying the financial participants in the Project, any such communication or publication must identify “The Taxpayers of Washington State” as a participant.

B. Ensure coordinated Climate Commitment Act branding.
If Climate Commitment Act funding is involved in this Grant Agreement, then the following provisions apply to GRANTEE and its subgrantees/subcontractors including, without limitation, any and all contractors, subgrantees/subcontractors, service providers, and others who assist GRANTEE in implementing the Project in order to strengthen public awareness of how CCA funding is used and to ensure consistent branding and funding acknowledgments:

i. Funding source acknowledgement. - The GRANTEE must display or circulate in any and all communications including, without limitation, on websites and in announcements, press

releases, and publications used for media-related activities, publicity, and public outreach that: “This project is supported with funding from Washington’s Climate Commitment Act. The CCA supports Washington’s climate action efforts by putting cap-and-invest dollars to work reducing climate pollution, creating jobs, and improving public health. Information about the CCA is available at www.climate.wa.gov.”

ii. Include the “Climate Commitment Act” logo at climate.wa.gov/brandtoolkit, consistent with the branding guidelines posted at climate.wa.gov/brandtoolkit for:

a. any Project website or webpage that includes logos from other funding partners; and/or
b. any Project media or public information materials that include logos from other funding partners; and/or
c. On-site signage, to the extent possible. By way of example only, this means that for consumer-related projects or programs, a decal may be placed on front of installed heat pump or a logo printed on a delivery tag.

iii. The GRANTEE is responsible for ensuring that its subgrantees/subcontractors comply with Section 19(B).

20. HISTORICAL AND CULTURAL ARTIFACTS

Prior to approval and disbursement of any funds awarded under this Grant Agreement, GRANTEE shall cooperate with COMMERCE to complete the requirements of Governor’s Executive Order 21-02 or GRANTEE shall complete a review under Section 106 of the National Historic Preservation Act, if applicable. GRANTEE agrees that the GRANTEE is legally and financially responsible for compliance with all laws, regulations, and agreements related to the preservation of historical or cultural resources and agrees to hold harmless COMMERCE and the State of Washington in relation to any claim related to such historical or cultural resources discovered, disturbed, or damaged as a result of the Project funded by this Grant Agreement.

In addition to the requirements set forth in this Grant Agreement, GRANTEE shall, in accordance with Governor’s Executive Order 21-02 as applicable, coordinate with COMMERCE and the Washington State Department of Archaeology and Historic Preservation (DAHP), including any recommended consultation with any affected tribe(s), during Project design and prior to construction to determine the existence of any tribal cultural resources affected by Project. GRANTEE agrees to avoid, minimize, or mitigate impacts to the cultural resource as a continuing prerequisite to receipt of funds under this Grant Agreement.

The GRANTEE agrees that, unless the GRANTEE is proceeding under an approved historical and cultural monitoring plan or other memorandum of agreement, if historical or cultural artifacts are discovered during construction, the GRANTEE shall immediately stop construction and notify the local historical preservation officer and the State's historical preservation officer at DAHP, and the COMMERCE Representative identified on the Face Sheet. If human remains are uncovered, the GRANTEE shall report the presence and location of the remains to the coroner and local enforcement immediately, then contact DAHP and the concerned tribe's cultural staff or committee.

The GRANTEE shall require this provision to be contained in all subgrants/subcontracts for work or services related to the Project described in Attachment A (Scope of Work).

In addition to the requirements set forth in this Grant Agreement, GRANTEE agrees to comply with RCW 27.44 regarding Indian Graves and Records, RCW 27.53 regarding Archaeological Sites and Resources, RCW 68.60 regarding Abandoned and Historic Cemeteries and Historic Graves, and WAC 25-48 regarding Archaeological Excavation and Removal Permits.

Completion of the requirements of Section 106 of the National Historic Preservation Act shall substitute for completion of Governor’s Executive Order 21-02.

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In the event that the GRANTEE finds it necessary to amend the Project described in Attachment A (Scope of Work), the GRANTEE may be required to re-comply with Governor's Executive Order 21-02 or Section 106 of the National Historic Preservation Act.

21. TERMINATION FOR FRAUD OR MISREPRESENTATION

In the event the GRANTEE commits fraud or makes any misrepresentation in connection with the grant application or during the performance of this Grant Agreement, COMMERCE reserves the right to terminate or amend this Grant Agreement, accordingly, including the right to recapture all funds disbursed to the GRANTEE under the Grant Agreement.

22. FRAUD AND OTHER LOSS REPORTING

GRANTEE shall report in writing all known or suspected fraud or other loss of any funds or other property furnished under this Grant Agreement immediately or as soon as practicable to the COMMERCE Representative identified on the Face Sheet.

23. PUBLIC RECORDS ACT

Notwithstanding General Terms and Conditions Section 13 (Confidentiality/Safeguarding of Information), COMMERCE is a public agency subject to the Public Records Act, RCW 42.56 (PRA). Under the PRA, all materials relating to the conduct of government or the performance of any governmental or proprietary function prepared, owned, used, or retained by COMMERCE or its functional equivalents are considered public records. The PRA requires that public records responsive to a public records request be promptly produced unless the PRA or an “other statute” exempts such records from production. This Grant Agreement is not intended to alter COMMERCE’s obligations under the PRA. The parties agree that if COMMERCE receives a public records request for files that may include confidential information under General Terms and Conditions Section 13 (Confidentiality/Safeguarding of Information), COMMERCE may notify the other party of the request and of the date that the records will be released to the requester unless GRANTEE obtains a court order enjoining disclosure. If the GRANTEE fails to obtain the court order enjoining disclosure, COMMERCE may release the requested information on the date specified. If the GRANTEE obtains a court order from a court of competent jurisdiction enjoining disclosure pursuant to the PRA, COMMERCE shall maintain the confidentiality of the information per the court order.

24. APPLICABILITY OF COPYRIGHT PROVISIONS TO ARCHITECTURAL/ENGINEERING DESIGN WORK

General Terms and Conditions Section 16 (Copyright Provisions) are not intended to apply to any architectural and engineering design work funded by this Grant Agreement.

25. TREATMENT OF ASSETS

Title to all property furnished by COMMERCE shall remain in COMMERCE. General Terms and Conditions Section 47 (Treatment of Assets) is superseded by this provision.

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GENERAL TERMS AND CONDITIONS

GENERAL GRANT
STATE FUNDS

1. DEFINITIONS

As used throughout this Grant Agreement, the following terms shall have the meaning set forth below:

A. "Authorized Representative" shall mean the Director and/or the designee authorized in writing to act on the Director's behalf.
B. "Claim" shall mean any and all claims, losses, costs, damage, expenses, liabilities, liens, actions, causes of action (whether in tort or contract, law or equity, or otherwise), and attorneys' fees and costs.
C. "COMMERCE" shall mean the Washington State Department of Commerce.
D. "Grant Agreement" shall mean the entire written agreement between COMMERCE and the GRANTEE, including any attachments, exhibits, documents, or materials incorporated by reference, and any amendments executed by the parties.
E. "GRANTEE" shall mean the entity identified on the Face Sheet performing service(s) under this Grant Agreement and shall include all employees and agents of the GRANTEE.
F. "Personal Information" shall mean information identifiable to any person, including, but not limited to, information that relates to a person's name, health, finances, education, business, use, or receipt of governmental services or other activities, addresses, telephone numbers, social security numbers, driver license numbers, other identifying numbers, and any financial identifiers.
G. "State" shall mean the State of Washington.
H. "Subgrantee/subcontractor" shall mean one not in the employment of the GRANTEE, who is performing all or part of those services under this Grant Agreement under a separate subcontract or subgrant with the GRANTEE. The term "subgrantee/subcontractor" refers to subgrantees/subcontractors of any tier.

2. ACCESS TO DATA

In compliance with RCW 39.26.180, the GRANTEE shall provide access to data generated under this Grant Agreement to COMMERCE, the Joint Legislative Audit and Review Committee, and the Office of the State Auditor at no additional cost. This includes access to all information that supports the findings, conclusions, and recommendations of the GRANTEE's reports, including computer models and the methodology for those models.

3. ADVANCE PAYMENTS PROHIBITED

No payments in advance of or in anticipation of goods or services to be provided under this Grant Agreement shall be made by COMMERCE.

4. ALL WRITINGS CONTAINED HEREIN

This Grant Agreement contains all the terms and conditions agreed upon by the parties. Such amendments shall not be binding unless they are in writing and signed by personnel authorized to bind each of the parties. No other understandings, oral or otherwise, regarding the subject matter of this Grant Agreement shall be deemed to exist or to bind any of the parties hereto.

5. ALLOWABLE COSTS

Costs allowable under this Grant Agreement are actual expenditures according to an approved budget up to the maximum amount stated on the Grant Agreement Award or Amendment Face Sheet.

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6. AMENDMENTS

This Grant Agreement may be amended by mutual agreement of the parties. Such amendments shall not be binding unless they are in writing and signed by personnel authorized to bind each of the parties. No other understandings, oral or otherwise, regarding the subject matter of this Grant Agreement shall be deemed to exist or to bind any of the parties hereto.

7. AMERICANS WITH DISABILITIES ACT (ADA) OF 1990, PUBLIC LAW 101-336, ALSO REFERRED TO AS THE "ADA" 28 CFR PART 35

The GRANTEE must comply with the ADA, which provides comprehensive civil rights protection to individuals with disabilities in the areas of employment, public accommodations, state and local government services, and telecommunications.

8. ASSIGNMENT

Neither this Grant Agreement nor any Claim arising under this Grant Agreement, shall be transferred or assigned by the GRANTEE without prior written consent of COMMERCE.

9. ATTORNEYS' FEES

Unless expressly permitted under another provision of the Grant Agreement, in the event of litigation or other action brought to enforce Grant Agreement terms, each party agrees to bear its own attorneys' fees and costs.

10. AUDIT

A. General Requirements

COMMERCE reserves the right to require an audit. If required, GRANTEEs are required to procure audit services, at the request of COMMERCE, and provide documentation of the audit to COMMERCE based on the following guidelines.

The GRANTEE shall maintain its records and accounts so as to facilitate audits and shall ensure that subgrantees/subcontractors also maintain auditable records.

The GRANTEE is responsible for any audit exceptions incurred by its own organization or that of its subgrantees/subcontractors.

COMMERCE reserves the right to recover from the GRANTEE all disallowed costs resulting from the audit.

Responses to any unresolved management findings and disallowed or questioned costs shall be included with the audit report. The GRANTEE must respond to COMMERCE requests for information or corrective action concerning audit issues within 30 calendar days of the date of request.

B. State Funds Requirements

In the event an audit is required, if the GRANTEE is a state or local government entity, the Office of the State Auditor shall conduct the audit. Audits of non-profit organizations are to be conducted by a qualified certified public accountant.

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The GRANTEE shall include the above audit requirements in any and all subgrants or subcontracts.

In any case, the GRANTEE's records must be available for review by COMMERCE at any time during the Commitment Period as defined in Special Terms and Conditions Section 6(B).

C. Documentation Requirements

The GRANTEE must send a copy of the audit report described above no later than 9 months after the end of the GRANTEE's fiscal year(s) by sending a scanned copy to comacctoffice@commerce.wa.gov or a hard copy to:

Washington State Department of Commerce
ATTN: Audit Review and Resolution Office
1500 Jefferson Street SE
PO Box 42525
Olympia. WA 98501

In addition to sending a copy of the audit, when applicable, the GRANTEE must include:

i. Corrective action plan for audit findings within three (3) months of the audit being received by COMMERCE; and
ii. Copy of the Management Letter.

If the GRANTEE is required to obtain a single audit consistent with Circular A-133 requirements, a copy must be provided to COMMERCE; no other report is required.

11. BREACHES OF OTHER STATE CONTRACTS

GRANTEE is expected to comply with all other contracts and grant agreements executed between GRANTEE and the State of Washington. A breach of any other contract or grant agreement entered into between GRANTEE and the State of Washington may, in COMMERCE's sole discretion, be deemed a breach of this Grant Agreement.

12. CODE REQUIREMENTS

All construction and rehabilitation projects must satisfy the requirements of applicable local, state, and federal building, mechanical, plumbing, fire, energy and barrier-free codes. Compliance with the Americans with Disabilities Act of 1990 28 C.F.R. Part 35 will be required, as specified by the local building Department.

13. CONFIDENTIALITY/SAFEGUARDING OF INFORMATION

A. "Confidential Information" as used in this Section includes:

i. All material provided to the GRANTEE by COMMERCE that is designated as "confidential" by COMMERCE; and

ii. All material produced by the GRANTEE that is designated as "confidential" by COMMERCE; and
iii. All Personal Information in the possession of the GRANTEE that may not be disclosed under state or federal law.

B. The GRANTEE shall comply with all state and federal laws related to the use, sharing, transfer, sale, or disclosure of Confidential Information. The GRANTEE shall use Confidential Information solely for the purposes of this Grant Agreement and shall not use, share, transfer, sell, or disclose

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any Confidential Information to any third party except with the prior written consent of COMMERCE or as may be required by law. The GRANTEE shall take all necessary steps to assure that Confidential Information is safeguarded to prevent unauthorized use, sharing, transfer, sale, or disclosure of Confidential Information or violation of any related state or federal laws. Upon request, the GRANTEE shall provide COMMERCE with its policies and procedures on confidentiality. COMMERCE may require changes to such policies and procedures as they apply to this Grant Agreement whenever COMMERCE reasonably determines that changes are necessary to prevent unauthorized disclosures. The GRANTEE shall make the changes within the time period specified by COMMERCE. Upon request, the GRANTEE shall immediately return to COMMERCE any Confidential Information that COMMERCE reasonably determines has not been adequately protected by the GRANTEE against unauthorized disclosure.

C. Unauthorized Use or Disclosure. The GRANTEE shall notify COMMERCE within 5 working days of GRANTEE's discovery of any unauthorized use or disclosure of any confidential information and shall take necessary steps to mitigate the harmful effects of such use or disclosure.

14. CONFORMANCE

If any provision of this Grant Agreement violates any statute or rule of law of the State of Washington, it is considered modified to conform to that statute or rule of law.

15. CONFLICT OF INTEREST

Notwithstanding any determination by the Executive Ethics Board or other tribunal, COMMERCE may, in its sole discretion, by written notice to the GRANTEE terminate this Grant Agreement if it is found after due notice and examination by COMMERCE that there is a violation of the Ethics in Public Service Act, RCW 42.52 and RCW 42.23, or any similar statute involving the GRANTEE in the procurement of, or performance under, this Grant Agreement.

Specific restrictions apply to contracting with current or former state employees pursuant to RCW 42.52. The GRANTEE and all subgrantees/subcontractors (if any) must identify any person employed in any capacity by the State of Washington that worked on this Grant Agreement, or any matter related to the Project funded under this Grant Agreement or any other state funded project, including, but not limited to, formulating or drafting legislation, participating in grant procurement, planning and execution, awarding grants, or monitoring grants, during the 24 month period preceding the start date of this Grant Agreement. Any person identified by the GRANTEE and their subgrantees/subcontractors (if any) must be identified individually by name, the agency previously or currently employed by, job title or position held, and separation date. If it is determined by COMMERCE that a conflict of interest exists, the GRANTEE may be disqualified from further consideration for the award of a grant.

In the event this Grant Agreement is terminated as provided above, COMMERCE shall be entitled to pursue the same remedies against the GRANTEE as it could pursue in the event of a breach of the Grant Agreement by the GRANTEE. The rights and remedies of COMMERCE provided for in this clause shall not be exclusive and are in addition to any other rights and remedies provided by law. The existence of facts upon which COMMERCE makes any determination under this clause shall be an issue and may be reviewed as provided in Section 18 General Terms and Conditions (Disputes) of this Grant Agreement.

16. COPYRIGHT PROVISIONS

Unless otherwise provided, all Materials produced under this Grant Agreement shall be considered "works for hire" as defined by the U.S. Copyright Act and shall be owned by COMMERCE. COMMERCE shall be considered the author of such Materials. In the event that the Materials are not considered "works for hire" under the U.S. Copyright laws, the GRANTEE hereby irrevocably assigns

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all right, title, and interest in all Materials, including all intellectual property rights, moral rights, and rights of publicity to COMMERCE effective from the moment of creation of such Materials.

"Materials" means all items in any format and includes, but is not limited to, data, reports, documents, pamphlets, advertisements, books, magazines, surveys, studies, computer programs, films, tapes, and/or sound reproductions. "Ownership" includes the right to copyright, patent, and register as well as the ability to transfer these rights.

For Materials that are delivered under the Grant Agreement, but that incorporate pre-existing materials not produced under the Grant Agreement, the GRANTEE grants to COMMERCE a nonexclusive, royalty-free, irrevocable license (with rights to sublicense to others) in such Materials to translate, reproduce, distribute, prepare derivative works, publicly perform, and publicly display. The GRANTEE warrants and represents that the GRANTEE has all rights and permissions, including intellectual property rights, moral rights, and rights of publicity, necessary to grant such a license to COMMERCE.

The GRANTEE shall exert all reasonable effort to advise COMMERCE, at the time of delivery of Materials furnished under this Grant Agreement, of all known or potential invasions of privacy contained therein and of any portion of such document which was not produced in the performance of this Grant Agreement. The GRANTEE shall provide COMMERCE with prompt written notice of each notice or claim of infringement received by the GRANTEE with respect to any Materials delivered under this Grant Agreement. COMMERCE shall have the right to modify or remove any restrictive markings placed upon the Materials by the GRANTEE.

17. DISALLOWED COSTS

The GRANTEE is responsible for any audit exceptions or disallowed costs incurred by its own organization or that of its subgrantees/subcontractors.

18. DISPUTES

Except as otherwise provided in this Grant Agreement, when a dispute arises between the parties and it cannot be resolved by direct negotiation, either party may request a dispute hearing with the Director of COMMERCE, who may designate a neutral person to decide the dispute.

The request for a dispute hearing must:

- **i.** be in writing;
- **ii.** state the disputed issues;
- **iii.** state the relative positions of the parties;
- **iv.** state the GRANTEE's name, address, and Grant Agreement number; and
- **v.** be mailed to the Director and the other party's (respondent's) Grant Agreement Representative within 3 working days after the parties agree that they cannot resolve the dispute.

The respondent shall send a written answer to the requestor's statement to both the Director or the Director's designee and the requestor within five (5) working days.

The Director or designee shall review the written statements and reply in writing to both parties within 10 working days. The Director or designee may extend this period if necessary by notifying the parties.

The decision shall not be admissible in any succeeding judicial or quasi-judicial proceeding.

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The parties agree that this dispute process shall precede any action in a judicial or quasi-judicial tribunal.

Nothing in this Grant Agreement shall be construed to limit the parties' choice of a mutually acceptable alternate dispute resolution (ADR) method in addition to the dispute hearing procedure outlined above.

19. DUPLICATE PAYMENT

COMMERCE shall not pay the GRANTEE, if the GRANTEE has charged or will charge the State of Washington or any other party under any other grant, subgrant/subcontract, contract, or agreement, for the same services or expenses. The GRANTEE certifies that work to be performed under this Grant Agreement does not duplicate any work to be charged against any other grant, subgrant/subcontract, contract, or agreement.

20. GOVERNING LAW AND VENUE

This Grant Agreement shall be construed and interpreted in accordance with the laws of the State of Washington, and the venue of any action brought hereunder shall be in the Superior Court for Thurston County.

21. INDEMNIFICATION

To the fullest extent permitted by law, the GRANTEE shall indemnify, defend, and hold harmless the State of Washington, COMMERCE, agencies of the State, and all officials, agents, employees, and representatives of the State, from and against all Claims for injuries or death arising out of or resulting from the performance of the Grant Agreement.

The GRANTEE'S obligation to indemnify, defend, and hold harmless includes any Claim by any and all of GRANTEE'S agents, employees, representatives, and/or subgrantee(s)/subcontractor(s) (and their agents, employees, and representatives, to the extent that GRANTEE is using any subgrantee/subcontractor for the Project).

The GRANTEE'S obligations shall not include such Claims that may be caused by the sole negligence of the State and its agencies, officials, agents, and/or employees. If the Claims or damages are caused by or result from the concurrent negligence of (a) the State, its agents, and/or employees and (b) the GRANTEE, its subgrantees/subcontractors, agents, and/or employees, this indemnity provision shall be valid and enforceable only to the extent of the negligence of the GRANTEE (and/or its subgrantees/subcontractors) and their agents, officers, representatives, and/or employees.

The GRANTEE waives its immunity under RCW 51 to the extent it is required to indemnify, defend, and hold harmless the State and its agencies, officers, agents, and/or employees.

22. INDEPENDENT CAPACITY OF THE GRANTEE

The parties intend that an independent contractor relationship will be created by this Grant Agreement. The GRANTEE and its employees, officers, representatives, and/or agents performing under this Grant Agreement are not employees or agents of the State of Washington or COMMERCE. The GRANTEE will not hold itself out as or claim to be an officer or employee of COMMERCE or of the State of Washington by reason hereof, nor will the GRANTEE make any claim of right, privilege, or benefit which would accrue to such officer or employee under law. Conduct and control of the work associated with the Project will be solely with the GRANTEE.

23. INDUSTRIAL INSURANCE COVERAGE

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The GRANTEE shall comply with all applicable provisions of RCW 51 (Industrial Insurance). If the GRANTEE fails to provide industrial insurance coverage or fails to pay premiums or penalties on behalf of its employees as may be required by law, COMMERCE may collect from the GRANTEE the full amount payable to the Industrial Insurance Accident Fund. COMMERCE may deduct the amount owed by the GRANTEE to the accident fund from the amount payable to the GRANTEE by COMMERCE under this Grant Agreement and transmit the deducted amount to the Department of Labor and Industries (L&I) Division of Insurance Services. This provision does not waive any of L&I's rights to collect from the GRANTEE.

24. LAWS

The GRANTEE shall comply with all applicable laws, ordinances, codes, regulations, and policies of local and state and federal governments, as now or hereafter amended.

25. LICENSING, ACCREDITATION, AND REGISTRATION

The GRANTEE shall comply with all applicable local, state, and federal licensing, accreditation, and registration requirements or standards necessary for the performance of this Grant Agreement.

26. LIMITATION OF AUTHORITY

Only the Authorized Representative or Authorized Representative's delegate by writing (delegation to be made prior to action) shall have the express, implied, or apparent authority to enter, alter, amend, modify, or waive any clause or condition of this Grant Agreement. Furthermore, any alteration, amendment, modification, or waiver of any clause or condition of this Grant Agreement is not effective or binding unless made in writing and signed by the Authorized Representative.

27. LOCAL PUBLIC TRANSPORTATION COORDINATION

Where applicable, GRANTEE shall participate in local public transportation forums and implement strategies designed to ensure access to services.

28. NONCOMPLIANCE WITH NONDISCRIMINATION LAWS

A. During the performance of this Grant Agreement, the GRANTEE, including any subgrantee/subcontractor, shall comply with all federal, state, and local nondiscrimination laws, regulations, and policies including, but not be limited to, not discriminate on the bases enumerated at RCW 49.60.530(3). In addition, GRANTEE, including any subcontractor, shall give written notice of this nondiscrimination requirement to any labor organizations with which GRANTEE, or subgrantee/subcontractor, has a collective bargaining or other agreement. The funds provided under this Grant Agreement shall not be used to fund religious worship, exercise, or instruction. No person shall be required to participate in any religious worship, exercise, or instruction in order to have access to the facilities funded by this Grant Agreement.

B. Obligation to Cooperate. GRANTEE, including any subcontractor, shall cooperate and comply with any Washington state agency investigation regarding any allegation that GRANTEE, including any subgrantee/subcontractor, has engaged in discrimination prohibited by this Grant Agreement pursuant to RCW 49.60.530(3).

C. Default. Notwithstanding any provision to the contrary, COMMERCE may suspend GRANTEE, including any subgrantee/subcontractor, upon notice of a failure to participate and cooperate with any state agency investigation into alleged discrimination prohibited by this Grant Agreement, pursuant to RCW 49.60.530(3). Any such suspension will remain in place until COMMERCE receives notification that GRANTEE, including any subgrantee/subcontractor, is cooperating with the investigating state agency. In the event GRANTEE, or subgrantee/subcontractor, is determined to have engaged in discrimination identified at RCW 49.60.530(3), COMMERCE may

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terminate this Agreement in whole or in part, and GRANTEE, subgrantee/subcontractor, or both, may be referred for debarment as provided in RCW 39.26.200. GRANTEE or subgrantee/subcontractor may be given a reasonable time in which to cure this noncompliance, including implementing conditions consistent with any court-ordered injunctive relief or settlement agreement.

29. PAY EQUITY

The GRANTEE agrees to ensure that "similarly employed" individuals in its workforce are compensated as equals, consistent with the following:

A. Employees are "similarly employed" if the individuals work for the same employer, the performance of the job requires comparable skill, effort, and responsibility, and the jobs are performed under similar working conditions. Job titles alone are not determinative of whether employees are similarly employed;

B. GRANTEE may allow differentials in compensation for its workers if the differentials are based in good faith and on any of the following:

i. A seniority system; a merit system; a system that measures earnings by quantity or quality of production; a bona fide job-related factor or factors; or a bona fide regional difference in compensation levels; and/or

ii. A bona fide job-related factor or factors may include, but not be limited to, education, training, or experience that is: Consistent with business necessity; not based on or derived from a gender-based differential; and accounts for the entire differential; and/or

iii. A bona fide regional difference in compensation level must be: Consistent with business necessity; not based on or derived from a gender-based differential; and account for the entire differential.

This Grant Agreement may be terminated by COMMERCE, if COMMERCE or the Department of Enterprise Services determines that the GRANTEE is not in compliance with this Section.

30. POLITICAL ACTIVITIES

Political activity of GRANTEE employees and officers are limited by the Campaign Disclosure and Contribution provisions of RCW 42.17a and the Federal Hatch Act, 5 USC 1501 - 1508.

No funds may be used for working for or against ballot measures or for or against the candidacy of any person for public office.

31. PREVAILING WAGE LAW

The GRANTEE certifies that all subgrantees/subcontractors performing work on the Project shall comply with State Prevailing Wages on Public Works, RCW 39.12, as applicable to the Project funded by this Grant Agreement, including, but not limited to, the filing of the "Statement of Intent to Pay Prevailing Wages" and "Affidavit of Wages Paid" as required by RCW 39.12.040. The GRANTEE shall maintain records sufficient to evidence compliance with RCW 39.12 and shall make such records available for COMMERCE's review upon request. The GRANTEE is advised to consult the Industrial Statistician at the Washington Department of Labor and Industries to determine whether prevailing wages must be paid. COMMERCE is not responsible for determining whether prevailing wage applies to this Project or for any prevailing wage payments that may be required by law.

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32. PROHIBITION AGAINST PAYMENT OF BONUS OR COMMISSION

The funds provided under this Grant Agreement shall not be used in payment of any bonus or commission for the purpose of obtaining approval of the application for such funds or any other approval or concurrence under this Grant Agreement **provided, however, that** reasonable fees or bona fide technical consultant, managerial, or other such services, other than actual solicitation, are not hereby prohibited if otherwise eligible as Project costs.

33. PUBLICITY

The GRANTEE agrees not to publish or use any advertising or publicity materials in which the State of Washington or COMMERCE's name is mentioned, or language used from which the connection with the State of Washington's or COMMERCE's name may reasonably be inferred or implied, without the prior written consent of COMMERCE.

34. RECAPTURE

In the event that the GRANTEE fails to perform this Grant Agreement in accordance with state or federal laws, and/or the provisions of this Grant Agreement, COMMERCE reserves the right to recapture funds in an amount to compensate COMMERCE for the noncompliance (which may include all funds disbursed under the Grant Agreement, along with interest at the rate of the higher of: (i) five percent (5%) per annum, or (ii) the rate of interest of state of Washington general obligation bonds issued on the date most close in time to the effective date in which legislation authorized funding for the subject facility) in addition to any other remedies available at law or in equity.

COMMERCE's ability to recapture or seek remedies shall survive any receipt of a Closeout Certification Form or termination of this Grant Agreement.

Repayment by the GRANTEE of funds under this Section shall occur within the time period specified by COMMERCE. In the alternative, COMMERCE may recapture such funds from payments due under this Grant Agreement.

35. RECORDS MAINTENANCE

The GRANTEE shall maintain books, records, documents, data, and other evidence relating to this Grant Agreement and performance of the services described herein, including, but not limited to, accounting procedures and practices that sufficiently and properly reflect all direct and indirect costs of any nature expended in the performance of this Grant Agreement.

GRANTEE shall retain such records for a period of 6 years following the date of final payment. At no additional cost, these records, including materials generated under the Grant Agreement, shall be subject at all reasonable times to inspection, review, or audit by COMMERCE, personnel duly authorized by COMMERCE, the Office of the State Auditor, and federal and state officials so authorized by law, regulation, or agreement.

If any litigation, Claim, or audit is started before the expiration of the 6 year period, the records shall be retained until all litigation, Claims, or audit findings involving the records have been resolved.

36. REGISTRATION WITH DEPARTMENT OF REVENUE AND SECRETARY OF STATE

If required by law, the GRANTEE shall complete registration with the Washington State Department of Revenue. Nonprofit and for-profit businesses must also be registered with the Washington Secretary of State and current with all required filings.

37. RIGHT OF INSPECTION

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At no additional cost, the GRANTEE shall provide right of access to its facilities to COMMERCE, or any of its officers, or to any other authorized agent or official of the State of Washington or the federal government, at all reasonable times, in order to monitor and evaluate performance, compliance, and/or quality assurance under this Grant Agreement. At no additional cost, the GRANTEE shall also provide any documents related to this Grant Agreement to COMMERCE upon request to assist COMMERCE in the periodic monitoring of this Grant Agreement.

38. SAVINGS

In the event funding from state, federal, or other sources is withdrawn, reduced, or limited in any way after the effective date of this Grant Agreement and prior to normal completion, COMMERCE may terminate the Grant Agreement under the "Termination for Convenience" clause, without the 10 calendar day notice requirement. In lieu of termination, the Grant Agreement may be amended to reflect the new funding limitations and conditions.

39. SEVERABILITY

The provisions of this Grant Agreement are intended to be severable. If any term or provision is illegal or invalid for any reason whatsoever, such illegality or invalidity shall not affect the validity of the remainder of the Grant Agreement.

40. SITE SECURITY

While on COMMERCE premises, GRANTEE, its agents, employees, and/or subgrantees/subcontractors shall conform in all respects with physical, fire, and other security policies or regulations.

41. SUBGRANTING/SUBCONTRACTING

A. GRANTEE must execute binding agreements with all subgrantees/subcontractors that will perform work under this Grant Agreement.

B. GRANTEE must ensure that any and all subgrantees/subcontractors that perform work related to this Project are duly authorized and licensed in Washington State to perform the work contemplated by this Grant Agreement.

C. Neither the GRANTEE nor any subgrantee/subcontractor shall enter into subgrants/subcontracts for any of the work associated with the Project contemplated under this Grant Agreement without obtaining prior written approval of COMMERCE. In no event shall the existence of the subgrant/subcontract operate to release or reduce the liability of the GRANTEE to COMMERCE for any breach in the performance of the GRANTEE's duties. This clause does not include grants of employment between the GRANTEE and personnel assigned to perform work associated with the Project under this Grant Agreement.

D. Additionally, the GRANTEE is responsible for ensuring that all terms, conditions, assurances, and certifications set forth in this Grant Agreement are carried forward to any subgrants/subcontracts. Every subgrant/subcontract shall include a term that COMMERCE and the State of Washington are not liable for Claims or damages arising from a subgrantee's/subcontractor's performance of the subgrant/subcontract. GRANTEE and its subgrantees/subcontractors agree not to release, divulge, publish, transfer, sell or otherwise make known to unauthorized persons personal information without the express written consent of COMMERCE or as provided by law.

E. Data Collection - GRANTEE will submit reports, in a form and format to be provided by COMMERCE and at intervals as agreed by the parties, regarding work under this Grant

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Agreement performed by subgrantees/subcontractors and the portion of grant funds expended for work performed by subgrantees/subcontractors, including, but not necessarily limited to, minority-owned, woman-owned, and veteran-owned business subgrantees/ subcontractors.

F. The GRANTEE shall maintain written procedures related to subgrantees/subcontractors as well as copies of all subgrants and subcontracts and associated records. For cause, COMMERCE in writing may: (a) require the GRANTEE to amend its procedures for subgrantees/subcontractors as they relate to this Grant Agreement; (b) prohibit the GRANTEE from hiring subgrantees/subcontractors with a particular person or entity; or (c) require the GRANTEE to rescind or amend a subgrant or subcontract.

G. The GRANTEE is responsible to COMMERCE if the subgrantee/subcontractor fails to comply with any applicable term or condition of this Grant Agreement. The GRANTEE shall appropriately monitor the activities of the subgrantee/subcontractor to assure fiscal conditions of this Grant Agreement. In no event shall the existence of a subgrant or subcontract operate to release or reduce the liability of the GRANTEE to COMMERCE for any breach in the performance of the GRANTEE's duties.

H. Every subgrantee/subcontractor shall include a term that COMMERCE and the State are not liable for claims or damages arising from a subgrantee's/subcontractor's performance of the subgrant or subcontract.

42. SURVIVAL

The terms, conditions, and warranties contained in this Grant Agreement that by their sense and context are intended to survive the completion of the performance, cancellation, or termination of this Grant Agreement shall so survive including, without limitation, any Recapture provision in this Grant Agreement.

43. TAXES

All payments accrued on account of payroll taxes, unemployment contributions, the GRANTEE's income or gross receipts, and/or any other taxes, insurance, or expenses for the GRANTEE or its staff shall be the sole responsibility of the GRANTEE.

44. TERMINATION FOR CAUSE

In the event COMMERCE determines the GRANTEE has failed to comply with the conditions of this Grant Agreement in a timely manner, COMMERCE has the right to suspend or terminate this Grant Agreement. Before suspending or terminating the Grant Agreement, COMMERCE shall notify the GRANTEE in writing of the need to take corrective action. If corrective action is not taken within 30 calendar days, the Grant Agreement may be terminated or suspended.

In the event of termination or suspension, the GRANTEE shall be liable for damages as authorized by law including, but not limited to, any cost difference between the original Grant Agreement and the replacement or cover Grant Agreement and all administrative costs directly related to the replacement Grant Agreement (e.g., cost of the competitive bidding, mailing, advertising and staff time).

COMMERCE reserves the right to suspend all or part of the Grant Agreement, withhold further payments, or prohibit the GRANTEE from incurring additional obligations of funds during investigation of the alleged compliance breach and pending corrective action by the GRANTEE or a decision by COMMERCE to terminate the Grant Agreement. A termination shall be deemed a "Termination for Convenience" under General Terms and Conditions Section 45 (Termination for Convenience) if it is

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determined that the GRANTEE: (1) was not in default; or (2) failure to perform was outside of his or her control, fault or negligence.

The rights and remedies of COMMERCE provided in this Grant Agreement are not exclusive and are in addition to any other rights and remedies provided by law.

45. TERMINATION FOR CONVENIENCE

Except as otherwise provided in this Grant Agreement, COMMERCE may, by 10 business days written notice, beginning on the second day after written notice is sent, terminate or suspend this Grant Agreement, in whole or in part. If this Grant Agreement is so terminated or suspended, COMMERCE shall be liable only for payment required under the terms of this Grant Agreement for services rendered or goods delivered prior to the effective date of termination or suspension.

46. TERMINATION OR SUSPENSION FOR LOSS OR REDUCTION OF FUNDING

The Washington State Constitution Article 8 Section 4 and RCW 43.88.130 and RCW 43.88.290 prohibit the expenditure or commitment of state funds in the absence of appropriation. In the event that funding or appropriation is not available at the time the request for reimbursement and supporting documentation are submitted, the issuance of payments will be delayed or suspended until such time as funds or appropriation become available. If funding does not become available within a reasonable time, COMMERCE may terminate the Grant Agreement, by notice to the GRANTEE Representative. Termination shall be effective as of the date of suspension.

If the Grant Agreement amount is not fully drawn down and should the Washington State Legislature fail to enact a budget appropriating funds to fulfill the contractual obligation outlined in this Grant Agreement by midnight of June 30 of each odd-number year, the GRANTEE shall immediately suspend all reimbursable work under this Grant Agreement and take all reasonable steps necessary to minimize the cost of performance directly attributable to such suspension until the suspension is cancelled. COMMERCE shall notify the GRANTEE immediately upon the lifting of the suspension.

Further, should there be any loss or suspension of federal funding that supports this Grant Agreement, the Grant Agreement may be immediately suspended by COMMERCE upon notice to the GRANTEE. Should federal funding that supports this Grant Agreement be terminated, this Grant Agreement and all obligations, including payment for work done under this Grant Agreement, will be terminated as of the date of the termination of the federal funding.

Payment for any work done on the Grant Agreement prior to the loss of funding shall be done in accordance with the requirements of the funding source.

47. TERMINATION PROCEDURES

Upon termination of this Grant Agreement, COMMERCE, in addition to any other rights provided in this Grant Agreement, may require the GRANTEE to deliver to COMMERCE any property specifically produced or acquired for the performance of such part of this Grant Agreement as has been terminated. The provisions of the "Treatment of Assets" clause shall apply in such property transfer.

COMMERCE shall pay to the GRANTEE the agreed upon price, if separately stated, for completed work and services accepted by COMMERCE, and the amount agreed upon by the GRANTEE and COMMERCE for (i) completed work and services for which no separate price is stated, (ii) partially completed work and services, (iii) other property or services that are accepted by COMMERCE, and (iv) the protection and preservation of property, unless the termination is for default, in which case the Authorized Representative shall determine the extent of the liability of COMMERCE. Failure to agree with such determination shall be a dispute within the meaning of the "Disputes" clause of this Grant Agreement. COMMERCE may withhold from any amounts due the GRANTEE such sum as the

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Authorized Representative determines to be necessary to protect COMMERCE against potential loss or liability.

The rights and remedies of COMMERCE provided in this Section shall not be exclusive and are in addition to any other rights and remedies provided by law or under this Grant Agreement.

After receipt of a notice of termination, and except as otherwise directed by the Authorized Representative, the GRANTEE shall:

1) Stop work under the Grant Agreement on the date, and to the extent specified, in the notice;
2) Place no further orders or subgrants/subcontracts for materials, services, or facilities except as may be necessary for completion of such portion of the work under the Grant Agreement that is not terminated;
3) Assign to COMMERCE, in the manner, at the times, and to the extent directed by the Authorized Representative, all of the rights, title, and interest of the GRANTEE under the orders and subgrants/subcontracts so terminated, in which case COMMERCE has the right, at its discretion, to settle or pay any or all Claims arising out of the termination of such orders and subgrants/subcontracts;
4) Settle all outstanding liabilities and all Claims arising out of such termination of orders and subgrants/subcontracts, with the approval or ratification of the Authorized Representative to the extent the Authorized Representative may require, which approval or ratification shall be final for all the purposes of this clause;
5) Transfer title to COMMERCE and deliver in the manner, at the times, and to the extent directed by the Authorized Representative any property which, if the Grant Agreement had been completed, would have been required to be furnished to COMMERCE;
6) Complete performance of such part of the work associated with the Project as shall not have been terminated by the Authorized Representative; and
7) Take such action as may be necessary, or as the Authorized Representative may direct, for the protection and preservation of the property related to this Grant Agreement, which is in the possession of the GRANTEE and in which COMMERCE has or may acquire an interest.

48. TREATMENT OF ASSETS

Title to all property furnished by COMMERCE shall remain in COMMERCE. Title to all property furnished by the GRANTEE, for the cost of which the GRANTEE is entitled to be reimbursed as a direct item of cost under this Grant Agreement, shall pass to and vest in COMMERCE upon delivery of such property by the GRANTEE. Title to other property, the cost of which is reimbursable to the GRANTEE under this Grant Agreement, shall pass to and vest in COMMERCE upon (i) issuance for use of such property in the performance of this Grant Agreement, or (ii) commencement of use of such property in the performance of this Grant Agreement, or (iii) reimbursement of the cost thereof by COMMERCE in whole or in part, whichever first occurs.

A. Any property of COMMERCE furnished to the GRANTEE shall, unless otherwise provided herein or approved by COMMERCE, be used only for the performance of this Grant Agreement.

B. The GRANTEE shall be responsible for any loss or damage to property of COMMERCE that results from the negligence of the GRANTEE or which results from the failure on the part of the GRANTEE to maintain and administer that property in accordance with sound management practices.

C. If any COMMERCE property is lost, destroyed or damaged, the GRANTEE shall immediately notify COMMERCE and shall take all reasonable steps to protect the property from further damage.

D. The GRANTEE shall surrender to COMMERCE all property of COMMERCE prior to settlement upon completion, termination or cancellation of this Grant Agreement

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All reference to the GRANTEE under this clause shall also include GRANTEE'S employees, agents or subgrantees/subcontractors.

49. WAIVER

Waiver of any default or breach shall not be deemed to be a waiver of any subsequent default or breach. Any waiver shall not be construed to be a modification of the terms of this Grant Agreement unless stated to be such in writing and signed by Authorized Representative of COMMERCE.

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ATTACHMENT A - SCOPE OF WORK

Funds awarded under this grant shall be used by City of Des Moines to install a charging station to the Des Moines Marina Electrification Project located at 22307 Dock Ave S, Des Moines, WA 98198 (Project).

The Project will include, but not be limited to, installation of 400-amp service and the charging station required to support electric vessel charging, including an electric passenger ferry, at the marina at the marina.

This Project will serve as a benefit to the public by allowing the City of Des Moines to provide electric charging capabilities for boats at the marina, creating immediate access to reliable charging for vessels visiting Des Moines and surrounding areas. This work also establishes the infrastructure needed to expand the system in the future, including the potential addition of battery banks to support faster “quick” charging and the capability to charge an electric water ferry. Together, these improvements enhance public access to clean-energy transportation options and support long-term electrification at the marina.

This Project is anticipated to be completed by November 2026.

Costs related to the work associated with the Project will only be reimbursed to the extent the work is determined by COMMERCE to be within the scope of the legislative appropriation.

CERTIFICATION PERFORMANCE MEASURE

The GRANTEE, by its signature, certifies that the declaration set forth above has been reviewed and approved by the GRANTEE’s governing body as of the date and year written below.

Signed by:
Katherine Caffey, City Manager
DBE7A3950F55419...
GRANTEE

City Manager
TITLE

9/22/2026 | 3:22 PM PDT
DATE

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ATTACHMENT B - PROJECT BUDGET

Line Item	Funding Amount
Acquisition	
Architecture & Engineering	
Construction	
Capitalized Equipment	$113,118.50
Total Project Budget	**$113,118.50**

CERTIFICATION PERFORMANCE MEASURE

The GRANTEE, by its signature, certifies that the Project Budget set forth above has been reviewed and approved by the GRANTEE's governing body or board of directors, as applicable, as of the date and year written below.

Signed by:
Katherine Caffey, City Manager
DBE7A3959F55419...
GRANTEE

City Manager
TITLE

9/22/2026 | 3:22 PM PDT
DATE

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ATTACHMENT C - CERTIFICATION OF THE AVAILABILITY OF FUNDS TO COMPLETE THE PROJECT

Non-State Funds	**Amount**	
City of Des Moines City Funds	$16,118.50	
Total Non-State Funds	**$16,118.50**	
State Funds	**Amount**	
State Capital Budget	$97,000.00	
Total Non-State and State Funds	**$113,118.50**	
Holdback:	**5%**	**$4,850.00**

CERTIFICATION PERFORMANCE MEASURE

The GRANTEE, by its signature, certifies that Project funding from sources other than those provided by this Grant Agreement and identified above has been reviewed and approved by the GRANTEE's governing body or board of directors, as applicable, and has either been expended for eligible Project expenses, or is committed in writing and available and will remain committed and available solely and specifically for carrying out the purposes of this Project as described in elsewhere in this Grant Agreement, as of the date and year written below. The GRANTEE shall maintain records sufficient to evidence that it has expended or has access to the funds needed to complete the Project and shall make such records available for COMMERCE's review upon reasonable request.

Signed by:
Katherine Caffey, City Manager
DBE7A3959F55419...
GRANTEE

City Manager
TITLE

9/22/2026 | 3:22 PM PDT
DATE

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ATTACHMENT D - CERTIFICATION OF THE PAYMENT AND REPORTING OF PREVAILING WAGES

CERTIFICATION PERFORMANCE MEASURE

The GRANTEE, by its signature, certifies that all contractors and subgrantees/subcontractors performing work on the Project shall comply with prevailing wage laws set forth in RCW 39.12, as applicable on the date the Project appropriation becomes effective, including but not limited to the filing of the “Statement of Intent to Pay Prevailing Wages” and “Affidavit of Wages Paid” as required by RCW 39.12.040. The GRANTEE shall maintain records sufficient to evidence compliance with RCW 39.12 and shall make such records available for COMMERCE’s review upon request.

If any state funds are used by the GRANTEE for the purpose of construction, applicable State Prevailing Wages must be paid.

The GRANTEE, by its signature, certifies that the declaration set forth above has been reviewed and approved by the GRANTEE’s governing body as of the date and year written below.

Signed by:
Katherine Caffey, City Manager
DBE7A3959F55419...
GRANTEE

City Manager
TITLE

9/22/2026 | 3:22 PM PDT
DATE

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ATTACHMENT E - CERTIFICATION OF LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN (LEED)

CERTIFICATION PERFORMANCE MEASURE

The GRANTEE, by its signature, certifies that it will enter into the Leadership in Energy and Environmental Design certification process, as stipulated in RCW 39.35D, as applicable to the Project funded by this Grant Agreement. The GRANTEE shall, upon receipt of LEED certification by the United States Green Building Council, provide documentation of such certification to COMMERCE.

The GRANTEE, by its signature, certifies that the declaration set forth above has been reviewed and approved by the GRANTEE's governing body or board of directors, as applicable, as of the date and year written below.

_____
GRANTEE

_____
TITLE

_____
DATE

NOT APPLICABLE

October 9, 2026

City of Des Moines Marina
Scott Wilkins
Harbormaster
swilkins@desmoineswa.gov

Re: 25063 Des Moines Electrification, 22307 Dock Ave S, Des Moines, WA 98198.
BXWA Project #E4407. **Specification Section: N/A**

Service Electric Co., Inc. is pleased to extend our bid proposal for **25063 Des Moines Electrification Project.** We acknowledge receipt of addenda No 0. Our bid proposal is quoted as follows: Sheets: **E0.01, E2.01, E2.02, E4.01, E4.03, E5.01, E6.02 Plans Dated 12/15/25**

Bid Item Number	**QTY**	**Unit**	Total Price
25063 Des Moines Electrification	1	**LS**	**$105,731.21**
Fiberglass Adder	1	**LS**	**$10,093.19**
Supply Hanger Adder	75	**LS**	**$8,000.00**
	Subtotal		**$123,824.40**
	Tax 10.4%		**$12,877.74**
	TOTAL		**$136,702.14**

Inclusions: Base Bid Includes PVC Conduit
Base Bis Includes Installation of Hangers Supplied by Marina

Exclusions:

Bond Premium Fee	Overtime/Shift work
Additional Engineering Costs	

Service Electric will provide no other insurance coverage other than our current coverage. A sample insurance certificate is available from our office upon request. If requested, we will seek additional coverage at actual cost, if available.

Service Electric will accept no defense/indemnity except to pay damages to the extent caused by our own negligence or fault.

These exclusions supersede any language in Contractor's host document.

Thank you for the opportunity to provide this proposal. We look forward to working with you on this project.

Respectfully,

Jack Grove

Jack Grove
Estimator – Cell: 425-508-7273

GOODS & SERVICES CONTRACT
between the City of Des Moines and

Service Electric Co., Inc.

THIS CONTRACT is made by and between the City of Des Moines, a Washington municipal corporation (hereinafter the "City"), and Service Electric Co. Inc. organized under the laws of the State of Washington, Snohomish County, located and doing business at 1615 First Street, Snohomish, WA 98291, (360) 568-6966, Jack Grove (hereinafter the "Vendor").

CONTRACT

I DESCRIPTION OF WORK.

Vendor shall provide the following goods and materials and/or perform the following services for the City:

Electrical installation at the following location:

Des Moines Marina – 22307 Dock Avenue South, Des Moines, WA. 98198 → Service Electric will be contracted to install a new electrical service in the Des Monies guest moorage area. This is to supply the necessary materials and hardware to bring the required amp power service to a universal pedestal for charging future electric vessels. - $123,824.40 plus tax; total of $136,702.14. Per attached proposal dated October 09, 2026.

Vender will comply with all previsions as described in the Washington State Department of Commerce Grant. Per attached document.

Work to be completed as soon as possible.

Vendor acknowledges and understands that it is not the City's exclusive provider of these goods, materials, or services and that the City maintains its unqualified right to obtain these goods, materials, and services through other sources.

II. TIME OF COMPLETION. Upon the effective date of this Contract, Vendor shall complete the work and provide all goods, materials, and services by July 31, 2027.

III. COMPENSATION. The City shall pay the Vendor an amount not to exceed $136,702.14, inclusive of applicable Washington State Sales Tax, for the goods, materials,

and services provided in this Contract. The Vendor shall invoice the City upon completion of the applicable scope of work. Payment shall be based on the actual cost of services performed, subject to the not-to exceed amount specified above.

If the City objects to all or any portion of an invoice, it shall notify Vendor and reserves the option to only pay that portion of the invoice not in dispute. In that event, the parties will immediately make every effort to settle the disputed portion.

A. Defective or Unauthorized Work. The City reserves its right to withhold payment from Vendor for any defective or unauthorized goods, materials or services. If Vendor is unable, for any reason, to complete any part of this Contract, the City may obtain the goods, materials or services from other sources, and Vendor shall be liable to the City for any additional costs incurred by the City. "Additional costs" shall mean all reasonable costs, including legal costs and attorney fees, incurred by the City beyond the maximum Contract price specified above. The City further reserves its right to deduct these additional costs incurred to complete this Contract with other sources, from any and all amounts due or to become due the Vendor.

B. Final Payment: Waiver of Claims. VENDOR'S ACCEPTANCE OF FINAL PAYMENT SHALL CONSTITUTE A WAIVER OF CLAIMS, EXCEPT THOSE PREVIOUSLY AND PROPERLY MADE AND IDENTIFIED BY VENDOR AS UNSETTLED AT THE TIME REQUEST FOR FINAL PAYMENT IS MADE.

IV. PREVAILING WAGES. Vendor shall file a "Statement of Intent to Pay Prevailing Wages," with the State of Washington Department of Labor & Industries prior to commencing the Contract work and an Affidavit of prevailing wages paid after completion of the work. The Statement of Intent to Pay Prevailing Wages," shall include Vendor's registration certificate number and the prevailing rate of wage for each classification of workers entitled to prevailing wages under RCW 39.12.020, and the estimated number of workers in each classification. Vendor shall pay prevailing wages in effect on the date the bid is accepted or executed by Vendor, and comply with Chapter 39.12 of the Revised Code of Washington, as well as any other applicable prevailing wage rate provisions. The latest prevailing wage rate revision issued by the Department of Labor and Industries must be submitted to the City by Vendor. It shall be the responsibility of Vendor to require all subcontractors to comply with Chapter 39.12 RCW and this section of the Contract.

V. INDEPENDENT CONTRACTOR. The parties intend that an Independent Contractor-Employer Relationship will be created by this Contract and that the Vendor has the ability to control and direct the performance and details of its work; however, the City shall have authority to ensure that the terms of the Contract are performed in the appropriate manner.

VI. TERMINATION. Either party may terminate this Contract, with or without cause, upon providing the other party thirty (30) days written notice at its address set forth on the signature block of this Contract.

VII. CHANGES. The City may issue a written amendment for any change in the goods, materials or services to be provided during the performance of this Contract. If the Vendor

determines, for any reason, that an amendment is necessary, Vendor must submit a written amendment request to the person listed in the notice provision section of this Contract, section XVI(C), within fourteen (14) calendar days of the date Vendor knew or should have known of the facts and events giving rise to the requested change. If the City determines that the change increases or decreases the Vendor's costs or time for performance, the City will make an equitable adjustment. The City will attempt, in good faith, to reach agreement with the Vendor on all equitable adjustments. However, if the parties are unable to agree, the City will determine the equitable adjustment as it deems appropriate. The Vendor shall proceed with the amended work upon receiving either a written amendment from the City or an oral order from the City before actually receiving the written amendment. If the Vendor fails to require an amendment within the time allowed, the Vendor waives its right to make any claim or submit subsequent amendment requests for that portion of the contract work. If the Vendor disagrees with the equitable adjustment, the Vendor must complete the amended work; however, the Vendor may elect to protest the adjustment as provided in subsections A through E of Section VIII, Claims, below.

The Vendor accepts all requirements of an amendment by: (1) endorsing it, (2) writing a separate acceptance, or (3) not protesting in the way this section provides. An amendment that is accepted by Vendor as provided in this section shall constitute full payment and final settlement of all claims for contract time and for direct, indirect and consequential costs, including costs of delays related to any work, either covered or affected by the change.

VIII. CLAIMS. If the Vendor disagrees with anything required by an amendment, another written order, or an oral order from the City, including any direction, instruction, interpretation, or determination by the City, the Vendor may file a claim as provided in this section. The Vendor shall give written notice to the City of all claims within fourteen (14) calendar days of the occurrence of the events giving rise to the claims, or within fourteen (14) calendar days of the date the Vendor knew or should have known of the facts or events giving rise to the claim, whichever occurs first. Any claim for damages, additional payment for any reason, or extension of time, whether under this Contract or otherwise, shall be conclusively deemed to have been waived by the Vendor unless a timely written claim is made in strict accordance with the applicable provisions of this Contract.

At a minimum, a Vendor's written claim shall include the information set forth in subsections A, items 1 through 5 below.

FAILURE TO PROVIDE A COMPLETE, WRITTEN NOTIFICATION OF CLAIM WITHIN THE TIME ALLOWED SHALL BE AN ABSOLUTE WAIVER OF ANY CLAIMS ARISING IN ANY WAY FROM THE FACTS OR EVENTS SURROUNDING THAT CLAIM OR CAUSED BY THAT DELAY.

A. Notice of Claim. Provide a signed written notice of claim that provides the following information:

1. The date of the Vendor's claim;
2. The nature and circumstances that caused the claim;
3. The provisions in this Contract that support the claim;
4. The estimated dollar cost, if any, of the claimed work and how that estimate was determined; and

5. An analysis of the progress schedule showing the schedule change or disruption if the Vendor is asserting a schedule change or disruption.

B. Records. The Vendor shall keep complete records of extra costs and time incurred as a result of the asserted events giving rise to the claim. The City shall have access to any of the Vendor's records needed for evaluating the protest.
The City will evaluate all claims, provided the procedures in this section are followed. If the City determines that a claim is valid, the City will adjust payment for work or time by an equitable adjustment. No adjustment will be made for an invalid protest.

C. Vendor's Duty to Complete Protested Work. In spite of any claim, the Vendor shall proceed promptly to provide the goods, materials and services required by the City under this Contract.

D. Failure to Protest Constitutes Waiver. By not protesting as this section provides, the Vendor also waives any additional entitlement and accepts from the City any written or oral order (including directions, instructions, interpretations, and determination).

E. Failure to Follow Procedures Constitutes Waiver. By failing to follow the procedures of this section, the Vendor completely waives any claims for protested work and accepts from the City any written or oral order (including directions, instructions, interpretations, and determination).

IX. LIMITATION OF ACTIONS. VENDOR MUST, IN ANY EVENT, FILE ANY LAWSUIT ARISING FROM OR CONNECTED WITH THIS CONTRACT WITHIN 120 CALENDAR DAYS FROM THE DATE THE CONTRACT WORK IS COMPLETE OR VENDOR'S ABILITY TO FILE THAT SUIT SHALL BE FOREVER BARRED. THIS SECTION FURTHER LIMITS ANY APPLICABLE STATUTORY LIMITATIONS PERIOD.

X. WARRANTY. This Contract is subject to all warranty provisions established under the Uniform Commercial Code, Title 62A, Revised Code of Washington. Vendor warrants goods are merchantable, are fit for the particular purpose for which they were obtained, and will perform in accordance with their specifications and Vendor's representations to City. The Vendor shall correct all defects in workmanship and materials within one (1) year from the date of the City's acceptance of the Contract work. In the event any part of the goods are repaired, only original replacement parts shall be used—rebuilt or used parts will not be acceptable. When defects are corrected, the warranty for that portion of the work shall extend for one (1) year from the date such correction is completed and accepted by the City. The Vendor shall begin to correct any defects within seven (7) calendar days of its receipt of notice from the City of the defect. If the Vendor does not accomplish the corrections within a reasonable time as determined by the City, the City may complete the corrections and the Vendor shall pay all costs incurred by the City in order to accomplish the correction.

XI. DISCRIMINATION. In the hiring of employees for the performance of work under this Contract or any sub-contract, the Vendor, its sub-contractors, or any person acting on behalf of the Vendor or sub-contractor shall not, by reason of race, religion, color, sex, age, sexual orientation, national origin, or the presence of any sensory, mental, or physical disability, discriminate

against any person who is qualified and available to perform the work to which the employment relates.

XII. INDEMNIFICATION. The Vendor shall defend, indemnify and hold the City, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or in connection with the performance of this Agreement, except for injuries and damages caused by the sole negligence of the City.

XIII. INSURANCE. The Vendor shall procure and maintain for the duration of the Contract, insurance against claims for injuries to persons or damage to property which may arise from or in connection with products and materials supplied to the City. Vendor shall obtain insurance of the type described below:

No Limitation. Vendor's maintenance of insurance as required by the agreement shall not be construed to limit the liability of the Vendor to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy available at law or in equity.

A. Minimum Scope of Insurance

Vendor shall obtain insurance of the type described below:

Commercial General Liability insurance shall be written on Insurance Services Office (ISO) occurrence form CG 00 01 and shall cover products liability. The City shall be named as an insured under the Vendor's Commercial General Liability insurance policy using ISO Additional Insured-Vendors Endorsement CG 20 15 or a substitute endorsement providing equivalent coverage.

B. Minimum Amounts of Insurance

Vendor shall maintain the following insurance limits:

Commercial General Liability insurance shall be written with limits no less than $1,000,000 each occurrence, $1,000,000 general aggregate and a $2,000,000 products liability aggregate limit.

C. Other Insurance Provisions. The Vendor's Commercial General Liability insurance policy or policies are to contain, or be endorsed to contain that they shall be primary insurance as respect the City. Any Insurance, self-insurance, or insurance pool coverage maintained by the City shall be excess of the Vendor's insurance and shall not contribute with it.

D. Acceptability of Insurers

Insurance is to be placed with insurers with a current A.M. Best rating of not less than A:VII.

E. Verification of Coverage

Vendor shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsement, evidencing the insurance requirements of the Vendor before goods,

materials or supplies will be accepted by the City.

F. Notice of Cancellation. The Vendor shall provide the city with written notice of any policy cancellation, within two business days of their receipt of such notice.

G. Failure to Maintain Insurance. Failure on the part of the Vendor to maintain the insurance as required shall constitute a material breach of contract, upon which the City may, after giving five business days' notice to the Vendor to correct the breach, immediately terminate the contract or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the City on demand, or at the sole discretion of the City, offset against funds due the Vendor from the City.

XIV. WORK PERFORMED AT VENDOR'S RISK. Vendor shall take all necessary precautions and shall be responsible for the safety of its employees, agents, and subcontractors in the performance of the contract work and shall utilize all protection necessary for that purpose. All work shall be done at Vendor's own risk, and Vendor shall be responsible for any loss of or damage to materials, tools, or other articles used or held for use in connection with the work.

XV. CITY'S RIGHT OF INSPECTION. Even though Consultant is an independent contractor with the authority to control and direct the performance and details of the work authorized under this Contract, the work must meet the approval of the City and shall be subject to the City's general right of inspection to secure satisfactory completion.

XVI. MISCELLANEOUS PROVISIONS.

A. Non-Waiver of Breach. The failure of the City to insist upon strict performance of any of the covenants and agreements contained in this Contract, or to exercise any option conferred by this Contract in one or more instances shall not be construed to be a waiver or relinquishment of those covenants, agreements or options, and the same shall be and remain in full force and effect.

B. Resolution of Disputes and Governing Law. This Contract shall be governed by and construed in accordance with the laws of the State of Washington, If the parties are unable to settle any dispute, difference or claim arising from the parties' performance of this Contract, then the following shall be the means for resolving the dispute:

1. Alternative Dispute Resolution. If a dispute arises from or relates to this Contract or the breach thereof and if the dispute cannot be resolved through direct discussions, the parties agree to endeavor first to settle the dispute in an amicable manner by mediation administered by a mediator under JAMS Alternative Dispute Resolution service rules or policies before resorting to arbitration. The mediator may be selected by agreement of the parties or through JAMS. Following mediation, or upon written Contract of the parties to waive mediation, any unresolved controversy or claim arising from or relating to this Contract or breach thereof shall be settled through arbitration which shall be conducted under JAMS rules or policies. The arbitrator may be

selected by agreement of the parties or through JAMS. All fees and expenses for mediation or arbitration shall be borne by the parties equally. However, each party shall bear the expense of its own counsel, experts, witnesses, and preparation and presentation of evidence.

2. Applicable Law and Jurisdiction. This Contract shall be governed by the laws of the State of Washington. Although the agreed to and designated primary dispute resolution method as set forth above, in the event any claim, dispute or action arising from or relating to this Contract cannot be submitted to arbitration, then it shall be commenced exclusively in the King County Superior Court or the United States District Court, Western District of Washington as appropriate. In any claim or lawsuit for damages arising from the parties' performance of this Agreement, each party shall pay all its legal costs and attorney's fees incurred in defending or bringing such claim or lawsuit, in addition to any other recovery or award provided by law; provided, however, nothing in this paragraph shall be construed to limit the City's right to indemnification under Section XII of this Contract.

C. Written Notice. All communications regarding this Contract shall be sent to the parties at the addresses listed on the signature page of the Contract, unless notified to the contrary. Any written notice hereunder shall become effective three (3) business days after the date of mailing by registered or certified mail, and shall be deemed sufficiently given if sent to the addressee at the address stated in this Contract or such other address as may be hereafter specified in writing.

D. Assignment. Any assignment of this Contract by either party without the written consent of the non-assigning party shall be void. If the non-assigning party gives its consent to any assignment, the terms of this Contract shall continue in full force and effect and no further assignment shall be made without additional written consent.

E. Modification. No waiver, alteration, or modification of any of the provisions of this Contract shall be binding unless in writing and signed by a duly authorized representative of the City and Vendor.

F. Entire Contract. The written provisions and terms of this Contract, together with any Exhibits attached hereto, shall supersede all prior verbal statements of any officer or other representative of the City, and such statements shall not be effective or be construed as entering into or forming a part of or altering in any manner this Contract. All of the above documents are hereby made a part of this Contract. However, should any language in any of the Exhibits to this Contract conflict with any language contained in this Contract, the terms of this Contract shall prevail.

G. Compliance with Laws. The Vendor agrees to comply with all federal, state, and municipal laws, rules, and regulations that are now effective or in the future become applicable to Vendor's business, equipment, and personnel engaged in operations covered by this Contract or accruing out of the performance of those operations.

H. Business License. Contractor shall comply with the provisions of Title 5 Chapter 5.04 of the Des Moines Municipal Code.

I. Counterparts. This Contract may be executed in any number of counterparts, each of which shall constitute an original, and all of which will together constitute this one Contract.

J. Records Retention and Audit. During the progress of the Work and for a period not less than three (3) years from the date of completion of the Work or for the retention period required by law, whichever is greater, records and accounts pertaining to the Work and accounting therefore are to be kept available by the Parties for inspection and audit by representatives of the Parties and copies of all records, accounts, documents, or other data pertaining to the Work shall be furnished upon request. Records and accounts shall be maintained in accordance with applicable state law and regulations.

IN WITNESS, the parties below execute this Contract, which shall become effective on the last date entered below.

VENDOR:	**CITY OF DES MOINES:**
By: _____	By: _____

(signature) Print Name: _____ Its _____ *(Title)* DATE: _____	*(signature)* Print Name: Katherine Caffrey Its City Manager *(Title)* DATE: _____ Approved as to form: _____ City Attorney DATE: _____
NOTICES TO BE SENT TO: **VENDOR:** Jack Grove Service Electric Co., Inc. 1615 First Street Snohomish, WA. 98291 (360) 568-6966 (telephone) jack@secoinc.com (e-mail)	**NOTICES TO BE SENT TO:** **CITY OF DES MOINES:** Scott Wilkins City of Des Moines 21650 11th Ave. S. Des Moines, WA. 98198 (206) 870-6539 (telephone) sromano@desmoineswa.gov (e-mail)

At the direction of the Des Moines
City Council taken at an open
Public meeting on _____.

City Council
AGENDA ITEM

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: **Tenant Restroom Demo & Agreement Update**

ATTACHMENTS:
1. Green Earthworks Construction NW, Inc Contract
2. GEC NW INC Demo Cost Proposal

FOR AGENDA OF:
October 29, 2026

DEPT OF ORIGIN:
Marina

DATE SUBMITTED:
October 06, 2026

CLEARANCES:
Marina
Finance

Purpose and Recommendation

The purpose of this agenda item is to seek City Council approval of the Goods and Services Contract with Green Earthworks Construction NW, Inc. (GEC NW) (Attachment 1) for the restroom replacement, and to increase the total authorized compensation to ROMTEC, Inc. to include sales tax and the bonding required by the City.

Motion 1: "I move to approve the Goods and Services Contract with Green Earthworks Construction NW, Inc. for demolition, utility improvements, and site preparation at the existing Marina tenant restrooms in the amount of $97,659.84; authorize a project contingency of $15,000; and further authorize the City Manager to sign the Contract substantially in the form as submitted."

Motion 2: "I move to increase the total authorized contract amount with ROMTEC, Inc. for installation of the Marina tenant restrooms to $1,063,107.84 to include applicable sales tax and required bonding."

Strategic Plan Priority

Replacing the current aged tenant restroom with a new facility containing two public restrooms directly supports the City's strategic plan focus on Economic Vitality by enhancing and stimulating the Des Moines Marina, one of the City's treasured destinations. The project also aligns with the Natural and Built Environment focus area

by investing in and maintaining critical infrastructure while improving public amenities. The new restrooms will better support marina tenants, local residents, and visitors who are drawn to the marina's activities and events, while adding value to the overall marina experience and supporting the value of tenant moorage fees. Replacing the aging facility also creates a lasting public asset at the south end of the marina, helping ensure the marina remains a welcoming, functional, and vibrant destination that supports continued economic activity and community use.

Background

The tenant restroom building in the south Marina parking lot is an original structure built in the 1970s. The facility has reached the end of its useful life, and its aging infrastructure needs to be replaced. As part of the Marina's ongoing capital improvement efforts, staff identified the need to replace the building with a modern, pre-engineered facility that will better serve Marina tenants and visitors. The demolition is funded in the current Marina budget.

Discussion

Staff recommends approval of a contract with Green Earthworks Construction NW, Inc. (GEC NW) for demolition of the existing tenant restroom building, site preparation, and installation of the new sewer and water systems needed to support the replacement pre-engineered building. Completing this work will allow construction of the new facility to move forward and provide updated restrooms that better meet the needs of Marina tenants and visitors.

GEC NW is on the MRSC Small Works Roster and has experience with similar projects. The City has used GEC NW on several previous building demolition projects, and the firm is qualified and familiar with City processes.

The demolition and site preparation work is included in the current Marina budget and will be funded through the Marina Fund. The Finance Department and the City Attorney concur with this recommendation.

On September 24, 2026, the City Council approved an agreement with ROMTEC, Inc. for the new Marina tenant restroom building. The agreement states that applicable sales tax will be added to the itemized costs. However, the total amount Council authorized by motion did not include sales tax or the bonding required by the City. Motion 2 increases the total authorized amount of the ROMTEC agreement to $1,063,107.84 to include these costs.

Alternatives

No alternatives.

Financial Impact
The proposed budget for demolition, site preparation, and utility work is detailed in the attached proposal. The GEC NW contract amount of $97,659.84 plus a project contingency of $15,000 results in a total authorization of $112,659.84. This work will be funded by the Marina Fund.

The increase to the ROMTEC agreement for sales tax and bonding is $119,029.84. This increase will also be funded by the Marina Fund.

The total new authorization requested in this agenda item is $231,689.68.

The Finance Department and the City Attorney concur with this recommendation.

Recommendation
Staff recommends that the City Council:

1. Approve the Goods and Services Contract with Green Earthworks Construction NW, Inc. (GEC NW) for demolition of the existing Marina tenant restrooms, utility improvements, and site preparation in the amount of $97,659.84; authorize a project contingency of $15,000; and authorize the City Manager to sign the Contract substantially in the form as submitted.
2. Increase the total authorized amount of the agreement with ROMTEC, Inc. to $1,063,107.84 to include applicable sales tax and required bonding.

GOODS & SERVICES CONTRACT
between the City of Des Moines and

Green Earthworks Construction, Inc.

THIS CONTRACT is made by and between the City of Des Moines, a Washington municipal corporation (hereinafter the "City"), and Green Earthworks Construction NW, Inc. organized under the laws of the State of Washington, Pierce County, located and doing business at 12208 Pacific Hwy SW, Lakewood, WA 98499, (253) 606-8787, Jayson W. Stevens (hereinafter the "Vendor").

CONTRACT

I DESCRIPTION OF WORK.

Vendor shall provide the following goods and materials and/or perform the following services for the City:

Structure demolition at the following location:

Des Moines Marina – 22307 Dock Avenue South, Des Moines, WA. 98198 → Demolish existing structure/dispose, install/relocate water and sewer utilities for new tenant restroom building, site prep for new tenant restroom building, final restoration and paving up to new tenant restroom building -- $88,460.00 plus tax; total of $97,659.84.

Per attached proposal dated August 10, 2026.

Work to be completed as soon as possible after the existing structure is ready for demolition.

Vendor acknowledges and understands that it is not the City's exclusive provider of these goods, materials, or services and that the City maintains its unqualified right to obtain these goods, materials, and services through other sources.

II. TIME OF COMPLETION. Upon the effective date of this Contract, Vendor shall complete the work and provide all goods, materials, and services by July 31, 2027.

III. COMPENSATION. The City shall pay the Vendor an amount not to exceed $97,659.84, inclusive of applicable Washington State Sales Tax, for the goods, materials, and services contemplated in this Contract. The City shall pay the Vendor the following amounts according to the following schedule:

The Vendor shall invoice the City upon completion of the scopes of work for the actual service costs.

If the City objects to all or any portion of an invoice, it shall notify Vendor and reserves the option to only pay that portion of the invoice not in dispute. In that event, the parties will immediately make every effort to settle the disputed portion.

A. Defective or Unauthorized Work. The City reserves its right to withhold payment from Vendor for any defective or unauthorized goods, materials or services. If Vendor is unable, for any reason, to complete any part of this Contract, the City may obtain the goods, materials or services from other sources, and Vendor shall be liable to the City for any additional costs incurred by the City. "Additional costs" shall mean all reasonable costs, including legal costs and attorney fees, incurred by the City beyond the maximum Contract price specified above. The City further reserves its right to deduct these additional costs incurred to complete this Contract with other sources, from any and all amounts due or to become due the Vendor.

B. Final Payment: Waiver of Claims. VENDOR'S ACCEPTANCE OF FINAL PAYMENT SHALL CONSTITUTE A WAIVER OF CLAIMS, EXCEPT THOSE PREVIOUSLY AND PROPERLY MADE AND IDENTIFIED BY VENDOR AS UNSETTLED AT THE TIME REQUEST FOR FINAL PAYMENT IS MADE.

IV. PREVAILING WAGES. Vendor shall file a "Statement of Intent to Pay Prevailing Wages," with the State of Washington Department of Labor & Industries prior to commencing the Contract work and an Affidavit of prevailing wages paid after completion of the work. The Statement of Intent to Pay Prevailing Wages," shall include Vendor's registration certificate number and the prevailing rate of wage for each classification of workers entitled to prevailing wages under RCW 39.12.020, and the estimated number of workers in each classification. Vendor shall pay prevailing wages in effect on the date the bid is accepted or executed by Vendor, and comply with Chapter 39.12 of the Revised Code of Washington, as well as any other applicable prevailing wage rate provisions. The latest prevailing wage rate revision issued by the Department of Labor and Industries must be submitted to the City by Vendor. It shall be the responsibility of Vendor to require all subcontractors to comply with Chapter 39.12 RCW and this section of the Contract.

V. INDEPENDENT CONTRACTOR. The parties intend that an Independent Contractor-Employer Relationship will be created by this Contract and that the Vendor has the ability to control and direct the performance and details of its work; however, the City shall have authority to ensure that the terms of the Contract are performed in the appropriate manner.

VI. TERMINATION. Either party may terminate this Contract, with or without cause, upon providing the other party thirty (30) days written notice at its address set forth on the signature block of this Contract.

VII. CHANGES. The City may issue a written amendment for any change in the goods, materials or services to be provided during the performance of this Contract. If the Vendor determines, for any reason, that an amendment is necessary, Vendor must submit a written amendment request to the person listed in the notice provision section of this Contract, section XVI(C), within fourteen (14) calendar days of the date Vendor knew or should have known of the facts and events giving rise to the requested change. If the City determines that the change increases or decreases the Vendor's costs or time for performance, the City will make an equitable adjustment. The City will attempt, in good faith, to reach agreement with the Vendor on all equitable adjustments. However, if the parties are unable to agree, the City will determine the equitable adjustment as it deems appropriate. The Vendor shall proceed with the amended work upon receiving either a written amendment from the City or an oral order from the City before actually receiving the written amendment. If the Vendor fails to require an amendment within the time allowed, the Vendor waives its right to make any claim or submit subsequent amendment requests for that portion of the contract work. If the Vendor disagrees with the equitable adjustment, the Vendor must complete the amended work; however, the Vendor may elect to protest the adjustment as provided in subsections A through E of Section VIII, Claims, below.

The Vendor accepts all requirements of an amendment by: (1) endorsing it, (2) writing a separate acceptance, or (3) not protesting in the way this section provides. An amendment that is accepted by Vendor as provided in this section shall constitute full payment and final settlement of all claims for contract time and for direct, indirect and consequential costs, including costs of delays related to any work, either covered or affected by the change.

VIII. CLAIMS. If the Vendor disagrees with anything required by an amendment, another written order, or an oral order from the City, including any direction, instruction, interpretation, or determination by the City, the Vendor may file a claim as provided in this section. The Vendor shall give written notice to the City of all claims within fourteen (14) calendar days of the occurrence of the events giving rise to the claims, or within fourteen (14) calendar days of the date the Vendor knew or should have known of the facts or events giving rise to the claim, whichever occurs first. Any claim for damages, additional payment for any reason, or extension of time, whether under this Contract or otherwise, shall be conclusively deemed to have been waived by the Vendor unless a timely written claim is made in strict accordance with the applicable provisions of this Contract.

At a minimum, a Vendor's written claim shall include the information set forth in subsections A, items 1 through 5 below.

FAILURE TO PROVIDE A COMPLETE, WRITTEN NOTIFICATION OF CLAIM WITHIN THE TIME ALLOWED SHALL BE AN ABSOLUTE WAIVER OF ANY CLAIMS ARISING IN ANY WAY FROM THE FACTS OR EVENTS SURROUNDING THAT CLAIM OR CAUSED BY THAT DELAY.

A. Notice of Claim. Provide a signed written notice of claim that provides the following information:

1. The date of the Vendor's claim;
2. The nature and circumstances that caused the claim;
3. The provisions in this Contract that support the claim;
4. The estimated dollar cost, if any, of the claimed work and how that estimate was determined; and
5. An analysis of the progress schedule showing the schedule change or disruption if the Vendor is asserting a schedule change or disruption.

B. Records. The Vendor shall keep complete records of extra costs and time incurred as a result of the asserted events giving rise to the claim. The City shall have access to any of the Vendor's records needed for evaluating the protest.
The City will evaluate all claims, provided the procedures in this section are followed. If the City determines that a claim is valid, the City will adjust payment for work or time by an equitable adjustment. No adjustment will be made for an invalid protest.

C. Vendor's Duty to Complete Protested Work. In spite of any claim, the Vendor shall proceed promptly to provide the goods, materials and services required by the City under this Contract.

D. Failure to Protest Constitutes Waiver. By not protesting as this section provides, the Vendor also waives any additional entitlement and accepts from the City any written or oral order (including directions, instructions, interpretations, and determination).

E. Failure to Follow Procedures Constitutes Waiver. By failing to follow the procedures of this section, the Vendor completely waives any claims for protested work and accepts from the City any written or oral order (including directions, instructions, interpretations, and determination).

IX. LIMITATION OF ACTIONS. VENDOR MUST, IN ANY EVENT, FILE ANY LAWSUIT ARISING FROM OR CONNECTED WITH THIS CONTRACT WITHIN 120 CALENDAR DAYS FROM THE DATE THE CONTRACT WORK IS COMPLETE OR VENDOR'S ABILITY TO FILE THAT SUIT SHALL BE FOREVER BARRED. THIS SECTION FURTHER LIMITS ANY APPLICABLE STATUTORY LIMITATIONS PERIOD.

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XI. DISCRIMINATION. In the hiring of employees for the performance of work under this Contract or any sub-contract, the Vendor, its sub-contractors, or any person acting on behalf of the Vendor or sub-contractor shall not, by reason of race, religion, color, sex, age, sexual orientation, national origin, or the presence of any sensory, mental, or physical disability, discriminate against any person who is qualified and available to perform the work to which the employment relates.

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Vendor shall maintain the following insurance limits:

Commercial General Liability insurance shall be written with limits no less than $1,000,000 each occurrence, $1,000,000 general aggregate and a $2,000,000 products liability aggregate limit.

C. Other Insurance Provisions. The Vendor's Commercial General Liability insurance policy or policies are to contain, or be endorsed to contain that they shall be primary insurance as respect the City. Any Insurance, self-insurance, or insurance pool coverage maintained by the City shall be excess of the Vendor's insurance and shall not contribute with it.

D. Acceptability of Insurers
Insurance is to be placed with insurers with a current A.M. Best rating of not less than A:VII.

E. Verification of Coverage
Vendor shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsement, evidencing the insurance requirements of the Vendor before goods, materials or supplies will be accepted by the City.

F. Notice of Cancellation. The Vendor shall provide the city with written notice of any policy cancellation, within two business days of their receipt of such notice.

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A. Non-Waiver of Breach. The failure of the City to insist upon strict performance of any of the covenants and agreements contained in this Contract, or to exercise any option conferred by this Contract in one or more instances shall not be construed to be a waiver or relinquishment of those covenants, agreements or options, and the same shall be and remain in full force and effect.

B. Resolution of Disputes and Governing Law. This Contract shall be governed by and construed in accordance with the laws of the State of Washington, If the parties are unable to settle any dispute, difference or claim arising from the parties' performance of this Contract, then the following shall be the means for resolving the dispute:

1. Alternative Dispute Resolution. If a dispute arises from or relates to this Contract or the breach thereof and if the dispute cannot be resolved through direct discussions, the parties agree to endeavor first to settle the dispute in an amicable manner by mediation administered by a mediator under JAMS Alternative Dispute Resolution service rules or policies before resorting to arbitration. The mediator may be selected by agreement of the parties or through JAMS. Following

mediation, or upon written Contract of the parties to waive mediation, any unresolved controversy or claim arising from or relating to this Contract or breach thereof shall be settled through arbitration which shall be conducted under JAMS rules or policies. The arbitrator may be selected by agreement of the parties or through JAMS. All fees and expenses for mediation or arbitration shall be borne by the parties equally. However, each party shall bear the expense of its own counsel, experts, witnesses, and preparation and presentation of evidence.

2. Applicable Law and Jurisdiction. This Contract shall be governed by the laws of the State of Washington. Although the agreed to and designated primary dispute resolution method as set forth above, in the event any claim, dispute or action arising from or relating to this Contract cannot be submitted to arbitration, then it shall be commenced exclusively in the King County Superior Court or the United States District Court, Western District of Washington as appropriate. In any claim or lawsuit for damages arising from the parties' performance of this Agreement, each party shall pay all its legal costs and attorney's fees incurred in defending or bringing such claim or lawsuit, in addition to any other recovery or award provided by law; provided, however, nothing in this paragraph shall be construed to limit the City's right to indemnification under Section XII of this Contract.

C. Written Notice. All communications regarding this Contract shall be sent to the parties at the addresses listed on the signature page of the Contract, unless notified to the contrary. Any written notice hereunder shall become effective three (3) business days after the date of mailing by registered or certified mail, and shall be deemed sufficiently given if sent to the addressee at the address stated in this Contract or such other address as may be hereafter specified in writing.

D. Assignment. Any assignment of this Contract by either party without the written consent of the non-assigning party shall be void. If the non-assigning party gives its consent to any assignment, the terms of this Contract shall continue in full force and effect and no further assignment shall be made without additional written consent.

E. Modification. No waiver, alteration, or modification of any of the provisions of this Contract shall be binding unless in writing and signed by a duly authorized representative of the City and Vendor.

F. Entire Contract. The written provisions and terms of this Contract, together with any Exhibits attached hereto, shall supersede all prior verbal statements of any officer or other representative of the City, and such statements shall not be effective or be construed as entering into or forming a part of or altering in any manner this Contract. All of the above documents are hereby made a part of this Contract. However, should any language in any of the Exhibits to this Contract conflict with any language contained in this Contract, the terms of this Contract shall prevail.

G. Compliance with Laws. The Vendor agrees to comply with all federal, state, and

municipal laws, rules, and regulations that are now effective or in the future become applicable to Vendor's business, equipment, and personnel engaged in operations covered by this Contract or accruing out of the performance of those operations.

H. Business License. Contractor shall comply with the provisions of Title 5 Chapter 5.04 of the Des Moines Municipal Code.

I. Counterparts. This Contract may be executed in any number of counterparts, each of which shall constitute an original, and all of which will together constitute this one Contract.

J. Records Retention and Audit. During the progress of the Work and for a period not less than three (3) years from the date of completion of the Work or for the retention period required by law, whichever is greater, records and accounts pertaining to the Work and accounting therefore are to be kept available by the Parties for inspection and audit by representatives of the Parties and copies of all records, accounts, documents, or other data pertaining to the Work shall be furnished upon request. Records and accounts shall be maintained in accordance with applicable state law and regulations.

IN WITNESS, the parties below execute this Contract, which shall become effective on the last date entered below.

VENDOR:	**CITY OF DES MOINES:**
By: _____ *(signature)* Print Name: _____ Its _____ *(Title)* DATE: _____	By: _____ *(signature)* Print Name: Katherine Caffrey Its City Manager *(Title)* DATE: _____ Approved as to form: _____ City Attorney DATE: _____
NOTICES TO BE SENT TO: **VENDOR:** Jayson W. Stevens Green Earthworks Construction NW, Inc. 12208 Pacific Hwy SW Lakewood, WA. 98499 (253) 606-8787 (telephone) JaysonStevens@greenearthworks.com (e-mail)	**NOTICES TO BE SENT TO:** **CITY OF DES MOINES:** Scott J. Romano City of Des Moines 21650 11th Ave. S. Des Moines, WA. 98198 (206) 870-6539 (telephone) sromano@desmoineswa.gov (e-mail)

At the direction of the Des Moines
City Council taken at an open
Public meeting on _____.

GEC NW, INC.

CIVIL/ENVIRONMENTAL
CONTRACTORS

City of Des Moines
Public Works Department

Attention: Scott

GEC NW, Inc. respectfully submits our cost proposal for the demolition of the restroom located at the Des Moines Marina. Our scope of services and pricing are below:

- Complete a one-call and private utility locate.
- Provide temporary facilities for site workers.
- Equipment mobilization/demobilization.
- Provide a PSCAA permit for structure demolition.
- Cap water and sewer services.
- Remaining utilities to be disconnected by the owner.
- Demolish, load, haul and dispose of the restroom structure on the site.
- Excavate 3'bgs for import of structural fill per Geotech report
- Export excavated soil for disposal

Project Total Non-asbestos demo: $24,750

Relocate water line 10' from building, install in two vaults:$ 17,640

Install new sewer line/test w/ restoration: $ 16,360

Site prep for new building: $11,290

Final restoration/paving up to building (no concrete): 18,420

Costs listed above per scope items:

12208 Pacific Hwy SW
Lakewood, WA 98499

PHONE 253.606.8787
253.225.1106
FAX 253.220-2621
WEB SITE www.GECNW.com

Project Exclusions:

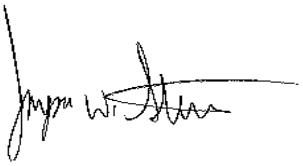
Sales Tax
Bond
Anything that is not specifically included is excluded.
Utility conflict/relocation/removal
Dewatering
Survey/Staking
Permits other than PSCAA
Electrical
Asbestos/Hazardous Materials Abatement/Survey/Disposal

We appreciate the opportunity to work with you on this project. Please contact us should you have any questions or concerns.

Sincerely,



Sean J. Hart
Principal



Jayson W. Stevens
Principal

City Council
AGENDA ITEM

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: **Midway Park Construction Grant**

ATTACHMENTS:
1. Midway Park KC YASG

FOR AGENDA OF:
October 29, 2026

DEPT OF ORIGIN:
Public Works

DATE SUBMITTED:
October 16, 2026

CLEARANCES:
City Clerk
Public Works

Purpose and Recommendation

The purpose of this agenda item is to seek City Council approval to accept a $250,000 King County Youth and Amateur Sports Grant (YASG) (Attachment 1).

Motion: "I move to accept the King County Youth and Amateur Sports Grant Award for the Midway Park Open Space Design Project and authorize the City Manager to sign the Grant Agreement substantially in the form as submitted."

Strategic Plan Priority

Natural and Built Environment, Engaged and Thriving Community, Public Safety

Background

The City of Des Moines is seeking to develop and improve Midway Park in the city's Pacific Ridge neighborhood. In recent years, the City secured King County Conservation Futures funding to acquire four adjacent parcels to expand Midway Park and add amenities that serve a wider range of recreation interests and age groups. Midway Park is a key asset and community space for the underserved Pacific Ridge neighborhood, which includes multiple priority populations. The project was identified as a priority in the 2022–2027 Parks, Recreation and Senior Services (PRSS) Master Plan. Further investment in the park would improve residents' well-being and provide much-needed outdoor space for this diverse urban area.

The City applied for a King County Open Space Grant in fall 2023 and was awarded $456,000. City Council approved the grant agreement at its April 25, 2024, meeting, and the grant has funded the project's design.

Discussion

The City applied for the King County YASG in May 2025 and was awarded $250,000 to support construction of the pickleball courts and associated infrastructure at Midway Park. To accept the funds, the City must sign and return the Capital Project Grant Agreement (Attachment 1).

Alternatives

The City Council could decline the YASG award. In that case, the City would pursue other grant programs or funding sources to build the project.

Financial Impact

The YASG funding will be applied to the Midway Park Open Space Design Project.

Recommendation

Staff recommends approval of the proposed motion.

King County

CAPITAL PROJECT GRANT AGREEMENT

King County Dept./Division:	**Natural Resources and Parks / Parks and Recreation**				
Grant Recipient:	City of Des Moines				
Project:	Des Moines Midway Park				
Contract #:	6492294	Project#:	1148646	Task #:	1.05
Amount:	$250,000.00				
Effective Date:		Agreement End Date:	03/31/2028		

THIS AGREEMENT (“Agreement”) (CPA# 6492294) is entered into between King County (the “County”), and City of Des Moines (the “Grant Recipient”) (collectively the “Parties) for a capital project that reduces barriers and increases access to physical activities using a Youth and Amateur Sports Grant ("YASG").

RECITALS

A. The Grant Recipient is a **City** that provides youth or amateur sports.

B. King County, a home rule charter county and political subdivision of the State of Washington, is authorized to administer the YASG Program and enter into agreements for the use of King County funds by public agencies, nonprofit organizations, or fiscal sponsor for community organizations that increase access to sports and physical activity to address an athletic need in King County, in accordance with the biennial budget in effect at the time of execution, and any amendments for supplemental appropriations thereafter.

C. King County has selected the Grant Recipient to receive a **YASG** award to construct, renovate, or rehabilitate a facility in order to provide increased athletic opportunities for the citizens of King County, Washington.

NOW THEREFORE, in consideration of payments, covenants, and agreements hereinafter mentioned, to be made and performed by the parties hereto, the parties covenant and do mutually agree as follows:

1. DEFINITIONS

Business Days	*Monday through Friday, 8:00 a.m. to 5:00 p.m., Pacific Time, excluding holidays observed by the State of Washington.*
Calendar Days	*Consecutive days of the year including weekends and holidays, each of which commence at 12:00:01 a.m. and end at Midnight, Pacific Time. When "days" are not specified, Calendar Days shall prevail.*
Contractor	*Includes any and all contractor(s) or consultant(s) hired by the Grant Recipient, including any of the contractor's or consultant's subcontractors or subconsultants.*
Effective Date	*The last date upon which the Agreement is signed.*
Grant Award Funds	*The amount awarded to the Grant Recipient by King County.*
Project	*The term "Project" means the design, development, and construction of the Facility described in* ***Exhibit A – Map of Facility and Schematic.***
Public Records	*Include any writing containing information relating to the conduct of government or the performance of any governmental or proprietary function prepared, owned, used or retained by any state or local agency regardless of physical form or characteristics. RCW 42.56.*
RCW	*The Revised Code of Washington.*
Scope of Work (SOW)	*An Exhibit to the Agreement consisting of a written description of the work to be performed.*
Subcontractor	*The individual, association, partnership, firm, company, corporation, or joint venture entering into an agreement with the Grant Recipient to perform any portion of the Work covered by this Agreement.*

2. MAP OF FACILITY AND SCHEMATIC

This Agreement applies to the Project to improve the park and recreational facility ("Facility") which is located at:

- **Midway Park, 29th Ave S & S 221st St, Des Moines, WA 98198**
- **Parcel Numbers: 2156400360, 2156400363, 2156400364, 2156400365, 2156400367**

See **Exhibit A** for a schematic of the Facility and a map of the specific location and boundaries.

3. PROJECT SUMMARY

The summary of this Project for the purpose of this Agreement is as follows:

This project will improve Midway Park by adding new sport/recreation amenities including new play structures, pickleball courts, and a loop trail. The project will also improve access with new ADA accessible paths and added park/sport court lighting. Midway Park is in the Pacific Ridge community, a King Co. Opportunity Area, that has been underserved with access to outdoor recreation.

4. SCOPE OF WORK

Grant Recipient shall provide a scope of work ("Scope of Work"), including a project summary, attached hereto as **Exhibit B**, which describes the Project in detail and includes a description of the various design, development, permitting, and construction milestones required for completion of the Project, facility use and programming, and the intended use of the Grant Award Funds to design, develop and construct the Facility.

5. PROJECT BUDGET

Prior to execution of this Agreement, the Grant Recipient shall work with King County to develop a Project Budget ("Project Budget"). The final Project Budget agreed upon by the Parties is attached hereto as **Exhibit C.** King County shall provide the Grant Award Funds to the Grant Recipient to pay for costs and expenditures related to the Project, as set forth in **Exhibits B** and **C**. Grant Award Funds provided to the Grant Recipient may only be used to pay for costs and expenditures related to the Project, as set forth in **Exhibits B** and **C**.

6. GRANT AWARD FUNDS AND DISBURSEMENT

6.1 Grant Award Funds. Grant Recipient has received a YASG award in the

amount of $250,000.00 (“Grant Award Funds”) to construct, renovate, or rehabilitate a facility in order to provide increased athletic opportunities and to address an athletic need for the citizens of King County, Washington. Grant Recipient shall apply the funds received from the County for the Project under this Agreement in accordance with the Scope of Work, attached hereto as **Exhibit B**. Notwithstanding the Effective Date of this Agreement, the County shall reimburse the Grantee for eligible and authorized costs and expenses supported by adequate documentation, as determined by the County, for the work specific in **Exhibit B**, beginning on 06/25/2025, and concluding on 03/31/2028.

6.2 Pre-Contract Costs. Pre-contract costs are those incurred between 06/25/2025 and the Contract Start Date and are only reimbursable upon request and only after the execution of the contract by the Parties. These costs are allowable for reimbursement to the extent that they are eligible and authorized costs and expenses supported by adequate documentation, as determined by the County, for the work specified in **Exhibit B**. Direct construction costs are not allowed as pre-contract costs and are only eligible if they occur after the contract start date.

6.3 Separation of Accounts. All Grant Award Funds received pursuant to this Agreement and accrued interest therefrom will be accounted for separately from all other Grant Recipient accounts and moneys.

6.4 Partial Disbursement. The County may authorize, at County’s sole discretion, release of a portion of the Grant Award Funds to the Grant Recipient, upon execution of this Agreement.

6.5 Invoicing. The County shall initiate authorization for payment and disbursement of Grant Award Funds in a timely manner after approval of sufficiently detailed Project-related invoices submitted by Grant Recipient. The County shall make payment to Grant Recipient not more than forty-five (45) calendar days after a complete and accurate invoice and any other required documentation is received from the Grant Recipient and approved by the County.

6.6 Final Invoice. Grant Recipient shall submit the final invoice, supporting documentation and any outstanding deliverables, as specified in the Scope of Work **(Exhibit B)** and Project Budget **(Exhibit C)**, no later than thirty (30) days after the Contract End Date. If the Grant Recipient’s final invoice, supporting documentation, and reports are not submitted by the day specified in this subsection, or if such final documents are not approved by the County, then the County shall have no obligation to pay Grant Recipient unless and until Grant Recipient submits, and the County approves, a properly completed invoice. Grant Recipient must submit a corrected

invoice within 30 days after receiving notice of an improper or incomplete invoice.

6.7 Disposition of Remaining Grant Award Funds. If Grant Recipient does not expend all proceeds obligated to be provided through this Agreement, such proceeds, if held by Grant Recipient, shall be refunded to the County. For purposes of this section, "proceeds" shall include all Grant Award Funds obligated to be provided by the County plus interest accrued by Grant Recipient on the grant funds. Any proceeds in excess of those required to be provided by the County for the actual costs of the Project shall remain with the County for use in its sole discretion.

7. TERM

The term ("Term") of this Agreement shall begin on the Effective Date and end on 03/31/2028 ("Agreement End Date"). This Agreement shall remain in effect until such time as it is amended in writing or terminated as provided herein.

8. AMENDMENTS

This Agreement together with the attached exhibits expressly incorporated herein by reference and attached hereto shall constitute the whole Agreement between the Parties. This Agreement may be amended only by an instrument, in writing, duly executed by the Parties. A one-time, one-year extension to the Contract End Date may be granted without due execution if agreement by both parties is documented in writing, which shall then be incorporated and attached to this Agreement herein.

9. NOTICES

Unless otherwise specified in the Agreement, all notices or documentation required or provided pursuant to this Agreement shall be in electronic form and shall be deemed duly given when received at the addresses first set forth below via electronic mail.

KING COUNTY	**City of Des Moines**
Parks Grant Manager	Alex Johnson
Community Investments Unit	Civil Engineer
King County Parks	City of Des Moines
201 S Jackson Street Suite (6500)	1000 S 220th st
Seattle, WA 98104	Des Moines, WA, 98198
206-848-0699	206-249-5438
parksgrants@kingcounty.gov	amjohnson@desmoineswa.gov
*NOTE: Personal contact information for your assigned grant manager is available in the grant management system	

Either Party hereto may, at any time, by giving ten (10) days written notice to the other Party to designate any other person or address in substitution of the foregoing information to which such notice or communication shall be given.

10. GRANT REPORTING

Until the Project is completed, and all proceeds provided pursuant to this Agreement have been expended, the Grant Recipient shall provide reports to the King County Project Manager on a schedule determined by the County.

11. COMPLETION OF THE PROJECT

Grant Recipient shall complete the Project described in **Exhibits A, B and C** of this Agreement. If Grant Recipient cannot complete the Project, as specified by the Scope of Work and deliverables within **Exhibit B**, the County shall be released from any obligation to fund the Project, and the County in its sole discretion may reallocate such funds for other projects in other jurisdictions.

Pursuant to Section 21, Termination, this Agreement will be terminated if the Grant Recipient is unable or unwilling to expend the Grant Award Funds for the Project as provided in this Agreement. The Grant Recipient may not redirect Grant Award Funds for a purpose other than completion of the Project as approved by the County.

12. COMMUNICATION AND KING COUNTY MILESTONE NOTIFICATION

Grant Recipient shall recognize County as a “grant sponsor” for the Project in the following manner:

12.1 Events. Grant Recipient shall invite and recognize “King County Parks” at all events promoting the Project, and at the final Project dedication.

12.2 Community Relations. Grant Recipient shall recognize “King County Parks” as a “grant sponsor” in all social media, websites, brochures, banners, posters, press releases, and other promotional material related to the Project.

12.3 King County Parks Notification. Grant Recipient shall notify the King County Parks Project Manager thirty (30) days prior to any major milestone, such as a groundbreaking or opening dates.

12.4 King County Council Notification. If Grant Recipient is a city or town, notification to the King County Council thirty (30) days prior to any major milestone, such as a groundbreaking or opening dates is, required.

12.5 Signage. If Grant Recipient shall recognize "King County Parks" on any signage as a funder/contributor of project/facility. Grant Recipient is required to use appropriate King County logo on any signage and communications.

13. CONSTRUCTION OF THE FACILITY

13.1 Capital Improvements. The Grant Recipient shall design, develop, and construct mutually agreed upon Facility, features, and amenities in accordance with all applicable design(s), timelines, restrictions, environmental considerations, permitting determinations, neighborhood impact mitigations, and all other requirements in coordination with King County Parks staff. All contracted work by the Grant Recipient, its agents, representatives, or subcontractors, shall be bonded and properly insured to ensure the complete and safe design and construction of all facilities, features, and amenities. As between the Grant Recipient and King County, Grant Recipient will be solely responsible to comply with all applicable authorities and to obtain all necessary permits, approvals, and endorsements for the Project.

13.2 Warranties. With respect to all warranties, express or implied, for work performed or materials supplied in connection with the Project, the Grant Recipient shall:

a) Obtain all warranties, express or implied, that would be given in normal commercial practice from suppliers, manufacturers, contractors or installers;

b) Require all warranties be executed, in writing;

c) Be responsible to enforce any warranty of a contractor, subcontractor, manufacturer, or supplier.

13.2.1 If, within an applicable warranty period, any part of the Facility or work performed to construct the Facility is found not to conform to specifications, permit requirements, or industry standard, the Grant Recipient shall correct it promptly.

13.3 Right to Inspect – Construction. King County personnel or agents may inspect the construction project at any time provided that such persons observe due regard for workplace safety and security. King County may require the Grant Recipient or its contractors to stop work if King County deems work stoppage necessary to remedy construction defects or to address risks to health, safety, or welfare. The Grant Recipient specifically understands, acknowledges, and agrees that at a minimum, King County will inspect the Facility construction project before final completion of the Project.

13.4 Design. The Grant Recipient has retained a licensed architect and/or licensed professional engineer, registered in the State of Washington, who will prepare a Project design for the Facility and exterior landscaping, which visually blends with the setting. King County shall review the design plans for the Project in concept and reserves the right to approve the final design of the Project, consistent with established zoning, design code, or both.

13.5 Construction Site and Work Fencing. The Grant Recipient will be solely responsible for the site work, required permits, and grading for the Project. The Grant Recipient will ensure the work area is properly barricaded, and will ensure that signage is installed, directing unauthorized persons not to enter onto the construction site during any phase of development or construction. Unless otherwise agreed by the Parties in writing, fencing will be placed around work areas. In addition, construction areas will be kept clean and organized during development periods. The Grant Recipient will be responsible for site security, traffic, and pedestrian warnings at the site during the development and construction phases.

13.6 Alteration of Site or Facility Post Construction. After the Facility is completed and accepted by the Grant Recipient and King County as defined herein, the Grant Recipient will not make any material alteration to the Facility without express, written consent by King County.

13.7 Development and Construction Fees and Expenses. The Grant Recipient will be responsible to obtain and pay for all necessary permits, fees, and expenses associated with the Project.

13.8 Public Works Laws. To the extent applicable, the Grant Recipient will comply with all public works laws, regulations, and ordinances, including but not limited to those related to prevailing wages (see RCW 39.12), retainage (see RCW 60.28), bonding (see RCW 39.08), use of licensed contractors (see RCW 39.06), and competitive bidding (see RCW 36.32 and RCW 35.21.278). The Grant Recipient will indemnify and defend King County should it be sued or made the subject of an administrative investigation or

hearing for a violation of such laws, regulations, and ordinances in connection with the improvements.

13.9 Construction Contractor Indemnification and Hold Harmless. The Grant Recipient will require its construction contractors and subcontractors to defend, indemnify, and hold King County, its officers, officials, employees, and volunteers harmless from any and all claims, injuries, damages, losses, or suits including attorney's fees and costs, arising out of or in connection with the design, development, and construction of the Facility, except for injuries and damages caused by the negligence of King County.

13.10 Minimum Scope and Limits of Insurance. The Grant Recipient shall maintain, and/or require its Contractor(s) to maintain the minimum scope and limits of insurance as required in **Exhibit D** – Insurance Requirements

14. RESTRICTIVE COVENANTS

Upon the Effective Date of this Agreement and prior to distribution of grant funds for the construction of the Facility, Grant Recipient shall sign the Restrictive Covenant Agreement, attached hereto as **Exhibit E**.

15. PUBLIC ACCESS

The Grant Award Funds are provided for the purpose of developing and/or supporting the delivery of sports activities or infrastructure for, but not exclusively serving, persons under twenty-four (24) years of age, and low and moderate income communities within King County. Fees for the Project shall be no greater than those generally charged by public operators or project providers in King County.

The Facility shall be open and accessible to the public at reasonable hours and times. Grant Recipient shall notify the public of the availability of use by posting and updating that information on its website and by maintaining at entrances and/or other locations openly visible signs with such information. Fees for use of the Facility shall be no greater than those generally charged by public operators of similar facilities in King County.

Notwithstanding temporary closure for required maintenance or repairs, the minimum period of time Grant Recipient must ensure the Project is available for public use is thirty (30) years. If the Facility is retired or otherwise removed from use before the end of the thirty-year period, then the Grant Recipient shall reimburse the Grant Award Funds to King County.

Grant Recipient's duties under this Section 15 will survive the expiration or earlier termination of this Agreement.

16. INTERNAL CONTROL AND ACCOUNTING SYSTEM

The Grant Recipient shall establish and maintain a system of accounting and internal controls which complies with applicable, generally accepted accounting principles, and governmental accounting and financial reporting standards in accordance with Revised Code of Washington (RCW) Chapter 40.14.

17. MAINTENANCE OF RECORDS

17.1 The Grant Recipient shall maintain accounts and records, including personnel, property, financial, Project records, including Agreement deliverables, and other such records as may be deemed necessary by the County to ensure proper accounting for all Agreement funds and compliance with this Agreement.

17.2 These records shall be maintained for a period of six (6) years after the expiration or earlier termination of this Agreement unless permission to destroy them is granted by the Office of the Archivist in accordance with (RCW) Chapter 40.14.

17.3 Grant Recipient shall inform the County in writing of the location, if different from the Grant Recipient address listed on page one of this Agreement, of the aforesaid books, records, documents, and other evidence and shall notify the County in writing of any changes in location within ten (10) calendar days of any such relocation.

18. RIGHT TO INSPECT

The County reserves the right to review and approve the performance of the Grant Recipient with regard to this Agreement, and, at its sole discretion, to inspect or audit the Grant Recipient's records regarding this Agreement and the Project upon seventy-two (72) hours' notice during normal business hours.

19. COMPLIANCE WITH ALL LAWS AND REGULATIONS

The Grant Recipient, in cooperation and agreement with the owners of the Premises, shall comply with all applicable laws, ordinances and regulations in using funds provided by the County, including, without limitation, those relating to providing a safe working environment to employees and, specifically, the requirements of the Washington Industrial Safety and Health Act (WISHA), Chapter 49.17 RCW; and, to the extent applicable, those related to "public works," payment of prevailing wages, and competitive bidding of contracts. The Grant Recipient specifically agrees to comply and pay all costs associated with achieving such compliance without notice from King County; and further

agrees that King County, does not waive this Section by giving notice of demand for compliance in any instance. The Grant Recipient shall indemnify and defend the County should it be sued or made the subject of an administrative investigation or hearing for a violation of such laws related to this Agreement.

20. CORRECTIVE ACTION

If the County determines that a breach of contract has occurred or does not approve of the Grant Recipient's performance, it will give the Grant Recipient written notification of unacceptable performance. The Grant Recipient will then take corrective action within a reasonable period of time, as may be defined by King County in its sole discretion in its written notification to the Grant Recipient.

The County may withhold any payment owed the Grant Recipient until the County is satisfied that corrective action has been taken or completed.

21. TERMINATION

21.1 Termination for Convenience. The County may terminate this Agreement in whole or in part, with or without cause, at any time during the Term of this Agreement, by providing the Grant Recipient ten (10) days advance written notice of the termination.

21.2 Termination for Misuse of Funding. If the termination results from acts or omissions of the Grant Recipient, including but not limited to misappropriation, nonperformance of required services, or fiscal mismanagement, the Grant Recipient shall return to the County immediately any funds, misappropriated or unexpended, which have been paid to the Grant Recipient by the County.

21.3 Termination for Insufficient Funding. Any King County obligations under this Agreement beyond the current appropriation year are conditioned upon the County Council's appropriation of sufficient funds to support such obligations. If the Council does not approve such appropriation, then this Agreement will terminate automatically at the close of the current appropriation year.

21.4 Termination for Non-Performance. The Agreement will be terminated if the Grant Recipient is unable or unwilling to expend the Grant Award Funds as specified in **Exhibits B** and **C**, or upon reimbursement by the Grant Recipient to the County of all unexpended proceeds provided by the County pursuant to this Agreement and payment of all amounts due pursuant to Section 6 – Grant Award Funds and Disbursement.

22. FUTURE SUPPORT; UTILITIES AND SERVICE

The County makes no commitment to support the services contracted for herein and assumes no obligation for future support of the activity contracted for herein except as expressly set forth in this Agreement. The Grant Recipient understands, acknowledges, and agrees that the County shall not be liable to pay for or to provide any utilities or services in connection with the Project contemplated herein.

23. HOLD HARMLESS AND INDEMNIFICATION

The Grant Recipient shall protect, indemnify, and hold harmless the County, its officers, agents, and employees from and against any and all claims, costs, and/or losses whatsoever occurring or resulting from (1) Grant Recipient's failure to pay any such compensation, wages, benefits, or taxes, and/or (2) work, services, materials, or supplies performed or provided by the Grant Recipient's employees or other suppliers in connection with or support of the performance of this Agreement.

The Grant Recipient further agrees that it is financially responsible for and will repay the County all indicated amounts following an audit exception which occurs due to the negligence, intentional act, and/or failure, for any reason, to comply with the terms of this Agreement by the Grant Recipient, its officers, employees, agents, representatives, or subcontractors. This duty to repay the County shall not be diminished or extinguished by the expiration or prior termination of the Agreement.

The Grant Recipient agrees for itself, its successors, and assigns, to defend, indemnify, and hold harmless King County, its appointed and elected officials, and employees from and against liability for all claims, demands, suits, and judgments, including costs of defense thereof, for injury to persons, death, or property damage which is caused by, arises out of, or is incidental to any use of or occurrence on the Project that is the subject of this Agreement, or the Grant Recipient's exercise of rights and privileges granted by this Agreement, except to the extent of the County's sole negligence. The Grant Recipient's obligations under this Section shall include:

23.1 The duty to promptly accept tender of defense and provide defense to the County at the Grant Recipient's own expense;

23.2 Indemnification of claims made by the Grant Recipient's employees or agents; and

23.3 Waiver of the Grant Recipient's immunity under the industrial insurance provisions of Title 51 RCW, but only to the extent necessary to indemnify King County, which waiver has been mutually negotiated by the parties.

In the event it is necessary for the County to incur attorney's fees, legal expenses or other costs to enforce the provisions of this Section, all such fees, expenses and costs shall be recoverable from the Grant Recipient.

In the event it is determined that RCW 4.24.115 applies to this Agreement, the Grant Recipient agrees to protect, defend, indemnify and save the County, its officers, officials, employees and agents from any and all claims, demands, suits, penalties, losses damages judgments, or costs of any kind whatsoever for bodily injury to persons or damage to property (hereinafter "claims"), arising out of or in any way resulting from the Grant Recipient's officers, employees, agents and/or subcontractors of all tiers, acts or omissions, performance of failure to perform the rights and privileges granted under this Agreement, to the maximum extent permitted by law or as defined by RCW 4.24.115, as now enacted or hereafter amended.

A hold harmless provision to protect King County similar to this provision shall be included in all Agreements or subcontractor Agreements entered into by the Grant Recipient in conjunction with this Agreement.

The Grant Recipient's duties under this Section 23 will survive the expiration or earlier termination of this Agreement.

24. CONTRACTOR INDEMNIFICATION AND HOLD HARMLESS

Grant Recipient will require its Contractors and any Subcontractors to defend, indemnify, and hold King County, its officers, officials, employees, and volunteers harmless from any and all claims, injuries, damages, losses, or suits including attorney's fees and costs, arising out of or in connection with except for injuries and damages caused by the negligence of King County.

25. NONDISCRIMINATION

King County Code ("KCC") chapters 12.16 through 12.19 apply to this Agreement and are incorporated by this reference as if fully set forth herein. In all hiring or employment made possible or resulting from this Agreement, there shall be no discrimination against any employee or applicant for employment because of sex, race, color, marital status, national origin, religious affiliation, disability, sexual orientation, gender identity or expression or age except minimum age and retirement provisions, unless based upon a bona fide occupational qualification.

26. POLITICAL ACTIVITY PROHIBITED

None of the funds, materials, property, or services provided directly or indirectly under this Agreement shall be used for any partisan political activity or to further the election or defeat of any candidate for public office.

27. PROJECT MAINTENANCE; EQUIPMENT PURCHASE, MAINTENANCE, AND OWNERSHIP

27.1 The Grant Recipient shall be responsible to operate and maintain the completed Project at its own sole expense and risk. The Grant Recipient shall maintain the completed Project in good working condition consistent with applicable standards and guidelines. The Grant Recipient understands, acknowledges, and agrees that the County is not responsible to operate or to maintain the Project in any way.

27.2 The Grant Recipient shall be responsible for all property purchased pursuant to this Agreement, including the proper care and maintenance of any equipment.

27.3 The Grant Recipient shall establish and maintain inventory records and transaction documents (purchase requisitions, packing slips, invoices, receipts) of equipment and materials purchased with Agreement funds.

The Grant Recipient's duties under this Section 27 shall survive the expiration of this Agreement.

28. CULTURAL RESOURCE PRESERVATION REQUIREMENTS

Grant Recipient agrees to coordinate cultural resource review of the Project with the King County Historic Preservation Program ("HPP") in order to determine potential effects to cultural resources and any necessary mitigation. Grant Recipient further agrees to perform the steps outlined by the HPP for any necessary cultural resource preservation as specified in **Exhibit F**.

29. ASSIGNMENT

Grant Recipient shall not assign any portion of rights and obligations under this Agreement or transfer or assign any claim arising pursuant to this Agreement without the written consent of the County. Grant Recipient must seek such consent in writing not less than fifteen (15) days prior to the date of any proposed assignment.

30. WAIVER OF BREACH OR DEFAULT

Waiver of breach of any provision in this Agreement shall not be deemed to be a waiver of any subsequent breach and shall not be construed to be a modification of the terms of the Agreement unless stated to be such through written approval by the County, which shall be attached to the original Agreement. Waiver of any default shall not be deemed to be a waiver of any subsequent defaults.

31. TAXES

The Grant Recipient agrees to pay on a current basis all taxes or assessments levied on its activities and property, including, without limitation, any leasehold excise tax due under RCW Chapter 82.29A; PROVIDED, however, that nothing contained herein will modify the right of the Grant Recipient to contest any such tax, and the Grant Recipient shall not be deemed to be in default as long as it will, in good faith, be contesting the validity or amount of any such taxes.

32. DEBARMENT, SUSPENSION OR INELIGIBILITY

By accepting the terms of this Agreement, Grant Recipient certifies that the Grant Recipient nor its principals are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in this Agreement by any Federal or State department or agency. If the Grant Recipient or its principals become debarred, suspended or ineligible from participating in transactions, Grant Recipient shall notify the County within fifteen (15) calendar days of an event.

The Grant Recipient agrees not to enter into any arrangements or contracts related to this Agreement with any party that is on the "General Service Administration List of Parties Excluded from Federal Procurement or Non-procurement Programs" which can be found at www.sam.gov or Department of Enterprise Services Debarment List which can be found at https://des.wa.gov/services/contracting-purchasing/doing-business-state/vendor-debarment.

33. WASHINGTON LAW CONTROLLING, WHERE ACTIONS BROUGHT

This Agreement shall be interpreted in accordance with the laws of the State of Washington. Any claim or suit between the Parties arising out of this Agreement may only be filed and prosecuted in King County Superior Court.

34. PUBLIC RECORDS REQUESTS

This Agreement shall be considered a public document and will be available for inspection and copying by the public in accordance with Chapter 42.56 RCW: PUBLIC RECORDS ACT (wa.gov) (the “Act”), or its successor act.

35. INDEPENDENT STATUS OF THE GRANT RECIPIENT

In the performance of this Agreement, the Parties will be acting in their individual, corporate or governmental capacities and not as employees, partners, joint ventures or associates of one another. Nothing contained herein will make, or be deemed to make, the County and the Grant Recipient a partner of one another, and this Agreement will not be construed as creating a partnership or joint venture. Nothing in this Agreement will create, or be deemed to create, any right, duty or obligation in any person or entity not a party to it.

36. INTERPRETATION OF COUNTY RULES AND REGULATIONS

If there is any question regarding the interpretation of any County rule or regulation, the County decision will govern and will be binding upon the Grant Recipient.

37. ORDER OF PRECEDENCE

In the event of any inconsistency in the terms of this Agreement, or between its terms and any applicable statute, rule, or King County Code, the inconsistency shall be resolved by giving precedence in the following order to:

1. Any Amendments to this Agreement;
2. This Agreement, including its Terms and Conditions and the following Exhibits;
    a. Exhibit A – Map of Facility and Schematic
    b. Exhibit B – Scope of Work
    c. Exhibit C – Project Budget
    d. Exhibit D – Insurance Requirements
    e. Exhibit E – Draft Restrictive Covenant Agreement
    f. Exhibit F – Cultural Resource Preservation Requirements
3. If applicable, the Request for Application (as modified by any amendments); and
4. If applicable, Grant Recipients Grant Application.

Provided, however, when an agreement term or condition appears in more than one document, the more specific agreement term or condition shall control if the different contract provisions cannot be harmonized.

38. ENTIRE AGREEMENT

This Agreement, including any referenced exhibits and attachments, constitutes the entire Agreement between the County and the Grant Recipient and supersedes any and all prior agreements and understanding between them, whether written, oral or otherwise. No other statements or representations, written or oral, shall be deemed a part thereof.

39. COUNTERPARTS; ELECTRONIC SIGNATURES

This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. The Parties acknowledge and agree that this document may be executed by electronic signature, which shall be considered as an original signature for all purposes shall have the same force and effect as an original signature.

IN WITNESS WHEREOF, each individual signing this Agreement warrants that they have the authority to enter into this Agreement on behalf of the Party for which that individual signs. The Parties hereto have executed this Agreement on the dates set forth below.

KING COUNTY	**City of Des Moines**
Signature	Signature
NAME (Please type or print), Title	NAME (Please type or print), Title
Date	Date

EXHIBIT A – MAP OF FACILITY AND/OR SCHEMATIC

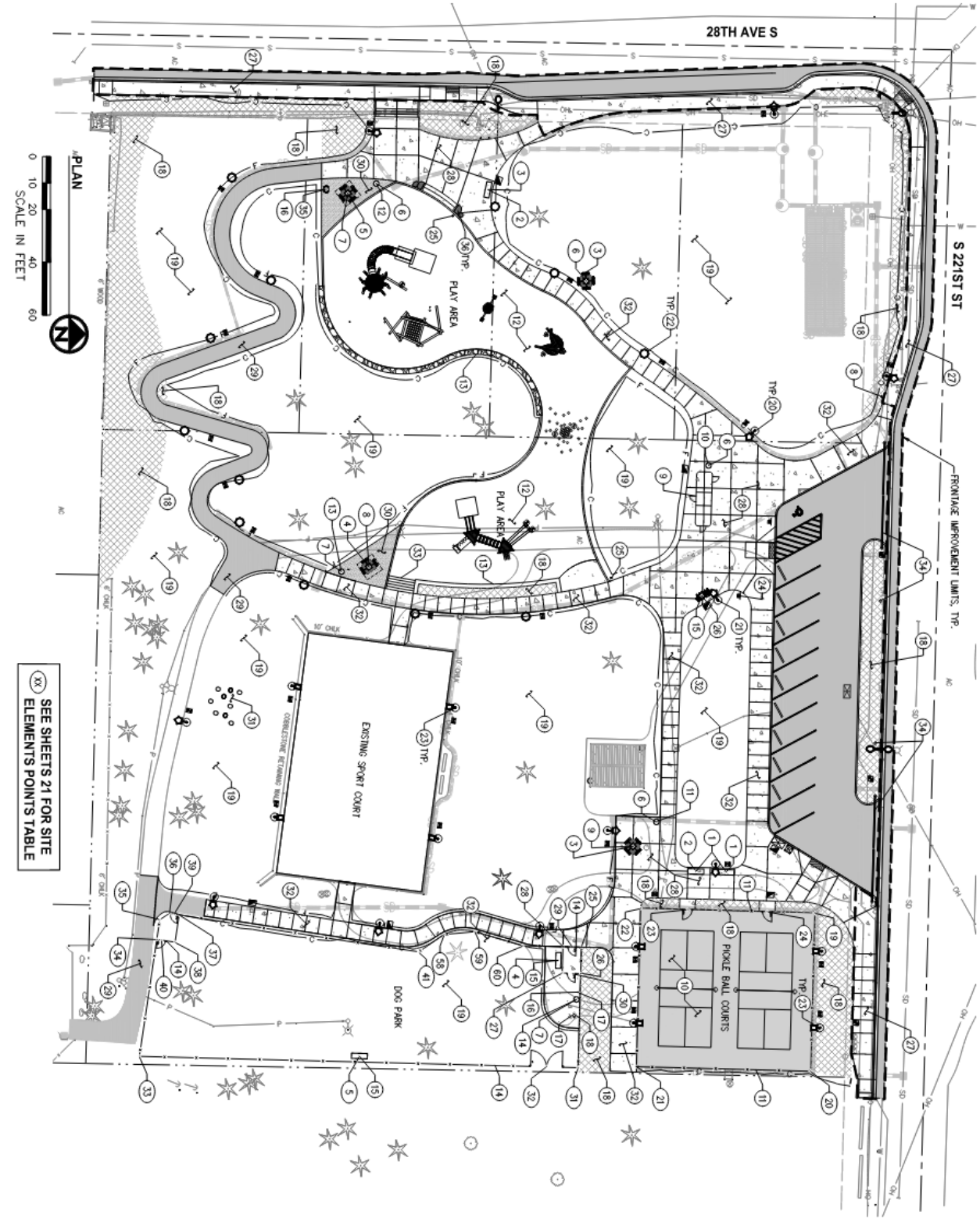


EXHIBIT B – SCOPE OF WORK

Project Summary

Scope of Work Summary: This project will improve Midway Park by adding new sport/recreation amenities including new play structures, pickleball courts, and a loop trail. The project will also improve access with new ADA accessible paths and added park/sport court lighting. Midway Park is in the Pacific Ridge community, a King Co. Opportunity Area, that has been underserved with access to outdoor recreation.

Project Location:

- Midway Park, 29th Ave S & S 221st St, Des Moines, WA 98198
- Parcel Numbers: 2156400360, 2156400363, 2156400364, 2156400365, 2156400367

Total Amount of this Award: $250,000.00

Total Project Cost: $1,223,215.00

Activity Timeline & Deliverables

Phase/Task	Deliverables	Activity Description	Date/Timeline
Project Management & Administration	Progress Reports	Progress Reports submitted via Grant Portal	Quarterly
Project Management & Administration	Project Management Plan	Submit Project Management Plan	October 2027
Planning Phase	Project Schedule	Submit Project Schedule	June 2027
Final Design Phase	Final Design Plans	Submit Final Design Plans	December 2026
Pre-Construction Requirements	Cultural Resource Preservation Requirement	Complete Cultural Resource Preservation Requirements in alignment with requirements outlined in the Grant Agreement	Due prior to any ground disturbing or construction activities
	Property Use Requirement	Complete a public access property use agreement (e.g., Restrictive Covenant) in alignment with requirements outlined in the Grant Agreement	Due prior to distribution of grant funds for construction
	Construction Evidence of Insurance	Submit Builder's Risk and any remaining evidence of insurance in alignment with requirements outlined in the Grant Agreement	Due prior to construction and/or geotechnical activities

Implementation	Share updates via Progress Reports	Construction of Park Amenities & Improvements	March 2028
Closeout	Final Report	Complete Final Report upon project completion	Due on contract end date

The Grantee shall not make any significant changes to an approved project without prior written consent of the County. Significant changes include, but are not limited to, a change to the timeline that falls outside the contract period or a shift of more than twenty percent of funds within the approved grant budget over the term of this Exhibit. If changes are necessary and approved by the County, such changes will be formalized in a written amendment signed by all parties.

EXHIBIT C – PROJECT BUDGET

Planning Costs	$0.00
Construction Costs	$250,000.00
Personnel Costs	$0.00
Indirect Costs	$0.00
Total	**$250,000.00**

Grant Budget Changes

With written approval from the County, the Grantee may reallocate grant funds across budget line items within twenty percent of the total grant budget without requiring an official contract amendment. Indirect costs shall not exceed twenty percent of direct costs.

Budget Line Items Descriptions

Planning Costs include but are not limited to planning, design, consultant fees, and permits.

Construction Costs include but are not limited to construction and materials costs such play equipment, restroom facility, pickleball courts, fencing, picnic tables/benches, and bike racks.

Personnel Costs include but are not limited to staff pay and benefits.

Indirect Costs include expenses of doing business that are not readily identified with a particular grant, contract, project, function, or activity, but are necessary for the general operation of the organization or performance of the organization’s activities.

EXHIBIT D – INSURANCE REQUIREMENTS

1. Insurance Requirements

   1.1. Grant Recipient shall purchase and maintain for the entire term of this Agreement or as otherwise stated in this Exhibit, at its sole cost and expense, the minimum insurance set forth below. By requiring such minimum insurance, the County does not and shall not be deemed or construed to have assessed the risks that may be applicable to Grant Recipient, or any Contractor under this Agreement, or in any way limit the County's potential recovery to insurance limits required hereunder. To the contrary, this Agreement's insurance requirements may not in any way be construed as limiting any potential liability to the County or the County's potential recovery from Grant Recipient. Grant Recipient and any Contractor shall assess their own risks and if they deem appropriate and/or prudent, maintain greater limits and/or broader coverage.

   1.2. Each insurance policy shall be written on an "occurrence" basis, except insurance for Pollution Liability, which may be written on a "claims made" basis.

   If coverage is approved and purchased on a "claims made" basis, the coverage provided under that insurance shall be maintained through: (i) consecutive policy renewals for not less than three (3) years from the date of completion of the Project which is subject of this Agreement or, if such renewals are unavailable, (ii) the purchase of a tail/extended reporting period for not less than three (3) years from the date of completion of the Project which is the subject of this Agreement.

2. Evidence and Cancellation of Insurance

   2.1. Within thirty (30) days of contract execution and upon request by the County, Grant Recipient shall furnish the County certificates of insurance and endorsements certifying the issuance of all insurance required by this Agreement which is to be maintained for the entire term of the Agreement or as otherwise stated in this Exhibit. All evidence of insurance shall be signed by a properly authorized officer, agent, general agent, or qualified representative to the insurer(s), shall certify the name of the insured(s), the type and amount of insurance, the location and operations to which the insurance applies, the inception and expiration dates, shall specify the form numbers of any endorsements issued to satisfy this Agreement's insurance requirements, and shall state that the County shall receive notice at least thirty (30) days prior to the effective date of any cancellation, lapse, or material change in the policy(s). Certificate Holder: King County Parks, 201 S. Jackson Street, Suite 5702, Seattle, WA 98104. Electronic evidence of insurance documents may be emailed to: ParksGrants@kingcounty.gov.

2.2. The County reserves the right to require complete, certified copies of all required insurance policies, including all endorsements and riders, which may be redacted of any confidential or proprietary information. Grant Recipient shall deliver such policies to the County within five (5) business days of County's request.

3. Minimum Scope and Limits of Insurance

3.1. Grant Recipient shall maintain the following types of insurance and minimum insurance limits:

3.1.1. Commercial General Liability: $1,000,000 per occurrence and $2,000,000 in the aggregate for bodily injury, personal and advertising injury, and property damage. Coverage shall be at least as broad as that afforded under ISO form number CG 00 01. Such insurance shall include coverage for, but not limited to, premises liability, ongoing operations, products and completed operations, and contractual liability. Limits may be satisfied by a single primary policy or by a combination of separate primary and umbrella or excess liability policies, provided that coverage under the latter shall be at least as broad as that afforded under the primary policy and satisfy all other requirements applicable to liability insurance including, but not limited to, additional insured status for the County.

3.1.2. Automobile Liability: Grant Recipient and/or its Contractor(s) will maintain Automobile Liability insurance with a minimum $1,000,000 combined single limit per accident for bodily injury and property damage. Coverage shall be at least as broad as that afforded under ISO form number CA 00 01 covering **BUSINESS AUTO COVERAGE**, symbol 1 "any auto"; or the combination of symbols 2, 8, and 9. Limit may be satisfied by a single primary policy or by a combination of separate primary and umbrella or excess liability policies, provided that coverage under the latter shall be at least as broad as that afforded under the primary policy.

3.1.3. Workers Compensation: If Grant Recipient or its Contractor(s) have employees, then Workers Compensation coverage shall be maintained as required by the Industrial Insurance Act of the State of Washington, as well as any similar coverage required for this Project by applicable Federal or "Other States" State Law.

3.1.4. Employers Liability or "Stop Gap" coverage: If Grant Recipient or its Contractor(s) have employees, then Employers Liability or "Stop Gap" coverage shall be maintained with a minimum limit of $1,000,000 each occurrence and shall be at least as broad as the protection provided by the Workers Compensation policy Part 2 (Employers Liability), or, in monopolistic states including but not limited to Washington, the protection

provided by the "Stop Gap" endorsement to the commercial general liability policy.

3.1.5. Builder's Risk / Installation Floater Insurance. If construction activities will be funded by the Grant, Grant Recipient or its Contractor(s) shall procure and maintain, prior to and for the duration of the construction phase of the Project, "All Risk" Builder's Risk insurance or Installation Floater insurance at least as broad as ISO form number CP0020 (Builder's Risk Coverage Form) with ISO form number CP0020 (Causes of Loss – Special Form). The coverage shall insure for direct physical loss to property of the Project for 100% of the replacement value. The policy shall be endorsed to cover the interests, as they may appear, of King County, Grant Recipient, and Contractor(s) of all tiers. In the event of a loss to any or all of the work and/or materials therein and/or to be provided at any time, Grant Recipient or its Contractor(s) shall promptly reconstruct, repair, replace, or restore all work and/or materials so destroyed. Policy shall include a waiver of subrogation in favor of King County.

3.1.6. Pollution Liability: If geotechnical work will take place, Grant Recipient or its Contractor(s) shall provide Pollution Liability coverage with minimum limits of $1,000,000 per occurrence and in the aggregate to cover sudden and non-sudden bodily injury and/or property damage to include the destruction of tangible property, loss of use, clean-up costs, and the loss of use of tangible property that has not been physically injured or destroyed.

3.1.7. Fidelity and Crime Insurance. If a Fiscal Sponsor is a party to this Agreement, Fiscal Sponsor(s) shall procure and maintain Fidelity and Crime insurance with a minimum limit equal to the grant amount. Coverage shall include 'Join Loss Payable' ISO form CR 20 15 10/10 or substantive equivalent and 'Provide Required Notice of Cancellation to Another Entity' ISO form CR 20 17 10/10.

4. Other Insurance Provisions and Requirements

4.1. All insurance policies purchased and maintained by Grant Recipient and any Contractor required in this Agreement shall contain, or be endorsed to contain the following provisions:

4.1.1. With respect to all liability policies except Professional Liability (Errors and Omissions) and Workers Compensation:

4.1.1.1. King County, its officials, employees, and agents shall be covered as additional insured for full coverage and policy limits as respects liability arising out of activities performed by or on behalf of the Grant Recipient, its agents, representatives, employees, or Contractor(s) in connection with this Agreement. Additional Insured status shall include products-completed operations CG 20 100 11/85 or its substantive

equivalent. The County requires the endorsement(s) to complete the Agreement.

4.1.2. With respect to all liability policies (except Workers Compensation):

4.1.2.1. Coverage shall be primary insurance as respects the County, its officials, employees, and agents. Any insurance and/or self-insurance maintained by the County, its officials, employees, or agents shall not contribute with any of Grant Recipient's or Contractor(s)'s insurance or benefit the Grant Recipient, or any Contractor, or their respective insurers in any way.

4.1.2.2. Insurance shall expressly state that it applies separately to each insured and additional insured against whom a claim is made and/or lawsuit is brought, except with respect to the limits of insurer's liability.

5. Waiver of Subrogation
   5.1. Grant Recipient, its Contractor(s), and their respective insurance carriers release and waive all rights of subrogation against King County, its officials, agents, and employees for damages caused by fire or other perils which can be insured by a property insurance policy. This provision shall be valid and enforceable only to the extent permissible by the applicable property insurance policies.

6. Deductibles/Self-Insured Retentions
   6.1. Any deductible and/or self-insured retention of the policies shall in all instances be the sole responsibility of Grant Recipient or its Contractor, even if no claim has been made or asserted against them.

7. Acceptability of Insurers
   7.1. Unless otherwise approved by the County, insurance is to be placed with insurers with an A.M. Best rating of no less than A:VIII.

8. Self-Insurance
   8.1. If the Grant Recipient is a governmental entity or municipal corporation, Grant Recipient may maintain a fully funded self-insurance program or participate in an insurance pool for the protection and handling of its liabilities including injuries to persons and damage to property. Further, if Grant Recipient maintains a self-insurance program or participates in an insurance pool, the additional insured requirement shall not apply to the coverage provided by the self-insured program or insurance pool.

9. Contractors
   9.1. Grant Recipient shall include all Contractors as insureds under its policies or, alternatively, Grant Recipient must require each of its Contractors to procure and maintain appropriate and reasonable insurance coverage and insurance limits to cover each of the Contractor's liabilities given the scope of work and services being provided herein. Contractor(s) must include the County, its officials,

agents and employees as additional insured for full coverage and policy limits on its Commercial General Liability insurance and, if applicable, its Automobile Liability insurance. Upon request by the County, and within five (5) business days, Grant Recipient must provide evidence of each Contractor(s) insurance coverage, including endorsements.

EXHIBIT E – DRAFT RESTRICTIVE COVENANT AGREEMENT

When recorded return to:

King County Department of Natural Resources and Parks
Parks and Recreation Division
201 S Jackson Street, KSC-NR 6500
Seattle, WA 98104-3855

Please print or type information **WASHINGTON STATE RECORDER'S Cover Sheet** (RCW 65.04)

Document Title(s) (or transactions contained therein): (all areas applicable to your document **must** be filled in)

1. Restrictive Covenant 2. _____

3. _____ 4. _____

Reference Number(s) of Documents assigned or released:

Additional reference #'s on page _____ of document

Grantor(s) Exactly as name(s) appear on document

1. **City of Des Moines**, _____

2. _____, _____

Additional names on page _____ of document.

Grantee(s) Exactly as name(s) appear on document

1. King County

Legal description (abbreviated: i.e. lot, block, plat or section, township, range)
Additional legal is on page EXHIBIT - LEGAL DESCRIPTION of document.

Assessor's Property Tax Parcel/Account Number ☐ Assessor Tax # not yet assigned
2156400363, 2156400364, 215600360, 2156400367, 2156400365

The Auditor/Recorder will rely on the information provided on this form. The staff will not read the document to verify the accuracy or completeness of the indexing information provided herein.

"I am signing below and paying an additional $50 recording fee (as provided in RCW 36.18.010 and referred to as an emergency nonstandard document), because this document does not meet margin and formatting requirements. Furthermore, I hereby understand that the recording process may cover up or otherwise obscure some part of the text of the original document as a result of this request."

_____Signature of Requesting

Note to submitter: Do not sign above nor pay additional $50 fee if the document meets margin/formatting requirements

RESTRICTIVE COVENANT AGREEMENT

This Parks One Time Capital Project Restrictive Covenant Agreement (the "Covenant Agreement") is effective _____, and is made and executed by City of Des Moines ("Grant Recipient"), and by and in favor of King County (the "County"), a political subdivision of the State of Washington (the "County"). In this Covenant Agreement, Grant Recipient and the County may also be referred to collectively as the "Parties" and individually as "Party."

RECITALS

A. Grant Recipient is the owner of real property located in King County, State of Washington, legally described in **Exhibit A**, attached hereto and made part hereof (the "Property").

B. Pursuant to a Parks One Time Grant Agreement, between the County and Grant Recipient, dated _____, in the amount of $250,000.00 (the "Grant Agreement"), Grant Recipient has constructed a facility (the "Facility") on the Property to construct, renovate, or rehabilitate a facility in order to provide increased athletic opportunities and to address an athletic need for the citizens of King County, Washington. A map of the Property and Facility is attached to and made part of this Covenant Agreement as **Exhibit E-1**.

C. The purpose of this instrument is to ensure that the Property and Facility will be used for the purposes set forth in the Grant Agreement and will be open and available for public use for a minimum of thirty (30) years.

COVENANT AGREEMENT

NOW, THEREFORE, in consideration of the mutual promises herein, the Grant Recipient and the County agree, covenant and declare that the Facility and Property are subject to the following restrictive covenants, which covenants shall run with the land and burden the Property and Facility for the sole benefit of the County, its successors and assigns, and the County land that makes up its public park, recreation, and open space system.

All the terms and provisions hereof shall be construed to effectuate the purposes set forth in this Covenant Agreement and to sustain the validity hereof.

1. Covenants Run with the Land. Grant Recipient and the County agree and declare that the covenants and conditions contained herein touch and concern the land and shall bind and the benefits shall inure to, respectively, Grant Recipient and its successors and assigns and all subsequent owners of the

Property and Facility, and to the County and its successors and assigns and all subsequent owners of the County's benefited property interests, subject to modification thereof as specifically provided below. Each and every contract, deed, or other instrument hereafter executed conveying any portion or interest in the Property and/or the Facility, shall contain an express provision making such conveyance subject to the covenants and conditions of this Covenant Agreement, provided however, that any such contract, deed, or other instrument shall conclusively be held to have been executed, delivered and accepted subject to such covenants and conditions, regardless of whether or not such covenants and conditions are set forth or incorporated by reference in such contract, deed, or other instrument.

2. Grant Recipient Covenants Public Use of Property and Facility for Thirty Years. Grant Recipient covenants and declares on behalf of itself and all heirs, assigns, and successors in interests into whose ownership the Property and/or Facility might pass that the Property and Facility will be preserved and maintained in accordance with the restrictions and obligations described in this Covenant Agreement for at least thirty (30) years. It is the intent of the Grant Recipient that such covenants shall supersede any prior interests Grant Recipient has in the Property and Facility and shall run with the land for the benefit of the County and the County land that makes up its public park, recreation, and open space system, and be binding on any and all persons who acquire any portion of, or interest in, the Property or Facility. Grant Recipient and the County agree that King County shall have standing to enforce these covenants.

3. Acknowledgement of Grant Funds Used for Construction (or Specify). Grant Recipient acknowledges that the Facility was constructed on the Property for the purpose of developing and/or supporting the delivery of sports activities or infrastructure for, but not exclusively serving, persons under twenty-four (24) years of age, and low- and moderate-income communities within King County, and that the Property and Facility shall not be converted to a different status or use for a period of thirty (30) years unless a full reimbursement of the YASG award amount is made to King County.

4. Grant Recipient Covenants Use of Property and Facility for Public Use. Grant Recipient covenants and agrees that the neither the Property nor the Facility shall be transferred or conveyed except by a contract, deed, or other instrument expressly making such transfer or conveyance subject to the covenants and conditions of this Covenant Agreement.

5. Grant Recipient Covenants Non-Discriminatory Use of Property and Facility. Grant Recipient covenants that it and any successor in interest will maintain the Property and Facility for public use as required by the Grant Agreement. The Property and Facility shall be open and accessible to the public at reasonable hours and times. Grant Recipient shall notify the public of the availability of use by posting and

updating that information on its website and by maintaining at entrances and/or other locations openly visible signs with such information. Fees for use of the Facility shall be no greater than those generally charged by public operators of similar facilities in King County. Grant Recipient covenants that it will not limit or restrict access to and use of the Property and Facility by non-Grant Recipient residents in any way that does not also apply to Grant Recipient residents. Grant Recipient further covenants that any and all user fees charged for the Property and Facility, including charges imposed by any lessees, concessionaires, service providers, and/or other assignees shall be at the same rate for non-Grant Recipient residents as for the residents of Grant Recipient.

6. Parties Bound. This Covenant Agreement shall benefit and be enforceable only by County and Grant Recipient and their successors or assigns and shall not be enforceable by any third parties.

7. Remedies. The County, its successors, designees or assigns shall have the following remedies against Grant Recipient, its successors, designees or assigns for violation of this Covenant Agreement:

7.1 Default. If Grant Recipient fails to observe or perform any of the terms, conditions, obligations, restrictions, covenants, representations or warranties of this Covenant Agreement, and if such noncompliance is not corrected as provided herein, then such noncompliance shall be considered an event of default.

7.2 Notice of Default. Before the County pursues a remedy against Grant Recipient for breach of this Covenant Agreement, the County shall provide written notice specifying the default to Grant Recipient. Grant Recipient shall thereafter have a thirty (30) day period to cure such default (or if such default is not capable of cure within thirty (30) days, such additional period as is reasonably necessary for Grant Recipient to complete such cure, provided that Grant Recipient commences cure within such thirty (30) day period and thereafter diligently pursues it to completion).

7.3 County's Remedies Not Exclusive. The County shall be entitled to all remedies in law or in equity against Grant Recipient in the event of a default.

7.4 No Waiver. No delay in enforcing the provisions hereof as to any breach or violation shall impair, damage, or waive the right of the County to enforce the same or obtain relief against or recover for the continuation or repetition of such breach or violation or any other breach or violation thereof at any later time or times.

8. Miscellaneous Provisions.

8.1 Agreement to Record. Grant Recipient shall cause this Covenant Agreement to be recorded in the real property records of King County, Washington. Grant Recipient shall pay all fees and charges incurred in connection with such recording and shall provide the County with a copy of the recorded document.

8.2 Time of the Essence. Time is of the essence of this Covenant Agreement and of every provision thereof.

8.3 Notices. Notices, certificates, reports, or other communications shall be deemed delivered on the third day following the date on which the same have been mailed by certified or registered mail, postage pre-paid, return receipt requested, or on the date on which the same have been personally delivered with proof of receipt, at the addresses specified below, or at such other addresses as may be specified in writing by the parties listed below:

If to King County:

King County Department of

Natural Resources & Parks

Parks and Recreation Division

201 South Jackson Street

Seattle, WA 98104-3855

Attn: Director

If to City of Des Moines:

1000 S 220th st Des Moines, WA 98198

Attn: Bonnie Wilkins

8.1 Severability. If any provision of this Covenant Agreement shall be invalid, illegal, or unenforceable, the validity, legality, or enforceability of the remaining provisions hereof shall not in any way be affected or impaired thereby.

8.2 Amendments. This Covenant Agreement shall be amended only by a written instrument executed by the Parties hereto or their respective successors in title, and duly recorded in the real property records of King County, Washington.

8.3 Governing Law. This Covenant Agreement shall be governed by the laws of the State of Washington and venue shall be in King County Superior

Court.

8.4 Reliance. The County and Grant Recipient hereby recognize and agree that the representations and covenants set forth herein may be relied upon by each other.

8.5 No Conflict with Other Documents. Grant Recipient and the County warrant that they have not executed and will not execute any other agreement with provisions contradictory to, or in opposition to, the provisions hereof, and that in any event the requirements of this Covenant Agreement are paramount and controlling as to the rights and obligations herein set forth and supersede any other requirements in conflict herewith.

8.6 Sale or Transfer of the Facility. Grant Recipient agrees to notify the County within 30 days of any transfer of Grant Recipient's ownership interest in the Property and/or the Facility.

8.7 Captions. The titles and headings of the sections of this Covenant Agreement have been inserted for convenience of reference only and are not to be considered a part hereof. They shall not in any way modify or restrict any of the terms or provisions hereof or be considered or given any effect in construing this document or any provision thereof or in ascertaining intent, if any question of intent shall arise.

8.8 No Third-Party Beneficiaries. This agreement is made and entered into for the sole protection and benefit of the Parties hereto and their successors and assigns. No other person shall have any right of action based on any provision of this Covenant Agreement.

IN WITNESS WHEREOF, each individual signing this Agreement warrants that they have the authority to enter into this Agreement on behalf of the Party for which that individual signs. The Parties hereto have executed this Agreement on the dates set forth below.

KING COUNTY	**City of Des Moines**
Signature	Signature
NAME (Please type or print), Title	NAME (Please type or print), Title

_____	_____
_____	_____
Date	Date

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that he/she signed this instrument, on oath stated that he/she was authorized to execute the instrument and acknowledged it as the _____ of the GRANT RECIPIENT organization, to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: _____

_____
NOTARY PUBLIC
Print Name: _____
My Commission Expires: _____

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that he/she signed this instrument, on oath stated that he/she was authorized to execute the instrument and acknowledged it as the _____ of KING COUNTY, a political subdivision of the State of Washington, to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: _____

_____
NOTARY PUBLIC

Print Name: _____
My Commission Expires: _____

DRAFT RESTRICTIVE COVENANT AGREEMENT
EXHIBIT E-1 – LEGAL DESCRIPTION

E DES MOINES FIVE-ACRE TRS UNREC E 240.00 FT OF W 390.00 FT OF S HALF OF NW QTR OF SE QTR OF SE QTR STR 09-22-04 LESS N 45 FT CONV FOR S 221ST ST BY DEED UNDER REC NO 2717363

PLat Block:

Plat Lot: POR 18

DRAFT RESTRICTIVE COVENANT AGREEMENT
EXHIBIT E-2 –
PROPERTY/FACILITY MAP

EXHIBIT F – CULTURAL RESOURCE PRESERVATION REQUIREMENTS

Based on the initial cultural resources review, the following recommendation(s) is/are conditions and/or requirements for this Project:

CULTURAL RESOURCES. The Grant Recipient shall make a copy of the provided King County Parks inadvertent discovery plan (IDP) available to the construction contractor prior to the start of ground disturbance. The IDP will be reviewed with the field staff at the start of ground disturbing work and will be kept on site during construction of the project. If needed, the Grant Recipient can ask a professional cultural resources practitioner or a representative from the King County Historic Preservation Program to attend their project kickoff to provide a formal review of the IDP.

City Council
AGENDA ITEM

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: **6th and 287th Stormwater Project - Parametrix Task Assignment**

ATTACHMENTS:
1. Parametrix Task Assignment 2026-06

FOR AGENDA OF:
October 29, 2026

DEPT OF ORIGIN:
Public Works

DATE SUBMITTED:
October 16, 2026

CLEARANCES:
Public Works
City Clerk

Purpose and Recommendation

The purpose of this consent agenda item is to seek City Council approval of Task Assignment 2026-06 with Parametrix (Attachment 1) for engineering support during the bidding and construction phases of the 6th Place South and South 287th Street Storm Project.

Motion: "I move to approve the 2026-2027 On-Call General Civil Engineering Services Task Assignment 2026-06 with Parametrix in the amount of $126,100.00, and authorize the City Manager to sign said agreement substantially in the form as submitted."

Strategic Plan Priority

Natural and Built Environment

Background

The 6th Place South and South 287th Street Pipe Replacement Project is a high-priority project identified in the 2015 Surface Water Management (SWM) Comprehensive Plan. The project is located near 4th Place South and 6th Place South, close to where they intersect South 287th Street.

The existing drainage system on 6th Place South is aging and does not adequately handle current runoff and groundwater conditions in the area. A second existing system

nearby, on 4th Place South, experiences flooding in the fall and winter.

The project would install a permanent, upgraded collection and conveyance system to capture runoff and groundwater and protect against seasonal flooding during high flows.

Discussion

Consultant support is needed to meet the project's design and permitting requirements. City staff used the 2024–2025 On-Call General Engineering Services roster to select a consultant. Parametrix was selected based on its experience with environmental permitting and habitat projects, as well as its past performance on the North Fork McSorley Creek Diversion Project and the Lower Massey Creek Habitat Restoration Monitoring Project.

This task assignment extends the design team's engineering support beyond the end of design and into the bidding and construction phases, when the Engineer of Record (EOR) remains a critical team member.

Alternatives

The City Council could decline to approve Task Assignment 2026-06 with Parametrix. Only the EOR can approve changes to the plans that may come up during bidding or construction. Without the EOR's continued involvement, the project would be unable to proceed to construction.

Financial Impact

The City's CIP Budget Worksheet includes revenues to achieve funding for the Formal Task Assignment.

Recommendation

Staff recommends approval of the proposed motion.

FORMAL TASK ASSIGNMENT DOCUMENT

Task Number TA 2026-06

The general provisions and clauses of Agreement 2026-2027 On-Call General Civil Engineering Services

Shall be in full force and effect for this Task Assignment.

Location of Project: Des Moines, WA

Project Title: 6th Place and 287th Street Pipe Replacement Project

Maximum Amount Payable Per Task Assignment: $126,100

Completion Date: December 31, 2027

Description of Work: See attached Scope of Work and Budget Estimate.

Agency Project Manager Signature: _____ Date: _____

Oral Authorization Date: _____ See Attachment Dated: _____

Consultant Signature: Jenifer Young Date: October 15, 2026

Agency Approving Authority: _____ Date: _____

City of Des Moines
6th Place and 287th Street Pipe Replacement Project
Amendment 02

Introduction

The City was awarded Flood Reduction Grant Funds from King County Flood Control District to support the project, which will be used in part to fund the project. The grant agreement states that the project shall be completed no later than December 31, 2027.

The project improvements include designing new and replaced storm drain pipes and catch basins, trenching and restoration of disturbed portions of 4th Place S, 5th Place S, 6th Place S, and S 287th Street including replacement of pavement and curb, gutter, and sidewalk, where necessary, and documenting temporary construction easements and establishing a drainage easement on the condominium private property.

This amendment extends the contract duration 18 months, from June 2026 through December 2027, and includes additional effort for conveyance design evaluations and design revisions at the private parcel condominium property, additional permitting support, and new effort related beyond final design for bidding support, services during construction, and record drawings which were not included in the original scope of work. This amendment adds work that is supplemental to the most recent previous version of the scope (including Amendment 1) and does not remove or replace any work from the previous versions of the scope.

Task 01 – Project Management (Amended)

Objectives

The objective of this task is to provide overall project management of the consultant contract with City of Des Moines.

This task includes general management functions that include the following:

- Project Planning – Document and communicate the scope of work, budget, and schedule as a road map for the project team. Coordinate project team and issues throughout the project.
- Budget and Schedule Tracking – Track the project budget using Parametrix in-house tools to verify that progress is keeping pace with spending.
- Biweekly design team meetings with an issues list to document project design decisions.
- Monthly Progress Reports – Prepare a monthly invoice for services performed by Parametrix.
- Correspondence – Prepare written correspondence as needed to document project management issues and/or concerns.

Deliverables

Deliverables for this task include the following:

- Miscellaneous correspondence to document project management issues.

- Monthly progress reports enclosed with invoices.

Assumptions

Assumptions for this task include the following:

- Project duration is extended 18 months, from June 2026 through December 2027.
- Budget assumes 18 monthly meetings at 1 hour duration with the consultant's project manager and project engineer.

Task 04 – Final Design and Contract Documents (Amended)

Objective

The objective of this task is to prepare 100% design-level plans, contract documents, and opinion of cost for review by the City, and subsequently prepare final plans, contract bid documents, and opinion of cost for bidding.

Subtask 04-01 – 100% PS&E

Objective/Goal

To prepare 100% design-level plans, specifications, and opinion of cost for review by the City.

Approach

After Task 03 was completed, utility potholing was completed by Puget Sound Energy and Lakehaven Water District. The potholing data identified several conflicts with buried utilities and identified differing existing drainage pipe conditions on the condominium private parcel, which required additional drainage conveyance modeling and design revisions. Parametrix will perform the following additional effort:

- Hydraulic modeling of the conveyance system on the condominium parcel, update the drainage pipe design and update the design of the flow splitter to account for all runoff from the private parcel and Lines 1 and 2.

Deliverables

- Stormwater Technical Memorandum (Revised) in electronic format (PDF).

Assumptions

- H&H modeling will be done using AutoCAD Storm and Sanitary Analysis.
- The Stormwater Technical Memorandum is estimated to be approximately 10 pages plus attachments and figures. Documents and figures will be prepared using Parametrix's internal company production standards.
- The Stormwater Technical Memorandum submitted will be final and will not require additional revisions. The submittal will be a document to file and will not need to be submitted for permit review.

Task 05 – Environmental Review and Permitting (Amended)

Objective/Goal

To assist the City in completing required environmental reviews and assist the City with preparing permit applications.

Approach

The cultural resources site reconnaissance performed under the original scope of work determined that the project area warrants an Inadvertent Discovery Plan to be included in the Bid Documents for with protocols for the Contractor to follow should any cultural resources artifacts be encountered during excavation on site.

Parametrix will:

- Prepare an Inadvertent Discovery Plan.

Deliverables

- Inadvertent Discovery Plan (PDF)

Assumptions

- No client review or revisions will be required for the Inadvertent Discovery Plan.

Task 07 – Additional Services (Amended)

Measurable Task Objective

This task is a management reserve task should additional services be determined necessary for construction support services.

Task 7 will add $15,000 to the reserve funds, and Parametrix must have the scope of services agreed upon as a Subtask by the City project manager before proceeding with Work in this task.

Task 08 – Bidding Support (New)

Objective

Task 8 provides assisting the City during bidding and award phase of the project on as-needed basis and includes:

- Assisting the City in responding to bidders' questions and prepare addenda as necessary to clarify the Contract Documents.
- City will be lead in receiving questions from bidders, subcontractors, equipment suppliers, and other vendors. Upon referral from the City, Consultant will respond to up to 5 questions. These will be posted as Q&A by City on the advertisement websites.

- Preparing up to one draft addenda, if/as needed, to clarify, revise, or change construction plans, technical specifications, or project conditions during the bidding process.
- Bidding period will be 3 weeks and can be extended to 1 more week if deemed necessary to answer bidders' questions resulting from the Prebid meeting and to prepare for and issue any addenda, or if requests are made by bidders to provide additional time deemed justified by the City.
- Attending one Prebid meeting.

Assumptions

- The City will lead bidding services and will prepare the bid tabulation.
- No significant changes will be made to the design requiring model changes to the plans or page updates to the specifications.
- Prebid "walkthrough" meeting will be attended by one Consultant staff and last up to 6 hours, including travel time.

Assumed City Responsibilities

- Coordinate with Builder's Exchange for bid advertisement.
- City will lead in tasks associated with bid advertisement, addenda distribution, plan holder administration, bid evaluation, bid tabulation, etc.

Deliverables

- Written responses to bidder's questions as required in MS Word format via email to City PM.
- Up to two draft addenda in Word format emailed to City PM.

Task 09 – Services During Construction (New)

Objective

Task 9 provides services to assist City during construction on an as-needed basis during the construction phase of the Project. Efforts and services for this Task are limited to the level of effort (LOE) assumed for the tasks shown below. Should the actual tasks require more LOE than assumed, a contract amendment may be authorized by the City.

Task 9 includes:

- Preparing for and attending the City's preconstruction remotely via video conference. Two Consultant Staff members will attend a 2-hour meeting.
- Attending up to four weekly construction meetings remotely via video conference. One Consultant Staff member will attend a 1-hour meeting.
- Reviewing up to 12 technical submittals, including up to one resubmittal. Submittals will be reviewed within 2 calendar weeks. Submittal reviews will take 2 hours each and 1 hour resubmittal review for one Consultant staff member.
- Preparing written responses for up to four requests for information (RFI) for technical subjects. RFI reviews will take up to 2 hours each for one Consultant staff member.

- Preparing engineering responses for up to two change order requests (assuming no major changes to the Project). Change order reviews will take 2 hours each for two Consultant staff members and 4 hours each for CADD.
- Providing up to eight site visits for one person as requested by the City. Each site visit will be no longer than 4 hours, including travel time to the site. Provide brief site visit notes and photos for each site visit in MS Word format, emailed to the City PM.

Assumptions

- The contractor will perform the complete contract work (Contract Completion) within 6 calendar months beginning the date given in the NTP.
- Document coordination with the City will be done electronically and made available in PDF format.
- Construction phase services defined in this Task are variable in nature and depend in part on the contractor awarded the Project. Consultant's estimate is based upon an experienced, reasonable, and responsible contractor being awarded the construction contract.
- There will be one prime contractor working on the Project.
- Special inspections will be performed by others via direct contract with the City and are not included in this Scope of Work. City staff will be responsible for coordinating and scheduling special inspections.
- Consultant is not responsible for site safety nor for determining means and methods or directing the contractor in their work.
- Operation and maintenance manuals will not be reviewed by Consultant.

Assumed City Responsibilities:

- Monthly progress meeting agendas and scheduling to the contractor and Consultant, as necessary.
- Review of administrative submittals and civil submittals (gravel, asphalt, topsoil, temporary erosion and sediment control), tracking, and administration of all submittals.
- Coordination of the contractor and construction contract management, including review and processing of pay requests, review, and monitoring of schedule, responding to other related submittals and RFIs, processing and tracking submittals and RFIs, leading construction meetings, providing inspections and coordinating special inspections, issuing daily inspection reports, and taking construction photographs.
- The City will provide document templates or forms to the Consultant for use in review of material submittals, RFI, change orders, etc.
- The City may also review submittals and RFIs for the technical specifications produced by the Consultant. The City may request assistance from Consultant on an as-needed basis for submittals and RFIs covering the plans and technical specifications. If Consultant involvement requires more hours than allocated due to City request, an amendment to this Scope of Work, should the City choose to execute, will accommodate the LOE.
- Coordination with all other utilities occupying the sites.
- Coordination with other City departments.
- Coordination with private property owners.

- Preconstruction agenda and minutes.
- Process payments and review pay schedules.
- Punchlist review and completion.
- Project closeout and acceptance letter as necessary with the contractor.
- Construction record markups of design plans from City inspector.

Deliverables

- Attendance at preconstruction meeting, and weekly progress meetings.
- Review comments on up to 12 technical submittals, including up to one resubmittal each.
- Written responses to up to four technical RFIs.
- Engineer's response (text only) for up to four change orders.
- Up to four site visit notes in PDF format.

Task 10 – Record Drawings (New)

Objective

Upon receipt of redlines from the City inspector and construction contractor, Task 10 provides incorporating redlines and record drawing survey point data provided by the City and its contractor to reflect the drawings for permanent record.

Task 10 includes:

- Review the redline and survey information with the construction inspector for completeness and understanding within 2 weeks of receiving the redlines and survey information.
- Develop record drawings in accordance with the Utilities CAD Standards and Water Engineering Standards. Submissions will be provided in AutoCAD and PDF file formats in conformance with Record Drawing Documentation of the Utilities Engineering Standards.
- Perform QA/QC review of the record drawings prior to submission to the City for review.

Assumptions

- Drawings that require significant/major changes because they are incomplete, illegible, or contain errors will be rejected, and contractor or City staff shall resubmit revisions within 1 week of receiving the rejected drawings.
- Submit draft record drawings to the City within 30 days of final completion.
- No additional drawing sheets will be created. Revisions to the plans will be minor.
- Submittals of record drawings will only require one revision cycle between the City and Consultant prior to completion.
- Consultant's drawing submittals will be reviewed by the City within 14 calendar days of receiving for completeness.
- The City will provide consolidated review comments to the Consultant in PDF markup format.

Deliverables

- Record drawings to the City in accordance with the Utilities CAD Standards and Water Engineering Standards (draft and final in AutoCAD and PDF files).

Project Fee Estimate

Rates and project fee estimates for this scope of work (SOW) is attached. This budget is reflective of this SOW, known information, and previous experience regarding the level of effort on similar projects.

Client: City of Des Moines
Project: 6th Place and 287th Street Pipe Replacement
Project No: 213-1792-052 Amendment 02

					Craig Buitrago	Theo Prince	Nikki Redden	Butch Purganan	Five Heck	Scott Williams	Alix Strobeck	Jean Johnson	Debbie Fetherston	Karissa Tuttle
					Sr. Consultant	Sr. Engineer	Engineer IV	Sr Designer	Engineer I	Sr Consultant	Project Coordinator	Sr. Contract Administrator	Publications Supervisor	Project Accountant
				Billing Rates:	$270.69	$264.52	$195.62	$233.55	$131.63	$295.33	$117.55	$229.97	$193.34	$111.80
Task	**Subtask**	**Description**	**Labor Dollars**	**Labor Hours**										
01		**Project Management (Amended)**	**$24,842.74**	**128**	**54**	**0**	**18**	**0**	**0**	**0**	**36**	**2**	**0**	**18**
		General PM	$16,449.16	92	36						36	2		18
		PM Meetings	$8,393.58	36	18		18							
04		**Final Design and Contract Documents (Amended)**	**$42,749.85**	**228**	**32**	**20**	**88**	**0**	**88**	**0**	**0**	**0**	**0**	**0**
	01	100% PS&E	$42,749.85	228	32	20	88		88					
05		**Environmental Review and Permitting (Amended)**	**$1,452.00**	**5**	**1**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**
		Inadvertent Discovery Plan	$1,452.00	5	1					4				
07		**Additional Services and Reserve (Amended)**	**$15,000.00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Management Reserve	$15,000.00	0										
08		**Bidding Support (New)**	**$6,707.22**	**32**	**4**	**0**	**22**	**4**	**0**	**0**	**0**	**0**	**2**	**0**
	01	Prepare written responses	$2,106.33	10	2		8							
	02	Prepare up to one addenda	$3,427.19	16	2		8	4					2	
	03	Attend pre-bid walkthrough	$1,173.71	6			6							
09		**Construction Support Services (New)**	**$23,372.12**	**110**	**18**	**0**	**82**	**8**	**0**	**2**	**0**	**0**	**0**	**0**
	01	Preconstruction and Weekly Meetings	$2,305.75	10	2		6			2				
	02	Submittals	$7,943.13	36	12		24							
	03	RFIs	$1,564.94	8			8							
	04	Change requests	$3,733.60	16	4		4	8						
	05	Site Visits	$7,824.70	40			40							
10		**Record Drawings (New)**	**$11,686.09**	**52**	**4**	**0**	**16**	**32**	**0**	**0**	**0**	**0**	**0**	**0**
	01	Record Drawings	$11,686.09	52	4		16	32						
		Labor Totals:		555	113	20	226	44	88	6	36	2	2	18
		Totals:	**$125,810.02**		**$30,588.25**	**$5,290.35**	**$44,209.56**	**$10,275.98**	**$11,583.00**	**$1,771.97**	**$4,231.89**	**$459.94**	**$386.69**	**$2,012.40**

Other Direct Expenses	
Mileage - $0.76/mile	$289.98
Other Direct Expenses Total:	**$289.98**

Project Total **$126,100.00**

City Council
AGENDA ITEM

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: **2027 Property Tax Levy – First Reading**

ATTACHMENTS:
1. Draft Ordinance No. 26-106
2. Draft Ordinance No. 26-107
3. 2027 Property Tax Levy PowerPoint

FOR AGENDA OF:
October 29, 2026

DEPT OF ORIGIN:
Finance

DATE SUBMITTED:
October 14, 2026

CLEARANCES:
Finance

Purpose and Recommendation

The purpose of this agenda item is to hold the first reading of two draft ordinances that set the City's 2027 property tax levy.

RCW 84.52.020 requires taxing districts to certify the amount to be raised through property taxes to the county legislative authority. The certification includes the regular levy amount, any voter-approved levy lid lifts, and amounts for new construction, improvements to property, and other allowable additions. Draft Ordinance No. 26-106 satisfies the requirements of RCW 84.52.020.

RCW 84.55.120 requires taxing districts to adopt a resolution or ordinance before they can increase their regular property tax levy. The requirement does not apply to increases from new construction, improvements to property, increases in the value of state-assessed property, annexations, and refunds. Draft Ordinance No. 26-107 satisfies the requirements of RCW 84.55.120.

Motion 1: "I move to pass Draft Ordinance No. 26-106, determining the amount of funds to be raised by ad valorem taxes for the year 2027 for general City expenditures, to a second reading."

Motion 2: "I move to pass Draft Ordinance No. 26-107, authorizing an increase in ad valorem taxes for the year 2027 for general City expenditures, to a second reading."

Strategic Plan Priority
Financial Stability

Background
The City Council must adopt the 2027 property tax levy, and the City must certify it to King County, on or before November 30, 2026 (RCW 84.52.020 and RCW 84.52.070).

Discussion
The estimated 2027 property tax levy rate is $0.9077 per $1,000 of assessed value, up from $0.8618 in 2026. This rate is below the City's statutory maximum of $2.35 per $1,000 of assessed value.

The preliminary citywide assessed value for the 2027 tax roll is $6,724,745,676, compared to $6,868,559,912 for 2026, a decrease of 2.1 percent. Because the levy amount is increasing while assessed value is decreasing, the levy rate per $1,000 rises.

The preliminary 2027–2028 Biennial Budget includes:

- **One percent limit factor increase:** $58,364
- **New construction levy:** $59,512
- **Refunds:** $150,000

The total 2027 levy amount is $6,104,288. The final levy approved by King County may be slightly lower, because the County adjusts values when it finalizes the tax roll late in the year.

Recommendation
Staff recommends the City Council pass Draft Ordinance No. 26-106, determining the amount of funds to be raised by ad valorem taxes for the year 2027 for general City expenditures, and Draft Ordinance No. 26-107, authorizing the increase in ad valorem taxes for the year 2027 for general City expenditures, to a second reading.

CITY ATTORNEY'S FIRST DRAFT 10/13/2026

DRAFT ORDINANCE NO. 26-106

AN ORDINANCE OF THE CITY OF DES MOINES, WASHINGTON determining and fixing the amount of taxes levied, and certifying the estimated amounts of funds to be raised by taxes on the assessed valuation of property within the City for the year 2027, the first year of the City of Des Moines' 2027-2028 fiscal biennium, for general City budget expenditures.

WHEREAS, by law, the King County Assessor is responsible for determining the assessed valuation of all taxable property situated within the boundaries of the City of Des Moines for the year 2027, and

WHEREAS, the City Council and the City Manager have considered the anticipated budget requirements of the City of Des Moines for the 2027-2028 fiscal biennium, and

WHEREAS, notice of public hearing was provided as required by law, and

WHEREAS, RCW 84.52.010 allows the City to use any unused capacity from the authorized levy amounts of the King County Library District and South King Fire and Rescue, and

WHEREAS, the City Council, after hearing and after duly considering all relevant evidence and testimony presented, determined that the City of Des Moines requires a total levy in an amount not greater than $6,104,288, in order to discharge the expected expenses and obligations of the City and in its best interest, and

WHEREAS, pursuant to chapter 84.52 RCW, the City Council is required to determine and fix by ordinance the amount of taxes levied, and to certify the estimated amounts of funds to be raised by taxes on the assessed valuation of property within the City; now therefore,

THE CITY COUNCIL OF THE CITY OF DES MOINES ORDAINS AS FOLLOWS:

Sec. 1. Findings. The recitals set forth above are adopted in full as findings of the City Council in support of enactment of this Ordinance.

Sec. 2. The following amount is determined and fixed as the amount of funds to be raised by taxes on the assessed valuation of property within the City for the year 2027 for general City budget expenditures: an amount not to exceed $6,104,288.

Sec. 3. The actual amounts levied pursuant to section 2 of this Ordinance shall be calculated after the value of state-assessed property (increase in utility value) is provided by King County.

Sec. 4. Upon adoption, the City Clerk shall certify and forward a copy of this Ordinance to the Metropolitan King County Council and County Assessor for King County, Washington.

Sec. 5. Severability - Construction.

(1) If a section, subsection, paragraph, sentence, clause, or phrase of this Ordinance is declared unconstitutional or invalid for any reason by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance.

(2) If the provisions of this Ordinance are found to be inconsistent with other provisions of the Des Moines Municipal Code, this Ordinance is deemed to control.

Sec. 6. Effective date. This Ordinance shall take effect in full force five (5) days after its passage, approval and publication according to law.

PASSED BY a majority of the City Council of the City of Des Moines this ___ day of _____, 2026 and signed in authentication thereof this ___ day of _____, 2026.

_____
M A Y O R

APPROVED AS TO FORM:

_____
City Attorney

ATTEST:

_____
City Clerk

Published: _____

CITY ATTORNEY'S FIRST DRAFT 10/13/2026

DRAFT ORDINANCE NO. 26-107

AN ORDINANCE OF THE CITY OF DES MOINES, WASHINGTON authorizing an increase in the regular property tax levy for the year 2027 for general City expenditures.

WHEREAS, the City Council and the City Manager of the City of Des Moines has met and considered its budget for the 2027 - 2028 fiscal biennium, and

WHEREAS, the City Council, of the City of Des Moines after hearing and after duly considering all relevant evidence and testimony presented, determined that the City of Des Moines requires a regular levy in the amount of $6,104,288 which includes a $267,876 increase in property tax revenue from the previous year, and amounts resulting from the addition of new construction and improvements to property and any increase in the value of state-assessed property, and amounts authorized by law as a result of any annexations that have occurred and refunds made, in order to discharge the expected expense and obligations of the City and in its best interest, and

WHEREAS, pursuant to RCW 84.55.120 the City Council is required to adopt a separate ordinance specifically authorizing an increase in the regular property tax levy in terms of both dollars and percentage increase from the previous year's levy; now therefore,

THE CITY COUNCIL OF THE CITY OF DES MOINES ORDAINS AS FOLLOWS:

Sec. 1. Consistent with RCW 84.55.120, the City Council of the City of Des Moines finds that an increase in the regular property tax levy is hereby authorized for the 2027 levy in the amount of $58,364 which is a percentage increase of 1.00% from the previous year. This increase is exclusive of additional revenue resulting from the addition of new construction and improvements to property and any increase in the value of state assessed property, and any additional amounts resulting from any annexations that have occurred and refunds made.

Sec. 2. The actual amounts levied pursuant to the 1.00% increase set forth in section 1 of the Ordinance shall be calculated after the value of state-assessed property (increase in utility value) is provided by King County.

Sec. 3. Upon adoption, the City Clerk shall certify and forward a copy of this Ordinance to the Metropolitan King County Council and County Assessor for King County, Washington.

Sec. 4. Severability - Construction.

(1) If a section, subsection, paragraph, sentence, clause, or phrase of this Ordinance is declared unconstitutional or invalid for any reason by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance.

(2) If the provisions of this Ordinance are found to be inconsistent with other provisions of the Des Moines Municipal Code, this Ordinance is deemed to control.

Sec. 5. Effective date. This Ordinance shall take effect in full force five (5) days after its passage, approval and publication according to law.

PASSED BY a majority of the City Council of the City of Des Moines this ___ day of _____, 2026 and signed in authentication thereof this ___ day of _____, 2026.

_____
M A Y O R

APPROVED AS TO FORM:

_____
City Attorney

ATTEST:

_____
City Clerk

Published: _____

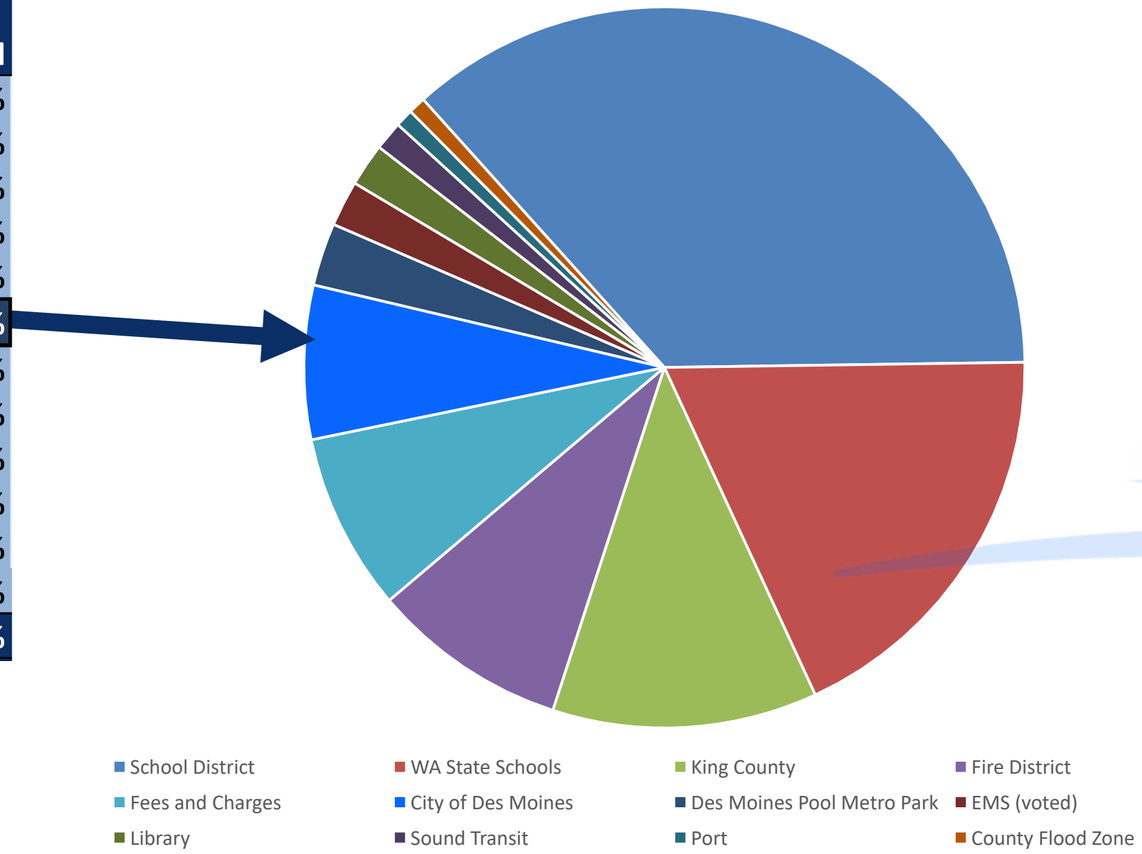


Des Moines
WATERLAND CITY

2027 Property Tax Levy

2027 Property Tax Levy

Assessed Property Value = $641,000		
Taxing Authority	2026 Levy	% of Total
School District	$ 2,862.55	36.44%
WA State Schools	$ 1,441.99	18.36%
King County	$ 933.57	11.88%
Fire District	$ 692.27	8.81%
Fees and Charges	$ 625.51	7.96%
City of Des Moines	$ 541.64	6.89%
Des Moines Pool Metro Park	$ 221.38	2.82%
EMS (voted)	$ 160.88	2.05%
Library	$ 150.85	1.92%
Sound Transit	$ 101.70	1.29%
Port	$ 63.31	0.81%
County Flood Zone	$ 60.37	0.77%
	$ 7,856.02	100.00%



Des Moines
WATERLAND CITY

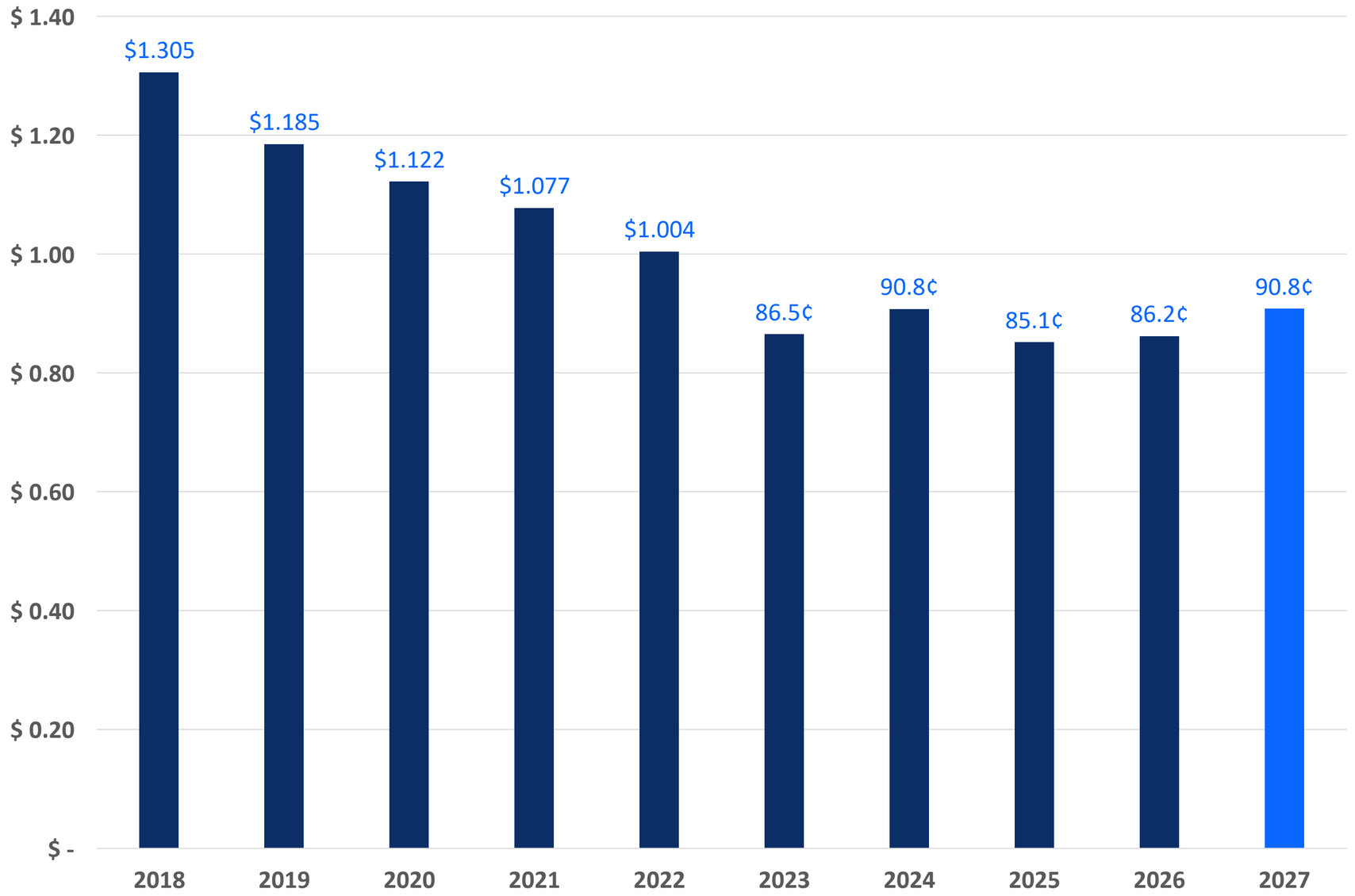
New for 2027

- Proposed Property Tax Levy amount of **$6,104,288**.
- The proposed levy includes a 1% allowable increase of **$58,364**.
- Overall assessed valuation within the City of Des Moines decreased by about **$144 million** to **$6,724,745,676***; a decrease of 2.1%.
- The City had an additional $69 million in new construction, adding **$59,512** to the levy.
- The proposed tax rate for 2027 is an estimated **$0.9077** per $1,000, an increase of 5.3% from the current levy for 2026 ($0.8618 per $1,000).

*Estimate of the King County Assessor, as of 10/8/2026

Des Moines
WATERLAND CITY

History of Des Moines Property Tax Levy



Des Moines
WATERLAND CITY

Suggested Motions

- **Motion 1:** "I move to pass Draft Ordinance No. 26-106, determining the amount of funds to be raised by ad valorem taxes for the year 2027 for general City expenditures, to a second reading."

AND

- **Motion 2:** "I move to pass Draft Ordinance No. 26-107, authorizing the increase in ad valorem taxes for the year 2027 for general City expenditures, to a second reading."

Des Moines
WATERLAND CITY


Des Moines
WATERLAND CITY

City Council
AGENDA ITEM

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: **2026 Budget Amendments - First Reading**

ATTACHMENTS:
1. Draft Ordinance No. 26-108
2. 2026 Budget Amendments PowerPoint

FOR AGENDA OF:
October 29, 2026

DEPT OF ORIGIN:
Finance

DATE SUBMITTED:
October 18, 2026

CLEARANCES:

Purpose and Recommendation
The purpose of this agenda item is for the City Council to consider Draft Ordinance No. 26-108, amending the 2025–2026 Biennial Budget.

Motion: "I move to forward Draft Ordinance No. 26-108, relating to municipal finance and amending the 2025–2026 Biennial Budget adopted by Ordinance No. 1813 and amended by Ordinance No. 1839, to a second reading."

Strategic Plan Priority
Financial Stability

Background
The City adopts a biennial budget to establish legal spending authority and guide operations over a two-year period. During the biennium, circumstances often change in ways that require adjustments to the adopted budget, such as changes in project schedules, new grant funding, personnel changes, and unanticipated expenses or revenues. RCW 35A.34.200 authorizes the City Council to amend the biennial budget by ordinance when these adjustments are needed.

Budget amendments keep City spending properly authorized and ensure financial reports reflect current operations. Amendments allow the City to:

- **Recognize new revenue:** Appropriate newly secured funds such as grants, donations, or reimbursements.

- **Reallocate appropriations:** Move existing appropriations between departments or funds to better align with operational needs.

- **Address unforeseen costs:** Cover costs that cannot be absorbed within existing appropriations.

Periodic amendments maintain compliance with state law and provide the City Council and the public with a clear picture of how financial resources are managed throughout the biennium.

Discussion

Revenue Trends

Several General Fund revenue budgets are being adjusted to reflect updated 2026 projections. Sales tax revenues have performed strongly this year, particularly in the construction sector and in one-time sales tax collections. Business and Occupation (B&O) tax revenues, which are based on gross receipts, have grown at a similar pace. Budgeted amounts for these revenue sources are being increased to align with projected year-end collections.

Red-light camera revenue is being adjusted downward. Collections in 2025 totaled approximately $876,000, and revenue is expected to continue declining in 2026. Based on these trends and conservative year-end projections, the 2026 revenue budget is being reduced from $1,100,000 to $700,000.

Public Defender Costs

Indigent defense standards recently adopted by the Washington State Supreme Court continue to increase the City's public defender costs. These standards are a significant unfunded mandate. Local governments must add resources to meet constitutional obligations without corresponding state funding. Total 2026 public defender costs are projected at approximately $390,000. Of that, $280,000 is supported by the General Fund and $110,000 by the Public Safety Sales Tax Fund. The General Fund expenditure budget is being increased by $225,000 to cover these costs.

Information Technology

The proposed $245,000 increase reflects two changes: a correction to how Information Technology (IT) expenditures were allocated, and updates to the City's accounting structure. During the original budget development process, certain General Fund IT costs were assigned to the Computer Replacement Fund as part of efforts to reduce expenditures. These costs should have remained in the General Fund.

The City's IT environment has also changed significantly in recent years, including a shift from perpetual software licenses to subscription-based and cloud-based services. These changes affect how technology costs are incurred and recorded. Finance and IT staff updated the general ledger account structure to reflect the current technology environment and to improve transparency and consistency in budgeting and reporting IT costs. The proposed amendment includes these adjustments.

Public Safety Sales Tax Grant
The City continues to pursue grants and other outside funding to supplement local resources for public safety. In 2026, the City was awarded funding through the Engrossed Substitute House Bill (ESHB) 2015 Public Safety Funding Program to support a new patrol officer position. The Washington State Criminal Justice Training Commission administers the program, which helps local law enforcement agencies with officer recruitment, hiring, retention, and training. It can fund up to 75 percent of eligible entry-level officer salaries and benefits for up to three years. The City has hired an additional patrol officer under the program. The proposed amendment recognizes $140,000 in grant revenue and the related personnel costs.

Summer and Break Camps
The proposed amendment includes a $220,000 increase for seasonal staffing costs for the City's summer and school break camps. Following a change in Parks and Recreation leadership, the department began making greater use of seasonal employees to support camp operations. Camp Kaos, the City's primary summer camp, makes up a significant portion of these programs. The camps generated approximately $280,000 in revenue in 2026, exceeding budget projections by $82,000. Total program revenue was sufficient to cover the additional seasonal staffing costs, so the increase is supported by program revenue rather than additional General Fund resources.

Director of Parks and Recreation
The proposed amendment includes $40,000 to hire a Director of Parks and Recreation for the remainder of 2026. The position is partially supported by savings from eliminating a vacant Events Program Supervisor position and other vacancy savings in the department. It is also included in the preliminary 2027–2028 Biennial Budget. The department has been without a director for several years. This position restores dedicated leadership and will strengthen program development, operations, long-term planning, and service delivery.

General Fund

General Fund Budget Amendments				
General Fund Department	Footnote	Description	2026	
			Revenue	Expenditure
INTERFUND TRANSFERS		**Transfer out to ARPA Fund** - amount received in 2021 by General Fund in error		4,410
		Interfund Transfer Total	-	**4,410**
REVENUE		**Regular Sales Tax** - amount projected to exceed budget	325,000	
REVENUE		**One-Time Sales Tax**- amount projected to exceed budget	425,000	
REVENUE		**Regular B&O Tax**- amount projected to exceed budget	100,000	
REVENUE		**One-Time B&O Tax**- amount projected to exceed budget	35,000	
REVENUE	A	Administrative Charge - Indirect Cost Allocation	130,232	
REVENUE		**Red Light Running Camera Revenue** - amount projected to fall short of budget	(400,000)	
REVENUE		**Gambling Tax** - amount projected to exceed budget	50,000	
		Revenue Total	**665,232**	-
POLICE	B	State Grant - HB-2015 Public Safety Tax Grant	140,000	140,000
POLICE		Uniforms		45,000
		Police Total	**140,000**	**185,000**
INFORMATION TECHNOLOGY	C	Software		50,000
INFORMATION TECHNOLOGY	C	Small Tools and Equipment		45,000
INFORMATION TECHNOLOGY	C	Software Subscription < $5,000		15,000
INFORMATION TECHNOLOGY	C	Maintenance Agreements		135,000
		Information Technology Total	-	**245,000**
EMERGENCY MANAGEMENT		Generator maintenance and repairs		30,000
		Emergency Management Total	-	**30,000**
NON- DEPARMENTAL	D	Public Defenders		225,000
NON- DEPARMENTAL		**Association of Washington Cities** - Retro Safety Alliance Fee		31,000
		Non-Departmental Total	-	**256,000**
COMMUNICATIONS		Communication Services and Website		30,000
		Communications Total	-	**30,000**
PARKS AND RECREATION	E	Extra-Hire Wages - Summer and Break Camps	82,000	220,000
PARKS AND RECREATION	F	Director of Parks and Recreation		40,000
		Parks and RecreationTotal	**82,000**	**260,000**
MUNICIPAL COURT		Pro-Tem Judges		40,000
		Court Total	-	**40,000**
		General Fund Total	**887,232**	**1,050,410**

General Fund footnotes

- **A.** The indirect cost allocation plan was reviewed and corrected, resulting in adjustments to the amounts charged to applicable funds.
- **B.** The City received ESHB 2015 Public Safety Funding Program funds for an additional patrol officer.
- **C.** Reflects two adjustments: (1) correction of General Fund IT costs that were inadvertently assigned to another fund during original budget development as part of expenditure reduction efforts; and (2) updates by Finance and IT to the general ledger account structure to reflect the City's current technology environment.
- **D.** Reflects increased public defender costs absorbed by the General Fund. Total 2026 public defender costs are projected at $390,000, with $280,000 from the General Fund and $110,000 from the Public Safety Sales Tax Fund.
- **E.** Seasonal staffing costs for summer and school break camps that were not included in the original budget. These programs generated $280,000 in revenue, exceeding budget projections by $82,000. Total program revenue was sufficient to cover the additional seasonal staffing costs.
- **F.** Hiring of a Director of Parks and Recreation, funded partially through elimination of the vacant Events Program Supervisor position and vacancy savings elsewhere in the department.

Other Funds

Budget Amendments - Other Funds					
FUND		Footnote	Description	2026	
				Revenue	Expenditure
101	STREET FUND	A	Transfer in from Redondo Speed Enforcement Fund	17,000	
101	STREET FUND	A	Transfer in from REET 2	(5,000)	
101	DEVELOPMENT FUND	B	General Fund Indirect Cost Allocation		(14,052)
				12,000	**(14,052)**
102	STREET PAVEMENT FUND	C	Transfer in of TBD Funds (Car Tabs)	(500,000)	
102	STREET PAVEMENT FUND	C	Transfer in of funds from Redondo Speed Enforcement Fund	(556,000)	
102	STREET PAVEMENT FUND	C	Contingencies for Arterial Street Paving		(510,000)
102	STREET PAVEMENT FUND	A	Transfer out to Transportation Capital Projects Fund		317,000
				(1,056,000)	**(193,000)**
105	DEVELOPMENT FUND		**Building Permits** - revenue projected to exceed budget	617,790	
105	DEVELOPMENT FUND		**Plumbing Permits** - revenue projected to exceed budget	77,497	
105	DEVELOPMENT FUND	B	General Fund Indirect Cost Allocation		52,480
				695,287	**52,480**
107	POLICE DRUG SEIZURE FUND		**Proceeds from Forfeited Property** - revenue projected to exceed budget	206,000	
				206,000	-
111	LODGING EXCISE TAX FUND		**Lodging Excise Tax**- revenue projected to fall short of budget	(25,000)	
111	LODGING EXCISE TAX FUND	D	Professional Services		25,000
				(25,000)	**25,000**
114	AMERICAN RESCUE PLAN (ARPA) FUND		**Transfer in from General Fund** - amount received by General Fund in error in 2021	4,410	
114	AMERICAN RESCUE PLAN (ARPA) FUND		**Transfer out to Municipal Facility Repair and Replacement** - Activity Center roof project		15,082
				4,410	**15,082**
140	REDONDO ZONE		**Transfer in from Waterfront Zone** - to sustain fund's cash position	40,000	
140	REDONDO ZONE		**Salary and Benefits** - maintenance costs		7,500
140	REDONDO ZONE		Supplies		5,000
140	REDONDO ZONE		**Services** - After hours service calls		15,000
140	REDONDO ZONE		**Misc Bank Fees** - costs related to parking transaction processing		10,000
140	REDONDO ZONE	B	General Fund Indirect Cost Allocation		(3,626)
				40,000	**33,874**
141	WATERFRONT ZONE		**Federal Grants** - Ferry Study	195,000	195,000
141	WATERFRONT ZONE	E	Transfers out to 2023 Bonds Fund		25,413
141	WATERFRONT ZONE		**Transfers out to Redondo Zone** - to sustain Redondo Zone cash position		40,000
141	WATERFRONT ZONE		**Salary and Benefits** - maintenance costs		10,000
141	WATERFRONT ZONE		**Services** - After hours service calls		15,000
141	WATERFRONT ZONE	B	General Fund Indirect Cost Allocation		(2,849)
				195,000	**282,564**
142	PBPW AUTOMATION FEE FUND	B	General Fund Indirect Cost Allocation		147,992
142	PBPW AUTOMATION FEE FUND	F	Software		135,000
				-	**282,992**
190	ASE -AUTOMATED SPEED ENFORCEMENT		**Salaries and Wages** - Court staff processing tickets		50,000
190	ASE -AUTOMATED SPEED ENFORCEMENT	A	Transfer out to Transportation Capital Projects Fund		105,000
				-	**155,000**
191	REDONDO SPEED ENFORCEMENT		**Redondo Traffic Infractions**- revenue projected to fall short of budget	(520,000)	
191	REDONDO SPEED ENFORCEMENT		**Professional Services** - cost of cameras		60,000
191	REDONDO SPEED ENFORCEMENT	A	Transfer out to the Street Fund		17,000
191	REDONDO SPEED ENFORCEMENT	C	Transfer out to the Street Pavement Fund		(556,000)
191	REDONDO SPEED ENFORCEMENT	A	Transfer out to Transportation Capital Projects Fund		201,000
				(520,000)	**(278,000)**
199	TRANSPORTATION BENEFIT DISTRICT	C	Transfer Out to Street Pavement Fund		(500,000)
199	TRANSPORTATION BENEFIT DISTRICT	A	Transfer out to Transportation Capital Projects Fund		550,000
				-	**50,000**
202	REET 2 ELIGIBLE DEBT SERVICE		**Other Debt Service Costs** - processing fees		200
				-	**200**
203	2023 LTGO BONDS	E	Transfer in from Waterfront Zone	25,413	
203	2023 LTGO BONDS	E	Transfer in from REET 1	15,841	
203	2023 LTGO BONDS	E	Transfer in from REET 2	15,841	
203	2023 LTGO BONDS	E	Transfer in from One-Time Tax Fund	5,083	
203	2023 LTGO BONDS	E	Interest and Other Debt Service Cost		62,178
				62,178	**62,178**

Budget Amendments - Other Funds					
FUND		Footnote	Description	2026	
				Revenue	Expenditure
301	REET FIRST QUARTER %		**REET 1 Revenue**- revenue projected to exceed budget	225,000	
301	REET FIRST QUARTER %	E	Transfers Out to 2023 LTGO Bonds Fund		15,841
301	REET FIRST QUARTER %	A	Transfers Out to Surface Water Management Fund		177,000
301	REET FIRST QUARTER %	A	Transfers Out to Municipal Capital Projects Fund		1,917,000
301	REET FIRST QUARTER %	A	Transfer out to Transportation Capital Projects Fund		(1,579,000)
301	REET FIRST QUARTER %	A	Transfer to Facility Replacement and Repairs		(282,000)
				225,000	**248,841**
302	REET SECOND QUARTER %		**REET 2 Revenue**- revenue projected to exceed budget	225,000	
302	REET SECOND QUARTER %	A	Transfer out to Street Fund		(5,000)
302	REET SECOND QUARTER %	E	Transfers Out to 2023 LTGO Bonds Fund		15,841
302	REET SECOND QUARTER %	A	Transfers Out to Municipal Capital Projects Fund		917,000
302	REET SECOND QUARTER %	A	Transfer out to Municipal Facility Repair and Replacement		288,000
				225,000	**1,215,841**
305	PARK LEVY		**King County Park Levy Revenue** - additional revenue	92,000	
305	PARK LEVY	A	Transfers Out to Municipal Capital Projects Fund		256,000
305	PARK LEVY		**Transfer to Equipment Replacement Fund** - replacement funds for parks vehicle		234,731
				92,000	**490,731**
306	PARK IN LIEU		Park-In-Lieu Revenue	20,000	
306	PARK IN LIEU	A	Transfer out to Municipal Facility Repair and Replacement		23,000
				20,000	**23,000**
309	ONE-TIME TAX		Interest Revenue	6,000	
309	ONE-TIME TAX	E	Transfers Out to 2023 LTGO Bonds Fund		5,083
309	ONE-TIME TAX	A	Transfers Out to Municipal Capital Projects Fund		(156,000)
				6,000	**(150,917)**
319	TRANSPORTATION CAPITAL IMPROVEMENTS		Adjustment to local grant revenue	2,718,000	
319	TRANSPORTATION CAPITAL IMPROVEMENTS		**Contributions and Donations** - not orginally budgeted	866,000	
319	TRANSPORTATION CAPITAL IMPROVEMENTS		**Judgements and Settlements**- not orginally budgeted	876,600	
319	TRANSPORTATION CAPITAL IMPROVEMENTS	A	Transfer in from Traffic Impact - City-Wide Fund	63,000	
319	TRANSPORTATION CAPITAL IMPROVEMENTS	A	Transfer in from Surface Water Management Fund	104,000	
319	TRANSPORTATION CAPITAL IMPROVEMENTS	G	Transfer in from 2018 LTGO & Refunding Bonds	13,700	
319	TRANSPORTATION CAPITAL IMPROVEMENTS	A	Transfer in from Automated Speed Enforcement Fund	105,000	
319	TRANSPORTATION CAPITAL IMPROVEMENTS	A	Transfer in from Redondo Speed Enforcement Fund	201,000	
319	TRANSPORTATION CAPITAL IMPROVEMENTS	A	Transfer in from TBD (Car Tabs) Fund	550,000	
319	TRANSPORTATION CAPITAL IMPROVEMENTS	A	Transfer in from REET 1 Fund	(25,000)	
319	TRANSPORTATION CAPITAL IMPROVEMENTS	A	Transfer in from Traffic In Lieu Fund	350,000	
319	TRANSPORTATION CAPITAL IMPROVEMENTS	A	Transfer in from Street Pavement Fund	317,000	
319	TRANSPORTATION CAPITAL IMPROVEMENTS	A	**Capital Projects** - Adjustments to align capital accounts to adopted CIP Plan		2,339,000
				6,139,300	**2,339,000**
320	TRAFFIC IN LIEU	A	Transfer out to Transportation Capital Projects Fund		350,000
				-	**350,000**
321	TRAFFIC IMPACT FEES - CITY WIDE		**GMA Impact Fees** - additional revenue	1,285,000	
321	TRAFFIC IMPACT FEES - CITY WIDE	A	Transfer out to Transportation Capital Projects Fund		63,000
				1,285,000	**63,000**
401	MARINA	H	Moorage revenue adjustment	(885,000)	
401	MARINA		**Transfer In From Equipment Replacement** - return of funds to maintain travel lift that won't be replaced	400,000	
401	MARINA		**Marina Capital Improvements** - Dock Replacement project		1,220,000
401	MARINA	B	General Fund Indirect Cost Allocation		(38,444)
				(485,000)	**1,181,556**
450	SURFACE WATER MANAGEMENT (SWM)		**Storm Drainage Hookup Fees** - additional revenue	100,000	
450	SURFACE WATER MANAGEMENT (SWM)		EPA Federal Indirect Grant	45,000	
450	SURFACE WATER MANAGEMENT (SWM)		**State Grants** - anticipated grant revenue no longer expected	(733,000)	
450	SURFACE WATER MANAGEMENT (SWM)		Local Grants	47,000	
450	SURFACE WATER MANAGEMENT (SWM)	A	Transfer In from REET 1	177,000	
450	SURFACE WATER MANAGEMENT (SWM)	A	Transfer out to Transportation Capital Projects Fund		104,000
450	SURFACE WATER MANAGEMENT (SWM)	B	General Fund Indirect Cost Allocation		(11,269)
				(364,000)	**92,731**
501	EQUIPMENT REPLACEMENT FUND		**Transfer In From Park Levy Fund** - replacement funds for parks vehicle	234,731	
501	EQUIPMENT REPLACEMENT FUND		**Transfer Out to Marina** - return of funds to maintain travel lift that won't be replaced		400,000
				234,731	**400,000**
506	FACILITY REPAIR AND REPLACEMENT	A	Transfer in from Park In Lieu	23,000	
506	FACILITY REPAIR AND REPLACEMENT	A	Transfer in from REET 1	(282,000)	
506	FACILITY REPAIR AND REPLACEMENT	A	Transfer in from REET 2	288,000	
506	FACILITY REPAIR AND REPLACEMENT		Facility Repair and Replacement - Activity Center generator and trash enclosure		15,000
				29,000	**15,000**
			Other Funds Total	**7,020,906**	**6,743,101**

Other Funds footnotes

- **A.** Aligns the 2026 budget with the 2027–2032 Capital Improvements Plan adopted by the City Council on August 27, 2026. 2026 is considered the "current year" in the plan and is updated in the plan.

- **B.** The indirect cost allocation plan was reviewed and corrected, resulting in adjustments to the amounts charged to applicable funds.
- **C.** Certain transfers and expenditures were reduced to reflect lower-than-anticipated funding, including lower Redondo Speed Enforcement revenue.
- **D.** More applications than anticipated were received for tourism and special event grant funding.
- **E.** Debt service payments were adjusted to reflect the Marina's lower-than-anticipated use of bond proceeds for the Dock Replacement Project. The Marina's share of debt service decreased, and the City's share increased.
- **F.** Community Development is replacing its permitting software with new software from Tyler Technologies.
- **G.** Corrects a prior-year timing error in which funds collected for debt service were retained in the Debt Service Fund instead of being applied as intended. The accumulated funds are being returned to the originating funds.
- **H.** The original moorage budget did not account for revenue lost during the Dock Replacement Project.

Recommendation

Staff recommends that the City Council forward Draft Ordinance No. 26-108, amending the 2025–2026 Biennial Budget, to a second reading.

CITY ATTORNEY'S FIRST DRAFT 10/15/2026

DRAFT ORDINANCE NO. 26-108

AN ORDINANCE OF THE CITY OF DES MOINES, WASHINGTON relating to municipal finance, amending Ordinance No. 1813 (uncodified), as amended by Ordinance No. 1839 (uncodified) (Biennial Budget 2025/2026) and authorizing certain expenditures in the amounts specified in this Ordinance.

WHEREAS, the City Council finds that current and capital revenues and expenditures for the City differ from forecasts used to create the 2025/2026 budget, enacted by Ordinance No. 1813, as amended by Ordinance No. 1839, and further finds that such differences justify certain adjustments regarding obligations incurred and expenditures of proceeds for fiscal year 2026, and

WHEREAS, the City Council finds that the 2026 budget amendments to the City's 2025/2026 biennial budget are in the public interest; now therefore,

THE CITY COUNCIL OF THE CITY OF DES MOINES ORDAINS AS FOLLOWS:

Sec. 1. Finding. Each and every of the findings expressed in the recitals to this Ordinance are hereby adopted and incorporated by reference.

Sec. 2. Amendment to 2025/2026 Biennial Budget. Appendix "A" of Ordinance No. 1813 (uncodified) as amended by "A" of Ordinance No. 1839 (uncodified) (2025/2026 Biennial Budget) is amended by Appendix "A" attached to this Ordinance and incorporated herein by this reference as though fully set out.

Sec. 3. Ratification and confirmation. All acts taken by City officers and staff prior to the enactment of this Ordinance that are consistent with and in furtherance of the purpose or intent of this Ordinance are hereby ratified and confirmed by the City Council.

Sec 4. Severability - Construction.

(1) If a section, subsection, paragraph, sentence, clause, or phrase of this Ordinance is declared unconstitutional or invalid for any reason by any court of competent jurisdiction,

such decision shall not affect the validity of the remaining portions of this Ordinance.

(2) If the provisions of this Ordinance are found to be inconsistent with the other provisions of the Des Moines Municipal Code, this Ordinance is deemed to control.

Sec 5. Effective date. This Ordinance shall take effect and be in full force (5) five days after its final passage by the Des Moines City Council.

PASSED BY the City Council of the City of Des Moines this ___ day of _____, 2026 and signed in authentication thereof this ___ day of _____, 2026.

_____
M A Y O R

APPROVED AS TO FORM:

_____
City Attorney

ATTEST:

_____
City Clerk

Published: _____

DRAFT ORDINANCE NO.26-108- APPENDIX A
SUMMARY OF SOURCES AND USES - 2026 AMENDED BUDGET

	2026 BUDGET AS PREVIOUSLY AMENDED				PROPOSED 2026 AMENDMENTS		2026 BUDGET AS AMENDED			
FUNDS	**Beginning Cash Balance**	**Revenue**	**Expenditure**	**Ending Cash Balance**	**Revenue**	**Expenditure**	**Beginning Cash Balance**	**Revenue**	**Expenditure**	**Ending Cash Balance**
General Fund	2,952,501	26,145,053	25,953,851	3,143,703	887,232	1,050,410	2,952,501	27,032,285	27,004,261	2,980,525
Special Revenue										
Streets	1,107,041	2,624,000	2,908,402	822,639	12,000	(14,052)	1,107,041	2,636,000	2,894,350	848,691
Street Pavement	1,071,616	1,606,000	1,757,322	920,294	(1,056,000)	(193,000)	1,071,616	550,000	1,564,322	57,294
Public Safety Sales Tax	-	450,000	450,000	-	-	-	-	450,000	450,000	-
Development	1,867,334	2,958,422	3,500,570	1,325,186	695,287	52,480	1,867,334	3,653,709	3,553,050	1,967,993
Police Drug Seizure	129,966	26,000	20,500	135,466	206,000	-	129,966	232,000	20,500	341,466
Lodging Excise Tax	84,649	128,000	125,000	87,649	(25,000)	25,000	84,649	103,000	150,000	37,649
Affordable Housing Tax	91,013	35,000	35,000	91,013	-	-	91,013	35,000	35,000	91,013
American Rescue Plan Act	10,672	-	-	10,672	4,410	15,082	10,672	4,410	15,082	-
Redondo Zone	22,636	145,130	127,510	40,257	40,000	33,874	22,636	185,130	161,384	46,383
Waterfront Zone	43,312	458,210	397,452	104,070	195,000	282,564	43,312	653,210	680,016	16,506
PBPW Automation Fee	691,124	190,000	133,541	747,583	-	282,992	691,124	190,000	416,533	464,591
Urban Forestry	-	5,000	5,000	-	-	-	-	5,000	5,000	-
Abatement	38,764	3,600	2,500	39,864	-	-	38,764	3,600	2,500	39,864
Automanted Speed Enforcement (ASE)	126,581	357,500	311,905	172,176	-	155,000	126,581	357,500	466,905	17,176
Redondo Speed Enforecment	1,124,581	1,110,000	1,309,849	924,732	(520,000)	(278,000)	1,124,581	590,000	1,031,849	682,732
Transportation Benefit District	2,455,475	1,020,000	2,605,000	870,475	-	50,000	2,455,475	1,020,000	2,655,000	820,475
Total Special Revenue Funds	8,864,764	11,116,862	13,689,551	6,292,076	(448,303)	411,940	8,864,764	10,668,559	14,101,491	5,431,833
Debt Service										
REET 2 Debt Service	9,199	209,433	209,433	9,199	-	200	9,199	209,433	209,633	8,999
2023 LTGO Debt Service	(168)	611,685	611,685	(168)	62,178	62,178	(168)	673,863	673,863	(168)
2018 LTGO Debt Service	53,320	226,401	226,400	53,321	-	-	53,320	226,401	226,400	53,321
Total Debt Service Funds	62,351	1,047,519	1,047,518	62,352	62,178	62,378	62,351	1,109,697	1,109,896	62,152
Captial Project										
REET 1	3,052,063	720,000	2,628,040	1,144,023	225,000	248,841	3,052,063	945,000	2,876,881	1,120,182
REET 2	1,398,675	680,000	507,479	1,571,196	225,000	1,215,841	1,398,675	905,000	1,723,320	580,355
Park Levy	238,041	145,000	39,000	344,041	92,000	490,731	238,041	237,000	529,731	(54,690)
Park In Lieu	362,532	27,500	46,000	344,032	20,000	23,000	362,532	47,500	69,000	341,032
One Time Sales Tax	1,260,228	30,000	550,000	740,228	6,000	(150,917)	1,260,228	36,000	399,083	897,145
Municipal Capital Improvements	10,314,683	6,272,000	17,107,000	(520,317)	-	-	10,314,683	6,272,000	17,107,000	(520,317)
Transportation Capital Improvements	1,197,872	8,156,000	9,364,000	(10,128)	6,139,300	2,339,000	1,197,872	14,295,300	11,703,000	3,790,172
Traffic In Lieu	664,898	507,500	-	1,172,398	-	350,000	664,898	507,500	350,000	822,398
Traffic Impact - City Wide	603,267	335,000	-	938,267	1,285,000	63,000	603,267	1,620,000	63,000	2,160,267
Traffic Impact - Pac Ridge (S)	722,596	115,000	-	837,596	-	-	722,596	115,000	-	837,596
Total Capital Project Funds	19,814,855	16,988,000	30,241,519	6,561,336	7,992,300	4,579,496	19,814,855	24,980,300	34,821,015	9,974,140
Enterprise										
Marina	10,350,209	6,920,997	6,590,807	10,680,399	(485,000)	1,181,556	10,350,209	6,435,997	7,772,363	9,013,843
Surface Water Management	10,488,263	7,695,907	9,801,950	8,382,220	(364,000)	92,731	10,488,263	7,331,907	9,894,681	7,925,489
Total Enterprise Funds	20,838,472	14,616,904	16,392,757	19,062,619	(849,000)	1,274,287	20,838,472	13,767,904	17,667,044	16,939,332
Internal Service										
Equipment Rental Operations	435,943	1,085,106	863,329	657,720	-	-	435,943	1,085,106	863,329	657,720
Equipment Rental Replacement	4,556,882	1,311,565	1,887,600	3,980,847	234,731	400,000	4,556,882	1,546,296	2,287,600	3,815,578
Facility Repair and Replacement	541,971	459,150	144,858	856,263	29,000	15,000	541,971	488,150	159,858	870,263
Computer Replacement	1,438,167	280,000	455,000	1,263,167	-	-	1,438,167	280,000	455,000	1,263,167
Self Insurance	632,516	1,166,720	1,313,220	486,016	-	-	632,516	1,166,720	1,313,220	486,016
Unemployment Insurance	555,536	55,000	50,000	560,536	-	-	555,536	55,000	50,000	560,536
Total Internal Service Funds	8,161,015	4,357,541	4,714,007	7,804,549	263,731	415,000	8,161,015	4,621,272	5,129,007	7,653,280
	60,693,958	74,271,879	92,039,202	42,926,635	7,908,138	7,793,511	60,693,958	82,180,017	99,832,713	43,041,262



Des Moines
WATERLAND CITY

2026 BUDGET AMENDMENTS

Budget Amendments

- Washington State law authorizes cities to amend adopted budgets to address changing financial conditions and operational needs.
- Amendments may include adjustments to revenues, expenditures, transfers, and appropriations.
- Budget amendments requiring legislative approval are adopted by City Council by ordinance.
- The proposed amendments update the final year of the City's 2025–2026 biennial budget.

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General Fund Overview

General Fund Amendments			
	Budget	**Proposed Amendments**	**Amended Budget**
Revenue	$ 26,145,053	$ 887,232	$ 27,032,285
Expenditures	$ 25,953,851	$ 1,050,410	$ 27,004,261
Ending Cash	$ 3,143,703	$ (163,178)	$ 2,980,525

Beginning 2026 cash balance = $2,952,501

Des Moines
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General Fund – Major Expenditure Adjustments

General Fund Amendments			
	Budget	**Proposed Amendments**	**Amended Budget**
Public Defenders	$ 55,000	$ 225,000	$ 280,000
Information Technology	$ 545,000	$ 245,000	$ 790,000
Additional Patrol Officer - Grant Funded	$ -	$ 140,000	$ 140,000
Summer and Break Camps - Extra-Hires*	$ -	$ 220,000	$ 220,000
Director of Parks and Recreation**	$ -	$ 40,000	$ 40,000

*The City received revenue of over $280,000 which exceeds the cost of Extra-Hire wages.

**Funded by the elimination of a vacated parks position and vacancy savings from another vacant parks position

Des Moines
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General Fund – Revenue Adjustments

General Fund Amendments			
	Budget	**Proposed Amendments**	**Amended Budget**
Regular Sales Tax	$ 4,180,000	$ 325,000	$ 4,505,000
One-Time Sales Tax	$ 200,000	$ 425,000	$ 625,000
Regular B&O Tax	$ 1,200,000	$ 100,000	$ 1,300,000
One-Time B&O Tax	$ 75,000	$ 35,000	$ 110,000
Gambling Tax	$ 30,000	$ 50,000	$ 80,000
Adiminstrative Charge - Indirect Cost	$ 1,155,471	$ 130,232	$ 1,285,703
Red Light Running Camera Revenue	$ 1,100,000	$ (400,000)	$ 700,000
Public Safety Sales Tax Grant	$ -	$ 140,000	$ 140,000
Summer and Break Camps	$ -	$ 82,000	$ 82,000

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Other Funds

Other Funds - Highlights

- Alignment to 2027 – 2032 Capital Improvements Plan
- Replacement of old permitting software
- Decrease of Redondo Speed Enforcement revenue and related expenditures
- Increase of revenue for Real Estate Excise Tax
- Correction of General Fund Indirect Cost Allocation
- Increase of Traffic Impact Fees

Other Fund Amendments			
	Budget	**Proposed Amendments**	**Amended Budget**
Revenue	$ 48,126,826	$ 6,721,475	$ 54,848,301
Expenditures	$ 66,085,351	$ 6,728,101	$ 72,813,452

Des Moines
WATERLAND CITY

Marina Fund

Marina Fund Amendments - Revenue			
	Budget	**Proposed Amendments**	**Amended Budget**
Moorage revenue adjustment	$ 4,320,000	$ (885,000)	$ 3,435,000
Transfer in From Equipment Replacement - return of funds to maintain travel lift that	$ -	$ 400,000	$ 400,000

Marina Fund Amendments - Expenditures			
	Budget	**Proposed Amendments**	**Amended Budget**
Dock Replacement project	$ 880,000	$ 1,220,000	$ 2,100,000
General Fund Indirect Cost Allocation	$ 402,478	$ (38,444)	$ 364,034

Des Moines
WATERLAND CITY

Surface Water Management Fund

Surface Water Management Fund Amendments - Revenue			
	Budget	**Proposed Amendments**	**Amended Budget**
Storm Drainage Hookup Fees - additional revenue	$ 31,000	$ 100,000	$ 131,000
EPA Federal Indirect Grant	$ -	$ 45,000	$ 45,000
State Grants - anticipated grant revenue no longer expected	$ 733,000	$ (733,000)	$ -
Local Grants	$ 515,000	$ 47,000	$ 562,000
Transfer In from REET 1	$ -	$ 177,000	$ 177,000

Surface Water Management Fund Amendments - Expenditures			
	Budget	**Proposed Amendments**	**Amended Budget**
General Fund Indrect Cost Allocation	$ 416,681	(11,269)	$ 405,412
Transfer Out to Trans. Capital Improvements Projects	$ 88,000	$ 104,000	$ 192,000

Des Moines
WATERLAND CITY

Motion: “I move to forward Draft Ordinance No. 26-108, relating to municipal finance and amending the 2025–2026 Biennial Budget adopted by Ordinance No. 1813 and amended by Ordinance No. 1839, to a second reading.”

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City Council
AGENDA ITEM

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: **2027/2028 Biennial Budget - First Reading**

ATTACHMENTS:
1. 2027-2028 Preliminary Budget Book
2. Draft Ordinance No. 26-105
3. Proposed 2027/2028 Biennial Budget PowerPoint

FOR AGENDA OF:
October 29, 2026

DEPT OF ORIGIN:
Finance

DATE SUBMITTED:
October 19, 2026

CLEARANCES:
Finance

Purpose and Recommendation
The purpose of this agenda item is to:

- Present the 2027–2028 Preliminary Biennial Budget to the City Council;
- Hold a preliminary public hearing on the 2027–2028 Preliminary Biennial Budget; and
- Consider Draft Ordinance No. 26-105, adopting the final Biennial Budget for the City of Des Moines, Washington, for fiscal years 2027 and 2028, on first reading.

Motion: "I move to advance Draft Ordinance No. 26-105 to a second reading on November 12, 2026, for further City Council consideration and approval."

Strategic Plan Priority
Financial Stability

Background
In accordance with state law, the 2027–2028 Preliminary Biennial Budget was provided to the City Council and made available to the public on October 1, 2026.

State law requires two public hearings before the budget is adopted. The first public hearing is scheduled for October 29, 2026, and the second public hearing is scheduled for November 12, 2026.

Discussion

The proposed 2027–2028 Biennial Budget is the City's financial plan for the next two years. It aligns available resources with the City Council's 2026–2030 Strategic Plan, established priorities, and ongoing service delivery responsibilities.

The budget supports implementation of the Strategic Plan through investments in public safety, infrastructure, economic development, parks and recreation, and other essential municipal services. Funding recommendations reflect Council priorities while maintaining fiscal sustainability.

Budget development was guided by the following key considerations:

- **Strategic Alignment:** Allocating resources to advance the City's Strategic Plan and Council priorities.
- **Public Safety and Essential Services:** Maintaining core municipal services and supporting targeted service enhancements.
- **Infrastructure and Capital Investment:** Funding infrastructure improvements, asset preservation, and long-term capital needs.
- **Fiscal Sustainability:** Balancing service demands and rising operating costs against limited revenue growth while maintaining appropriate financial reserves.

Budget Process to Date

The 2027–2028 budget process included several opportunities for Council and community input:

- **Council Priorities (August 6, 2026):** Council identified its priorities for the biennium: public safety staffing, making Des Moines easier to develop in, establishing a long-term direction for the Marina, and strengthening fund balance reserves. Council also identified dedicated communications staff and better use of technology as additional priorities.
- **Community Input (August 18, 2026):** The City held a budget town hall attended by thirty-seven residents, and the Citizens Advisory Board (CAB) provided additional input. Public safety and parks emerged as top community priorities, and residents generally supported Council's priorities.
- **Budget Workshop (September 12, 2026):** Council reviewed the financial outlook, including rising health care, labor, and public defender costs, and an initial projected General Fund gap of approximately $2.0 million. Staff presented the expenditure choices and revenue strategies used to close the gap, along with proposed investments tied to Council priorities.
- **Preliminary Budget (October 1, 2026):** The balanced 2027–2028 Preliminary Biennial Budget was submitted to Council. Throughout October, Councilmembers had the opportunity to meet individually with the City Manager and Finance Director to review the proposed budget.

Next Steps

This is the first public hearing and first reading of Draft Ordinance No. 26-105, which adopts the 2027–2028 Biennial Budget. Staff seeks Council feedback on any desired revisions before the second public hearing, second reading, and adoption, scheduled for November 12, 2026.

Revisions to the 2027–2028 Preliminary Biennial Budget

The following revisions have been made to the 2027–2028 Preliminary Biennial Budget book:

PAGE	CORRECTION
28, 29	Revised "Director of Community/Administrative Services" to "Director of Administrative Services"
30	Corrected Patrol Officer FTE count
32	Corrected Total General Fund FTE Count for 2027 and 2028
34	Corrected Grand Total FTE Count for 2027 and 2028
36	Corrected 2028 Salaries for Pay Grades in pay grades D-43 and D-44, added Director of Parks and Recreation to D-38
133	Corrected Patrol Officer FTE count in organization chart
134	Corrected Patrol Officer FTE count on salary and benefits schedule

Financial Impact

The proposed 2027–2028 Biennial Budget totals $151,381,412 in expenditures across all funds, including General Fund expenditures of $55,822,731. The budget is balanced in both years, reflects current revenue projections and anticipated expenditures, and increases the General Fund ending fund balance in 2027 and 2028.

Recommendation

Staff recommends forwarding Draft Ordinance No. 26-105 to a second reading on November 12, 2026 for further Council consideration and adoption.

2027 – 2028
BIENNIAL BUDGET

Proposed Budget - Revised October 18, 2026

Des Moines
WATERLAND CITY

desmoineswa.gov

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- Administrative Officials
- Fund Structure
- Major/Non-major Funds
- Basis of Budgeting
- Financial Policies
- Budget Process

Dear Mayor and City Council and residents of Des Moines:

I am pleased to submit the City of Des Moines 2027-2028 Proposed Biennial Budget. The proposed budget is balanced. It maintains current service levels, funds the priorities the City Council identified for this biennium, and adds to the City's fund balance reserves in both years.

It is not unusual to begin a budget process with a delta between projected revenues and projected expenditures, and this cycle was no exception. Much of that gap reflects a challenge familiar to every city in Washington: costs continue to grow faster than the revenue available to pay for them. Employee health care premiums are projected to increase 10 to 16 percent, negotiated wage increases continue, and the State has expanded public defense requirements without providing the funding to meet them. Meanwhile, the City's largest revenue source is limited by state law to 1 percent annual growth. The rest of the gap reflects our own priorities. This budget funds several key investments necessary to accomplish the Council's goals and deliver enhanced services to residents in the areas they told us matter most.

In order to balance the budget, we reviewed every request carefully and identified those most critical to sustaining service and advancing the Council's goals. We then focused on how to pay for them, through a combination of repurposing existing positions that had become vacant, identifying specific funding sources outside the General Fund, and reducing the overall cost of the request. Where an item could not be funded that way, it was phased across the biennium or set aside for a future budget. On the revenue side, the budget reflects updated forecasts, negotiated increases in franchise payments, new gambling tax revenue, and targeted fee adjustments. The result is a balanced budget with no remaining General Fund gap.

This budget was informed by the City Council's goals for the biennium, by Charting Our Course, the City's strategic plan, and by what we heard from the community. Public engagement this year pointed consistently in the same direction. Residents told us public safety comes first. They asked us to preserve parks and natural areas and to invest in programming for youth and families. They asked the City to grow its tax base through business and development rather than through homeowners, and to take care of what we already own before building something new. Those themes are reflected throughout this budget.

This budget also strengthens the City's financial position. It dedicates funding to reserves in both years, with the goal of building and sustaining a fund balance that consistently exceeds the City's minimum and improves our ability to absorb the unexpected. That progress is meaningful, and it is incremental by design. The structural imbalance between the cost of delivering services and the revenue tools available to Washington cities remains, and it is not something any single budget can resolve. What this budget does is steady our position, fund the investments that build long-term capacity, and give the Council a clear set of decisions to weigh in the year ahead.

Charting Our Course: The City's Strategic Plan

In June 2026, the City Council adopted Charting Our Course, the first strategic plan in the City of Des Moines' history. The plan was built through extensive community engagement over more than a year, and it gives the organization something it has not had before: a shared, written statement of where the City is going and how it intends to get there.

The plan sets a vision for Des Moines as the premier waterfront community on Puget Sound. It is grounded in five organizational values: Teamwork, Customer Service, Safety, Responsibility, and Integrity.

Charting Our Course is organized around six focus areas. Below is the objective for each, along with several of the key investments this budget makes to advance them.

- **Public Safety.** Des Moines is a safe and equitable place to live and visit, supported by responsive public safety services, emergency preparedness, and strong community partnerships.
  - Two police officers, one in 2027 and one in 2028, expand frontline capacity to better meet community demand and maintain responsive public safety services.
  - Drone replacement maintains technology that helps officers respond more safely and effectively.
  - K-9 patrol restores a specialized resource that strengthens field response.
  - A police staffing study evaluates Police Department staffing needs to ensure resources align with service demands and community expectations.

  Funded through a combination of Public Safety Sales Tax, public safety grant funding, the Equipment Replacement Fund, and the General Fund.
- **Financial Stability.** Keep Des Moines on solid financial footing by spending wisely, securing steady revenue, and maintaining healthy reserves.
  - Dedicated funding strengthens fund balance reserves, building them beyond the City's minimum to improve our long-term financial position and resilience.
  - Increased contingency funding creates dedicated capacity to respond to emergencies and unforeseen costs without disrupting planned services.

  Funded through the General Fund.
- **Economic Vitality.** Des Moines cultivates a dynamic economy that attracts investment and is sustainable for residents and businesses.
  - A Permit Services Manager is a new position focused on making development easier to navigate and move forward, reinforcing that Des Moines is ready to support business and investment in the community.
  - The Marina Master Plan establishes a long-term direction for the Marina, including capital needs, land use, and its role in the community and the local economy.

  Funded through the Development Fund and the Marina Enterprise Fund.
- **Engaged and Thriving Community.** Des Moines fosters an engaged and connected community where residents are informed, involved, and supported by inclusive programs, events, and public spaces.
  - A Communications Manager provides dedicated capacity to keep the community informed, strengthen public engagement, and tell the City's story more consistently and proactively.
  - A Parks and Recreation Director establishes dedicated leadership to strengthen Parks and Recreation services, long-range planning, and growth in this service.

- A parks maintenance employee adds capacity to improve the care and upkeep of parks, facilities, and public spaces.
- Conduct a Human Services Needs Assessment to identify the community's most pressing needs and align nonprofit funding with them.
- The Parks and Recreation Master Plan, an update required by the State, will establish long-term priorities for parks, facilities, recreation programs, community services, and future investment.

Funded through the General Fund, repurposed dollars from existing vacant positions, King County Parks Levy funds, and grant funds.

- **Natural and Built Environment.** Des Moines preserves its natural resources, including waterfronts, parks, and trails, while promoting safe, convenient mobility across the City and prioritizing investment in maintaining critical infrastructure.
  - South Seawall engineering design and project management advances a critical waterfront asset at the Marina and positions the City for future capital investment.
  - Funding to draft a Sound Code for Council consideration that helps to reduce airport impacts on new development.
  - New streetlight fixtures replace aging streetlights to improve reliability, visibility, and safety along City streets.

Funded through the Marina Enterprise Fund, Development Fund and the Street Fund.

- **Organizational Excellence.** Des Moines builds a skilled, supported, and engaged workforce that delivers high-quality service to the community.
  - Moving key software and services, including Microsoft and the Tyler Munis financial system, to the cloud modernizes core business systems while reducing reliance on City-maintained servers and infrastructure.

Funded through the General Fund and the Computer Replacement Fund.

Because Charting Our Course is the City's first strategic plan, this is the first opportunity the Council has had to build a budget with these specific focus areas in mind. Every significant investment above is tied to one of the six. That alignment is deliberate. It is how a plan stops being a document and becomes a set of funded commitments, and it is how the Council and the community can hold this organization accountable for progress.

Key Revenue Assumptions

To support these investments, and to maintain the services residents count on every day, the recommended budget rests on a conservative and balanced set of revenue assumptions:

- **Property Tax.** The City's largest single revenue source, representing approximately 20 percent of General Fund revenue. Growth is constrained: each 1 percent increase is worth roughly $56,000, and approximately 30 percent of assessed acreage in Des Moines is tax exempt.
- **Sales Tax.** Assumed to grow 2 percent annually. The regional forecast shows limited growth, and sales tax remains sensitive to consumer and business activity.

- **Utility Taxes.** A moderate increase. Changes vary by utility type, and revenues fluctuate with market and economic conditions.
- **Business and Occupation Tax.** Assumed stable. Collections in 2026 were strong, and improved compliance and a potentially broader tax base could strengthen ongoing B&O revenue. One-time B&O collections are expected to decline as the number of projects paying one-time tax falls from 2026.
- **Franchise Payments.** A negotiated increase. The City is currently negotiating with franchise utilities, and final rates are pending.
- **Gambling Tax.** Approximately $300,000 in new revenue.
- **Fines and Penalties.** A decrease of more than 25 percent, driven by the continued decline in red light running infractions.

Conclusion

The proposed 2027-2028 biennial budget is balanced. It maintains core services, funds the Council's priorities for the biennium, adds to reserves in both years, and delivers the first set of investments tied directly to Charting Our Course. It does so while placing very little new demand on the General Fund, drawing instead on restricted funds, grants, and positions repurposed through vacancy.

I want to express my appreciation to the employees throughout our organization who contributed countless hours to the development of this recommended budget. I am also grateful for the partnership of the City Council and the Executive Leadership Team throughout this process. Over the remainder of 2026, staff will continue working with the Council and hearing from our community to ensure the adopted budget is the best fiscal plan it can be.

Charting Our Course set our destination: the premier waterfront community on Puget Sound, safe and sustainable, offering a high quality of life to everyone who lives here. This budget is the first full leg of that voyage.

I look forward to the work ahead with the Council and with this community.

Respectfully submitted,

Katherine Caffrey



City Manager

October 1, 2026



GOVERNMENT FINANCE OFFICERS ASSOCIATION

Distinguished Budget Presentation Award

PRESENTED TO

City of Des Moines
Washington

For the Biennium Beginning

January 01, 2025

Christopher P. Morrill

Executive Director



The area that would become Des Moines, Washington, was first explored by Europeans on May 26, 1792, during British naval Captain George Vancouver's exploration of Puget Sound. The first Americans known to have visited the area were members of the Charles Wilkes expedition.

The first known settler was John Moore, who is believed to have arrived around 1867. His homestead claim certificate was granted on July 2, 1872.

In the late 1880s, F.A. Blasher, originally from Des Moines, Iowa, recognized the potential for developing a community along the shores of Puget Sound. Blasher and other investors formed the Des Moines Improvement Company, and in 1889 the area was platted into lots for development. The growing community took its name from Des Moines, Iowa. Lumber and shingle mills were among the area's earliest industries, and by 1890 the community included hotels, manufacturing businesses, a boat yard, a school, and churches.

Water transportation played an important role in the community's early development. Steamships of Puget Sound's "Mosquito Fleet" connected Des Moines with Seattle, Tacoma, Vashon Island, and other communities around the Sound. The Brick Highway was completed in 1916, providing an important overland transportation connection. That same year, cross-Puget Sound automobile ferry service began between Des Moines and Portage on Vashon Island. The ferry operated until 1921. During the decades that followed, agriculture also became an important part of the local economy.

Following World War II, Des Moines transitioned from a largely rural community to a growing suburb within the rapidly developing Puget Sound region. As the population increased, residents sought greater local control over municipal services, infrastructure, and community development. Des Moines officially incorporated as a city on June 17, 1959.

The waterfront has remained central to the identity of Des Moines throughout its history. The Des Moines Marina opened on May 10, 1970, further establishing the waterfront as a focal point for recreation and community activity. Today, Des Moines retains its distinctive waterfront character while occupying a central location between Seattle and Tacoma in one of the Pacific Northwest's largest metropolitan areas.

Located along Puget Sound between Seattle and Tacoma, Des Moines, Washington is a diverse residential community within the central Puget Sound region. The following indicators provide a snapshot of the City's population, households, economy, and housing.

Population & Households		Age & Community	
Population	33,032	**Under Age 18**	22.2%
Households	11,925	**Age 65 and Older**	17.4%
Persons per Household	2.68	**Median Age**	38
Population Change (April 2020 to July 2025)	0.3%	**Foreign Born**	26.0%
		Language Other Than English at Home	35.2%

Income & Education		Housing	
Median Household Income	$92,483	**Owner-Occupied Housing**	60.6%
Per Capita Income	$43,717	**Median Home Value**	$597,000
Persons in Poverty	12.1%	**Median Gross Rent**	$1,799
Bachelor's Degree or Higher	33.4%	**Households with Broadband**	93.4%

Sources: Washington State Office of Financial Management; U.S. Census Bureau, American Community Survey.

Property Type	Acres	% of Total	Taxable Assessed Value	% of Assessed Value	Estimated City Property Tax	Property Tax Per Acre
Single-Family Residential	2,068	62.0%	$4,591,134,529	75.66%	$3,879,509	$1,876
Multifamily Residential	404	12.1%	$942,689,200	15.54%	$796,572	$1,971
Commercial	251	7.5%	$360,889,400	5.95%	$304,952	$1,213
Industrial	123	3.7%	$169,928,300	2.80%	$143,589	$1,167
Marina/Waterfront	39	1.2%	$0	0.00%	$0	$0
Institutional & Public Uses	442	13.3%	$2,908,900	0.05%	$2,458	$6
Other	6	0.2%	$514,900	0.01%	$435	$77
Total	**3,333**	**100.0%**	**$6,068,065,229**	**100.0%**	**$5,127,515**	**$1,538**

Property Tax by Property Type

The table summarizes taxable real property within the City by general land-use category. Single-family residential represents the largest share of both land area and taxable assessed value, accounting for approximately 62% of the acreage included in the analysis and 76% of taxable assessed value. Multifamily residential accounts for approximately 12% of acreage and 16% of taxable assessed value. Institutional and public uses represent a comparatively large share of acreage but generate limited property tax because much of this property is tax exempt.

Estimated City property tax is calculated by applying the 2026 City of Des Moines regular property tax levy rate of $0.845 per $1,000 of taxable assessed value to the taxable real-property value assigned to each land-use category. The analysis is based on 2026 King County Assessor parcel and real-property account data. Business personal property is excluded because it cannot be attributed to the parcel-based land-use categories shown. Accordingly, the estimated City property tax presented in the table does not represent the City's total 2026 property tax levy.



*Dotted line indicates organizational relationship and does not represent a supervisory reporting relationship.



Yoshiko Grace Matsui
Mayor



Gene Achziger
Deputy Mayor



Harry Steinmetz
Councilmember



JC Harris
Councilmember



Jeremy Nutting
Councilmember



Pierre Blosse
Councilmember



Robyn Desimone
Councilmember

City Leadership	
City Manager	Katherine Caffrey
Assistant City Manager	Adrienne Johnson-Newton
Director of Administrative Services	Bonnie Wilkins
City Clerk	Taria Keane
City Attorney	Tim George
Police Chief	Ted Boe
Finance Director	Jeff Friend
Harbormaster	Scott Wilkins
Municipal Court Judge	Lisa Leone
Public Works Director	Michael P. Slevin III, P.E.
Community Development Director	Rebecca Deming

ORDER OF FUND PRESENTATION

The City budget is generally organized in fund number order. Budgeted funds are presented by fund type, beginning with the General Fund, followed by Special Revenue Funds, Debt Service Funds, Capital Project Funds, Enterprise Funds, and Internal Service Funds. The City uses governmental, proprietary, and fiduciary fund types. Governmental and proprietary funds receive budgetary appropriations. The City also maintains a fiduciary fund; however, no appropriations are made for that fund. The governmental fund types used by the City are as follows:

GENERAL FUND

The General Fund is the City's primary operating fund and is a major fund. It accounts for all financial resources except those required to be accounted for in other funds. It generally represents the basic operations of a municipality. It derives the majority of its revenues from property tax, sales tax, utility taxes, business & occupation taxes, and state-shared revenues. The General Fund (Fund 001) accounts for operations such as Police, Municipal Court, Senior Services, Recreation, and supporting departments such as Finance, Legal, and Information Technology. Each department included in the General Fund is budgeted for and presented separately in this document.

General Fund Departments are as follows:

- City Council
- City Manager's Office
- Communications
- City Clerk
- Human Resources
- Finance
- Information Technology
- Legal
- Municipal Court
- Police
- Community Development (Planning and Building – Tax-Based)
- Public Works
- Parks and Recreation

SPECIAL REVENUE FUNDS

Special revenue funds account for the proceeds of revenue sources that are restricted to specific expenditure purposes. Other restricted resources are accounted for in debt service and capital project funds. The City of Des Moines has the following special revenue funds:

- **Street Fund** (101)
- **Street Pavement Fund** (102)
- **Public Safety Sales Tax Fund** (103)
- **Development Fund** (105)

- **Police Drug Seizure Fund** (107)
- **Lodging Excise Tax Fund** (111)
- **Affordable Housing Sales Tax Fund** (113)
- **Redondo Zone** (140)
- **Waterfront Zone** (141)
- **Planning, Building and Public Works (PBPW) Automation Fund** (142)
- **Urban Forestry Fund** (151)
- **Nuisance Property Abatement Fund** (180)
- **Automated Speed Enforcement (ASE) Fund** (190)
- **Redondo Speed Enforcement Fund** (191)
- **Transportation Benefit District Fund** (199)

DEBT SERVICE FUNDS

The Des Moines Municipal Code (DMMC 3.48.150) establishes a single Debt Service Fund for financial reporting purposes. However, for managerial and budgeting purposes, the City maintains three debt service funds which are combined into a single fund in the annual financial statements. Debt service funds are used to account for the accumulation of resources for and the payment of general long-term debt, principal, interest, and related costs. The City of Des Moines has the following debt service funds:

- **REET 2 Debt Service Fund** (202)
- **2023 LTGO Bonds** (203)
- **2018 Limited Tax General Obligation Bond Debt Service Fund** (208)

CAPITAL PROJECT FUNDS

The Des Moines Municipal Code (DMMC 3.48.070) establishes a single Capital Projects Fund for financial reporting purposes. However, for managerial and budgeting purposes, the City maintains several Capital Projects Funds which are combined into a single fund in the annual financial statements. The Capital Projects Funds are used to account for the acquisition or construction of major capital facilities except those financed by proprietary funds. The City of Des Moines has the following capital project funds:

- **Municipal Capital Improvement Fund** (310)
- **Transportation Capital Improvement Fund** (319)

These funds are funding sources for capital projects:

- **REET 1 Revenue Fund** (301)
- **REET 2 Revenue Fund** (302)
- **Park Levy Revenue Fund** (305)

- **Park In Lieu Revenue Fund** (306)
- **One-time Sales Tax & B&O Tax Revenue Fund** (309)
- **Traffic In Lieu Fund** (320)
- **Traffic Impact – Citywide Revenue Fund** (321)
- **Traffic Impact – Pacific Ridge Revenue Fund** (322)

ENTERPRISE FUNDS

Enterprise Funds are used to account for operations that are financed and operated in a manner similar to private business enterprises where the intent of the governing body is to finance or recover, primarily through user charges, the costs of providing goods or services to the public on a continuing basis. The City of Des Moines has the following enterprise funds:

- **Marina Fund** (401)
- **Surface Water Management Fund (SWM)** (450)

INTERNAL SERVICE FUNDS

Internal Service Funds are used to account for business-like activities where related goods or services are primarily provided to other departments or funds of the City on a cost-reimbursed basis. The City of Des Moines has the following internal service funds:

- **Equipment Rental Operations Fund** (500)
- **Equipment Rental Replacement Fund** (501)
- **Facility Repair & Replacement Fund** (506)
- **Computer Replacement Fund** (511)
- **Self-Insurance Fund** (520)
- **Unemployment Insurance Fund** (530)

FIDUCIARY FUND

A fiduciary fund is a fund that accounts for assets held by a government as an agent or trustee for the benefit of outside parties. These outside parties can include individuals, private organizations, or other governments. The City of Des Moines has the following fiduciary funds:

- **Custodial Fund** (630)

No appropriations are made for the Custodial Fund.

For budget presentation purposes, the General Fund and other funds representing a significant portion of the City's financial activity are presented as major funds. Other funds are classified as non-major funds. These classifications are used to organize and present the budget and do not represent a determination of major funds under generally accepted accounting principles (GAAP).

Fund #	Fund	Appropriated	Major Fund	Non-Major Fund
Governmental Funds				
001	General Fund	✓	✓	
Special Revenue Funds				
101	Street Fund	✓		✓
102	Street Pavement Fund	✓		✓
103	Public Safety Sales Tax Fund	✓		✓
105	Development Fund	✓		✓
107	Police Drug Seizure Fund	✓		✓
111	Lodging Excise Tax Fund	✓		✓
113	Affordable Housing Sales Tax Fund	✓		✓
140	Redondo Zone Fund	✓		✓
141	Waterfront Zone Fund	✓		✓
142	PBPW Automation Fee Fund	✓		✓
151	Urban Forestry Fund	✓		✓
180	Nuisance Property Abatement Fund	✓		✓
190	Automated Speed Enforcement Fund	✓		✓
191	Redondo Speed Enforcement Fund	✓		✓
199	Transportation Benefit District Fund	✓		✓
Debt Service Funds				
202	REET2 Eligible Debt Service Fund	✓		✓
203	2023 LTGO Bond Debt Service Fund	✓		✓
208	2018 LTGO & Refunding Bonds Fund	✓		✓
Capital Projects Funds*				
301	REET1 1st Quarter % Fund	✓		✓
302	REET 2nd Quarter % Fund	✓		✓
305	Park Levy Fund	✓		✓
306	Park In Lieu Fund	✓		✓
309	One-Time Tax Revenues Fund	✓		✓
310	Municipal Capital Improvements Fund	✓	✓	
319	Transportation Capital Improvements Fund	✓	✓	
320	Traffic In Lieu Fund	✓		✓
321	Traffic Impact - City Wide Fund	✓		✓
322	Traffic Impact - Pacific Ridge Fund	✓		✓
Proprietary Funds				
Enterprise Funds				
401	Marina Fund	✓	✓	
450	Surface Water Fund	✓	✓	
Internal Service Funds				
500	Equipment Rental Operations Fund	✓		✓
501	Equipment Rental Replacement Fund	✓		✓
506	Facility Repair & Replacement Fund	✓		✓
511	Computer Replacement Fund	✓		✓
520	Self-Insurance Fund	✓		✓
530	Unemployment Insurance Fund	✓		✓

**When all Capital Projects Funds are combined into one Capital Projects Fund for financial reporting purposes, the Capital Projects Fund is considered a major fund.*

The City's budget and financial statements are prepared on the cash basis, an "Other Comprehensive Basis of Accounting" prescribed by the Washington State Auditor's Office. Cash basis accounting provides straightforward financial reporting and a conservative approach to budgeting because revenues that remain receivable at year-end are not recognized as available resources until they are received.

Under the cash basis, revenues are recognized when received, and expenditures are generally recognized when paid. In accordance with State law, the City's books remain open for 20 days following the end of the year to allow for payment of goods and services received in the prior year.

GENERAL FUND

One-Time Revenues Policy

Des Moines Municipal Code (DMMC) 3.100.030

The City's One-Time Revenues Policy requires sales tax and business and occupation (B&O) tax revenues generated by development projects with a total value exceeding $15 million to be transferred from the General Fund to capital improvement funds for eligible capital purposes. These revenues are considered one-time in nature and are not intended to support ongoing General Fund operating expenditures.

The policy was established through Ordinance 1561, adopted in 2012, and Ordinance 1637, adopted in 2015, to help preserve ongoing revenues for recurring operations while directing significant nonrecurring revenues toward capital investment.

Ending Fund Balance Policy

DMMC 3.08.010 – 16.67% Operating Reserve

The City's General Fund reserve policy establishes a minimum unrestricted ending fund balance, or operating reserve, equal to two months (16.67%) of recurring annual operating expenditures. The policy is intended to provide sufficient resources to address revenue fluctuations, unforeseen expenditures, emergencies, and other short-term financial needs.

The City develops and monitors its budget with the objective of maintaining the General Fund operating reserve at or above this established minimum.

BALANCED BUDGET

Washington State law requires municipal appropriations to be limited to the total estimated resources available, including estimated revenues, property tax revenues, and available beginning fund balances (RCW 35.33.075, 35A.33.075, 35.34.120, and 35A.34.120).

Accordingly, the City adopts a balanced budget in which total appropriations do not exceed the resources estimated to be available to finance those appropriations.

DEBT POLICIES

DMMC 3.08.020

The City's debt management policies provide a framework for the prudent use and administration of debt. The policies emphasize the use of debt primarily for long-term capital purposes, consideration of alternative funding sources, and alignment of debt repayment with the useful life of the assets being financed.

The City's debt management policies provide that:

1. Debt shall not be used to finance ongoing operating costs.
2. Whenever possible, the City shall identify and evaluate alternative funding sources to minimize the use of debt.
3. The City shall determine the most advantageous financing method for each new project.
4. Pay-as-you-go financing for capital improvements shall be used whenever feasible.
5. Total general obligation debt shall not exceed seven percent of the City's actual assessed value, as required by law.
6. The City shall utilize intergovernmental contributions, when available, to finance capital improvements consistent with City goals and priorities.
7. The scheduled maturities of long-term obligations shall not exceed the expected useful life of the capital project or asset being financed.
8. The City shall maintain professional relationships with financial institutions and bond rating agencies and follow applicable requirements for full and open financial disclosure.

BUDGET DEVELOPMENT

The budget process is a comprehensive planning effort that links the City's financial resources with the services, programs, and capital investments provided to the community. The process begins with an assessment of City priorities and financial conditions, followed by the development of goals, revenue and expenditure forecasts, departmental operating plans, and proposed resource allocations.

Budget development is a year-round process that includes financial monitoring, long-term forecasting, and planning throughout the biennium. Formal preparation of the upcoming biennial budget generally begins in the spring of the year preceding the new biennium.

PREPARING THE BUDGET

The formal budget process begins with development of the budget calendar and establishment of budget priorities and direction by the City Manager. The Finance Department works with City Administration to develop budget assumptions, instructions, and parameters for departments to use in preparing their requests.

Departments review existing programs, staffing, service levels, and anticipated operational needs and prepare budget requests for the upcoming biennium. Requests for new programs, positions, services, or other significant additions are separately identified and evaluated. Finance and City Administration meet with departments throughout the process to review departmental priorities, operating requirements, and proposed changes.

The Finance Department develops revenue forecasts using historical trends, current collections, economic conditions, known or anticipated changes in revenue sources, and information regarding development and other activity within the community. Expenditure projections incorporate salaries and benefits, contractual obligations, inflationary impacts, changes in service levels and workloads, and other factors expected to affect City costs. Non-departmental expenditures are budgeted separately based on the requirements of each program or activity.

As departmental requests and financial projections are completed, the Finance Department consolidates the information for review by the City Manager and City Administration. Proposed allocations are evaluated in relation to available resources, City priorities, service needs, and the City's long-term financial outlook. Adjustments are made as necessary to develop a balanced proposed budget.

The biennial budget also incorporates appropriations for capital projects scheduled during the budget period. Capital appropriations are based on the City's adopted six-year Capital Improvements Plan (CIP). The CIP provides a long-term framework for identifying, prioritizing, and financing capital investments, while the adopted biennial budget provides the legal spending authority for projects funded during the biennium.

Public engagement and City Council review are important components of the budget process. The City held a Community Budget Town Hall on August 18, 2026 to provide residents an opportunity to learn about the budget and provide input. An initial budget presentation was made to the Citizens Advisory Board on August 26, 2026, followed by a City Council budget workshop on September 12, 2026. A second budget presentation to the Citizens Advisory Board is scheduled for October 28, 2026.

The Preliminary Biennial Budget will be completed and provided to the City Council by October 1, 2026, in accordance with State law. The proposed budget will then be formally considered by the City Council at a public hearing and first reading on October 29, 2026, with a second reading scheduled for November 12, 2026. These meetings provide opportunities for the City Council and public to review the proposed budget before final adoption. Public hearings are advertised in accordance with State law, and members of the public are encouraged to review the proposed budget and provide comments.

ADOPTING THE BUDGET

The City of Des Moines biennial budget is adopted by ordinance in accordance with applicable Washington State law. The budget must be balanced and adopted before the beginning of the biennium. The adopted budget establishes the legal authority for City expenditures and identifies the resources available to finance those expenditures.

MONITORING THE BUDGET

Budget monitoring continues throughout the biennium. City departments have access to financial reports that compare actual revenues and expenditures with adopted budget amounts. The Finance Department regularly reviews financial activity, revenue performance, expenditure trends, and projected fund balances and provides periodic financial reporting to City Administration and the City Council.

In accordance with Washington State law (RCW 35A.34.130), the City conducts a formal mid-biennium review during the first year of each biennium. As part of this process, revenue and expenditure forecasts are updated, departmental adjustment requests are evaluated, and changes necessary to address updated financial conditions, operational requirements, and City priorities are presented to the City Council for consideration. The mid-biennium budget modification is adopted by ordinance following a public hearing.

AMENDING THE BUDGET

The City of Des Moines adopts its budget at the fund level. The City Manager has authority to transfer budgeted amounts between programs within a fund, while amendments that change the total appropriation of a fund require City Council approval.

When changes in financial conditions, operating requirements, or City priorities require an increase or decrease in a fund’s appropriation, the City Council may amend the budget by ordinance. Proposed amendments identify the reason for the change and its financial impact.

Budget amendments are considered as needed during the biennium to ensure that appropriations remain aligned with anticipated revenues, expenditures, and City priorities. All appropriations lapse at the end of each fiscal year.

Budget Calendar	
Date	**Major Steps in Process**
May 2026	Review Financial/Budget Policies
June 2026	Determine/Discuss Budget Assumptions
June 2026	Economic Data - Trends and Comparisons
July 2026	Update Indirect Cost Allocation Plan
July 28, 2026 - July 30, 2026	Department Meetings with City Manager
August 2026	Initial Five-Year Forecast
August 2026	Budget and Capital Balancing/Decisions - Finance meets with City Manager and Assistant City Manager to review requests, make decisions and balance funds
August 6, 2026	Preliminary Discussion 2027-2032 CIP Plan to Committee of the Whole
August 18, 2026	City Budget Town Hall
August 26, 2026	Budget discussion with Citizens Advisory Board
August 27, 2026	CIP Presented to Council
COUNCIL BUDGET WORKSHOP - SEPTEMBER 12, 2026	
September 2026	Budget Message - Draft
September 2026	Finance Prepares Preliminary Budget
PRELIMINARY BIENNIAL BUDGET SUBMITTED TO COUNCIL - OCTOBER 1, 2026	
October 28, 2026	Present Budget to Citizens Advisory Board
October 29, 2026	Public Hearing: Preliminary 2027/2028 Biennial Budget - 1st Reading
October 29, 2026	Public Hearing and Adoption: 2027 Property Tax Levy - 1st Reading
October 29, 2026	Public Hearing and Adoption: 2026 Annual Budget Adjustments - 1st Reading
November 12, 2026	Public Hearing: Preliminary 2027/2028 Biennial Budget - 2nd Reading
November 12, 2026	Public Hearing and Adoption: 2027 Property Tax Levy - 2nd Reading
November 12, 2026	Public Hearing and Adoption: 2026 Annual Budget Adjustments - 2nd Reading
Mid-Biennium Review	
July 6, 2027	Call for mid-biennium review and adjustments
July 19, 2027	Finance/City Manager review Capital Improvements Plan (CIP)
August 2027	Determine/Discuss Budget Assumptions/Economic Trends
August 6, 2027	Mid-biennium adjustment requests due to Finance
August 16, 2027 - August 27, 2027	Budget meetings with departments
August 26, 2027	CIP Presented to Council - Committee of the Whole
September 2027	Update of Five-Year Forecast
September 13, 2027	Finance/City Manager review budget adjustments
2027/2028 Biennial Budget Adjustments Available to Council - October 15, 2027	
October 2027	Budget presentation to Citizens Advisory Board
October 28, 2027	Public Hearing and Adoption: 2028 Property Tax Levy - 1st Reading
October 28, 2027	Public Hearing and Adoption: 2027/2028 Biennial Budget Adjustments- 1st Reading
November 18, 2027	Public Hearing and Adoption: 2028 Property Tax Levy - 2nd Reading
November 18, 2027	Public Hearing and Adoption: 2027/2028 Biennial Budget Adjustments - 2nd Reading

Budget Overview

- Strategic Plan
- Financial Environment
- Budget Priorities and Highlights
- Personnel Changes
- Staffing Levels
- Index of Positions and Pay Schedules

Strategic Plan

In 2026, the City of Des Moines adopted Charting Our Course, the 2026–2030 Strategic Plan, the City's first citywide strategic plan. The plan establishes a common framework to guide City decisions, priorities, investments, and the allocation of limited resources. It is intentionally high-level, serving as a compass that connects long-term community priorities with the City's daily work, budget decisions, and other functional plans.

Development of the Strategic Plan began in 2025 and included extensive engagement with the City Council, community members, and City staff. The process included individual Council interviews, five community focus groups, an employee survey with 113 responses, a community survey with 1,036 responses, and a Town Hall attended by more than 80 community members. City staff and the City Council subsequently held workshops to review the themes identified through the engagement process and develop a framework grounded in both community aspirations and the City's operational capacity.

The Strategic Plan establishes the City's vision to be “The premier waterfront community on Puget Sound.” Its mission emphasizes maintaining a safe and sustainable environment while ensuring a high quality of life, supported by the organizational values of teamwork, customer service, safety, responsibility, and integrity.

The plan focuses City resources and efforts around six strategic priorities:

Economic Vitality — Cultivate a dynamic economy that attracts investment and is sustainable for residents and businesses. Strategies include economic development, downtown revitalization, investment in the Marina, and creating an environment supportive of business investment.

Financial Stability — Maintain solid financial footing through steady and diverse revenues, responsible cost management, alignment of spending with City priorities, strong financial forecasting, partnerships, and healthy reserves.

Public Safety — Provide responsive public safety services through appropriate staffing, data-informed decision-making, traffic safety efforts, emergency preparedness, community partnerships, and sustainable animal control services.

Engaged and Thriving Community — Foster an informed, involved, and connected community through programs, events, public spaces, civic engagement opportunities, and accessible communication.

Natural and Built Environment — Preserve the City's natural resources while investing in infrastructure, parks and public assets, addressing airport impacts, and improving mobility, safety, and connectivity.

Organizational Excellence — Build a skilled and supported workforce focused on customer service, employee development and engagement, recruitment and retention, and effective use of technology and organizational resources.

The 2027–2028 Biennial Budget serves as an important tool for implementing the Strategic Plan by aligning City resources with these priorities. Department goals presented throughout the budget identify how individual programs and services contribute to the City's broader strategic direction.

Municipal Financial Environment

Cities throughout Washington are experiencing increasing financial pressure as the cost of providing municipal services grows faster than many traditional revenue sources. State law generally limits annual growth in regular property tax levies to 1 percent, excluding revenue associated with new construction and certain other adjustments. At the same time, cities continue to experience increasing costs for personnel, public safety, infrastructure, insurance, technology, and other essential services.

These pressures are not unique to Des Moines. A 2026 Association of Washington Cities survey found that 72 percent of responding cities anticipate ongoing structural budget challenges in which revenues do not keep pace with the cost of providing services. These challenges can be particularly significant for smaller and lower-tax-base cities, which provide many of the same core municipal services as larger jurisdictions with fewer resources.

Des Moines enters the 2027–2028 biennium within this broader financial environment. Like many Washington cities, the City faces the challenge of minimal revenue growth coupled with rapidly increasing costs for personnel, public safety, infrastructure, technology, and other municipal services. The City's financial position requires continued attention to recurring revenues and expenditures, reserve levels, and the long-term sustainability of City services.

During the August 6, 2026 City Council meeting, the Council established the following priorities:



Budget Highlights

The 2027–2028 Biennial Budget reflects the priorities identified by the City Council through targeted investments, staffing, and financial decisions. Key highlights are summarized below.

Public Safety Staffing

- Adds two new patrol officers, one in 2027 and one in 2028
- Funds two patrol officers, animal control, and public defender costs with Public Safety Sales Tax
- Restores K-9 Patrol
- Funds a Police staffing study

Make Des Moines Easier to Develop

- Adds Permit Services Manager position
- Emphasizes timely permitting and responsive customer service

Set a Long-Term Direction for the Marina

- Funds Marina Master Plan
- Advances Marina Seawall Project

Strengthen Fund Balance Reserves

- General Fund budgeted to add $125,000 per year to cash reserves
- Retains one-time taxes in the General Fund
- Increases contingency funding for emergencies and unforeseen costs

Budget at a Glance

The 2027–2028 Biennial Budget provides funding for City operations, programs, debt service, capital improvements, and internal services. Total expenditures are budgeted at $71.4 million in 2027 and $80.0 million in 2028. The increase in 2028 is largely attributable to the timing of planned capital projects.

Fund Type	2027 Revenue	2027 Expenditures	2028 Revenue	2028 Expenditures
General Fund	$27,980,820	$27,726,974	$28,220,757	$28,095,757
Special Revenue	$10,939,270	$12,632,763	$9,815,412	$11,955,716
Debt Service	$1,113,192	$1,113,189	$1,112,513	$1,112,505
Capital Projects	$6,486,833	$9,309,525	$14,690,833	$19,218,492
Enterprise	$14,419,377	$16,188,289	$13,453,042	$16,566,739
Internal Service	$4,351,136	$4,421,580	$4,199,537	$3,039,884
Total	**$65,290,628**	**$71,392,320**	**$71,492,094**	**$79,989,092**

Key Assumptions

Revenue estimates for the biennium reflect current economic conditions, recent collection trends, and known changes affecting major revenue sources. The following assumptions were used in developing the 2027 and 2028 budget.

Revenue Source	2027–2028 Assumption
Property Tax	1% annual statutory increase
Sales Tax	2% annual growth
Utility Tax	Continued growth in electricity; declines in cable and telephone
B&O Tax	Stable ongoing revenues
Gambling Tax	Includes revenue from new gambling activity
Red-Light Infractions	Continued decline
One-Time Sales/B&O	Decline from recent levels

Personnel Changes

Personnel Change	Position	Budget Impact
Positions Added	Communications Manager*	General Fund
	Patrol Officers *(1 each in 2027 and 2028)*	General Fund
	Code Enforcement Officer	Development Fund
	Permit Services Manager	Development Fund
Increased Capacity	Human Resources Analyst	Part-time Extra Hire to full-time regular
	Paralegal/Domestic Violence Advocate	0.85 FTE to 1.0 FTE
Reduced Capacity	Grants Management Analyst	Reduced from 1.0 to 0.8 FTE
	Program Coordinator – Facility Rentals	Budgeted for 2027 only
Positions Ending	Director of Community/Administrative Services*	
	Community Events and Services Manager**	General Fund

* The Director of Administrative Services position is being replaced by a Communications Manager position, resulting in lower personnel costs.

** The Community Events and Services Manager position is being eliminated as part of the 2026 reorganization that established the Parks and Recreation Director position.

Staffing Levels

The following schedules present citywide staffing levels for 2024 through 2028, expressed as full-time equivalents (FTEs), to provide a view of changes in authorized positions over time. Extra-hire positions are not reflected in these schedules.

Note: Changes in FTEs between funds may reflect changes in personnel allocations rather than changes in overall staffing. Beginning in 2027, Public Works maintenance personnel are allocated more directly to their primary service areas, including the Street Fund.

STAFFING LEVELS					
POSITION	2024	2025	2026	2027	2028
CITY COUNCIL					
Mayor	1.00	1.00	1.00	1.00	1.00
Deputy Mayor	1.00	1.00	1.00	1.00	1.00
Council Member	5.00	5.00	5.00	5.00	5.00
Total City Council	**7.00**	**7.00**	**7.00**	**7.00**	**7.00**
CITY MANAGER					
City Manager	1.00	1.00	1.00	1.00	1.00
Assistant City Manager	1.00	1.00	1.00	1.00	1.00
Chief Administrative Officer	1.00	-	-	-	-
Director of Communications	1.00	-	-	-	-
Management Analyst	1.00	1.00	-	-	-
Director of Emergency Preparedness & Safety Officer	1.00	-	-	-	-
Total City Manager	**6.00**	**3.00**	**3.00**	**2.00**	**2.00**
HUMAN RESOURCES					
Human Resources Intern (Limited Term)	0.33	-	-	-	-
Senior Human Resources Analyst	-	1.00	1.00	1.00	1.00
Human Resources Analyst	1.00	-	-	1.00	1.00
Human Resources Analyst (Limited Term)	1.00	-	-	-	-
Total Human Resources	**2.33**	**1.00**	**1.00**	**2.00**	**2.00**
CITY CLERK					
Director of Administrative Services	-		0.50	0.10	-
City Clerk	1.00	1.00	1.00	1.00	1.00
Deputy City Clerk	1.00	1.00	1.00	1.00	1.00
Administrative Assistant II	1.00	1.00	1.00	1.00	1.00
City Hall Office Specialist	-	0.50	0.50	1.00	1.00
Total City Clerk	**3.00**	**3.50**	**4.00**	**4.10**	**4.00**
COMMUNICATIONS					
Director of Administrative Services	-		0.50	0.10	-
Communications Manager	-	-	-	1.00	1.00
Communications Program Analyst	-	1.00	0.75	0.75	0.75
Total Communications	**-**	**1.00**	**0.75**	**1.75**	**1.75**

STAFFING LEVELS					
POSITION	2024	2025	2026	2027	2028
FINANCE					
Finance Director	1.00	1.00	1.00	1.00	1.00
Finance Operations Manager	1.00	1.00	1.00	1.00	1.00
Principal Accountant	1.00	1.00	1.00	1.00	1.00
Senior Accounting Specialist	1.00	1.00	1.00	1.00	1.00
Staff Accountant	2.00	2.00	2.00	2.00	2.00
Payroll Specialist II	1.00	1.00	1.00	1.00	1.00
Grant Analyst	-	-	1.00	0.80	0.80
Total Finance	**7.00**	**7.00**	**8.00**	**7.80**	**7.80**
INFO TECHNOLOGY					
IT Director	1.00	-	-	-	-
IT Manager	-	1.00	1.00	1.00	1.00
IT Operations Supervisor	1.00	-	-	-	-
IT Business Operations Coordinator - Limited Term	-	-	-	1.00	1.00
Business Support Analyst	1.00	1.00	1.00	1.00	1.00
IT Specialist	1.00	2.00	2.00	1.00	1.00
Total Info Technology	**4.00**	**4.00**	**4.00**	**4.00**	**4.00**
LEGAL					
City Attorney	1.00	1.00	1.00	1.00	1.00
Assistant City Attorney	1.00	1.00	1.00	1.00	1.00
Prosecuting Attorney	1.00	1.00	1.00	1.00	1.00
Deputy Prosecuting Attorney	1.00	1.00	1.00	1.00	1.00
Paralegal/Domestic Violence Advocate	0.82	0.82	0.85	1.00	1.00
Total Legal	**4.82**	**4.82**	**4.85**	**5.00**	**5.00**
MUNICIPAL COURT					
Judge	0.80	0.80	0.80	0.80	0.80
Director of Court Administration	1.00	1.00	1.00	1.00	1.00
Court Operations Supervisor	1.00	1.00	1.00	1.00	1.00
Court Clerks	5.00	5.00	5.00	6.00	6.00
Court Clerk (Limited Term)	1.00	1.00	1.00	-	-
Court Marshal	2.00	2.00	1.00	1.00	1.00
Support Services Specialist	2.00	2.00	2.00	2.00	2.00
Total Municipal Court	**12.80**	**12.80**	**11.80**	**11.80**	**11.80**
POLICE					
Chief of Police	1.00	1.00	1.00	1.00	1.00
Assistant Chief of Police	2.00	2.00	2.00	2.00	2.00
Executive Assistant	1.00	1.00	1.00	1.00	1.00
Sergeant - Detectives	1.00	1.00	1.00	1.00	1.00
Patrol Officers - Detectives	5.00	5.00	5.00	5.00	5.00
Traffic Enforcement Officer	1.00	1.00	1.00	1.00	1.00
Sergeant - Special Investigations	1.00	1.00	1.00	1.00	1.00
Sergeant - Administrative Services	1.00	1.00	1.00	1.00	1.00
Sergeant - Patrol	4.00	4.00	4.00	4.00	4.00
Patrol Officers - Patrol	20.00	20.00	20.50	21.50	22.50
Patrol Officers - Patrol (ARPA)	2.00	-	-	-	-
Crisis Response Specialist	1.00	1.00	1.00	1.00	1.00
Crime Analyst (ARPA)	1.00	-	-	-	-
Communications Program Analyst	-	-	0.25	0.25	0.25
Community Service Officer	2.00	2.00	2.00	2.00	2.00
Digital and Field Evidence Specialist	1.00	1.00	1.00	1.00	1.00
Record Supervisor	1.00	1.00	1.00	1.00	1.00
Court Marshal	-	-	1.00	1.00	1.00
Record Specialists	5.00	5.00	5.00	5.00	5.00
Total Police	**50.00**	**47.00**	**48.75**	**49.75**	**50.75**

STAFFING LEVELS					
POSITION	2024	2025	2026	2027	2028
PLANNING, BUILDING & PUBLIC WORKS (TAX-BASED)					
Planning, Building & Permits					
Community Development Director	0.50	0.50	0.50	0.50	0.50
Building Official	1.00	1.00	1.00	1.00	1.00
Permit Coordinator	0.30	0.30	0.30	0.30	0.30
Total Planning, Building & Permits	**1.80**	**1.80**	**1.80**	**1.80**	**1.80**
Public Works Maintenance (Building Maintenance)					
Public Works Director	0.05	0.05	0.05	0.05	0.05
Maintenance Superintendent	0.15	0.15	0.15	0.15	0.15
Senior Maintenance Lead - Facilities	1.00	1.00	1.00	1.00	1.00
Maintenance Specialist - Facilities	1.00	1.00	1.00	1.00	1.00
Maintenance Worker - Facilities	1.00	1.00	1.00	-	-
Administrative Assistant II	0.06	0.06	0.06	0.06	0.06
Total Public Works Building Maintenance	**3.26**	**3.26**	**3.26**	**2.26**	**2.26**
Public Works Maintenance (Parks Maintenance)					
Public Works Director	0.05	0.05	0.05	0.05	0.05
Maintenance Superintendent	0.15	0.15	0.15	0.15	0.15
Assistant Maintenance Superintendent	0.30	0.30	0.30	1.00	1.00
Senior Maintenance Lead - Parks	1.00	-	-	1.00	1.00
Maintenance Specialist - Parks	1.00	-	-	-	-
Maintenance Worker - Parks	5.00	5.00	5.00	3.00	3.00
Administrative Assistant II	0.06	0.06	0.06	0.06	0.06
Total Public Works Parks Maintenance	**7.56**	**5.56**	**5.56**	**5.26**	**5.26**
Engineering & CIP Services					
Public Works Director	0.20	0.20	0.20	0.20	0.20
City Engineer	0.25	0.25	0.25	0.25	0.25
Principal Engineer	0.50	0.50	0.50	0.50	0.50
Capital Improvement Projects Manager	-	1.00	1.00	1.00	1.00
Surface Water/Environment Engineering Manager	-	-	-	0.15	0.15
Engineering Inspector	0.05	0.05	0.05	0.05	0.05
Administrative Assistant II	0.06	0.06	0.06	0.06	0.06
Total Engineering & CIP Services	**1.06**	**2.06**	**2.06**	**2.21**	**2.21**
Total Planning, Building & Public Works Tax Based	**13.68**	**12.68**	**12.68**	**11.53**	**11.53**

STAFFING LEVELS					
POSITION	2024	2025	2026	2027	2028
Parks and Recreation					
Administration					
Director of Community/Administrative Services	0.25	0.75	-	-	-
Parks and Recreation Director				1.00	1.00
Program Supervisor				1.00	1.00
Community Events Assistant		1.00	1.00	-	-
Program Coordinator - Recreation	1.00	1.00	3.00	3.00	3.00
Program Coordinator - Facility Rentals	1.00	1.00	1.00	1.00	-
Lead Facility Attendant	0.25	0.25	-	-	-
Recreation Manager	1.00	-	-	-	-
Assistant Recreation Manager	1.00	-	-	-	-
Program Support Specialist	1.00	-	-	-	-
Office Attendant	0.50	0.50	-	-	-
Total Administration	**6.00**	**4.50**	**5.00**	**6.00**	**5.00**
Recreation Program					
Recreation Program Supervisor	-	1.00	-	-	-
Recreation Instructor	0.48	-	-	-	-
Total Recreation Program	**0.48**	**1.00**	**-**	**-**	**-**
Community Events and Senior Services					
Community Events and Services Director	0.75	-	-	-	-
Community Events and Services Manager	-	1.00	-	-	-
Community Events Assistant	-	2.00	-	-	-
Events & Facilities Manager	1.00	-	-	-	-
Senior Event Planner	1.00	-	-	-	-
Events and Facility Coordinator Assistant	1.00	-	-	-	-
Program Support Specialist	1.00	1.00	-	-	-
Total Community Events and Senior Services	**4.75**	**4.00**	**-**	**-**	**-**
Total Parks and Recreation	**11.23**	**9.50**	**5.00**	**6.00**	**5.00**
Total General Fund	**121.86**	**113.30**	**110.33**	**112.73**	**112.63**

STREET FUND					
Public Works Director	0.15	0.20	0.20	0.20	0.20
City Engineer	0.05	0.05	0.05	0.05	0.05
Principal Engineer	-	-	-	0.20	0.20
Civil Engineer I	-	1.00	1.00	1.00	1.00
GIS Administrator	0.30	0.30	0.30	0.30	0.30
Maintenance Superintendent	0.30	0.30	0.30	0.30	0.30
Assistant Maintenance Superintendent	0.30	0.30	0.30	-	
Senior Maintenance Lead	1.00	1.00	1.00	1.00	1.00
Maintenance Worker	2.00	2.00	2.00	6.00	6.00
Traffic Control Specialist	1.00	1.00	1.00	1.00	1.00
Administrative Assistant II	0.15	0.15	0.15	0.15	0.15
Total Street Fund	**5.25**	**6.30**	**6.30**	**10.20**	**10.20**

STAFFING LEVELS					
POSITION	2024	2025	2026	2027	2028
DEVELOPMENT FUND					
Planning, Building & Permits					
Community Development Director	0.50	0.50	0.50	0.50	0.50
Planning & Development Services Manager	1.00	1.00	1.00	1.00	1.00
Senior Planner	1.00	1.00	1.00	1.00	1.00
Land Use Planner I	2.00	2.00	2.00	2.00	2.00
Asst Bldg Official/Electr & Bldg Inspector	1.00	1.00	1.00	1.00	1.00
Electrical/Bldg Inspector/Plans Exam	1.00	1.00	1.00	1.00	1.00
Plans Examiner/Building Inspector	2.00	2.00	2.00	2.00	2.00
Permit Services Manager				1.00	1.00
Permit Coordinator	1.70	1.70	1.70	1.70	1.70
GIS Administrator	0.15	0.15	0.15	0.15	0.15
Code Enforcement Officer	-	-	-	1.00	1.00
Total Planning, Building & Permits	**10.35**	**10.35**	**10.35**	**12.35**	**12.35**
Engineering & CIP Services					
Public Works Director	0.40	0.15	0.15	0.15	0.15
City Engineer	0.70	0.70	0.70	0.70	0.70
Principal Engineer	0.50	0.50	0.50	0.30	0.30
Capital Improvement Projects Mgr	1.00	-	-	-	-
Civil Engineer I (Sound Transit)	1.00	-	-	-	-
Civil Engineer I	1.00	1.00	1.00	1.00	1.00
Engineering Inspector	0.95	0.95	0.95	0.95	0.95
GIS Administrator	0.15	0.15	0.15	0.15	0.15
Administrative Assistant II	0.20	0.20	0.20	0.20	0.20
Total Engineering & CIP Services	**5.90**	**3.65**	**3.65**	**3.45**	**3.45**
Total Development Fund	**16.25**	**14.00**	**14.00**	**15.80**	**15.80**

MARINA FUND					
Harbormaster	1.00	1.00	1.00	1.00	1.00
Assistant Harbormaster	1.00	1.00	1.00	1.00	1.00
Office Specialist	2.00	1.00	1.00	1.00	1.00
Administrative Coordinator I-II Marina	-	1.00	1.00	1.00	1.00
Senior Maintenance Lead	2.00	2.00	2.00	2.00	2.00
Marina Environmental & Operations Specialist	1.00	1.00	1.00	1.00	1.00
Harbor Attendant	3.00	3.00	5.00	5.00	5.00
Total Marina Fund	**10.00**	**10.00**	**12.00**	**12.00**	**12.00**

STAFFING LEVELS					
POSITION	2024	2025	2026	2027	2028
SURFACE WATER MANAGEMENT (SWM) FUND					
Public Works Director	0.10	0.30	0.30	0.30	0.30
Administrative Assistant	0.40	0.40	0.40	0.40	0.40
Surface Water/Environment Engineering Manager	1.00	1.00	1.00	0.85	0.85
Civil Engineer I	1.00	1.00	1.00	1.00	1.00
Civil Engineer II	1.00	1.00	1.00	1.00	1.00
GIS Administrator	0.40	0.40	0.40	0.40	0.40
Engineering Technician	3.00	3.00	3.00	3.00	3.00
Maintenance Superintendent	0.30	0.30	0.30	0.30	0.30
Assistant Maintenance Superintendent	0.30	0.30	0.30	-	-
Senior Maintenance Lead	1.00	1.00	1.00	1.00	1.00
Maintenance Specialist	1.00	1.00	1.00	1.00	1.00
Maintenance Worker	4.00	4.00	4.00	4.00	4.00
Total Surface Water Management Fund	**13.50**	**13.70**	**13.70**	**13.25**	**13.25**

EQUIPMENT RENTAL MAINTENANCE FUND					
Public Works Director	0.05	0.05	0.05	0.05	0.05
Administrative Assistant	0.07	0.07	0.07	0.07	0.07
Maintenance Superintendent	0.10	0.10	0.10	0.10	0.10
Assistant Maintenance Superintendent	0.10	0.10	0.10	-	
Lead Mechanic	1.00	1.00	1.00	1.00	1.00
Mechanic	1.00	1.00	1.00	1.00	1.00
Total Equipment Rental Fund	**2.32**	**2.32**	**2.32**	**2.22**	**2.22**
Total Other Funds	**47.32**	**46.32**	**48.32**	**53.47**	**53.47**
GRAND TOTAL	**169.18**	**159.62**	**158.65**	**166.20**	**166.10**

City of Des Moines - Index of Positions and Pay Schedule Directors and City Manager			2027 COLA: 3.0%			2028 COLA: 2.5%		
Grade	Step	Positions	Hourly Rate	Semi-Monthly Salary	Annual Salary	Hourly Rate	Semi-Monthly Salary	Annual Salary
D-30	1		58.8356	5,099.28	122,382.69	60.3065	5,226.77	125,442.26
D-30	2		61.7802	5,354.49	128,507.82	63.3247	5,488.36	131,720.52
D-30	3		64.8722	5,622.47	134,939.25	66.4940	5,763.04	138,312.74
D-30	4		68.1198	5,903.94	141,694.46	69.8228	6,051.54	145,236.82
D-30	5		71.5292	6,199.43	148,786.48	73.3175	6,354.42	152,506.15
D-31	1		61.1896	5,303.30	127,279.30	62.7194	5,435.89	130,461.28
D-31	2		64.2522	5,568.74	133,649.72	65.8585	5,707.96	136,990.96
D-31	3		67.4631	5,847.02	140,328.59	69.1497	5,993.20	143,836.80
D-31	4		70.8354	6,139.30	147,343.22	72.6062	6,292.79	151,026.80
D-31	5		74.3781	6,446.34	154,712.13	76.2375	6,607.50	158,579.93
D-32	1	Deputy Harbormaster	63.6322	5,515.00	132,360.16	65.2230	5,652.88	135,669.16
D-32	2		66.8132	5,790.70	138,976.91	68.4836	5,935.47	142,451.33
D-32	3		70.1568	6,080.49	145,931.58	71.9107	6,232.50	149,579.87
D-32	4		73.6621	6,384.29	153,223.09	75.5036	6,543.90	157,053.67
D-32	5		77.3452	6,703.50	160,884.13	79.2788	6,871.09	164,906.23
D-33	1		66.1787	5,735.70	137,656.83	67.8331	5,879.10	141,098.25
D-33	2		69.4849	6,022.25	144,534.10	71.2220	6,172.81	148,147.45
D-33	3		72.9610	6,323.53	151,764.57	74.7850	6,481.61	155,558.69
D-33	4		76.6068	6,639.51	159,348.23	78.5219	6,805.50	163,331.93
D-33	5		80.4371	6,971.48	167,315.57	82.4480	7,145.77	171,498.46
D-34	1	Director of Court Administration	68.8283	5,965.35	143,168.24	70.5490	6,114.48	146,747.45
D-34	2		72.2676	6,263.44	150,322.40	74.0743	6,420.02	154,080.46
D-34	3		75.8836	6,576.83	157,843.91	77.7807	6,741.25	161,790.01
D-34	4		79.6772	6,905.62	165,734.96	81.6691	7,078.26	169,878.33
D-34	5		83.6626	7,251.04	174,024.98	85.7542	7,432.32	178,375.61
D-35	1		71.5811	6,203.94	148,894.40	73.3706	6,359.03	152,616.76
D-35	2		75.1604	6,514.15	156,339.61	77.0394	6,677.01	160,248.10
D-35	3		78.9168	6,839.72	164,153.26	80.8897	7,010.72	168,257.09
D-35	4		82.8656	7,181.95	172,366.97	84.9372	7,361.50	176,676.15
D-35	5		87.0056	7,540.78	180,978.57	89.1807	7,729.30	185,503.03
D-36	1		74.4446	6,452.11	154,850.57	76.3057	6,613.41	158,721.84
D-36	2		78.1642	6,774.50	162,587.92	80.1183	6,943.86	166,652.62
D-36	3		82.0758	7,113.51	170,724.24	84.1277	7,291.35	174,992.34
D-36	4		86.1791	7,469.15	179,259.52	88.3336	7,655.88	183,741.01
D-36	5		90.4890	7,842.68	188,224.30	92.7512	8,038.75	192,929.91
D-37	1	Harbormaster	77.4264	6,710.55	161,053.10	79.3620	6,878.31	165,079.43
D-37	2		81.3008	7,046.34	169,112.01	83.3333	7,222.49	173,339.81
D-37	3		85.3674	7,398.80	177,571.01	87.5016	7,583.77	182,010.28
D-37	4		89.6332	7,768.51	186,444.20	91.8740	7,962.72	191,105.30
D-37	5		94.1128	8,156.76	195,762.16	96.4656	8,360.67	200,656.22

City of Des Moines - Index of Positions and Pay Schedule Directors and City Manager								
			2027			2028		
			COLA: 3.0%			COLA: 2.5%		
Grade	Step	Positions	Hourly Rate	Semi-Monthly Salary	Annual Salary	Hourly Rate	Semi-Monthly Salary	Annual Salary
D-38	1	Community Development Director	80.5184	6,978.53	167,484.53	82.5313	7,152.99	171,671.65
D-38	2	Director of Parks and Recreation	84.5483	7,327.80	175,867.20	86.6620	7,511.00	180,263.88
D-38	3		88.7769	7,694.29	184,663.02	90.9963	7,886.65	189,279.60
D-38	4		93.2125	8,078.73	193,889.41	95.5428	8,280.70	198,736.65
D-38	5		97.8771	8,483.01	203,592.17	100.3241	8,695.08	208,681.98
D-39	1	Assistant Police Chief	83.7439	7,258.08	174,193.95	85.8375	7,439.54	178,548.80
D-39	2		87.9284	7,620.75	182,898.20	90.1266	7,811.27	187,470.65
D-39	3		92.3268	8,001.96	192,047.19	94.6350	8,202.01	196,848.37
D-39	4		96.9469	8,402.39	201,657.29	99.3706	8,612.45	206,698.72
D-39	5		101.7960	8,822.66	211,743.75	104.3409	9,043.22	217,037.35
D-40	1	Public Works Director, Finance Director	87.0868	7,547.81	181,147.53	89.2639	7,736.51	185,676.22
D-40	2		91.4411	7,925.20	190,204.97	93.7271	8,123.33	194,960.09
D-40	3		96.0173	8,321.82	199,723.50	98.4177	8,529.86	204,716.59
D-40	4		100.8217	8,738.22	209,717.31	103.3423	8,956.67	214,960.24
D-40	5		105.8621	9,175.07	220,201.64	108.5086	9,404.45	225,706.68
D-41	1	Assistant City Manager	90.5702	7,849.72	188,393.26	92.8344	8,045.96	193,103.09
D-41	2		95.1017	8,242.46	197,819.14	97.4792	8,448.52	202,764.62
D-41	3		99.8548	8,654.42	207,706.11	102.3512	8,870.78	212,898.76
D-41	4		104.8512	9,087.45	218,098.88	107.4725	9,314.64	223,551.35
D-41	5		110.0912	9,541.61	228,998.54	112.8435	9,780.15	234,723.51
D-42	1	City Attorney	94.1941	8,163.80	195,931.12	96.5489	8,367.90	200,829.40
D-42	2		98.9026	8,571.89	205,725.45	101.3752	8,786.19	210,868.58
D-42	3		103.8476	9,000.47	216,011.40	106.4438	9,225.48	221,411.68
D-42	4		109.0431	9,450.77	226,818.39	111.7692	9,687.04	232,488.85
D-42	5		114.4970	9,923.45	238,162.80	117.3594	10,171.54	244,116.87
D-43	1	Chief of Police	97.9657	8,490.69	203,776.40	100.4148	8,702.95	208,870.81
D-43	2		102.8660	8,915.40	213,969.69	105.4377	9,138.28	219,318.93
D-43	3		108.0097	9,361.20	224,668.78	110.7100	9,595.23	230,285.49
D-43	4		113.4122	9,829.44	235,906.35	116.2476	10,075.17	241,804.01
D-43	5		119.0803	10,320.69	247,696.59	122.0573	10,578.71	253,889.01
D-44	1		101.8846	8,830.34	211,927.97	104.4317	9,051.09	217,226.17
D-44	2		106.9768	9,271.68	222,520.24	109.6512	9,503.47	228,083.24
D-44	3		112.3273	9,735.41	233,649.89	115.1355	9,978.79	239,491.14
D-44	4		117.9436	10,222.17	245,332.22	120.8922	10,477.73	251,465.53
D-44	5		123.8404	10,733.24	257,597.74	126.9364	11,001.57	264,037.69
D-45	1		105.9580	9,183.38	220,401.12	108.6069	9,412.96	225,911.15
D-45	2		111.2573	9,642.67	231,423.97	114.0387	9,883.74	237,209.57
D-45	3		116.8222	10,124.98	242,999.47	119.7428	10,378.10	249,074.46
D-45	4		122.6596	10,630.91	255,141.80	125.7261	10,896.68	261,520.35
D-45	5		128.7926	11,162.46	267,898.95	132.0124	11,441.52	274,596.42
N/A		Municipal Court Judge	Salary established at 95% of the District Court Judge salary, adjusted for 0.80 FTE, pursuant to DMMC 2.28.060.					
M-49	1	City Manager	The City Manager's salary is established by employment contract, with projected costs included in the City Manager's Office department section.					

City of Des Moines - Index of Positions and Pay Schedule Exempt Employees			2027 COLA: 3.0%			2028 COLA: 2.5%		
Grade	Step	Positions	Hourly Rate	Semi-Monthly Salary	Annual Salary	Hourly Rate	Semi-Monthly Salary	Annual Salary
E-20	1	Deputy Prosecuting Attorney	41.0120	3,554.50	85,308.17	42.0373	3,643.37	87,440.87
E-20	2		43.0636	3,732.33	89,575.80	44.1402	3,825.64	91,815.20
E-20	3		45.2186	3,919.09	94,058.19	46.3491	4,017.07	96,409.65
E-20	4		47.4773	4,114.86	98,756.41	48.6642	4,217.73	101,225.32
E-20	5		49.8537	4,320.82	103,699.91	51.1001	4,428.85	106,292.41
E-21	1		42.6506	3,696.53	88,716.82	43.7169	3,788.95	90,934.74
E-21	2		44.7836	3,881.39	93,153.43	45.9032	3,978.43	95,482.27
E-21	3		47.0198	4,075.20	97,804.77	48.1952	4,177.08	100,249.89
E-21	4		49.3738	4,279.22	102,701.39	50.6081	4,386.20	105,268.93
E-21	5		51.8463	4,493.51	107,844.37	53.1424	4,605.85	110,540.48
E-22	1		44.3554	3,844.28	92,262.84	45.4643	3,940.39	94,569.41
E-22	2		46.5769	4,036.82	96,883.67	47.7413	4,137.74	99,305.76
E-22	3		48.9089	4,238.94	101,734.50	50.1316	4,344.91	104,277.86
E-22	4		51.3515	4,450.64	106,815.34	52.6353	4,561.90	109,485.72
E-22	5		53.9199	4,673.25	112,157.80	55.2679	4,790.08	114,961.74
E-23	1	Senior Human Resources Analyst	46.1341	3,998.44	95,962.55	47.2874	4,098.40	98,361.61
E-23	2	Grants Management Analyst	48.4442	4,198.65	100,767.60	49.6553	4,303.62	103,286.79
E-23	3		50.8646	4,408.44	105,802.66	52.1362	4,518.65	108,447.72
E-23	4		53.4111	4,629.14	111,099.34	54.7464	4,744.87	113,876.82
E-23	5		56.0826	4,860.69	116,656.53	57.4847	4,982.20	119,572.95
E-24	1	Management Analyst III/Executive Assistant - City Hall	47.9787	4,158.32	99,799.61	49.1782	4,262.27	102,294.60
E-24	2		50.3774	4,366.21	104,788.88	51.6368	4,475.36	107,408.61
E-24	3		52.8944	4,584.35	110,024.52	54.2167	4,698.96	112,775.13
E-24	4		55.5361	4,813.32	115,519.57	56.9245	4,933.65	118,407.56
E-24	5		58.3116	5,053.86	121,292.62	59.7694	5,180.21	124,324.93
E-25	1		49.8978	4,324.64	103,791.46	51.1453	4,432.76	106,386.25
E-25	2		52.3923	4,540.84	108,980.22	53.7021	4,654.36	111,704.73
E-25	3		55.0127	4,767.95	114,430.60	56.3880	4,887.14	117,291.36
E-25	4		57.7655	5,006.53	120,156.77	59.2097	5,131.70	123,160.68
E-25	5		60.6509	5,256.62	126,158.71	62.1672	5,388.03	129,312.68
E-26	1	City Clerk	51.8903	4,497.33	107,935.93	53.1876	4,609.77	110,634.33
E-26	2	Prinicpal Accountant	54.4886	4,722.52	113,340.52	55.8508	4,840.59	116,174.03
E-26	3		57.2115	4,958.52	119,004.55	58.6418	5,082.48	121,979.67
E-26	4		60.0749	5,206.70	124,960.73	61.5768	5,336.86	128,084.74
E-26	5		63.0788	5,467.04	131,209.04	64.6558	5,603.72	134,489.26
E-27	1	Prosecuting Attorney	53.9718	4,677.74	112,265.71	55.3211	4,794.68	115,072.35
E-27	2	Senior Planner	56.6728	4,911.83	117,883.95	58.0896	5,034.63	120,831.05
E-27	3		59.5070	5,157.47	123,779.08	60.9946	5,286.40	126,873.56
E-27	4		62.4814	5,415.27	129,966.33	64.0434	5,550.65	133,215.49
E-27	5		65.6033	5,685.83	136,459.92	67.2433	5,827.98	139,871.41
E-28	1	Capital Improvement Projects Manager	56.1268	4,864.50	116,748.10	57.5299	4,986.12	119,666.80
E-28	2	Civil Engineer II	58.9315	5,107.59	122,582.18	60.4048	5,235.28	125,646.73
E-28	3	Assistant Building Official	61.8761	5,362.80	128,707.30	63.4230	5,496.87	131,924.99
E-28	4	Permit Services Manager	64.9686	5,630.82	135,139.84	66.5928	5,771.59	138,518.33
E-28	5		68.2156	5,912.25	141,893.95	69.9210	6,060.06	145,441.29

City of Des Moines - Index of Positions and Pay Schedule Exempt Employees			2027 COLA: 3.0%			2028 COLA: 2.5%		
Grade	Step	Positions	Hourly Rate	Semi-Monthly Salary	Annual Salary	Hourly Rate	Semi-Monthly Salary	Annual Salary
E-29	1	Principal Planner	58.3703	5,058.95	121,414.71	59.8295	5,185.42	124,450.08
E-29	2		61.2855	5,311.61	127,478.80	62.8176	5,444.40	130,665.77
E-29	3		64.3486	5,577.09	133,850.28	65.9573	5,716.52	137,196.54
E-29	4		67.5664	5,855.98	140,543.34	69.2556	6,002.38	144,056.92
E-29	5		70.9465	6,148.93	147,574.32	72.7202	6,302.65	151,263.68
E-30	1	Finance Operations Manager	60.7101	5,261.74	126,281.89	62.2279	5,393.29	129,438.94
E-30	2	Communications Manager	63.7433	5,524.64	132,591.24	65.3369	5,662.75	135,906.02
E-30	3		66.9317	5,800.97	139,223.26	68.6050	5,945.99	142,703.84
E-30	4		70.2746	6,090.71	146,176.85	72.0315	6,242.97	149,831.27
E-30	5		73.7879	6,395.19	153,484.71	75.6326	6,555.07	157,321.83
E-31	1	Principal Engineer	63.1380	5,472.17	131,332.22	64.7164	5,608.98	134,615.52
E-31	2		66.2965	5,745.92	137,902.09	67.9539	5,889.57	141,349.64
E-31	3		69.6107	6,033.16	144,795.72	71.3510	6,183.99	148,415.61
E-31	4		73.0940	6,335.06	152,041.45	74.9214	6,493.44	155,842.48
E-31	5		76.7472	6,651.68	159,640.36	78.6658	6,817.97	163,631.37
E-32	1	Planning & Development Services Manager	65.6618	5,690.92	136,582.01	67.3034	5,833.19	139,996.56
E-32	2	Building Official	68.9462	5,975.57	143,413.50	70.6698	6,124.96	146,998.84
E-32	3	Maintenance Superintendent	72.3928	6,274.29	150,582.94	74.2026	6,431.14	154,347.51
E-32	4	Assistant City Attorney	76.0094	6,587.73	158,105.53	77.9096	6,752.42	162,058.17
E-32	5		79.8098	6,917.12	166,010.76	81.8051	7,090.05	170,161.03
E-33	1		68.2895	5,918.65	142,047.64	69.9967	6,066.62	145,598.83
E-33	2		71.7064	6,214.79	149,154.93	73.4990	6,370.16	152,883.81
E-33	3		75.2935	6,525.69	156,616.48	77.1758	6,688.83	160,531.90
E-33	4		79.0573	6,851.89	164,445.40	81.0337	7,023.19	168,556.53
E-33	5		83.0128	7,194.72	172,673.29	85.0881	7,374.58	176,990.12
E-34	1	Information Technology Manager	71.0204	6,155.33	147,728.02	72.7959	6,309.21	151,421.22
E-34	2		74.5698	6,462.96	155,111.10	76.4340	6,624.54	158,988.87
E-34	3		78.2969	6,785.99	162,863.71	80.2543	6,955.64	166,935.30
E-34	4		82.2084	7,125.00	171,000.03	84.2636	7,303.12	175,275.03
E-34	5		86.3195	7,481.32	179,551.66	88.4775	7,668.35	184,040.45
E-35	1		73.8618	6,401.60	153,638.41	75.7083	6,561.64	157,479.37
E-35	2		77.5516	6,721.40	161,313.63	79.4904	6,889.43	165,346.47
E-35	3		81.4266	7,057.24	169,373.63	83.4622	7,233.67	173,607.97
E-35	4		85.4999	7,410.28	177,846.78	87.6374	7,595.54	182,292.95
E-35	5		89.7732	7,780.64	186,735.25	92.0175	7,975.16	191,403.63

City of Des Moines - Index of Positions and Pay Schedule Exempt Employees								
			2027			2028		
			COLA: 3.0%			COLA: 2.5%		
Grade	Step	Positions	Hourly Rate	Semi-Monthly Salary	Annual Salary	Hourly Rate	Semi-Monthly Salary	Annual Salary
E-36	1		76.8138	6,657.45	159,778.81	78.7341	6,823.88	163,773.28
E-36	2		80.6515	6,990.06	167,761.42	82.6678	7,164.81	171,955.45
E-36	3		84.6809	7,339.29	176,143.00	86.7979	7,522.77	180,546.58
E-36	4		88.9174	7,706.47	184,955.16	91.1404	7,899.13	189,579.04
E-36	5		93.3602	8,091.53	194,196.82	95.6942	8,293.82	199,051.74
E-37	1	Surface Water/Environmental Engineering Manager	79.8910	6,924.15	166,179.72	81.8883	7,097.26	170,334.21
E-37	2	City Engineer	83.8838	7,270.21	174,484.99	85.9809	7,451.97	178,847.12
E-37	3		88.0758	7,633.53	183,204.50	90.2776	7,824.36	187,784.61
E-37	4		92.4819	8,015.41	192,369.85	94.7940	8,215.80	197,179.10
E-37	5		97.1093	8,416.47	201,995.22	99.5370	8,626.88	207,045.10
E-38	1		83.0867	7,201.13	172,827.00	85.1639	7,381.16	177,147.67
E-38	2		87.2419	7,561.26	181,470.19	89.4230	7,750.29	186,006.95
E-38	3		91.6037	7,939.29	190,542.89	93.8938	8,137.77	195,306.46
E-38	4		96.1870	8,336.53	200,076.68	98.5917	8,544.94	205,078.59
E-38	5		100.9989	8,753.57	210,085.74	103.5239	8,972.41	215,337.89
E-39	1		86.4082	7,488.99	179,735.88	88.5684	7,676.22	184,229.28
E-39	2		90.7253	7,863.16	188,715.92	92.9934	8,059.74	193,433.81
E-39	3		95.2641	8,256.54	198,157.06	97.6458	8,462.95	203,110.98
E-39	4		100.0247	8,669.13	208,059.30	102.5253	8,885.86	213,260.78
E-39	5		105.0283	9,102.81	218,467.33	107.6541	9,330.38	223,929.01
E-40	1		89.8616	7,788.31	186,919.48	92.1082	7,983.02	191,592.46
E-40	2		94.3565	8,177.88	196,269.04	96.7155	8,382.33	201,175.77
E-40	3		99.0725	8,586.61	206,078.63	101.5493	8,801.28	211,230.60
E-40	4		104.0248	9,015.83	216,379.84	106.6254	9,241.22	221,789.33
E-40	5		109.2276	9,466.76	227,202.09	111.9583	9,703.42	232,882.15

City of Des Moines - Index of Positions and Pay Schedule General Employees								
			2027 COLA: 3.0%			2028 COLA: 2.5%		
Grade	Step	Positions	Hourly Rate	Semi-Monthly Salary	Annual Salary	Hourly Rate	Semi-Monthly Salary	Annual Salary
G-11	1		29.0832	2,520.64	60,495.27	29.8103	2,583.65	62,007.65
G-11	2		30.5330	2,646.30	63,511.11	31.2963	2,712.45	65,098.88
G-11	3		32.0590	2,778.56	66,685.40	32.8605	2,848.02	68,352.53
G-11	4		33.6615	2,917.44	70,018.62	34.5030	2,990.38	71,769.08
G-11	5		35.3403	3,062.94	73,510.53	36.2238	3,139.51	75,348.29
G-12	1		30.2495	2,621.73	62,921.44	31.0058	2,687.27	64,494.48
G-12	2		31.7538	2,752.11	66,050.63	32.5477	2,820.91	67,701.90
G-12	3		33.3455	2,890.05	69,361.18	34.1791	2,962.30	71,095.21
G-12	4		35.0132	3,034.59	72,830.18	35.8885	3,110.46	74,650.94
G-12	5		36.7573	3,185.75	76,458.12	37.6763	3,265.40	78,369.57
G-13	1	Court Clerk	31.4596	2,726.61	65,438.54	32.2461	2,794.77	67,074.51
G-13	2	Office Specialist	33.0292	2,862.65	68,703.51	33.8550	2,934.21	70,421.10
G-13	3		34.6752	3,005.30	72,127.17	35.5421	3,080.43	73,930.35
G-13	4		36.4194	3,156.47	75,755.34	37.3299	3,235.38	77,649.23
G-13	5		38.2398	3,314.25	79,541.97	39.1958	3,397.10	81,530.52
G-14	1	Program Coordinator - Facility Rentals	32.7131	2,835.24	68,045.84	33.5309	2,906.12	69,746.99
G-14	2		34.3482	2,976.96	71,447.07	35.2069	3,051.39	73,233.25
G-14	3		36.0706	3,126.24	75,029.66	36.9724	3,204.39	76,905.40
G-14	4		37.8692	3,282.12	78,770.94	38.8160	3,364.18	80,740.22
G-14	5		39.7659	3,446.51	82,716.26	40.7601	3,532.67	84,784.16
G-15	1		34.0103	2,947.67	70,744.06	34.8606	3,021.36	72,512.66
G-15	2		35.7109	3,095.06	74,281.55	36.6036	3,172.44	76,138.59
G-15	3		37.4986	3,250.01	78,000.16	38.4361	3,331.26	79,950.17
G-15	4		39.3735	3,412.51	81,900.13	40.3579	3,497.82	83,947.64
G-15	5		41.3466	3,583.52	86,004.38	42.3803	3,673.10	88,154.49
G-16	1		35.3838	3,066.71	73,600.97	36.2684	3,143.37	75,440.99
G-16	2		37.1497	3,219.77	77,274.48	38.0785	3,300.26	79,206.34
G-16	3		39.0138	3,381.32	81,151.78	39.9891	3,465.86	83,180.58
G-16	4		40.9651	3,550.45	85,210.68	41.9892	3,639.21	87,340.95
G-16	5		43.0143	3,728.05	89,473.14	44.0897	3,821.25	91,709.96
G-17	1	Administrative Coordinator I- II	36.7901	3,188.60	76,526.37	37.7098	3,268.31	78,439.53
G-17	2	City Hall Office Specialist	38.6322	3,348.25	80,358.09	39.5980	3,431.96	82,367.04
G-17	3	Permit Coodinator	40.5617	3,515.49	84,371.65	41.5757	3,603.37	86,480.94
G-17	4	Program Coordinator - Recreation	42.5892	3,691.21	88,589.00	43.6540	3,783.49	90,803.73
G-17	5	Engineering Technician I - Surface Water Aide	44.7258	3,876.39	93,033.30	45.8440	3,973.30	95,359.13
G-18	1	Court Marshal	38.2616	3,316.14	79,587.31	39.2182	3,399.04	81,576.99
G-18	2		40.1801	3,482.41	83,577.96	41.1847	3,569.48	85,667.41
G-18	3		42.1859	3,656.25	87,749.97	43.2405	3,747.66	89,943.72
G-18	4		44.3007	3,839.54	92,148.92	45.4082	3,935.53	94,452.65
G-18	5		46.5135	4,031.32	96,751.67	47.6763	4,132.10	99,170.46

City of Des Moines - Index of Positions and Pay Schedule General Employees			2027 COLA: 3.0%			2028 COLA: 2.5%		
Grade	Step	Positions	Hourly Rate	Semi-Monthly Salary	Annual Salary	Hourly Rate	Semi-Monthly Salary	Annual Salary
G-19	1	Lead Mechanic	39.7986	3,449.34	82,784.27	40.7936	3,535.58	84,853.87
G-19	2	Mechanic	41.7825	3,621.29	86,910.94	42.8271	3,711.82	89,083.71
G-19	3		43.8755	3,802.69	91,264.55	44.9724	3,897.76	93,546.17
G-19	4		46.0665	3,992.58	95,821.96	47.2182	4,092.40	98,217.50
G-19	5		48.3666	4,191.93	100,606.30	49.5758	4,296.73	103,121.46
G-20	1	Senior Accounting Specialist	41.3901	3,587.28	86,094.82	42.4249	3,676.97	88,247.19
G-20	2	Engineering Technician II - Surface Water Inspector (SWM)	43.4503	3,765.84	90,380.18	44.5366	3,859.99	92,639.68
G-20	3	Land Use Planner I	45.6197	3,953.85	94,892.48	46.7601	4,052.70	97,264.80
G-20	4	Paralegal/Domestic Violence Advocate	47.9088	4,152.26	99,654.16	49.1065	4,256.06	102,145.51
G-20	5	Crisis Response Specialist	50.3069	4,360.10	104,642.29	51.5646	4,469.10	107,258.35
G-21	1	Human Resources Analyst	43.0471	3,730.89	89,541.39	44.1232	3,824.16	91,779.92
G-21	2	Executive Assistant to Police Chief	45.1946	3,917.01	94,008.35	46.3245	4,014.94	96,358.56
G-21	3	Staff Accountant	47.4509	4,112.57	98,701.77	48.6372	4,215.39	101,169.32
G-21	4	Business Support Analyst	49.8273	4,318.53	103,644.81	51.0730	4,426.50	106,235.93
G-21	5	Deputy City Clerk	52.3236	4,534.88	108,837.22	53.6317	4,648.26	111,558.15
G-21		Records Supervisor						
G-21		Payroll Specialist II						
G-22	1	Plans Examiner/Building Inspector I-III	44.7585	3,879.22	93,101.31	45.8774	3,976.20	95,428.84
G-22	2	Community Enrichment Services Program Supervisor II-CW	46.9931	4,072.89	97,749.39	48.1680	4,174.71	100,193.13
G-22	3		49.3478	4,276.97	102,647.33	50.5814	4,383.90	105,213.51
G-22	4		51.8113	4,490.49	107,771.72	53.1066	4,602.75	110,466.02
G-22	5		54.3948	4,714.40	113,145.49	55.7546	4,832.26	115,974.13
G-23	1	Engineering Inspector - SWM	46.5571	4,035.11	96,842.59	47.7210	4,135.99	99,263.65
G-23	2	Support Services Specialist (SSS)	48.8790	4,236.34	101,672.27	50.1010	4,342.25	104,214.08
G-23	3	Engineering Technician III - Surface Water Coordinator (SWM)	51.3206	4,447.96	106,751.09	52.6036	4,559.16	109,419.87
G-23	4	IT Specialist	53.8933	4,670.93	112,102.43	55.2407	4,787.71	114,904.99
G-23	5		56.5858	4,904.29	117,702.89	58.0004	5,026.89	120,645.47
G-24	1	Electrical Building Inspector	48.4102	4,195.71	100,696.98	49.6205	4,300.60	103,214.40
G-24	2	GIS Analyst (GIS Administrator)	50.8301	4,405.45	105,730.70	52.1009	4,515.58	108,373.96
G-24	3		53.3701	4,625.58	111,014.02	54.7043	4,741.22	113,789.37
G-24	4		56.0407	4,857.05	116,569.15	57.4418	4,978.47	119,483.38
G-24	5		58.8532	5,100.81	122,419.47	60.3245	5,228.33	125,479.96
G-25	1	Civil Engineer I	50.3505	4,363.88	104,733.21	51.6093	4,472.98	107,351.54
G-25	2	IT Systems Administrator	52.8686	4,582.12	109,970.96	54.1904	4,696.68	112,720.23
G-25	3	Court Operations Supervisor	55.5175	4,811.70	115,480.75	56.9054	4,931.99	118,367.76
G-25	4	Assistant Maintenance Superintendent	58.2862	5,051.67	121,240.14	59.7434	5,177.96	124,271.15
G-25	5		61.2076	5,304.86	127,316.68	62.7378	5,437.48	130,499.60
G-26	1		52.3671	4,538.66	108,927.90	53.6763	4,652.13	111,651.09
G-26	2		54.9943	4,766.36	114,392.58	56.3691	4,885.52	117,252.40
G-26	3		57.7413	5,004.43	120,106.40	59.1848	5,129.54	123,109.06
G-26	4		60.6299	5,254.80	126,115.17	62.1457	5,386.17	129,268.05
G-26	5		63.6604	5,517.45	132,418.89	65.2519	5,655.39	135,729.36

City of Des Moines - Index of Positions and Pay Schedule Teamsters			2027 COLA: 3.0%			2028 COLA: 3.0%		
Grade	Step	Positions	Hourly Rate	Semi-Monthly Salary	Annual Salary	Hourly Rate	Semi-Monthly Salary	Annual Salary
T-11	1	Harbor Attendant I	31.4705	2,727.55	65,461.20	32.4146	2,809.37	67,424.88
T-11	2	Maintenance Worker I	33.0440	2,863.92	68,734.08	34.0353	2,949.84	70,796.16
T-11	3		34.6941	3,006.94	72,166.56	35.7349	3,097.14	74,331.36
T-11	4		36.4315	3,157.52	75,780.48	37.5244	3,252.24	78,053.76
T-11	5		38.2564	3,315.68	79,576.32	39.4041	3,415.15	81,963.60
T-12	1		32.7272	2,836.47	68,075.28	33.7090	2,921.56	70,117.44
T-12	2		34.3663	2,978.53	71,484.72	35.3973	3,067.88	73,629.12
T-12	3		36.0818	3,127.21	75,053.04	37.1643	3,221.03	77,304.72
T-12	4		37.8848	3,283.48	78,803.52	39.0213	3,381.98	81,167.52
T-12	5		39.7753	3,447.33	82,735.92	40.9686	3,550.75	85,218.00
T-13	1		34.0384	2,950.11	70,802.64	35.0596	3,038.62	72,926.88
T-13	2		35.7431	3,097.85	74,348.40	36.8154	3,190.79	76,578.96
T-13	3		37.5242	3,252.22	78,053.28	38.6499	3,349.79	80,394.96
T-13	4		39.4038	3,415.13	81,963.12	40.5859	3,517.58	84,421.92
T-13	5		41.3707	3,585.60	86,054.40	42.6118	3,693.16	88,635.84
T-14	1		35.4044	3,068.50	73,644.00	36.4665	3,160.55	75,853.20
T-14	2		37.1746	3,221.92	77,326.08	38.2898	3,318.58	79,645.92
T-14	3		39.0212	3,381.97	81,167.28	40.1918	3,483.42	83,602.08
T-14	4		40.9773	3,551.50	85,236.00	42.2066	3,658.05	87,793.20
T-14	5		43.0206	3,728.60	89,486.40	44.3112	3,840.45	92,170.80
T-15	1	Harbor Attendant II	36.8140	3,190.67	76,576.08	37.9184	3,286.39	78,873.36
T-15	2	Maintenance Worker II	38.6497	3,349.77	80,394.48	39.8092	3,450.26	82,806.24
T-15	3	Facilities Maintenance Worker I	40.5839	3,517.41	84,417.84	41.8014	3,622.93	86,950.32
T-15	4		42.6164	3,693.56	88,645.44	43.8949	3,804.37	91,304.88
T-15	5		44.7581	3,879.18	93,100.32	46.1008	3,995.56	95,893.44
T-16	1		38.2891	3,318.52	79,644.48	39.4378	3,418.07	82,033.68
T-16	2		40.1905	3,483.31	83,599.44	41.3962	3,587.81	86,107.44
T-16	3		42.2230	3,659.47	87,827.28	43.4897	3,769.25	90,462.00
T-16	4		44.3210	3,841.30	92,191.20	45.6506	3,956.54	94,956.96
T-16	5		46.5392	4,033.55	96,805.20	47.9354	4,154.56	99,709.44
T-17	1	Marina Environmental Operations Specialist	39.8190	3,451.11	82,826.64	41.0136	3,554.65	85,311.60
T-17	2	Maintenance Specialist	41.8077	3,623.47	86,963.28	43.0619	3,732.17	89,572.08
T-17	3	Traffic Control Specialist	43.9058	3,805.32	91,327.68	45.2230	3,919.48	94,067.52
T-17	4		46.0913	3,994.73	95,873.52	47.4740	4,114.57	98,749.68
T-17	5		48.3969	4,194.56	100,669.44	49.8488	4,320.40	103,689.60
T-18	1		41.4143	3,589.38	86,145.12	42.6567	3,697.06	88,729.44
T-18	2		43.4796	3,768.38	90,441.12	44.7840	3,881.43	93,154.32
T-18	3		45.6541	3,956.84	94,964.16	47.0237	4,075.54	97,812.96
T-18	4		47.9380	4,154.79	99,714.96	49.3761	4,279.43	102,706.32
T-18	5		50.3311	4,362.20	104,692.80	51.8410	4,493.06	107,833.44
T-19	1	Senior Maintenance Lead	43.0753	3,733.34	89,600.16	44.3676	3,845.34	92,288.16
T-19	2		45.2170	3,918.96	94,055.04	46.5735	4,036.53	96,876.72
T-19	3		47.4790	4,115.00	98,760.00	48.9034	4,238.46	101,723.04
T-19	4		49.8502	4,320.52	103,692.48	51.3457	4,450.13	106,803.12
T-19	5		52.3525	4,537.39	108,897.36	53.9231	4,673.52	112,164.48
T-21	1	Maintenance Crew Chief	46.7732	4,053.83	97,291.92	48.1764	4,175.45	100,210.80
T-21	2		49.1691	4,261.49	102,275.76	50.6442	4,389.33	105,343.92
T-21	3		51.5649	4,469.13	107,259.12	53.1118	4,603.20	110,476.80
T-21	4		54.2092	4,698.31	112,759.44	55.8355	4,839.26	116,142.24
T-21	5		56.8534	4,927.48	118,259.52	58.5590	5,075.31	121,807.44

City of Des Moines - Index of Positions and Pay Schedule Extra-Hire Pay Schedule			2027 COLA: 3.0%			2028 COLA: 2.5%		
Grade	Step	Positions	Hourly Rate	Semi-Monthly Salary	Annual Salary	Hourly Rate	Semi-Monthly Salary	Annual Salary
EH-1	1	Facility Attendant I, Office Attendant I; Recreation Leader I; Scorekeeper.	17.7463	1,538.08	36,913.83	18.1900	1,576.53	37,836.68
EH-1	2	Minors aged 15 and 16 may be paid 85% of EH-1 Step A per state law.	18.2369	1,580.59	37,934.23	18.6929	1,620.11	38,882.58
EH-1	3		18.7928	1,628.78	39,090.64	19.2626	1,669.50	40,067.91
EH-1	4		19.3598	1,677.92	40,269.97	19.8438	1,719.86	41,276.71
EH-1	5		19.9157	1,726.09	41,426.14	20.4136	1,769.24	42,461.79
EH-2	1	Facility Attendant II; Office Attendant II; Recreation Leader II	18.2369	1,580.59	37,934.23	18.6929	1,620.11	38,882.58
EH-2	2		19.0763	1,653.35	39,680.30	19.5532	1,694.68	40,672.31
EH-2	3		19.9157	1,726.09	41,426.14	20.4136	1,769.24	42,461.79
EH-2	4		20.7551	1,798.84	43,172.21	21.2739	1,843.81	44,251.52
EH-2	5		21.6053	1,872.53	44,940.72	22.1454	1,919.34	46,064.24
EH-3	1	Facility Attendant III; Office Attendant III; Recreation Leader III;	19.9157	1,726.09	41,426.14	20.4136	1,769.24	42,461.79
EH-3	2	Gym Supervisor/Field Supervisor	21.0384	1,823.40	43,761.64	21.5644	1,868.99	44,855.68
EH-3	3		22.1612	1,920.71	46,097.13	22.7152	1,968.73	47,249.56
EH-3	4		23.2839	2,018.02	48,432.39	23.8660	2,068.47	49,643.20
EH-3	5		24.4068	2,115.34	50,768.13	25.0169	2,168.22	52,037.33
EH-4	1	Lead Facility Attendant; Office Attendant IV; Recreation Leader IV;	22.1612	1,920.71	46,097.13	22.7152	1,968.73	47,249.56
EH-4	2	Landscaping Specialist; Seasonal Maintenance Worker	23.2839	2,018.02	48,432.39	23.8660	2,068.47	49,643.20
EH-4	3	Seasonal Harbor Aide	24.4068	2,115.34	50,768.13	25.0169	2,168.22	52,037.33
EH-4	4		25.5296	2,212.65	53,103.62	26.1679	2,267.97	54,431.22
EH-4	5		26.6523	2,309.95	55,438.88	27.3186	2,367.70	56,824.85
EH-5		Specialized Positions	Up to $100 an hour					

City of Des Moines - Index of Positions and Pay Schedule Police Guild		2027 COLA: 3.0%		
Grade	Positions	Hourly Rate	Semi-Monthly Salary	Annual Salary
O-0	Recruit (academy-training phase)	43.99	3,812	91,499
O-1	Officer I (after FTO - Year 2)	50.27	4,357	104,571
O-2	Officer II (Years 3 - 4)	56.56	4,902	117,642
O-3	Officer III (Years 5 - 6)	62.84	5,446	130,713
O-4	Officer IV (Years 7 - 9)	65.98	5,719	137,249
O-5	Officer V (10 years or more)	68.50	5,937	142,478
S-1	Sergeant I (Years 1 -2)	76.72	6,649	159,575
S-2	Sergeant II (Years 3 +)	81.32	7,048	169,149

Per the 2025 - 2027 Collective Bargaining Agreement, pay grades are based on years of service. Years of service is determined by years of aggregate service as a law enforcement officer.

Police Support Guild – Salary Schedules

The current collective bargaining agreement expires December 31, 2026; therefore, no salary schedules are presented as they are subject to future negotiations.

Notes to the Salary Schedules

- Position titles are provided for reference and do not represent the current salary step or actual compensation of individual employees. Budgeted salary and benefit costs are presented in the applicable departmental FTE schedules.
- Per DMMC 2.12.030 the City Manager is authorized to place positions at appropriate ranges and reclassify positions provided the Finance Director certifies sufficient funds are available.
- Salary Schedules effective 1/1/2027 (2027) and 1/1/2028 (2028) and are subject to change.

Fund Summaries

- City-wide Fund Overview
- General Fund Overview
- Special Revenue Funds
- Debt Service Funds
- Capital Projects Funds
- Enterprise Funds
- Internal Service Funds

2027/2028 Total Fund Revenues and Expenditures

The City-wide Sources and Uses schedules provide a comprehensive overview of the City's financial plan for 2027 and 2028 across all budgeted funds. The schedules summarize beginning resources, anticipated revenues and other financing sources, planned expenditures and other financing uses, and projected ending resources. Because individual funds are established for specific purposes and may be subject to legal, contractual, or policy restrictions, resources presented on a City-wide basis are not necessarily available for general governmental purposes.

Note: For financial reporting purposes, the City's debt service activities are reported in a single Debt Service Fund, and capital project activities are reported in a single Capital Projects Fund. The individual funds presented below are maintained separately for management and budgetary purposes.

2027 PRELIMINARY BUDGET SUMMARY OF SOURCES AND USES

	Fund	Projected Beginning Cash Balance	Revenues	Total Resources
	General Fund	**$ 3,074,460**	**$ 27,980,820**	**$ 31,055,280**
Special Revenue Funds	Street Fund	2,041,632	2,777,000	4,818,632
	Street Pavement Fund	65,439	600,000	665,439
	Public Safety Sales Tax Fund	1,000	540,000	541,000
	Development Fund	2,723,919	3,527,430	6,251,349
	Police Drug Seizure Fund	129,966	26,000	155,966
	Lodging Excise Tax Fund	129,201	102,000	231,201
	Affordable Housing Sales Tax Fund	91,013	37,000	128,013
	Redondo Zone Fund	17,332	150,630	167,962
	Waterfront Zone Fund	111,393	425,610	537,003
	PBPW Automation Fee Fund	661,827	215,000	876,827
	Urban Forestry Fund	-	5,000	5,000
	Nuisance Property Abatement Fund	40,832	3,600	44,432
	ASE-Automated Speed Enforcement Fund	19,781	810,000	829,781
	Redondo Speed Enforcement Fund	869,055	500,000	1,369,055
	Transport Benefit District Fund	783,475	1,220,000	2,003,475
	Total Special Revenue Funds	**7,685,867**	**10,939,270**	**18,625,137**
Debt Service Funds	Reet 2 Eligible Debt Service Fund	9,199	209,824	219,023
	2023 LTGO Bond Debt Service Fund	(0)	672,368	672,368
	2018 Ltgo & Refunding Bonds Fund	53,075	231,000	284,075
	Total Debt Service Funds	**62,274**	**1,113,192**	**1,175,466**
Capital Projects Funds	REET 1st Quarter % Fund	912,969	570,000	1,482,969
	REET 2nd Quarter % Fund	411,614	530,000	941,614
	Park Levy Fund	242,038	588,333	830,371
	Park In Lieu Fund	339,532	50,000	389,532
	One-Time Tax Revenues Fund	899,192	30,000	929,192
	Municipal Capital Improvements Fund	8,158,287	305,000	8,463,287
	Transportation Capital Improvements Fund	8,969,662	3,966,000	12,935,662
	Traffic In Lieu Fund	834,034	7,500	841,534
	Traffic Impact - City Wide Fund	1,774,381	425,000	2,199,381
	Traffic Impact Pacific Ridge Fund	743,652	15,000	758,652
	Total Capital Projects Funds	**23,285,360**	**6,486,833**	**29,772,193**
Enterprise Funds	Marina Fund	9,804,812	6,294,877	16,099,689
	Surface Water Fund	10,470,892	8,124,500	18,595,392
	Total Enterprise Funds	**20,275,704**	**14,419,377**	**34,695,081**
Internal Service Funds	Equipment Rental Operations Fund	824,021	766,495	1,590,516
	Equipment Rental Replacement Fund	4,402,146	1,779,538	6,181,684
	Facility Repair & Replacement Fund	912,752	217,000	1,129,752
	Computer Replacement Fund	1,562,507	246,539	1,809,046
	Self-Insurance Fund	563,196	1,276,564	1,839,760
	Unemployment Insurance Fund	600,099	65,000	665,099
	Total Internal Service Funds	**8,864,721**	**4,351,136**	**13,215,857**
	TOTAL BUDGET - ALL FUNDS	**$ 63,248,386**	**$ 65,290,628**	**$ 128,539,014**

2027 PRELIMINARY BUDGET SUMMARY OF SOURCES AND USES

	Fund	Expenditures	Projected Ending Cash Balance	Total Uses
	General Fund	**$ 27,726,974**	**$ 3,328,305**	**$ 31,055,280**
Special Revenue Funds	Street Fund	3,512,611	1,306,021	4,818,632
	Street Pavement Fund	553,321	112,118	665,439
	Public Safety Sales Tax Fund	540,000	1,000	541,000
	Development Fund	3,915,622	2,335,727	6,251,349
	Police Drug Seizure Fund	20,500	135,466	155,966
	Lodging Excise Tax Fund	17,800	213,401	231,201
	Affordable Housing Sales Tax Fund	37,000	91,013	128,013
	Redondo Zone Fund	132,333	35,629	167,962
	Waterfront Zone Fund	471,813	65,190	537,003
	PBPW Automation Fee Fund	228,714	648,113	876,827
	Urban Forestry Fund	5,000	-	5,000
	Nuisance Property Abatement Fund	2,500	41,932	44,432
	ASE-Automated Speed Enforcement Fund	630,067	199,714	829,781
	Redondo Speed Enforcement Fund	865,482	503,573	1,369,055
	Transport Benefit District Fund	1,700,000	303,475	2,003,475
	Total Special Revenue Funds	**12,632,763**	**5,992,374**	**18,625,137**
Debt Service Funds	Reet 2 Eligible Debt Service Fund	209,824	9,199	219,023
	2023 LTGO Bond Debt Service Fund	672,365	3	672,368
	2018 Ltgo & Refunding Bonds Fund	231,000	53,075	284,075
	Total Debt Service Funds	**1,113,189**	**62,277**	**1,175,466**
Capital Projects Funds	REET 1st Quarter % Fund	414,668	1,068,301	1,482,969
	REET 2nd Quarter % Fund	633,524	308,090	941,614
	Park Levy Fund	588,333	242,038	830,371
	Park In Lieu Fund	-	389,532	389,532
	One-Time Tax Revenues Fund	50,000	879,192	929,192
	Municipal Capital Improvements Fund	158,000	8,305,287	8,463,287
	Transportation Capital Improvements Fund	6,876,000	6,059,662	12,935,662
	Traffic In Lieu Fund	350,000	491,534	841,534
	Traffic Impact - City Wide Fund	239,000	1,960,381	2,199,381
	Traffic Impact Pacific Ridge Fund	-	758,652	758,652
	Total Capital Projects Funds	**9,309,525**	**20,462,668**	**29,772,193**
Enterprise Funds	Marina Fund	6,189,989	9,909,700	16,099,689
	Surface Water Fund	9,998,300	8,597,092	18,595,392
	Total Enterprise Funds	**16,188,289**	**18,506,792**	**34,695,081**
Internal Service Funds	Equipment Rental Operations Fund	873,124	717,392	1,590,516
	Equipment Rental Replacement Fund	1,568,000	4,613,684	6,181,684
	Facility Repair & Replacement Fund	423,000	706,752	1,129,752
	Computer Replacement Fund	429,000	1,380,046	1,809,046
	Self-Insurance Fund	1,108,456	731,304	1,839,760
	Unemployment Insurance Fund	20,000	645,099	665,099
	Total Internal Service Funds	**4,421,580**	**8,794,277**	**13,215,857**
	TOTAL BUDGET - ALL FUNDS	**$ 71,392,320**	**$ 57,146,693**	**$ 128,539,014**

2028 PRELIMINARY BUDGET SUMMARY OF SOURCES AND USES

	Fund	Projected Beginning Cash Balance	Revenues	Total Resources
	General Fund	**$ 3,328,305**	**$ 28,220,757**	**$ 31,549,062**
Special Revenue Funds	Street Fund	1,306,021	2,777,000	4,083,021
	Street Pavement Fund	112,118	650,000	762,118
	Public Safety Sales Tax Fund	1,000	540,000	541,000
	Development Fund	2,335,727	2,382,072	4,717,799
	Police Drug Seizure Fund	135,466	26,000	161,466
	Lodging Excise Tax Fund	213,401	102,000	315,401
	Affordable Housing Sales Tax Fund	91,013	39,000	130,013
	Redondo Zone Fund	35,629	121,130	156,759
	Waterfront Zone Fund	65,190	424,610	489,800
	PBPW Automation Fee Fund	648,113	215,000	863,113
	Urban Forestry Fund	-	5,000	5,000
	Nuisance Property Abatement Fund	41,932	3,600	45,532
	ASE-Automated Speed Enforcement Fund	199,714	810,000	1,009,714
	Redondo Speed Enforcement Fund	503,573	500,000	1,003,573
	Transport Benefit District Fund	303,475	1,220,000	1,523,475
	Total Special Revenue Funds	**5,992,374**	**9,815,412**	**15,807,786**
Debt Service Funds	Reet 2 Eligible Debt Service Fund	9,199	209,940	219,139
	2023 LTGO Bond Debt Service Fund	3	672,368	672,371
	2018 Ltgo & Refunding Bonds Fund	53,075	230,205	283,280
	Total Debt Service Funds	**62,277**	**1,112,513**	**1,174,790**
Capital Projects Funds	REET 1st Quarter % Fund	1,068,301	570,000	1,638,301
	REET 2nd Quarter % Fund	308,090	530,000	838,090
	Park Levy Fund	242,038	923,333	1,165,371
	Park In Lieu Fund	389,532	50,000	439,532
	One-Time Tax Revenues Fund	879,192	30,000	909,192
	Municipal Capital Improvements Fund	8,305,287	6,725,000	15,030,287
	Transportation Capital Improvements Fund	6,059,662	5,415,000	11,474,662
	Traffic In Lieu Fund	491,534	7,500	499,034
	Traffic Impact - City Wide Fund	1,960,381	425,000	2,385,381
	Traffic Impact Pacific Ridge Fund	758,652	15,000	773,652
	Total Capital Projects Funds	**20,462,668**	**14,690,833**	**35,153,501**
Enterprise Funds	Marina Fund	9,909,700	6,566,502	16,476,202
	Surface Water Fund	8,597,092	6,886,540	15,483,632
	Total Enterprise Funds	**18,506,792**	**13,453,042**	**31,959,834**
Internal Service Funds	Equipment Rental Operations Fund	717,392	766,495	1,483,887
	Equipment Rental Replacement Fund	4,613,684	1,759,632	6,373,316
	Facility Repair & Replacement Fund	706,752	-	706,752
	Computer Replacement Fund	1,380,046	273,656	1,653,702
	Self-Insurance Fund	731,304	1,334,754	2,066,058
	Unemployment Insurance Fund	645,099	65,000	710,099
	Total Internal Service Funds	**8,794,277**	**4,199,537**	**12,993,814**
	TOTAL BUDGET - ALL FUNDS	**$ 57,146,693**	**$ 71,492,094**	**$ 128,638,787**

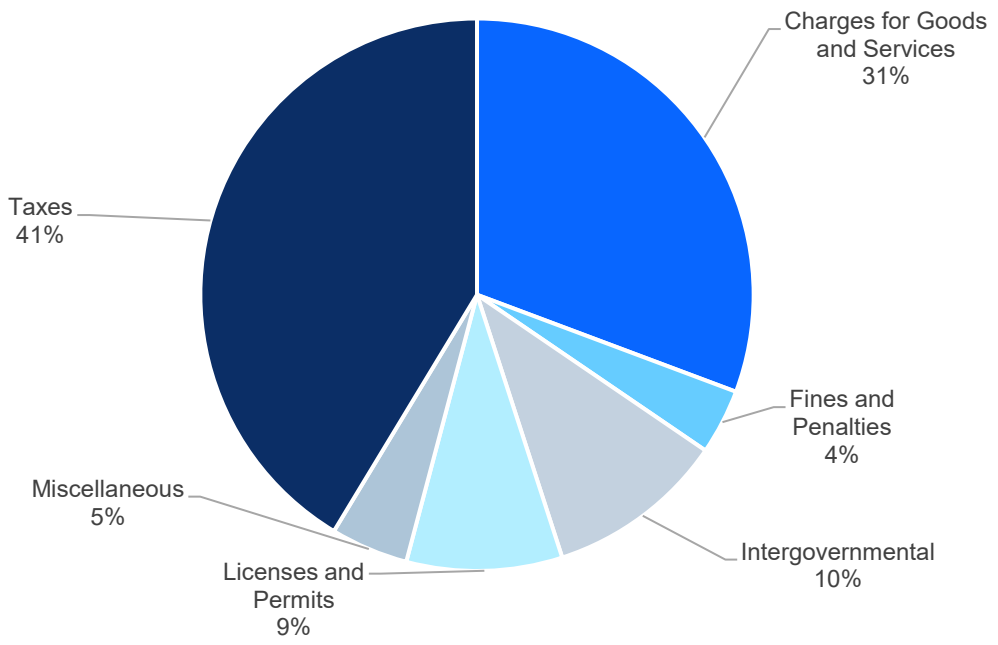
2028 PRELIMINARY BUDGET SUMMARY OF SOURCES AND USES				
	Fund	Expenditures	Projected Ending Cash Balance	Total Uses
	General Fund	**$ 28,095,757**	**$ 3,453,305**	**$ 31,549,062**
Special Revenue Funds	Street Fund	3,486,358	596,663	4,083,021
	Street Pavement Fund	224,322	537,797	762,118
	Public Safety Sales Tax Fund	540,000	1,000	541,000
	Development Fund	3,839,310	878,489	4,717,799
	Police Drug Seizure Fund	20,500	140,966	161,466
	Lodging Excise Tax Fund	17,800	297,601	315,401
	Affordable Housing Sales Tax Fund	39,000	91,013	130,013
	Redondo Zone Fund	132,842	23,917	156,759
	Waterfront Zone Fund	443,723	46,078	489,800
	PBPW Automation Fee Fund	157,060	706,053	863,113
	Urban Forestry Fund	5,000	-	5,000
	Nuisance Property Abatement Fund	2,500	43,032	45,532
	ASE-Automated Speed Enforcement Fund	907,030	102,684	1,009,714
	Redondo Speed Enforcement Fund	690,271	313,302	1,003,573
	Transport Benefit District Fund	1,450,000	73,475	1,523,475
	Total Special Revenue Funds	**11,955,716**	**3,852,070**	**15,807,786**
Debt Service Funds	Reet 2 Eligible Debt Service Fund	209,940	9,199	219,139
	2023 LTGO Bond Debt Service Fund	672,365	6	672,371
	2018 Ltgo & Refunding Bonds Fund	230,200	53,080	283,280
	Total Debt Service Funds	**1,112,505**	**62,285**	**1,174,790**
Capital Projects Funds	REET 1st Quarter % Fund	542,273	1,096,028	1,638,301
	REET 2nd Quarter % Fund	512,240	325,850	838,090
	Park Levy Fund	923,333	242,038	1,165,371
	Park In Lieu Fund	-	439,532	439,532
	One-Time Tax Revenues Fund	50,000	859,192	909,192
	Municipal Capital Improvements Fund	8,743,646	6,286,641	15,030,287
	Transportation Capital Improvements Fund	7,447,000	4,027,662	11,474,662
	Traffic In Lieu Fund	-	499,034	499,034
	Traffic Impact - City Wide Fund	1,000,000	1,385,381	2,385,381
	Traffic Impact Pacific Ridge Fund	-	773,652	773,652
	Total Capital Projects Funds	**19,218,492**	**15,935,009**	**35,153,501**
Enterprise Funds	Marina Fund	9,002,879	7,473,323	16,476,202
	Surface Water Fund	7,563,859	7,919,772	15,483,632
	Total Enterprise Funds	**16,566,739**	**15,393,096**	**31,959,834**
Internal Service Funds	Equipment Rental Operations Fund	874,006	609,881	1,483,887
	Equipment Rental Replacement Fund	883,000	5,490,316	6,373,316
	Facility Repair & Replacement Fund	-	706,752	706,752
	Computer Replacement Fund	105,000	1,548,702	1,653,702
	Self-Insurance Fund	1,157,878	908,180	2,066,058
	Unemployment Insurance Fund	20,000	690,099	710,099
	Total Internal Service Funds	**3,039,884**	**9,953,930**	**12,993,814**
	TOTAL BUDGET - ALL FUNDS	**$ 79,989,092**	**$ 48,649,695**	**$ 128,638,787**

Year-to-Year Changes

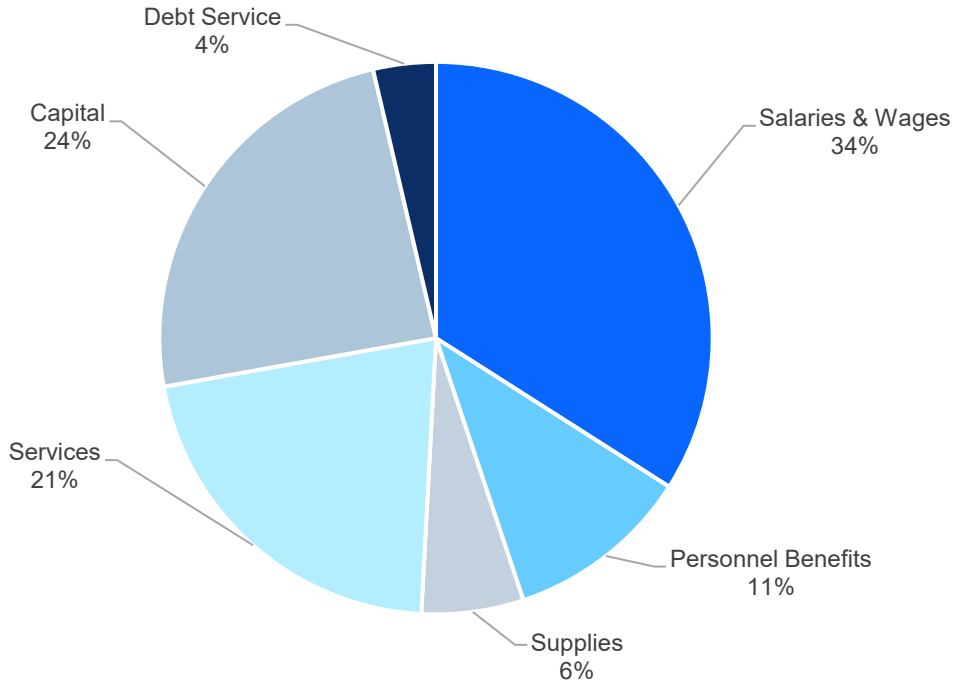
- City-wide expenditures are projected to increase in 2028, primarily due to the timing of planned capital projects and increased personnel costs.

- **Capital Spending:** Fluctuations in capital spending reflect project schedules and do not necessarily represent changes in ongoing operating costs.
    - Marina expenditures increase by approximately $3 million in 2028, primarily due to costs associated with the Marina Seawall project.
    - 2027 represents a period of lower activity in the Municipal Capital Improvements Fund, with project activity increasing in 2028.

2027 City-wide Revenue by Type



2027 City-wide Expenditures by Type



General Fund

The General Fund is the City's primary operating fund and is classified as a major fund. It accounts for financial resources not required to be accounted for in another fund and supports many of the City's core governmental services and administrative functions. Because of the broad range of services supported by the General Fund, its financial condition is an important indicator of the City's ability to maintain ongoing municipal operations.

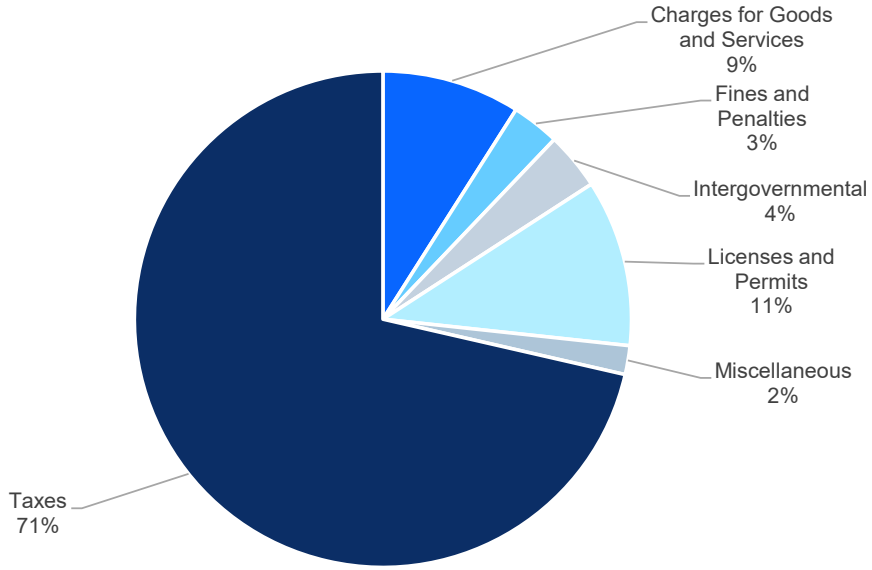
General Fund revenues are derived primarily from property taxes, sales taxes, utility taxes, business and occupation taxes, and state-shared revenues, along with charges for services and other miscellaneous sources. These revenues support ongoing City operations, including public safety, parks and recreation, administrative services, and other general governmental activities. The following schedules and charts provide an overview of General Fund revenues, expenditures, and projected financial position for the 2027–2028 biennium.

Financial Position

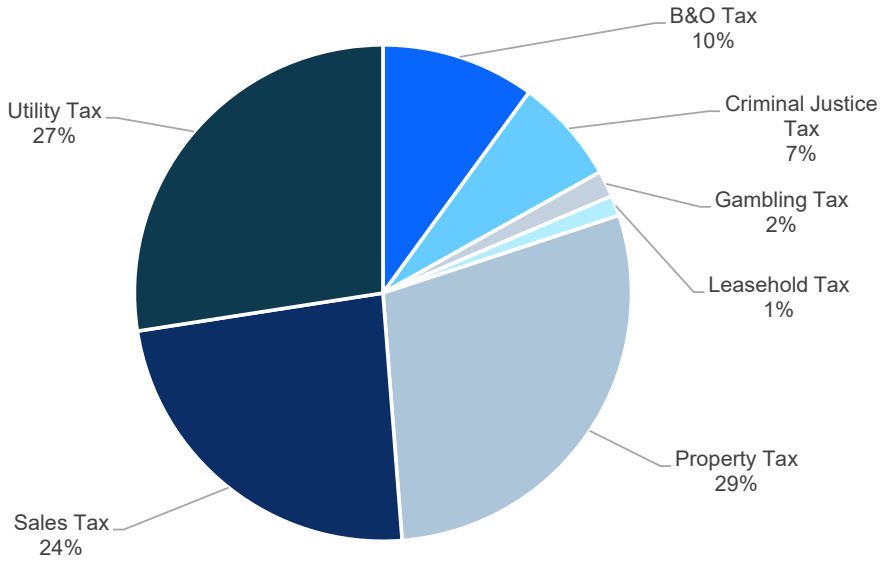
General Fund	2025 Actual	2026 Projected	2027 Budget	2028 Budget
Beginning Cash	**2,855,063**	**2,952,501**	**3,074,460**	**3,328,305**
Operating Revenue	23,818,653	27,184,094	27,437,487	27,677,424
Operating Expenditures	25,182,946	24,758,391	25,659,033	25,967,585
Operating Income/(Loss)	(1,364,293)	2,425,703	1,778,454	1,709,839
Other Financing Sources/(Uses)	1,410,085	(2,299,335)	(2,067,942)	(2,128,172)
Transfers In	79,644	-	543,333	543,333
Transfers Out	27,998	4,410	-	-
Ending Cash	**$2,952,501**	**$3,074,460**	**$3,328,305**	**$3,453,305**

Other Sources/(Uses) primarily reflect interfund charges for equipment maintenance, equipment and computer replacement, and insurance costs. This category also includes other non-operating transactions, including proceeds from the sale of property in 2025.

2027 General Fund Revenue by Source



2027 General Fund Tax Revenue by Source

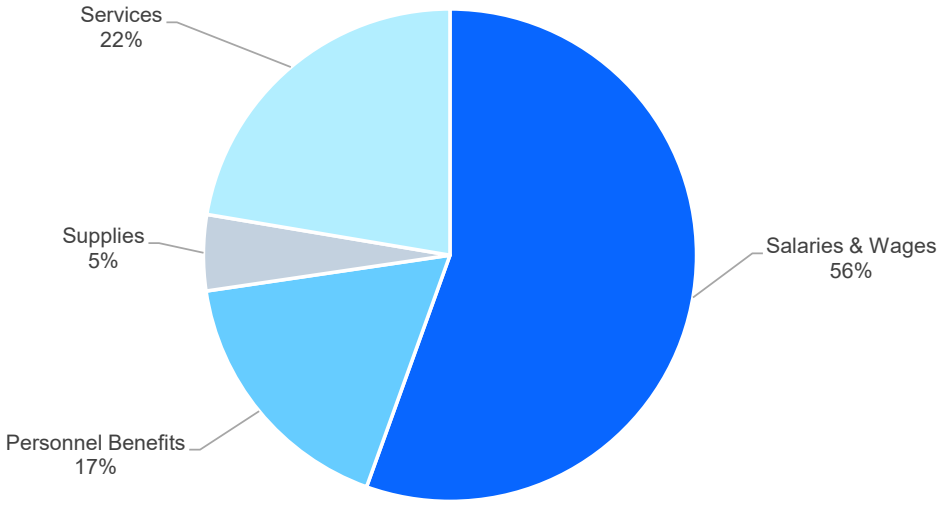


Taxes represent the General Fund's largest source of operating revenue, accounting for approximately 71% of budgeted revenue in 2027. Property, utility, and sales taxes comprise the majority of tax revenue, while business and occupation, criminal justice, gambling, and leasehold taxes provide additional revenue diversification.

Revenue Source	2027 Budget	2028 Budget
Property tax	5,650,000	5,770,000
Retail sales and use tax	4,359,023	4,445,418
Utility taxes	5,379,000	5,463,200
Business and occupation taxes	1,875,000	2,035,000
Franchise fees	2,515,000	2,540,000
Criminal justice sales tax	1,350,000	1,350,000
Gambling and leasehold taxes	596,000	668,000
Licenses and permits	467,201	467,201
State-shared revenues and grants	1,023,723	1,023,723
Charges for services	2,468,785	2,439,727
Fines and penalties	854,000	849,200
Investment income	97,000	83,000
Rentals, contributions and other rev	417,755	407,955
One-time sales and B&O taxes	385,000	135,000
Total revenues	**$27,437,487**	**$27,677,424**
Transfers in	543,333	543,333
Total revenues and transfers in	**$27,980,820**	**$28,220,757**

General Fund revenues are budgeted at $27.4 million in 2027 and $27.7 million in 2028, an increase of approximately 0.9%. Growth in property, sales, utility, and business and occupation taxes helps offset a $250,000 decline in one-time sales and business and occupation tax revenues. Transfers in provide an additional $543,333 each year, including $483,333 from the King County Parks Levy to support eligible parks and recreation expenditures.

2027 General Fund Expenditures by Type



Personnel costs represent the largest component of General Fund operating expenditures, with salaries and wages and personnel benefits accounting for approximately 73% of budgeted expenditures in 2027. Services account for approximately 22%, with the remaining 5% attributable to supplies. The concentration of expenditures in personnel reflects the service-oriented nature of General Fund operations, including public safety and other core City services.

General Fund Operating Outlook

The General Fund's concentration of expenditures in personnel makes the fund particularly sensitive to increases in employee-related costs. Cost-of-living adjustments and rising health insurance premiums can result in expenditure growth that exceeds growth in the City's major recurring revenue sources.

At the same time, growth in several of the City's major revenue sources is limited. Property tax, the City's largest individual General Fund revenue source, is generally subject to a 1% annual levy growth limit, excluding additional revenue from new construction and certain other adjustments. When personnel and other operating costs increase at rates greater than recurring revenues, additional pressure is placed on the General Fund's operating position.

To help offset these pressures, the City continues to pursue outside funding opportunities where available. This includes actively seeking public safety grants to support police services and using King County Parks Levy funding to support eligible Parks and Recreation expenditures. These resources help reduce the amount of General Fund revenue required to support these services.

The Street Fund accounts for the operation, maintenance, and preservation of the City's street and transportation system. Activities include roadway maintenance and repair, traffic and pedestrian safety improvements, traffic control devices, bridge inspections, roadside vegetation management, snow and ice response, street cleaning, and other activities necessary to maintain the City's transportation infrastructure.

The Street Fund is a special revenue fund supported by revenues dedicated to transportation purposes. Certain revenues, including motor vehicle fuel taxes and multimodal transportation distributions, are restricted by state law to eligible street, highway, or transportation purposes. Other revenues may be subject to restrictions established by statute, grant agreements, or other funding requirements.

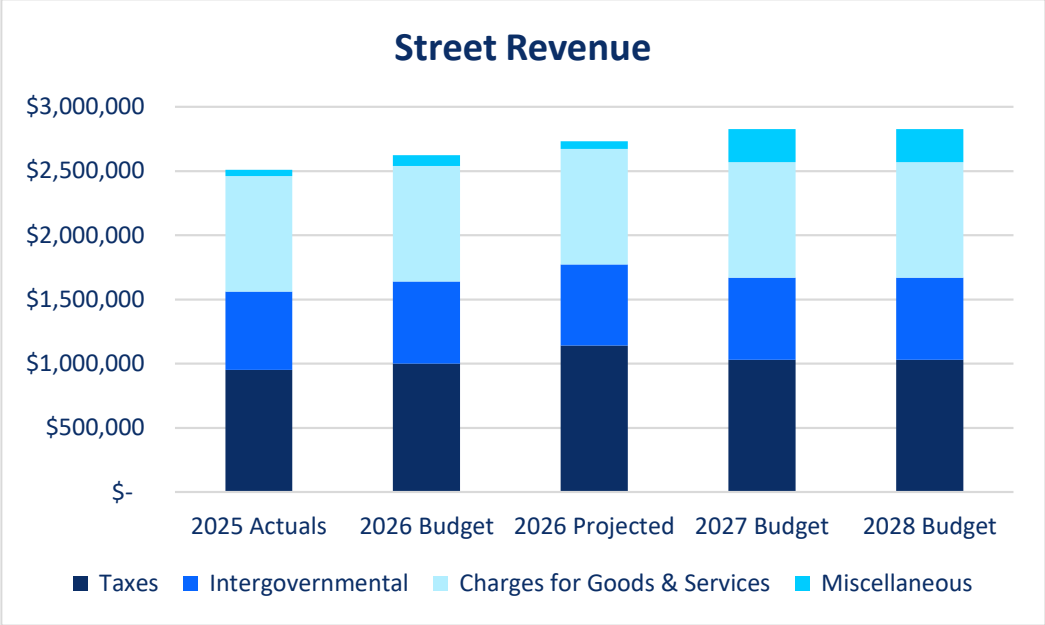
Full-Time Equivalents (FTEs)

	2026	2027 Budget			2028 Budget		
Position	**FTE**	**FTE**	**Salaries**	**Benefits**	**FTE**	**Salaries**	**Benefits**
Street Maintenance							
Public Works Director	0.20	0.20	42,788	13,781	0.20	43,857	14,177
City Engineer	0.05	0.05	9,338	2,958	0.05	9,806	3,129
GIS Administrator	0.30	0.30	35,656	11,186	0.30	36,547	11,690
Maintenance Superintendent	0.30	0.30	47,201	16,570	0.30	50,801	17,657
Assistant Maintenance Superintendent	0.30	-	-	-	-	-	-
Senior Maintenance Lead	1.00	1.00	120,625	65,659	1.00	124,243	69,510
Maintenance Worker	2.00	6.00	513,998	194,175	6.00	534,761	202,368
Traffic Control Specialist	1.00	1.00	101,676	46,471	1.00	104,727	48,947
Administrative Assistant II	0.15	0.15	13,887	5,898	0.15	14,234	6,137
Total Street Maintenance	**5.30**	**9.00**	**885,169**	**356,698**	**9.00**	**918,976**	**373,615**
Street Management							
Principal Engineer	-	0.20	30,998	10,625	0.20	31,773	11,191
Civil Engineer I	1.00	1.00	126,699	42,270	1.00	129,866	43,589
Total Street Management	**1.00**	**1.20**	**157,697**	**52,895**	**1.20**	**161,639**	**54,780**
Department Total	**6.30**	**10.20**	**$ 1,042,866**	**$ 409,593**	**10.20**	**$ 1,080,615**	**$ 428,395**

Note: Position costs shown in the FTE schedule reflect the budgeted allocation of salaries and benefits by position and may not directly correspond to the related expenditure categories in the department budget. Benefit costs include medical premiums as well as retirement, payroll taxes, workers' compensation, and other employee benefits. While medical premiums are projected to increase by approximately 10% to 16%, changes in total benefit costs are lower because medical premiums represent only one component of overall employee benefits. Please refer to the Public Works Department for an organizational chart reflecting the above positions.

Staffing: Beginning in 2027, the Street Fund reflects an increased allocation of Maintenance Worker positions to street operations. This change provides greater dedicated staffing for street maintenance activities, rather than allocating maintenance staff across multiple operating areas.

Revenue



	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Taxes							
Sanitation Utility Tax 10%	851,984	900,000	923,573	900,000	900,000	-3%	0%
Utility Taxes - (Surface Water Management)	99,897	100,000	216,867	130,000	130,000	-40%	0%
Total Taxes:	**951,881**	**1,000,000**	**1,140,439**	**1,030,000**	**1,030,000**	**-10%**	**0%**
Intergovernmental							
Multimodal Transportation	42,207	40,000	31,476	40,000	40,000	27%	0%
Vehicle Fuel Tax	566,641	600,000	601,040	600,000	600,000	0%	0%
Total Intergovernmental:	**608,849**	**640,000**	**632,516**	**640,000**	**640,000**	**1%**	**0%**
Charges for Goods & Services							
Interfund From Trans. Benefit District (Car Tabs)	900,000	900,000	900,000	850,000	850,000	-6%	0%
Total Charges for Goods & Services:	**900,000**	**900,000**	**900,000**	**850,000**	**850,000**	**-6%**	**0%**
Miscellaneous							
Miscellaneous Revenue	41,353	17,000	45,284	17,000	17,000	-62%	0%
Transfers In	8,908	67,000	12,899	240,000	240,000	1761%	0%
Total Miscellaneous:	**50,261**	**84,000**	**58,182**	**257,000**	**257,000**	**342%**	**0%**
Total Revenue:	**$ 2,510,990**	**$ 2,624,000**	**$ 2,731,137**	**$ 2,777,000**	**$ 2,777,000**	**2%**	**0%**

Sanitation Utility Tax — Revenue generated from the City's utility tax on solid waste services and dedicated to support street operations and maintenance.

Surface Water Management Utility Tax — Utility tax revenue generated from the City's Surface Water Management utility and used to support eligible Street Fund activities.

Multimodal Transportation — State-shared revenue distributed to cities to support transportation-related purposes.

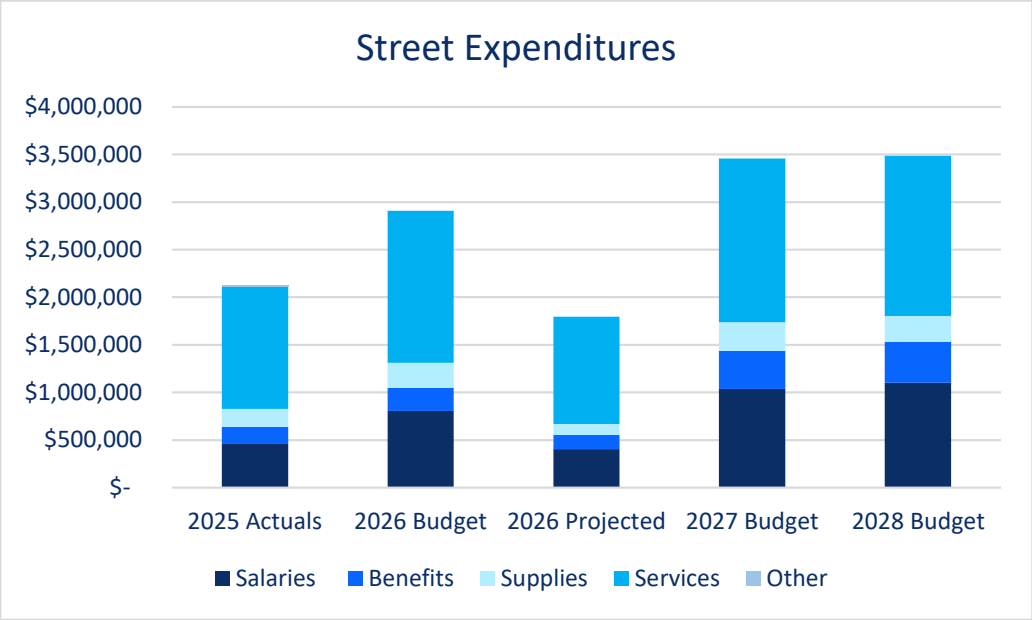
Motor Vehicle Fuel Tax — The City's share of state motor vehicle fuel tax revenues distributed based on statutory formulas and restricted to eligible street purposes.

Transportation Benefit District (Car Tabs) — Revenue transferred from the Transportation Benefit District to support transportation improvements and ongoing street maintenance activities.

Miscellaneous Revenue — Other revenues received by the Street Fund that do not fall within the Fund's primary revenue categories.

Transfers In — Resources transferred from other City funds to support eligible Street Fund expenditures.

Expenditures



	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Street Operations and Maintenance							
Ancillary Operations	129,539	-	123,913	-	-		
Flood/Storm Response	-	-	-	30,000	30,000	-	0%
Litter Clean Up	29,498	12,500	39,716	12,500	12,500	-69%	0%
Roadside Vegetation	100,342	87,000	92,193	117,000	87,000	27%	-26%
Snow and Ice Control	39,004	60,000	15,061	30,000	30,000	99%	0%
Street Building Maintenance	42,307	47,381	49,707	41,811	41,811	-16%	0%
Street Cleaning	687	-	2,257	-	-	-100%	-
Street Maintenance	756,137	1,461,158	638,011	1,793,216	1,847,915	181%	3%
Total Street Operations and Maintenance	**1,097,514**	**1,668,039**	**960,858**	**2,024,527**	**2,049,226**	**111%**	**1%**
Traffic and Safety							
Bridge Inspections	22,277	140,000	87,647	144,000	144,000	64%	0%
Guardrail Program	8,820	66,000	13,277	81,000	81,000	510%	0%
Sidewalk Projects	-	1,000	-	-	-	-	-
Traffic and Pedestrian Service	367,919	366,000	353,291	456,000	416,000	29%	-9%
Traffic Control Devices	419,327	394,000	231,093	403,000	406,000	74%	1%
Total Traffic and Safety	**818,342**	**967,000**	**685,307**	**1,084,000**	**1,047,000**	**58%**	**-3%**
Street Administration							
Street Administration	195,490	273,362	150,381	404,084	390,132	169%	-3%
Capital Outlay	9,229	-	-	-	-	-	-
Operating Lease	1,807	-	-	-	-	-	-
Total Street Administration	**206,527**	**273,362**	**150,381**	**404,084**	**390,132**	**169%**	**-3%**
Total Expenditures:	**$ 2,122,383**	**$ 2,908,402**	**$ 1,796,547**	**$ 3,512,611**	**$ 3,486,358**	**96%**	**-1%**

Street Fund expenditures support the ongoing operation, maintenance, and preservation of the City's transportation system. The increase in budgeted expenditures beginning in 2027 is primarily concentrated in street operations and maintenance and reflects the increased allocation of maintenance personnel to street activities. Budgeted expenditures also provide for traffic and pedestrian services, traffic control devices, bridge inspections, guardrail improvements, roadside vegetation management, and seasonal response activities.

Expenditures for certain activities, including snow and ice control, flood and storm response, and roadside vegetation management, may vary from year to year based on operating conditions and service needs.

Ending Cash Balance Summary

The Street Fund is projected to end 2027 with a cash balance of $1,306,021 and 2028 with a cash balance of $596,663. The decline reflects the planned use of available resources for street operations and transportation maintenance, with the fund's cash position requiring continued monitoring.

The Street Pavement Fund accounts for resources dedicated to the City's pavement management program, including the preservation, maintenance, rehabilitation, and improvement of City streets.

Revenue

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Miscellaneous							
Interest Revenue	50,850	50,000	34,605	50,000	50,000	44%	0%
Total Miscellaneous:	**50,850**	**50,000**	**34,605**	**50,000**	**50,000**	**44%**	**0%**
Other Financing Sources							
Transfer in from Redondo Speed Enforcement Fund	3,561	556,000	-	-	-	-	-
Transfer in from Transportation Benefit District Fund	1,000,000	1,000,000	500,000	550,000	600,000	10%	9%
Total Other Financing Sources:	**1,003,561**	**1,556,000**	**500,000**	**550,000**	**600,000**	**10%**	**9%**
Total Revenue:	**$ 1,054,411**	**$ 1,606,000**	**$ 534,605**	**$ 600,000**	**$ 650,000**	**12%**	**8%**

The Street Pavement Fund is primarily supported by transfers from the Transportation Benefit District Fund and revenues generated by automated speed enforcement in the Redondo Beach area. Revenue from the Redondo speed enforcement cameras has declined significantly, reducing a funding source previously available for the City's pavement management program.

Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Street Pavement Program							
Salaries	11,472	13,126	19,316	13,126	13,126	-32%	0%
Benefits	3,674	5,195	4,178	5,195	5,195	24%	0%
Interfund Financial Services	2,255	46,000	17,288	6,000	6,000	-65%	0%
Contingencies - Arterial Street Paving	210,350	510,000	143,998	-	-	-100%	-
Transfers to Transportation Capital Improvements Fund	1,105,500	1,183,000	1,812,000	529,000	200,000	-71%	-62%
Total Expenditures:	**$ 1,333,252**	**$ 1,757,322**	**$ 1,996,780**	**$ 553,321**	**$ 224,322**	**-72%**	**-59%**

The Street Pavement Fund supports ongoing pavement preservation and rehabilitation, as well as transfers to the Transportation Capital Improvements Fund for eligible pavement-related capital projects. Projected 2026 expenditures are significantly higher than normal, primarily due to approximately $1.8 million in transfers supporting the North Hill Elementary Walkway Improvements and 24th Avenue South Improvements projects. Expenditures decline substantially in 2027 and 2028 as the budget does not include additional arterial street paving contingencies, allowing the fund to rebuild its cash balance while a sustainable funding strategy for the pavement management program is evaluated.

Ending Cash Balance Summary

The Street Pavement Fund is projected to end 2027 with a cash balance of $112,118 and 2028 with a cash balance of $537,797. The improvement in 2028 reflects the reduced level of planned pavement expenditures and the absence of an arterial paving contingency as the fund rebuilds cash following significant capital spending in 2026. Despite the improvement, additional ongoing funding will be needed to support a sustainable pavement management program.

The Public Safety Sales Tax Fund accounts for revenues received from the 0.1% local sales and use tax authorized under HB 2015. Revenues are restricted to eligible public safety purposes in accordance with state law. The City uses these revenues to support public safety services, including police officer positions, animal control services, and public defender costs.

Revenue and Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
Public Safety Sales Tax	-	450,000	450,000	540,000	540,000	20%	0%
Total Revenue:	**-**	**450,000**	**450,000**	**540,000**	**540,000**	**20%**	**0%**
Expenditures							
Animal Control	-	100,000	94,709	100,000	100,000	6%	0%
Police Officer Salary and Benefits	-	240,000	244,291	271,026	310,077	11%	14%
Public Defenders	-	110,000	110,000	168,974	129,923	54%	-23%
Total Expenditures:	**-**	**450,000**	**449,000**	**540,000**	**540,000**	**20%**	**0%**
Net Change in Cash:	**$ -**	**$ -**	**$ 1,000**	**$ -**	**$ -**		

Ending Cash Balance Summary

The Public Safety Sales Tax Fund is projected to end both 2027 and 2028 with a cash balance of approximately $1,000. Revenues are budgeted to fully support planned public safety expenditures, resulting in a minimal year-end cash balance.

The Development Fund accounts for revenues generated by fee-based development activities, including permitting, plan review, inspections, and other development-related services, and the associated costs of providing those services.

The fund was established in 2017 to separate fee-supported development activities from tax-supported services. Fee-based activities are accounted for in the Development Fund, while tax-supported Planning, Building, and Public Works activities are accounted for in the General Fund.

The Development Fund primarily supports fee-based activities of the Community Development Department, as well as certain development-related Engineering Services provided by the Public Works Department.

Activities accounted for in the Development Fund include:

Planning Division. Provides long-range planning and development review services, including implementation of the City's Comprehensive Plan, review of development proposals, and inspections for compliance.

Building Division. Oversees building construction through plan review, permitting, and inspections to ensure compliance with approved plans and applicable building codes.

Engineering Services. Provides review and inspection of residential and commercial development for compliance with the City's transportation and stormwater requirements, including right-of-way permit review and inspections. Engineering Services is organizationally part of the Public Works Department.

Full-Time Equivalents (FTEs)

	2026	2027 Budget			2028 Budget		
Position	**FTE**	**FTE**	**Salaries**	**Benefits**	**FTE**	**Salaries**	**Benefits**
Planning, Bulilding and Permits (Fee-Based)							
Community Development Director	0.50	0.50	98,906	16,385	0.50	101,379	18,238
Planning & Development Services Manager	1.00	1.00	165,205	44,544	1.00	169,335	46,762
Senior Planner	1.00	1.00	135,797	39,716	1.00	139,192	41,821
Land Use Planner I	2.00	2.00	216,730	55,809	2.00	222,149	56,987
Asst Bldg Official/Electr & Bldg Inspector	1.00	1.00	141,205	52,622	1.00	144,735	55,458
Electrical/Bldg Inspector/Plans Exam	1.00	1.00	121,825	46,640	1.00	124,871	48,342
Plans Examiner/Building Inspector	2.00	2.00	225,192	106,231	2.00	230,822	112,060
Permit Services Manager	-	1.00	128,083	34,216	1.00	137,846	19,167
Permit Coordinator	1.70	1.70	143,194	51,184	1.70	149,287	53,812
GIS Administrator	0.15	0.15	17,828	5,593	0.15	17,828	5,846
Code Enforcement Officer	-	1.00	100,837	23,419	1.00	105,877	23,347
Total Planning, Bulilding and Permits (Fee-Based)	**10.35**	**12.35**	**1,494,802**	**476,359**	**12.35**	**1,543,321**	**481,840**
Engineering and CIP Services							
Public Works Director	0.15	0.15	32,091	10,337	0.15	32,090	10,633
City Engineer	0.70	0.70	130,737	41,400	0.70	137,278	43,819
Principal Engineer	0.50	0.30	46,497	15,310	0.30	47,569	16,782
Civil Engineer I	1.00	1.00	126,699	46,988	1.00	129,866	49,504
Engineering Inspector	0.95	0.95	108,561	42,950	0.95	108,561	44,953
GIS Administrator	0.15	0.15	17,828	5,594	0.15	17,828	5,846
Admin Assistant II	0.20	0.20	18,516	7,863	0.20	18,979	8,181
Total Engineering and CIP Services	**3.65**	**3.45**	**480,929**	**170,442**	**3.45**	**492,171**	**179,718**
Department Total	**14.00**	**15.80**	**$ 1,975,731**	**$ 646,801**	**15.80**	**$ 2,035,492**	**$ 661,558**

Note: Position costs shown in the FTE schedule reflect the budgeted allocation of salaries and benefits by position and may not directly correspond to the related expenditure categories in the department budget. Benefit costs include medical premiums as well as retirement, payroll taxes, workers' compensation, and other employee benefits. While medical premiums are projected to increase by approximately 10% to 16%, changes in total benefit costs are lower because medical premiums represent only one component of overall employee benefits.

Engineering Services personnel costs may be allocated to capital projects based on work performed. As a result, a portion of the personnel costs shown in the FTE schedule may ultimately be charged to projects accounted for in the City's capital project funds rather than the Development Fund.

Revenue

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Development Fund Revenue							
Planning & Development Fees	386,785	420,225	412,929	1,367,785	206,225	231%	-85%
Building Permits & Fees	2,240,565	1,735,650	2,987,221	1,516,605	1,516,605	-49%	0%
Engineering Fees & Permits	690,019	576,630	602,054	232,057	232,057	-61%	0%
SEPA Related Mitigation Fees	20,128	-	-	-	-	-	-
Grants and Intergovernmental	111,406	97,749	99,885	332,547	348,749	233%	5%
Other Revenue	109,290	92,436	93,633	78,436	78,436	-16%	0%
Transfers In	-	35,732	-	-	-	-	-
Total Revenue:	**$ 3,558,193**	**$ 2,958,422**	**$ 4,195,722**	**$ 3,527,430**	**$ 2,382,072**	**-16%**	**-32%**

Development Fund revenues are closely tied to the level and timing of development activity within the City and can fluctuate significantly from year to year. Revenues are generally higher during periods of increased permitting, plan review, and construction activity and decline as major development projects are completed or overall development activity slows.

Revenue is projected at $4.2 million in 2026 before declining to $3.5 million in 2027 and $2.4 million in 2028. The 2027 budget includes significant Planning and Development Fees associated with anticipated development activity, while Building and Engineering revenues are budgeted below 2026 projected levels. Revenue estimates, particularly for 2028, reflect projects currently anticipated to proceed through the development process. Additional projects may generate revenue if they advance through the application and permitting process during the biennium.

Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Planning and Development							
Salaries & Wages	675,682	695,453	696,553	711,947	727,528	2%	2%
Benefits	193,488	199,092	199,294	193,305	199,746	-3%	3%
Supplies	1,007	4,328	599	4,328	4,328	622%	0%
Services	371,014	300,016	236,178	631,734	578,322	167%	-8%
Operating Lease	903	-	-	-	-	-	-
Total Planning and Development:	**1,242,096**	**1,198,889**	**1,132,624**	**1,541,314**	**1,509,924**	**36%**	**-2%**
Building and Permits							
Salaries & Wages	546,328	699,382	696,536	794,955	818,620	14%	3%
Benefits	199,023	197,829	204,992	284,038	279,594	39%	-2%
Supplies	13,964	26,025	20,179	31,025	26,025	54%	-16%
Services	207,293	285,894	324,093	372,379	296,021	15%	-21%
Operating Lease	903	-	-	-	-	-	-
Total Building and Permits:	**967,512**	**1,209,130**	**1,245,800**	**1,482,397**	**1,420,260**	**19%**	**-4%**
Engineering Services							
Salaries & Wages	409,901	575,298	422,068	394,633	401,834	-7%	2%
Benefits	153,527	161,989	158,132	182,432	190,748	15%	5%
Supplies	4,811	12,500	7,203	12,500	12,500	74%	0%
Services	290,713	260,015	304,123	215,056	215,755	-29%	0%
Operating Lease	1,506	-	-	-	-	-	-
Total Engineering Services:	**860,458**	**1,009,802**	**891,526**	**804,621**	**820,837**	**-10%**	**2%**
Grants and Intergovernmental							
Recycle Grant	47,575	55,749	47,575	60,290	61,289	27%	2%
Minor Home Repair Grant	21,612	27,000	21,612	27,000	27,000	25%	0%
Total Grants and Intergovernmental:	**69,187**	**82,749**	**69,187**	**87,290**	**88,289**	**26%**	**1%**
Total Expenditures:	**$ 3,139,252**	**$ 3,500,570**	**$ 3,339,137**	**$ 3,915,622**	**$ 3,839,310**	**17%**	**-2%**

Development Fund expenditures reflect the staffing and resources necessary to provide planning, permitting, inspection, and engineering services associated with development activity. While fee revenues can fluctuate significantly based on the timing of individual projects, expenditures do not necessarily change at the same rate because the City must maintain sufficient staffing and service capacity to process active development and respond to new projects as they enter the permitting process.

Total expenditures are budgeted at approximately $3.9 million in both 2027 and 2028. Planning and Development expenditures increase in 2027 primarily due to higher services costs, while Building and Permits expenditures increase primarily due to personnel and service costs. Engineering Services expenditures decline in 2027 before increasing modestly in 2028.

As development activity becomes clearer during the biennium, expenditure levels can be adjusted to reflect changes in workload and service needs.

Ending Cash Balance Summary

The Development Fund is projected to end 2027 with a cash balance of $2,335,727 and 2028 with a cash balance of $878,489. The declining cash balance reflects the use of resources accumulated during periods of stronger development activity to maintain service capacity during periods of lower anticipated fee revenue. Actual results will depend on the level and timing of development activity during the biennium.

The Police Drug Seizure Fund accounts for assets received through state and federal forfeiture programs. In accordance with RCW 69.50.505, state forfeiture proceeds are restricted to the expansion and improvement of controlled-substance-related law enforcement activities and may not be used to supplant existing funding. Federal forfeiture proceeds are subject to federal equitable sharing requirements and must be used for permissible law enforcement purposes.

Revenue and Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
Interest Revenue	-	1,000	-	1,000	1,000	-	0%
Proceeds from Forfeited Property	-	25,000	230,152	25,000	25,000	-89%	0%
Total Revenue:	**-**	**26,000**	**230,152**	**26,000**	**26,000**	**-89%**	**0%**
Expenditures							
Supplies	5,135	5,500	-	5,500	5,500	-	0%
Professional Services	-	15,000	-	15,000	15,000	-	0%
Total Expenditures:	**5,135**	**20,500**	**-**	**20,500**	**20,500**	**-**	**0%**
Net Change in Cash:	**$ (5,135)**	**$ 5,500**	**$ 230,152**	**$ 5,500**	**$ 5,500**		

Ending Cash Balance Summary

The Police Drug Seizure Fund is projected to end 2027 with a cash balance of $135,466 and 2028 with a cash balance of $140,966. The ending cash balance represents resources available for future qualifying law enforcement expenditures and provides capacity to accommodate the variable nature of forfeiture revenues.

The purpose of the Lodging Excise Tax Fund is to account for lodging tax revenues collected by the City. Revenues are restricted in accordance with state law and may be used for tourism promotion, the marketing and operation of special events and festivals designed to attract tourists, and the operation and capital expenditures of tourism-related facilities.

Revenue and Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
Lodging Excise Tax	94,192	125,000	102,000	100,000	100,000	-2%	0%
Interest Revenue	4,456	3,000	2,673	2,000	2,000	-25%	0%
Total Revenue:	**98,647**	**128,000**	**104,673**	**102,000**	**102,000**	**-3%**	**0%**
Expenditures							
Supplies	-	-	121	-	-	-100%	-
Professional Services	157,925	125,000	60,000	7,800	7,800	-87%	0%
Transfer Out to General Fund	-	-	-	10,000	10,000	-	0%
Total Expenditures:	**157,925**	**125,000**	**60,121**	**17,800**	**17,800**	**-70%**	**0%**
Net Change in Cash:	**$ (59,278)**	**$ 3,000**	**$ 44,552**	**$ 84,200**	**$ 84,200**		

Expenditures: The decrease in expenditures beginning in 2027 primarily reflects the discontinuation of Lodging Excise Tax funding for the Fourth of July drone show. Professional services of $7,800 annually provide funding for rent associated with the Des Moines Historical Society. The budget also includes an annual $10,000 transfer to the General Fund.

Ending Cash Balance Summary

The Lodging Excise Tax Fund is projected to end 2027 with a cash balance of $213,401 and 2028 with a cash balance of $297,601. The accumulated cash balance provides resources for future eligible tourism-related opportunities and expenditures as they arise.

The Affordable Housing Sales Tax Fund accounts for sales tax revenues received as a credit against the state's 6.5% sales tax and does not increase the sales tax rate paid by consumers. Revenues are restricted to eligible affordable and supportive housing purposes, including rental assistance. The City participates in the South King Housing and Homelessness Partners (SKHHP), a regional partnership that pools resources to help ensure the availability of housing that meets the needs of all income levels in South King County.

Revenue and Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
Affordable Housing Sales Tax	34,933	35,000	35,000	37,000	39,000	6%	5%
Expenditures							
Professional Services	30,667	35,000	35,000	37,000	39,000	6%	5%
Net Change in Cash	**$ 4,266**	**$ -**	**$ -**	**$ -**	**$ -**		

Professional Services — Represents Affordable Housing Sales Tax revenues contributed to the South King Housing and Homelessness Partners (SKHHP) to support eligible regional housing and homelessness initiatives.

Ending Cash Balance Summary

The Affordable Housing Sales Tax Fund is projected to end both 2027 and 2028 with a cash balance of $91,013. The ending cash balance represents resources available for future eligible affordable and supportive housing activities.

The Redondo Zone Fund accounts for parking fees and fines collected in the Redondo Beach area. Revenues are used to support operating and capital costs associated with parking, transportation, infrastructure, and other improvements within the Redondo Zone.

Revenue

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Fines & Penalties							
Civil Parking Infraction Penalty	420	1,000	420	1,000	1,000	138%	0%
Total Fines & Penalties:	**420**	**1,000**	**420**	**1,000**	**1,000**	**138%**	**0%**
Miscellaneous							
Parking Fees	74,190	140,000	114,514	100,000	100,000	-13%	0%
Parking Passes -Resident	421	-	1,500	1,500	1,500	0%	0%
Parking Passes-Nonresident	587	-	1,000	1,500	2,000	50%	33%
Parking Pass - Redondo	73	-	7,500	7,500	7,500	0%	0%
Concession Space Rental	4,477	3,630	7,200	8,630	8,630	20%	0%
Interest Revenue	354	500	400	500	500	25%	0%
Total Miscellaneous:	**80,101**	**144,130**	**132,114**	**119,630**	**120,130**	**-9%**	**0%**
Other Financing Sources							
Transfer in from Waterfront Zone Fund	42,673	-	-	30,000	-	-	-
Total Other Financing Sources:	**42,673**	**-**	**-**	**30,000**	**-**	**-**	**-**
Total Revenue:	**$ 123,194**	**$ 145,130**	**$ 132,534**	**$ 150,630**	**$ 121,130**	**14%**	**-20%**

Parking fees are the Fund's primary ongoing revenue source and are budgeted at $100,000 annually in 2027 and 2028. Total 2027 revenue includes a one-time $30,000 transfer from the Waterfront Zone Fund, resulting in higher total revenue in 2027 and the corresponding decline in 2028.

Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Redondo Zone Program							
Salaries	31,123	21,630	29,854	29,630	29,630	-1%	0%
Benefits	9,376	18,952	9,657	9,531	9,531	-1%	0%
Supplies	14,172	9,923	7,812	7,423	7,423	-5%	0%
Services	96,721	77,005	90,515	85,749	86,258	-5%	1%
Total Expenditures:	**$ 151,391**	**$ 127,510**	**$ 137,838**	**$ 132,333**	**$ 132,842**	**-4%**	**0%**

Salaries and benefits represent the portion of Marina employee costs associated with providing maintenance and other services within the Redondo Beach area.

Ending Cash Balance Summary

The Redondo Zone Fund is projected to end 2027 with a cash balance of $35,629 and 2028 with a cash balance of $23,917.

The Waterfront Zone Fund accounts for parking fees and rental revenue generated within the Waterfront Zone and the related operating and capital costs. The Waterfront Zone consists primarily of the parking area located north of the Des Moines Marina. Although adjacent to the Marina, the Waterfront Zone is accounted for separately and is not considered part of the Marina for financial reporting purposes.

Revenue

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Intergovernmental							
State Grants	-	-	195,000	-	-	-	-
	-	-	-	-	-	-	-
Total Intergovernmental:	**-**	**-**	**195,000**	**-**	**-**	**-**	**-**
Fines & Penalties							
Civil Parking Infraction Penalty	2,050	-	213	-	-	-	-
Total Charges for Fines & Penalties:	**2,050**	**-**	**213**	**-**	**-**	**-**	**-**
Miscellaneous							
Parking Fees	320,178	420,000	336,187	350,000	350,000	4%	0%
Parking Passes -Resident	34,119	15,450	35,143	32,550	32,550	-7%	0%
Parking Passes-Nonresident	8,833	5,150	9,098	7,650	7,150	-16%	-7%
Parking Passes -Pier Fishing	17,659	5,150	18,189	21,650	21,150	19%	-2%
Parking Passes-Commercial	1,579	-	490	800	800	63%	0%
Parking Fees Short Term	3,119	-	5,000	-	-	-	-
Land & Facility Rentals (Short-term)	6,803	6,000	9,000	6,000	6,000	-33%	0%
Concession Space Rental	1,500	3,960	2,160	3,960	3,960	83%	0%
Interest Revenue	5,775	2,500	450	2,500	2,500	456%	0%
Other Miscellaneous Revenues	339	-	1,000	500	500	-50%	0%
Total Miscellaneous:	**399,904**	**458,210**	**416,716**	**425,610**	**424,610**	**2%**	**0%**
Other Financing Sources							
Transfer in from ARPA Fund	45,631	-	-	-	-	-	-
Total Other Financing Sources:	**45,631**	**-**	**-**	**-**	**-**	**-**	**-**
Total Revenue:	**$ 447,585**	**$ 458,210**	**$ 611,929**	**$ 425,610**	**$ 424,610**	**-30%**	**0%**

Waterfront Zone Fund revenue is primarily generated by parking fees and parking passes. Total revenue is budgeted at $425,610 in 2027 and $424,610 in 2028. The decrease from 2026 projected revenue reflects $195,000 in one-time state grant revenue anticipated in 2026. Excluding this one-time funding, recurring revenue is expected to remain relatively stable during the biennium.

Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Waterfront Zone Program							
Salaries	29,381	31,879	27,691	32,879	32,879	19%	0%
Benefits	10,205	9,450	10,911	9,451	9,450	-13%	0%
Supplies	12,373	10,000	9,000	10,500	11,000	17%	5%
Services	120,323	96,123	246,246	88,983	90,394	-64%	2%
Total Operations:	**172,282**	**147,452**	**293,847**	**141,813**	**143,723**	**-52%**	**1%**
Transfers out to General Fund	20,000	-	-	50,000	50,000	-	0%
Transfers out to Debt Service Fund	250,000	250,000	250,000	250,000	250,000	0%	0%
Transfers out to Redondo Zone Fund	42,673	-	-	30,000	-	-	-100%
Total Transfers Out:	**312,673**	**250,000**	**250,000**	**330,000**	**300,000**	**32%**	**-9%**
Total Expenditures:	**$ 484,955**	**$ 397,452**	**$ 543,847**	**$ 471,813**	**$ 443,723**	**-13%**	**-6%**

Personnel costs represent Marina employees charging time to the Waterfront Zone Fund for work performed within the area. The higher projected services expenditures in 2026 are primarily related to activities funded by the one-time state grant received during the year. Waterfront Zone parking revenues also help support annual debt service payments associated with the City's 2023 bond issuance. Beginning in 2027, the budget includes a transfer to the General Fund, as provided for under the Des Moines Municipal Code.

Ending Cash Balance Summary

The Waterfront Zone Fund is projected to end 2027 with a cash balance of $65,190 and 2028 with a cash balance of $46,078. The fund is expected to use a portion of its existing cash balance to support ongoing expenditures during the biennium.

The Planning, Building and Public Works (PBPW) Automation Fund accounts for automation fees collected by Planning, Building and Public Works to support technology used in providing development and public works services. Revenues are used for technology operations, maintenance and replacement costs, as well as capital expenditures for the acquisition of additional technology benefiting Planning, Building and Public Works.

Revenue and Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
Automation Fees	133,388	175,000	170,000	200,000	200,000	18%	0%
Interest Revenue	28,001	15,000	21,001	15,000	15,000	-29%	0%
Total Revenue:	**161,389**	**190,000**	**191,001**	**215,000**	**215,000**	**13%**	**0%**
Expenditures							
Software	-	-	205,000	60,000	-	-71%	-100%
Hardware < $5,000	-	-	6,200	20,000	-	223%	-100%
General Fund Indirect Cost Allocation	-	-	-	148,714	155,960	-	5%
Computer Interfund Maintenance	80,647	88,711	-	-	-	-	-
Interfund Computer Replacement	7,278	9,098	9,098	-	1,100	-100%	-
Transfers to Development Fund	-	35,732	-	-	-	-	-
Total Expenditures:	**87,925**	**133,541**	**220,298**	**228,714**	**157,060**	**4%**	**-31%**
Net Change in Cash:	**$ 73,464**	**$ 56,459**	**$ (29,297)**	**$ (13,714)**	**$ 57,940**		

Indirect Cost Allocation: Beginning in 2027, the General Fund Indirect Cost Allocation replaces the separate Computer Interfund Maintenance assessment. The allocation represents the PBPW Automation Fund's share of General Fund IT services, which are incorporated into the City's indirect cost allocation methodology rather than assessed separately.

Ending Cash Balance Summary

The PBPW Automation Fee Fund is projected to end 2027 with a cash balance of $648,113 and 2028 with a cash balance of $706,053. The accumulated cash balance provides resources to address future technology operating, replacement, and capital needs.

The purpose of the Urban Forestry Fund is to account for funds generated from the sale of trees and other revenues received pursuant to DMMC 16.25.085. These resources are restricted for costs related to wooded areas within the City. While the fund has had no activity to date, the City continues to budget for the fund in anticipation of future activity.

Revenue and Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
Tree Payment In Lieu	-	5,000	-	5,000	5,000	-	0%
Total Revenue:	**-**	**5,000**	**-**	**5,000**	**5,000**	**-**	**0%**
Expenditures							
Supplies	-	5,000	-	5,000	5,000	-	0%
Total Expenditures:	**-**	**5,000**	**-**	**5,000**	**5,000**	**-**	**0%**
Net Change in Cash:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**		

Ending Cash Balance Summary

The Urban Forestry Fund is projected to have no ending cash balance in 2027 or 2028. No activity is currently anticipated; however, the fund remains available to account for future eligible revenues and expenditures.

The purpose of the Nuisance Property Abatement Fund is to account for revenues received and expenditures incurred for the abatement of nuisances within the City. Funding is primarily derived from fees, penalties, judgments, and settlements resulting from code enforcement and related legal processes.

Revenue and Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
Sentence Compliance Fee	-	500	-	500	500	-	0%
Other Infractions - Abatement	603	600	2,068	600	600	-71%	0%
Judgments And Settlements	-	2,500	-	2,500	2,500	-	0%
Total Revenue:	**603**	**3,600**	**2,068**	**3,600**	**3,600**	**74%**	**0%**
Expenditures							
Professional Services	-	2,500	-	2,500	2,500	-	0%
Total Expenditures:	**-**	**2,500**	**-**	**2,500**	**2,500**	**-**	**0%**
Net Change in Cash:	**$ 603**	**$ 1,100**	**$ 2,068**	**$ 1,100**	**$ 1,100**		

Ending Cash Balance Summary

The Nuisance Abatement Fund is projected to end 2027 with a cash balance of $41,932 and 2028 with a cash balance of $43,032. The accumulated cash balance provides resources to address future nuisance abatement needs as they arise.

The Automated Speed Enforcement (ASE) Fund accounts for revenues generated from fines assessed through the City's automated traffic safety camera program under Chapter 10.36 DMMC. Revenues are restricted for traffic safety purposes, including programs, services, and improvements intended to enhance roadway safety, or for other uses as permitted by State law.

Revenue and Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
Speeding Infractions	152,670	350,000	320,000	800,000	800,000	150%	0%
Interest Revenue	13,568	7,500	3,000	10,000	10,000	233%	0%
Miscellaneous Revenue	11	-	-	-	-	-	-
Total Revenue:	**166,249**	**357,500**	**323,000**	**810,000**	**810,000**	**151%**	**0%**
Expenditures							
Salaries and Benefits	93,032	31,905	44,800	83,067	82,030	85%	-1%
Professional Services	128,564	280,000	280,000	325,000	325,000	16%	0%
Transfer out to Transportation Capital Improvements Fund	87,710	-	105,000	222,000	500,000	111%	125%
Total Expenditures:	**309,306**	**311,905**	**429,800**	**630,067**	**907,030**	**47%**	**44%**
Net Change in Cash:	**$ (143,057)**	**$ 45,595**	**$ (106,800)**	**$ 179,933**	**$ (97,030)**		

Speeding Infractions: Revenue is projected to increase beginning in 2027 due to the planned expansion of the City's automated traffic safety camera program with additional camera locations.

Salaries and Benefits: Court staff costs associated with processing automated speed enforcement citations.

Professional Services: Payments to the vendor for operation and maintenance of the automated traffic safety camera system.

Transfer to Transportation Capital Improvements Fund: Funding dedicated to eligible traffic safety-related transportation capital projects.

Ending Cash Balance Summary

The Automated Speed Enforcement Fund is projected to end 2027 with a cash balance of $199,714 and 2028 with a cash balance of $102,684. The decrease in 2028 reflects the planned use of available resources for transportation capital projects consistent with the restrictions on automated speed enforcement revenues.

The Redondo Speed Enforcement Fund accounts for revenues generated from automated speed enforcement cameras located outside of a school zone in the Redondo Beach area of the City. Revenues from park zone speed violations are restricted to eligible traffic safety activities, including transportation construction and preservation projects, maintenance and operations, Complete Streets improvements, roadway improvements designed to reduce vehicle speeds, and projects that improve safety and accessibility for pedestrians, bicyclists, and other active transportation users. Revenues may also be used for costs associated with the administration, installation, operation, and maintenance of the automated traffic safety camera program, including costs related to processing infractions.

Revenue and Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
Redondo Traffic Infractions	1,014,825	1,110,000	665,500	500,000	500,000	-25%	0%
Interest Revenue	1,241	-	707	-	-	-100%	-
Miscellaneous Revenue	210	-	119	-	-	-100%	-
Total Revenue:	**1,016,277**	**1,110,000**	**666,326**	**500,000**	**500,000**	**-25%**	**0%**
Expenditures							
Salary and Benefits	195,073	244,849	199,344	109,982	107,771	-45%	-2%
Professional Services	263,572	210,000	225,919	225,000	225,000	0%	0%
Judge Pro-Tem	6,226	25,000	7,783	8,000	8,000	3%	0%
Interpreter Services	1,806	5,000	1,806	2,500	2,500	38%	0%
Transfer to Street Fund	731	39,000	56,000	240,000	240,000	329%	0%
Transfer to Street Pavement Fund	3,561	556,000	-	-	-	-	-
Transfer to Transportation Capital Improvements Fund	42,698	230,000	431,000	280,000	107,000	-35%	-62%
Total Expenditures:	**513,667**	**1,309,849**	**921,852**	**865,482**	**690,271**	**-6%**	**-20%**
Net Change in Cash:	**$ 502,610**	**$ (199,849)**	**$ (255,526)**	**$ (365,482)**	**$ (190,271)**		

Salaries and Benefits, Judge Pro-Tem, Interpreter Services: Court and Police administrative costs associated with processing and adjudicating automated speed enforcement citations.

Professional Services: Payments to the vendor for operation and maintenance of the automated traffic safety camera system.

Transfer to Street Fund: Funding for eligible street maintenance and traffic safety activities.

Transfer to Street Pavement Fund: Funding for eligible street preservation and pavement improvement projects.

Transfer to Transportation Capital Improvements Fund: Funding dedicated to eligible traffic safety-related transportation capital projects.

Ending Cash Balance Summary

The Redondo Speed Enforcement Fund is projected to end 2027 with a cash balance of $503,573 and 2028 with a cash balance of $313,302. The projected cash balances reflect the discontinuation of transfers to the Street Pavement Fund, allowing the fund to maintain sufficient resources while continuing to support eligible traffic safety and transportation activities.

The Transportation Benefit District (TBD) Fund accounts for vehicle license fee revenues dedicated to transportation improvements. The current $40 annual vehicle license fee will increase to $50 in December 2026. Revenues from the fee support City arterial street maintenance, arterial street paving, and eligible transportation capital projects.

Revenue and Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
TBD Fees (Car Tab Fees)	933,600	950,000	950,000	1,150,000	1,150,000	21%	0%
Interest Revenue	143,642	70,000	33,000	70,000	70,000	112%	0%
Total Revenue:	**1,077,242**	**1,020,000**	**983,000**	**1,220,000**	**1,220,000**	**24%**	**0%**
Expenditures							
Street Maintenance Services	900,000	900,000	900,000	850,000	850,000	-	-
Transfer to Street Pavement Fund	1,000,000	1,000,000	500,000	550,000	600,000	10%	9%
Transfer to Transportation Capital Improvements Fund	-	705,000	1,255,000	300,000	-	-76%	-100%
Total Expenditures:	**1,900,000**	**2,605,000**	**2,655,000**	**1,700,000**	**1,450,000**	**-36%**	**-15%**
Net Change in Cash:	**$ (822,758)**	**$ (1,585,000)**	**$ (1,672,000)**	**$ (480,000)**	**$ (230,000)**		

Ending Cash Balance Summary

The Transportation Benefit District (TBD) Fund is projected to end 2027 with a cash balance of $303,475 and 2028 with a cash balance of $73,475. The decrease in 2028 reflects the planned use of available resources to support street maintenance, paving, and transportation capital projects.

Debt service funds are used to account for principal and interest payments on the City's outstanding debt. The City uses debt as a means of financing capital improvements. By extending repayment over the anticipated useful life of an improvement, the cost is more equitably shared among the citizens who benefit from the investment. Bond proceeds are used to finance the construction or acquisition of capital improvements, with the debt repaid over time from taxes, fees, or other revenue sources identified for that purpose.

The City of Des Moines has three types of debt outstanding for general government purposes:

Limited Tax General Obligation (LTGO) Bonds, also referred to as Councilmanic Bonds, may be issued with approval of the City Council. These bonds are repaid from existing general revenues of the City.

Intergovernmental Bonds represent the City's share of debt associated with the South Correctional Entity (SCORE) and are backed by the full faith and credit of the City. In 2019, the City transitioned from a host city to an owner city of SCORE. Prior to this change, the City's allocable share of SCORE debt was reported as an intergovernmental loan. As an owner city, the City's share of SCORE debt is reported as intergovernmental bonds.

Governmental Loans include a Public Works Trust Fund loan held by the City for eligible public infrastructure improvements.

When debt is issued, bond rating agencies conduct a comprehensive review of the City's financial condition and assign a credit rating based on their findings. The City's bond rating reflects its creditworthiness and directly affects the cost of borrowing. The City of Des Moines currently holds an AA bond rating from S&P Global Ratings, which was most recently awarded in May 2025.

Revenue and Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
Transfer In From Waterfront Zone	250,000	250,000	250,000	250,000	250,000	0%	0%
Transfer In From Reet 1	293,979	268,040	268,040	300,668	300,273	12%	0%
Transfer In From Reet 2	454,503	479,479	479,478	512,524	512,240	7%	0%
Transfer In From One-Time Tax	50,000	50,000	50,000	50,000	50,000	0%	0%
Total Revenue:	**1,048,482**	**1,047,519**	**1,047,518**	**1,113,192**	**1,112,513**	**6%**	**0%**
Expenditures							
Public Works Trust Fund Loan - Principal	31,863	31,863	31,863	31,863	31,863	0%	0%
Public Works Trust Fund Loan - Interest	637	478	478	320	161	-33%	-50%
2018 Refunding Bonds - Principal	281,911	292,385	292,385	309,228	321,071	6%	4%
2018 Refunding Bonds - Interest	122,643	111,107	111,352	99,413	87,045	-11%	-12%
2023 Bonds - Interest	611,855	611,685	611,685	672,365	672,365	10%	0%
Transfers out to the General Fund	59,644	-	-	-	-	-	-
Other Debt Service Costs	119	-	-	-	-	-	-
Total Expenditures:	**1,108,672**	**1,047,518**	**1,047,763**	**1,113,189**	**1,112,505**	**6%**	**0%**
Net Change in Cash:	**$ (60,190)**	**$ 1**	**$ (245)**	**$ 3**	**$ 8**		

Revenue: Debt service revenues consist of transfers from funds that provide the resources necessary to make scheduled principal and interest payments. The Waterfront Zone and One-Time Tax transfers remain level throughout the biennium, while transfers from REET 1 and REET 2 increase during the biennium to support higher scheduled debt service requirements.

Expenditures: Debt service expenditures reflect the City's scheduled principal and interest payments on outstanding bonds and governmental loans. Total debt service increases in 2027 primarily due to higher principal payments on the 2018 Refunding Bonds and increased interest payments on the 2023 Bonds in the biennium. Expenditures remain relatively stable in 2028 as declining interest costs on older debt partially offset increases in scheduled principal payments.

Ending Cash Balance Summary

The Debt Service Fund is projected to end 2027 with a cash balance of $62,277 and 2028 with a cash balance of $62,285. Transfers into the fund are budgeted to provide sufficient resources to meet scheduled debt service requirements.

The REET 1 (Real Estate Excise Tax) Fund accounts for revenues received from the City's "first quarter percent" tax imposed on real estate sales transactions within the City. These revenues are primarily transferred to capital project funds to support projects identified in the City's adopted six-year Capital Improvements Plan (CIP).

REET 1 is a highly volatile revenue source that is closely tied to activity in the real estate market. Large and unpredictable commercial real estate transactions can result in significant fluctuations in annual collections. The Fund also earns interest revenue on available cash balances until the funds are needed for eligible capital purposes.

Revenue and Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
REET 1-First Quarter Percent	623,172	650,000	625,000	500,000	500,000	-20%	0%
Interest Revenue	124,645	70,000	96,946	70,000	70,000	-28%	0%
Total Revenue:	**747,816**	**720,000**	**721,946**	**570,000**	**570,000**	**-21%**	**0%**
Expenditures							
Transfers Out To Debt Service Fund	293,979	268,040	268,040	300,668	300,273	12%	0%
Transfers Out To Surface Water Management Fund	-	-	177,000	-	-	-100%	-
Transfer out to Municipal Capital Improvements Fund	-	424,000	2,341,000	-	242,000	-100%	-
Transfers Out To Transportation Capital Improvements Fund	-	1,604,000	25,000	18,000	-	-28%	-100%
Transfer Out To Facility Repair and Replacement Fund	-	332,000	50,000	96,000	-	92%	-100%
Total Expenditures:	**293,979**	**2,628,040**	**2,861,040**	**414,668**	**542,273**	**-86%**	**31%**
Net Change in Cash:	**$ 453,836**	**$ (1,908,040)**	**$ (2,139,094)**	**$ 155,332**	**$ 27,727**		

Revenue: REET 1 revenue is budgeted at $500,000 annually for 2027 and 2028, below 2026 projected collections of $623,172. The conservative forecast reflects the volatility of real estate activity and the potential for significant year-to-year fluctuations in taxable transactions. Interest revenue is budgeted at $70,000 annually based on anticipated cash balances available for investment.

Expenditures: REET 1 revenues are transferred to other funds to support eligible capital expenditures and debt service. Transfers vary significantly from year to year based on the timing and funding needs of projects included in the Capital Improvements Plan. Transfers are substantially lower in 2027 and 2028 than projected for 2026, when approximately $2.3 million is being transferred to the Municipal Capital Improvements Fund.

Ending Cash Balance Summary

The REET 1 Fund is projected to end 2027 with a cash balance of $1,068,301 and 2028 with a cash balance of $1,096,028. These balances maintain resources for future eligible capital projects while providing flexibility to address the inherent volatility of REET collections.

The REET 2 (Real Estate Excise Tax) Fund accounts for revenues received from the City's "second quarter percent" tax imposed on real estate sales transactions within the City. REET 2 is an additional 0.25% tax authorized for jurisdictions planning under the Washington State Growth Management Act. Historically, REET 2 revenues were subject to more restrictive capital project requirements than REET 1; however, legislation effective in 2025 expanded the allowable uses of both revenue sources and permits REET 1 and REET 2 revenues to be used interchangeably for eligible purposes. These revenues are primarily transferred to capital project funds to support projects identified in the City's adopted six-year Capital Improvements Plan (CIP).

REET 2 is a highly volatile revenue source that is closely tied to activity in the real estate market. Large and unpredictable commercial real estate transactions can result in significant fluctuations in annual collections. The Fund also earns interest revenue on available cash balances until the funds are needed for eligible capital purposes.

Revenue and Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
REET 2nd Quarter %	617,780	650,000	625,000	500,000	500,000	-20%	0%
Interest Revenue	57,362	30,000	34,417	30,000	30,000	-13%	0%
Total Revenue:	**675,141**	**680,000**	**659,417**	**530,000**	**530,000**	**-20%**	**0%**
Expenditures							
Transfers Out To Debt Service Fund	454,503	479,479	479,478	512,524	512,240	7%	0%
Transfers Out To Surface Water Management Fund	8,177	28,000	23,000	-	-	-100%	-
Transfer out to Municipal Capital Improvements Fund	(23,002)	-	856,000	-	-	-100%	-
Transfer Out To Facility Repair and Replacement Fund	-	-	288,000	121,000	-	-58%	-100%
Total Expenditures:	**439,678**	**507,479**	**1,646,478**	**633,524**	**512,240**	**-62%**	**-19%**
Net Change in Cash:	**$ 235,462**	**$ 172,521**	**$ (987,061)**	**$ (103,524)**	**$ 17,760**		

Revenue: REET 2 revenue is budgeted at $500,000 annually for 2027 and 2028, below 2026 projected collections of $617,780. The conservative forecast reflects the volatility of real estate activity and the potential for significant year-to-year fluctuations in taxable transactions. Interest revenue is budgeted at $30,000 annually based on anticipated cash balances available for investment.

Expenditures: REET 2 revenues are transferred to other funds to support eligible capital expenditures and debt service. Transfers vary from year to year based on the timing and funding needs of projects included in the Capital Improvements Plan. Expenditures are substantially lower in 2027 and 2028 than projected for 2026, which includes $856,000 for Municipal Capital Improvements and $288,000 for Facility Repair and Replacement. In 2027, the Fund will also provide $121,000 for Equipment Replacement in addition to approximately $513,000 for debt service.

Ending Cash Balance Summary

The REET 2 Fund is projected to end 2027 with a cash balance of $300,870 and 2028 with a cash balance of $318,630. These balances provide resources for future eligible capital projects while recognizing the volatility of REET collections.

The Park Levy Fund accounts for revenues received from King County through the voter-approved property tax levy supporting parks, trails, and open space throughout King County. For the 2027–2032 levy cycle, the City has been allocated approximately $3 million in levy funding, plus an additional $3 million specifically designated for park renovations. These revenues are primarily transferred to capital project funds to support eligible projects identified in the City's adopted six-year Capital Improvements Plan (CIP).

Revenue and Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
King County Park Levy	210,042	135,000	250,000	588,333	923,333	135%	57%
Interest Revenue	14,995	10,000	9,997	-	-	-100%	-
Total Revenue:	**225,037**	**145,000**	**259,997**	**588,333**	**923,333**	**126%**	**57%**
Expenditures							
Transfers Out To General Fund	-	-	-	483,333	483,333	-	0%
Transfer out to Municipal Capital Improvements Fund	307,428	39,000	256,000	105,000	440,000	-59%	319%
Total Expenditures:	**307,428**	**39,000**	**256,000**	**588,333**	**923,333**	**130%**	**57%**
Net Change in Cash:	**$ (82,392)**	**$ 106,000**	**$ 3,997**	**$ -**	**$ -**		

Revenue: King County Park Levy revenue increases in 2027 and 2028 as funding from the 2026–2031 levy cycle becomes available to the City. The timing and amount of revenue recognized each year reflect the anticipated distribution of the City's allocation from King County.

Expenditures: Park Levy revenues are used to support both park capital improvements and eligible park programs and operations. Transfers to the Municipal Capital Improvements Fund provide funding for park renovation and other eligible capital projects identified in the City's Capital Improvements Plan. Transfers to the General Fund support eligible park programs and operating costs

Ending Cash Balance Summary

The Park Levy Fund is projected to end both 2027 and 2028 with a cash balance of $242,038. The City is evaluating eligible uses for the remaining cash balance to ensure available levy resources are effectively used to support park programs, operations, and capital improvements.

The Park In-Lieu Fund accounts for revenues received from new development to offset the cost of expanding park and open space capacity needed to serve growth. Revenue from this source is largely unpredictable and varies based on the timing and level of development activity. These revenues are restricted to projects that increase the capacity of City parks and open space. The fund also earns interest on amounts held until they are used for eligible purposes. Funds are primarily transferred to capital project funds based on projects identified in the City's adopted six-year Capital Improvements Plan (CIP).

Revenue and Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
Interest Revenue	-	27,500	46,000	50,000	50,000	9%	-
Total Revenue:	**-**	**27,500**	**46,000**	**50,000**	**50,000**	**9%**	**0%**
Expenditures							
Transfer out to Municipal Capital Improvements Fund	2,856	46,000	69,000	-	-	-100%	-
Total Expenditures:	**2,856**	**46,000**	**69,000**	**-**	**-**	**-100%**	**-**
Net Change in Cash:	**$ (2,857)**	**$ (18,500)**	**$ (23,000)**	**$ 50,000**	**$ 50,000**		

Ending Cash Balance Summary

The Park In Lieu Fund is projected to end 2027 with a cash balance of $389,532 and 2028 with a cash balance of $439,532. The City will continue to evaluate eligible capital projects where these restricted funds can be used to expand the capacity of City parks and open space.

The One-Time Sales Tax and B&O Tax Revenue Fund was established to account for sales tax and business and occupation (B&O) tax revenues generated by projects with a total value exceeding $15 million. Under City policy, these revenues are transferred from the General Fund to this fund for subsequent use on eligible capital projects through the Municipal Capital Improvements Fund. The transfer requirement may be waived by the City Council, allowing the revenues to remain in the General Fund.

Revenue and Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
Interest Revenue	54,940	30,000	32,964	30,000	30,000	-9%	0%
Total Revenue:	**54,940**	**30,000**	**32,964**	**30,000**	**30,000**	**-9%**	**0%**
Expenditures							
Transfer out to Debt Service Fund	50,000	50,000	50,000	50,000	50,000	0%	0%
Transfer out to Municpal Capital Improvements Fund	9,607	500,000	344,000	-	-	-100%	-
Transfer out to Transportation Capital Improvements	31,483	-	-	-	-	-	-
Total Expenditures:	**91,090**	**550,000**	**394,000**	**50,000**	**50,000**	**-87%**	**0%**
Net Change in Cash:	**$ (36,150)**	**$ (520,000)**	**$ (361,036)**	**$ (20,000)**	**$ (20,000)**		

Revenue: The proposed 2027–2028 budget assumes the City Council will waive the transfer requirement, allowing qualifying one-time tax revenues to remain in the General Fund.

Ending Cash Balance Summary

The One-Time Tax Revenues Fund is projected to end 2027 with a cash balance of $879,192 and 2028 with a cash balance of $859,192. The remaining cash balance is available to support eligible capital projects consistent with the purposes of the fund.

The Municipal Capital Improvements Fund accounts for revenues and expenditures associated with capital projects that construct, improve, renovate, or replace City-owned facilities and other public assets. Projects may include improvements to municipal buildings, parks, recreational facilities, and other City infrastructure. Funding is provided from a variety of sources and is used for projects identified in the City's adopted six-year Capital Improvements Plan (CIP).

Revenue

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Intergovernmental							
State and Local Grants	1,515,812	3,509,000	2,450,000	-	5,843,000	-100%	-
Total Intergovernmental:	**1,515,812**	**3,509,000**	**2,450,000**	**-**	**5,843,000**	**-100%**	**-**
Miscellaneous							
Interest Revenue	424,666	200,000	308,848	200,000	200,000	-35%	0%
Total Miscellaneous:	**424,666**	**200,000**	**308,848**	**200,000**	**200,000**	**-35%**	**0%**
Other Financing Sources							
Transfers In from the General Fund	19,923	-	-	-	-	-	-
Transfers In from the REET 1 Fund	-	1,978,000	2,341,000	-	242,000	-100%	-
Transfers In from the REET 2 Fund	(23,002)	-	890,000	-	-	-100%	-
Transfers In from the Park Levy Fund	307,428	39,000	256,000	105,000	440,000	-59%	319%
Transfers In from the Park In Lieu Fund	2,856	46,000	69,000	-	-	-100%	-
Transfers In from the One-Time Tax Revenue Fund	9,607	500,000	344,000	-	-	-100%	-
Transfers In from the Municipal Facilities Fund	384	-	-	-	-	-	-
Total Other Financing Sources	**317,196**	**2,563,000**	**3,900,000**	**105,000**	**682,000**	**-97%**	**550%**
Total Revenue:	**$ 2,257,673**	**$ 6,272,000**	**$ 6,658,848**	**$ 305,000**	**$ 6,725,000**		

Funding for municipal capital projects is provided from a combination of grants, dedicated revenues, and transfers from other City funds. Revenue can vary significantly from year to year based on the timing and funding needs of projects included in the Capital Improvements Plan. The 2028 budget includes $5.8 million in state and local grant funding, along with transfers from the REET 1 and Park Levy funds to support planned capital projects.

Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Expenditures							
Parks Improvements	30,424	-	166,529	53,000	56,000	-68%	6%
Recreational Facility Capital	296,113	11,458,000	4,410,894	-	652,000	-100%	-
Park Facilities Capital	3,584,077	5,649,000	4,237,068	105,000	8,035,646	-98%	-
Parking Facilities Capital	60,994	0	754	-	-	-100%	-
Total Expenditures:	**$ 3,971,609**	**$ 17,107,000**	**$ 8,815,244**	**$ 158,000**	**$ 8,743,646**		

Capital expenditures vary significantly from year to year based on the timing and construction schedules of individual projects. The 2027 budget includes $158,000 for parks improvements and park facility capital projects. Expenditures increase to $8.7 million in 2028, primarily reflecting planned park facility improvements and recreational facility capital projects.

Ending Cash Balance Summary

The Municipal Capital Improvements Fund is projected to end 2027 with a cash balance of $8,305,287 and 2028 with a cash balance of $6,286,641. The decrease in 2028 reflects the planned use of accumulated resources to fund capital projects identified in the City's Capital Improvements Plan.

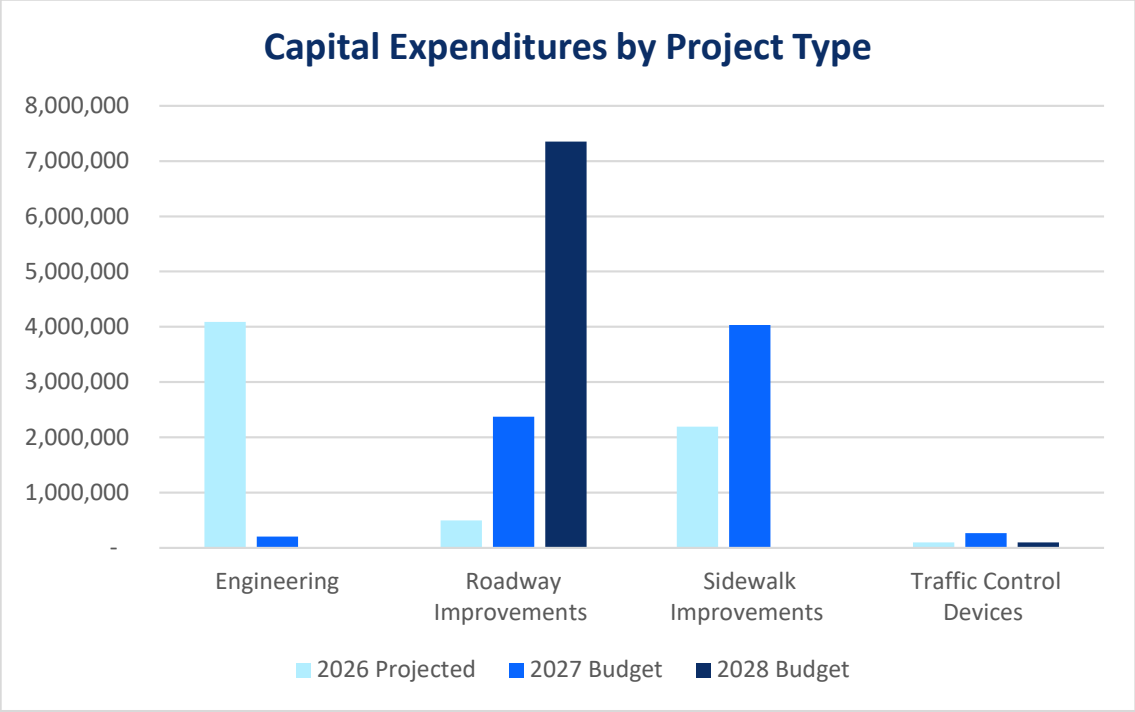
The Transportation Capital Improvements Fund accounts for the revenues and expenditures associated with major capital projects that improve, preserve, and expand the City's transportation infrastructure. Projects may include improvements to streets, sidewalks, trails, intersections, and other transportation facilities that enhance safety, mobility, connectivity, and accessibility throughout the City. Projects are generally identified through the City's adopted six-year Capital Improvements Plan (CIP) and may be funded through a combination of grants, transportation revenues, transfers from other City funds, and other dedicated funding sources.

Revenue

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Intergovernmental							
State and Local Grants	3,643,753	5,890,000	8,658,000	1,780,000	3,500,000	-79%	97%
Total Intergovernmental:	**3,643,753**	**5,890,000**	**8,658,000**	**1,780,000**	**3,500,000**	**-79%**	**97%**
Miscellaneous							
Interest Revenue	40,213	10,000	26,809	20,000	20,000	-25%	0%
Contributions and Donations	23,848	-	866,000	140,000	-	-84%	-100%
Judgements and Settlements	-	-	876,601	-	-	-100%	-
Total Miscellaneous:	**64,061**	**10,000**	**1,769,410**	**160,000**	**20,000**	**-91%**	**-88%**
Other Financing Sources							
Transfers In from the Street Pavement Fund	1,105,500	1,183,000	1,812,000	529,000	200,000	-71%	-62%
Transfers In from the Automated Speed Enforcement Fund	87,710	-	105,000	222,000	500,000	111%	125%
Transfers In from the Redondo Speed Enforcement Fund	42,698	230,000	431,000	280,000	107,000	-35%	-62%
Transfers In from the Transportation Benefits District Fund	-	705,000	1,255,000	300,000	-	-76%	-100%
Transfers In from the REET 1 Fund	-	50,000	25,000	18,000	-	-28%	-100%
Transfers In from the One-Time Tax Revenues Fund	31,483	-	-	-	-	-	-
Transfers In from the Traffic In Lieu Fund	245,000	-	350,000	350,000	-	0%	-100%
Transfers In from the Traffic Impact (City-Wide) Fund	918,000	-	63,000	239,000	1,000,000	279%	318%
Transfers In from the Surface Water Management Fund	6,000	88,000	192,000	88,000	88,000	-54%	0%
Total Other Financing Sources	**2,436,391**	**2,256,000**	**4,233,000**	**2,026,000**	**1,895,000**	**-52%**	**-6%**
Total Revenue:	**$ 6,144,206**	**$ 8,156,000**	**$ 14,660,410**	**$ 3,966,000**	**$ 5,415,000**		

Revenue for the Transportation Capital Improvements Fund varies significantly from year to year based on the timing and funding requirements of individual capital projects. State and local grants are the largest source of revenue, with $1.8 million budgeted in 2027 and $3.5 million in 2028. The fund also receives transfers from several City funds, including the Street Pavement, Automated Speed Enforcement, Redondo Speed Enforcement, Traffic Impact, and other transportation-related funds. Changes in these funding sources generally correspond with the timing and eligible costs of projects included in the City's adopted Capital Improvements Plan.

Expenditures



	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Expenditures							
Engineering	468,235	5,003,000	4,090,818	203,000	-	-95%	-100%
Roadway Improvement	4,628,709	243,000	500,111	2,372,000	7,350,000	374%	210%
Sidewalk Improvement	487,258	4,038,000	2,196,847	4,031,000	-	83%	-100%
Traffic Control Devices	76,781	80,000	100,845	270,000	97,000	168%	-64%
Other	118,500	0	-	-	-	-	-
Total Expenditures:	**$ 5,779,482**	**$ 9,364,000**	**$ 6,888,620**	**$6,876,000**	**$ 7,447,000**		

Expenditures reflect the scheduled construction and implementation of projects included in the City's six-year Capital Improvements Plan. Total expenditures are budgeted at approximately $6.9 million in 2027 and $7.4 million in 2028. The composition of capital spending changes significantly over the biennium, with approximately $4.0 million dedicated to sidewalk improvements in 2027 and approximately $7.4 million dedicated to roadway improvements in 2028. These year-to-year changes reflect the timing and anticipated construction schedules of individual transportation projects rather than changes in the City's ongoing operating costs.

Ending Cash Balance Summary

The Transportation Capital Improvements Fund is projected to end 2027 with a cash balance of $6,059,662 and 2028 with a cash balance of $4,027,662. The declining cash balance reflects the planned use of accumulated resources to fund transportation capital projects included in the City's Capital Improvements Plan.

The Traffic In-Lieu Fund accounts for revenues received from new development to offset the cost of expanding transportation infrastructure capacity needed to accommodate increased traffic associated with growth. Revenue from this source is largely unpredictable and varies based on the timing and level of development activity. These revenues are restricted to projects that increase the capacity of City transportation infrastructure. The fund also earns interest on amounts held until they are used for eligible purposes.

Revenue and Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
Traffic In Lieu Impact Fees	450,000	500,000	500,000	-	-	-100%	-
Interest Revenue	25,514	7,500	19,136	7,500	7,500	-61%	0%
Total Revenue:	**475,514**	**507,500**	**519,136**	**7,500**	**7,500**	**-99%**	**0%**
Expenditures							
Transfer out to Transportation Capital Improvements Fund	245,000	-	350,000	350,000	-	0%	-100%
Total Expenditures:	**245,000**	**-**	**350,000**	**350,000**	**-**	**0%**	**-**
Net Change in Cash:	**$ 230,513**	**$ 507,500**	**$ 169,136**	**$ (342,500)**	**$ 7,500**		

Revenue: Traffic in-lieu revenue is dependent on development activity and can vary significantly from year to year. No new in-lieu revenue is assumed in 2027 or 2028 due to the unpredictable timing and level of development activity. Interest earnings of $7,500 are budgeted in each year.

Expenditures: The 2027 budget includes a $350,000 transfer to the Transportation Capital Improvements Fund to support eligible transportation capacity improvements. No expenditures are currently budgeted in 2028.

Ending Cash Balance Summary

The Traffic In-Lieu Fund is projected to end 2027 with a cash balance of $491,534 and 2028 with a cash balance of $499,034. The remaining cash balance is available for future eligible transportation projects that increase capacity to accommodate growth.

The Traffic Impact (City-Wide) Fund accounts for revenues received from impact fees assessed on new development to offset the cost of expanding transportation infrastructure capacity needed to accommodate increased traffic associated with growth. Revenue from this source is largely unpredictable and varies based on the timing and level of development activity. These revenues are restricted to projects that increase the capacity of City transportation infrastructure. The fund also earns interest on amounts held until they are used for eligible purposes. The City's adopted six-year Capital Improvements Plan (CIP) identifies impact fees as a funding source for eligible transportation capacity projects. Additional information on these projects is provided in the Capital Projects section of the budget.

Revenue and Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
Traffic Impact Fees	83,590	300,000	1,187,701	400,000	400,000	-66%	0%
Interest Revenue	59,674	35,000	46,413	25,000	25,000	-46%	0%
Total Revenue:	**143,264**	**335,000**	**1,234,114**	**425,000**	**425,000**	**-66%**	**0%**
Expenditures							
Miscellaneous Services	100,584	-	-	-	-	-	-
Transfer out to Transportation Capital Improvements Fund	918,000	-	63,000	239,000	1,000,000	279%	318%
Total Expenditures:	**1,018,584**	**-**	**63,000**	**239,000**	**1,000,000**	**279%**	**318%**
Net Change in Cash:	**$ (875,321)**	**$ 335,000**	**$ 1,171,114**	**$ 186,000**	**$ (575,000)**		

Revenue: Traffic impact fee revenue is dependent on development activity and can vary significantly from year to year. The $1.2 million projected in 2026 reflects higher-than-anticipated development activity. The 2027 and 2028 budgets assume $400,000 annually, reflecting a more conservative estimate given the unpredictable timing and level of development activity.

Expenditures: Expenditures consist primarily of transfers to the Transportation Capital Improvements Fund to support eligible transportation capacity projects identified in the City's Capital Improvements Plan. Transfers are budgeted at $239,000 in 2027 and $1.0 million in 2028 based on the anticipated timing and funding needs of planned capital projects.

Ending Cash Balance Summary

The Traffic Impact (City-Wide) Fund is projected to end 2027 with a cash balance of $1,960,381 and 2028 with a cash balance of $1,385,381. The remaining cash balance is available to fund future eligible transportation projects that increase capacity to accommodate growth.

The Traffic Impact (Pacific Ridge) Fund accounts for revenues received from impact fees assessed on new development to offset the cost of expanding transportation infrastructure capacity needed to accommodate increased traffic associated with growth in the Pacific Ridge area. Revenue from this source is largely unpredictable and varies based on the timing and level of development activity. These revenues are restricted to projects that increase the capacity of City transportation infrastructure within the Pacific Ridge area. The fund also earns interest on amounts held until they are used for eligible purposes.

Revenue

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
Traffic Impact Fees	-	100,000	-	-	-	-	-
Interest Revenue	28,075	15,000	21,056	15,000	15,000	-29%	0%
Total Revenue:	**28,075**	**115,000**	**21,056**	**15,000**	**15,000**	**-29%**	**0%**
Net Change in Cash:	**$ 28,075**	**$ 115,000**	**$ 21,056**	**$ 15,000**	**$ 15,000**		

Revenue: No traffic impact fee revenue is budgeted in 2027 or 2028 due to the unpredictable timing and level of development activity. Interest earnings of $15,000 are budgeted in each year.

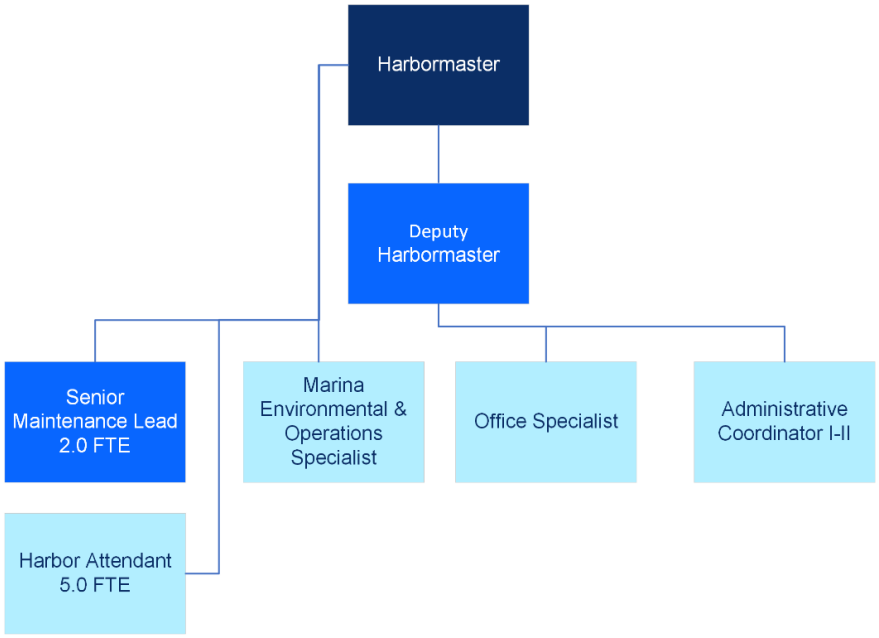
Expenditures: There are currently no budgeted expenditures.

Ending Cash Balance Summary

The Traffic Impact (Pacific Ridge) Fund is projected to end 2027 with a cash balance of $758,652 and 2028 with a cash balance of $773,652. No expenditures are currently planned during the biennium, and the remaining cash balance is available for future eligible transportation capacity projects within the Pacific Ridge area.

The Marina Fund accounts for the revenues and expenditures associated with the operation, maintenance, capital improvements, and debt obligations of the City of Des Moines Marina. Located on the east side of the East Passage of Puget Sound, the Marina is a full-service recreational boating facility serving both long-term tenants and visiting boaters. The Marina provides wet and dry moorage for approximately 840 recreational vessels, along with a variety of services and amenities supporting recreational boating and public access to the waterfront.

Organizational Chart

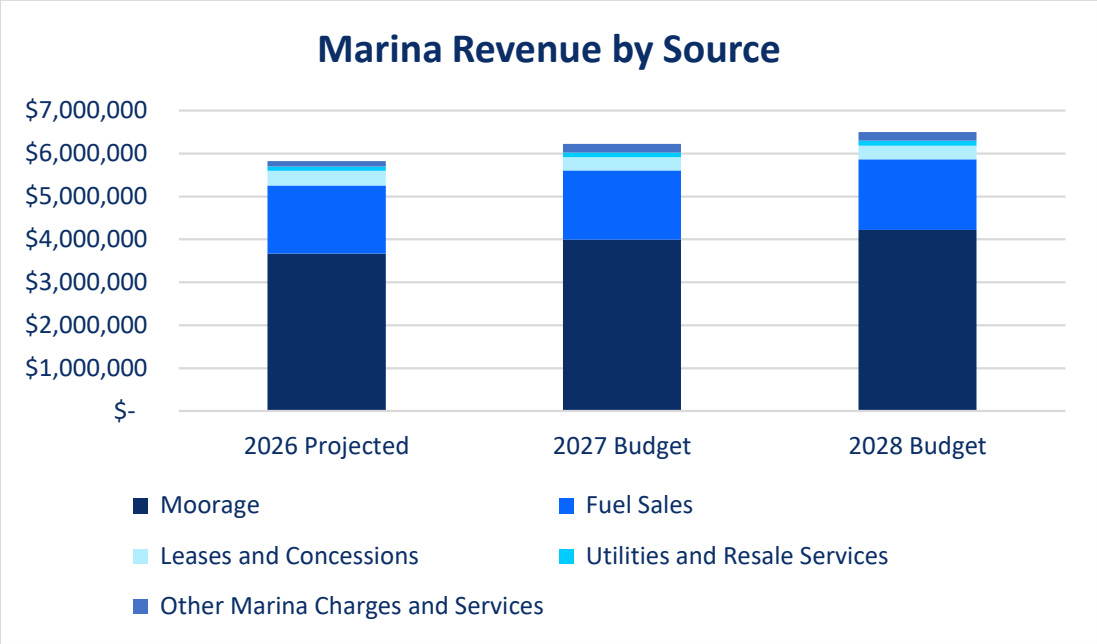


Full-Time Equivalents (FTEs)

	2026	2027 Budget			2028 Budget		
Position	**FTE**	**FTE**	**Salaries**	**Benefits**	**FTE**	**Salaries**	**Benefits**
Marina							
Harbormaster	1.00	1.00	176,709	46,207	1.00	190,177	53,907
Deputy Harbormaster	1.00	1.00	152,479	47,192	1.00	164,106	50,743
Office Specialist	1.00	1.00	79,156	37,047	1.00	81,135	33,897
Administrative Coordinator I-II Marina	1.00	1.00	92,582	26,869	1.00	94,896	28,257
Senior Maintenance Lead	2.00	2.00	215,742	77,182	2.00	219,972	78,642
Marina Environmental & Operations Specialist	1.00	1.00	105,702	27,959	1.00	108,874	28,948
Harbor Attendant	5.00	5.00	444,607	179,536	5.00	461,666	187,471
Department Total	**12.00**	**12.00**	**$ 1,266,977**	**$ 441,992**	**12.00**	**$ 1,320,826**	**$ 461,865**

Note: Position costs shown in the FTE schedule reflect the budgeted allocation of salaries and benefits by position and may not directly correspond to the related expenditure categories in the department budget. Benefit costs include medical premiums as well as retirement, payroll taxes, workers' compensation, and other employee benefits. While medical premiums are projected to increase by approximately 10% to 16%, changes in total benefit costs are lower because medical premiums represent only one component of overall employee benefits.

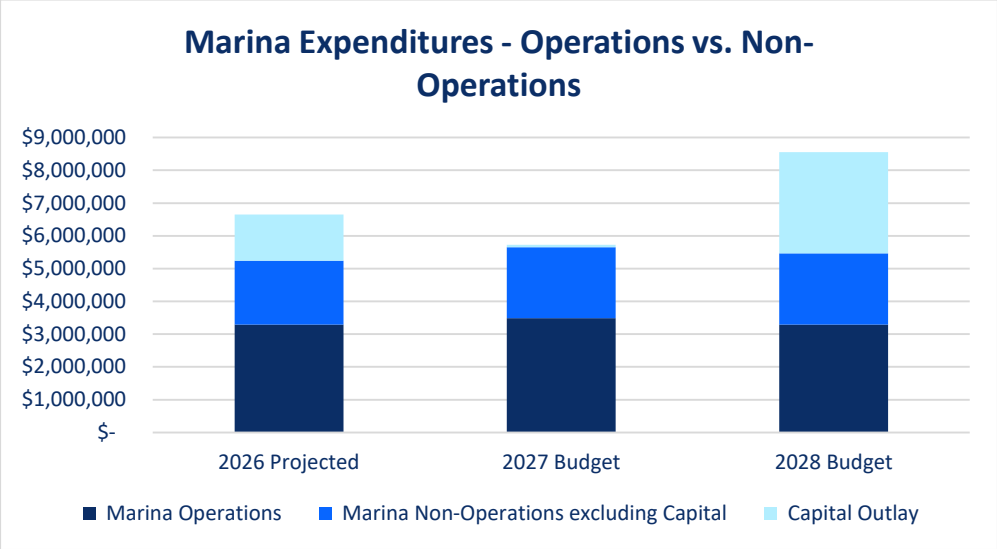
Revenue



	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
Moorage	3,394,580	4,594,300	3,664,623	3,992,600	4,218,100	9%	6%
Fuel Sales	1,384,975	1,729,500	1,592,645	1,612,000	1,645,400	1%	2%
Leases and Concessions	311,081	351,052	338,093	309,352	322,477	-9%	4%
Utilities and Resale Services	84,671	130,320	102,676	109,500	109,500	7%	0%
Other Marina Charges and Services	82,810	75,825	124,447	71,425	71,025	-43%	-1%
Interest Revenue	433,161	40,000	125,000	200,000	200,000	60%	0%
Miscellaneous	105	-	2	-	-	-100%	-
Total Revenue:	**$ 5,710,049**	**$ 6,920,997**	**$ 6,047,485**	**$ 6,294,877**	**$ 6,566,502**	**4%**	**4%**

Marina revenue is primarily generated from moorage and fuel sales, which together account for the majority of operating revenue. Moorage revenue is budgeted at approximately $4.0 million in 2027 and $4.2 million in 2028, reflecting continued growth in the Marina's largest revenue source. Fuel sales are budgeted at approximately $1.6 million annually. Overall revenue is projected to increase approximately 4% in each year of the biennium.

Expenditures



	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Marina Operations							
Salaries and Benefits	1,345,736	1,503,387	1,390,327	1,751,632	1,843,446	26%	5%
Fuel for Resale	1,167,448	1,332,100	1,284,193	1,212,100	1,332,100	-6%	10%
Supplies	101,145	142,125	106,655	123,260	125,310	16%	2%
Utilities	78,252	95,290	88,435	64,040	64,040	-28%	0%
Repairs and Maintenance	58,474	80,901	65,449	39,902	39,901	-39%	0%
Professional and Contractual Services	321,957	605,506	354,826	815,830	395,030	130%	-52%
Total Marina Operations	**3,073,013**	**3,759,309**	**3,289,885**	**4,006,764**	**3,799,827**	**22%**	**-5%**
Marina Non-Operations							
Insurance	202,980	213,129	213,129	263,496	275,527	24%	5%
Interfund Charges	849,826	637,970	637,970	805,057	794,127	26%	-1%
Debt Service	1,170,834	1,100,399	1,040,400	1,041,672	1,042,398	0%	0%
Capital Outlay	9,965,736	880,000	1,411,500	73,000	3,091,000	-95%	4134%
Total Marina Non-Operations	**12,189,376**	**2,831,498**	**3,302,999**	**2,183,225**	**5,203,052**	**-34%**	**138%**
Total Expenditures:	**$ 15,262,389**	**$ 6,590,807**	**$ 6,592,885**	**$ 6,189,989**	**$ 9,002,879**	**-6%**	**45%**

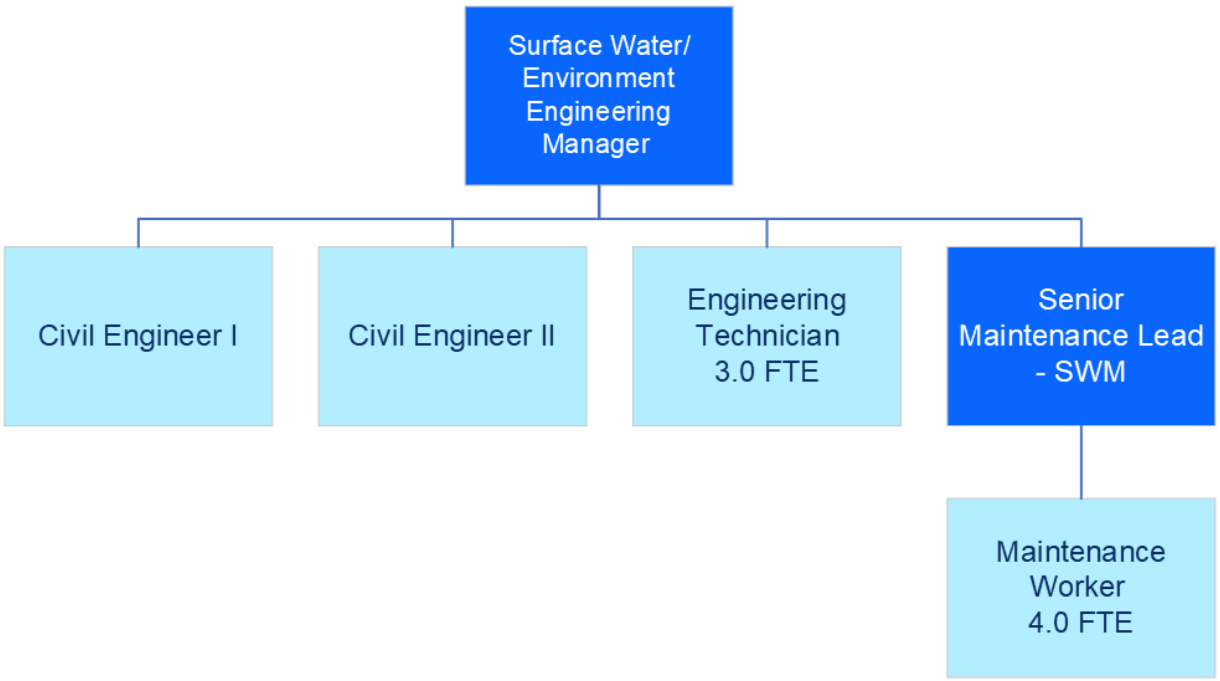
Marina operating expenditures are budgeted at approximately $4.0 million in 2027 and $3.8 million in 2028. Professional and contractual services increase significantly in 2027, primarily reflecting consulting and planning costs associated with the Marina Master Plan and Marina Seawall Project. Non-operating expenditures include insurance, interfund charges, debt service, and capital improvements. Capital outlay increases to approximately $3.1 million in 2028, primarily reflecting planned expenditures associated with the Marina Seawall project.

Ending Cash Balance Summary

The Marina Fund is projected to end 2027 with a cash balance of $9,790,794 and 2028 with a cash balance of $7,296,416. The decrease in cash during 2028 primarily reflects the planned use of accumulated resources to support capital improvements, including the Marina Seawall Project.

The Surface Water Management (SWM) Fund accounts for revenues and expenditures associated with the operation, maintenance, improvement, and construction of the City's surface water management system. The fund supports activities designed to manage stormwater runoff, maintain drainage infrastructure, reduce flooding, protect water quality, and meet applicable environmental and regulatory requirements. Revenues are primarily derived from surface water management fees and are used to support ongoing system operations as well as capital improvements to the City's stormwater infrastructure.

Organizational Chart



Note: The organizational chart reflects the primary staffing structure of the Surface Water Management (SWM) division within the Public Works Department. The FTE schedule also includes allocations of other Public Works personnel who provide services to SWM but have responsibilities across multiple Public Works functions. Accordingly, the organizational chart and FTE schedule may not directly correspond.

Full-Time Equivalents (FTEs)

	2026	2027 Budget			2028 Budget		
Position	**FTE**	**FTE**	**Salaries**	**Benefits**	**FTE**	**Salaries**	**Benefits**
Surface Water Management - Engineering							
Public Works Director	0.30	0.30	64,181	20,675	0.30	65,784	21,266
Administrative Assistant	0.25	0.25	23,145	9,830	0.25	23,724	10,228
Surface Water/Environmental Engineering Manager	1.00	0.85	151,878	49,650	0.85	155,675	51,711
Civil Engineer I	1.00	1.00	114,920	21,621	1.00	129,866	22,872
Civil Engineer II	1.00	1.00	126,699	33,081	1.00	129,866	33,438
GIS Administrator	0.40	0.40	47,542	14,918	0.40	48,731	15,589
Engineering Technician	3.00	3.00	313,848	125,162	3.00	321,694	130,361
Total Surface Water Management - Engineering	**6.95**	**6.80**	**842,213**	**274,937**	**6.80**	**875,340**	**285,465**
Surface Water Management - Maintenance							
Administrative Assistant	0.15	0.15	13,887	5,898	0.15	14,234	6,137
Maintenance Superintendent	0.30	0.30	47,201	16,570	0.30	50,801	17,657
Assistant Maintenance Superintendent	0.30	-	-	-	-	-	-
Senior Maintenance Lead	1.00	1.00	111,075	38,372	1.00	114,407	40,151
Maintenance Specialist	1.00	1.00	101,676	42,846	1.00	104,727	44,666
Maintenance Worker	4.00	4.00	346,394	69,530	4.00	347,934	72,609
Total Surface Water Management - Maintenance	**6.75**	**6.45**	**620,233**	**173,216**	**6.45**	**632,103**	**181,220**
Department Total	**13.70**	**13.25**	**$1,462,446**	**$448,153**	**13.25**	**$1,507,443**	**$466,685**

Note: Position costs shown in the FTE schedule reflect the budgeted allocation of salaries and benefits by position and may not directly correspond to the related expenditure categories in the department budget. Benefit costs include medical premiums as well as retirement, payroll taxes, workers' compensation, and other employee benefits. While medical premiums are projected to increase by approximately 10% to 16%, changes in total benefit costs are lower because medical premiums represent only one component of overall employee benefits.

Staffing: Beginning in 2027, the Assistant Maintenance Superintendent is dedicated to parks maintenance and is no longer allocated to the Surface Water Management Fund. Other staffing changes primarily reflect adjustments in the allocation of shared Public Works personnel.

Revenue

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
Surface Water Management Fees	5,610,507	5,896,957	5,778,822	6,043,550	6,123,590	5%	1%
Engineering, Permit and Connection Fees	869,747	90,950	328,173	160,950	162,950	-51%	1%
Grants	846,236	1,408,000	614,819	1,605,000	285,000	161%	-82%
Interest Revenue	444,047	300,000	333,035	300,000	300,000	-10%	0%
Miscellaneous Revenue	5,039	-	16,113	15,000	15,000	-7%	0%
Transfers in from REET 1 Fund	-	-	177,000	-	-	-100%	-
Total Revenue:	**$ 7,775,575**	**$ 7,695,907**	**$ 7,247,961**	**$ 8,124,500**	**$ 6,886,540**	**12%**	**-15%**

Surface Water Management fees provide the primary ongoing revenue source for the fund and are budgeted to remain relatively stable during the biennium. Grant revenues fluctuate from year to year based on the timing and funding of eligible capital projects. Engineering, permit, and connection fee revenues may also vary depending on development activity.

Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Surface Water Management Operations							
Salaries and Wages	1,457,939	1,653,964	1,458,242	1,497,192	1,535,063	3%	3%
Benefits	505,139	491,636	500,167	453,171	467,416	-9%	3%
Supplies	81,371	128,050	89,441	125,775	127,895	41%	2%
Professional Services	1,222,374	1,392,882	1,293,586	1,286,900	1,394,400	-1%	8%
Utilities	14,871	16,315	15,896	16,140	16,465	2%	2%
Stormwater Maintenance and Disposal	150,236	182,000	109,417	332,000	337,000	203%	2%
Other Services and Charges	30,621	61,896	103,183	51,396	57,071	-50%	11%
Total SWM Operations	**3,462,551**	**3,926,743**	**3,569,932**	**3,762,574**	**3,935,310**	**5%**	**5%**
Surface Water Management Non-Operations							
Interfund Services and Allocations	1,012,635	802,344	802,344	877,388	897,921	9%	2%
Transfers Out to Other Funds	6,000	88,000	193,056	88,000	88,000	-54%	0%
Capital Outlay	3,448,227	4,957,000	2,700,000	5,270,338	2,642,628	95%	-50%
Total SWM Non-Operations	**4,466,862**	**5,847,344**	**3,695,400**	**6,235,726**	**3,628,549**	**69%**	**-42%**
Total Expenditures:	**$ 7,929,414**	**$ 9,774,088**	**$ 7,265,332**	**$ 9,998,300**	**$ 7,563,859**	**38%**	**-24%**

Operating expenditures are expected to remain relatively consistent during the 2027–2028 biennium, with increases primarily reflecting stormwater maintenance and disposal costs and normal changes in personnel and operating costs. Stormwater maintenance and disposal costs increase beginning in 2027, primarily due to the addition of tree canopy maintenance. Capital outlay varies significantly from year to year based on the timing and scope of planned surface water management capital projects.

Ending Cash Balance Summary

The Surface Water Management Fund is projected to end 2027 with a cash balance of $8,597,092 and 2028 with a cash balance of $7,919,772. The change in cash reflects the timing of planned capital expenditures and associated funding during the biennium.

The Equipment Rental Operations Fund accounts for the revenues and expenditures associated with the maintenance and operation of the City's vehicle and equipment fleet. The fund supports City departments by providing routine maintenance, repairs, parts, fuel, and other services necessary to keep City vehicles and equipment safe, reliable, and operational.

Full-Time Equivalents (FTEs)

	2026	2027 Budget			2028 Budget		
Position	**FTE**	**FTE**	**Salaries**	**Benefits**	**FTE**	**Salaries**	**Benefits**
Equipment Rental Maintenance							
Public Works Director	0.05	0.05	10,697	3,445	0.05	10,964	3,542
Administrative Assistant	0.07	0.07	6,481	2,752	0.07	6,643	2,863
Maintenance Superintendent	0.10	0.10	15,734	5,524	0.10	16,934	5,886
Assistant Maintenance Superintendent	0.10	-	-	-	-	-	-
Lead Mechanic	1.00	1.00	100,118	31,672	1.00	102,621	32,493
Mechanic	1.00	1.00	90,822	16,562	1.00	102,621	17,989
Department Total	**2.32**	**2.22**	**$ 223,852**	**$ 59,955**	**2.22**	**$ 239,783**	**$ 62,773**

Revenue

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Charges for Services							
Fuel Sales	253,509	295,000	287,006	295,000	295,000	3%	0%
Interfund Assessment	780,476	788,606	788,606	469,995	469,995	-40%	0%
Total Charges for Services:	**1,033,985**	**1,083,606**	**1,075,612**	**764,995**	**764,995**	**-29%**	**0%**
Miscellaneous							
Interest Revenue	9,403	1,500	5,642	1,500	1,500	-73%	0%
Other Miscellaneous	353	-	40,000	-	-	-100%	-
Total Miscellaneous:	**9,756**	**1,500**	**45,642**	**1,500**	**1,500**	**-97%**	**0%**
Other Financing Sources							
Insurance Recoveries	6,498	-	1,000	-	-	-100%	-
Total Other Financing Sources:	**6,498**	**-**	**1,000**	**-**	**-**	**-100%**	**-**
Total Revenue:	**$ 1,050,240**	**$ 1,085,106**	**$ 1,122,254**	**$ 766,495**	**$ 766,495**	**-32%**	**0%**

Revenue for the Equipment Rental Operations Fund is primarily generated through charges to City departments for equipment maintenance and fuel. Interfund assessments are budgeted at approximately $470,000 annually in 2027 and 2028, while fuel sales are budgeted at $295,000 each year. The decrease in total revenue from 2026 reflects a reduction in the interfund assessment used to recover the cost of providing equipment maintenance services to City departments.

Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Equipment Rental Operations							
Salaries	182,486	238,156	189,785	233,184	247,756	23%	6%
Benefits	68,297	79,374	70,346	60,155	62,773	-14%	4%
Supplies	350,312	413,984	355,476	418,984	428,984	18%	2%
Services	124,053	131,815	118,569	160,801	134,493	36%	-16%
Machinery and Equipment	10,281	-	-	-	-	-	-
Operating Lease	602	-	-	-	-	-	-
Total Expenditures:	**$ 736,030**	**$ 863,329**	**$ 734,176**	**$ 873,124**	**$ 874,006**	**19%**	**0%**

Expenditures support the operation and maintenance of the City's vehicle and equipment fleet, including personnel, fuel, parts, repairs, and other operating costs. Personnel costs primarily support two mechanics responsible for maintaining and repairing the City's fleet. Total expenditures are budgeted at approximately $872,000 in 2027 and $874,000 in 2028. Supplies represent the largest expenditure category and include fuel, parts, and materials. Expenditure levels generally reflect the maintenance and operating needs of the vehicles and equipment included in the City's fleet asset schedule.

Ending Cash Balance Summary

The Equipment Rental Operations Fund is projected to end 2027 with a cash balance of $717,392. and 2028 with a cash balance of $609,881. Changes in the fund's cash balance generally reflect the maintenance and operating requirements associated with the City's fleet asset schedule.

The Equipment Rental Replacement Fund accounts for the revenues and expenditures associated with the planned replacement of the City's vehicle and equipment fleet. The fund provides resources for the timely replacement of vehicles and equipment based on their anticipated useful lives and the City's fleet asset replacement schedule.

Revenue and Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
Interfund Assessment	2,200,778	1,251,565	1,251,565	1,659,538	1,639,632	33%	-1%
Interest Revenue	157,566	60,000	118,174	120,000	120,000	2%	0%
Gain/(Loss) on Disposal of Capital Asset	43,574	-	-	-	-	-	-
Transfer in from ARPA Fund	37,733	-	-	-	-	-	-
Total Revenue:	**2,439,651**	**1,311,565**	**1,369,740**	**1,779,538**	**1,759,632**	**30%**	**-1%**
Equipment Replacement							
Court	-	70,000	-	-	-	-	-
Equipment Rental Operations	-	-	-	-	90,000	-	-
Marina	2,809	483,000	24,666	50,000	-	103%	-100%
Parks	127,473	196,000	-	120,000	-	-	-100%
Planning, Building, Public Works	42,438	35,000	49,511	45,000	50,000	-9%	11%
Police	494,938	495,000	544,431	630,000	625,000	16%	-1%
Recreation	-	45,000	-	-	68,000	-	-
Senior Services	-	45,000	64,000	-	-	-100%	-
Streets	135,167	218,600	191,867	358,000	50,000	87%	-86%
Surface Water Management	135,167	300,000	650,000	365,000	-	-44%	-100%
Total Expenditures:	**937,992**	**1,887,600**	**1,524,476**	**1,568,000**	**883,000**	**3%**	**-44%**
Net Change in Cash:	**$ 1,501,659**	**$ (576,035)**	**$ (154,736)**	**$ 211,538**	**$ 876,632**		

Revenue: Revenue for the Equipment Rental Replacement Fund is primarily generated through interfund assessments charged to City departments to fund the future replacement of vehicles and equipment. Beginning with the 2027–2028 biennium, the City is transitioning the methodology used to calculate these assessments from the historical cost of vehicles and equipment to their estimated fair market value. This approach is intended to better align replacement funding with the current cost of the City's fleet and equipment. Interfund assessments are budgeted at approximately $1.7 million annually in 2027 and 2028. Interest earnings provide an additional source of revenue as accumulated replacement reserves are held until scheduled purchases occur.

Expenditures: Expenditures represent the scheduled replacement of vehicles and equipment based on the City's fleet asset replacement schedule. Replacement expenditures are budgeted at approximately $1.6 million in 2027 and $883,000 in 2028, with the timing and amount varying based on the vehicles and equipment scheduled for replacement in each year. Police vehicles represent the largest replacement category in both years, while significant Street and Surface Water Management replacements are also planned for 2027.

Ending Cash Balance Summary

The Equipment Rental Replacement Fund is projected to end 2027 with a cash balance of $4,613,684 and 2028 with a cash balance of $5,490,316. The fund intentionally accumulates resources over time to provide funding for future vehicle and equipment replacements identified in the City's fleet asset replacement schedule.

The Facility Repair and Replacement Fund accounts for the revenues and expenditures associated with major maintenance, improvements, and replacement of City facilities. The fund provides resources for significant facility repairs and capital improvements that extend the useful life, maintain the condition, or replace major components of City-owned facilities.

Revenue and Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
State Grants	213,551	-	-	-	-	-	-
Interfund Assessment	112,150	112,150	112,150	-	-	-100%	-
Interest Revenue	16,689	15,000	12,517	-	-	-100%	-
Insurance Recoveries	102,092	-	-	-	-	-	-
Transfer in from ARPA Fund	56,544	-	-	-	-	-	-
Transfer in from REET 1 Fund	-	332,000	50,000	96,000	-	92%	-
Transfer in from REET 2 Fund	-	-	288,000	121,000	-	-58%	-
Total Revenue:	**501,026**	**459,150**	**462,667**	**217,000**	**-**	**-53%**	**-100%**
Facility Repair and Replacement							
Salaries and Wages	3,481	7,595	4,351	-	-	-100%	-
Benefits	2,465	2,263	3,083	-	-	-100%	-
Supplies	-	-	-	-	-	-	-
Services	47,663	-	-	145,000	-	-	-100%
Capital Outlay	223,953	135,000	84,452	278,000	-	229%	-100%
Transfers Out to Municipal Capital Imp Fund	384	-	-	-	-	-	-
Total Expenditures:	**277,945**	**144,858**	**91,886**	**423,000**	**-**	**360%**	**-100%**
Net Change in Cash:	**$ 223,081**	**$ 314,292**	**$ 370,781**	**$ (206,000)**	**$ -**		

Revenue: Revenue for the Facility Repair and Replacement Fund has historically included interfund assessments and other funding sources used to support major facility repair and replacement needs. No interfund assessments are budgeted for 2027 or 2028 while the City evaluates and clarifies the long-term purpose, funding methodology, and use of the fund. Revenue budgeted in 2027 consists of transfers from the REET 1 and REET 2 Funds to support planned facility projects.

Expenditures: Expenditures in 2027 provide funding for planned major facility repairs and improvements. No expenditures are budgeted in 2028 while the City evaluates the future role of the fund and develops a more systematic approach for identifying, scheduling, and funding major facility repair and replacement needs.

Ending Cash Balance Summary

The Facility Repair and Replacement Fund is projected to end both 2027 and 2028 with a cash balance of $706,752. The existing cash balance will be retained while the City evaluates the fund's long-term role and develops an approach for addressing future facility repair and replacement needs.

The Computer Replacement Fund accounts for the revenues and expenditures associated with the purchase and replacement of the City's computer hardware and software. The fund provides resources for the planned replacement of technology assets to support reliable and effective technology services throughout the City.

Revenue and Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
Interfund Assessment	199,376	250,000	249,220	201,539	228,656	-19%	13%
Interest Revenue	58,532	30,000	46,209	45,000	45,000	-3%	0%
Total Revenue:	**257,908**	**280,000**	**295,430**	**246,539**	**273,656**	**-17%**	**11%**
Computer Replacement							
Software	-	60,000	-	-	-	-	-
Software - Perpet Lic < $5,000	45,235	70,000	45,235	-	-	-100%	-
Server Equipment < $5,000	-	20,000	-	-	-	-	-
Hardware < $5,000	441	70,000	25,000	-	-	-100%	-
Other Systems < $5,000	40,177	-	13,200	-	-	-100%	-
Police MDC < $5,000	19,365	-	-	-	-	-	-
						-	-
Software - Perpet Lic > $5,000	51,688	50,000	75,000	148,000	50,000	97%	-66%
Server Equipment >$5,000	-	10,000	-	12,000	-	-	-100%
Hardware >$5,000	12,654	45,000	12,654	67,000	55,000	429%	-18%
Other Systems >$5,000	(390)	105,000	-	202,000	-	-	-100%
Police MDC >$5,000	-	25,000	-	-	-	-	-
Total Expenditures:	**169,170**	**455,000**	**171,089**	**429,000**	**105,000**	**151%**	**-76%**
Net Change in Cash:	**$ 88,738**	**$ (175,000)**	**$ 124,340**	**$ (182,461)**	**$ 168,656**		

Revenue: Revenue for the Computer Replacement Fund is primarily generated through interfund assessments charged to City departments to provide for the planned replacement of technology assets. Interfund assessments are budgeted at approximately $202,000 in 2027 and $229,000 in 2028, with interest earnings providing an additional source of revenue. Assessment levels reflect the anticipated funding needs of technology assets accounted for within the Computer Replacement Fund.

Expenditures: Expenditures provide for the planned replacement of computer hardware, software, servers, and other technology assets. As part of the 2027–2028 budget process, the City clarified the accounting treatment for technology-related expenditures to provide greater consistency in determining which costs are recorded in the General Fund and which are accounted for in the Computer Replacement Fund. As a result, comparisons with the 2026 budget and projected activity may reflect changes in accounting treatment as well as changes in planned technology purchases. Expenditures are budgeted at $429,000 in 2027 and $105,000 in 2028 based on the anticipated timing of technology replacements.

Ending Cash Balance Summary

The Computer Replacement Fund is projected to end 2027 with a cash balance of $1,380,046 and 2028 with a cash balance of $1,548,702. The fund maintains accumulated resources to provide for the planned replacement of technology assets as replacement needs occur.

The Self-Insurance Fund accounts for the revenues and expenditures associated with the City's insurance, claims, legal costs, and risk management activities. The fund provides resources to manage the City's exposure to financial loss and support the costs associated with insurance coverage, claims administration, and risk mitigation.

Revenue and Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
Interfund Assessment	1,144,972	1,165,220	1,165,220	1,274,564	1,332,754	9%	5%
Interest Revenue	6,817	1,500	4,090	2,000	2,000	-51%	0%
Other Miscellaneous Revenues	1,961	-	-	-	-	-	-
Total Revenue:	**1,153,750**	**1,166,720**	**1,169,310**	**1,276,564**	**1,334,754**	**9%**	**5%**
Expenditures							
Insurance	1,124,785	1,202,220	1,181,025	988,456	1,037,878	-16%	5%
Settlements	2,500	-	221	-	-	-100%	-
Professional Services	57,384	111,000	57,384	120,000	120,000	109%	0%
Small Tools & Equipment	135	-	-	-	-	-	-
Total Expenditures:	**1,184,804**	**1,313,220**	**1,238,630**	**1,108,456**	**1,157,878**	**-11%**	**4%**
Net Change in Cash:	**$ (31,055)**	**$ (146,500)**	**$ (69,320)**	**$ 168,108**	**$ 176,876**		

Revenue: Revenue for the Self-Insurance Fund is primarily generated through interfund assessments charged to City departments to support the City's insurance and risk management costs. Assessments are budgeted at approximately $1.3 million annually in 2027 and 2028 and are structured to gradually strengthen the fund's cash position. Building the fund's cash balance will improve cash management by providing sufficient resources at year-end to support the City's annual insurance payment due early in the following year.

Expenditures: Expenditures primarily consist of the City's annual insurance premiums and professional services related to legal and risk management activities. Based on preliminary information provided by the City's insurance provider, insurance costs are expected to decrease in 2027.

Ending Cash Balance Summary

The Self-Insurance Fund is projected to end 2027 with a cash balance of $731,304 and 2028 with a cash balance of $908,180. The planned increase in cash is intended to strengthen the fund's cash position over time so that sufficient resources are available at year-end to pay the annual insurance premium due early in the following year.

The Unemployment Insurance Fund accounts for the revenues and expenditures associated with unemployment compensation claims. The fund provides resources to reimburse the State for eligible unemployment benefits paid to former City employees.

Revenue and Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
Interfund Assessment	45,557	45,000	45,000	48,000	48,000	7%	0%
Interest Revenue	24,099	10,000	16,066	17,000	17,000	6%	0%
Total Revenue:	**69,656**	**55,000**	**61,066**	**65,000**	**65,000**	**6%**	**0%**
Expenditures							
Unemployment Insurance Claims	99,016	50,000	16,503	20,000	20,000	21%	0%
Total Expenditures:	**99,016**	**50,000**	**16,503**	**20,000**	**20,000**	**21%**	**0%**
Net Change in Cash:	**$ (29,360)**	**$ 5,000**	**$ 44,563**	**$ 45,000**	**$ 45,000**		

Revenue: Revenue for the Unemployment Insurance Fund is primarily generated through interfund assessments charged to City departments to fund unemployment compensation claims. Assessments are budgeted at $48,000 annually in 2027 and 2028, with interest earnings providing an additional source of revenue.

Expenditures: Expenditures consist of reimbursements for unemployment compensation claims and can vary from year to year based on the number and amount of eligible claims. Claims expenditures are budgeted at $20,000 annually in 2027 and 2028.

Ending Cash Balance Summary

The Unemployment Insurance Fund is projected to end 2027 with a cash balance of $645,099 and 2028 with a cash balance of $690,099. The fund maintains accumulated resources for unemployment compensation claims in accordance with the reserve requirements established by City code.

Departments

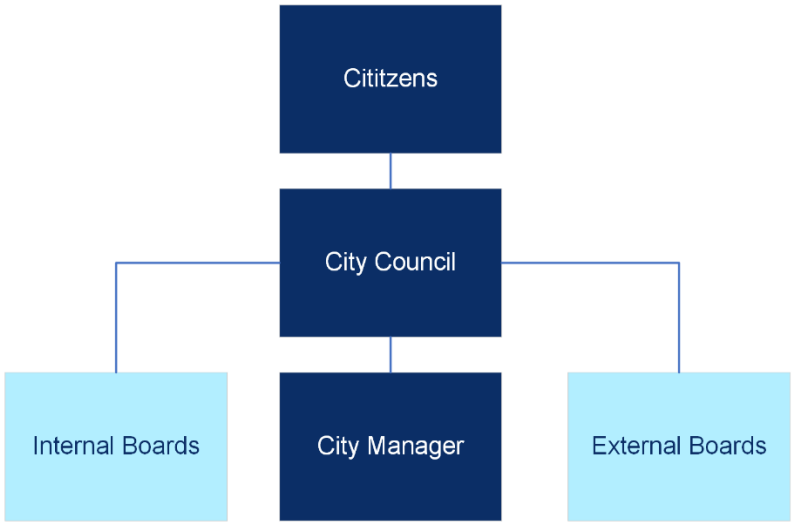
- City Council
- City Manager's Office
- Communications
- City Clerk
- Human Resources
- Finance
- Information Technology
- Legal
- Municipal Court
- Police
- Public Works
- Parks and Recreation
- Community Development
- Non-Departmental

Department Overview

The City operates under a Council-Manager form of government. The City Council consists of seven members elected to four-year, overlapping terms. The Mayor is elected by the City Council and has the same voting authority as other Councilmembers, with no veto power. The City Council appoints the City Manager to serve as the City's chief executive officer.

The City Council provides policy direction and legislative leadership for the City. Its responsibilities include adopting ordinances, overseeing municipal finances, approving contracts and the acquisition or conveyance of property, and adopting and amending the City's Comprehensive Plan. The Council also provides leadership in establishing City priorities and supporting efforts to strengthen and diversify the local economy.

Organizational Chart



Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
City Council Expenditures							
Salaries	56,350	74,000	59,925	64,000	64,000	7%	0%
Benefits	4,716	6,008	5,036	6,008	6,008	19%	0%
Supplies	1,990	500	3,000	775	775	-74%	0%
Services	8,138	13,800	20,830	25,200	22,200	21%	-12%
Total Expenditures:	**$ 71,194**	**$ 94,308**	**$ 88,791**	**$ 95,983**	**$ 92,983**	**8%**	**-3%**

City Council expenditures primarily support compensation, benefits, and costs associated with carrying out the Council's legislative and policy-making responsibilities. Services expenditures include professional development, conferences, and travel associated with Council participation in municipal government organizations and events. The 2027 and 2028 budgets provide funding for these activities based on anticipated Council participation and related costs.



City Manager
Katherine Caffrey

Department Overview

The City Manager is the City's chief executive officer. The City Council appoints the City Manager. The City Manager carries out Council policy, oversees daily operations, and leads all City departments through their directors. The City Manager's Office connects the organization with the City Council and with Des Moines residents, businesses, and visitors.

Mission

The City Manager's Office carries out the vision and policies of the City Council. We provide ethical leadership, strong Council support, and responsible stewardship of public resources. We serve residents, businesses, elected officials, partner agencies, volunteers, and City employees with care, integrity, and teamwork.

Office Structure

The City Manager's Office is part of the Executive Department, along with the City Clerk's Office. It is funded by the General Fund. Staff include the City Manager, Assistant City Manager, City Clerk's Office staff, and Communications. All department directors report through the City Manager's Office.

The office's primary responsibilities include:

- **Strategic leadership:** Leading implementation of *Charting Our Course*, the City's first strategic plan, adopted in 2026. This includes aligning department work plans and the budget with the plan's six focus areas.
- **Council support:** Advising the City Council on policy, presenting options and recommendations, and supporting the Council's legislative and administrative work.
- **Budget leadership:** Guiding the biennial budget process, aligning it with Council priorities, and presenting the proposed budget to the Council.
- **Intergovernmental relations:** Representing the City with regional, state, and federal partners. This includes advancing the City's legislative agenda and advocating on airport impacts.
- **Communications:** Overseeing the City's communications, including the website, social media, and print publications.

2025 – 2026 Major Accomplishments

- **Guided development and adoption of *Charting Our Course*, the City's first strategic plan,** taking the Council and community through goal setting to produce a shared set of priorities for the organization.
- **Led a new biennial budget process** that ties spending decisions to Council priorities and gives department directors a greater role in building and managing their budgets, raising financial awareness and accountability across the organization.

- **Directed the City's response to the Sea-Tac Airport SAMP,** coordinating technical review across departments and with outside counsel, and advancing the City's position with the Port of Seattle and regional partners.
- **Secured Des Moines's selection as one of four sites nationally for the Counselors of Real Estate Transforming Neighborhoods program,** bringing a Consulting Corps team of outside real estate experts to the City to assess the downtown core and marina district and deliver independent revitalization recommendations.
- **Facilitated the City's all-employee feedback effort** by coordinating listening sessions and identifying opportunities to improve employee engagement and organizational effectiveness.
- **Improved and standardized City Council agenda processes,** including new procedures, timelines, templates, and meeting scripts to improve the accuracy and efficiency of agenda preparation and meeting support.

2027 – 2028 Goals & Priorities

Goal	Strategic Plan Focus Area
Carry out Council direction by turning Council priorities and policy decisions into clear work plans, assignments, and timelines.	Organizational Excellence
Lead implementation of *Charting Our Course* by aligning department work plans and budget requests with the plan's goals and strategies.	Organizational Excellence (supports all six)
Report progress on priority initiatives by creating a regular status update and performance tracking tool for the Council and the public.	Organizational Excellence; Engaged and Thriving Community
Deliver high-quality services efficiently by reviewing operations for cost savings and better ways to serve customers.	Financial Stability; Organizational Excellence
Strengthen the City's long-term financial position by addressing the structural gap between revenue and expense growth and building fund balance, consistent with Council direction.	Financial Stability
Advance downtown, waterfront, and Pacific Highway revitalization through business outreach, partnerships such as the Transforming Neighborhoods program, and land use and infrastructure planning.	Economic Vitality
Protect the community from airport impacts by advocating with the Port of Seattle, the FAA, and state and federal partners.	Natural and Built Environment; Engaged and Thriving Community

Goal	Strategic Plan Focus Area
Advance the City's legislative agenda by working with the City's state and federal advocates and regional partners.	Financial Stability; Economic Vitality
Lead clear, timely communications on high-profile issues, both internally with staff and externally with the community.	Engaged and Thriving Community
Make it easier for the public to find information and engage with the City through the new website, social media, community events, and other accessible options.	Engaged and Thriving Community
Build a strong workplace culture by acting on employee feedback and supporting staff development.	Organizational Excellence

Organizational Chart



Full-Time Equivalents (FTEs)

	2026	2027 Budget			2028 Budget		
Position	**FTE**	**FTE**	**Salaries**	**Benefits**	**FTE**	**Salaries**	**Benefits**
City Manager	1.00	1.00	276,538	41,200	1.00	283,444	42,260
Assistant City Manager	1.00	1.00	228,087	61,957	1.00	233,784	64,606
Department Total	**2.00**	**2.00**	**$ 504,625**	**$ 103,157**	**2.00**	**$ 517,228**	**$ 106,866**

Note: Position costs shown in the FTE schedule reflect the budgeted allocation of salaries and benefits by position and may not directly correspond to the related expenditure categories in the department budget. Benefit costs include medical premiums as well as retirement, payroll taxes, workers' compensation, and other employee benefits. While medical premiums are projected to increase by approximately 10% to 16%, changes in total benefit costs are lower because medical premiums represent only one component of overall employee benefits.

Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Expenditures							
Salaries	548,570	510,832	491,828	498,587	507,165	1%	2%
Benefits	94,327	119,582	97,501	103,157	103,841	6%	1%
Supplies	5,064	2,000	5,064	1,600	1,775	-68%	11%
Services	238,299	176,475	180,042	162,447	165,872	-10%	2%
Total Expenditures:	**$ 886,261**	**$ 808,889**	**$ 774,436**	**$ 765,791**	**$ 778,653**	**-1%**	**2%**

City Manager's Office expenditures are expected to remain relatively stable during the 2027–2028 biennium. Services expenditures decrease in 2027 as part of expenditure reductions incorporated into the budget to align ongoing costs with available resources. Expenditures remain relatively stable in 2028.

Department Overview

Communications is dedicated to fostering transparent, effective, and inclusive communication between the city and our community. The goal is to provide timely and accurate information, engage citizens, and promote civic participation. Our mission is to enhance public understanding of city services, initiatives, and opportunities, ensuring that every resident feels informed and connected to their local government.

- **Information Dissemination**: Provide clear and timely updates about city services, policies, and initiatives through various channels, including press releases, newsletters, social media, and the city website.
- **Public Engagement**: Engage citizens in meaningful dialogue, hosting community forums, workshops, and outreach events. By listening to the voices of our residents, we can better understand their needs and concerns.
- **Crisis Communication**: In times of emergency or urgent situations, we are responsible for delivering accurate information swiftly to ensure public safety and awareness with collaboration from the affected departments.
- **Media Relations**: Maintain strong relationships with local media outlets and news, facilitating coverage of city events, initiatives, and accomplishments. By fostering positive media interactions, we help amplify the city's message.
- **Brand Management**: Actively work to cultivate a positive image of Des Moines by promoting its achievements, events, and unique attributes. Our branding efforts aim to enhance community pride and attract visitors and businesses.
- **Digital Communication**: Use social media platforms and the city website to engage with residents and share information.

2025 – 2026 Major Accomplishments

- Website redesign
- In-house production of the City Currents
- 2nd Annual Non-Profit Summit
- New agenda management software
- Communication branding and guidelines

2027 – 2028 Goals & Priorities

- **Downtown Beautification** – Revitalize downtown to be vibrant and provide a range of amenities that meet the needs and wants of a growing community
  Strategic Priority: Economic Vitality

- **In-house production of the City Currents** – Use resources wisely and manage costs
  Strategic Priority: Financial Stability

- **Website re-design and continual updates** – Make it easy for people to find information and stay connected through modern, user-friendly tools that are accessible for all.
  Strategic Priority: Engaged and Thriving Community

- **Internal employee newsletter** – Promote employee engagement through communication, recognition, and feedback
  Strategic Priority: Organizational Excellence

Organizational Chart



Full-Time Equivalents (FTEs)

	2026	2027 Budget			2028 Budget		
Position	**FTE**	**FTE**	**Salaries**	**Benefits**	**FTE**	**Salaries**	**Benefits**
Director of Community/Administrative Services*	0.50	0.10	74,080	-	-	-	-
Communications Manager	-	1.00	138,547	37,011	1.00	149,104	39,832
Communications Program Analyst	0.75	0.75	77,356	25,280	0.75	79,290	25,913
Department Total	**1.25**	**1.85**	**$ 289,983**	**$ 62,291**	**1.75**	**$ 228,394**	**$ 65,745**

Note: Position costs shown in the FTE schedule reflect the budgeted allocation of salaries and benefits by position and may not directly correspond to the related expenditure categories in the department budget. Benefit costs include medical premiums as well as retirement, payroll taxes, workers' compensation, and other employee benefits. While medical premiums are projected to increase by approximately 10% to 16%, changes in total benefit costs are lower because medical premiums represent only one component of overall employee benefits.

*The Director of Community/Administrative Services is scheduled to retire January 31, 2027. The position is reflected at 0.1 FTE in both Communications and the City Clerk's Office to reflect the allocation of costs through the retirement date.

Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Expenditures							
Salaries	223,406	107,080	175,661	287,317	223,951	64%	-22%
Benefits	35,036	22,748	39,117	62,291	65,745	59%	6%
Supplies	3,988	2,000	7,500	6,000	7,250	-20%	21%
Services	82,545	66,200	92,404	15,450	19,110	-83%	24%
City Currents	61,821	24,000	27,476	37,000	38,000	35%	3%
Total Expenditures:	**$ 406,797**	**$ 222,028**	**$ 342,158**	**$ 408,058**	**$ 354,056**	**19%**	**-13%**

The 2027–2028 budget reflects a change in the staffing structure of the Communications Department, including a dedicated Communications Manager allocated entirely to the department. The 2027 personnel budget also includes costs associated with the January 2027 retirement of the Director of Community/Administrative Services. Services expenditures decrease significantly as communications functions are increasingly supported by dedicated City staff rather than outside services. Funding for the City Currents reflects the continued production and distribution of the City's community newsletter.



City Clerk
Taria Keane

Department Overview

The City Clerk's Office provides legislative, administrative, records management, and public access services that support the City Council, City departments, and the community. The office coordinates the preparation and publication of City Council agendas and meeting materials, prepares and maintains official meeting records, and serves as the custodian of the City's official legislative documents, including ordinances and resolutions.

The City Clerk's Office oversees and coordinates the City's records management and public records disclosure programs, including records retention and disposition, public records requests, and staff guidance and training related to the Public Records Act and records management requirements.

The office also coordinates legal notices, codification of the Des Moines Municipal Code, board and commission recruitment and appointments, and other statutory and administrative functions. The City Clerk's Office provides public-facing services and works to improve access to City information through the City's website, digital records, and other communication tools.

Mission

The mission of the City Clerk's Office is to maintain public trust in the integrity and transparency of local government by implementing local and State requirements for public participation in the decision-making process, maintaining an accurate and accessible archival record of City activities, and facilitating timely public access to City records and information.

Responsibilities

The City Clerk Department provides a variety of services supporting the City Council, City departments, and the public. The department coordinates City Council agendas and meeting materials, prepares official meeting minutes, maintains the City's official legislative and historical records, administers the City's public records program, and supports compliance with records retention and open government requirements.

The department also provides a variety of administrative and public-facing services and continually evaluates processes and technology to improve efficiency, consistency, transparency, and access to City information.

Major Activities

- Provides City Hall customer service and public information.
- Coordinates City Council agendas, meeting packets, minutes, and legislative records.
- Supports the City election process.
- Administers the City's public records disclosure program.
- Coordinates the Citywide records management and retention program.
- Maintains official City records, including ordinances, resolutions, contracts, and meeting records.
- Coordinates legal notices and required public notifications.
- Coordinates codification of the Des Moines Municipal Code.
- Supports recruitment and appointments for City boards, commissions, and committees.
- Provides Open Public Meetings Act, Public Records Act, and records management guidance and training.

2025 – 2026 Major Accomplishments

- Improved and standardized City Council agenda processes, including implementation of new procedures, timelines, templates, meeting scripts, and internal guidance to improve the accuracy and efficiency of agenda preparation and meeting support.

- Enhanced the City's public records and records management processes by updating procedures, developing standardized practices, improving records organization, and expanding tools and resources available to staff for responding to and managing public records.

- Developed and implemented new internal procedures and standardized processes for several City Clerk functions to improve consistency, efficiency, cross-training, and continuity of operations.

2027 – 2028 Goals & Priorities

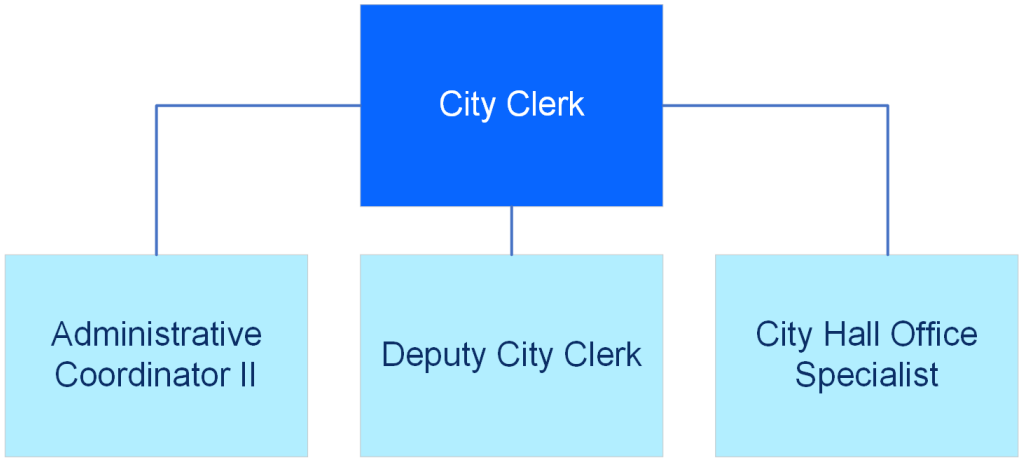
- **Complete and Implement a Citywide Records Management Program**
  Strategic Priority: Organizational Excellence

- **Continue Modernization of Agenda and Legislative Processes**
  Strategic Priority: Organizational Excellence

- **Expand Public Records Training and Compliance**
  Strategic Priority: Organizational Excellence

- **Improve Digital Access to City Records**
  Strategic Priority: Engaged and Thriving Community/Organizational Excellence

Organizational Chart



Full-Time Equivalents (FTEs)

	2026	2027 Budget			2028 Budget		
Position	FTE	FTE	Salaries	Benefits	FTE	Salaries	Benefits
Director of Community/Administrative Services*	0.50	0.10	74,080	-	-	-	-
City Clerk	1.00	1.00	130,572	21,853	1.00	133,836	22,569
Deputy City Clerk	1.00	1.00	108,309	47,368	1.00	111,017	50,302
Administrative Assistant II	1.00	1.00	92,582	16,413	1.00	94,896	16,986
City Hall Office Specialist	0.50	1.00	92,582	50,131	1.00	94,896	52,614
Department Total	**4.00**	**4.10**	**$ 498,125**	**$ 135,765**	**4.00**	**$ 434,645**	**$ 142,471**

Note: Position costs shown in the FTE schedule reflect the budgeted allocation of salaries and benefits by position and may not directly correspond to the related expenditure categories in the department budget. Benefit costs include medical premiums as well as retirement, payroll taxes, workers' compensation, and other employee benefits. While medical premiums are projected to increase by approximately 10% to 16%, changes in total benefit costs are lower because medical premiums represent only one component of overall employee benefits.

*The Director of Community/Administrative Services is scheduled to retire January 31, 2027. The position is reflected at 0.1 FTE in both Communications and the City Clerk's Office to reflect the allocation of costs through the retirement date.

Revenue and Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
Charges for Services	7,206	25,250	17,563	16,355	16,355	-7%	0%
Total Revenue:	**$ 7,206**	**$ 25,250**	**$ 17,563**	**$ 16,355**	**$ 16,355**	**-7%**	**0%**
Expenditures							
Salaries	441,923	389,963	507,091	522,512	455,290	3%	-13%
Benefits	120,586	107,004	142,698	135,765	142,471	-5%	5%
Supplies	2,353	2,250	3,105	2,750	2,750	-11%	0%
Services	12,105	10,575	15,408	17,250	11,400	12%	-34%
Total Expenditures:	**$ 576,967**	**$ 509,792**	**$ 668,303**	**$ 678,277**	**$ 611,911**	**1%**	**-10%**

Revenue: The City Clerk's Office generates service revenue primarily from passport processing, notary services, and photocopying services provided to the public. Revenue from these activities varies based on the volume of services requested.

Expenditures: City Clerk expenditures primarily support staffing and services associated with City Council and legislative activities, records management and public records requests, elections support, and other City Clerk functions. Services and charges include costs associated with records management, codification, public notices, and other professional and contractual services necessary to support department operations.



Assistant City Manager
Adrienne Johnson-Newton

Department Overview

The Human Resources Department is a strategic leader in developing an innovative organization. We are committed to the health, safety, and success of our employees. We work collaboratively with City staff to foster a culture of continuous improvement, wellness, and inclusion. We develop responsible and equitable programs, initiatives, and policies that align with our community's values.

2025 – 2026 Major Accomplishments

- Implemented the NeoGov Applicant Tracking System (ATS), modernizing the City's recruitment process and establishing tools to track key workforce metrics such as time-to-fill, turnover, retention, and standardized exit interview data to support continuous improvement.
- Facilitated the City's all-employee feedback survey by coordinating employee listening sessions, gathering feedback, and identifying opportunities to improve employee engagement and organizational effectiveness.
- Implemented employee medical premium cost sharing for non-represented employees and negotiated medical premium sharing thresholds in two of the City's three largest bargaining agreements to help manage rising healthcare costs and improve long term fiscal sustainability.
- Designed and implemented the City's employee recognition program to celebrate employee tenure milestones and foster a culture of appreciation and engagement.
- Successfully negotiated the Teamsters collective bargaining agreement internally, avoiding outside legal costs while achieving a fiscally responsible agreement that balanced organizational needs with employee priorities.

2027 – 2028 Goals & Priorities

- **Recruit and Retain a High Performing Workforce**
  - Strengthen recruitment strategies and hiring timelines, with a focus on public safety staffing.
  - Implement a modern talent acquisition and onboarding system to improve recruitment efficiency and the candidate experience.

  Strategic Priority: Public Safety / Organizational Excellence

- **Maintain a Competitive and Sustainable Total Compensation Program Initiatives**
  - Regularly review compensation and labor market data to maintain competitiveness and internal equity.
  - Maintain a total compensation strategy aligned with the Council adopted compensation philosophy.

- Support collaborative collective bargaining agreements that recognize employees while maintaining fiscal sustainability.

Strategic Priority: Public Safety / Organizational Excellence

- **Develop and Support Employees**
  - Implement a structured organization wide onboarding program.

Strategic Priority: Organizational Excellence

Organizational Chart



Full-Time Equivalents (FTEs)

	2026	2027 Budget			2028 Budget		
Position	**FTE**	**FTE**	**Salaries**	**Benefits**	**FTE**	**Salaries**	**Benefits**
Senior Human Resources Analyst	1.00	1.00	116,090	28,371	1.00	118,993	28,789
Human Resources Analyst	-	1.00	108,309	28,494	1.00	111,017	29,076
Department Total	**1.00**	**2.00**	**$ 224,399**	**$ 56,865**	**2.00**	**$ 230,010**	**$ 57,865**

Note: Position costs shown in the FTE schedule reflect the budgeted allocation of salaries and benefits by position and may not directly correspond to the related expenditure categories in the department budget. Benefit costs include medical premiums as well as retirement, payroll taxes, workers' compensation, and other employee benefits. While medical premiums are projected to increase by approximately 10% to 16%, changes in total benefit costs are lower because medical premiums represent only one component of overall employee benefits.

Staffing: The 2027 budget converts a part-time extra-hire Human Resources Analyst position to a regular full-time position, providing ongoing capacity to support the City's Human Resources functions.

Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Expenditures							
Salaries	212,765	135,292	244,040	222,021	226,047	-9%	2%
Benefits	52,844	29,223	60,696	56,865	57,865	-6%	2%
Supplies	1,567	1,000	6,000	6,500	6,500	8%	0%
Services	60,171	60,500	41,988	65,100	84,725	55%	30%
Wellness	3,927	500	2,162	3,000	3,000	39%	0%
Safety	496	4,350	496	1,850	1,850	273%	0%
Total Expenditures:	**$ 331,770**	**$ 230,865**	**$ 355,382**	**$ 355,336**	**$ 379,987**	**0%**	**7%**

Human Resources expenditures primarily support personnel costs and professional services associated with recruitment, employee relations, labor relations, compensation, training, and other workforce programs. Services include outside legal and professional assistance, particularly for collective bargaining and other labor-related matters.



Finance Director
Jeff Friend

Department Overview

The Finance Department is responsible for the City's financial stewardship through accounting, budgeting, financial reporting, treasury management, payroll, tax administration, debt and capital asset management, financial forecasting, and the design and monitoring of internal controls. The department also provides financial analysis and decision support to City leadership, ensuring resources are managed responsibly and transparently in accordance with local, state, and federal requirements.

Mission

The Finance Department is committed to promoting the City's long-term financial stability through integrity, accountability, transparency, and exceptional customer service. We provide timely, accurate, and meaningful financial information that supports informed decision-making by City leadership, empowers departments to achieve their goals, and maintains the public's trust.

Key Responsibilities

- Accounts Payable and Accounts Receivable
- Banking and Treasury Management
- Biennial Budget Development and Monitoring
- Capital Asset Accounting
- Cash Management and Investments
- Debt Administration
- Financial Forecasting and Analysis
- Financial Policies and Internal Controls
- Grant Administration and Financial Reporting
- Payroll Administration
- Preparation of the City's Annual Financial Report
- Coordination of the Annual State Auditor's Office Audit
- Quarterly Financial Reporting
- Tax Administration (Business & Occupation, Leasehold, Property, Admissions, and Excise Taxes)
- State and Federal Regulatory Compliance
- Support to City Council and Executive Leadership
- Interfund Cost Allocation and Financial Planning

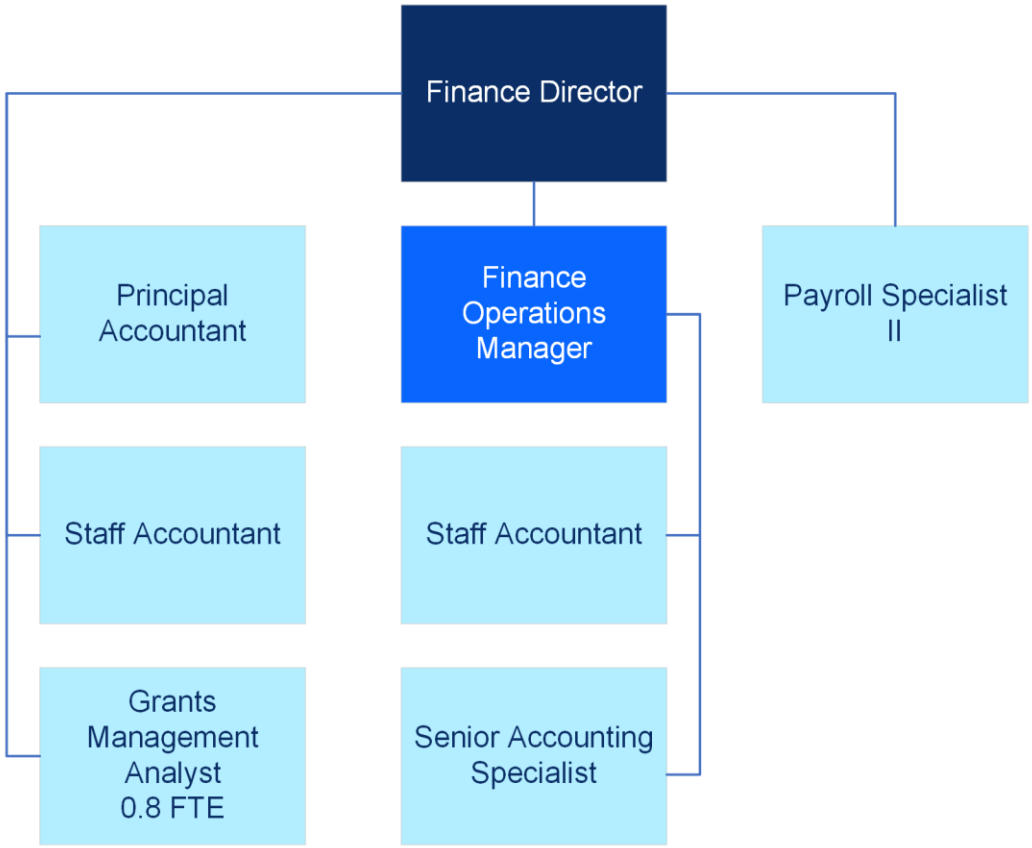
2025 – 2026 Major Accomplishments

- Updated Investment Policy – Received Certification of Excellence Award from Washington Public Treasurers Association (WPTA)
- Received Distinguished Budget Presentation Award from Government Finance Officers Association (GFOA)
- Implemented scheduling in electronic timesheets module
- Expanded electronic pay options for vendors

2027 – 2028 Goals & Priorities

- Increase automation of manual processes related to the City's tax collection functions.
  Strategic priority: Organizational Excellence
- Receive GFOA Distinguished Budget Presentation Award under the revised evaluation criteria
  Strategic priority: Financial Stability
- Identify and implement opportunities to improve Tyler Munis reporting functionality through report development and configuration enhancements.
  Strategic priority: Organizational Excellence
- Strengthen the City's long-term financial forecasting by expanding internal forecasting capabilities and leveraging consultant expertise as needed.
  Strategic priority: Financial Stability

Organizational Chart



Full-Time Equivalents (FTEs)

	2026	2027 Budget			2028 Budget		
Position	FTE	FTE	Salaries	Benefits	FTE	Salaries	Benefits
Finance Director	1.00	1.00	219,283	51,152	1.00	224,761	53,080
Finance Operations Manager	1.00	1.00	152,740	32,733	1.00	156,558	34,137
Principal Accountant	1.00	1.00	130,572	38,969	1.00	133,836	41,063
Senior Accounting Specialist	1.00	1.00	104,134	40,244	1.00	106,738	42,647
Staff Accountant	2.00	2.00	216,618	71,747	2.00	222,034	74,388
Payroll Specialist II	1.00	1.00	108,309	15,975	1.00	111,017	15,528
Grants Management Analyst	1.00	0.80	92,872	43,455	0.80	95,194	45,310
Department Total	**8.00**	**7.80**	**$1,024,528**	**$294,275**	**7.80**	**$1,050,138**	**$306,153**

Note: Position costs shown in the FTE schedule reflect the budgeted allocation of salaries and benefits by position and may not directly correspond to the related expenditure categories in the department budget. Benefit costs include medical premiums as well as retirement, payroll taxes, workers' compensation, and other employee benefits. While medical premiums are projected to increase by approximately 10% to 16%, changes in total benefit costs are lower because medical premiums represent only one component of overall employee benefits.

Staffing: Finance staffing is budgeted at 7.8 FTEs in 2027 and 2028, reflecting the Grants Management Analyst position budgeted at 0.8 FTE.

Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Expenditures							
Salaries	919,964	879,263	932,478	1,016,753	1,034,930	9%	2%
Benefits	289,921	278,212	288,317	294,275	306,153	2%	4%
Supplies	3,645	2,500	3,649	1,650	1,650	-55%	0%
Services	246,685	142,000	153,249	191,010	192,630	25%	1%
Total Expenditures:	**$ 1,460,215**	**$ 1,301,975**	**$ 1,377,693**	**$1,503,688**	**$1,535,363**	**9%**	**2%**

Finance Department expenditures primarily support personnel costs and professional services necessary to administer the City's accounting, budgeting, payroll, treasury, tax administration, financial reporting, audit, and other financial management functions. The increase in Services in 2027 restores funding following reductions made during the prior budget cycle. Services also include specialized professional assistance for financial forecasting, audit support, and other financial functions.



IT Manager
Chris Pauk

Department Overview

The Information Technology Department is responsible for the maintenance of all city computers, servers, and networks; software maintenance services, consulting and programming on new projects; and recovery of data and replacement of damaged hardware.

2025 – 2026 Major Accomplishments

- Successful implementation of Office 365.
- Migration of all City computers to Windows 11.

2027 – 2028 Goals & Priorities

- Office 365 licenses to Microsoft 365 licenses to complete cloud migration and equip employees with the tools, technology, and resources needed to deliver effective services.
  Strategic priority: Organizational Excellence

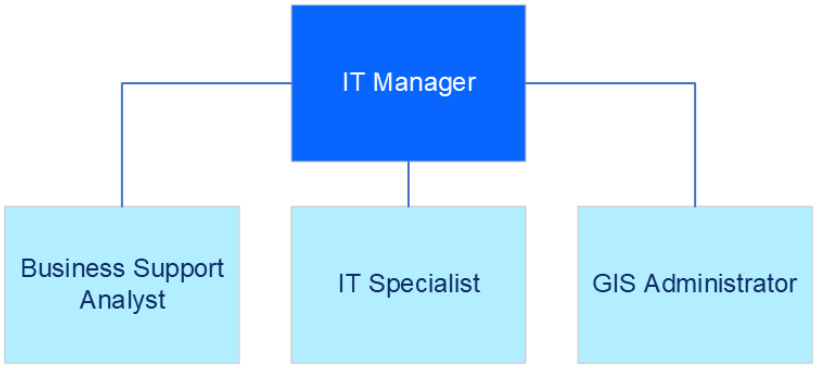
- Server replacement and data migration to SharePoint to promote employee engagement through communication.
  Strategic priority: Organizational Excellence

- Upgrade network switches and disaster recovery hardware to maintain and invest in critical infrastructure and public assets to support reliability, sustainability, and future growth.
  Strategic priority: Organizational Excellence / Natural and Built Environment

- City wide SharePoint site to promote employee engagement through communication recognition and feedback.
  Strategic priority: Organizational Excellence

- Munis on premise migration to cloud to equip employees with the tools, technology, and resources needed to deliver effective services.
  Strategic priority: Organizational Excellence

Organizational Chart



*The GIS Administrator is not funded by the Information Technology Department but by various other funds. However, the position does formally report to the IT Manager.

** The IT Business Operations Coordinator – Limited Term, while funded by the Information Technology Department, reports directly to the Assistant City Manager.

Full-Time Equivalents (FTEs)

	2026	2027 Budget			2028 Budget		
Position	**FTE**	**FTE**	**Salaries**	**Benefits**	**FTE**	**Salaries**	**Benefits**
IT Manager	1.00	1.00	170,170	35,227	1.00	183,147	37,807
IT Business Operations Coordinator - Limited Term	-	1.00	100,118	52,167	1.00	102,621	54,592
Business Support Analyst	1.00	1.00	112,596	30,051	1.00	115,411	31,120
IT Specialist	2.00	1.00	111,558	29,259	1.00	120,060	30,620
Department Total	**4.00**	**4.00**	**$ 494,442**	**$ 146,704**	**4.00**	**$ 521,239**	**$ 154,139**

Note: Position costs shown in the FTE schedule reflect the budgeted allocation of salaries and benefits by position and may not directly correspond to the related expenditure categories in the department budget. Benefit costs include medical premiums as well as retirement, payroll taxes, workers' compensation, and other employee benefits. While medical premiums are projected to increase by approximately 10% to 16%, changes in total benefit costs are lower because medical premiums represent only one component of overall employee benefits.

Staffing: The 2027 budget repurposes one existing IT Specialist FTE as a limited-term IT Business Operations Coordinator position to address evolving departmental needs. Total department staffing remains unchanged at 4.0 FTEs.

Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Expenditures							
Salaries	367,151	467,973	419,008	493,656	516,839	18%	5%
Benefits	97,433	120,945	116,514	146,704	154,139	26%	5%
Supplies	99,282	750	152,460	91,900	99,125	-40%	8%
Software Subscriptions	-	-	-	595,000	600,000	-	1%
Services	169,348	280,781	50,000	86,000	109,375	72%	27%
Maintenance Agreements	352,344	410,469	525,000	40,000	40,000	-92%	0%
Total Expenditures:	**$ 1,085,558**	**$ 1,280,918**	**$ 1,262,982**	**$1,453,260**	**$1,519,478**	**15%**	**5%**

Information Technology expenditures support personnel, software, hardware, professional services, and the ongoing maintenance of the City's technology infrastructure. Beginning with the 2027–2028 budget, the accounting for technology-related expenditures has been updated to better reflect the City's current technology environment, including the increased use of cloud-based software and subscription services. As a result, some costs previously reported as maintenance agreements or in other expenditure categories are now reported as software subscriptions. Accordingly, changes between expenditure categories should be considered in the context of these accounting changes rather than solely as changes in the underlying level of spending.



City Attorney
Tim George

Department Overview

The City Attorney is the City's chief legal advisor and is responsible for counseling all city departments and the City Council. The City Attorney also supervises all legal work assigned to outside counsel and attends all council meetings and executive sessions. The Legal Department provides support in all matters before hearing examiners, judges, civil litigation, and provides general legal advice to all departments. The department writes formal legal opinions, ordinances and resolutions. The department also reviews written agreements and real property instruments and provides prosecution for all phases of criminal and civil actions.

2025 – 2026 Major Accomplishments

- Two years without significant litigation or adverse legal finding against the City.
- Provided legal advice and handled litigation for several successful land use actions (DM Creek Business Park, Zenith Demolition Permit)
- Prepared numerous ordinances adopted by Council including short-term rentals, alarm permit updates, B&O Tax update, Planning Commission, photo enforcement updates among others

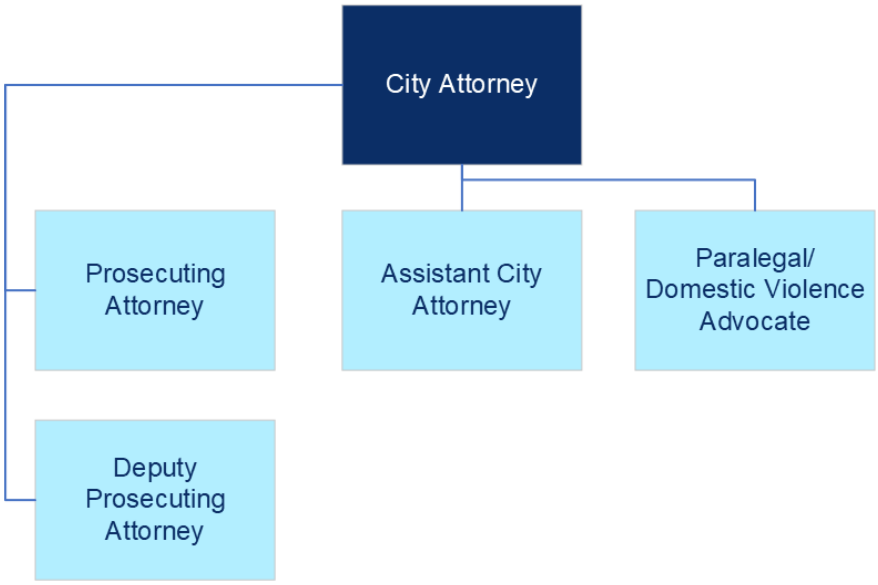
2027 – 2028 Goals & Priorities

- Continue to provide high level legal advice and services to the City Council, administration, and City departments; promote public safety and justice through prosecution of misdemeanor crimes, infractions and City code violations.
  Strategic priority: Public Safety / Organizational Excellence

- Provide legal advice and support for implementation of Strategic Plan.
  Strategic priority: Organizational Excellence

- Continue to partner with City departments to reduce potential liability and complete another budget cycle without adverse legal findings.
  Strategic priority: Financial Stability / Organizational Excellence

Organizational Chart



Full-Time Equivalents (FTEs)

	2026	2027 Budget			2028 Budget		
Position	**FTE**	**FTE**	**Salaries**	**Benefits**	**FTE**	**Salaries**	**Benefits**
Legal							
City Attorney	1.00	1.00	237,157	70,271	1.00	243,082	73,442
Assistant City Attorney	1.00	1.00	165,205	37,267	1.00	169,335	38,910
Prosecuting Attorney	0.80	0.80	109,168	25,933	0.80	111,897	26,741
Deputy Prosecuting Attorney	0.10	0.10	9,876	3,603	0.10	10,629	3,669
Paralegal/Domestic Violence Advocate	0.45	0.53	47,902	11,353	0.53	54,137	12,021
Total Legal	**3.35**	**3.43**	**569,308**	**148,427**	**3.43**	**589,080**	**154,783**
Legal Litigation							
Prosecuting Attorney	0.20	0.20	27,292	6,483	0.20	27,974	6,683
Deputy Prosecuting Attorney	0.90	0.90	88,881	32,411	0.90	95,663	33,037
Total Legal Litigation	**1.10**	**1.10**	**116,173**	**38,894**	**1.10**	**123,637**	**39,720**
Prosecution							
Paralegal/Domestic Violence Advocate	0.40	0.47	42,479	14,269	0.47	48,008	15,415
Total Prosecution	**0.40**	**0.47**	**42,479**	**14,269**	**0.47**	**48,008**	**15,415**
Department Total	**4.85**	**5.00**	**$727,959**	**$201,590**	**5.00**	**$760,725**	**$209,918**

Note: Position costs shown in the FTE schedule reflect the budgeted allocation of salaries and benefits by position and may not directly correspond to the related expenditure categories in the department budget. Benefit costs include medical premiums as well as retirement, payroll taxes, workers' compensation, and other employee benefits. While medical premiums are projected to increase by approximately 10% to 16%, changes in total benefit costs are lower because medical premiums represent only one component of overall employee benefits.

Staffing: The 2027 budget increases the Paralegal/Domestic Violence Advocate position from 0.85 to 1.00 FTE, increasing total department staffing from 4.85 to 5.00 FTEs.

Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Expenditures							
Legal							
Salaries	542,061	612,781	536,722	572,213	583,206	7%	2%
Benefits	161,928	188,776	142,401	148,843	155,617	5%	5%
Supplies	6,431	7,200	6,615	7,200	7,200	9%	0%
Services	16,880	53,500	16,433	47,673	48,434	190%	2%
Total Legal	**727,301**	**862,257**	**702,170**	**775,929**	**794,457**	11%	2%
Legal Litigation							
Salaries	122,434	65,748	100,182	116,762	121,389	17%	4%
Benefits	33,444	9,821	30,074	38,996	40,533	30%	4%
Total Legal Litigation	**155,878**	**75,569**	**130,256**	**155,758**	**161,922**	20%	4%
Prosecution							
Salaries	32,331	34,826	24,460	40,681	47,295	66%	16%
Benefits	6,425	7,991	8,863	14,308	15,415	61%	8%
Total Prosecution	**38,756**	**42,817**	**33,323**	**54,989**	**62,710**	65%	14%
Total Expenditures:	**$ 921,935**	**$ 980,643**	**$ 865,749**	**$ 986,676**	**$ 1,019,089**	**14%**	**3%**

Legal Department expenditures support general legal services, litigation, and prosecution activities. Personnel costs represent the majority of departmental expenditures and reflect the allocation of staff among these functions. The 2027 budget includes increased personnel costs associated with litigation and prosecution activities, including the increase of the Paralegal/Domestic Violence Advocate position to full-time.

The City also receives approximately $50,000 annually through an interlocal agreement to provide legal services to Normandy Park, which offsets a portion of departmental costs.



Municipal Court Judge
Lisa Leone

Department Overview

Des Moines Municipal Court is a court of limited jurisdiction established pursuant to state law. The Court provides fair, impartial, and timely resolution of matters arising under state law and the Des Moines Municipal Code.

The Court has jurisdiction over:

- Criminal misdemeanors and gross misdemeanors;
- Traffic infractions;
- Non-traffic civil infractions;
- Parking violations;
- Certain civil and post-conviction proceedings authorized by law.

The Court includes the following programs and services:

- General Municipal Court Operations;
- Probation Services;
- Interpreter and Language Access Services;
- Court Administration and Public Service Functions.

2025 – 2026 Major Accomplishments

- Successfully managed significant increases in case filings associated with automated traffic safety camera enforcement while maintaining timely case processing.
- Continued operation of the Court's DUI Therapeutic Court program (through 2025), providing intensive supervision and treatment-focused interventions for high-risk/high-need offenders.
- Expanded access to justice through interpreter services, remote hearing technology, and multiple options for resolving cases.
- Updated and modernized local court rules governing electronic filing, remote appearances, and civil infraction proceedings to improve efficiency and public access.
- Maintained probation supervision and compliance monitoring services while supporting offender accountability and community safety.
- Continued to provide fair, impartial, and timely adjudication of criminal, traffic, parking, and civil infraction matters despite staffing and workload challenges.

2027 – 2028 Goals & Priorities

- **Successfully implement and optimize the statewide Case Management System (CMS)**
  Strategic Priority: Organizational Excellence

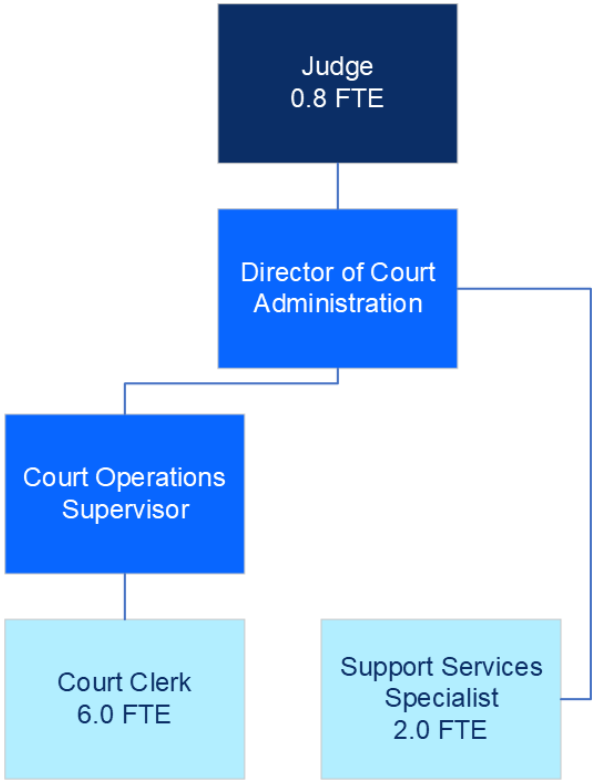
- **Maintain timely case processing in accordance with statutory and performance standards.**
  Strategic Priority: Organizational Excellence / Public Safety

- **Effectively manage increased photo enforcement caseloads.**
  Strategic Priority: Organizational Excellence / Public Safety

- **Enhance operational efficiency through process evaluation and technology improvements.**
  Strategic Priority: Organizational Excellence / Financial Stability

- **Invest in employee development, engagement, and succession planning.**
  Strategic Priority: Organizational Excellence

Organizational Chart



*A Court Marshal is funded by the Court, however, the position formally reports to the Police Department.

Full-Time Equivalents (FTEs)

	2026	2027 Budget			2028 Budget		
Position	**FTE**	**FTE**	**Salaries**	**Benefits**	**FTE**	**Salaries**	**Benefits**
Municipal Court							
Judge	0.56	0.56	146,058	36,929	0.56	150,469	38,587
Director of Court Administration	0.90	0.90	141,370	20,661	0.90	152,148	21,061
Court Operations Supervisor	1.00	1.00	126,699	34,091	1.00	129,866	35,784
Court Clerks	5.00	6.00	471,366	160,798	6.00	487,621	166,936
Court Clerk (Limited Term)	1.00	-	-	-	-	-	-
Court Marshal	2.00	1.00	96,282	27,036	1.00	98,689	27,641
Total Municipal Court	**10.46**	**9.46**	**981,775**	**279,515**	**9.46**	**1,018,793**	**290,009**
Probation							
Judge	0.24	0.24	62,596	15,827	0.24	64,487	16,539
Director of Court Administration	0.10	0.10	15,708	2,295	0.10	16,905	2,340
Support Services Specialist	2.00	2.00	228,690	93,965	2.00	240,120	100,422
Total Probation	**2.34**	**2.34**	**306,994**	**112,087**	**2.34**	**321,512**	**119,301**
Department Total	**12.80**	**11.80**	**$ 1,288,769**	**$ 391,602**	**11.80**	**$ 1,340,305**	**$ 409,310**

Note: Position costs shown in the FTE schedule reflect the budgeted allocation of salaries and benefits by position and may not directly correspond to the related expenditure categories in the department budget. A portion of Court Clerk salaries and benefits is allocated to the applicable speed camera funds for time spent processing automated traffic safety camera citations. Benefit costs include medical premiums as well as retirement, payroll taxes, workers' compensation, and other employee benefits. While medical premiums are projected to increase by approximately 10% to 16%, changes in total benefit costs are lower because medical premiums represent only one component of overall employee benefits.

Staffing: Municipal Court staffing is budgeted at 11.80 FTE in 2027 and 2028. Changes from 2026 primarily reflect the transition of one Court Marshal position from the Municipal Court budget to the Police Department budget and the conversion of a limited-term Court Clerk position to a regular Court Clerk position.

Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Expenditures							
Municipal Court							
Salaries	697,038	937,747	869,638	853,876	881,346	-2%	3%
Benefits	202,091	287,769	233,216	235,360	244,751	1%	4%
Supplies	9,976	15,750	12,153	15,750	15,750	30%	0%
Services	151,311	103,650	153,136	172,050	159,850	12%	-7%
Total Municipal Court	**1,060,415**	**1,344,916**	**1,268,143**	**1,277,036**	**1,301,697**	1%	2%
Probation							
Salaries	263,415	280,602	289,975	306,541	318,607	6%	4%
Benefits	104,713	110,625	102,448	112,087	119,301	9%	6%
Supplies	1,636	1,200	2,016	2,500	2,500	24%	0%
Services	7,768	9,250	9,918	4,750	4,750	-52%	0%
Total Probation	**377,532**	**401,677**	**404,356**	**425,878**	**445,158**	5%	5%
Total Expenditures:	**$ 1,437,947**	**$ 1,746,593**	**$ 1,672,500**	**$1,702,914**	**$1,746,855**	**2%**	**3%**

Municipal Court expenditures primarily support personnel costs associated with court administration, case processing, judicial services, probation, and other court operations. Total expenditures are budgeted to increase 2% in 2027 and 3% in 2028, primarily reflecting salary and benefit adjustments and anticipated operating costs. A portion of Court Clerk personnel costs associated with processing automated traffic safety camera citations is allocated to the applicable speed camera funds. Probation expenditures increase primarily due to personnel costs, while service expenditures decline from 2026 projected levels.

Municipal Court generates limited revenue from court-related fees and receives revenue through an interlocal agreement with the City of Normandy Park for court services. These revenues offset a portion of the cost of providing Municipal Court services.



Police Chief
Ted Boe

Department Overview

The City of Des Moines has 37 commissioned personnel, which includes one Police Chief, two Assistant Chiefs, seven Sergeants, five Detectives, four Corporals, and eighteen Officers. The city employs fourteen non-commissioned personnel, which includes one Code Enforcement Lead, one Code Enforcement Officer, one Community Engagement Officer, one Crisis Response Specialist, one Executive Assistant, one Evidence Technician, two Court Marshals, one Records Supervisor, and five Records Specialists.

2025 – 2026 Major Accomplishments

- Successfully completed House Bill 2015 requirements for public safety sales tax implementation
- Identified ongoing funding to sustain the MHP co-responder position
- Implemented Model Policy and training requirements to meet Keeping Washington Working Act
- Completed multiple technology upgrades including Lexipol Shield, new tasers, upgraded body worn cameras, CAD transition, improved vehicle branding and emergency lighting contact
- Transitioned Court Marshal staff to the Police Department, added a new Code Enforcement Officer in partnership with the Planning Department, and added Police Officer FTEs supported by Public Safety Sales Tax revenue

2027 – 2028 Goals & Priorities

- **Achieve WASPC Re-Accreditation in 2027, Demonstrating a Commitment to Best Practices in both Policy and Operations**
  Strategic Priorities: Public Safety / Organizational Excellence

- **Implement Police Canine Program in 2028**
  Strategic Priority: Public Safety

- **Deploy a Motorcycle Platform Traffic Officer in 2028**
  Strategic Priority: Public Safety

- **Expand Community Engagement and Connection with Youth**
  Strategic Priorities: Public Safety / Engaged and Thriving Community

- **Partner with Other HWY 99 Jurisdictions to Increase Proactive Policing**
  Strategic Priority: Public Safety

- **Implement BlueBridge Community Wellness Program**
  Strategic Priorities: Public Safety / Engaged and Thriving Community

- **Deploy New Speed Measurement Technology**
  Strategic Priority: Public Safety

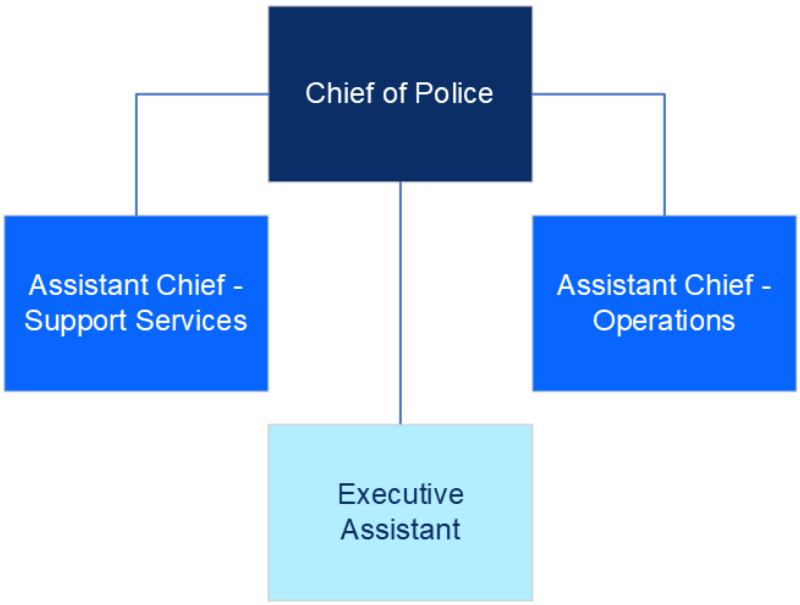
- **Reassess In-House Animal Control Program**
  Strategic Priority: Organizational Excellence

- **Assess Current and Future Staffing Needs with Comprehensive Study**
  Strategic Priorities: Organizational Excellence / Financial Stability

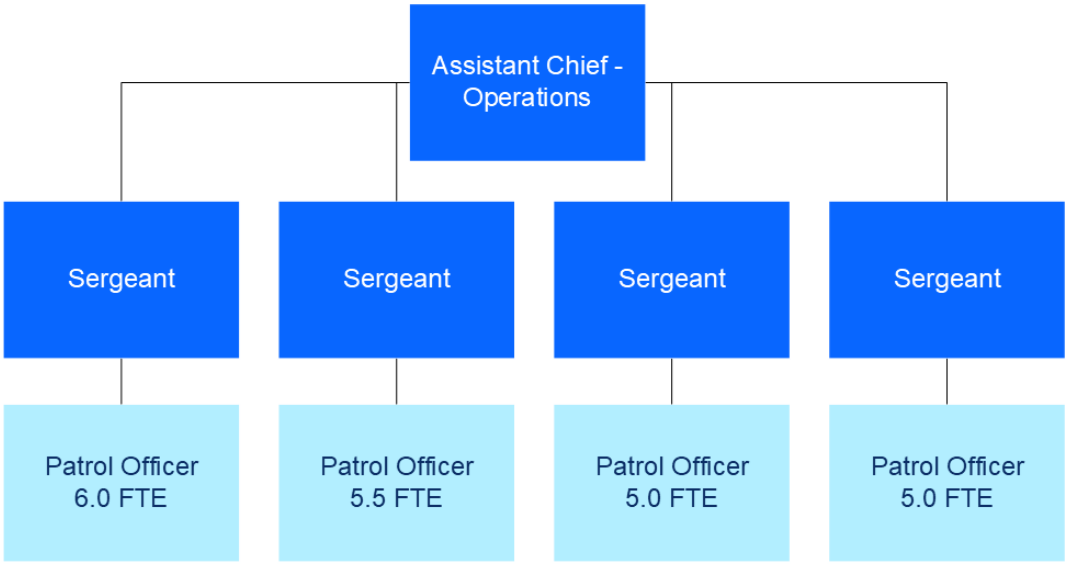
- **Use CPTED and Broken Windows Based Approaches to Improve Safety and Perception of Safety in our Business Districts**
  Strategic Priorities: Public Safety / Economic Vitality

Organizational Chart

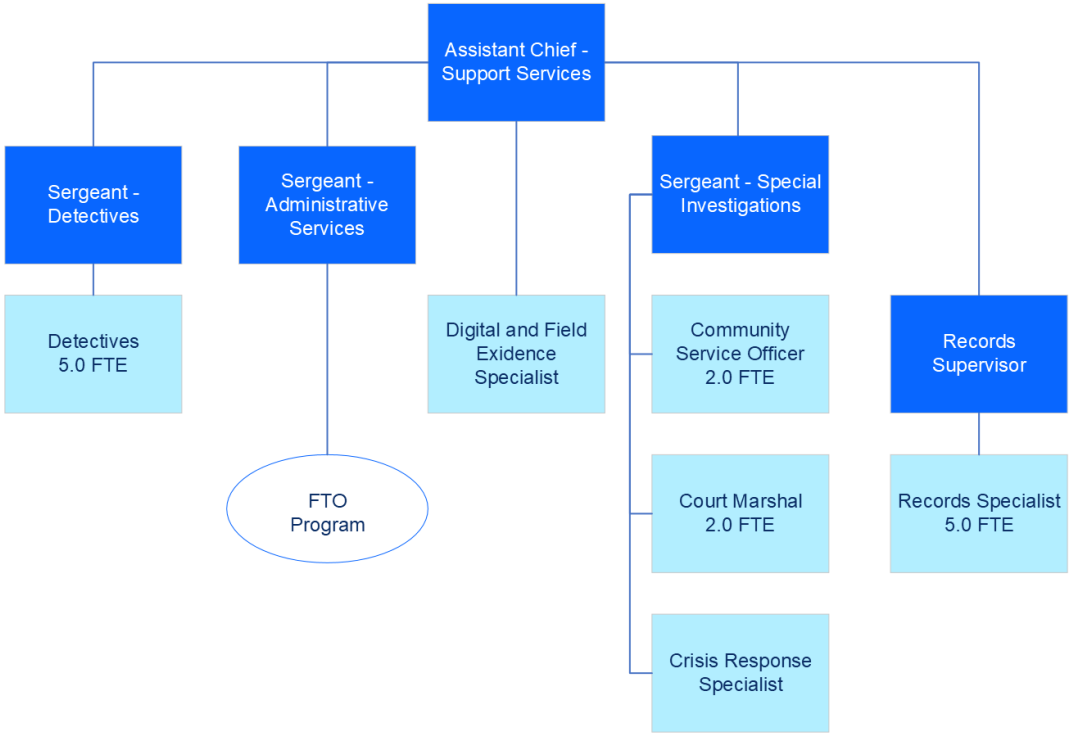
Police Administration



Police – Operations



Police – Support Services



*One Court Marshal is funded through the Court's budget but formally reports to the Police Department.

Full-Time Equivalents

	2026	2027 Budget			2028 Budget		
Position	**FTE**	**FTE**	**Salaries**	**Benefits**	**FTE**	**Salaries**	**Benefits**
Police							
Chief of Police	1.00	1.00	246,494	77,792	1.00	252,657	81,271
Assistant Chief of Police	2.00	2.00	421,432	133,579	2.00	431,968	140,732
Executive Assistant	1.00	1.00	92,582	14,547	1.00	105,720	14,810
Sergeant - Detectives	1.00	1.00	186,911	72,138	1.00	192,519	77,172
Patrol Officers - Detectives	5.00	5.00	758,695	218,758	5.00	781,457	231,826
Traffic Enforcement Officer	1.00	1.00	146,856	66,585	1.00	157,025	72,059
Sergeant - Special Investigations	1.00	1.00	182,683	71,989	1.00	188,163	77,012
Sergeant - Administrative Services	1.00	1.00	179,300	59,558	1.00	184,678	63,637
Sergeant - Patrol	4.00	4.00	662,241	257,746	4.00	688,978	234,705
Patrol Officers - Patrol	18.50	19.50	2,393,797	980,946	20.50	2,692,648	1,074,363
Patrol Officers - Patrol (Public Safety Tax-Funded)	2.00	2.00	209,142	61,884	2.00	242,342	67,735
Community Service Officer	2.00	2.00	217,054	108,126	2.00	225,789	112,968
Crisis Response Specialist	1.00	1.00	104,642	22,000	1.00	107,258	23,000
Digital and Field Evidence Specialist	1.00	1.00	80,478	40,837	1.00	82,892	43,509
Record Supervisor	1.00	1.00	108,309	44,581	1.00	111,017	47,288
Court Marshal	1.00	1.00	96,282	25,322	1.00	98,689	25,874
Record Specialists	5.00	5.00	400,163	129,726	5.00	416,118	136,640
Communication Programs Analyst	0.25	0.25	25,785	8,427	0.25	26,429	8,638
Department Total	**48.75**	**49.75**	**$ 6,512,846**	**$2,394,541**	**50.75**	**$ 6,986,347**	**$ 2,533,239**

Note: Position costs shown in the FTE schedule reflect the budgeted allocation of salaries and benefits by position and may not directly correspond to the related expenditure categories in the department budget. Benefit costs include medical premiums as well as retirement, payroll taxes, workers' compensation, and other employee benefits. While medical premiums are projected to increase by approximately 10% to 16%, changes in total benefit costs are lower because medical premiums represent only one component of overall employee benefits.

Staffing: Police Department staffing is budgeted at 48.75 FTE in 2027 and 49.75 FTE in 2028. Two Police Officer positions are funded by the Public Safety Sales Tax Fund and are included in the department's overall staffing count. The 2027 budget adds one new Police Officer beginning mid-year, reflected as 0.50 FTE, with the position becoming a full 1.00 FTE in 2028. An additional Police Officer is planned to begin mid-year 2028 and is reflected as 0.50 FTE. Beginning in 2027, one Court Marshal position is budgeted within the Police Department. Both Court Marshal positions report to the Police Department; however, the second position continues to be budgeted within Municipal Court.

Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Expenditures							
Police Administration							
Salaries	1,851,023	1,200,722	1,342,722	1,463,214	1,497,105	9%	2%
Benefits	625,962	223,630	392,231	420,090	441,154	7%	5%
Supplies	112,570	44,500	52,283	44,500	44,500	-15%	0%
Services	93,935	109,080	133,665	110,900	103,400	-17%	-7%
Operating Leases	7,342	-	-	-	-	-	-
Total Police Administration	**2,690,832**	**1,577,932**	**1,920,901**	**2,038,704**	**2,086,159**	6%	2%
Patrol Operations							
Salaries	3,604,935	3,862,824	3,849,076	3,631,852	3,900,948	-6%	7%
Benefits	1,285,685	1,282,745	1,342,903	1,305,277	1,381,127	-3%	6%
Supplies	242,864	245,700	285,887	236,700	226,700	-17%	-4%
Services	1,420,075	1,604,300	1,535,493	1,612,200	1,644,700	5%	2%
Interfund	*1,240,075*	*935,192*	*935,192*	*887,115*	*894,972*	-5%	1%
Total Patrol Operations	**6,553,559**	**6,995,569**	**7,013,358**	**6,786,029**	**7,153,475**	-3%	5%
Investigations							
Salaries	806,143	963,927	810,697	1,017,786	1,039,193	26%	2%
Benefits	290,545	326,728	280,294	295,896	313,998	6%	6%
Supplies	19,582	33,000	23,256	33,000	33,000	42%	0%
Services	72,400	91,050	86,935	86,050	83,550	-1%	-3%
Operating Leases	1,807	-	-	-	-	-	-
Total Investigations	**1,190,477**	**1,414,705**	**1,201,181**	**1,432,732**	**1,469,741**	19%	3%
Code Enforcement/Community Services							
Salaries	299,135	311,398	336,514	293,757	302,389	-13%	3%
Benefits	121,062	114,839	129,884	148,963	156,477	15%	5%
Supplies	35,611	19,000	42,440	19,000	19,000	-55%	0%
Services	50,826	40,200	137,173	146,233	146,276	7%	0%
Total Code Enforcement/Community Services	**506,635**	**485,437**	**646,012**	**607,953**	**624,142**	-6%	3%
Training and Professional Development							
Salaries - Regular	56,707	77,250	58,408	57,250	57,250	-2%	0%
Benefits	17,804	-	14,236	-	-	-100%	-
Supplies	49	1,500	49	1,500	1,500	2959%	0%
Services	43,856	72,500	102,654	77,000	77,000	-25%	0%
Total Training and Professional Development	**118,416**	**151,250**	**175,347**	**135,750**	**135,750**	-23%	0%
Police Facilities							
Supplies	4,251	5,500	4,960	5,500	5,500	11%	0%
Services	167,224	116,500	182,826	143,500	146,000	-22%	2%
Total Police Facilities	**171,475**	**122,000**	**187,785**	**149,000**	**151,500**	-21%	2%
Police Records*							
Salaries	-	476,056	548,613	499,301	511,936	-9%	3%
Benefits	-	209,659	191,569	173,083	183,928	-10%	6%
Total Police Records	**-**	**685,715**	**740,182**	**672,384**	**695,864**	-9%	3%
Other Police Costs							
Salaries	2,847	-	-	-	-	-	-
Benefits**	24,752	61,800	19,141	61,800	61,800	223%	0%
Supplies	1,912	10,000	9,000	10,000	6,000	11%	-40%
Services	861	-	-	-	-	-	-
Total Other Police Costs	**30,372**	**71,800**	**28,141**	**71,800**	**67,800**	-	-6%
Total Expenditures:	**$11,261,765**	**$11,504,408**	**$11,912,907**	**$11,894,352**	**$12,384,431**	**0%**	**4%**

Expenditure Commentary

Police Department expenditures primarily support personnel, public safety operations, investigations, community services, training, facilities, and other departmental operating needs. The 2027–2028 budget reflects planned staffing additions and continued investment in Police operations and service delivery. A comprehensive Police staffing study is planned for 2027 to evaluate current and future staffing needs, workload, deployment, and organizational structure. The study will provide additional information to support future staffing and resource allocation decisions and help ensure departmental resources are aligned with service demands and community needs.

*Prior to 2026 Police Records was included within Police Administration and is presented separately beginning in 2026.

** Benefits reported under Other Police Costs represent LEOFF retiree benefit costs.



Public Works Director
Michael P. Slevin III, P.E.

Department Overview

Engineering services provided by the Public Works Department are funded by multiple funds including the General Fund. The division is responsible for the city's transportation infrastructure system. It studies and plans for capital improvements, seeks grant funding, designs and oversees construction. It also reviews residential and commercial development plans.

The Public Works Director is also responsible for administration of the city's Surface Water Management Fund, Street Fund, and Equipment Rental Replacement Fund; costs for which are reported in these funds rather than in the General Fund.

2025 – 2026 Major Accomplishments

- Completion of Redondo Pier construction
- Completion of 24th Ave construction Segment II
- Completion of the Memorial Triangle construction
- Marina Steps construction initiated
- Arterial Traffic Calming program initiated

2027 – 2028 Goals & Priorities

- **North Hill Elementary Walkway Improvement**
  Strategic Priorities: Natural and Built Environment / Public Safety

- **Pedestrian safety improvements (SS4A Grant) throughout City**
  Strategic Priorities: Natural and Built Environment / Public Safety

- **Complete the construction of South Phase of Barnes Creek Trail (240th Street)**
  Strategic Priorities: Natural and Built Environment / Engaged and Thriving Community

- **Complete Construction of Marina Steps**
  Strategic Priorities: Natural and Built Environment / Engaged and Thriving Community

- **Complete design of final phase of 24th Ave**
  Strategic Priority: Natural and Built Environment

- **Seek grant funding for construction of Midway Park improvements**
  Strategic Priorities: Natural and Built Environment / Engaged and Thriving Community

- **Transfer citywide open space to Stormwater Utility**
  Strategic Priorities: Natural and Built Environment / Organizational Excellence

- **Complete final design of Beach Park estuary improvements**
  Strategic Priority: Natural and Built Environment

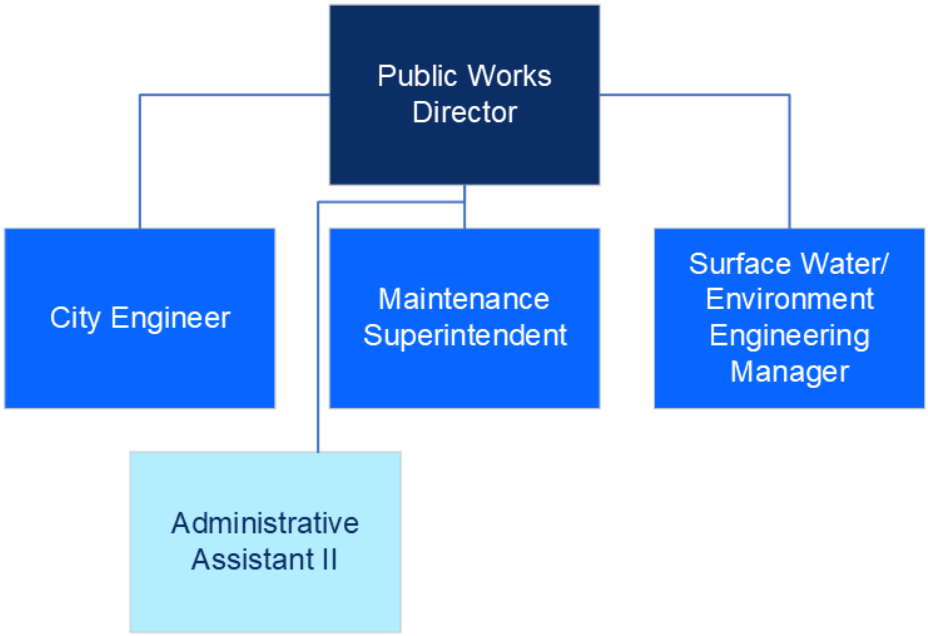
- **Prepare Facilities, Fleet, and Parks Master Maintenance Plans**
  Strategic Priorities: Organizational Excellence / Financial Stability

- **Complete Stormwater Utility Comprehensive Plan**
  Strategic Priorities: Natural and Built Environment / Financial Stability

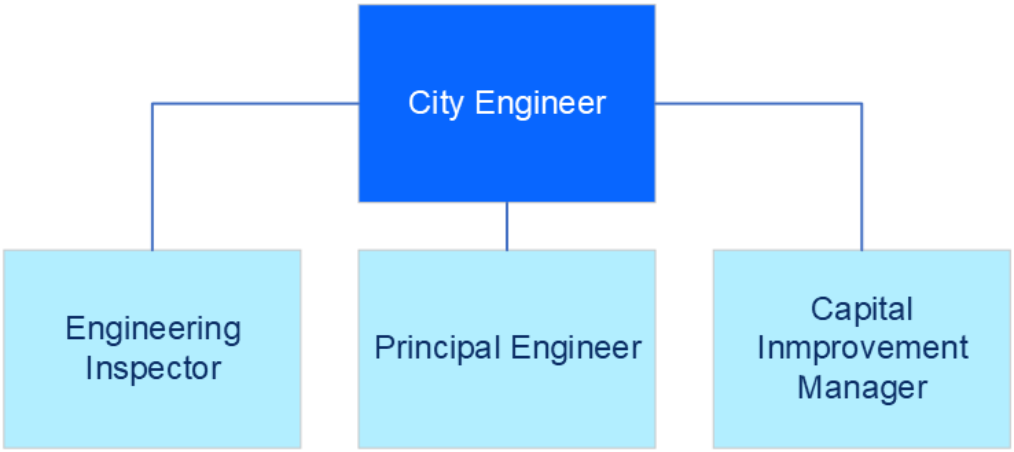
- **Complete OpenGov Software implementation to improve management of Public Works processes**
  Strategic Priorities: Organizational Excellence / Financial Stability

Organizational Chart

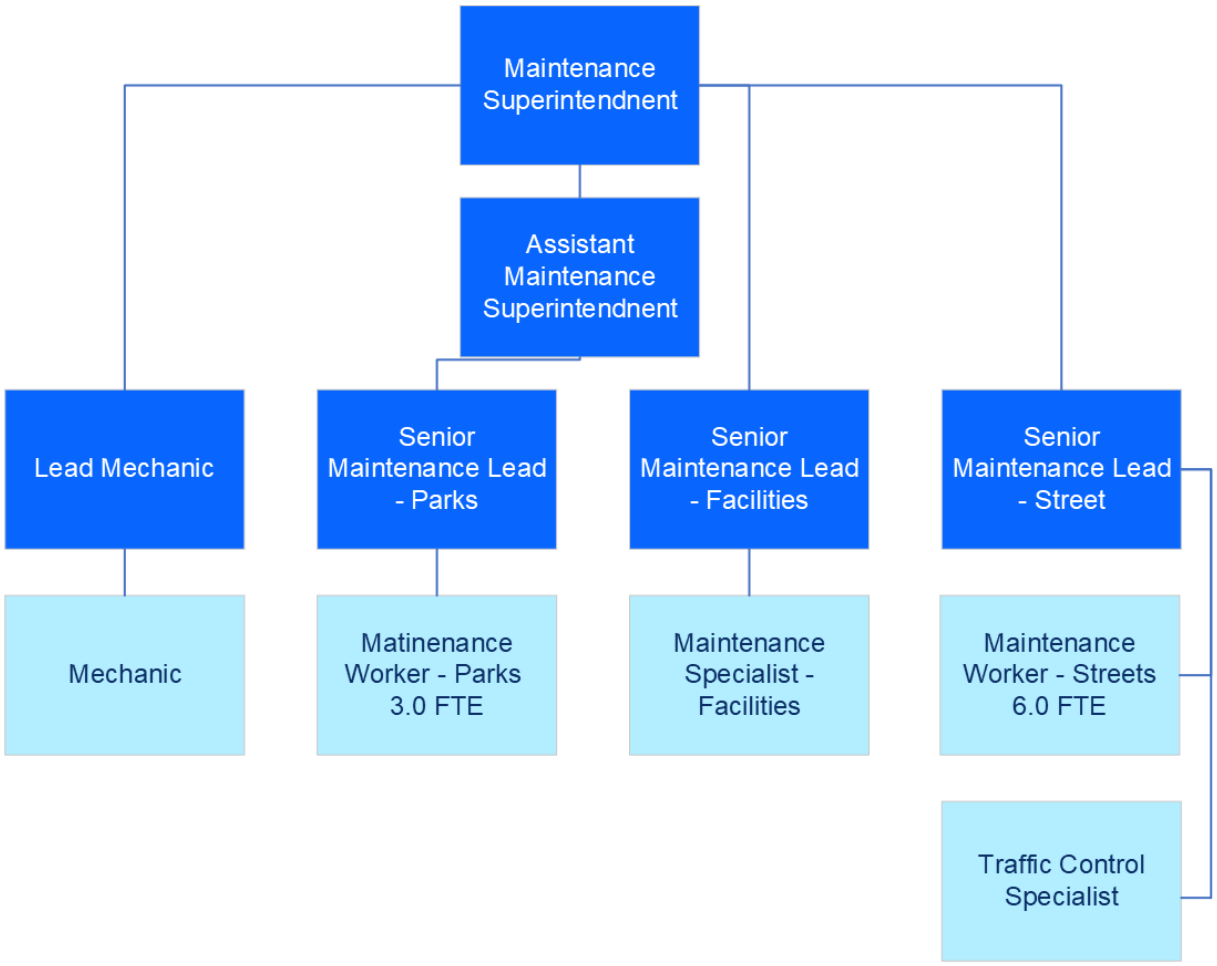
Public Works - Administration



Public Works – Engineering



Public Works – Maintenance



Note: The organizational charts reflect the overall structure of the Public Works Department, excluding the Surface Water Management division, which is presented separately with the Surface Water Management Fund. Personnel costs are allocated among the General Fund and other operating and capital funds and projects based on the services provided and the nature of the work performed. Accordingly, positions shown in these charts may be funded by more than one fund or project.

Full-Time Equivalents (FTEs)

	2026	2027 Budget			2028 Budget		
Position	**FTE**	**FTE**	**Salaries**	**Benefits**	**FTE**	**Salaries**	**Benefits**
Engineering Services							
Public Works Director	0.20	0.20	42,788	13,783	0.20	42,788	14,183
City Engineer	0.25	0.25	46,692	14,785	0.25	49,028	15,649
Principal Engineer	0.50	0.50	77,495	25,519	0.50	77,495	26,561
Capital Improvement Projects Manager	1.00	1.00	141,205	36,922	1.00	144,735	38,511
Surface Water/Environmental Engineering Manager	-	0.15	26,802	8,763	0.15	27,472	9,127
Engineering Inspector	0.05	0.05	5,714	2,261	0.05	5,714	2,365
Admin Assistant II	0.06	0.06	5,555	2,358	0.06	5,694	2,454
Total Engineering Services	**2.06**	**2.21**	**346,251**	**104,391**	**2.21**	**352,926**	**108,850**
Building Maintenance							
Public Works Director	0.05	0.05	10,697	3,445	0.05	10,697	3,542
Maintenance Superintendent	0.15	0.15	23,601	8,282	0.15	25,400	8,825
Senior Maintenance Lead - Facilities	1.00	1.00	109,986	44,238	1.00	113,286	46,085
Maintenance Specialist - Facilities	1.00	1.00	93,100	36,655	1.00	95,893	37,937
Maintenance Worker - Facilities	1.00	-	-	-	-	-	-
Admin Assistant II	0.06	0.06	5,555	2,359	0.06	5,694	2,455
Total Building Maintenance	**3.26**	**2.26**	**242,939**	**94,979**	**2.26**	**250,970**	**98,844**
Parks Maintenance							
Public Works Director	0.05	0.05	10,697	3,445	0.05	10,697	3,542
Maintenance Superintendent	0.15	0.15	23,601	8,284	0.15	25,400	8,826
Assistant Maintenance Superintendent	0.30	1.00	120,652	33,785	1.00	129,866	35,114
Senior Maintenance Lead - Parks	-	1.00	109,986	38,591	1.00	113,232	39,321
Maintenance Worker - Parks	5.00	3.00	246,147	74,097	3.00	266,242	77,587
Admin Assistant II	0.06	0.06	5,555	2,359	0.06	5,694	2,455
Total Parks Maintenance	**5.56**	**5.26**	**516,638**	**160,561**	**5.26**	**551,131**	**166,845**
Department Total	**10.88**	**9.73**	**$ 1,105,828**	**$ 359,931**	**9.73**	**$ 1,155,027**	**$ 374,539**

Note: Position costs shown in the FTE schedule reflect the budgeted allocation of salaries and benefits by position and may not directly correspond to the related expenditure categories in the department budget. Benefit costs include medical premiums as well as retirement, payroll taxes, workers' compensation, and other employee benefits. While medical premiums are projected to increase by approximately 10% to 16%, changes in total benefit costs are lower because medical premiums represent only one component of overall employee benefits.

Staffing: Public Works personnel are allocated among the General Fund and other funds based on the functions they support; therefore, the FTE schedule reflects only the portion of each position budgeted within these General Fund activities. General Fund staffing is budgeted at 9.73 FTE in both 2027 and 2028. The budget reflects an ongoing effort to dedicate maintenance positions to specific service areas, such as parks and facilities, rather than allocating individual employees across multiple functions. This approach is intended to provide clearer responsibility for service delivery and improve accountability for staffing and maintenance resources.

Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Expenditures							
Engineering Services							
Salaries	256,124	205,865	262,966	342,441	346,576	30%	1%
Benefits	79,436	52,416	79,888	104,391	108,850	31%	4%
Services	78,000	-	22,000	70,000	95,000	218%	36%
Total Engineering Services	**413,560**	**258,281**	**364,854**	**516,832**	**550,426**	42%	6%
Building Maintenance							
Salaries	237,337	273,966	190,270	255,532	261,658	34%	2%
Benefits	98,098	98,658	73,508	94,979	98,844	29%	4%
Supplies	21,700	21,000	21,700	21,000	21,000	-3%	0%
Services	122,939	141,762	131,677	99,620	130,620	-24%	31%
Total Building Maintenance	**480,073**	**535,386**	**417,154**	**471,131**	**512,122**	13%	9%
Parks Maintenance							
Salaries	440,784	406,370	532,780	540,397	575,905	1%	7%
Benefits	177,442	127,271	208,655	160,561	171,943	-23%	7%
Supplies	74,063	71,500	87,143	68,000	68,000	-22%	0%
Services	196,511	280,575	238,533	237,825	237,325	0%	0%
Total Parks Maintenance	**888,799**	**885,716**	**1,067,112**	**1,006,783**	**1,053,173**	-6%	5%
Emergency Management							
Salaries	73,783	-	-	-	-	-	-
Benefits	1,263	-	-	-	-	-	-
Supplies	619	10,750	25,978	10,750	10,750	-59%	0%
Services	4,802	23,000	11,836	83,500	28,500	605%	-66%
Total Emergency Management	**80,467**	**33,750**	**37,814**	**94,250**	**39,250**	149%	-58%
Total Expenditures:	**$ 1,862,899**	**$ 1,713,133**	**$ 1,886,934**	**$ 2,088,996**	**$ 2,154,971**	**11%**	**3%**

Public Works General Fund expenditures support engineering services, building and parks maintenance, and emergency management activities. Total expenditures are budgeted to increase in 2027 and 2028, reflecting personnel costs, changes in staff allocations, and planned operating and professional services. The 2027 budget includes $50,000 to update the City's Emergency Management Plan, which is required every five years. Other planned expenditures include CDL training for maintenance employees and security improvements at Steven J. Underwood Memorial Park. Engineering Services expenditures also increase in 2027 due to personnel allocations and increased professional services.

Department Overview

Parks and Recreation provides recreation, senior services, community events, facility rentals, arts, and partnership opportunities that strengthen community and enhance quality of life. Through programs and activities offered across City facilities, parks, and public spaces, the Department creates opportunities for residents of all ages to connect, learn, recreate, and celebrate.

The Department is committed to delivering high quality, responsive services through intentional planning, collaboration, performance evaluation, and responsible stewardship of public resources.

2025 – 2026 Major Accomplishments

- Consolidated operations into one unified department, improving coordination and service delivery by transitioning from parallel operations to an integrated team structure.
- Updated the City's sponsorship policy, creating a more consistent framework for community partnerships and expanding opportunities to support community programs and events.
- Expanded free community programming through partnerships, including two seasons of Mobile Recreation and a free World Cup soccer clinic serving more than 100 youth.
- Expanded Summer Camp KHAOS capacity by **50%**, increasing opportunities for youth participation and helping address community demand.
- Launched the Holiday Tree Lighting as a new annual citywide community event.
- Successfully transitioned the Fourth of July celebration from an evening drone show to a free daytime community celebration, broadening opportunities for family friendly participation and community engagement.

2027 – 2028 Goals & Priorities

- **Strengthen program planning and evaluation** by using participation, customer feedback, operational, and financial data to inform decisions and improve program performance.
  Strategic Priority: Organizational Excellence / Financial Stability

- **Expand recreation, enrichment, and senior programming** across City facilities to improve community access and respond to community needs.
  Strategic Priority: Engaged and Thriving Community

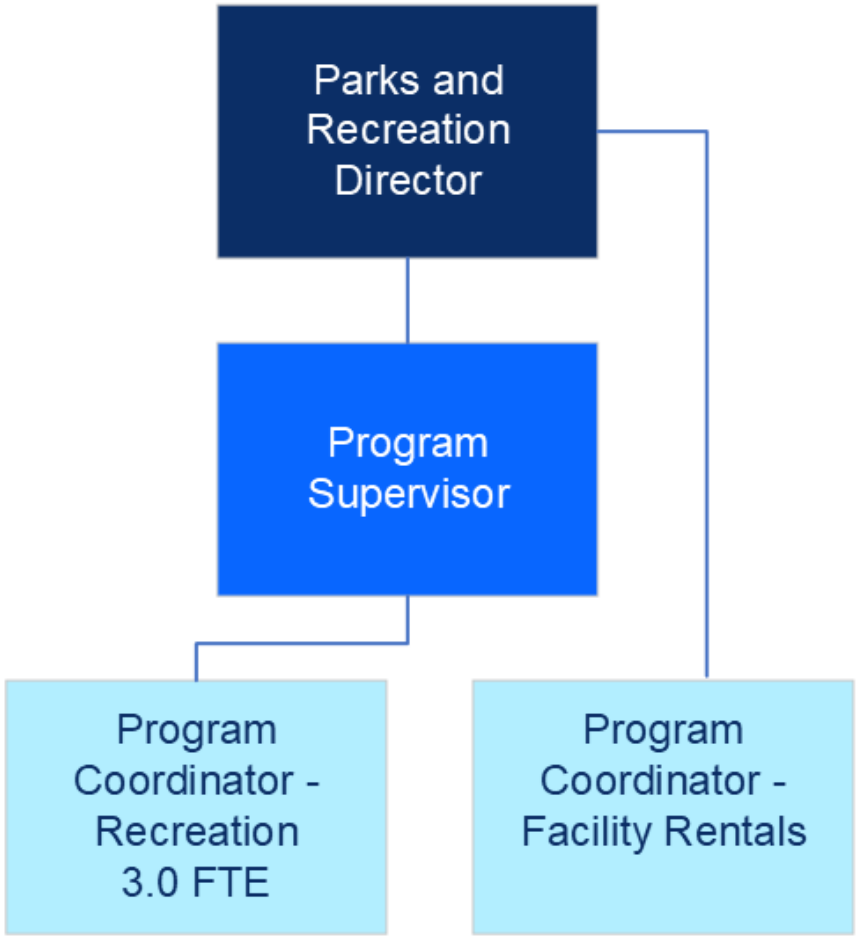
- **Increase the utilization of City facilities** through intentional program planning, community events, and facility rentals that maximize the community benefit of public spaces.
  Strategic Priority: Engaged and Thriving Community / Financial Stability

- **Develop and enhance operational standards** by maintaining current policies, procedures, fee schedules, and business practices that support consistent, efficient, and high-quality service delivery.
  Strategic Priority: Organizational Excellence / Financial Stability

- **Strengthen organizational capacity** through workforce planning, staff development, cross functional collaboration, and proactive operational planning.
  Strategic Priority: Organizational Excellence

- **Expand community partnerships and volunteer engagement** to increase community capacity, enhance programs and services, and leverage available resources.
  Strategic Priority: Engaged and Thriving Community / Organizational Excellence

Organizational Chart



Note: The Program Coordinator – Facility Rentals position is budgeted in 2027 only.

Full-Time Equivalents (FTEs)

	2026	2027 Budget			2028 Budget		
Position	**FTE**	**FTE**	**Salaries**	**Benefits**	**FTE**	**Salaries**	**Benefits**
Parks and Recreation							
Director of Parks and Recreation	-	1.00	183,767	26,775	1.00	197,772	27,295
Program Supervisor	1.00	1.00	120,652	43,032	1.00	129,866	46,324
Program Coordinator - Recreation	3.00	3.00	273,323	68,059	3.00	284,688	70,572
Program Coordinator - Facility Rentals	1.00	1.00	74,665	11,160	-	-	-
Department Total	**5.00**	**6.00**	**$ 652,407**	**$ 149,026**	**5.00**	**$ 612,326**	**$ 144,191**

Note: Position costs shown in the FTE schedule reflect the budgeted allocation of salaries and benefits by position and may not directly correspond to the related expenditure categories in the department budget. Benefit costs include medical premiums as well as retirement, payroll taxes, workers' compensation, and other employee benefits. While medical premiums are projected to increase by approximately 10% to 16%, changes in total benefit costs are lower because medical premiums represent only one component of overall employee benefits.

Staffing: Parks and Recreation staffing is budgeted at 6.00 FTE in 2027 and 5.00 FTE in 2028. The 2027 budget includes funding for a Parks and Recreation Director position and retains the Program Coordinator – Facility Rentals position. The 2028 budget provides flexibility for the new Director to evaluate the department's organizational structure, staffing needs, and service delivery and recommend appropriate staffing adjustments. Extra-hire employees supporting recreation programs are not included in the FTE count.

Revenue

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Revenue							
Activity Center	36,373	40,040	44,990	55,550	55,550	23%	0%
Before & Afterschool	47,769	65,000	51,750	-	-	-100%	-
Summer & Break Camps	183,245	200,000	280,175	325,000	325,000	16%	0%
Youth Sports	119,790	145,000	130,785	150,000	150,000	15%	0%
Recreation Activities	54,547	54,000	68,518	39,700	39,700	-42%	0%
Facility Rentals	275,961	334,325	311,385	271,555	261,555	-13%	-4%
Intergovernmental - King County	-	-	15,284	483,333	483,333	3062%	0%
Donations	4,246	1,000	15,135	-	-	-100%	-
Total Revenue:	**$ 721,931**	**$ 839,365**	**$ 918,021**	**$1,325,138**	**$1,315,138**	**44%**	**-1%**

Parks and Recreation generates revenue through recreation programs, camps, youth sports, facility rentals, and other activities. Revenue increases significantly in 2027 and 2028 due primarily to King County Parks Levy funding. Program revenues are budgeted based on anticipated participation, facility utilization, and current fee structures and may vary based on actual program activity.

Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Expenditures							
Recreation Administration							
Salaries	356,155	474,240	419,319	577,477	607,218	38%	5%
Benefits	96,001	113,221	105,443	137,866	144,191	31%	5%
Supplies	4,852	7,000	4,641	7,000	7,000	51%	0%
Services	101,787	93,825	118,284	195,225	130,075	65%	-33%
Total Recreation Administration	**558,795**	**688,286**	**647,687**	**917,568**	**888,484**	42%	-3%
Activity Center							
Salaries	22,535	77,928	26,002	35,589	32,313	37%	-9%
Benefits	2,798	14,085	3,615	16,137	3,957	346%	-75%
Supplies	11,898	12,900	12,117	15,450	15,450	28%	0%
Services	64,945	77,517	73,327	86,837	81,837	18%	-6%
Total Activity Center	**102,175**	**182,430**	**115,060**	**154,013**	**133,557**	34%	-13%
Human Services							
Human Services Needs Assessment	-	-	-	50,000	-	-	-100%
Services	206,162	150,000	123,970	150,000	150,000	21%	0%
Total Human Services	**206,162**	**150,000**	**123,970**	**200,000**	**150,000**	61%	-25%
Arts Program							
Salaries	14	-	-	-	-	-	-
Benefits	5	-	-	-	-	-	-
Supplies	-	-	200	-	-	-	-
Services	44,152	55,000	44,707	55,000	55,000	23%	0%
Total Arts Program	**44,170**	**55,000**	**44,907**	**55,000**	**55,000**	22%	0%
Youth Programs							
Salaries - Regular	45,393	36,064	52,231	29,581	29,581	-43%	0%
Salaries - Extra Hire Wages	150,540	-	202,500	178,000	160,200	-12%	-10%
Benefits	35,329	17,123	63,670	11,379	11,379	-82%	0%
Supplies	37,306	46,800	90,142	41,150	36,150	-54%	-12%
Services	5,653	17,344	30,333	73,499	30,500	142%	-59%
Total Youth Programs	**274,221**	**117,331**	**438,876**	**333,609**	**267,810**	-24%	-20%
Facility Rentals							
Salaries	241,663	223,198	204,941	99,665	-	-51%	-100%
Benefits	62,346	58,250	44,945	30,560	-	-32%	-100%
Supplies	7,058	12,000	6,849	9,000	6,500	31%	-28%
Services	149,084	109,200	190,838	209,390	131,040	10%	-37%
Total Facility Rentals	**460,151**	**402,648**	**447,572**	**348,615**	**137,540**	-22%	-61%
Events*							
Supplies	-	-	-	6,100	7,170	-	18%
Services	-	-	-	4,100	4,300	-	5%
Total Events	**-**	**-**	**-**	**10,200**	**11,470**	-	12%
Total Expenditures:	**$ 1,645,673**	**$ 1,595,695**	**$ 1,818,072**	**$2,019,005**	**$1,643,861**	**11%**	**-19%**

Expenditures Commentary

The 2027–2028 budget reflects changes in the organization and presentation of Parks and Recreation activities. Youth Programs include extra-hire wages associated with seasonal and program staffing. These costs were not included in the adopted 2026 budget as part of budget reduction efforts but are reflected in the 2026 projection and restored in the 2027–2028 budget.

Recreation Administration expenditures increase in 2027 primarily due to funding for the Parks and Recreation Director position and professional services associated with development of the Parks Master Plan, which is anticipated to be supported in part by grant funding. The budget provides a framework for continued operations while allowing a new Parks and Recreation Director to evaluate programs, staffing, and service delivery and recommend future adjustments as appropriate.

*Events, which historically were included with Facility Rentals, are presented separately beginning in 2027 to better reflect these activities.



Community Development Director
Rebecca Deming

Department Overview

Planning Division: The Planning Division is committed to serving all residents with professionalism and courtesy, ensuring that Des Moines continues to be a healthy, safe, attractive, and enjoyable place to live, work, and visit. Planning assists in developing and implementing long-range plans. The Planning Division plays a key role in shaping the future of the City's built environment by ensuring that all codes and development activities align with the city's adopted comprehensive plans and regulations. The Planning Division also works through and/or assists our Code Enforcement Officer in land use related code enforcement cases. The Planning Division prioritizes timely, accurate information and community engagement to support the city's vision for long-term growth and development.

Building Division:

The Building Division serves residents by ensuring that all development projects adhere to the adopted standards of public safety, accessibility, energy codes, and compliance with structural, electrical, plumbing, and mechanical standards. Under the direction of the Building Official, the division works in concert with the Planning Department to review, permit, and inspect development activities, ensuring compliance with the city's land use and construction codes. The Building Division also works through and/or assists Code Enforcement in several building-related code enforcement cases. The Building Division's mission is to support a safe and resilient built environment while providing exceptional customer service and fostering a collaborative approach to community development.

- Administers the City's Comprehensive Plan
- Review and approve land use applications
- Code enforcement investigations
- Facilitate pre-application meetings
- Update the City's zoning and building codes as necessary
- Review and issuance of permits
- Inspection services for issued building permits
- Administers the Joint & Minor Home Repair program, providing funding for low-income families for minor home repairs.
- Jointly provides enforcement of the City's Municipal Code, International Building Code, International Fire Code, RCW codes and WAC codes.

2025 – 2026 Major Accomplishments

- Comprehensive Plan Periodic Update Approval and Certification
- Creation of Planning Commission
- Middle Housing and ADU Code Amendments
- Issuance of EIS for Zenith Properties
- Sea-Tac Airport SAMP Responses

2027 – 2028 Goals & Priorities

- **Safety and Compliance:** Ensure all construction projects meet the minimum requirements for safety, health, energy, accessibility, general welfare, and comply with local, state, and federal regulations.
  Strategic Priorities: Public Safety / Natural and Built Environment

- **Efficiency in Permitting:** Streamline the permitting process to reduce turnaround times while maintaining local, state, and federal standards and regulations.
  Strategic Priorities: Organizational Excellence / Economic Vitality

- **Customer Service:** Continue to provide timely, accurate, and courteous service to residents, developers, and contractors, ensuring that all inquiries and applications are handled efficiently.
  Strategic Priorities: Organizational Excellence / Engaged and Thriving Community

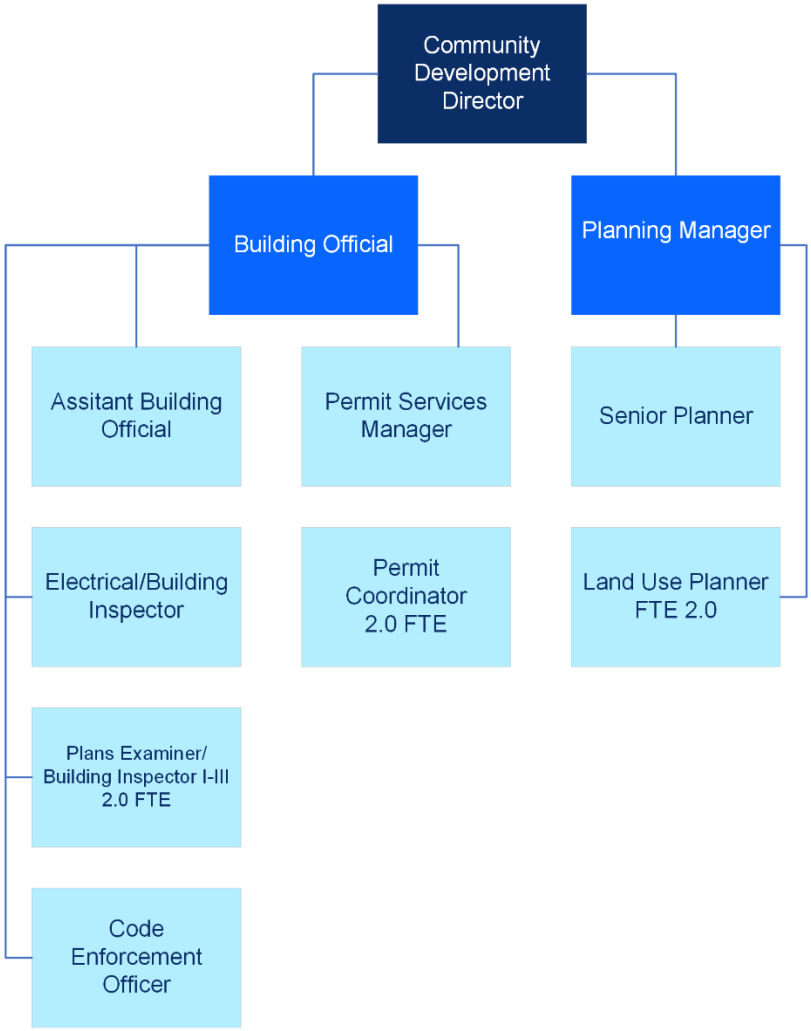
- **Implement the Comprehensive Plan:** Ensure that all development projects align with the goals and objectives outlined in the city's Comprehensive Plan, including land use, transportation, housing, and environmental sustainability.
  Strategic Priority: Natural and Built Environment

- **Community Engagement:** Increase public participation in the planning process by organizing workshops, public forums, and surveys to gather input and foster community involvement.
  Strategic Priority: Engaged and Thriving Community

- **Sustainable Growth:** Promote policies that encourage sustainable development practices, preserving natural resources and enhancing the quality of life for all residents.
  Strategic Priorities: Natural and Built Environment / Economic Vitality

- **Coordinate Review and Completion of City Projects:** Continue to collaborate with Planning, Building, Public Works, and other departments and agencies on City projects.
  Strategic Priorities: Organizational Excellence / Natural and Built Environment

Organizational Chart



Note: The organizational chart reflects the overall structure of the Community Development Department. Personnel costs are allocated between the General Fund and Development Fund based on the services provided and the nature of the work performed. Because the majority of department activities are fee-based, most personnel costs are allocated to the Development Fund.

Full-Time Equivalents (FTEs)

	2026	2027 Budget			2028 Budget		
Position	**FTE**	**FTE**	**Salaries**	**Benefits**	**FTE**	**Salaries**	**Benefits**
Planning (Tax-Based)							
Community Development Director	0.50	0.50	98,906	16,384	0.50	101,377	15,738
Total Planning (Tax-Based)	**0.50**	**0.50**	**98,906**	**16,384**	**0.50**	**101,377**	**15,738**
Building and Permits (Tax-Based)							
Building Official	1.00	1.00	165,205	56,057	1.00	169,335	58,948
Permit Coordinator	0.30	0.30	27,097	7,965	0.30	27,774	8,260
Total Building and Permits (Tax-Based)	**1.30**	**1.30**	**192,302**	**64,022**	**1.30**	**197,109**	**67,208**
Department Total	**1.80**	**1.80**	**$ 291,208**	**$ 80,406**	**1.80**	**$ 298,486**	**$ 82,946**

Note: Position costs shown in the FTE schedule reflect the budgeted allocation of salaries and benefits by position and may not directly correspond to the related expenditure categories in the department budget. Benefit costs include medical premiums as well as retirement, payroll taxes, workers' compensation, and other employee benefits. While medical premiums are projected to increase by approximately 10% to 16%, changes in total benefit costs are lower because medical premiums represent only one component of overall employee benefits.

Staffing: The FTE schedule reflects only Community Development personnel costs supported by the General Fund. Most department personnel costs are associated with fee-based development activities and are budgeted in the Development Fund. General Fund staffing totals 1.80 FTE in both 2027 and 2028 and primarily supports tax-based Planning and Building and Permitting activities.

Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Expenditures							
Planning (Tax-Based)							
Salaries	97,525	98,762	103,945	100,506	99,856	-3%	-1%
Benefits	18,685	16,589	16,785	16,384	15,738	-2%	-4%
Services	10,298	-	-	-	-	-	-
Total Planning (Tax-Based)	**126,509**	**115,351**	**120,730**	**116,890**	**115,594**	-3%	-1%
Building and Permits (Tax-Based)							
Salaries	186,132	186,667	188,273	190,135	192,820	1%	1%
Benefits	61,841	66,194	61,169	64,022	67,208	5%	5%
Total Building and Permits (Tax-Based)	**247,974**	**252,861**	**249,441**	**254,157**	**260,028**	2%	2%
Other							
Pollution Control	26,624	24,000	27,590	27,044	27,480	-2%	-
Total Other	**26,624**	**24,000**	**27,590**	**27,044**	**27,480**	-2%	2%
Total Expenditures:	**$ 401,106**	**$ 392,212**	**$ 397,761**	**$ 398,091**	**$ 403,102**	**0%**	**1%**

General Fund expenditures support the tax-based activities of Community Development, including Planning, Building and Permits, and pollution control activities. Most development-related services are fee-based and are accounted for separately in the Development Fund. General Fund expenditures remain relatively stable over the biennium, totaling approximately $398,000 in 2027 and $403,000 in 2028.

Purpose

The Non-Departmental budget accounts for General Fund revenues and expenditures that are citywide in nature or are not directly attributable to a specific operating department. These costs include certain governmental, organizational, contractual, and internal service expenses that support overall City operations.

Expenditures

	2025 Actuals	2026 Budget	2026 Projected	2027 Budget	2028 Budget	2027 vs 2026 Projected (% Change)	2028 vs. 2027 Budget (% Change)
Expenditures							
Intergovernmental Services							
Jail Services -SCORE	870,783	741,454	745,954	771,500	803,000	3%	4%
Fire Services	50,196	70,000	52,244	56,000	60,000	7%	7%
County Recording Services	4,472	5,000	6,180	8,000	10,000	29%	25%
Election Services	114,872	130,000	25,000	60,000	60,000	140%	0%
Voter Registration	107,038	60,000	116,768	120,000	125,000	3%	4%
Total Intergovernmental Services	**1,147,360**	**1,006,454**	**946,146**	**1,015,500**	**1,058,000**	7%	4%
Legal and Legislative Contracted Services							
Professional Services - Code Update	5,100	2,000	5,000	3,000	3,000	-40%	0%
Official Publication Services	1,879	1,400	1,250	2,500	2,500	100%	0%
Public Defenders	223,055	55,000	290,000	220,000	220,000	-24%	0%
Total Legal and Legislative Contracted Services	**230,033**	**58,400**	**296,250**	**225,500**	**225,500**	-24%	0%
Organizational Memberships							
Sound Cities Association	26,114	25,750	26,897	32,000	32,000	19%	0%
WA State Department of General Administration	-	510	510	510	510	0%	0%
Des Moines Chamber of Commerce	-	-	-	5,000	5,000	-	0%
Highline College Small Business Development	19,647	20,400	20,040	15,500	15,500	-23%	0%
Association Of WA Cities	27,866	28,560	58,680	60,000	60,000	2%	0%
SWKC Chamber Of Commerce	5,000	5,100	10,647	6,000	6,000	-44%	0%
Puget Sound Regional Council	11,543	11,220	11,789	12,220	12,220	4%	0%
Total Organizational Memberships	**90,170**	**91,540**	**128,563**	**131,230**	**131,230**	2%	0%
Interfund Services and Assessments							
Computer Replacement	165,414	205,989	206,766	79,320	105,337	-62%	33%
Equipment Rental Maintenance	492,787	497,921	497,921	316,790	316,790	-36%	0%
Equipment Rental Replacement	1,286,365	819,181	829,181	922,398	922,398	11%	0%
Insurance	673,202	669,860	669,860	749,434	783,647	12%	5%
Total Interfund Services and Assessments	**2,617,768**	**2,192,951**	**2,203,729**	**2,067,942**	**2,128,172**	-6%	3%
Total Expenditures:	**$ 4,085,331**	**$ 3,349,345**	**$ 3,574,688**	**$3,440,172**	**$3,542,902**	**-4%**	**3%**

Intergovernmental Services: The City is an owner city of the South Correctional Entity (SCORE), which provides jail services for Des Moines and its other member cities. Jail service expenditures reflect the City's annual costs associated with SCORE. Other intergovernmental expenditures include fire services, County recording services, election services, and voter registration costs.

Legal and Legislative Contracted Services: Public defender services provide legal representation for eligible individuals who are unable to afford counsel. These costs are supported by a combination of General Fund resources and the Public Safety Sales Tax Fund. The City continues to monitor public defense costs as new Washington Supreme Court standards significantly reduce allowable attorney caseloads, which is expected to increase the cost of providing these services. The new standards became effective January 1, 2026, with phased implementation permitted. State funding for locally administered public defense remains an ongoing issue, and additional state assistance has been under consideration.

Organizational Memberships: Organizational membership expenditures support the City's participation in regional, municipal, economic development, and other organizations that provide services or representation benefiting the City as a whole. These costs are budgeted in Non-Departmental because they are not attributable to a single City department.

Interfund Services and Assessments: These expenditures represent the General Fund's share of centralized services and assessments accounted for in the City's internal service funds. Major costs include equipment maintenance and replacement, computer replacement, and insurance. The City's annual insurance premium to the Washington Cities Insurance Authority (WCIA) is paid through the Self-Insurance Fund, with the General Fund assessed its share of the cost.

Capital Improvements

Capital Expenditures – Definition

Capital expenditures include expenditures for buildings, land, major equipment, and other commodities that are of significant value (greater than $25,000) and have a useful life of at least five years. Anticipated major repairs/maintenance greater than $25,000 have also been included. The next year of capital spending and projects which do not meet the capital criteria are included in the annual Operating Budget.

The Capital Improvements Plan (CIP) lists each proposed project to be undertaken, the year in which it will be started, the amount expected to be expended in each year and the proposed method of financing these expenditures. Based on these details, summaries of project activities in each year can be prepared, as well as summaries of financial requirements, such as amounts of general obligation bonds to be issued, amounts of general operation funds required and any anticipated intergovernmental support, etc.

The capital improvements budget is enacted annually based on the capital improvements plan. It appropriates funding for the projects in the first year of the capital improvements plan as well as any projects started but not yet complete.

Flexibility is built into the capital improvements plan to allow for delay of projects when financing constraints make it impossible to allow for funding of the entire array of projects and to move future projects forward when financial availability makes it possible. The CIP is updated at least annually.

Capital Project Evaluation Criteria

Legal. A State or Federal mandate may require a project be implemented. Court orders and judgments concerning annexation property owners' rights, environmental protection, etc. are examples of legal requirements which may affect project prioritization.

Safety. Benefit to the environment, safety or public health of the community is evaluated. For example, all street projects concern public safety, but streets for which documented evidence of existing safety hazards are given higher priority.

Comprehensive Plan. Consistency with the city's Comprehensive Plan is important. Capital projects may directly or indirectly relate to comprehensive plan and should be consistent with the comprehensive plan.

Funding. The extent to which outside funding is available for a project or purchase is evaluated.

Related Project. Sometimes projects in one category are essential to the success of those in others. Related projects proposed by other departments or governmental jurisdictions may even effect a savings to a particular project. Coordination of street projects with utility programs within the city (or those planned by other jurisdictions) can reduce costs and minimize public inconvenience. A surface water line replacement needed in three years may be given a higher priority in order to coincide with a street resurfacing project needed immediately.

Efficiencies. Projects which substantially improve the quality of service at the same operating cost, or eliminate obsolete and inefficient facilities, or lower operating costs are given higher priority.

Economic Impact. A project may affect the local economy. Increases or decreases in property valuations may occur. Rapid growth in the area may increase the city's land acquisition costs if the project is deferred.

Public Support. Projects are generally more easily implemented if there is public demand and support for them.

Capital Improvements Plan Process

The capital improvements plan process is built around the following eight steps:

1. ***Establish administrative and policy framework for capital programming and budgeting***. The first step in implementing an effective capital improvements planning and budget process is to establish the underlying organizational and policy framework within which the process operates. All requests for capital improvements projects are submitted to the Finance Department.

2. ***Prepare inventory of existing facilities***. Each governmental unit compiles an inventory of its own physical plant. This helps to indicate the eventual need for renewal, replacements, expansion or retirement of some of the physical plants. This often is accomplished through a master plan process.

3. ***Review the status of on-going projects***. The estimated costs of these projects are reviewed to ensure accuracy and monitor the funding necessary to complete the project.

4. ***Perform financial analysis and financial programming***. Financial analysis involves the determination of the City of Des Moines' financial capability for major expenditures by examining past, present and future revenue, expenditures and municipal debt. The selection and scheduling of funding sources of these major expenditures is known as financial programming. Some of the important objectives of financial programming include:

- Smoothing the tax rate impacts
- Maintaining a preferred balance of debt service and current expenditures
- Determining debt capacity and appropriate debt service levels
- Maximizing intergovernmental aid relative to local expenditures

The intent is to come up with a level of project expenditures which the municipality can safely afford over the next several years while maintaining a minimal impact of the property tax rate and other municipal revenues.

5. ***Compile and evaluate project requests***. Once the Finance Department has completed reviewing and summarizing the CIP requests, the CIP requests are then presented to the City Council Committees (Environment Committee for Surface Water Management capital projects; Municipal Facilities Committee for Parks, Administrative and Maintenance Facilities, and Marina capital projects; Transportation Committee for Transportation capital projects) for review and prioritization based on the criteria contained in the Capital Project Criteria section.

6. ***Adopt the capital program and budget***. The City Council as a whole, reviews, modifies and adopts the Capital Improvements Plan in the summer. Continuing projects plus projects listed in the CIP to start the next fiscal year are included in the Operating Budget which council adopts before the end of the current year.

7. ***Monitoring the Capital Project Budget***. Monitoring the approved capital project budget requires appropriate actions from the Finance Department. Since capital projects often involve time-consuming activities such as bidding, site selection, and lengthy purchasing and construction delays, the actual implementation of projects may be completed somewhat later than the designated year. If funds are incomplete, it may be desirable to split the project over two funding years. An example of this would be completing the Engineering design and bid specification development in one year and the actual construction in the second year.

8. ***Modifications***. Significant change in project scope, time or costs requires a budget amendment by the City Council.

Significant Capital Improvements Projects

Marina Projects

Redondo Boarding Float Replacement Phase 2 (MCCIP0031)

This project will replace the north-side boarding floats at the Redondo Boat Launch, which were previously removed due to safety concerns. The new floats will complement the recently installed south-side boarding floats and provide a wider, safer facility for boat launch users. As the only public boat launch between Tacoma and Seattle, the Redondo Boat Launch provides important recreational access to Puget Sound. The City received a $348,750 Washington State Recreation and Conservation Office grant to support the project.

Budget: $540K

Funding Sources: WA State RCO Grant, REET 1

Seawall & Esplanade (MACIP0012)

This project provides for the planning, design, and eventual replacement of the remaining seawall and esplanade between CSR and A-Dock. The seawall is nearing the end of its useful life after years of exposure to saltwater, tides, storms, and daily use. Its continued deterioration increases maintenance needs and the risk of damage to the marina, parking areas, utilities, and other City assets. The aging esplanade also requires increasing maintenance and presents potential safety concerns. Replacement of these facilities will protect critical City infrastructure, improve public safety and accessibility, and reduce long-term maintenance needs.

Budget: $34M

Funding Sources: Marina Rates, Bonds

Tenant Restrooms/Visitor Amenity (MACIP0007)

This project will replace the Marina's existing tenant restroom facility, which is more than 50 years old, with modern facilities serving both Marina tenants and the public. The improvements will include four ADA-accessible unisex tenant restrooms with showers and one unisex public restroom. The new facilities will improve accessibility, functionality, and visitor amenities at the Marina.

Budget: $1.578M

Funding Sources: Marina Rates, One Time Tax

Public Works Projects

North Hill Elementary Walkway Improvements Project (TRCIP0021)

This project will construct approximately 800 linear feet of curb, gutter, sidewalk, ADA-accessible curb ramps, bike lanes, storm drainage improvements, retaining walls, and driver radar feedback signs along both sides of S 200th Street between 8th Avenue S and 10th Place S. The improvements support the City's non-motorized transportation priorities identified in the Comprehensive Transportation Plan and Safe Routes to School Project Report. S 200th Street is an important pedestrian corridor serving North Hill schools.

Budget: $6.021M

Funding Sources: Street Pavement Fund, WA ST Safe Routes to School Grant, Transportation Benefit District, Redondo & Automated Speed Enforcement

Midway Park (MCCIP0015)

This project provides for the design and construction of improvements to Midway Park, incorporating recently acquired parcels into the park. Midway Park is identified as a priority in the Parks, Recreation and Senior Services Master Plan and is located in the Pacific Ridge neighborhood, an area identified as highly impacted in environmental health and disparities rankings.

Budget: $10.284M

Funding Sources: Federal, State & Local Grants, Parks Levy Funds, Park In-Lieu, REET 2

6th Pl/287th St Pipe Replacement (SWCIP0029)

This project will improve the storm drainage system in the vicinity of 4th Place S, S 287th Street, and 6th Place S. Improvements will include approximately 1,670 linear feet of 12-inch storm drainpipe, 15 catch basins, four storm drain manholes, a flow splitter at 4th Place S and S 287th Street, and a diversion structure. Existing corrugated metal pipe will be replaced with new storm drainage pipe, and drainage easements may be required to complete the work. The project is identified as a high-priority project (CIP-37) in the 2015 Surface Water Management Comprehensive Plan and is intended to reduce localized flooding, replace aging infrastructure, and improve drainage conditions in the area.

Budget: $1.686M

Funding Sources: SWM Rates, KC Flood Control Grant

CITY OF DES MOINES
CIP REVENUE SOURCE SUMMARY: 2027-2032
(Amounts in Thousands)

Funding Source Name	Actuals to Date Prior Year	Actuals Current Year	Plan Year 2026	Plan Year 2027	Plan Year 2028	Plan Year 2029	Plan Year 2030	Plan Year 2031	Plan Year 2032	Total 6 Year Plan
General Fund Transfer	545	-	-	-	-	-	-	-	-	545
Arterial Pavement Fund	15	-	-	-	-	-	-	-	-	15
Franchise Fees	5,169	-	1,812	217	200	-	-	-	-	7,398
ASE (Automated Speed Enforcement) Transf	514	-	105	222	1,074	1,218	-	-	-	3,133
Transportation Benefit District Fund Transfer	1,520	4	1,755	850	600	650	700	750	800	7,625
Debt Proceeds	24,448	-	-	-	-	-	-	-	31,040	55,488
REET 1	856	14	2,593	114	477	501	62	65	77	4,745
REET 2	401	1	1,145	121	-	165	-	-	-	1,832
King County Park Levy	770	-	256	105	440	59	62	65	68	1,825
Park in-Lieu	284	-	69	-	-	-	-	-	-	353
One Time Tax	147	-	344	-	-	-	-	-	-	491
Traffic in-Lieu	594	-	490	490	-	-	570	3,252	-	5,396
Traffic Impact Fees - City Wide	1,126	-	63	239	1,000	700	-	495	59	3,682
Traffic Impact Fees - Pac Ridge	606	-	-	-	-	-	-	-	-	606
Marina Rates	2,441	1	1,411	73	3,091	-	-	-	-	7,016
Surface Water Utility	3,320	142	2,700	3,859	2,267	1,900	2,790	1,983	945	19,764
Surface Water Utility - Cost Reimbursement	6	-	192	-	-	-	-	-	-	198
Facility Repair & Replace Fund Transfer	-	-	48	71	105	201	-	-	-	425
Local Grants (Secured)	3,991	314	2,219	150	1,250	-	-	-	-	7,610
Local Grants (Unsecured)	324	-	360	150	295	470	3,510	-	5,858	10,967
State Grants (Secured)	9,221	379	7,969	1,280	3,500	350	-	-	-	22,320
State Grants (Unsecured)	-	-	-	1,163	1,624	23,197	3,400	3,431	1,174	33,989
Federal Grants (Secured)	840	-	173	500	727	1,010	-	-	-	3,250
Federal Grants (Unsecured)	-	-	-	-	4,116	-	-	-	-	4,116
Private Contributions	451	-	726	-	-	-	363	500	-	2,040
Interlocal Agreement	2,398	604	1,174	-	-	-	-	-	-	3,572
Fund Balance	41	-	-	-	-	-	-	-	-	41
Legal Settlements	13	230	876	-	-	-	-	-	-	889
Redondo Speed Enforcement	73	13	1,043	926	753	763	763	763	773	5,857
Marina Building Maintenance Fees	36	1	1	-	-	-	-	-	-	37
	60,219	**1,703**	**27,524**	**10,530**	**21,519**	**31,184**	**12,220**	**11,304**	**40,794**	**215,294**

CITY OF DES MOINES
CIP EXPENDITURE SUMMARY: 2027-2032
(Amounts in Thousands)

Major Category	Project Name	Total Current Budget	Plan Year 2026	Plan Year 2027	Plan Year 2028	Plan Year 2029	Plan Year 2030	Plan Year 2031	Plan Year 2032
Building Facility Projects	Founders' Lodge	357	284	121	-	-	-	-	-
Building Facility Projects	LED Exterior Lighting	90	-	-	-	94	-	-	-
Building Facility Projects	City Hall Canopy Repairs	102	-	-	-	107	-	-	-
Building Facility Projects	Service Center Material Storage Improvements	405	-	33	294	-	-	-	-
Building Facility Projects	Service Center Fueling Station Canopy & Fuel Tank Replacemen	1,643	-	-	245	1,497	-	-	-
Building Facility Projects	Citywide Mechanical & HVAC Equipment and Roofing Replaceme	350	50	53	56	59	62	65	68
Building Facility Projects	Activity Center Roof & Solar	247	17	-	-	-	-	-	-
Building Facility Projects	PW Service Center and PD Vehicle Gates	48	48	-	-	-	-	-	-
Building Facility Projects	IT Main Office HVAC System	-	-	71	-	-	-	-	-
Building Facility Projects	City Fiber Loop Completion	1,390	-	1,390	-	-	-	-	-
Building Facility Projects Total		**4,632**	**399**	**1,668**	**595**	**1,757**	**62**	**65**	**68**
Marina Capital Improvements	Marina Dredging	857	-	-	-	-	-	-	-
Marina Capital Improvements	Dock Electrical Replacements	246	-	61	61	122	-	-	-
Marina Capital Improvements	Marina Dock Replacement	13,117	2,483	-	-	-	-	-	-
Marina Capital Improvements	Tenant Restroom Replacement	806	1,560	-	-	-	-	-	-
Marina Capital Improvements	CSR Roof Replacement	79	-	-	-	-	-	-	-
Marina Capital Improvements	Marina Dock Ferry Electrification	-	117	-	-	-	-	-	-
Marina Capital Improvements	Marina Small Projects	-	12	12	-	-	-	-	-
Marina Capital Improvements	Seawall and Esplanade	-	-	-	3,030	-	-	-	31,040
Marina Capital Improvements Total		**15,105**	**4,172**	**73**	**3,091**	**122**	**-**	**-**	**31,040**
Municipal Capital Improvements	DMBP Sun Home Lodge Rehab	1,017	-	-	-	142	-	-	825
Municipal Capital Improvements	Field House Play Equipment	752	-	-	-	-	-	-	-
Municipal Capital Improvements	Redondo Fishing Pier	5,588	3,257	-	-	-	-	-	-
Municipal Capital Improvements	Midway Park	6,367	242	-	6,841	-	-	-	-
Municipal Capital Improvements	Redondo Restroom	2,612	131	-	-	-	-	-	-
Municipal Capital Improvements	Police HVAC	1,912	-	-	242	1,785	-	-	-
Municipal Capital Improvements	City Hall Parking Lot	517	-	-	-	49	499	-	-
Municipal Capital Improvements	N. Side Redondo Floats	475	524	-	-	-	-	-	-
Municipal Capital Improvements	Midway Park Youth Soccer Field	30	53	-	384	-	-	-	-
Municipal Capital Improvements	Redondo Esplanade Improvements	40	-	26	306	1,800	-	-	-
Municipal Capital Improvements	Cliff Ave Connector	36	-	26	356	2,729	-	-	-
Municipal Capital Improvements	SJU Light Repair	15	-	-	-	-	-	-	-
Municipal Capital Improvements	Field House Lighting Upgrades	15	76	-	-	-	-	-	-
Municipal Capital Improvements	Field House Exterior Painting	-	74	-	-	-	-	-	-
Municipal Capital Improvements	Parks Maintenance (Levy Funded)	-	51	53	56	59	62	65	68
Municipal Capital Improvements	Marina, Beach Park Paid Parking	360	6	-	-	-	-	-	-
Municipal Capital Improvements	Marina Steps & Promenade	12,888	11,127	-	-	-	-	-	-
Municipal Capital Improvements	City Hall Suite A Restroom & Kitchen	-	254	-	-	-	-	-	-
Municipal Capital Improvements Total		**32,624**	**15,795**	**105**	**8,185**	**6,564**	**561**	**65**	**893**
Surface Water Management Capit	24th Ave Pipeline Replacement/Upgrade	1,335	14	-	-	-	-	-	-
Surface Water Management Capit	DMMD 208th to 212th Pipe Project	1,770	59	-	-	-	-	-	-
Surface Water Management Capit	S. 200th St. Drainage Improvements	51	193	-	-	-	-	-	-
Surface Water Management Capit	Service Center Material Storage Improvments	102	-	11	91	-	-	-	-
Surface Water Management Capit	5th Ave/212th Street Pipe Upgrade	1,813	312	1,494	-	-	-	-	-
Surface Water Management Capit	216th Pl./ Marine View Dr. Pipe Upgrade	631	24	-	-	-	-	-	-
Surface Water Management Capit	Des Moines Creek Estuary Restoration	18,731	497	309	208	12,636	-	-	-
Surface Water Management Capit	Massey Creek Pocket Estuary and Fish Passage	132	3	-	-	-	-	-	-
Surface Water Management Capit	6th Pl/287th Street Pipe Replacement	1,623	128	1,270	-	-	-	-	-
Surface Water Management Capit	232nd St (10th to 14th) Pipe Project	1,245	-	-	281	964	-	-	-
Surface Water Management Capit	16th Ave S Ditch Decommissioning & Stormwater Improvement	1,428	1,403	-	-	-	-	-	-
Surface Water Management Capit	KDM/16th Ave B Pipe Project	1,864	32	425	1,408	-	-	-	-
Surface Water Management Capit	Pipe Repair and Replacement Project Program	3,077	495	457	479	502	526	551	551
Surface Water Management Capit	MVD Pond Retrofit	1,238	154	1,112	-	-	-	-	-
Surface Water Management Capit	13th Ave S Bioswale Retrofit	234	-	50	197	-	-	-	-
Surface Water Management Capit	Wooton Park Parcel Acquisition	486	16	-	-	-	-	-	-
Surface Water Management Capit	Beach Park Hillside Pipe Replacement	64	-	194	-	-	-	-	-
Surface Water Management Capit	North Hill Storm Improvements	2,339	-	-	-	434	1,905	-	-
Surface Water Management Capit	Midway Storm Improvements	1,044	-	-	-	-	263	781	-
Surface Water Management Capit	Saltwater Highlands Pond Retrofit	572	-	-	-	-	96	476	-
Surface Water Management Capit	240th Street (MVD to 11th Pl) Pipe Project	-	-	-	-	-	-	175	395
Surface Water Management Capit	Marina Steps Bioretention Planters	-	177	-	-	-	-	-	-
Surface Water Management Capital Total		**39,779**	**3,507**	**5,322**	**2,664**	**14,536**	**2,790**	**1,983**	**946**

CITY OF DES MOINES
CIP EXPENDITURE SUMMARY: 2027-2032
(Amounts in Thousands)

Major Category	Project Name	Total Current Budget	Plan Year 2026	Plan Year 2027	Plan Year 2028	Plan Year 2029	Plan Year 2030	Plan Year 2031	Plan Year 2032
Transportation Projects	Street Pavement Preservation	12,322	1,051	1,106	1,156	1,206	1,256	1,306	1,356
Transportation Projects	ADA Compliance Program	484	39	62	62	72	72	72	82
Transportation Projects	Guardrail Program	228	37	28	28	28	28	28	28
Transportation Projects	S 224th St Improvements	914	-	243	670	-	-	-	-
Transportation Projects	Downtown Alley Improvement	791	789	-	-	-	-	-	-
Transportation Projects	Barnes Creek Trail	10,322	7,819	213	-	-	-	-	-
Transportation Projects	16th Ave - Seg 5A	204	-	-	-	-	204	-	-
Transportation Projects	24th Ave S. Improvements Project (Segment 2)	9,988	1,335	-	-	-	-	-	-
Transportation Projects	Marine View Dr / South 240th St. Intersection Improvement	2,178	-	-	-	-	585	1,537	-
Transportation Projects	Arterial Traffic Calming	848	129	280	107	107	107	107	107
Transportation Projects	South 240th Street Improvements - Segment 1	7,550	-	-	-	950	6,600	-	-
Transportation Projects	North Hill Elementary Walkway Improvements	5,422	889	4,121	-	-	-	-	-
Transportation Projects	Kent-Des Moines Rd - Seg 2	7,269	-	-	-	-	-	995	6,274
Transportation Projects	30th Ave S Improvements - South Segments	6,156	-	-	1,096	5,550	-	-	-
Transportation Projects	South 240th Street Improvements - Segment 3	5,890	-	-	-	-	940	4,950	-
Transportation Projects	S 223rd Strt Complete Street Impr	1,381	-	637	-	-	-	-	-
Transportation Projects	24th Ave S Improvements - Segment 1	-	515	943	5,774	2,105	-	-	-
Transportation Projects	Safe Streets for All	-	61	718	-	1,173	-	-	-
Transportation Projects Total		**71,947**	**12,664**	**8,351**	**8,893**	**11,191**	**9,792**	**8,995**	**7,847**
Grand Total		**164,087**	**36,537**	**15,519**	**23,427**	**34,170**	**13,205**	**11,108**	**40,794**

Debt

Debt Service

Debt service funds are used to account for principal and interest payments. Debt is used by the City as a means of financing capital improvements. By extending the repayment of debt over the anticipated useful life of the improvement, the cost is more equitably spread among the citizens who benefit from the improvement.

Bonds are sold and the proceeds are used to pay for the construction of capital improvements. The bonds are repaid over a period of time from taxes, fees, or other revenue sources identified for that purpose.

The City of Des Moines has issued three types of debt for general government purposes.

- Limited Tax General Obligation (LTGO) Bonds (also called Councilmatic Bonds) can be issued with approval of City Council. The debt is repaid from existing general revenues of the City.
- Intergovernmental Bonds, which are backed by the full faith and credit of the City of Des Moines. In 2019, the City went from a host City for the SCORE jail to an owner City. As a host City, the City's allocable share of SCORE debt was reflected as an intergovernmental loan. With this change to an owner City, the City's allocable share of the SCORE debt is reflected as intergovernmental bonds.
- Governmental Loans, which the City of Des Moines has one Public Works Trust Fund loan.

When the City issues debt, a thorough review of the City's financial condition is completed by bond rating agencies. Based on their findings, the bonds are given a rating. The City's bond rating is a reflection of creditworthiness and affects the cost to the City of issuing debt. The City of Des Moines currently holds an AA bond rating from S&P Global Ratings, which was most recently awarded in May 2025.

	Issue Date	Maturity Date	Interest Rate	Original Amount	Outstanding Debt 12/31/2025	2025 Standard & Poor Rating
Limited Tax General Obligation (LTGO) Bonds						
2018 New Money Bonds	9/6/2018	12/1/2038	3.00% - 4.00%	$ 3,105,000	$ 2,285,000	AA
2018 Refunding Bonds	9/6/2018	12/1/2028	3.00% - 4.00%	5,285,000	1,800,000	AA
2023 Bonds	10/19/2023	12/1/2052	5%	24,505,000	24,505,000	AA
Total General Obligation Bonds				**32,895,000**	**28,590,000**	
Intergovernmental Bonds						
SCORE PDA 2019 Refunding Bonds	12/11/2019	12/1/2038	3.00% - 5.00%	$ 3,073,511	$ 2,363,452	
Public Works Trust Fund Loans						
2009 PWTF Loan - Gateway Construction	1/26/2009	7/1/2028	0.50%	$ 1,000,000	$ 95,588	

Debt Capacity

General Purpose Councilmatic Debt - The City Council may approve bond issues without voter approval up to 1.5% of the City's assessed valuation. Councilmatic debt must be approved by a majority of the City Council and must be repaid from existing operational revenue sources. In 2025, the City Council could levy up to $103,560,947, or 1.5% of the City's estimated assessed value. Because the City currently has outstanding Councilmatic debt of $35,980,167, the remaining Councilmatic debt capacity for 2025 is $67,580,780.

Limited Tax General Obligation (LTGO) Bonds

City of Des Moines, Washington
Legal Debt Limit

Legal debt margin calculation for fiscal year 2025 (not in thousands)		
Assessed value (1)	6,904,063,147	1
GENERAL PURPOSES		
Limit of 2.5% of Assessed Value	172,601,579	
Councilmatic:		
Statutory Capacity (1.5% of Assessed Value)	103,560,947	
Outstanding debt(2):		
GO bonds outstanding	30,953,452	2
GO notes and loans	95,588	3
Capital leases	-	4
Compensated Absences	2,566,342	6
OPEB	1,787,024	7
Net pension liabilities	640,112	
Total outstanding debt	36,042,518	
Less:		
Amounts available in debt service funds	(62,351)	
Total applicable debt	35,980,167	
Excess of Voted Debt over 1%	-	
Remaining capacity without a vote	67,580,780	
Voter Approved:		
Statutory Capacity (2.5% of Assessed Value)	172,601,579	
Capacity Net Councilmatic Use	136,621,411	
Less:		
GO Bonds Outstanding	-	
Remaining capacity with a vote	136,621,411	

Sources:
(1) See historical assessed valuations
(2) See financial statements debt footnote.

Note: The total indebtedness for general purposes with or without a vote cannot exceed 2.5% of the value of taxable property. The general purposes indebtedness includes debt for capital leases without a vote. The legal limit for capital leases debt (RCW 35.42.200) is included in the 2.5 percent and does not constitute extra allowable debt.

The 1.5 percent is the maximum limit for general purposes without a vote (councilmatic debt). A council may choose to allocate any portion of this debt capacity to the "voted" category. If done so, this 1.5 percent of the indebtedness available without vote is to be proportionately reduced by the excess "voted" debt over 1 percent.

2018 LTGO Bonds (New Money and Refunding)

2018 LTGO "New Money" bonds were issued to pay or reimburse a portion of the costs of the design, construction, improvement, renovation and/or replacement of a bulkhead located near the City marina and other related public amenities and capital improvements.

2018 LTGO refunding bonds were issued to refund the City's outstanding 2008A and 2008B bonds. The net proceeds from the Refunding Bonds were used to purchase United States government securities. Those securities were deposited into a refunding trust account with a trust account to pay the full outstanding principal and interest on the 2008A and 2008B bonds. As a result of this transaction, the 2008A and 2008B bonds are considered to be paid in full and the liability for those bonds have been removed from the City's financial statements.

Payments on the bonds have historically been made by the General Fund, the Street Maintenance Fund, and the Marina Fund. Beginning in 2025, the City will use Real Estate Excise Tax (REET) to pay the General Fund portion of the debt service.

The interest rate on the bonds range from 3% to 4%.

	Real Estate Excise tax (REET)			Street Maintenance Fund			Marina			Total		
Year	Principal	Interest	Total	Principal	Interest	Total	Principal	Interest	Total	Principal	Interest	Debt Service
2026	$ 135,000	$ 91,400	$ 226,400	$ 157,385	$ 19,707	$ 177,092	$ 417,615	$ 52,293	$ 469,908	$ 710,000	$ 163,400	$ 873,400
2027	145,000	86,000	231,000	164,228	13,412	177,640	435,772	35,588	471,360	745,000	135,000	880,000
2028	150,000	80,200	230,200	171,071	6,843	177,914	453,929	18,157	472,087	775,000	105,200	880,200
2029	155,000	74,200	229,200	-	-	-	-	-	-	155,000	74,200	229,200
2030	160,000	68,000	228,000	-	-	-	-	-	-	160,000	68,000	228,000
2031 - 2035	905,000	238,600	1,143,600	-	-	-	-	-	-	905,000	238,600	1,143,600
2036 - 2040	635,000	51,400	686,400	-	-	-	-	-	-	635,000	51,400	686,400
Totals	$ 2,285,000	$ 689,800	$ 2,974,800	$ 492,684	$ 39,962	$ 532,646	$ 1,307,317	$ 106,038	$ 1,413,355	$ 4,085,001	$ 835,800	$ 4,920,801

2023 LTGO Bonds

2023 LTGO bonds were issued to pay or reimburse the costs of design and construction of the marina steps which will connect the marina to the City's downtown, the replacement of a restroom at the Redondo pier, the design and construction of the memorial flag triangle, the replacement of three docks at the marina, the restoration of the Redondo pier, and the purchase and installation of new parking systems at the marina and Redondo pier locations

Payments on the 2023 LTGO bonds are funded by parking proceeds from the new parking systems, Real Estate Excise Tax, One-time Tax, and the Marina. One-time tax is Sales Tax and Business and Occupation tax provided by construction projects taking place in the City that have a permit value of $15 million or more. The Marina's portion of the debt service relates only to the dock replacement project.

The interest rate on the bonds is 5%.

	Parking Proceeds			REET			One-Time Tax			Marina			Total		
Year	Principal	Interest	Total	Principal	Interest	Total	Principal	Interest	Total	Principal	Interest	Total	Principal	Interest	Debt Service
2026	$ -	$ 250,000	$ 250,000	$ -	$ 371,863	$ 371,863	$ -	$ 50,000	$ 50,000	$ -	$ 570,312	$ 570,312	$ -	$ 1,242,175	$ 1,242,175
2027	-	250,000	250,000	-	371,863	371,863	-	50,000	50,000	-	570,312	570,312	-	1,242,175	1,242,175
2028	-	250,000	250,000	-	371,863	371,863	-	50,000	50,000	-	570,312	570,312	-	1,242,175	1,242,175
2029	66,482	183,518	250,000	163,615	451,642	615,257	13,296	36,704	50,000	206,606	570,312	776,918	450,000	1,242,175	1,692,175
2030	70,072	179,928	250,000	172,829	443,780	616,609	14,014	35,986	50,000	218,084	559,982	778,066	475,000	1,219,675	1,694,675
2031 - 2035	404,912	845,088	1,250,000	996,106	2,078,962	3,075,067	80,982	169,018	250,000	1,258,000	2,625,558	3,883,558	2,740,000	5,718,625	8,458,625
2036 - 2040	555,470	694,530	1,250,000	1,475,305	1,844,644	3,319,949	111,094	138,906	250,000	1,818,131	2,273,295	4,091,426	3,960,000	4,951,375	8,911,375
2041 - 2045	761,887	488,113	1,250,000	2,249,860	1,441,401	3,691,260	152,377	97,623	250,000	2,685,875	1,720,739	4,406,615	5,850,000	3,747,875	9,597,875
2046 - 2050	972,863	277,137	1,250,000	2,872,908	818,399	3,691,308	194,573	55,427	250,000	3,429,656	976,999	4,406,655	7,470,000	2,127,963	9,597,963
2051 - 2055	1,158,036	91,964	1,250,000	535,875	42,556	578,431	231,607	18,393	250,000	1,634,481	129,800	1,764,282	3,560,000	282,713	3,842,713
Totals	$ 3,989,723	$3,510,277	$ 7,500,000	$ 8,466,499	$8,236,970	$16,703,469	$ 797,945	$ 702,055	$1,500,000	$11,250,834	$10,567,623	$21,818,456	$24,505,000	$23,016,925	$ 47,521,925

Intergovernmental Bonds

South Correctional Entity (SCORE)

On March 25, 2009, the Cities of Auburn, Burien, Des Moines, Federal Way, Renton, SeaTac and Tukwila, Washington (Member Cities) entered into a SCORE Facility Interlocal Agreement (as amended and restated on October 1, 2009, the "2009 Interlocal Agreement") pursuant to chapter 39.34 RCW (Interlocal Cooperation Act) to jointly construct, equip, maintain and operate a consolidated regional misdemeanant correctional facility located in Des Moines, Washington (SCORE Facility) to serve the parties to the 2009 Interlocal Agreement and state agencies and other local governments (Subscribing Agencies) to provide correctional services essential to the preservation of the public health, safety and welfare. To carry out the purposes of the 2009 Interlocal Agreement and to operate, manage and maintain the SCORE Facility, the Member Cities formed the South Correctional Entity (SCORE), a separate governmental administrative agency pursuant to the 2009 Interlocal Agreement and RCW 39.34.030(3).

The 2009 Interlocal Agreement named the City of Des Moines as the "Host City" and the remaining Member Cities as the "Owner Cities". Pursuant to a separate "Host City Agreement" dated October 1, 2009, the Host City will not enjoy the same equity position as the Owner Cities until all debts issued are paid and the Host City fulfills all of its obligations as outlined in the Host City Agreement. Pursuant to SCORE financial policies, all unexpended funds or reserve funds shall be distributed based on the percentage of the Member City's average daily population at the SCORE Facility for the last three (3) years regardless of its Owner City or Host City status.

SCORE and the SCORE Facility may serve the Member Cities and Subscribing Agencies which are in need of correctional facilities. Any agreement with a Subscribing Agency shall be in writing and approved by SCORE as provided within the SCORE Formation Interlocal Agreement.

SCORE, as a governmental administrative agency formed under the Interlocal Cooperation Act, is not expressly authorized to issue bonds. To finance and refinance the costs of the SCORE Facility, the City of Renton, Washington, chartered the South Correctional Entity Facility Public Development Authority as a public corporation pursuant to RCW 35.21.730 through 35.21.757 (Public Corporation Act) and Ordinance No.5444, passed on February 2, 2009 (Charter Ordinance).

2009 Bonds. The SCORE PDA issued its Bonds, Series 2009A (2009A Bonds) and Bonds, Series 2009B (Taxable Build America Bonds—Direct Payment) (2009B Bonds, and, together the 2009 Bonds) on November 4, 2009 in the aggregate principal amount of $86,235,000. Proceeds of the 2009 Bonds were used to finance a portion of the costs of acquiring, constructing, developing, equipping and improving the SCORE Facility, to capitalize interest during construction, and to pay costs of issuance for the 2009 Bonds.

Pursuant to the 2009 Interlocal Agreement and the ordinances of each city, each Owner City (which includes the Cities of Auburn, Burien, Federal Way, Renton, SeaTac, and Tukwila) is obligated to budget for and pay its share, and only its share, of the principal of and interest on the 2009 Bonds as the same become due and payable (referred to as each Owner City's 2009 Capital Contribution). Each Owner City's obligation to pay its 2009 Capital Contribution is an irrevocable, unconditional full faith and credit obligation of such Owner City, payable from regular property taxes levied within the constitutional and statutory authority provided without a vote of the electors of the Owner City on all of the taxable property within the Owner City and other sources of revenues available therefor.

Subsequent Activities: Refunding of 2009 Bonds and Amendment and Restatement of Interlocal Agreement. Pursuant to the 2009 Interlocal Agreement, on September 5, 2018, the City of Federal Way gave its notice of intent to withdraw from SCORE effective December 31, 2019. The remaining Member Cities (including the cities of Auburn, Burien, Des Moines, Renton, SeaTac and Tukwila) entered into an Amended and Restated SCORE Interlocal Agreement (2019 Interlocal Agreement), which amended and restated the 2009 Interlocal Agreement in its entirety, removed Federal Way as a Member City (effective December 31, 2019) and an Owner City (effective immediately), added the City of Des Moines as an Owner City, terminated the Host City Agreement, and made other revisions to provide for the issuance of bonds to refund the 2009 Bonds.

On December 11, 2019, the Authority issued its Refunding Bonds, Series 2019 in the aggregate principal amount of $51,055,000 (2019 Bonds). The 2019 Interlocal Agreement became effective on the date of issuance of the 2019 Bonds. Proceeds of the 2019 Bonds were used, together with a contribution from Federal Way to fully pay its 2009 Capital Contribution, to defease and refund all of the outstanding 2009 Bonds.

As a result, Federal Way has satisfied its 2009 Capital Contribution and, as of December 31, 2019, will no longer be considered a Member City of SCORE.

Pursuant to the 2019 Interlocal Agreement and the ordinances of each city, each remaining Owner City (including the Cities of Auburn, Burien, Des Moines, Renton, SeaTac, and Tukwila) is obligated to budget for and pay its share, and only its share, of the principal of and interest on the 2019 Bonds as the same become due and payable (referred to as each Owner City's 2019 Capital Contribution). Each Owner City's obligation to pay its 2019 Capital Contribution is an irrevocable, unconditional full faith and credit obligation of such Owner City, payable from regular property taxes levied within the constitutional and statutory authority provided without a vote of the electors of the Owner City on all of the taxable property within the Owner City and other sources of revenues available therefor. The City of Federal Way is not obligated, under the 2019 Interlocal Agreement or otherwise, to pay debt service on the 2019 Bonds or other debt of the Authority.

The interest rate on the 2019 bonds range from 3.0% to 5.0%.

	SCORE Debt Service (Des Moines share)		
Year	Principal	Interest	Total
2026	$ 136,052	$ 99,291	$ 235,343
2027	142,975	92,488	235,463
2028	149,898	85,340	235,238
2029	157,423	77,845	235,268
2030	165,550	69,973	235,523
2031 - 2035	947,849	228,799	1,176,648
2036 - 2040	663,705	42,408	706,113
Totals	$ 2,363,452	$ 696,144	$ 3,059,596

Public Works Trust Fund Loan

A Public Works Trust Fund (PWTF) loan is a low-interest or interest-free loan from the Washington State Public Works Board (PWB) to local governments for public works projects. PWTF loans are used to create, repair, or replace infrastructure, such as water and sewer facilities.

Public Works Trust Fund loans outstanding at year-end 2025 are as follows:

2009 loan to provide funding for the Des Moines Transportation Gateway Project which called for arterial widening and improvements along various sections of S.216th St.

Delinquent payments shall be assessed a penalty equal to twelve percent (12%) per year.

The interest rate on the loan is 0.50%.

Loan payments are made using Real Estate Excise Tax.

	2009 PWTF Loan		
Year	Principal	Interest	Total
2026	31,863	478	32,341
2027	31,863	319	32,182
2028	31,863	159	32,022
Totals	$ 95,589	$ 956	$ 96,545

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Appendix

- Glossary

Abatement: A reduction or elimination of a real or personal property tax, motor vehicle excise, a fee, charge, or special assessment imposed by a governmental unit. Granted only on application of the person seeking the abatement and only by the committing governmental unit.

Accounting System: The total structure of records and procedures that identify, record, classify, and report information on the financial position and operations of a governmental unit or any of its funds, account groups, and organizational components.

Accrual Basis: The recording of the financial effects on a government of transactions and other events and circumstances that have cash consequences for the government in the periods in which those transactions, events and circumstances occur, rather than only in the periods in which cash is received or paid by the government.

Accrued Interest: The amount of interest that has accumulated on the debt since the date of the last interest payment, and on the sale of a bond, the amount accrued up to but not including the date of delivery (settlement date). (See Interest)

Annual Budget: A budget applicable to a single fiscal year.

Appropriation: A legal authorization from the community's legislative body to expend money and incur obligations for specific public purposes. An appropriation is usually limited in amount and as to the time period within which it may be expended.

Assessed Valuation: A value assigned to real estate or other property by a government as the basis for levying taxes.

Audit: An examination of a community's financial systems, procedures, and data by a certified public accountant (independent auditor), and a report on the fairness of financial statements and on local compliance with statutes and regulations. The audit serves as a valuable management tool in evaluating the fiscal performance of a community.

Balance Sheet: A statement that discloses the assets, liabilities, reserves and equities of a fund or governmental unit at a specified date.

Balanced Budget: A budget situation where budgeted resources are equal to or greater than budgeted expenditures.

Biennial Budget: A budget applicable to a fiscal biennium.

Biennium: A two-year period.

Bond: A means to raise money through the issuance of debt. A bond issuer/borrower promises in writing to repay a specified sum of money, alternately referred to as face value, par value or bond principal, to the buyer of the bond on a specified date (maturity date), together with periodic interest at a specified rate. The term of a bond is always greater than one year.

Bond Rating (Municipal): A credit rating assigned to a municipality to help investors assess the future ability, legal obligation, and willingness of the municipality (bond issuer) to make timely debt service payments. Stated otherwise, a rating helps prospective investors determine the level of risk associated with a given fixed-income investment. Rating agencies, such as Moody's and Standard and Poors, use rating systems, which designate a letter or a combination of letters and numerals where AAA is the highest rating and C1 is a very low rating.

Budget: A plan for allocating resources to support particular services, purposes and functions over a specified period of time. (See Performance Budget, Program Budget)

Capital Assets: All real and tangible property used in the operation of a government, which is not easily converted into cash, and has an initial useful life extending beyond a single financial reporting period. Capital assets include land and land improvements; infrastructure such as roads, bridges, water and sewer lines; easements; buildings and building improvements; vehicles, machinery and equipment. Communities typically define capital assets in terms of a minimum useful life and a minimum initial cost. (See Fixed Assets)

Capital Budget: An appropriation or spending plan that uses borrowing or direct outlay for capital or fixed asset improvements. Among other information, a capital budget should identify the method of financing each recommended expenditure, i.e., tax levy or rates, and identify those items that were not recommended. (See Capital Assets, Fixed Assets)

Cash: Currency, coin, checks, postal and express money orders and bankers’ drafts on hand or on deposit with an official or agent designated as custodian of cash and bank deposits.

Cash Basis: Cash basis is an “Other Comprehensive Basis of Accounting” as prescribed by the State Auditor’s Office. Revenues are recognized when received, and expenditures are generally recognized when amounts are paid. An exception is that, per State Law, the City’s books will remain open for 20 days after the end of the year for the payment of goods and services received in the prior year.

Collective Bargaining: The process of negotiating workers' wages, hours, benefits, working conditions, etc., between an employer and some or all of its employees, who are represented by a recognized labor union, regarding wages, hours and working conditions.

Consumer Price Index: The statistical measure of changes, if any, in the overall price level of consumer goods and services. The index is often called the "cost-of-living index."

Debt Service: The repayment cost, usually stated in annual terms and based on an amortization schedule, of the principal and interest on any particular bond issue.

DMMC: Des Moines Municipal Code

Enterprise Funds: An enterprise fund is a separate accounting and financial reporting mechanism for municipal services for which a fee is charged in exchange for goods or services. It allows a community to demonstrate to the public the portion of the total cost of a service that is recovered through user charges and the portion that is subsidized by the tax levy, if any. With an enterprise fund, all costs of service delivery--direct, indirect, and capital costs--are identified. This allows the community to recover total service costs through user fees if it chooses. Enterprise accounting also enables communities to reserve the "surplus" or net assets unrestricted generated by the operation of the enterprise rather than closing it out to the general fund at year-end. Services that may be treated as enterprises include, but are not limited to, water, sewer, hospital, and airport services.

Expenditure: An outlay of money made by municipalities to provide the programs and services within their approved budget.

Fiduciary Funds: Repository of money held by a municipality in a trustee capacity or as an agent for individuals, private organizations, other governmental units, and other funds. These include pension (and other employee benefits) trust funds, investment trust funds, private-purpose trust funds, and agency funds.

Fixed Assets: Long-lived, assets such as buildings, equipment and land obtained or controlled as a result of past transactions or circumstances.

Fixed Costs: Costs that are legally or contractually mandated such as retirement, FICA/Social Security, insurance, debt service costs or interest on loans.

Fund: An accounting entity with a self-balancing set of accounts that are segregated for the purpose of carrying on identified activities or attaining certain objectives in accordance with specific regulations, restrictions, or limitations.

Fund Balance: The excess of a funds' total assets over its total liabilities. A negative fund balance is often referred to as a deficit.

Fund Accounting: Organizing financial records into multiple, segregated locations for money. A fund is a distinct entity within the municipal government in which financial resources and activity (assets, liabilities, fund balances, revenues, and expenditures) are accounted for independently in accordance with specific regulations, restrictions or limitations. Examples of funds include the general fund and enterprise funds.

General Fund: The fund used to account for most financial resources and activities governed by the normal appropriation process.

General Obligation Bonds: Bonds issued by a municipality for purposes allowed by statute that are backed by the full faith and credit of its taxing authority.

Governing Body: A board, committee, commission, or other executive or policymaking body of a municipality or school district.

Indirect Cost: Costs of a service not reflected in the operating budget of the entity providing the service. An example of an indirect cost of providing water service would be the value of time spent by non-water department employees processing water bills. A determination of these costs is necessary to analyze the total cost of service delivery. The matter of indirect costs arises most often in the context of enterprise funds.

LEOFF: Law Enforcement Officers' and Fire Fighters' Retirement System — Washington State's pension system for eligible law enforcement officers and firefighters.

Line-Item Budget: A budget that separates spending into categories, or greater detail, such as supplies, equipment, maintenance, or salaries, as opposed to a program budget.

LTGO: Limited Tax General Obligation — Debt backed by the City's general taxing authority without a voter-approved increase in property taxes. Also commonly referred to as councilmanic debt.

Operating Budget: A plan of proposed expenditures for personnel, supplies, and other expenses for the coming fiscal year.

Overlapping Debt: A community's proportionate share of the debt incurred by an overlapping government entity, such as a regional school district, regional transit authority, etc.

PBPW: Planning, Building, and Public Works

Purchased Services: The cost of services that are provided by a vendor.

REET: Real Estate Excise Tax - A tax imposed on the sale of real property. REET revenues are generally restricted to eligible capital projects and related purposes under state law.

Refunding of Debt: Transaction where one bond issue is redeemed and replaced by a new bond issue under conditions generally more favorable to the issuer.

SCORE: South Correctional Entity — A regional jail facility jointly owned and operated by participating South King County cities to provide correctional services.

SWM: Surface Water Management — City services and infrastructure related to stormwater collection, drainage, water quality, and compliance with environmental requirements.

Tax Rate: The amount of property tax stated in terms of a unit of the municipal tax base; for example, $0.85 per $1,000 of assessed valuation of taxable real and personal property.

TBD: Transportation Benefit District — A special-purpose district authorized to collect revenues for eligible transportation improvements and maintenance.

CITY ATTORNEY'S FIRST DRAFT 10/20/2026

DRAFT ORDINANCE NO. 26-105

AN ORDINANCE OF THE CITY OF DES MOINES, WASHINGTON adopting the final biennial budget for the City of Des Moines, Washington, for the fiscal years ending December 31, 2027 and December 31, 2028, in summary form, ratifying and confirming revenues and expenditures previously implemented for fiscal year 2026, as such revenues and expenditures form the basis for development of the budget for fiscal years 2027 and 2028, approving revenues and expenditures for fiscal years 2027 and 2028, and temporarily suspending the effect of any ordinance, code provision or other City requirement with which the fund adjustments and transfers proposed by the City Manager for the 2026 budget might be inconsistent.

WHEREAS, the City Manager for the City of Des Moines has prepared and submitted the preliminary biennial budget for the fiscal years ending December 31, 2027 and December 31, 2028, to the City Council and has filed these budgets with the City Clerk, and

WHEREAS, the City Council finds that the City Manager's proposed budget for fiscal years 2027 and 2028 reflects revenues and expenditures that are intended to ensure provision of vital municipal services at acceptable levels, and

WHEREAS, the City Council finds that the City Manager's proposed biennial budget for fiscal years 2027 and 2028 appropriately relies upon anticipated year-end balances derived from revenues and expenditures previously approved and authorized by the City Council as part of the City's budget for fiscal year 2026, and

WHEREAS, the City Council finds that the fund adjustments and transfers proposed by the City Manager for fiscal years 2027 and 2028 are necessary and in the public's interest, and

WHEREAS, a preliminary public hearing was held on October 29, 2026, to take public comment with respect to the proposed 2027/2028 biennial budget, and

WHEREAS, notice of the public hearing was given to the public in accordance with law and the preliminary public hearing was held on the 29th day of October, 2026, and all persons wishing to be heard were heard, and

WHEREAS, by motion regularly passed, the Des Moines City Council scheduled the final public hearing for November 12, 2026, to take public comment with respect to the proposed 2027/2028 biennial budget, and

WHEREAS, notice of the public hearing was given to the public in accordance with law and the final public hearing was held on the 12th day of November, 2026, and all persons wishing to be heard were heard; now therefore,

THE CITY COUNCIL OF THE CITY OF DES MOINES ORDAINS AS FOLLOWS:

Sec. 1. The findings set forth in the preamble to this Ordinance are hereby adopted and incorporated by reference.

Sec. 2. Based on the findings adopted herein, the City Council temporarily suspends the effect of any ordinance, code provision or other City requirement with which the fund adjustments and transfers proposed by the City Manager for the 2027/2028 biennial budget might be inconsistent.

Sec. 3. The fund adjustments and transfers proposed by the City Manager for fiscal year 2026 which are incorporated in the biennial budget for fiscal years 2027/2028, are hereby authorized and approved by the City Council.

Sec. 4. Because the City's biennial budget for fiscal years 2027/2028 rely upon anticipated year-end fund balances or shortages derived from revenues collected and expenditures incurred in fiscal year 2026, the City Council hereby ratifies and confirms all revenues, from whatever source derived, and expenditures incurred by the City to the extent such revenues and expenditures are in accordance with the City's biennial budget for fiscal year 2026 or any subsequent budget amendments formally approved by the City Council.

Sec. 5. The City Council hereby adopts, affirms and approves any and all revenues, from whatever source derived, and expenditures as referenced in the attached biennial budget for fiscal years 2027/2028.

Sec. 6. The final biennial budget for the City of Des Moines' fiscal years 2027/2028 is hereby adopted and approved in summary form as set forth in the attached Appendix "A", which is by this reference incorporated herein

Sec 7. Severability - Construction.

(1) If a section, subsection, paragraph, sentence, clause, or phrase of this Ordinance is declared unconstitutional or invalid for any reason by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance.

(2) If the provisions of this Ordinance are found to be inconsistent with the other provisions of the Des Moines Municipal Code, this Ordinance is deemed to control.

Sec 8. Effective date. This Ordinance shall take effect and be in full force (5) five days after its final passage by the Des Moines City Council.

PASSED BY the City Council of the City of Des Moines this ___ day of November, 2026 and signed in authentication thereof this ___ day of November, 2026.

_____
M A Y O R

APPROVED AS TO FORM:

_____
City Attorney

ATTEST:

_____
City Clerk

Published: _____

2027 PRELIMINARY BUDGET SUMMARY OF SOURCES AND USES				
	Fund	Projected Beginning Cash Balance	Revenues	Total Resources
	General Fund	**$ 3,074,460**	**$ 27,980,820**	**$ 31,055,280**
Special Revenue Funds	Street Fund	2,041,632	2,777,000	4,818,632
	Street Pavement Fund	65,439	600,000	665,439
	Public Safety Sales Tax Fund	1,000	540,000	541,000
	Development Fund	1,995,392	3,527,430	5,522,822
	Police Drug Seizure Fund	129,966	26,000	155,966
	Lodging Excise Tax Fund	129,201	102,000	231,201
	Affordable Housing Sales Tax Fund	91,013	37,000	128,013
	Redondo Zone Fund	17,332	150,630	167,962
	Waterfront Zone Fund	111,393	425,610	537,003
	PBPW Automation Fee Fund	661,827	215,000	876,827
	Urban Forestry Fund	-	5,000	5,000
	Nuisance Property Abatement Fund	40,832	3,600	44,432
	ASE-Automated Speed Enforcement Fund	19,781	810,000	829,781
	Redondo Speed Enforcement Fund	869,055	500,000	1,369,055
	Transport Benefit District Fund	783,475	1,220,000	2,003,475
	Total Special Revenue Funds	**6,957,339**	**10,939,270**	**17,896,609**
Debt Service Funds	Reet 2 Eligible Debt Service Fund	9,199	209,824	219,023
	2023 LTGO Bond Debt Service Fund	(0)	672,368	672,368
	2018 Ltgo & Refunding Bonds Fund	53,075	231,000	284,075
	Total Debt Service Funds	**62,274**	**1,113,192**	**1,175,466**
Capital Projects Funds	REET 1st Quarter % Fund	912,969	570,000	1,482,969
	REET 2nd Quarter % Fund	411,614	530,000	941,614
	Park Levy Fund	242,038	588,333	830,371
	Park In Lieu Fund	339,532	50,000	389,532
	One-Time Tax Revenues Fund	899,192	30,000	929,192
	Municipal Capital Improvements Fund	8,158,287	305,000	8,463,287
	Transportation Capital Improvements Fund	8,969,662	3,966,000	12,935,662
	Traffic In Lieu Fund	834,034	7,500	841,534
	Traffic Impact - City Wide Fund	1,774,381	425,000	2,199,381
	Traffic Impact Pacific Ridge Fund	743,652	15,000	758,652
	Total Capital Projects Funds	**23,285,360**	**6,486,833**	**29,772,193**
Enterprise Funds	Marina Fund	9,804,812	6,294,877	16,099,689
	Surface Water Fund	10,470,892	8,124,500	18,595,392
	Total Enterprise Funds	**20,275,704**	**14,419,377**	**34,695,081**
Internal Service Funds	Equipment Rental Operations Fund	824,021	766,495	1,590,516
	Equipment Rental Replacement Fund	4,402,146	1,779,538	6,181,684
	Facility Repair & Replacement Fund	912,752	217,000	1,129,752
	Computer Replacement Fund	1,562,507	246,539	1,809,046
	Self-Insurance Fund	563,196	1,276,564	1,839,760
	Unemployment Insurance Fund	600,099	65,000	665,099
	Total Internal Service Funds	**8,864,721**	**4,351,136**	**13,215,857**
	TOTAL BUDGET - ALL FUNDS	**$ 62,519,858**	**$ 65,290,628**	**$ 127,810,486**

2027 PRELIMINARY BUDGET SUMMARY OF SOURCES AND USES

	Fund	Expenditures	Projected Ending Cash Balance	Total Uses
	General Fund	**$ 27,726,974**	**$ 3,328,305**	**$ 31,055,280**
Special Revenue Funds	Street Fund	3,512,611	1,306,021	4,818,632
	Street Pavement Fund	553,321	112,118	665,439
	Public Safety Sales Tax Fund	540,000	1,000	541,000
	Development Fund	3,915,622	1,607,200	5,522,822
	Police Drug Seizure Fund	20,500	135,466	155,966
	Lodging Excise Tax Fund	17,800	213,401	231,201
	Affordable Housing Sales Tax Fund	37,000	91,013	128,013
	Redondo Zone Fund	132,333	35,629	167,962
	Waterfront Zone Fund	471,813	65,190	537,003
	PBPW Automation Fee Fund	228,714	648,113	876,827
	Urban Forestry Fund	5,000	-	5,000
	Nuisance Property Abatement Fund	2,500	41,932	44,432
	ASE-Automated Speed Enforcement Fund	630,067	199,714	829,781
	Redondo Speed Enforcement Fund	865,482	503,573	1,369,055
	Transport Benefit District Fund	1,700,000	303,475	2,003,475
	Total Special Revenue Funds	**12,632,763**	**5,263,846**	**17,896,609**
Debt Service Funds	Reet 2 Eligible Debt Service Fund	209,824	9,199	219,023
	2023 LTGO Bond Debt Service Fund	672,365	3	672,368
	2018 Ltgo & Refunding Bonds Fund	231,000	53,075	284,075
	Total Debt Service Funds	**1,113,189**	**62,277**	**1,175,466**
Capital Projects Funds	REET 1st Quarter % Fund	414,668	1,068,301	1,482,969
	REET 2nd Quarter % Fund	633,524	308,090	941,614
	Park Levy Fund	588,333	242,038	830,371
	Park In Lieu Fund	-	389,532	389,532
	One-Time Tax Revenues Fund	50,000	879,192	929,192
	Municipal Capital Improvements Fund	158,000	8,305,287	8,463,287
	Transportation Capital Improvements Fund	6,876,000	6,059,662	12,935,662
	Traffic In Lieu Fund	350,000	491,534	841,534
	Traffic Impact - City Wide Fund	239,000	1,960,381	2,199,381
	Traffic Impact Pacific Ridge Fund	-	758,652	758,652
	Total Capital Projects Funds	**9,309,525**	**20,462,668**	**29,772,193**
Enterprise Funds	Marina Fund	6,189,989	9,909,700	16,099,689
	Surface Water Fund	9,998,300	8,597,092	18,595,392
	Total Enterprise Funds	**16,188,289**	**18,506,792**	**34,695,081**
Internal Service Funds	Equipment Rental Operations Fund	873,124	717,392	1,590,516
	Equipment Rental Replacement Fund	1,568,000	4,613,684	6,181,684
	Facility Repair & Replacement Fund	423,000	706,752	1,129,752
	Computer Replacement Fund	429,000	1,380,046	1,809,046
	Self-Insurance Fund	1,108,456	731,304	1,839,760
	Unemployment Insurance Fund	20,000	645,099	665,099
	Total Internal Service Funds	**4,421,580**	**8,794,277**	**13,215,857**
	TOTAL BUDGET - ALL FUNDS	**$ 71,392,320**	**$ 56,418,165**	**$ 127,810,486**

2028 PRELIMINARY BUDGET SUMMARY OF SOURCES AND USES

	Fund	Projected Beginning Cash Balance	Revenues	Total Resources
	General Fund	**$ 3,328,305**	**$ 28,220,757**	**$ 31,549,062**
Special Revenue Funds	Street Fund	1,306,021	2,777,000	4,083,021
	Street Pavement Fund	112,118	650,000	762,118
	Public Safety Sales Tax Fund	1,000	540,000	541,000
	Development Fund	1,607,200	2,382,072	3,989,272
	Police Drug Seizure Fund	135,466	26,000	161,466
	Lodging Excise Tax Fund	213,401	102,000	315,401
	Affordable Housing Sales Tax Fund	91,013	39,000	130,013
	Redondo Zone Fund	35,629	121,130	156,759
	Waterfront Zone Fund	65,190	424,610	489,800
	PBPW Automation Fee Fund	648,113	215,000	863,113
	Urban Forestry Fund	-	5,000	5,000
	Nuisance Property Abatement Fund	41,932	3,600	45,532
	ASE-Automated Speed Enforcement Fund	199,714	810,000	1,009,714
	Redondo Speed Enforcement Fund	503,573	500,000	1,003,573
	Transport Benefit District Fund	303,475	1,220,000	1,523,475
	Total Special Revenue Funds	**5,263,846**	**9,815,412**	**15,079,258**
Debt Service Funds	Reet 2 Eligible Debt Service Fund	9,199	209,940	219,139
	2023 LTGO Bond Debt Service Fund	3	672,368	672,371
	2018 Ltgo & Refunding Bonds Fund	53,075	230,205	283,280
	Total Debt Service Funds	**62,277**	**1,112,513**	**1,174,790**
Capital Projects Funds	REET 1st Quarter % Fund	1,068,301	570,000	1,638,301
	REET 2nd Quarter % Fund	308,090	530,000	838,090
	Park Levy Fund	242,038	923,333	1,165,371
	Park In Lieu Fund	389,532	50,000	439,532
	One-Time Tax Revenues Fund	879,192	30,000	909,192
	Municipal Capital Improvements Fund	8,305,287	6,725,000	15,030,287
	Transportation Capital Improvements Fund	6,059,662	5,415,000	11,474,662
	Traffic In Lieu Fund	491,534	7,500	499,034
	Traffic Impact - City Wide Fund	1,960,381	425,000	2,385,381
	Traffic Impact Pacific Ridge Fund	758,652	15,000	773,652
	Total Capital Projects Funds	**20,462,668**	**14,690,833**	**35,153,501**
Enterprise Funds	Marina Fund	9,909,700	6,566,502	16,476,202
	Surface Water Fund	8,597,092	6,886,540	15,483,632
	Total Enterprise Funds	**18,506,792**	**13,453,042**	**31,959,834**
Internal Service Funds	Equipment Rental Operations Fund	717,392	766,495	1,483,887
	Equipment Rental Replacement Fund	4,613,684	1,759,632	6,373,316
	Facility Repair & Replacement Fund	706,752	-	706,752
	Computer Replacement Fund	1,380,046	273,656	1,653,702
	Self-Insurance Fund	731,304	1,334,754	2,066,058
	Unemployment Insurance Fund	645,099	65,000	710,099
	Total Internal Service Funds	**8,794,277**	**4,199,537**	**12,993,814**
	TOTAL BUDGET - ALL FUNDS	**$ 56,418,165**	**$ 71,492,094**	**$ 127,910,259**

	Fund	Expenditures	Projected Ending Cash Balance	Total Uses
	General Fund	**$ 28,095,757**	**$ 3,453,305**	**$ 31,549,062**
Special Revenue Funds	Street Fund	3,486,358	596,663	4,083,021
	Street Pavement Fund	224,322	537,797	762,118
	Public Safety Sales Tax Fund	540,000	1,000	541,000
	Development Fund	3,839,310	149,961	3,989,272
	Police Drug Seizure Fund	20,500	140,966	161,466
	Lodging Excise Tax Fund	17,800	297,601	315,401
	Affordable Housing Sales Tax Fund	39,000	91,013	130,013
	Redondo Zone Fund	132,842	23,917	156,759
	Waterfront Zone Fund	443,723	46,078	489,800
	PBPW Automation Fee Fund	157,060	706,053	863,113
	Urban Forestry Fund	5,000	-	5,000
	Nuisance Property Abatement Fund	2,500	43,032	45,532
	ASE-Automated Speed Enforcement Fund	907,030	102,684	1,009,714
	Redondo Speed Enforcement Fund	690,271	313,302	1,003,573
	Transport Benefit District Fund	1,450,000	73,475	1,523,475
	Total Special Revenue Funds	**11,955,716**	**3,123,542**	**15,079,258**
Debt Service Funds	Reet 2 Eligible Debt Service Fund	209,940	9,199	219,139
	2023 LTGO Bond Debt Service Fund	672,365	6	672,371
	2018 Ltgo & Refunding Bonds Fund	230,200	53,080	283,280
	Total Debt Service Funds	**1,112,505**	**62,285**	**1,174,790**
Capital Projects Funds	REET 1st Quarter % Fund	542,273	1,096,028	1,638,301
	REET 2nd Quarter % Fund	512,240	325,850	838,090
	Park Levy Fund	923,333	242,038	1,165,371
	Park In Lieu Fund	-	439,532	439,532
	One-Time Tax Revenues Fund	50,000	859,192	909,192
	Municipal Capital Improvements Fund	8,743,646	6,286,641	15,030,287
	Transportation Capital Improvements Fund	7,447,000	4,027,662	11,474,662
	Traffic In Lieu Fund	-	499,034	499,034
	Traffic Impact - City Wide Fund	1,000,000	1,385,381	2,385,381
	Traffic Impact Pacific Ridge Fund	-	773,652	773,652
	Total Capital Projects Funds	**19,218,492**	**15,935,009**	**35,153,501**
Enterprise Funds	Marina Fund	9,002,879	7,473,323	16,476,202
	Surface Water Fund	7,563,859	7,919,772	15,483,632
	Total Enterprise Funds	**16,566,739**	**15,393,096**	**31,959,834**
Internal Service Funds	Equipment Rental Operations Fund	874,006	609,881	1,483,887
	Equipment Rental Replacement Fund	883,000	5,490,316	6,373,316
	Facility Repair & Replacement Fund	-	706,752	706,752
	Computer Replacement Fund	105,000	1,548,702	1,653,702
	Self-Insurance Fund	1,157,878	908,180	2,066,058
	Unemployment Insurance Fund	20,000	690,099	710,099
	Total Internal Service Funds	**3,039,884**	**9,953,930**	**12,993,814**
	TOTAL BUDGET - ALL FUNDS	**$ 79,989,092**	**$ 47,921,168**	**$ 127,910,259**

PROPOSED 2027/2028 BIENNIAL BUDGET

Des Moines
WATERLAND CITY

October 29, 2026

THE BUDGET PROCESS

Since August, Council, residents and staff have shaped the proposed 2027–2028 budget.



AUG 6	AUG 18	SEPT 12	OCT 1	OCT 29 · TONIGHT	NOV 12
Council Sets Priorities	**Community Input**	**Budget Workshop**	**Preliminary Budget**	**First Reading**	**Adoption**
Public safety staffing, easier development, Marina direction and stronger reserves.	Budget town hall with 37 residents, plus CAB input on what matters most.	Council reviewed cost pressures, the $2.0M gap, investments and revenue options.	Balanced 2027–2028 budget submitted to Council; individual briefings through October.	Public hearing and first reading of the budget ordinance.	Second public hearing, second reading and adoption.

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27-28 Council Selected Priorities

- **Public Safety Staffing**
- **Make Des Moines Easier to Develop**
- **Set a Long-Term Direction for the Marina**
- **Strengthen Fund Balance Reserves**

ALSO IDENTIFIED AS PRIORITIES

- Dedicated communications staff
- Leverage technology for efficiency and better data/metrics

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Budget Pressures

- **Health Care Costs**
  HEALTH CARE COST PRESSURE
  10% – 16%
  Projected premium increases for 2027
- **Collective Bargaining Agreements**
- **Economic Uncertainty and Inflation**
- **Limited Options for New Revenue**
- **Minimal Tax Revenue Growth**
- **State Tax Structure**
- **Service Expectations**

Expenditures

Charting Our Course

Investments by Priority (1 of 2)

Investment	Funding	2027	2028
PUBLIC SAFETY · *Expanding frontline capacity*			
(2) Police Officers*	Public Safety Sales Tax / Grants	$76,162	$225,317
Drone Replacement	Equipment Replacement Fund	$20,000	$20,000
K-9 Patrol	Grant Funding	$0	$25,000
Police Staffing Study	General Fund	$75,000	$0
ECONOMIC VITALITY · *Making development easier*			
Permit Services Manager (1.0 FTE)*	Development Fund	$159,205	$164,836
FINANCIAL STABILITY · *Stronger reserves and contingency*			
Strengthen Fund Balance Reserves	General Fund	$125,000	$125,000
Build Contingency Funding	General Fund	$100,000	$100,000
MARINA · *Economic Vitality + Natural & Built Environment*			
Marina Master Plan	Marina Funds	$350,000	$0
South Seawall Engineering Design & PM	Marina Funds	$75,000	$3,030,000

*Personnel costs include salary and employer-paid benefits. Police officer costs reflect delayed hiring in 2027. Reserve contribution brings fund balance to approx. 18.3% (2027) and 18.4% (2028).

Des Moines
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Charting Our Course

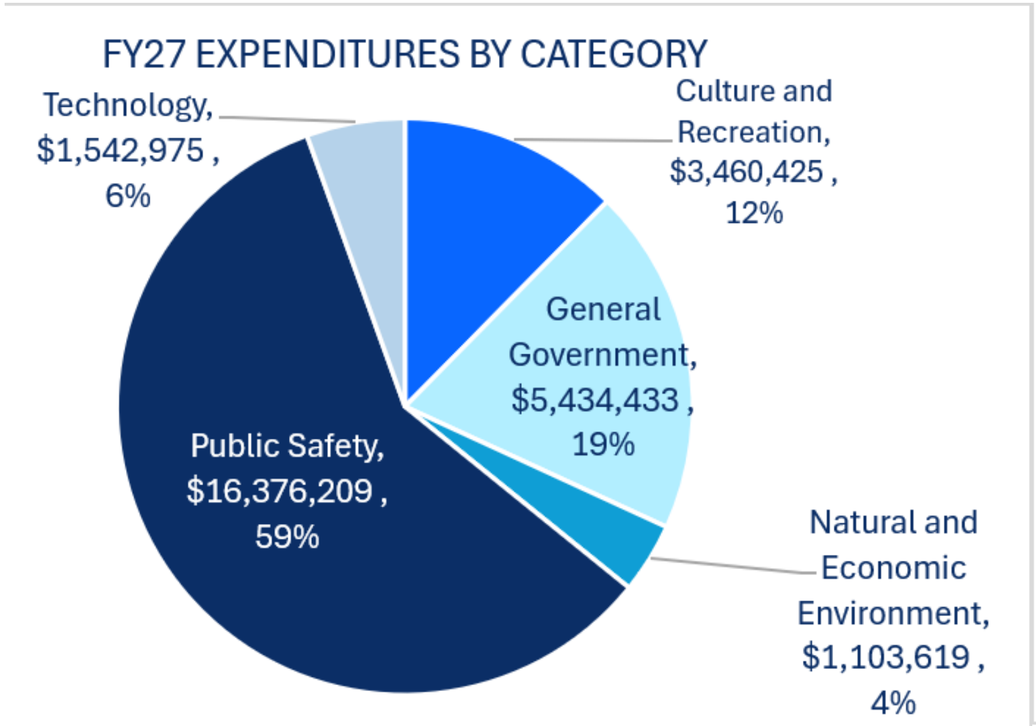
Investments by Priority (2 of 2)

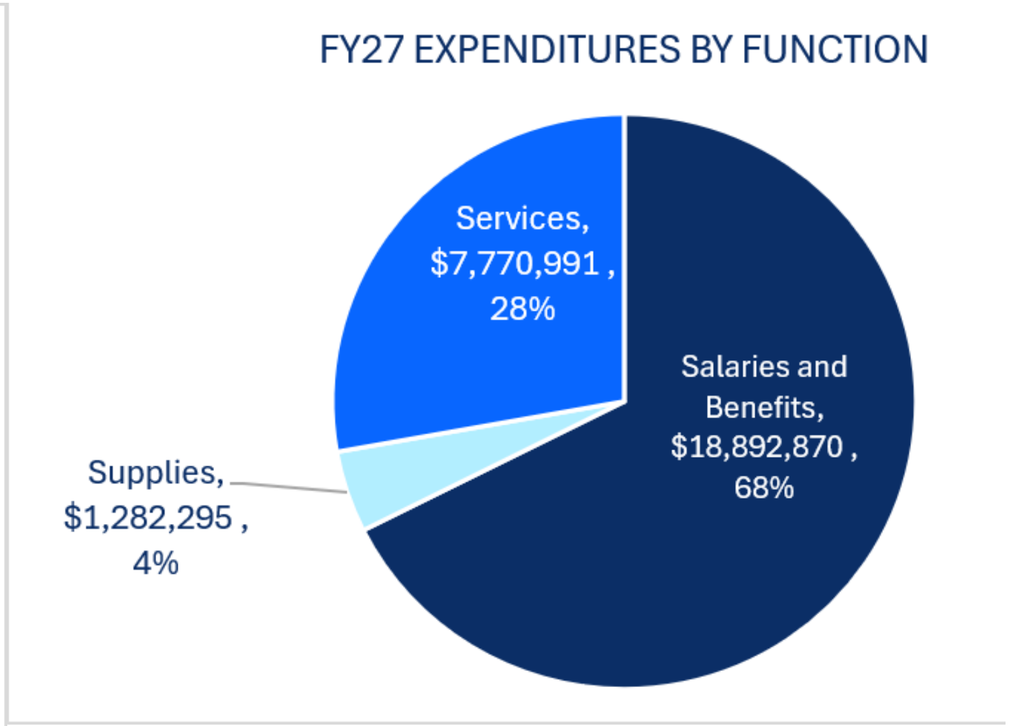
Investment	Funding	2027	2028
ENGAGED & THRIVING COMMUNITY · *Communications and Parks & Recreation*			
Communications Manager (1.0 FTE)*	General Fund (repurposed position)	$172,740	$180,558
Parks & Recreation Director*	General Fund / Parks Levy (repurposed)	$232,076	$236,306
Parks Maintenance (1.0 FTE)*	Parks Levy Fund	$108,732	$111,176
Parks & Recreation Master Plan	Grant / General Fund	$65,000	$0
ORGANIZATIONAL EXCELLENCE · *Modernizing core systems*			
Microsoft Licenses for Cloud Migration	General Fund	$45,000	$20,000
Tyler Cloud Subscription	General Fund	$50,000	$50,000
Tyler Munis to Cloud	Computer Replacement Fund	$120,000	$0
NATURAL & BUILT ENVIRONMENT · *Streets and tree canopy*			
Streetlight Fixtures	Streets Fund	$80,000	$30,000
Tree Canopy Program	Surface Water Management Fund	$150,000	$150,000

*Personnel costs include salary and employer-paid benefits. Repurposing the Communications Manager position saves approx. $65,000 per year; the Parks & Recreation Director's net new cost is approx. $80,000 per year. The City has applied for $125,000 in grant funds for the Parks & Recreation Master Plan.

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General Fund Expenditure Overview





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Revenues

General Fund Revenue

Key Revenue Assumptions for 2027–2028

A balanced and realistic forecast based on current trends and known information.

Property Tax
1% increase

Sales Tax
2% growth

Utility Taxes
Moderate increase

B&O Tax
Stable

Franchise Payments
Negotiated increase

Gambling Tax
$300,000 new revenue

Red Light Running Infractions
Continued decline

One-Time Taxes
Decrease

These assumptions reflect a conservative and balanced approach.

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Dedicated Revenue Supporting Priorities

Dedicated revenue sources help the General Fund go further on Council priorities.

PUBLIC SAFETY

HB 2015 Public Safety Sales Tax Grant

Grant applications submitted

- The City has applied for HB 2015 Public Safety Sales Tax grant funding
- Supports Council's top priority: public safety staffing
- Helps fund the two new police officers, reducing pressure on the General Fund

PARKS & RECREATION

Parks Levy

Revenue being received

- The City is receiving Parks Levy revenue dedicated to parks
- Supports Parks & Recreation services in the General Fund
- Funds the new Parks Maintenance position and shares the cost of the Parks & Recreation Director

Leveraging grants and levy funds keeps General Fund dollars available for core services.

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General Fund Revenue Overview

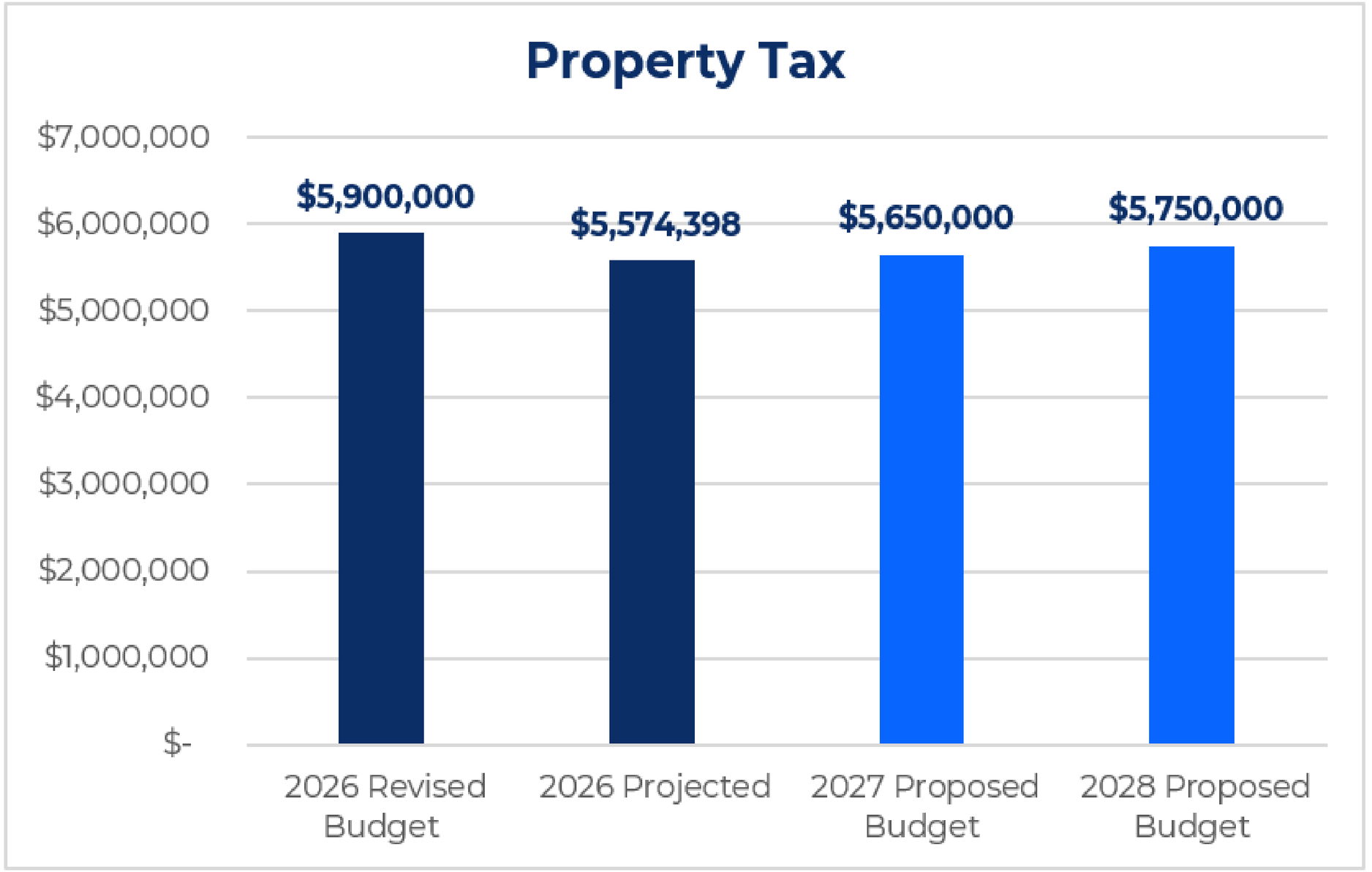
Revenue Source	2026 Revised Budget	2026 Projected	2027 Proposed Budget	2028 Proposed Budget	2027 vs. 2026 Projected	
					$ Change	% Change
Taxes	$18,510,000	$19,550,979	$19,594,023	$19,866,618	**$43,044**	**0.2%**
Charges for Services	$2,297,447	$2,540,897	$2,468,785	$2,439,727	**($72,112)**	**-2.8%**
Fines and Penalties	$1,201,000	$1,443,526	$854,000	$849,200	**($589,526)**	**-40.8%**
Franchise Payments	$2,188,000	$1,986,262	$2,515,000	$2,540,000	**$528,738**	**26.6%**
Licenses and Permits	$470,000	$471,068	$467,201	$467,201	**($3,867)**	**-0.8%**
Other	$1,478,606	$1,818,676	$2,081,811	$2,058,011	**$263,135**	**14.5%**
Total General Fund Revenue	**$26,145,053**	**$27,811,408**	**$27,980,820**	**$28,220,757**	**$169,412**	**0.6%**

Total General Fund revenue is projected to increase $169,412 (0.6%)

from the 2026 projected amount. Higher franchise fees and other revenue are largely offset by lower fines and penalties.

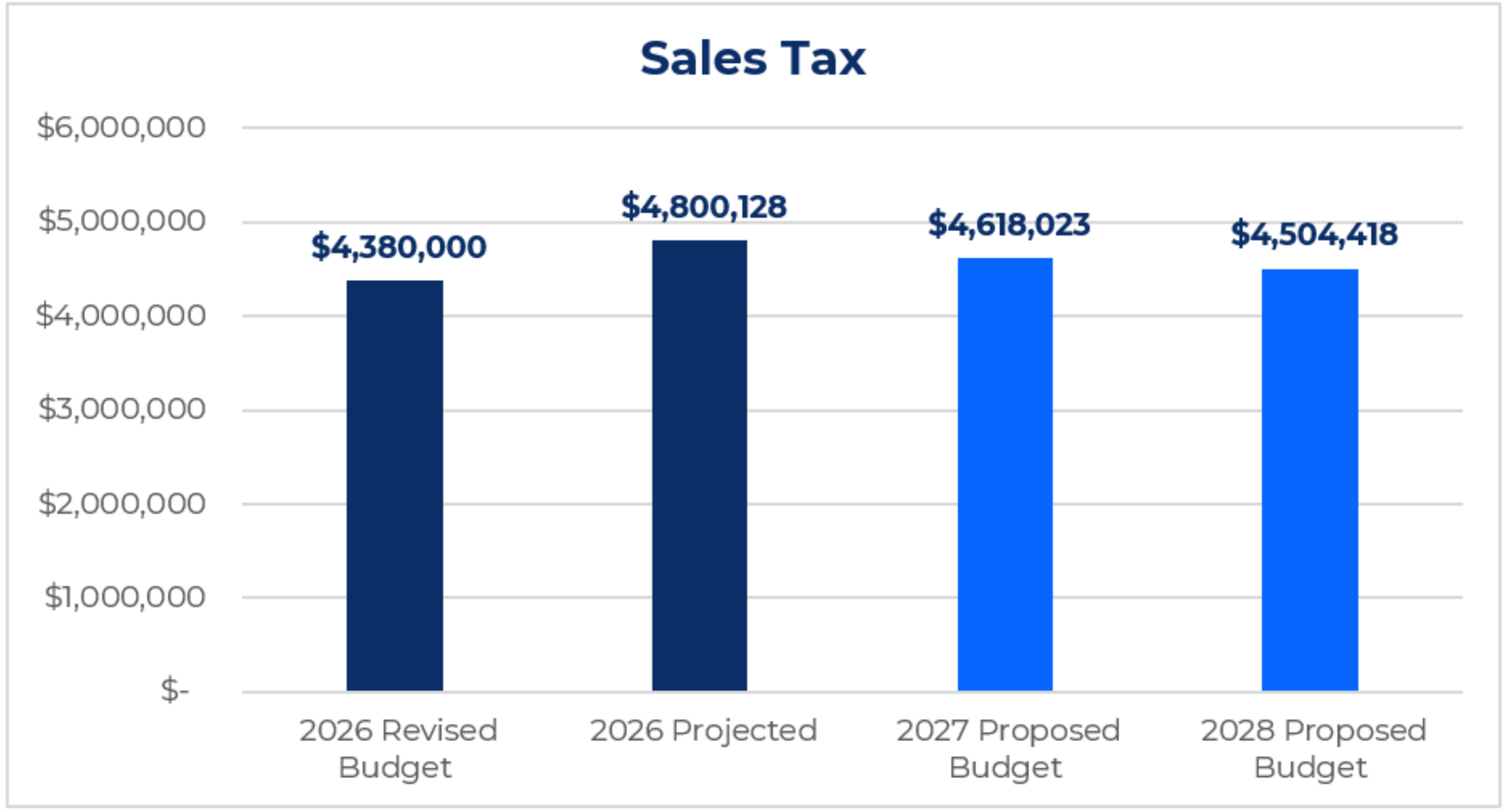
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General Fund Revenue



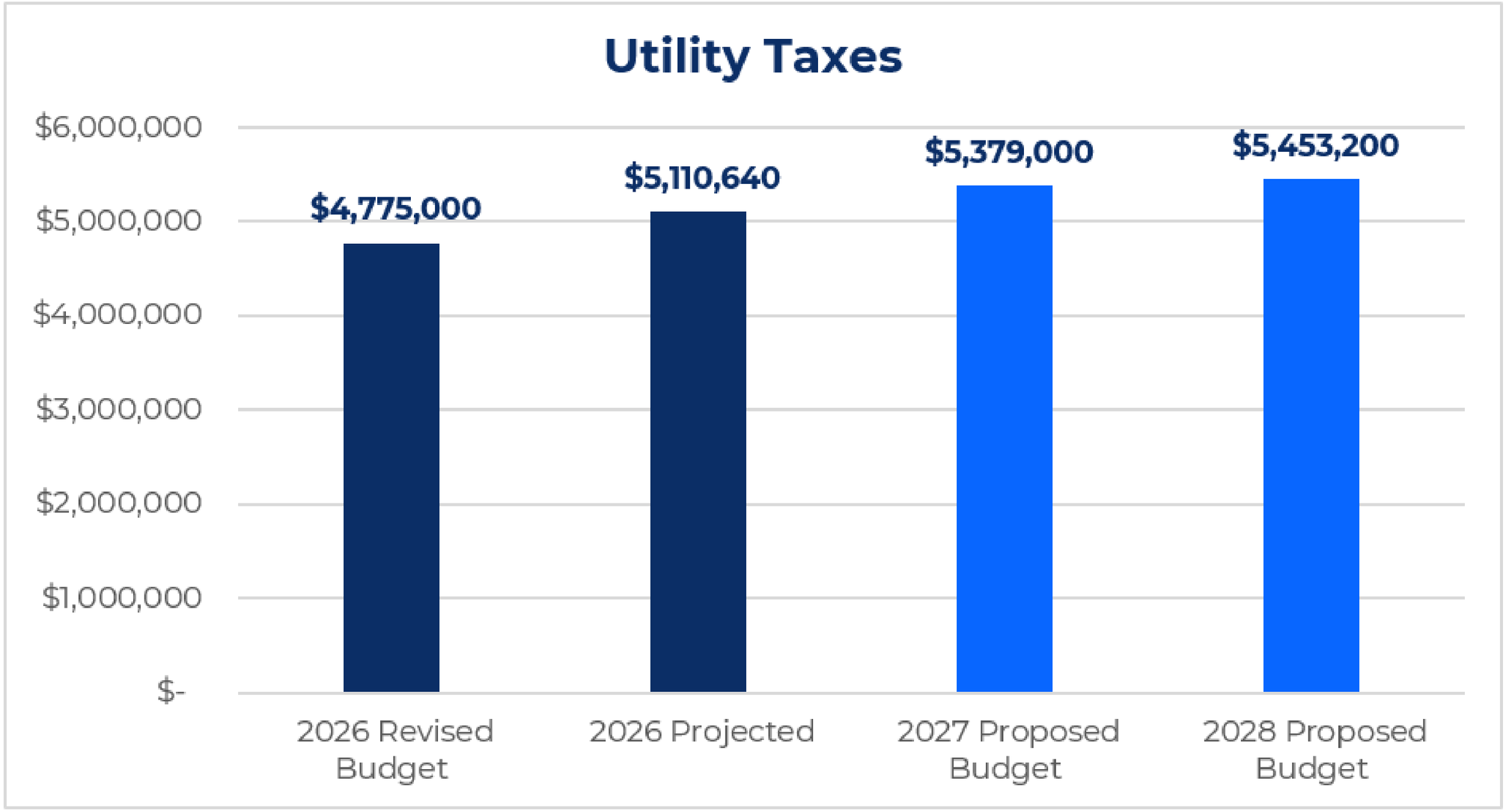
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General Fund Revenue



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General Fund Revenue



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General Fund Financial Overview

General Fund	2027 Proposed	2028 Proposed
Projected Beginning Cash	$3,074,460	$3,328,306
Revenue	$27,980,820	$28,220,757
Expenditures	$27,726,974	$28,095,757
Revenue Over (Under) Expenditures	**$253,846**	**$125,000**
Projected Ending Cash	**$3,328,306**	**$3,453,306**

Revenue exceeds expenditures
$254K / $125K
in 2027 / 2028

Ending cash grows
+$378,846
over the biennium

Projected ending cash, 2028
$3.45M
up from $3.07M at the start of 2027

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Marina Fund Financial Overview

Marina Fund	2027 Proposed	2028 Proposed
Projected Beginning Cash	$9,804,812	$9,909,700
Revenue	$6,294,877	$6,566,502
Expenditures	$6,189,989	$9,002,879
Revenue Over (Under) Expenditures	**$104,888**	**($2,436,377)**
Projected Ending Cash	**$9,909,700**	**$7,473,323**

2027 operating result

+$104,888

revenue exceeds expenditures

2028 planned use of cash

($2,436,377)

includes $3.03M South Seawall design

Projected ending cash, 2028

$7.47M

after seawall investment

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SWM Fund Financial Overview

Surface Water Management Fund	2027 Proposed	2028 Proposed
Projected Beginning Cash	$10,470,892	$8,597,092
Revenue	$8,124,500	$6,886,540
Expenditures	$9,998,300	$7,563,859
Revenue Over (Under) Expenditures	**($1,873,800)**	**($677,319)**
Projected Ending Cash	**$8,597,092**	**$7,919,773**

2027 planned use of cash

($1,873,800)

expenditures exceed revenue

2028 planned use of cash

($677,319)

expenditures exceed revenue

Projected ending cash, 2028

$7.92M

down from $10.47M at the start of 2027

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Next Steps

TONIGHT · OCTOBER 29

First Reading

- Public hearing on the proposed 2027–2028 budget
- First reading of the budget ordinance
- Council questions and direction on any changes

OCTOBER 30 – NOVEMBER 11

Final Refinements

- Staff incorporate Council direction from tonight
- Councilmembers may continue to meet with the City Manager and Finance Director
- Final budget ordinance prepared

NOVEMBER 12

Adoption

- Second public hearing
- Second reading and adoption of the 2027–2028 budget ordinance

Budget documents and updates: www.desmoineswa.gov/budget

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Motion: “I move to advance Draft Ordinance No. 26-105 to a second reading on November 12, 2026, for further City Council consideration and approval.”




Des Moines
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City Council
AGENDA ITEM

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: **Holiday Tree Purchase**

ATTACHMENTS:
1. 2026 Winter Waterland Holiday Tree Purchase PowerPoint

FOR AGENDA OF:
October 29, 2026

DEPT OF ORIGIN:
Community Enrichment Services

DATE SUBMITTED:
October 16, 2026

CLEARANCES:
Finance
Public Works

Purpose and Recommendation

The purpose of this agenda item is to seek City Council authorization to purchase a commercial-grade holiday tree package from Christmas Designers in an amount not to exceed $135,000, in preparation for the December 4, 2026, "Winter Waterland" celebration. The quoted purchase price is $126,503.77, including sales tax and shipping. The additional authorization provides limited flexibility for unforeseen shipping or delivery-related costs and is not anticipated to be spent. This one-time investment is intended to support "Winter Waterland" as an annual signature event, with the tree serving as a seasonal centerpiece for years to come.

Given the purchase exceeds the City's $50,000 purchasing approval threshold, Council authorization is required. Staff is also scheduling a meeting of the Lodging Tax Advisory Committee (LTAC) to review the proposed use of lodging tax funds. Staff is first seeking Council authorization for the purchase, separate from the proposed lodging tax funding. This will establish whether Council supports moving forward with the purchase before any LTAC funding recommendation is brought forward.

Any proposed allocation of lodging tax funds would return to Council for separate consideration following the Committee's recommendation.

Motion: “I move to authorize the City Manager to purchase a 44-foot Majestic Mountain Pine holiday tree package from Christmas Designers, in an amount not to exceed $135,000, including sales tax and shipping.”

Strategic Plan Priority

Economic Vitality, Engaged and Thriving Community

Background

Following the City’s first holiday tree lighting in December 2025, staff has been working to expand the celebration into "Winter Waterland", an annual signature holiday event designed to attract residents and visitors to Des Moines. This year’s event will build on the Marina’s waterfront setting bringing together holiday entertainment, shopping, food, and family activities.

As part of this expansion, the Des Moines Farmers Market will host an evening holiday market. Staff is also developing sponsorship packages to support the event and its growth in future years. These efforts are intended to establish "Winter Waterland" as a regional holiday attraction that supports local businesses, encourages tourism, and brings visitors to the Marina beyond the summer season.

At its March 12, 2026, meeting, the City Council considered purchasing a commercial-grade holiday tree at an estimated cost of up to $150,000, with potential funding from the Marina Steps construction contingency. The City Council did not authorize a purchase at that time. Since then, staff has obtained a lower quote of $126,503.77 and identified other funding sources that would not rely on construction contingency funds. Staff is now requesting authorization of up to $135,000 to provide limited flexibility for unforeseen costs associated with the purchase and delivery.

Discussion

Council authorization is being requested at this time because the purchase exceeds the City's $50,000 purchasing approval threshold. Approval now would allow staff to secure the quoted price and arrange delivery before the December 4 celebration.

The City has identified "Winter Waterland" as an opportunity to establish a signature annual holiday event that highlights our Marina. Council previously considered the purchase of a holiday tree but did not approve the proposal at that time. Concerns raised during the discussion included the cost of the tree and the proposed use of contingency funds early in the Marina Steps project. Since that discussion, staff has identified a lower-cost tree option and an alternative approach to funding the purchase.

The expanded "Winter Waterland," celebration will feature Santa's arrival by boat, live holiday performances, Dickens carolers, photos with Santa, holiday characters, family activities, and food vendors, along with the evening holiday market hosted by the Des Moines Farmers Market. The proposed (44)-foot holiday tree would serve as the centerpiece of the celebration and a prominent seasonal feature at the Marina.

The tree would draw visitors beyond the December 4 event, encouraging additional visits to the Marina and nearby businesses while showcasing the City's investment in the waterfront.

Staff reviewed pricing from multiple vendors and obtained a quote from Christmas Designers for a commercial-grade holiday tree package that includes:

- **Tree:** A 44-foot Majestic Mountain Pine artificial tree with warm-white C7 LED lighting
- **Ornaments:** A coordinated Colors of the Holidays large-ornament package
- **Topper:** A 5-foot illuminated Snowburst tree topper
- **Shipping:** Included at no additional charge
- The total quoted purchase price is $126,503.77, including sales tax. The tree and decorations are designed for repeated seasonal use, making this a long-term investment rather than an annual purchase. Staff is requesting authorization in an amount not to exceed $135,000 to allow limited flexibility for unforeseen purchase or delivery-related costs. The quoted price remains the anticipated expenditure.

Staff is planning for approximately 2,000 attendees in 2026. For comparison, neighboring Normandy Park has reported approximately 3,000 attendees at its annual holiday celebration, demonstrating the potential for "Winter Waterland" to grow into a regional attraction. Separately, staff is pursuing lodging tax funding to offset a portion of the purchase cost. Any proposed use of lodging tax funds would return to Council for consideration following review and recommendation by the Lodging Tax Advisory Committee (LTAC). The City Manager will determine the appropriate funding approach within existing budget authority.

The current request is for authorization to purchase the tree.

Alternatives

The City Council could decline to authorize the holiday tree purchase or direct staff to explore a lower-cost alternative. Either option could prevent the City from purchasing and installing a commercial-grade tree in time for the December 4, 2026, "Winter Waterland" celebration.

Financial Impact

The total quoted cost for the 44-foot Majestic Mountain Pine holiday tree package is $126,503.77, including the tree, lighting, ornaments, topper, shipping, and sales tax. This is approximately $23,500 less than the earlier estimate of $150,000.

Staff has identified the following proposed funding sources:

- **Lodging Tax Fund:** $40,000.00 (pending LTAC review and Council approval)
- **Marina Fund:** $61,503.77

- **Waterfront Zone Fund:** $25,000.00
- **Total:** $126,503.77* While the quoted cost and proposed funding total $126,503.77, staff is requesting purchase authorization of up to $135,000 to provide limited flexibility for unforeseen costs. The additional authorization is not anticipated to be spent.

Legal and Finance staff have confirmed that the Marina Fund is an eligible funding source because the tree will be located at the Marina and provide a seasonal visual benefit to Marina tenants. They have also confirmed that the Waterfront Zone Fund, which receives revenue from paid parking at the Marina, is an eligible funding source for this purchase.

The proposed funding does not use Marina Steps construction contingency funds. The tree is a one-time purchase intended for use over multiple holiday seasons. Future annual costs for installation, removal, storage, maintenance, and event operations will be addressed separately.

Recommendation

Staff recommends that the City Council approve the suggested motion authorizing the City Manager to purchase the 44-foot Majestic Mountain Pine holiday tree package from Christmas Designers, in an amount not to exceed $135,000, including sales tax and shipping.

2026 WINTER WATERLAND Holiday Tree Purchase

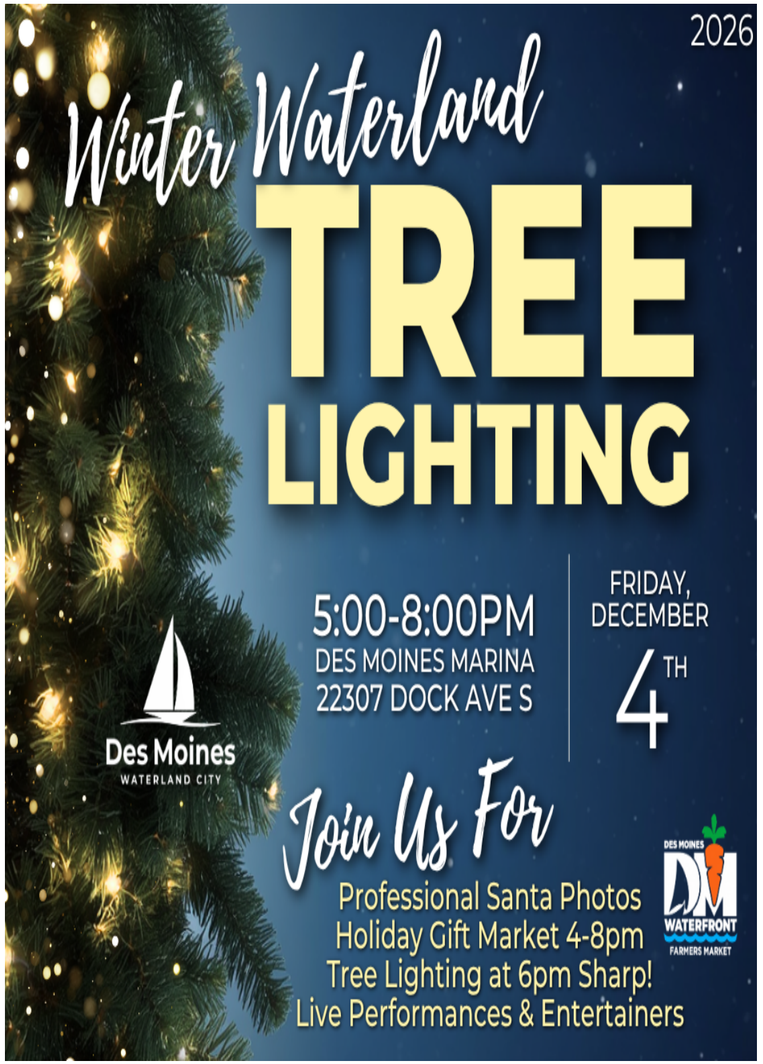
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Winter Waterland Tree Lighting

- **Community & Regional Potential:** Approx. 1K attendees estimated in 2025, with similar celebrations in neighboring communities boasting around 3K.

- **A Festive Waterfront Experience:** A free, family-friendly waterfront celebration featuring Santa arriving by boat, a holiday market, live entertainment, carolers, and activities for all ages.

- **Showcasing of Waterfront:** The event provides an opportunity to highlight Des Moines' waterfront, encourage community engagement and showcase the area as a destination for residents and visitors.



Des Moines
WATERLAND CITY

A Centerpiece for Years to Come



2025 Celebration



Proposed 44-Foot Tree



Marina Steps Concept

Des Moines
WATERLAND CITY

Proposed Funding Approach

EARLIER ESTIMATE

$150,000

REVISED QUOTE

$126,503.77

Includes tax and shipping

FUNDING SOURCE	AMOUNT
Marina Fund	$61,503.77
Waterfront Zone Fund	$25,000.00
Lodging Tax Fund (pending LTAC review)	$40,000.00
TOTAL QUOTED COST	**$126,503.77**

No Marina Steps construction contingency funds are proposed.

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Council Authorization Requested

Holiday Tree Purchase

Council Authorization and Funding Mechanics

Requested Authorization

$135,000

Up to (Not-to-Exceed)

Includes the quoted cost of $126,503.77 and a small cushion for potential shipping or delivery-related costs.

Funding Mechanics

Purchase Authority

Authorize up to $135,000 for the holiday tree purchase.

Use of Funds

The City Manager will administer the purchase using existing budget authority.

Lodging Tax Portion

The $40,000 lodging tax contribution is subject to separate LTAC review and Council approval.

Des Moines
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Council Motion

“I move to authorize the City Manager to purchase a 44-foot Majestic Mountain Pine holiday tree package from Christmas Designers, in an amount not to exceed $135,000, including sales tax and shipping.”

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Des Moines

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City Council
AGENDA ITEM

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: **Square Footage Tax Update Ordinance - First Reading**

ATTACHMENTS:
1. Draft Ordinance No. 26-109
2. Square Footage Tax Update PowerPoint

FOR AGENDA OF:
October 29, 2026

DEPT OF ORIGIN:
Legal

DATE SUBMITTED:
September 29, 2026

CLEARANCES:
Finance

Purpose and Recommendation

The purpose of this agenda item is to introduce for first reading Draft Ordinance No. 26-109, which would update the City's square footage Business and Occupation (B&O) tax.

Motion: "I move to pass Draft Ordinance No. 26-109, relating to the square footage Business and Occupation tax, to a second reading at the next available regular City Council meeting."

Strategic Plan Priority

Financial Stability

Background

For decades, the City of Des Moines has imposed a Business and Occupation (B&O) tax on the privilege of conducting business within the City to generate revenue for City services. For most of that time, the B&O tax was imposed only on a business's gross receipts. Because the gross receipts tax is best suited to retail, wholesale, and manufacturing activities, the development of the Des Moines Creek Business Park (DMCBP) did not produce significant increases in B&O tax revenue, despite the large size of the buildings and high levels of business activity.

Following the lead of several other Washington cities, the City adopted an alternative square footage B&O tax in 2024, effective in 2025. The City believed the revenue gap was largely due to warehousing activity in DMCBP and did not want to apply the tax too

broadly. As a result, the tax applies only to business space used for warehousing or storage, at a rate of $0.135 per square foot per quarter. It applies only to businesses with at least 4,000 square feet of such space. A business that is also subject to the gross receipts tax pays only the higher of the two taxes. The rate increases by 3 percent annually.

In administering the tax, the City found that square footage tax receipts were well below what the size of the business park's buildings would suggest. The first issue was a lack of reporting, which City staff addressed by contacting businesses and explaining the requirements. A second issue was that some businesses reported less taxable warehouse space than expected. Follow-up discussions showed that these businesses were using much of their warehouse space for manufacturing. This reduced their square footage tax, but their gross receipts tax on manufacturing was greater than the expected square footage tax. The compliance review also showed that some manufacturing gross receipts had been unreported or underreported, and it allowed those taxpayers to come into compliance.

The review also found businesses in DMCBP and elsewhere in the City using warehouse space for purposes other than storage that generate little or no taxable gross receipts. As a result, these activities generate little B&O tax under either measure. In some cases, retail or wholesale sales are occurring, but the goods are delivered to customers outside the City. Those sales are not taxable to the City for either B&O tax or sales tax. Other business activities may not generate gross receipts in a way that creates a taxable event. These activities may include:

- Office and administrative functions
- Distribution
- Media production
- Research and development
- Computing

Large warehouse buildings occupy significant amounts of land in the City that could otherwise support uses that generate tax revenue for City services. The square footage tax was intended to provide an alternative measure where the gross receipts tax cannot adequately capture the benefit a business receives from operating in these large facilities, so that each business contributes its fair share. Experience suggests the original version of the tax was too narrowly tailored to achieve that goal.

Discussion

Draft Ordinance No. 26-109 would adjust the City's square footage B&O tax based on lessons learned during the first year and a half of implementation. The square footage tax has significantly improved the City's ability to capture the value of business activity in DMCBP that does not appear in gross receipts tax collections. However, limiting the tax to warehousing and storage has proven too narrow. Some operations in DMCBP and elsewhere in the City occupy large footprints but neither qualify for the square footage tax nor generate taxable gross receipts. These businesses pay significant rent and payroll costs, which suggests that their operations in the City provide substantial

value to them.

The draft ordinance adds “other business space” to warehouse space and outdoor warehouse space as business area subject to the square footage tax, consistent with other cities such as Kent. With this change, areas used for offices, sales floors, or manufacturing would be subject to the square footage tax, in addition to areas used for warehousing and storage.

Staff does not expect businesses already paying gross receipts tax to see much difference from this change. The 4,000-square-foot minimum would still apply, so businesses with locations under 4,000 square feet would not be subject to the square footage tax. Many storefronts on Marine View Drive are below this threshold. For example, a typical stand-alone convenience store is approximately 3,000 square feet. In addition, retail businesses in the City larger than 4,000 square feet generally pay about twice as much in gross receipts tax as they would owe under the square footage tax.

The draft ordinance also creates two exemptions. The first exempts square footage that a taxpayer rents to another party. The main purpose of this exemption is to avoid taxing landlords for renting residential property to tenants. Such a tax could be found contrary to public policy and could raise constitutional concerns. Including commercial landlords in the exemption also avoids claims that the City is taxing the same space twice, once through the landlord and once through the tenant business.

The second exemption applies to hotel and motel businesses. These businesses already generate sales tax, retail B&O tax, and lodging excise tax. Projected square footage tax amounts for these businesses were disproportionately high and would likely be found excessive. An overly burdensome tax would also likely discourage new hotel development.

The draft ordinance also clarifies existing language related to outdoor storage to reflect the intent of the tax and close possible loopholes.

Early experience shows that square footage tax revenue is hard to predict when it depends on how a large warehouse is used. Applying the tax to the entire building, or the portion occupied by the business, gives the City a baseline revenue expectation that does not depend on how much floor space is used for storage. If the proposed changes are adopted, the tax would apply the same way whether a future tenant operates a storage warehouse, a distribution center, or a training facility. Ideally, businesses will generate enough gross receipts that the City collects more than the baseline, but the City will be able to rely on that baseline either way.

Alternatives

The Council may:
1. Pass the Draft Ordinance as presented to a future meeting
2. Pass the Draft Ordinance with changes to a future meeting
3. Suspend Rule 8.06(K)(3)(a) and enact the Draft Ordinance on first reading
4. Decline to take action on the Draft Ordinance

Financial Impact
Based on businesses currently operating in the City, staff projects that the changes in the draft ordinance could generate between $100,000 and $150,000 in additional revenue per year.

Recommendation
Staff recommends that the City Council pass Draft Ordinance No. 26-109 to a second reading at the November 12, 2026, regular City Council meeting.

CITY ATTORNEY'S FIRST DRAFT 10/12/2026

DRAFT ORDINANCE NO. 26-109

AN ORDINANCE OF THE CITY OF DES MOINES, WASHINGTON relating to taxation, amending the City's square footage business and occupation tax, creating exemptions, and amending DMMC 3.84.050 and 3.84.110.

WHEREAS, RCW 35A.82.020 authorizes code cities to impose business licensing requirements and excises upon business transacted within such a city to the extent permitted by the general law, and

WHEREAS, in 2004, the City Council of the City of Des Moines enacted Ordinance no. 1355, enacting a Business and Occupation (B&O) tax at a rate of 0.2% of gross receipts of the business, codified at DMMC chapter 3.84, and

WHEREAS, with the passage of several measures that limit sources of revenue for cities, including I-695 and I-747, the City B&O tax has become a significant stable source of ongoing revenue to help provide vital City services, such as public safety, roads maintenance, parks and recreation, and human services, and

WHEREAS, entities doing business in the City benefit from City services funded by the B&O tax and those services allow them to generate profits for shareholders, and

WHEREAS, the development of the Des Moines Creek Business Park has enabled millions of dollars of commercial activity to occur in the City, spread over more than a million square feet of commercial space, and

WHEREAS, despite the high level of commercial activity generated in the DMCBP benefitting from the provision of public safety and other services provided by the City, the B&O tax based on gross receipts has failed to assess an equitable tax burden on warehouse businesses relative to other businesses in the City, and

WHEREAS, in 2024 the City Council enacted Ordinance no. 1810, imposing a square footage tax in the City of Des Moines in order to allow businesses that do not generate significant gross receipts tax relative to their business activities to help fund City services, and

WHEREAS, the square footage tax has been effective in serving this purpose, but experience with administering the tax reveals that restricting the square footage tax to solely warehousing activities fails to capture the value of certain other business activities occupying large footprints, particularly in the business park, and

WHEREAS, amending the square footage tax to include other business floor space should promote more parity in tax contributions from businesses in the City, and

WHEREAS, the City Council finds that this Ordinance is appropriate and necessary to preserve the public health, safety, and general welfare; now therefore,

THE CITY COUNCIL OF THE CITY OF DES MOINES ORDAINS AS FOLLOWS:

Sec. 1. DMMC 3.84.050 and section 6 of Ordinance No. 1555 as amended by section 1 of Ordinance No. 1810 are each amended to read as follows:

Imposition of the tax – Tax or fee levied.

Except as provided in subsection (3) of this section and in the exemptions in DMMC 3.84.110, there is hereby levied upon and shall be collected from every person a tax for the act or privilege of engaging in business activities within the City, whether the person's office or place of business be within or without the City. The amount for the gross receipts tax shall be in amounts to be determined by application of rates against gross proceeds of sale, gross income of business, or value of products, including by-products, as the case may be, as described in subsection (1) of this section. The amount for the square footage tax shall be determined by application of rates against the square footage of the business space within the City as described in subsection (2) of this section. The amount of tax due to the City shall be the larger of the amounts calculated under each tax, as measured for each tax reporting period.

(1) Gross receipts tax

(a) Upon every person engaging within the City in business as an extractor; as to such persons the amount of the tax with respect to such business shall be equal to the value of the products, including by-products, extracted within the City for sale or for commercial or industrial use, multiplied by the rate of two-tenths of one percent. The measure of the tax is the value of the products, including by-products, so extracted, regardless of the place of sale or the fact that deliveries may be made to points outside the City.

(b) Upon every person engaging within the City in business as a manufacturer, as to such persons the amount of the tax with respect to such business shall be equal to the value of the products, including by-products, manufactured within the City, multiplied by the rate of two-tenths of one percent. The measure of the tax is the value of the products, including by-products, so manufactured, regardless of the place of sale or the fact that deliveries may be made to points outside the City.

(c) Upon every person engaging within the City in the business of making sales at wholesale, except persons taxable under subsection (3) of this section; as to such persons, the amount of tax with respect to such business shall be equal to the gross proceeds of such sales of the business without regard to the place of delivery of articles, commodities or merchandise sold, multiplied by the rate of two-tenths of one percent.

(d) Upon every person engaging within the City in the business of making sales at retail, as to such persons, the amount of tax with respect to such business shall be equal to the gross proceeds of such sales of the business, without regard to the place of delivery of articles, commodities or merchandise sold, multiplied by the rate of two-tenths of one percent.

(e) Upon every person engaging within the City in the business of (i) printing, (ii) both printing and publishing newspapers, magazines, periodicals, books, music, and other printed items, (iii) publishing newspapers, magazines and periodicals, (iv) extracting for hire, and (v) processing

for hire; as to such persons, the amount of tax on such business shall be equal to the gross income of the business multiplied by the rate of two-tenths of one percent.

(f) Upon every person engaging within the City in the business of making sales of retail services; as to such persons, the amount of tax with respect to such business shall be equal to the gross proceeds of sales multiplied by the rate of two-tenths of one percent.

(g) Upon every other person engaging within the City in any business activity other than or in addition to those enumerated in the above subsections; as to such persons, the amount of tax on account of such activities shall be equal to the gross income of the business multiplied by the rate of two-tenths of one percent. This subsection includes, among others, and without limiting the scope hereof (whether or not title to material used in the performance of such business passes to another by accession, merger or other than by outright sale), persons engaged in the business of developing or producing custom software or of customizing canned software, producing royalties or commissions, and persons engaged in the business of rendering any type of service which does not constitute a sale at retail, a sale at wholesale, or a retail service.

(2) Square footage tax

(a) Upon every person who leases, owns, occupies, or otherwise maintains a business warehouse, ~~or~~ outdoor warehouse, or other business floor space within the City for purposes of engaging in business activities in the City there shall be a tax measured by the number of square feet of business warehouse floor space, ~~or~~ outdoor warehouse space, and other business floor space. Beginning January 1, 2025, the amount of the tax shall be equal to $0.135 for each quarterly period of a calendar year for each square foot of business warehouse or outdoor warehouse floor space that is leased, owned, occupied, or otherwise maintained within the City during the reporting period, calculated to the nearest square foot. On January 1st of each successive year, the rate shall be increased by three percent, rounded to the nearest tenth of one cent.

(b) For purposes of this subsection, "business warehouse" means every structure or any part thereof that is used for the storage of merchandise, goods, wares, commodities, inventory, materials, equipment or other items (whether or not for compensation) in furtherance of engaging in business.

(c) For purposes of this subsection, "outdoor warehouse" means an area that is outdoors and primarily used for the storage of merchandise, goods, wares, commodities, inventory, materials, equipment or other items (whether or not for compensation) in furtherance of engaging in business. "Outdoor warehouse" shall include outdoor areas used as self-service storage facilities, including the long-term storage of vehicles or vessels.

(d) For purposes of this section, other business floor space means the floor space of an office or place of business, other than a business warehouse or outdoor warehouse.

(~~d~~e) For purposes of this subsection, the square footage of a business warehouse and other business floor space shall be computed by measuring to the inside finish of permanent outer building walls and shall include space used by columns and projections necessary to the building. Square footage shall not include stairs, elevator shafts, flues, pipe shafts, vertical ducts, heating or ventilation shafts, janitor closets, and electrical or utility closets.

(~~e~~f) For purposes of this subsection, outdoor warehouse space is measured based on the entire space used for outdoor warehousing and is not measured solely based on the size of the goods, wares, merchandise, or commodities that are being stored. The square footage of an outdoor warehouse shall only include those areas used and/or intended to be used for the storage of goods, wares, merchandise, commodities, inventory, materials, equipment, or other items (whether or not for compensation) in furtherance of engaging in business.

Square footage of outdoor warehouse space shall not include: areas used only for employee, customer, or visitor parking; dock high loading areas; buildings or areas used only for retail floor space or rentals to consumers where no goods, wares, merchandise, or commodities are stored; landscaped areas; stormwater facilities; maneuvering areas or drive aisles; areas used only for garbage or recycling pickup; rights-of-way; or other areas clearly not used for the storage of items described in this subsection. "Areas used only for retail floor space or rentals to consumers" does not include outdoor areas where goods, wares, merchandise, or commodities are held on a continuous basis.

~~(f) Persons with more than one business warehouse or outdoor warehouse within the City must include all business warehouse floor space and outdoor warehouse space for all locations within the City.~~

(g) When a person rents space to another person, the person occupying the rental space is responsible for the square footage business tax on that rental space. Space rented for the storage of goods in a business warehouse or outdoor warehouse where no walls or other barriers separate the goods, and where the exclusive right of possession in the space is not held by the person to whom the space is rented, shall be included in the warehouse floor space of the person that operates the warehouse, and not by the person renting the warehouse space. Space rented out in "self-storage" facilities whereby customers have direct access to individual storage areas by separate entrances shall be included in the warehouse business floor space of the person that operates the warehouse business, and not by the person renting the warehouse space.

(3) The gross receipts tax imposed in subsection (1) of this section shall not apply to any person whose gross proceeds of sales, gross income of the business, and value of products, including by-products, as the case may be, from all activities conducted within the City during any calendar year is equal to or less than $50,000. The square footage tax imposed in subsection (2) of this section shall not apply to any person unless that person's total area of business warehouse space, outdoor warehouse

space, and other business floor space for all locations within the City exceeds 4,000 square feet.

Sec. 2. DMMC 3.84.110 and section 12 of Ordinance No. 1555 as amended by section 3 of Ordinance No. 1725 are each amended to read as follows:

Exemptions.

(1) Public Utilities. This chapter shall not apply to any person in respect to a business activity with respect to which tax liability is specifically imposed under the provisions of chapter 3.68 DMMC.

(2) Investments – Dividends from Subsidiary Corporations. This chapter shall not apply to amounts derived by persons, other than those engaging in banking, loan, security, or other financial businesses, from investments or the use of money as such, and also amounts derived as dividends by a parent from its subsidiary corporations.

(3) Insurance Business. This chapter shall not apply to amounts received by any person who is an insurer or their appointed insurance producer upon which a tax based on gross premiums is paid to the state pursuant to RCW 48.14.020; and provided further, that the provisions of this subsection shall not exempt any bonding company from tax with respect to gross income derived from the completion of any contract as to which it is a surety, or as to any liability as successor to the liability of the defaulting contractor.

(4) Employees.

(a) This chapter shall not apply to any person in respect to the person's employment in the capacity as an employee or servant as distinguished from that of an independent contractor. For the purposes of this subsection, the definition of "employee" shall include those persons that are defined in the Internal Revenue Code, as hereafter amended.

(b) A booth renter is an independent contractor for purposes of this chapter.

(5) Amounts Derived from Sale of Real Estate. This chapter shall not apply to gross proceeds derived from the sale of real estate. This, however, shall not be construed to allow an exemption of amounts received as commissions from the sale of real estate, nor as fees, handling charges, discounts, interest or similar financial charges resulting from, or relating to, real estate transactions. This chapter shall also not apply to amounts received for the rental of real estate if the rental income is derived from a contract to rent for a continuous period of 30 days or longer.

(6) Mortgage Brokers' Third-Party Provider Services Trust Accounts. This chapter shall not apply to amounts received from trust accounts to mortgage brokers for the payment of third-party costs if the accounts are operated in a manner consistent with RCW 19.146.050 and any rules adopted by the Director of Financial Institutions.

(7) Amounts Derived from Manufacturing, Selling or Distributing Motor Vehicle Fuel. This chapter shall not apply to the manufacturing, selling, or distributing of motor vehicle fuel, as the term "motor vehicle fuel" is defined in RCW 82.38.020 and exempt under RCW 82.38.280; provided, that any fuel not subjected to the state fuel excise tax, or any other applicable deduction or exemption, will be taxable under this chapter.

(8) Amounts Derived from Liquor, and the Sale or Distribution of Liquor. This chapter shall not apply to liquor as defined in RCW 66.04.010 and exempt in RCW 66.08.120.

(9) Casual and Isolated Sales. This chapter shall not apply to the gross proceeds derived from casual or isolated sales.

(10) Accommodation Sales. This chapter shall not apply to sales for resale by persons regularly engaged in the business of making retail sales of the type of property so sold to other persons similarly engaged in the business of selling such property where (a) the amount paid by the buyer does not exceed the amount paid by the seller to the vendor in the acquisition of the article and (b) the sale is made as an accommodation to the buyer to enable the buyer to fill a bona fide existing order of a customer or is made within 14 days to reimburse in kind a previous accommodation sale by the buyer to the seller.

(11) Taxes Collected as Trust Funds. This chapter shall not apply to amounts collected by the taxpayer from third parties to satisfy third-party obligations to pay taxes such as the retail sales tax, use tax, and admission tax.

(12) The portion of real property rented or leased by the taxpayer to another person shall not be chargeable to the taxpayer under DMMC 3.84.050(2) during the term of the lease or rental. For the purposes of this subsection, a lease or rental of real property means the conveyance of an estate or interest in a certain designated area of real property with an exclusive right in the lessee of continuous possession against the world, including the owner, and grants to the lessee the absolute right of control and occupancy during the term of the lease or rental agreement, but does not include the rental of self-storage facilities.

(13) The portion of real property used as a hotel, motel, or other business licensed under RCW chapter 70.62 is exempt from the square footage tax under DMMC 3.84.050(2) for any quarter where gross receipts tax under DMMC 3.84.050(1) is paid by the taxpayer.

Sec. 3. Petition for referendum.

(1) **Referendum allowed.** A referendum procedure is required pursuant to RCW 35.21.706 for cities first imposing a business and occupation tax. A petition for referendum may be filed with the City Clerk within seven (7) days of passage of this ordinance. Within ten (10) days, the City Clerk shall confer with the Petitioner concerning form and style of the petition, issue the petition an identification number, and secure an accurate, concise, and positive ballot title from the designated local official. The Petitioner shall have thirty (30) days in which to secure the signatures of not less than fifteen percent (15%) of the registered voters of the City, as of the last municipal general election, upon petition forms which contain the ballot title and the full text of the measure to be referred. The City Clerk shall verify the sufficiency of the signatures on the petition and, if sufficient valid signatures are properly submitted, shall certify the referendum measure to the next election ballot within the City or at a special election ballot as provided pursuant to RCW 35.17.260(2).

(2) **Exclusive referendum procedure.** The referendum procedure provided for in this ordinance shall be exclusive in all instances for any City ordinance imposing a business and occupation tax or increasing the rate of the tax, and shall supersede the procedures provided under chapter 35A.11 RCW and all other statutory or ordinance provisions for initiative or referendum which might otherwise apply.

Sec. 4. Severability - Construction.

(1) If a section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

(2) If the provisions of this ordinance are found to be inconsistent with other provisions of the Des Moines Municipal Code, this ordinance is deemed to control.

Sec. 5. Effective date. This ordinance shall take effect and be in full force on January 1, 2027.

PASSED BY the City Council of the City of Des Moines this ____ day of _____, 2026 and signed in authentication thereof this ____ day of _____, 2026.

_____
M A Y O R

APPROVED AS TO FORM:

_____
City Attorney

ATTEST:

_____
City Clerk

Published: _____

Effective Date: _____

Draft Ordinance No. 26-109
Square Footage Tax Update

Des Moines
WATERLAND CITY

Background

Council enacted a square footage B&O tax in 2024 to capture value of business activities in DMCBP that do not generate gross receipts tax

- Assessed on square footage warehouse storage space used in business
- Alternative tax to gross receipts tax
  - Taxpayer pays whichever tax is higher
- Initial rate $0.135 per square foot per quarter
- Annual 3% adjustment
- Threshold floor area 4,000 square feet
- Businesses under the threshold not assessed sq ft tax

Des Moines
WATERLAND CITY

Implementation of the Tax

Tax took effect January 1, 2025

Collections were well below expectations for DMCBP

- Took time to educate businesses about the tax
- Some businesses reported higher gross receipts tax than square footage tax
- Others should have been reporting higher gross receipts tax – brought into compliance
- Some businesses reported large areas exempt from square footage tax but not reporting significant gross receipts tax
  - Sales delivered outside the City
  - Activity exempt from both taxes

Des Moines
WATERLAND CITY

Draft Ordinance No. 26-109

Would make “other business floor space” subject to square footage tax.

- Indoor floor area used in business not already subject to square footage tax
- Does not include stairs, elevators, ventilation shafts, etc.

Businesses under 4,000 square feet remain exempt from the square footage tax

Businesses reporting higher gross receipts tax continue to pay no additional tax

Provides exemptions for rental properties and hotels/motels

Clarifies “outdoor warehouse” definitions

Des Moines
WATERLAND CITY

Anticipated benefits

Revenue projected to increase $100-$150,000 per year (based on businesses currently operating within the city)

Square footage tax revenue not dependent on use

Provides stable revenue projections for occupied warehouses



Suggested Motion

“I move to pass Draft Ordinance No. 26-109, relating to the square footage Business and Occupation tax, to a second reading at the next available regular City Council meeting.”

Des Moines
WATERLAND CITY


Des Moines
WATERLAND CITY

City Council
AGENDA ITEM

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: **Comprehensive Safety Action Plan**

ATTACHMENTS:
1. Draft Resolution No. 26-041
2. Des Moines Comprehensive Safety Action Plan
3. Comprehensive Safety Action Plan PowerPoint

FOR AGENDA OF:
October 29, 2026

DEPT OF ORIGIN:
Public Works

DATE SUBMITTED:
October 16, 2026

CLEARANCES:
Public Works

Purpose and Recommendation

The purpose of this agenda item is to seek City Council adoption of Draft Resolution No. 26-041 (Attachment 1), which would adopt the City of Des Moines Comprehensive Safety Action Plan.

Motion: "I move to adopt Draft Resolution No. 26-041, adopting the City of Des Moines Comprehensive Safety Action Plan."

Strategic Plan Priority

Public Safety

Background

City staff regularly pursues federal, state, and local grant funding to advance the City's transportation priorities. In 2025, staff identified the U.S. Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) program as a potential funding source. SS4A is a $5 billion federal grant program (2022–2026) established by the Bipartisan Infrastructure Law to fund regional, local, and Tribal efforts to eliminate roadway fatalities and serious injuries. The program supports safety action plans, demonstration activities, and implementation projects.

To prepare for a potential SS4A grant application, the City worked with Transpo Group, one of its on-call engineering services consultants, to develop the planning documents the grant requires: a Local Road Safety Plan (LRSP) and a Comprehensive Safety

Action Plan (CSAP). The Comprehensive Safety Action Plan (Attachment 2) draws on the Transportation Element of the City's 2024 Comprehensive Plan, the 2025 Puget Sound Regional Council Regional Safety Action Plan, the 2026 Local Road Safety Plan, the Washington State Target Zero Strategic Highway Safety Plan, and the King County Target Zero Strategic Plan.

The Comprehensive Safety Action Plan provides a data-driven strategy for reducing fatal and serious injury crashes for all roadway users. It follows the Safe System Approach and addresses the seven core elements of a safety action plan: leadership commitment and goal setting, planning structure, safety analysis, engagement and collaboration, policy and process changes, strategy and project selection, and progress and transparency.

On May 14, 2026, the City Council adopted Resolution No. 1497, committing the City to the Safe System Approach and establishing a Vision Zero goal of eliminating fatal and serious injury crashes by 2044.

Discussion

The Comprehensive Safety Action Plan incorporates the citywide safety analysis completed for the 2026 Local Road Safety Plan, which used Washington State Department of Transportation (WSDOT) crash data from 2020 through 2024. During this five-year period, 1,273 crashes were reported on City streets and state routes within Des Moines, including 33 fatal and serious injury crashes. The analysis identifies higher-risk corridors and locations and provides a basis for prioritizing investments where safety improvements can have the greatest benefit.

The plan applies both systemic and location-specific analysis and identifies a High-Risk Network, along with recommended engineering, enforcement, education, and policy countermeasures. The recommended countermeasures generally fall into four categories: active transportation network connections and crossings; multimodal street improvements; appropriate speed limits for all road users; and safety education and encouragement.

Key City street safety priorities identified in the plan include:

- **South 216th Street:** Safety improvement feasibility study from State Route (SR) 509 to SR 99
- **Des Moines Memorial Drive South:** Safety improvements
- **Marine View Drive South:** Active transportation safety improvements
- **16th Avenue South:** Multimodal intersection safety improvements
- **Downtown:** Active transportation improvements, including Americans with Disabilities Act (ADA) ramps, pedestrian crossings, sidewalks, and signal improvements
- **Citywide plans, programs, and policies:** An update to the Complete Streets policy, a citywide speed study and update to the speed limit setting policy, and public safety education and enforcement activities

The Comprehensive Safety Action Plan is intended to be a living document. The City will continue to monitor crash trends, document completed projects, and update the safety analysis as new WSDOT crash data becomes available. The plan anticipates updates every two years so the City can maintain eligibility and competitiveness for state and federal transportation safety funding.

Adoption of the plan will position the City to pursue future grants, including the USDOT SS4A program, the WSDOT City Safety Program and Highway Safety Improvement Program (HSIP), the Safe Routes to School Program, the Pedestrian and Bicyclist Program, and Transportation Improvement Board (TIB) programs. Under the schedule in the plan, the City may use it to pursue a 2027 SS4A implementation grant. To compete in the 2028 WSDOT City Safety Program and HSIP cycle, the City will need to update the plan using WSDOT's upcoming 2022–2026 crash data.

Alternatives

The City Council could choose not to adopt the Comprehensive Safety Action Plan. This would limit the City's eligibility for future grant funding, including SS4A implementation grants, which require an adopted safety action plan.

Financial Impact

Adoption of the Comprehensive Safety Action Plan has no impact on current funding. Once the plan is adopted, the City would be eligible to pursue future federal and state safety grants.

Recommendation

Staff recommends adoption of the motion.

CITY ATTORNEY'S FIRST DRAFT 10/14/2026

DRAFT RESOLUTION NO. 26-041

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DES MOINES, WASHINGTON, adopting a Comprehensive Safety Action Plan to eliminate fatalities and severe injuries on City streets.

WHEREAS, this resolution commits the City to adopting a Comprehensive Safety Action Plan with a goal to achieve zero traffic fatalities and severe injuries among all road users (including people walking, biking, using transit, and driving), and

WHEREAS, the City's Transportation Element in the adopted 2024 Comprehensive Plan and the 2026 Local Road Safety Plan together seek to provide a multimodal system that safely accommodates all modes of travel, and

WHEREAS, the Puget Sound Regional Council (PSRC) and its partners, which includes the City of Des Moines, have developed a Regional Safety Action Plan that conforms with all of the requirements and criteria established by the US Department of Transportation Safe Streets and Roads for All program, and

WHEREAS, the City of Des Moines, like the State of Washington and the United States as a whole, continues to experience fatal and serious injury collisions on its roads, and

WHEREAS, public agencies in Washington State consider traffic fatalities and serious injuries as unacceptable and preventable rather than inevitable, and

WHEREAS, the City of Des Moines has aligned transportation policies and priorities with the State of Washington's Strategic Highway Safety Plan goal of Target Zero, and

WHEREAS, similar efforts are founded on a Safe Systems approach that recognizes humans will make mistakes and roadway systems and policies should be designed to protect them, and

WHEREAS, by adopting the Comprehensive Safety Action Plan the City will be eligible to apply for federal construction grant funds for prioritized projects on the Comprehensive Safety Action Plan; now therefore,

THE CITY COUNCIL OF THE CITY OF DES MOINES RESOLVES AS FOLLOWS:

Sec. 1. The City Council hereby adopts the Comprehensive Safety Action Plan, which is attached to this Resolution as Attachment "A" and by this reference incorporated herein, as now enacted or subsequently modified, that has been developed consistent with the United States Department of Transportation's (USDOT) Safe Streets and Roads for All (SS4A) program, with a Vision Zero target to eliminate all fatal and serious injuries crashes that occur on the City multimodal transportation system by 2044 and directs staff to apply the Safe Systems Approach as a comprehensive and holistic method to achieve this goal.

ADOPTED BY the City Council of the City of Des Moines, Washington this ____ day of _____, 2026 and signed in authentication thereof this ____ day of _____, 2026.

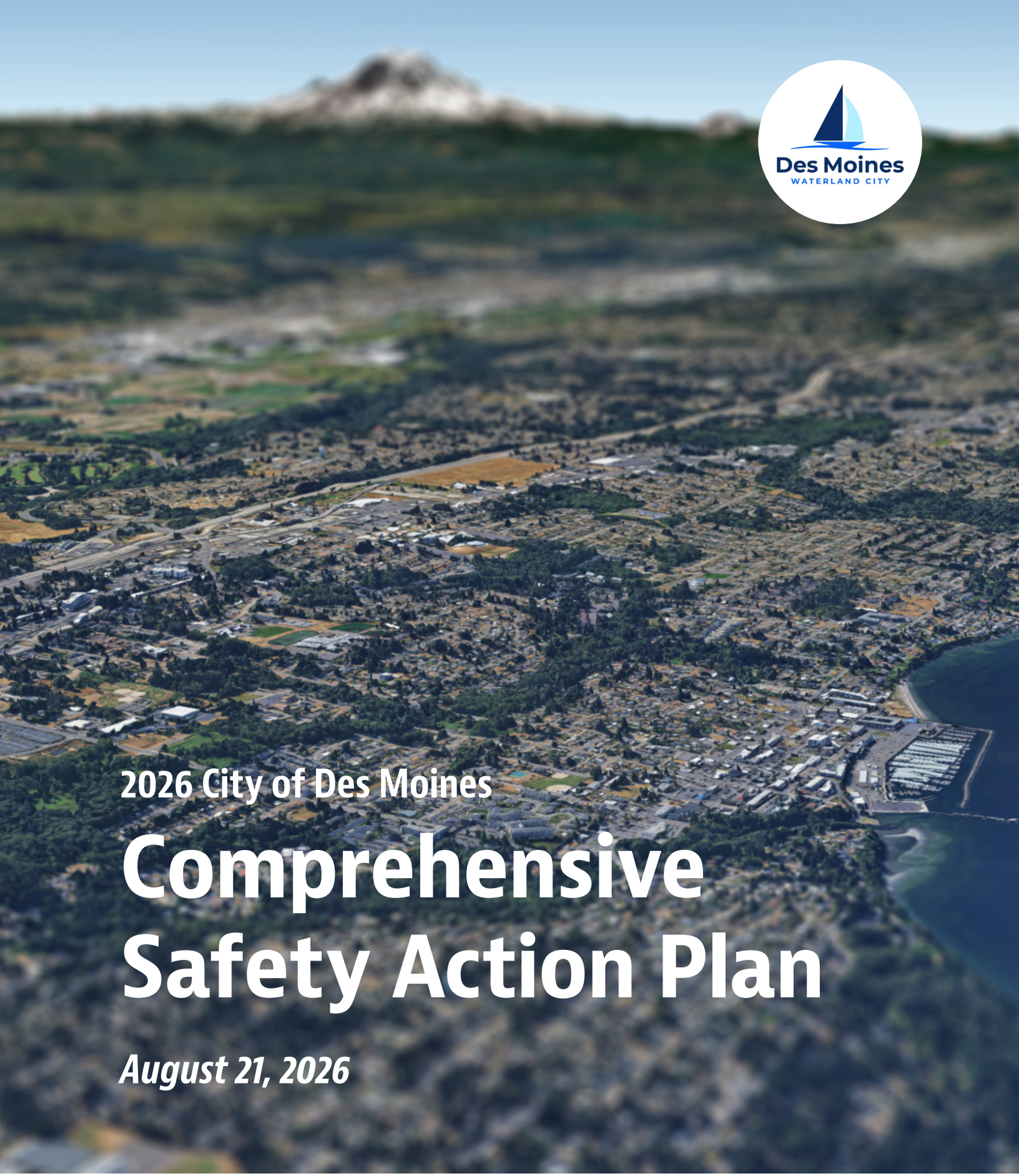
_____
M A Y O R

APPROVED AS TO FORM:

_____
City Attorney

ATTEST:

_____
City Clerk



2026 City of Des Moines

Comprehensive Safety Action Plan

August 21, 2026

transpogroup
WHAT TRANSPORTATION CAN BE.

Prepared for:
City of Des Moines

Prepared by:
Transpo Group

August 2026

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Executive Summary

To help improve safety and reduce the number of serious and fatal collisions experienced on our roadways, the City of Des Moines has completed a **Comprehensive Safety Action Plan (CSAP)** according to United States Department of Transportation (USDOT) requirements for the Safe Streets and Roads for All (SS4A) grant program. The Des Moines CSAP is data-driven, collaborative, and consistent with the:

- 2026 Des Moines Local Road Safety Plan (LRSP)
- 2025 Puget Sound Regional Council (PSRC) Regional Safety Action Plan (RSAP)
- 2024 Des Moines Comprehensive Plan
- 2024 Target Zero Washington State Strategic Highway Plan and
- 2024 King County Target Zero Strategic Plan, 2024-2027

During the 5-year period including 2020 through 2024, there were 1,273 crashes reported within the city limits of Des Moines, WA. Unfortunately, thirty-three (33) people were involved in fatal or serious injury (FSI) on public streets and state highways within Des Moines. To improve and prioritize safety, the City of Des Moines has established goals and targets to significantly reduce fatal and serious injury crashes, along with an aspirational goal to eliminate fatal and serious injury crashes over time (See Appendix A). The adopted goals are consistent with a Vision Zero strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. This is a critical and on-going strategy to help make city streets and state highways in Des Moines safe for everyone.

The Des Moines CSAP and the PSRC RSAP follow the USDOT's Safe System Approach, which takes a holistic view of improving traffic safety and mitigating risk. It anticipates human mistakes, acknowledges that humans are vulnerable, and promotes redundancies in traffic safety, so if a crash happens, it is less likely to be fatal. Founded on the principles that death and serious injuries are unacceptable and responsibility is shared, the Safe System Approach considers the design, infrastructure, and systemic issues behind crashes. In 2024, the Washington State Strategic Highway Safety Plan was updated and adopted by the Washington Traffic Safety Commission. The plan added another element to the Safe System Approach called "Safer Land Use" to consider and plan for where people live in relation to where they need to travel and how they will get there safely. The Des Moines CSAP and the PSRC RSAP embrace this updated approach to holistically improve safety.

The 2026 Des Moines CSAP utilized WSDOT crash data over the 5-year period (2020-2024) to perform a detailed safety analysis on citywide arterials and state highways. The PSRC RSAP took a broader approach to identify a PSRC Regional High-Injury Network, which includes state highways (SR 99, SR 509 and SR 516) in Des Moines. Both the Des Moines CSAP and the PSRC High-Injury Network (HIN) identify road segments where crashes have occurred and represent the most critical corridors to address in the region, especially for Vulnerable Road Users (VRU) such as people walking, biking, or rolling. Identification of these segments can help Des Moines and PSRC proactively prioritize safety investments in the areas where VRU crash history and roadway characteristics demonstrate the most serious risks of future crashes.

The Des Moines CSAP and the PSRC RSAP, were developed during the same time period

(2023-2026) as the update to the Transportation Element of the 2024 Des Moines Comprehensive Plan, all of which incorporated public engagement and input in the development of the plans. In 2023-2024, the City of Des Moines established a dedicated website for the project which was called "Imagine Des Moines 2044" and used a consistent branding and logo to identify the effort in a unique way. The City also posted news and information about public engagement opportunities on "The Waterland Blog."

A public community survey (conducted in English and Spanish) was conducted for the Des Moines Comprehensive Plan in late 2023 which garnered 482 responses. The community survey was promoted online via social media and in-person at the Farmers Market and National Night Out. Questions in the survey sought to identify community priority areas to address in the update. Survey results identified priority areas respondents would like to see more of, including increased neighborhood commercial uses, community facilities, and general commercial uses. Respondents also expressed a desire to focus on equity, outreach, and representation of all community members. The topics below were identified as the top five areas of importance in the city, listed in order of priority:

1. Preserving natural space
2. Public health and safety
3. Accommodating future growth
4. Affordability (housing, taxes, etc.)
5. Economic opportunity (including access to jobs)

The Comprehensive Plan update process included articles in City of Des Moines newsletters to inform the community, increase public awareness and participation, and offer meaningful public engagement opportunities throughout 2023-2024. Community Development department staff and consultants attended and visited directly with community members at numerous local public events, including the local Farmers Market and the National Night Out event.

In June 2023, PSRC held a Regional Safety Summit to hear from the region's residents and PSRC members about goals and priorities to inform the RSAP. Feedback received from summit attendees was used to develop a comprehensive, data-driven plan for achieving safety goals across the diverse four-county PSRC region. Throughout the development of the 2024 Des Moines Comprehensive Plan, the 2025 PSRC RSAP and the 2026 CSAP, a wide range of engagement activities were conducted such as pop-up events, online and in-person open houses, web-based survey, stakeholder listening sessions, and coordination with local organizations, and service providers. Public meetings and hearings were held with verbal and written comments made to the Des Moines Planning Commission and City Council and PSRC Transportation Policy Board and Executive Board.

Appendix B of the PSRC Regional Safety Action Plan documents 2024-2025 public engagement, including work with the regional stakeholder task force. The PSRC Regional Safety Action Plan (RSAP) was adopted by the PSRC General Assembly on May 22, 2025. The outcomes and learnings from the cumulative PSRC and Des Moines community engagement activities are reflected in the Des Moines CSAP vision, goals, and recommendations for safety improvements.

The Des Moines CSAP includes a range of recommended safety countermeasures and with the completion of this CSAP, Des Moines is eligible to apply for both state and federal grant funding to begin implementation of the recommended priority safety improvements.

1 Introduction

The City of Des Moines is committed to the safety of transportation users of all modes on its transportation network, including vehicle drivers and vulnerable active transportation users of all ages and abilities. The City supports the 2024 Target Zero Washington State Strategic Highway Safety Plan and seeks to reduce the number and risk of crashes in the City, especially those involving serious injury or fatality. In order to address local transportation safety more effectively, the City of Des Moines created a 2026 Local Road Safety Plan (LRSP) and a 2026 Comprehensive Safety Action Plan (CSAP), both of which are consistent with the 2025 Puget Sound Regional Council (PSRC) Regional Safety Action Plan (RSAP).

Des Moines Comprehensive Safety Action Plan

The City of Des Moines 2026 CSAP, the 2026 LRSP, and the 2025 PSRC RSAP all apply the Safe System Approach to proactively address safety concerns based on crash data analysis, identification of risk factors, and recommendations for targeted safety countermeasures. LRSPs and CSAPs have been shown to be an effective and proven safety countermeasure. On behalf of the City of Des Moines, Transpo Group consultants analyzed WSDOT crash data from 2020-2024 to identify systemic risk factors. The safety analysis includes a statistical look at the rate that certain contributing factors were cited in crashes, as well as a spatial examination of the locations and groupings of crashes. Crash locations are prioritized by the number of risk factors they present and their impact on historically under-served or vulnerable populations and compared to the City's transportation network and existing infrastructure to identify effective countermeasures and a program of prioritized improvements.

What is a Comprehensive Safety Action Plan?

In the USDOT Safe Streets and Roads for All (SS4A) grant program, a Comprehensive Safety Action Plan (CSAP) is the basic building block to significantly improve roadway safety. A CSAP is aimed at reducing and eliminating serious-injury and fatal crashes affecting all roadway users by conducting data analysis to characterize roadway safety problems and strengthen a community's approach through projects and strategies that address the most significant safety risks and the most vulnerable road users.

The SS4A grant program is guided by the Safe System Approach, which involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

The goal of a CSAP is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribal area, or region. A successful CSAP includes the following seven key components:

1. Leadership commitment and goal setting
2. Planning structure
3. Safety analysis
4. Engagement and collaboration
5. Policy and process changes
6. Strategy and project selections
7. Progress and transparency

This 2026 Des Moines CSAP takes a proactive, data-based approach to identifying the safety concerns on the transportation network and developing countermeasure projects and programs to address those concerns. The CSAP allows the City to focus on systemic improvements to the transportation network, in addition to spot improvements, which can not only address reported and observed crashes, but address conditions which meet risk factors for future crashes.

1. Leadership Commitment and Goal Setting

Leadership commitment and goal setting is an official public commitment (e.g., resolution, policy, ordinance) by a high-ranking official and/or governing body (e.g., mayor, city council, Tribal council, metropolitan planning organization [MPO] policy board) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:

1. The target date for achieving zero roadway fatalities and serious injuries, or

2. A percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.

The Des Moines City Council approved Resolution 1497 on May 14, 2026 (Appendix A) committing the City to application of the Safe Systems Approach with the goal of eliminating all fatal and serious injury crashes by 2044.

2. Planning Structure

A planning structure is a committee, task force, implementation group, or similar body charged with oversight, review, and approval of Safety Action Plan development, implementation, and monitoring. The Des Moines CSAP benefited from multiple safety plans created at the State, Regional, County, and Local levels between 2023 and 2026, each of which was overseen and guided by advisory and steering committees, public agency staff, and coalitions of people with a vested interest in public safety, including the following:

- 2026 Des Moines Local Road Safety Plan (LRSP)

- 2025 Puget Sound Regional Council (PSRC) Regional Safety Action Plan (RSAP)
- 2024 Des Moines Comprehensive Plan
- 2024 Target Zero Washington State Strategic Highway Plan and
- 2024 King County Target Zero Strategic Plan, 2024-2027

The Des Moines CSAP was informed through the involvement of community residents, students, business owners, interest groups, appointed representatives, and elected officials, as well as non-profit organizations and state agencies. Each year, Des Moines Public Works staff provide safety status information as part of the recommendations for safety improvements to the City Council in their oversight and approval of the six-year Capital Improvement Program (CIP).

- Throughout the 2023-2024 development of the Des Moines Comprehensive Plan, City staff and consultants involved the community in a wide variety of ways and held a variety of public meetings before the Planning Commission and the City Council, including information presentations, work sessions, and public hearings.
- Based on the safety needs identified in the 2024 Comprehensive Plan Transportation Element, the City developed the 2026 LRSP, the 2026 CSAP, and the 2027-2046 Transportation Improvement Program (TIP) with the City's highest priority safety needs identified as funded or unfunded.

Safety Analysis

Safety analysis is analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. It includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (e.g., motorists, pedestrians, transit users). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographics, and structural issues). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a high-injury network or equivalent).

The 2026 Des Moines CSAP includes citywide systemic safety analysis through the following multi-year and multi-agency interrelated efforts:

- 2024 Des Moines Comprehensive Plan Transportation Element
- 2025 PSRC Regional Safety Action Plan
- 2026 Des Moines Local Road Safety Plan

4. Engagement and Collaboration

Engagement and collaboration involve robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practicable.

In June 2023, PSRC held a Regional Safety Summit to hear from the region's residents and PSRC members about goals and priorities to inform the RSAP. Feedback received from summit attendees was used to develop a comprehensive, data-driven plan for achieving safety goals across the diverse four-county PSRC region. Public meetings and hearings were held with verbal and written comments made to the PSRC Transportation Policy Board and Executive Board.

The Des Moines CSAP incorporates public engagement, comments, almost 500

community survey responses, collaboration, and decision-making as documented in the:

- 2024 Des Moines Comprehensive Plan Transportation Element
- Engagement and Collaboration Report from the 2025 PSRC Regional Safety Action Plan.
- Based on the safety needs identified in the 2024 Comprehensive Plan Transportation Element, the City developed the 2026 LRSP, the 2026 CSAP, and the 2027-2046 Transportation Improvement Program (TIP) with the City's highest priority safety needs identified as funded or unfunded.

5. Policy and Process Changes

Policy and process changes include assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.

- Appendix D of the 2025 PSRC Regional Safety Action Plan provides an assessment of current Des Moines policies, plans, guidelines, and standards in relation to those of other communities in the central Puget Sound region.
- Des Moines produced a stand-alone Local Road Safety Plan (LRSP) in 2026 and produced this 2026 CSAP. The City will continue its focus on identifying safety risks and safety countermeasures for transportation improvements with an update to the 2026 LRSP and this 2026 CSAP for the 2027-2028 WSDOT City Safety Program and HSIP grant funding cycle.
- Des Moines adopted Ordinance 1533 in June 2012 to include a Complete Streets policy in DMCC Title 12 and is eligible for the Complete Streets Program grant offered each year by the Washington Transportation Improvement Board (TIB), but the policy is dated and in need of revision to reflect current best practices and guidelines.

6. Strategy and Project Selections

Strategy and project selections include identification of a comprehensive set of projects and strategies—shaped by data, the best available evidence and noteworthy practices, and stakeholder input—that will address the safety problems described in the Action Plan. These strategies and countermeasures focus on a Safe System Approach and effective interventions and consider multidisciplinary activities. Once identified, the projects and strategies are prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). The list includes specific projects and strategies, or descriptions of programs of projects and strategies, and explains prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.

The Des Moines CSAP builds upon the foundation of previous safety analysis, including the:

- 2024 Comprehensive Plan Transportation Element
- 2025 PSRC Regional Safety Action Plan (Appendix C)
- 2026 Des Moines Local Road Safety Plan (LRSP)

The Des Moines CSAP further identifies a "High Risk Network" (HRN) as well as multiple safety projects, programs, and strategies.

7. Progress and Transparency

Progress and transparency is a method to measure progress over time after an Action Plan is developed or updated, including outcome data. It's a means to ensure ongoing transparency is established with residents and other relevant stakeholders. The approach must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries and public posting of the Action Plan online.

The Des Moines Public Works Department prepares an annual report documenting the capital improvement status of safety needs and multimodal level of service (LOS) standards for vehicles, active transportation, and transit as part of the public process to prepare the annual update to the Capital Improvement Program (CIP). The 2026-2031 CIP includes several safety improvements and strategies identified in the following safety plans:

- 2024 Comprehensive Plan Transportation Element
- 2025 PSRC Regional Safety Action Plan (Appendix C)
- 2026 Des Moines Local Road Safety Plan (LRSP)

As of July 2026, it appears that Congress will reauthorize the USDOT Safe Streets and Roads for All (SS4A) grant funding program with an emphasis on implementation grants. The City of Des Moines will be able to use the 2026 CSAP to apply for an SS4A implementation grant in May 2027.

CSAPs are more robust than LRSPs and can be used for the WSDOT City Safety Program to apply for HSIP grants every even year, as long as the most current 5-years of crash data is analyzed and informs the project list. If Des Moines updates the safety analysis using 2022-2026 crash data, then the City will be able to apply for a HSIP grant in March 2028.

2 Vision Zero and Planning Structure

According to the national Vision Zero Network, Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe and is now gaining momentum in the United States as a critical strategy to help reverse the trend of annual increases in fatal and serious injury collisions. Since the rise of automobiles over one hundred years ago, society has considered traffic deaths and severe injuries to be inevitable side effects of modern life. The reality is that we can reduce and, hopefully, prevent these tragedies by taking a proactive, preventative, systemic approach that prioritizes traffic safety as a public health issue. The significant loss of life exacts a tragic toll, extending beyond personal loss to deep family and community impacts, including, but not limited to:

- Mental and emotional trauma to those individuals and families suffering
- Personal financial costs for short-term medical bills and long-term physical and mental health rehabilitation, treatment, and medications
- Taxpayer spending on emergency medical and law enforcement response, and
- Increased long-term societal healthcare costs.

Vision Zero is a significant departure from the status quo in two major ways:

1. Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed with the intent that when inevitable mistakes occur, the severity and number of serious injury and fatal crashes can be reduced. This means that system designers and policymakers are expected to improve the roadway environment, policies (such as speed management), and other related systems to lessen the severity of crashes.
2. Vision Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem. In the past, meaningful, cross-disciplinary collaboration among local traffic planners and engineers, policymakers, and public health professionals has not been the norm. Vision Zero acknowledges that many factors contribute to safe mobility – including roadway design, speeds, behaviors, technology, and policies – and sets clear goals to achieve the shared goal of zero fatalities and severe injuries.

Every year, Des Moines residents experience the tragedy of family, friends, neighbors, and colleagues being hurt or killed in preventable

traffic crashes on city streets and state highways. Between 2020 and 2024 there were 1,273 crashes on City and State roads in Des Moines with 33 Fatal and serious injury crashes. Communities that want to succeed at Vision Zero need to acknowledge that business as usual is not enough and that systemic changes are needed to make meaningful progress.

Committing to Vision Zero will take the following strategies:

- Building and sustaining leadership, collaboration, and accountability – especially among a diverse group of stakeholders to include transportation professionals, policymakers, public health officials, law enforcement, fire and emergency medical responders, and community members.
- Collecting, analyzing, and using data to understand trends and potential disproportionate impacts of traffic deaths on certain populations, especially vulnerable road users and people in historically under-served areas.
- Conducting accessible, fair, and inclusive community engagement, which can also be used to prioritize transportation safety investments.
- Working with WSDOT, King County, nearby local cities, and law enforcement agencies to post and enforce vehicle operating speeds to safe levels; and
- Setting a goal to reduce traffic deaths and serious injuries, which brings urgency and accountability, and ensuring transparency on progress and challenges.

Des Moines's Commitment to Vision Zero

The City of Des Moines collaborates with WTSC on the regional Target Zero program. Target Zero Region 8, defined as South King County, is invested in the communities and people of Des Moines working to improve safety and quality of place for generations to come.

Statewide in Washington, the Target Zero Performance statistics from the Washington Traffic Safety Commission (WTSC) show that roadway fatalities have increased each year from 2014 (462) through 2023 (810) and have increased by 75% over ten years.

The City of Des Moines participated in the 2025 PSRC Regional Safety Action Plan and then created the 2026 Local Road Safety Plan, both of which employed systemic analysis of the citywide transportation network and identified improvements that can be made on city streets and state highways.

In acknowledgment that the statistical trend has been moving in the wrong direction and that efforts to reverse the trend will be long-term, the Des Moines City Council has established a goal and target to significantly reduce fatal and serious injury crashes in the foreseeable future, along with an aspiration to eliminate fatal and serious injury crashes by the 2044 planning horizon of the 2024 Comprehensive Plan (See Resolution 1497).



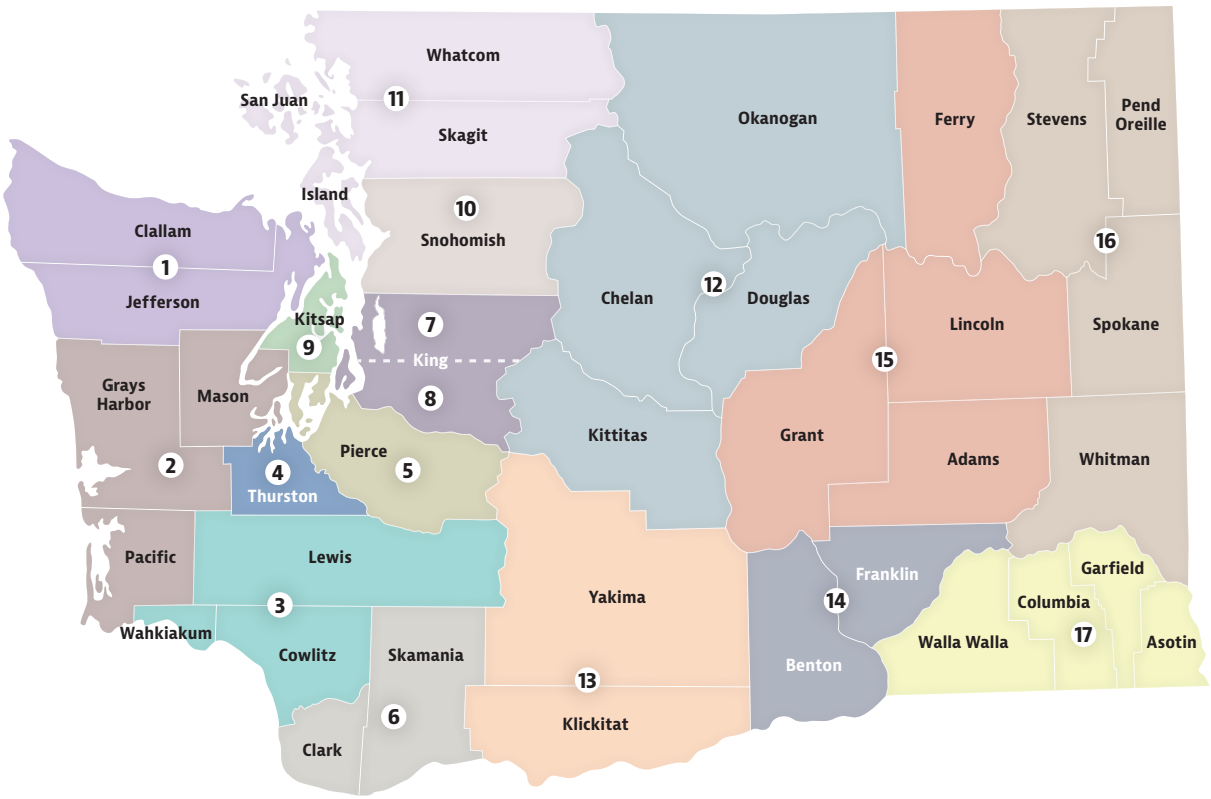
***Figure 2.1*:** Des Moines, King County, and PSRC Participate in Washington's Target Zero Plan

What is Washington's Target Zero Program?

Target Zero is the vision of Washington Traffic Safety Commission (WTSC) as well as the Washington State Strategic Highway Safety Plan. Washington State, in response to roadway safety statistics, adopted a vision of zero traffic related fatalities and serious injuries on Washington's roadways by 2030. The plan uses data to identify best practices, priorities, and solutions to meet this goal.

- Target Zero is a network of 17 regional managers across Washington State under contract with the WTSC to facilitate the State's Target Zero Program at the local level and address regional safety concerns.
- Target Zero is building a strong traffic safety culture in our communities.

The Target Zero Program is implemented at a local level by Target Zero Managers in coordination with their regional coalitions. Target Zero Managers and their coalitions use data and available resources to determine the priorities for their region and implement traffic safety efforts such as High Visibility Enforcement, Teens in the Driver Seat, community outreach, media campaigns, and projects to address impaired driving, distracted driving, speeding, seat belt use, child passenger safety, and safety for people who walk or ride bikes. Target Zero Managers are responsible for the development, implementation, and overall management of local traffic safety programs to promote positive traffic safety behaviors. They work with local stakeholders to delegate, connect, empower, and convene regional traffic safety coalitions and partners through community engagement, education and outreach, data driven projects, and enforcement activities to change driver behavior and reduce fatal and serious injury traffic crashes.



1	Clallam & Jefferson Counties	10	Snohomish County
2	Grays Harbor, Mason & Pacific Counties	11	Island, San Juan, Skagit & Whatcom Counties
3	Lewis, Wahkiakum & Cowlitz Counties	12	Chelan, Douglas, Kittitas & Okanogan Counties
4	Thurston County	13	Klickitat & Yakima Counties
5	Pierce County	14	Benton & Franklin Counties
6	Clark & Skamania Counties	15	Adams, Ferry, Grant & Lincoln Counties
7/8	King County (North)/King County (South)	16	Pend Oreille, Spokane, Stevens & Whitman Counties
9	Kitsap County	17	Asotin, Columbia, Garfield & Walla Walla Counties

***Figure 2.2*:** Washington's 17 Target Zero Regions



***Figure 2.3*:** Region 8 Target Zero Coalition Representatives

Target Zero Coalition, Region 8, South King County

South King County is designated as Target Zero Region 8 and is represented by a coalition comprised of stakeholders and public agency partners from:

- Law enforcement
- Public health
- Community and prevention groups
- Prosecutors
- Emergency medical services
- Fire districts
- School districts
- Tribal councils
- Public transit, and
- Transportation planning and engineering.

On November 1, 2024, King County published its Target Zero Strategic Plan 2024-2027, which establishes goals, objectives, key performance indicators, and proposed tactics to reduce fatalities and serious injuries, especially for vulnerable roadway users. The King County Target Zero Plan plan was developed using the Safe Systems Approach and involved stakeholders and organizations throughout King County, including staff from the City of Des Moines.

Puget Sound Regional Council Regional Safety Action Plan

Des Moines is located in southwest King County and is within the area served by the Puget Sound Regional Council (PSRC), which is the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) for the central Puget Sound region encompassing King, Pierce, Snohomish, and Kitsap counties (***Figure 2.4***).

As part of the PSRC, the City of Des Moines is required to comply with the regional growth strategy in PSRC's Vision 2050 plan and is included in the 2025 Puget Sound Regional Council (PSRC) Regional Safety Action Plan (RSAP).



***Figure 2.4*:** Central Puget Sound Area Served by the Puget Sound Regional Council

3 Community Engagement and Outreach

Community engagement and outreach to a wide variety of populations and interest groups is one of the most critical pieces of any CSAP.

PSRC Regional Safety Action Plan

In June 2023, PSRC held a Regional Safety Summit to hear from the region's residents and PSRC members about goals and priorities to inform a Regional Safety Action Plan. Feedback received from summit attendees was used to develop a comprehensive, data-driven plan for achieving safety goals across the diverse four-county PSRC region funded by a planning grant from the USDOT Safe Streets and Roads for All (SS4A) program.

PSRC outreach and engagement focused on understanding how members of the public view roadway safety, along with potential policy shifts and interventions such as traffic calming, infrastructure improvements, shifts in how jurisdictions design and permit roadways and highways, and other initiatives. This expansive engagement has led to robust community and partner conversations and resulted in impactful recommendations and a clear roadmap toward implementation throughout the PSRC region.

During the creation of the PSRC Regional Safety Action Plan, PSRC conducted internal briefings, community events and interviews, online engagement, regional public meetings, focus groups, and a public opinion survey. The survey was administered online an by telephone in both English and Spanish languages to over 2,000 residents of the PSRC region, and comments were solicited from the general public throughout the region after the Draft Plan was issued in January 2025.

Key takeaways from the public opinion survey included:

- Traffic congestion, public transit, and road maintenance are dominant concerns in the region when it comes to transportation.
- PSRC region residents are also concerned about road safety. Improving safety for road users is a priority for residents across the region, especially for drivers, but also for pedestrians and bicyclists.
- Residents tend to see other drivers' behaviors as a bigger contributor to safety problems than a lack of safety infrastructure.
- That said, most residents support changes to the built environment when connected to how those changes can alter driver behaviors and build safer driving into the system.



***Figure 3.1*:** Illustration of Public Engagement Activities in Des Moines

Details of the entire PSRC community engagement process are documented in **Chapter 3**, pages 34-40 of the 2025 PSRC RSAP and more extensively in Appendix B: Engagement and Collaboration Report.

Des Moines Comprehensive Plan and Comprehensive Safety Action Plan

In 2023-2024, Des Moines conducted extensive community outreach in support of updating the Comprehensive Plan. This included several public open house events, an online survey, and public meetings with the Planning Commission and the City Council.

The City also posted news and information about public engagement opportunities on "The Waterland Blog." A QR code was provided on the blog page and offered an online public survey in both English and Spanish language versions.

The public survey results were evaluated, considered, and incorporated into the goals, policies, programs, and practices of the Transportation Element to help the Des Moines community work toward achieving the vision of multimodal transportation safety that it has established for itself.

Both the 2026 LRSP and the 2026 CSAP incorporate all of the public engagement, comments, collaboration, and decision-making as documented in the 2024 Comprehensive Plan.



***Figure 3.2*:** Examples of Waterland Blog Content and Online Community Survey

2026 Des Moines City Council Transportation Public Meetings

On March 5, 2026, the Des Moines City Council held a public meeting to hear and discuss the findings from the 2026 Local Road Safety Plan, the proposed grant application project for the WSDOT City Safety Program, and the staff proposal to transform the LRSP into a full-fledged Comprehensive Safety Action Plan, including a Vision Zero policy.

On May 14, 2026, the Des Moines City Council held two public hearings on:

- Resolution No. 1497 to approve the Des Moines Vision Zero Policy
- The 2027-2046 Transportation Improvement Program (TIP)

Also on May 14, 2026, the Des Moines City Council held a public meeting and vendor presentation on the deployment, effectiveness, and potential opportunities for additional automated traffic safety cameras in school zones.

Subsequently, the City selected the following (3) locations for automatic speed enforcement:

1. Kent-Des Moines Road between 16th Avenue S and 24th Avenue S
2. 24th Avenue S between 208th and 216th
3. 22800 Pacific Highway crosswalk

On September 10, 2026, the Des Moines City Council held a public meeting to review and discuss the 2026 CSAP. Transportation consultants presented the purpose and intent of the CSAP, as well as the implementation strategy to seek state and federal grant funding for multimodal transportation system improvements. The City of Des Moines commits to updating crash data, as necessary, for the CSAP to be a living document and to remain eligible for several grant funding programs.

4 High-Injury Networks and Safety Analysis

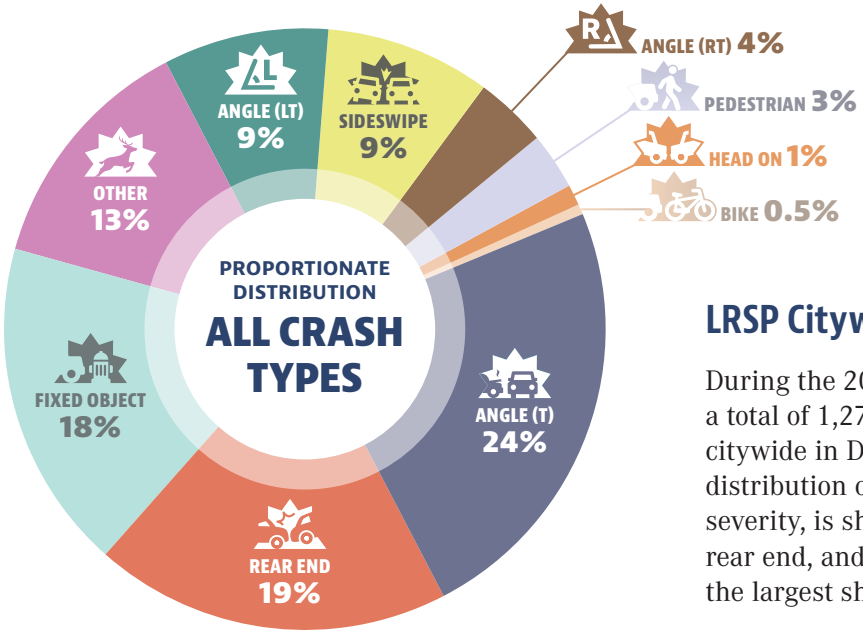


***Figure 4.1*:** Proportionate Distribution of All Crash Types in Des Moines, 2020-2024

Des Moines Safety Analysis and Findings

The 2026 Des Moines Local Road Safety Plan (LRSP) documents the extensive citywide safety analysis that was completed for both City streets and State Routes. The previous safety analysis performed in the 2026 LRSP is incorporated here by reference. A summary of the 2026 LRSP safety analysis is provided below and the content of the LRSP safety analysis is available by clicking on the 2026 LRSP link above.

LRSP Citywide Safety Analysis

During the 2020-2024 analysis period, there were a total of 1,273 crashes of all severity reported citywide in Des Moines. The proportional distribution of crash types, for crashes of all severity, is shown in ***Figure 4.1*** with angle (T), rear end, and fixed object crashes representing the largest shares of the City's crashes.

On the following pages, ***Figure 4.2*** illustrates the geographical distribution of individual crashes by type and ***Table 4.1*** compares the percentage of Des Moines' crash types with the percentages of the same crash types reported on city streets in Western Washington cities, and on city streets statewide.

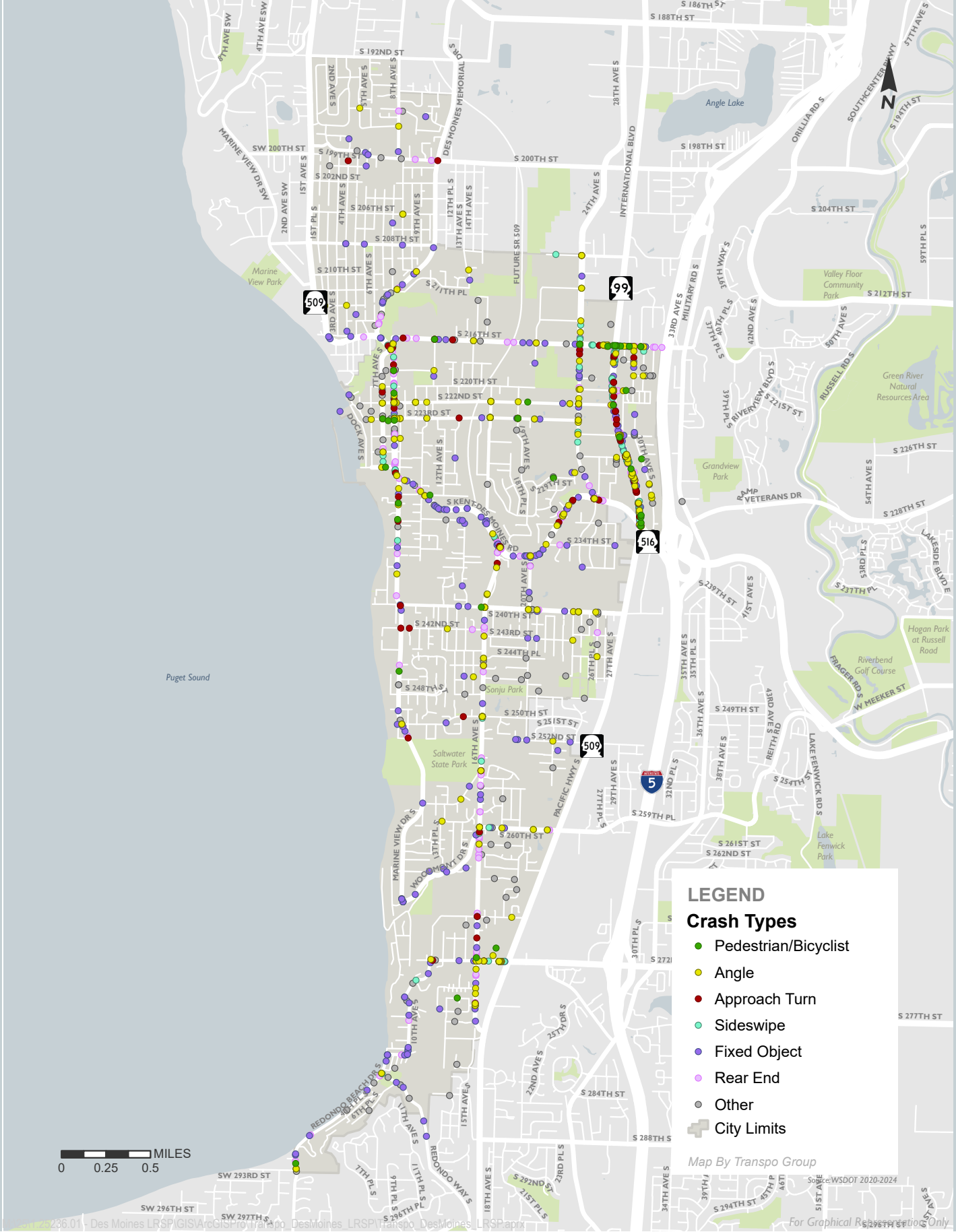


Figure 4.2: Citywide Crash Types and Locations in Des Moines, WA: 2020-2024

Table 4.1: Des Moines Crash Types on City Streets Compared to Western Washington and Statewide

CRASH TYPE: ALL SEVERITY	DES MOINES	WESTERN WA CITY STREETS	STATEWIDE CITY STREETS
Angle (T)	24%	27%	14%
Rear End	20%	17%	8%
Fixed Object	18%	14%	23%
Other	13%	16%	16%
Angle (Left Turn)	9%	10%	8%
Angle (Right Turn)	4%	1%	1%
Sideswipe	9%	8%	6%
Pedestrian	3%	3%	3%
Head On	1%	2%	1%
Bike	0.5%	1%	2%

Table 4.1 shows that the percentage of right turn angle, rear end, and sideswipe crashes were elevated in comparison to both statewide and western Washington city streets. Left turn angle crashes, and perpendicular (T) angle crashes were slightly elevated compared to statewide, while fixed object crashes were somewhat elevated compared to western Washington cities. Shares of pedestrian and bicyclist crashes are on par with or lower than comparisons.

CSAP High-Injury Networks and Citywide Safety Analysis

The CSAP safety analysis builds upon the foundation of the LRSP safety analysis and develops citywide High-Injury Networks (HIN) for:

- All users
- Vehicles
- Vulnerable Road Users.

A HIN is an analysis aimed at identifying roadway corridors that hold a disproportionately large share of injury-related crashes. This process uses a sliding window analysis on city roadways and weights crashes by severity. A sliding window network is a method to generate a 'rolling average' of crashes along a roadway corridor, as shown in ***Figure 4.3***.

To develop HIN locations for Des Moines, roadways were split into 1000' segments and scored by counting the number of crashes, and weighing them by severity using the following formula:

HIN Score = (Number of FSI Crashes x 15) + (Number of Minor Injury Crashes x5) + Number of Property Damage Only Crashes.

This formula puts emphasis on roadways with higher injury severity, but does not ignore roads that may have high risk without seeing an FSI crash. Once roadways were scored, the top 20% of scoring road segments were queried to create the High Injury Network. For the Des Moines CSAP, a separate HIN for all crashes, vehicle only crashes, and pedestrian and bicycle crashes was developed. ***Figures 4.3*** through ***4.15*** below show the various Des Moines HIN's along city streets with the crashes that were used in the analysis. ***Tables 4.1.a*** and ***4.1.b*** list HIN safety priorities on city streets while ***Table 4.2*** lists HIN priorities on State Routes. The number of HIN priorities is limited in recognition that only a few of these priorities are likely to be funded before the WSDOT crash data and safety analysis will need to be updated in late 2027 to be eligible to apply for HSIP grant funding in March 2028.

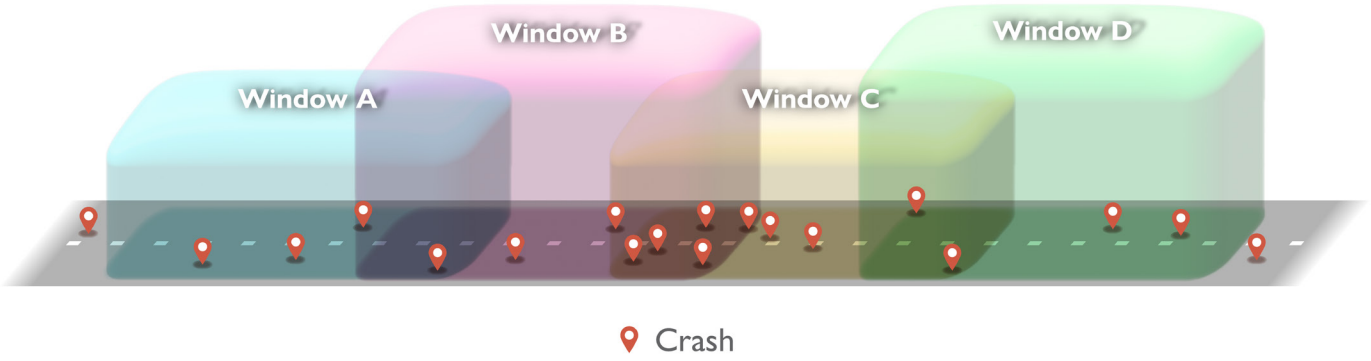


***Figure 4.3*:** Sliding Window Example

Crash Data Geography

Due to the linear, north/south orientation of the city, the LRSP and the CSAP safety analyses divide the City of Des Moines into three sections, north, center, and south. The statistical analysis for each section is described in the 2026 LRSP document and the High-Injury Network map analysis is presented below.

It should be noted that some streets, due to their length, transect more than one city section. Crashes were assigned to their section based on their map coordinates and are reported for each section according to where they occurred along the corridor, therefore sections of some corridors may appear in more than one section.

Common Geographic Themes and Patterns on the High-Injury Networks

As shown on the HIN maps below, there are some basic common themes that are highlighted.

- The northern portion of Des Moines does not show significant safety issues on HIN maps. The south section of the Des Moines Memorial Drive is the only city street shown on the HIN maps.
- The southern portion of Des Moines has only two locations highlighted on HIN maps: The west and south approaches to the intersection of South 260th Street and 16th Avenue South and all four approaches to the intersection of 16th Avenue South and South 272nd Street.
- The central portion of Des Moines has several locations highlighted on HIN maps, such as:
  - Downtown Des Moines
  - South 223rd Avenue and 16th Avenue South
  - SR 516 Kent Des Moines Road (WSDOT)
  - South 216th Street
  - State Route 99 (WSDOT)
- Only the central portion of Des Moines has locations highlighted on the HIN maps for vulnerable road users.
- State Routes are identified on central Des Moines, as well as PSRC HIN maps, but the City will need to work with WSDOT to resolve safety issues in these locations. Without WSDOT funding, it may be difficult for the City of Des Moines to address the safety needs in these locations.

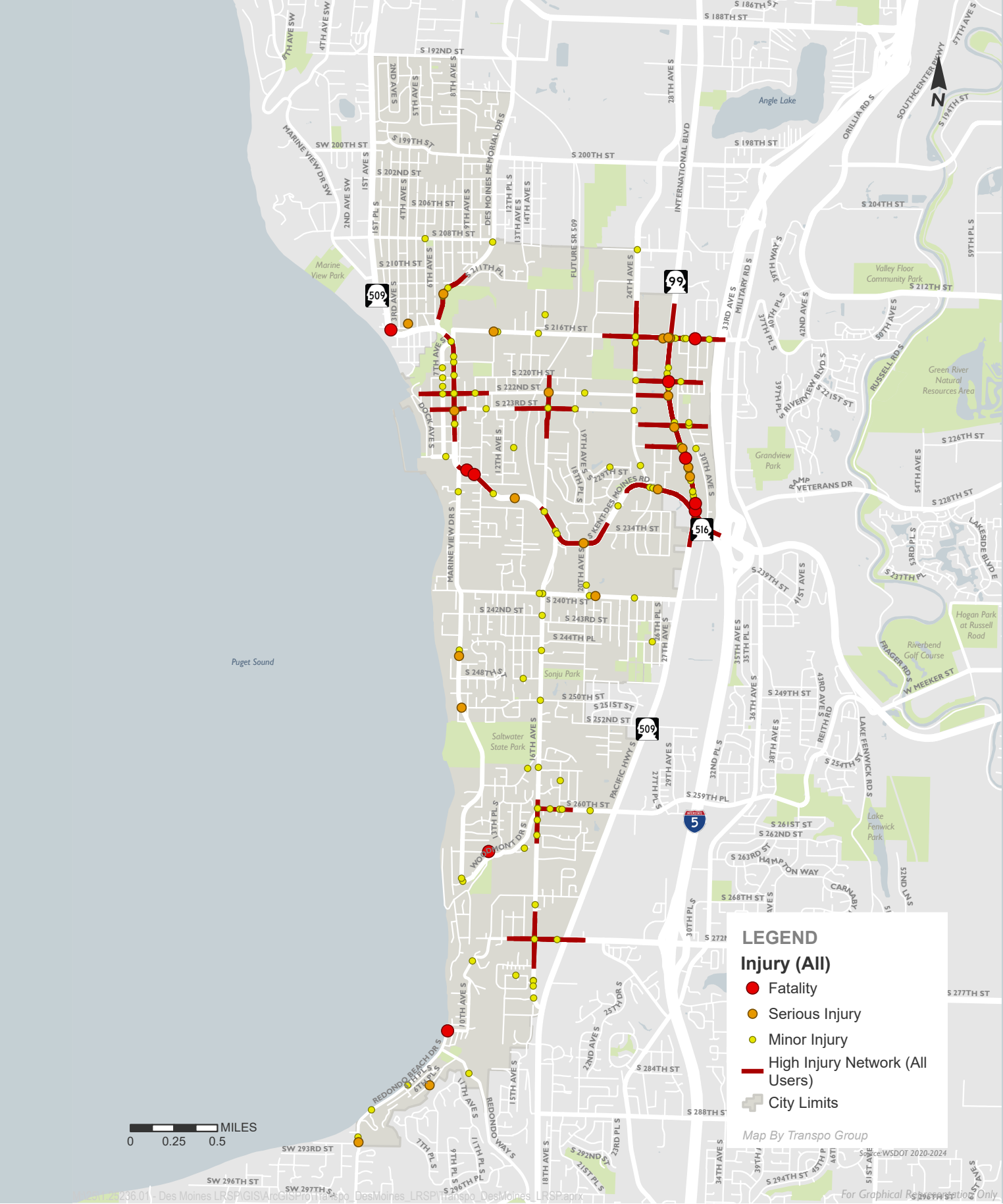


Figure 4.4: Des Moines High Injury Network - Citywide – All Users

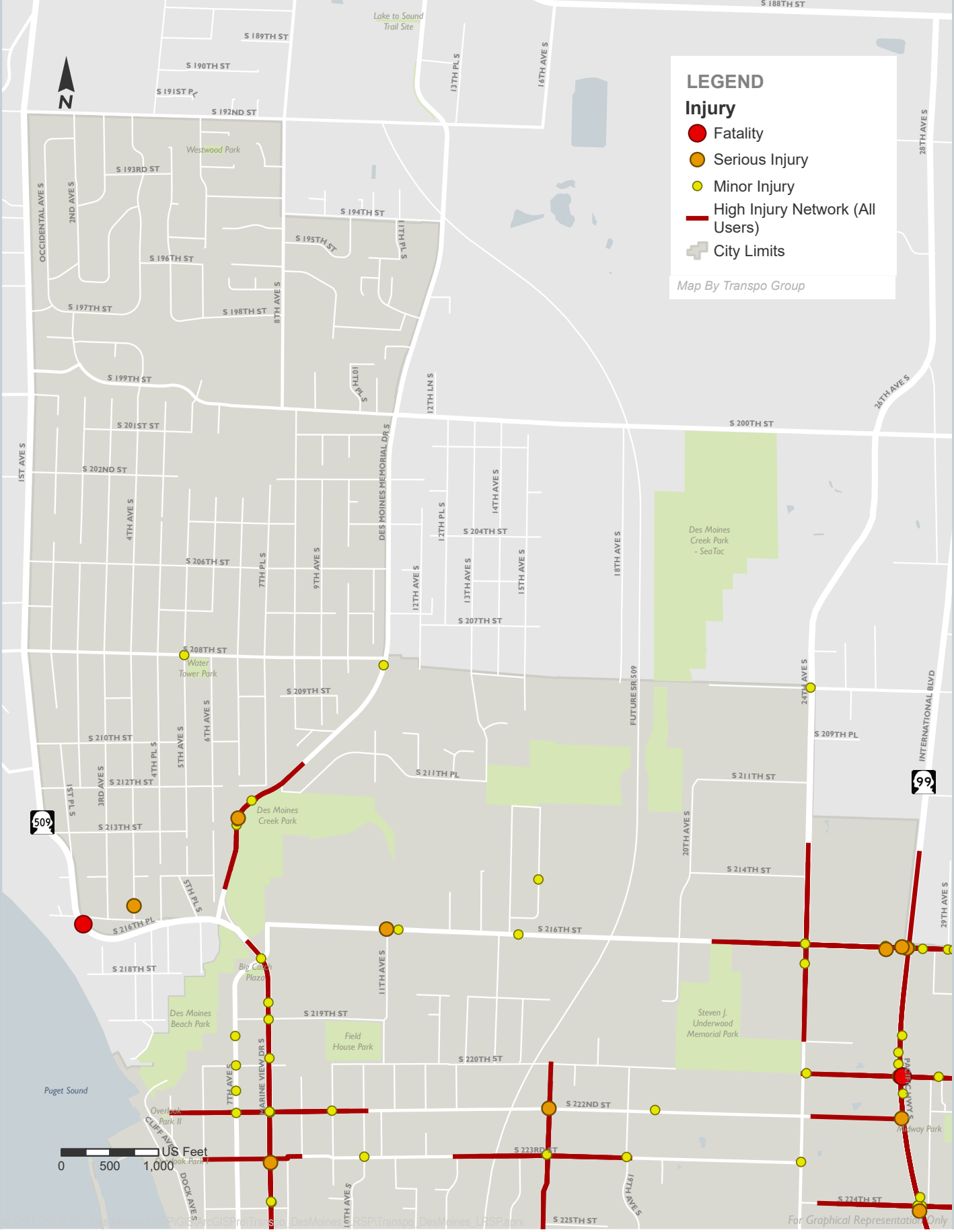


Figure 4.5: Des Moines High Injury Network - North – All Users

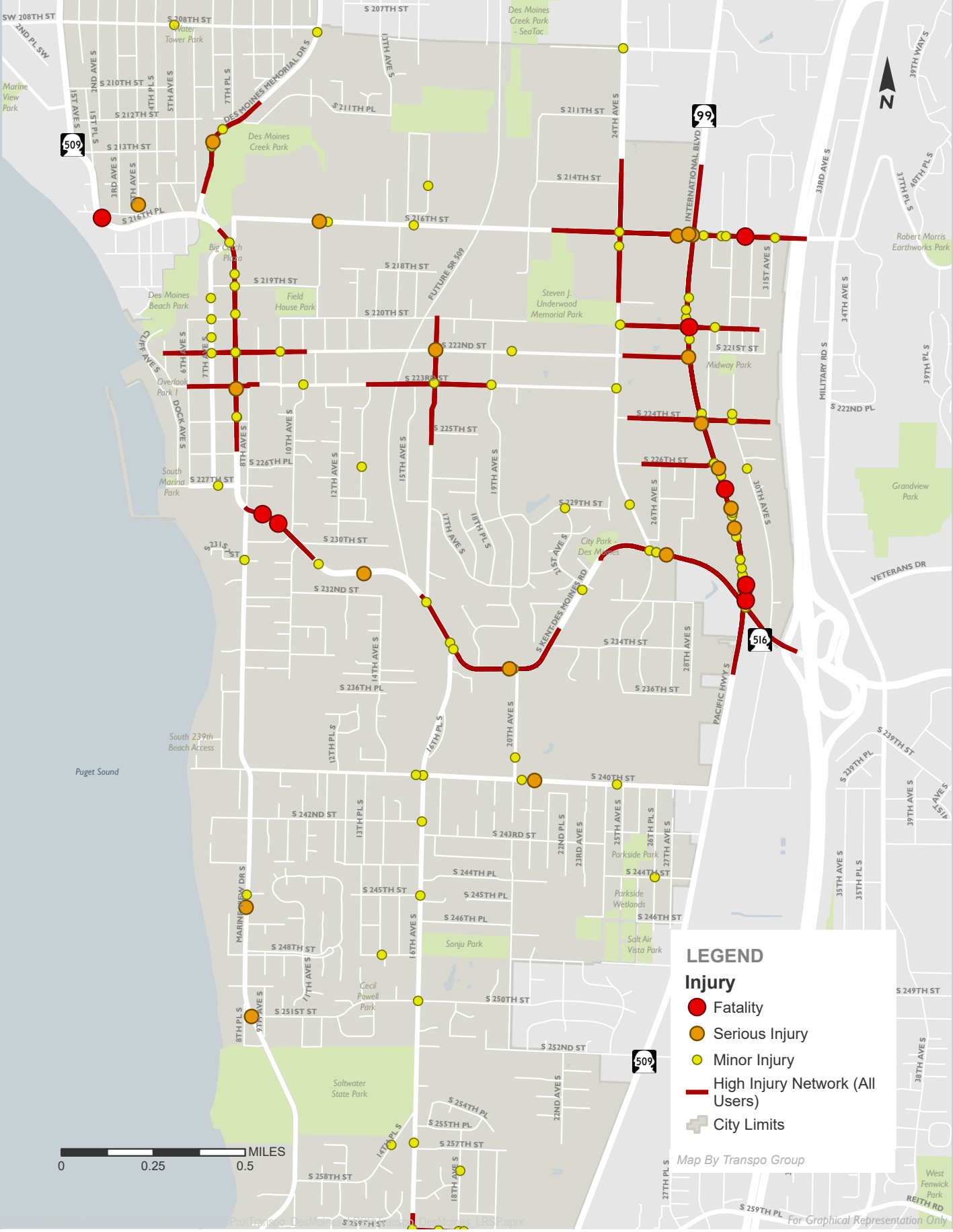


Figure 4.6: Des Moines High Injury Network - Central – All Users

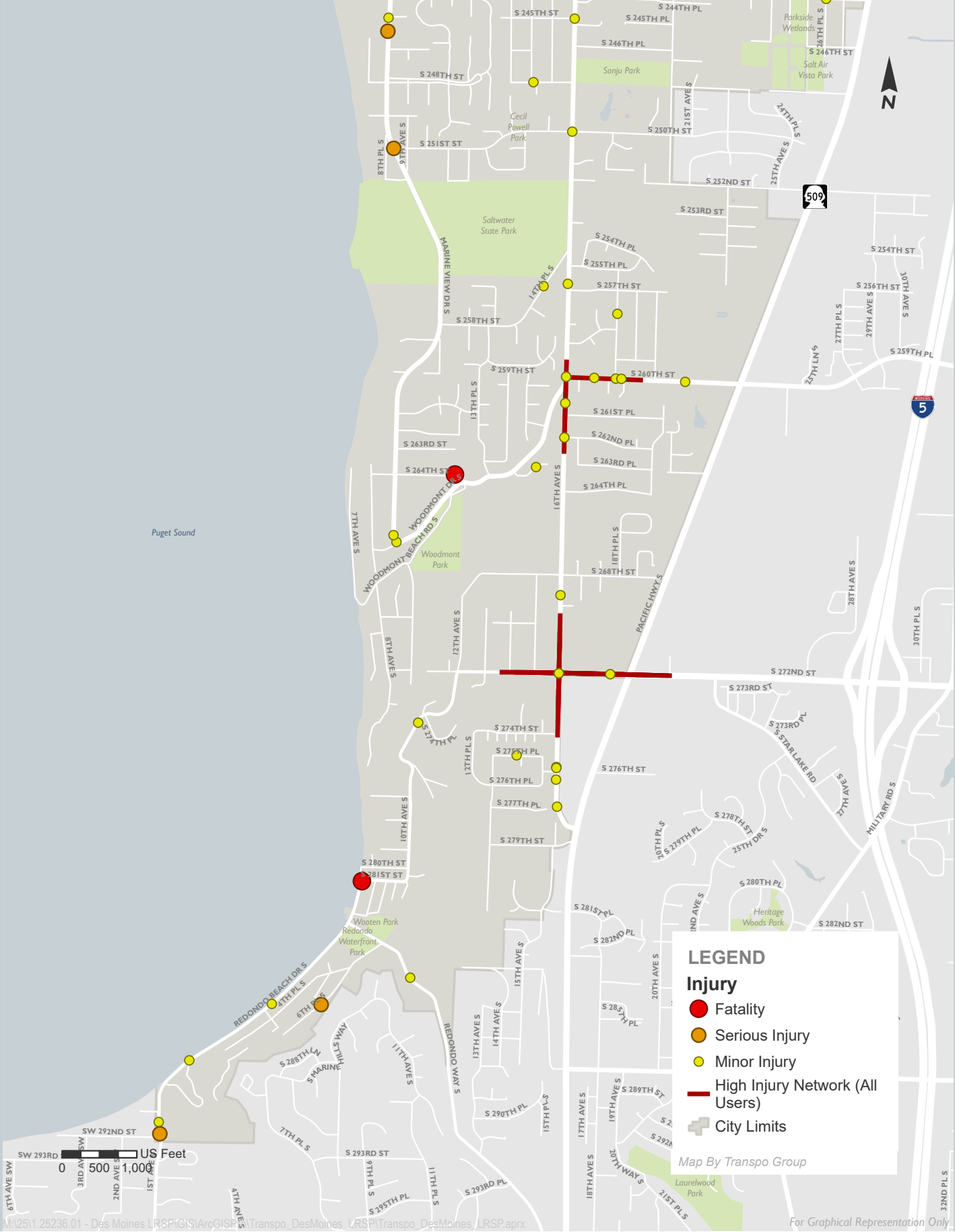


Figure 4.7: Des Moines High Injury Network - South – All Users

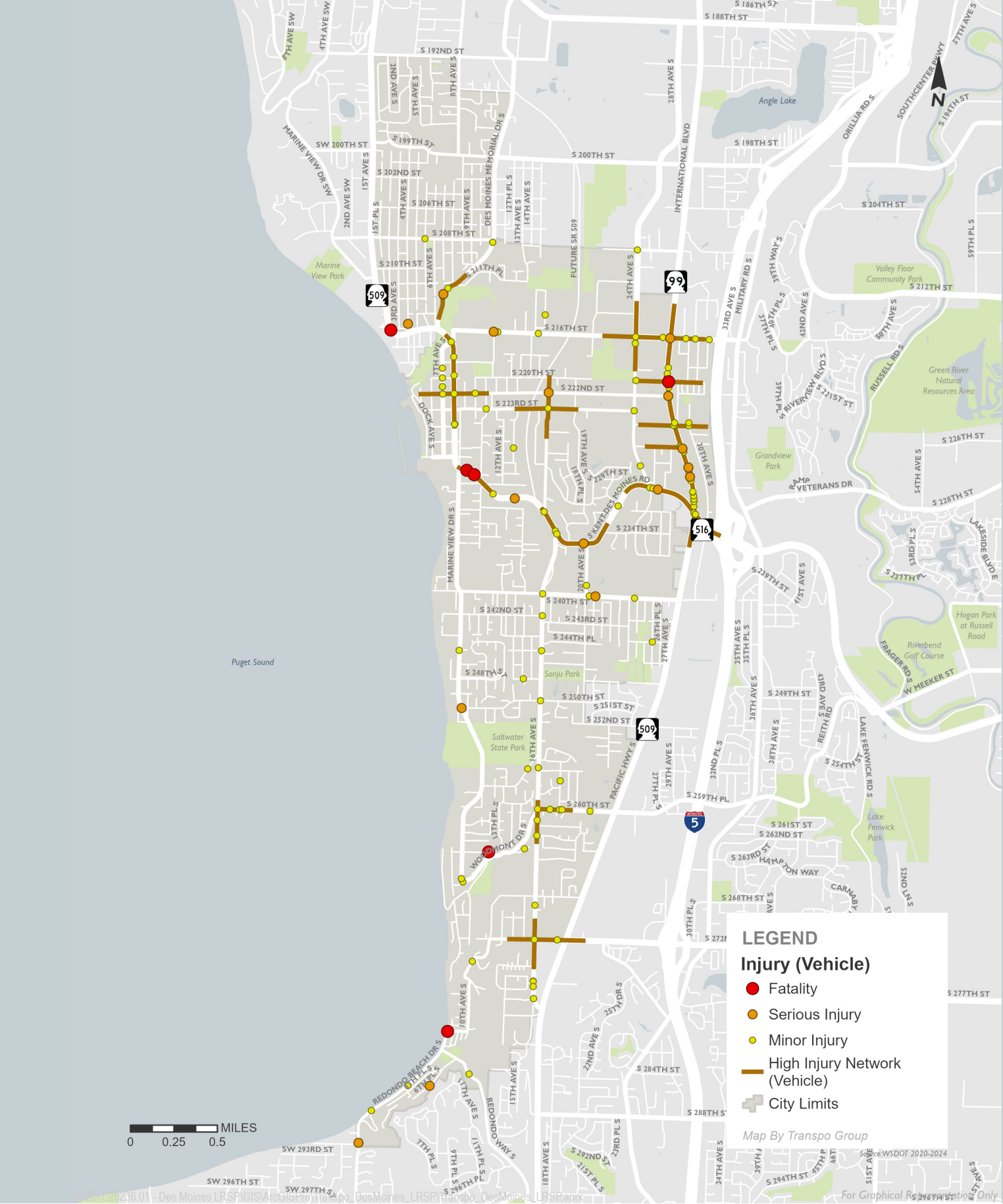


Figure 4.8: Des Moines High Injury Network - Citywide – Vehicles

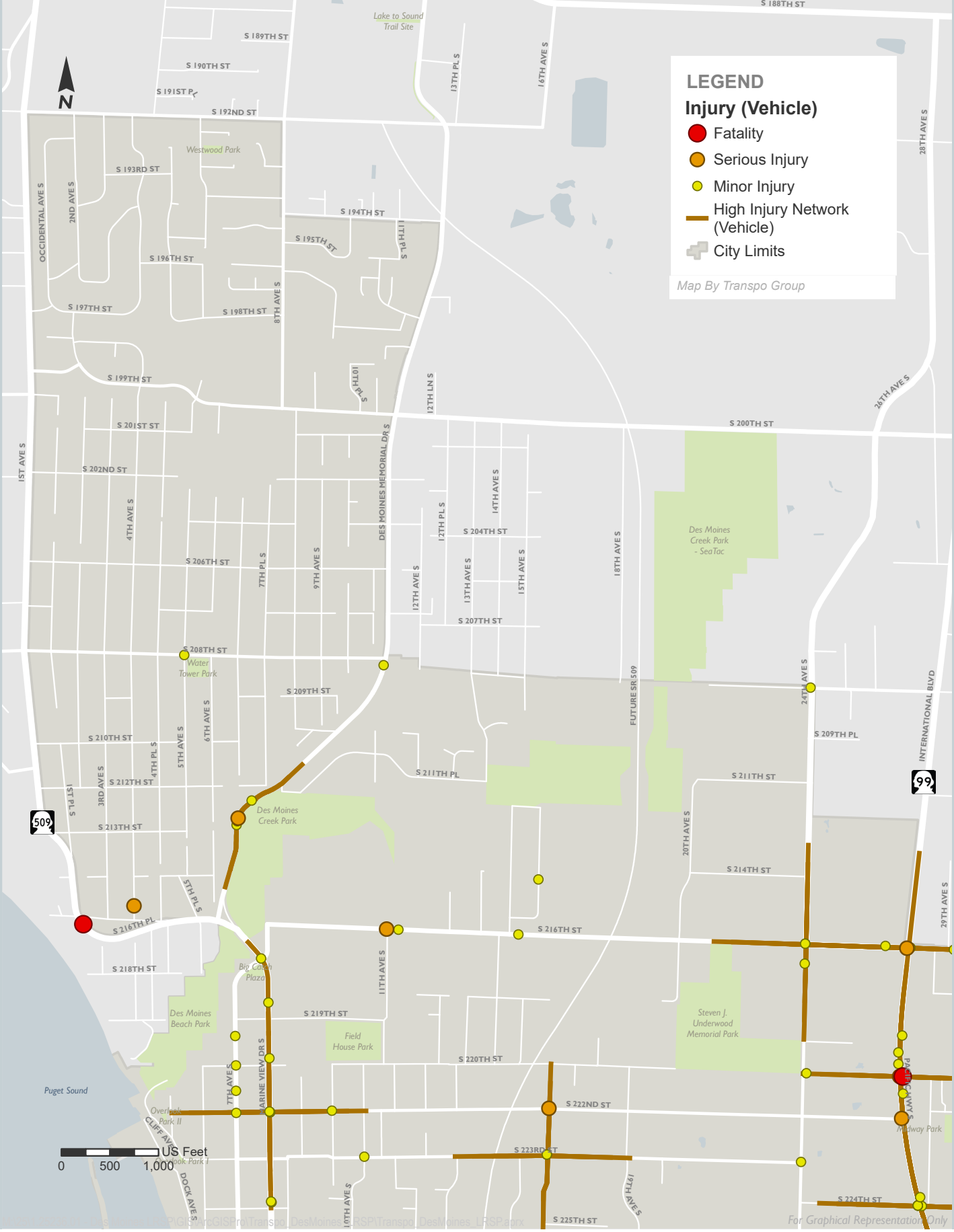


Figure 4.9: Des Moines High Injury Network - North – Vehicles

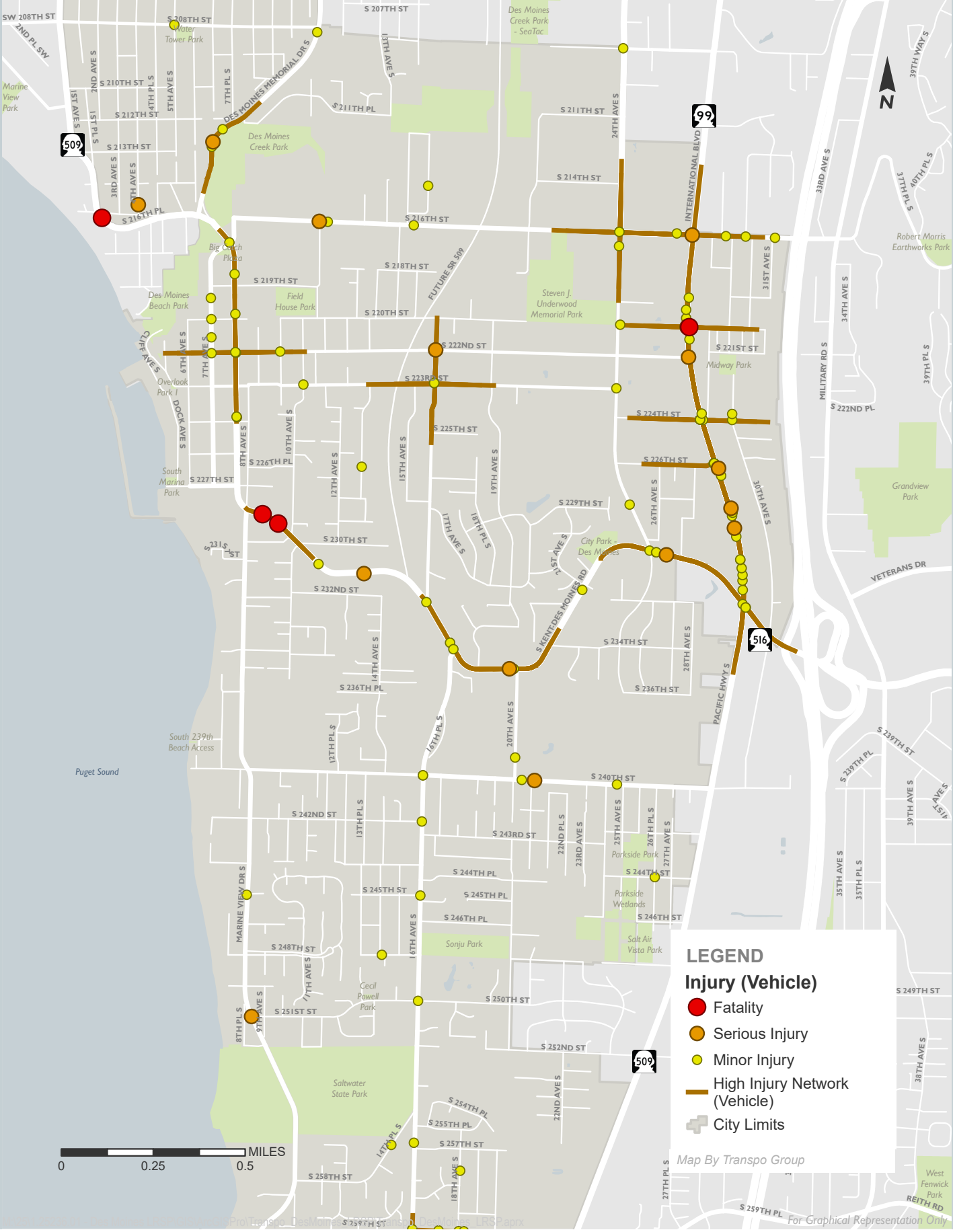


***Figure 4.10*:** Des Moines High Injury Network - Central – Vehicles

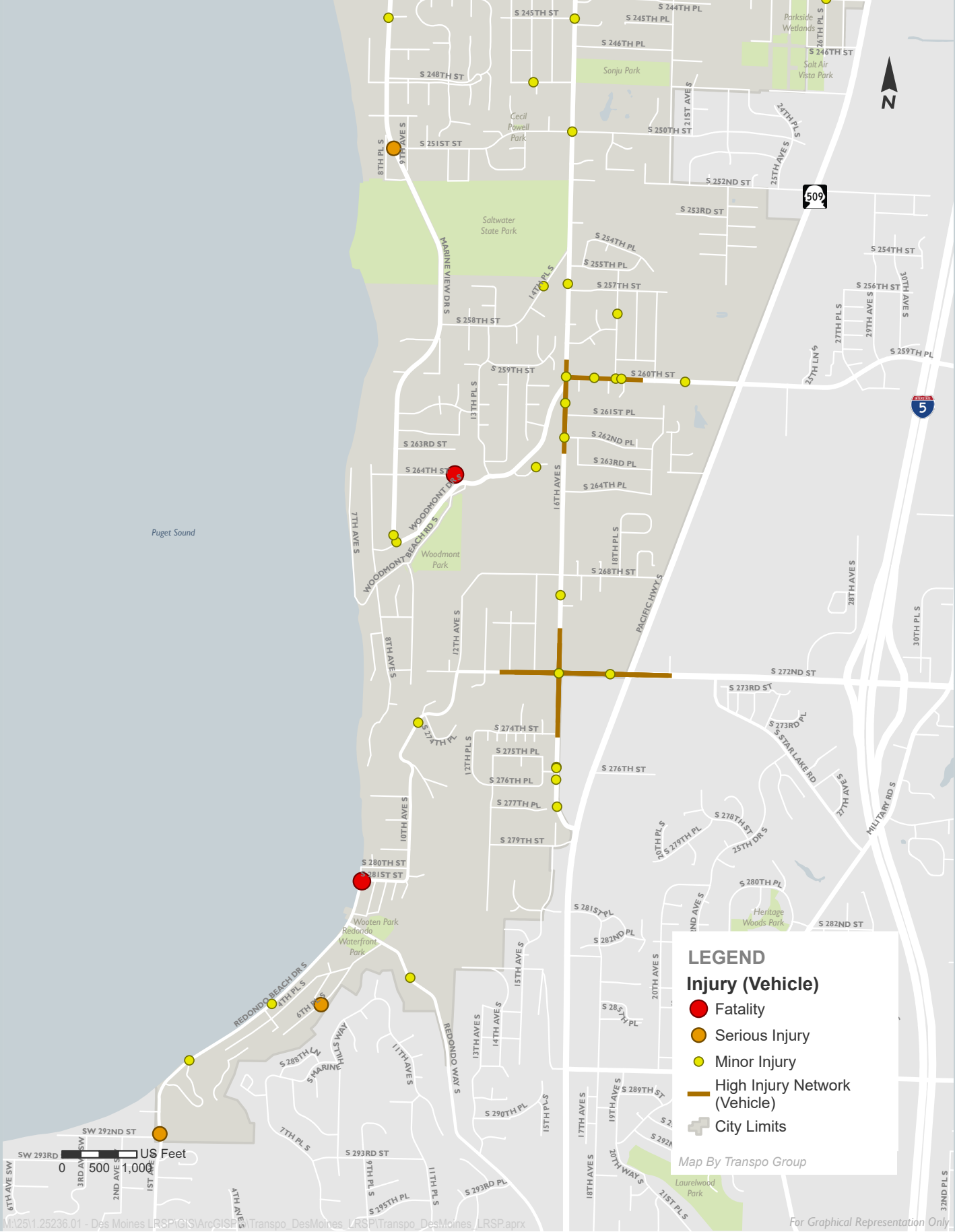


Figure 4.11: Des Moines High Injury Network - South – Vehicles

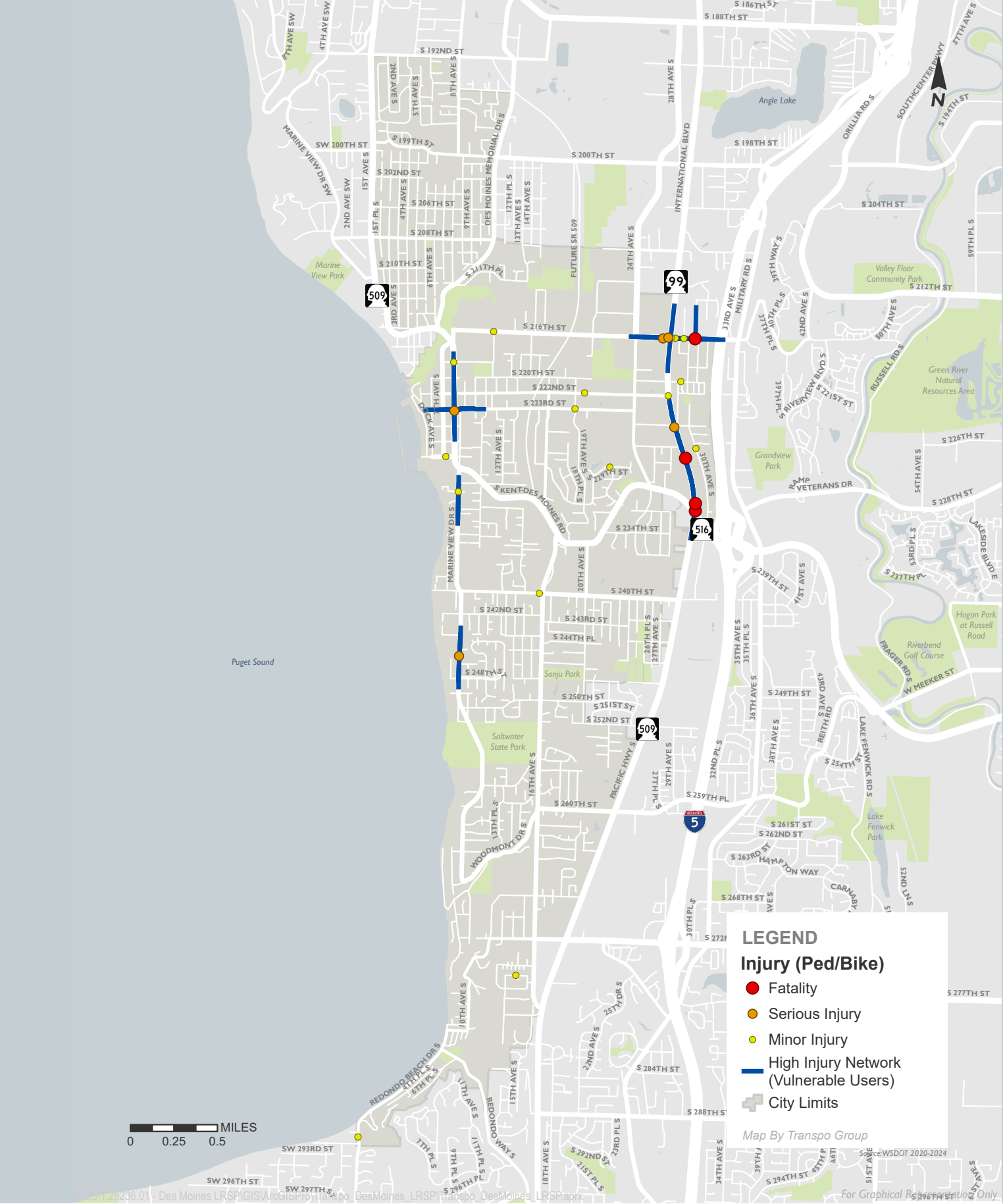


***Figure 4.12*:** Des Moines High Injury Network - Citywide – Vulnerable Users

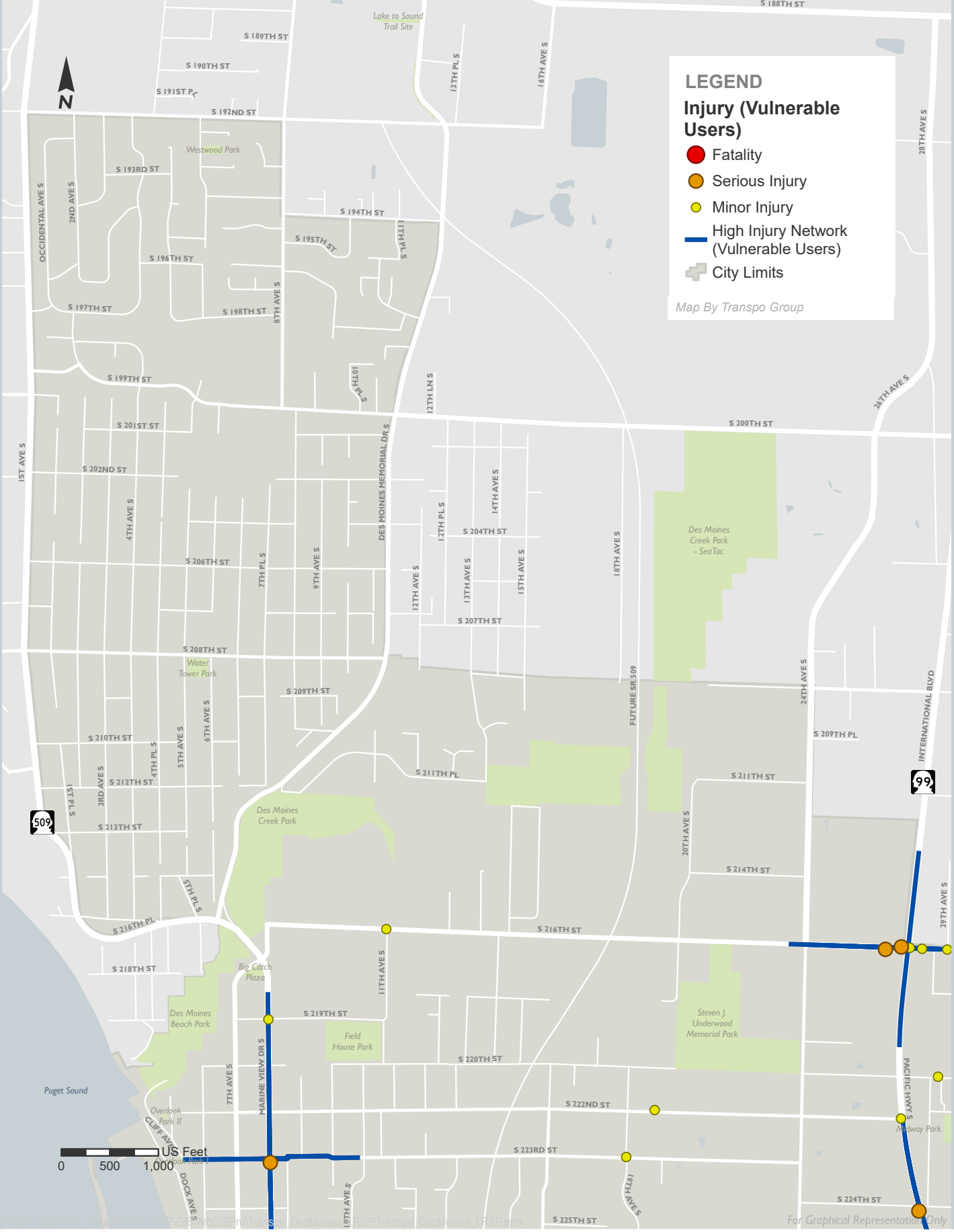


***Figure 4.13*:** Des Moines High Injury Network - North – Vulnerable Users

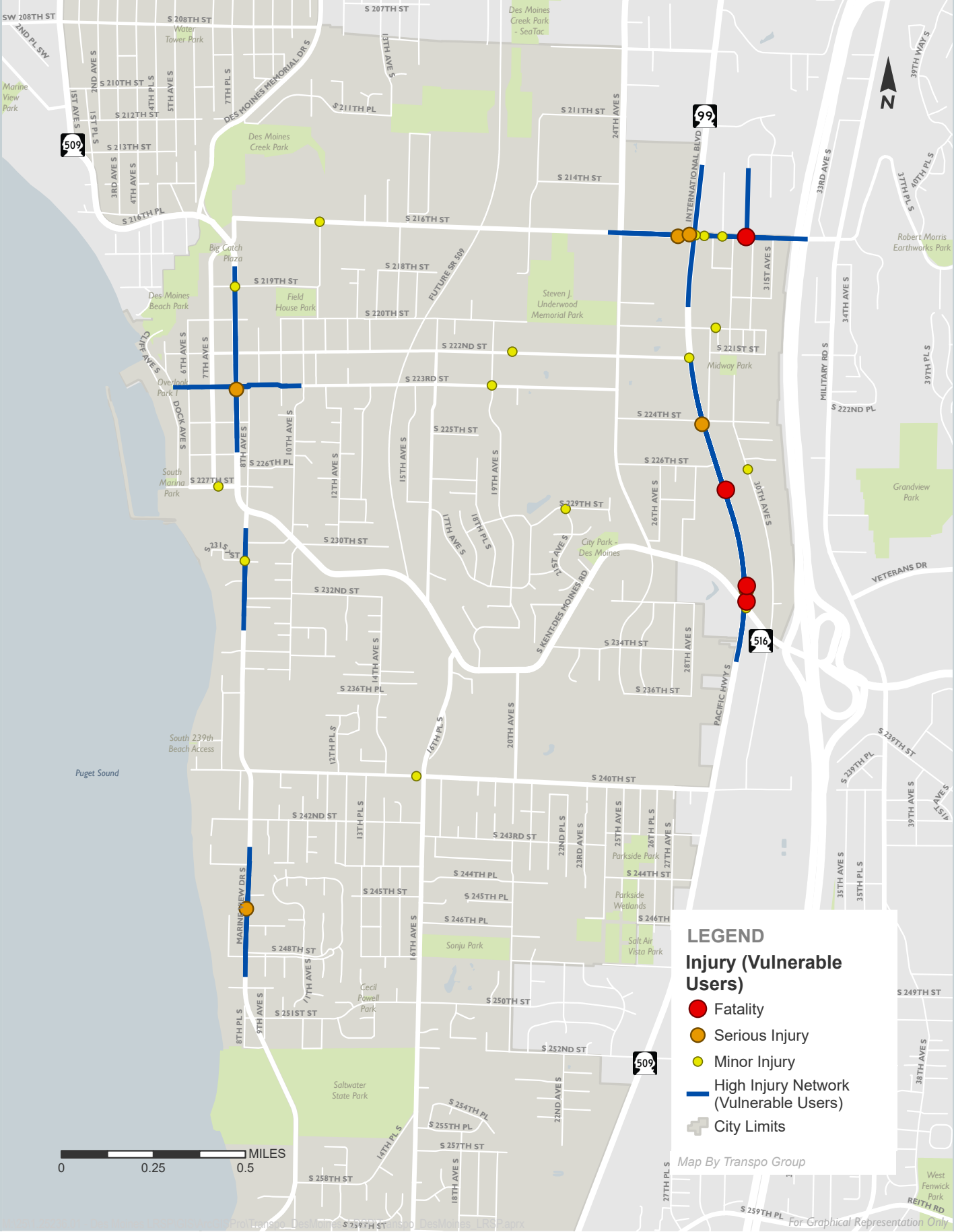


***Figure 4.14*:** Des Moines High Injury Network - Central – Vulnerable Users

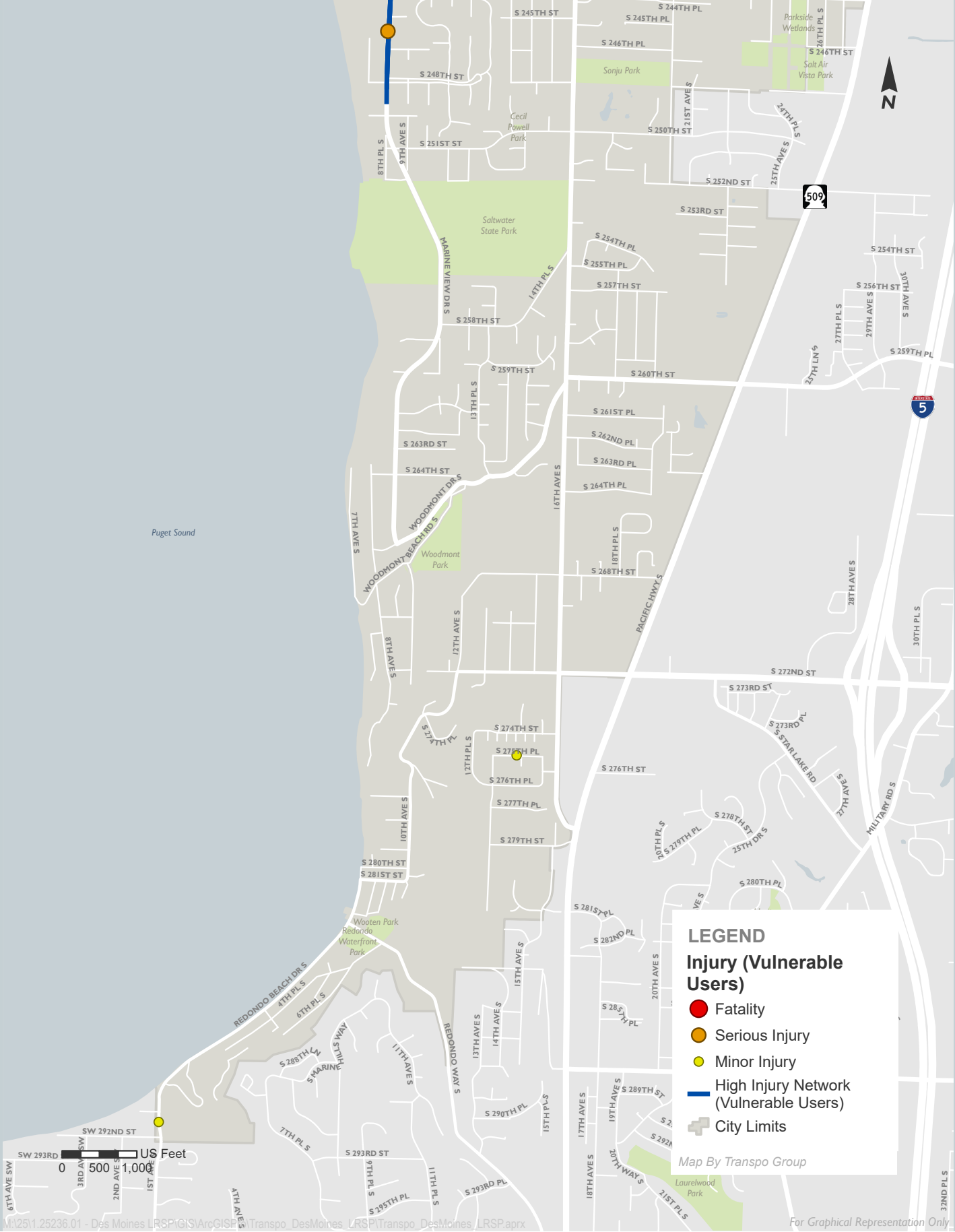


***Figure 4.15*:** Des Moines High Injury Network - South – Vulnerable Users

Table 4.1.a: Analysis of Fatal & Serious Injury Crashes on City Street High-Injury Networks

HIN CITY STREETS								
HIN MAPS	**EXTENT**	**CORRIDOR**	**TOTAL CRASHES**	**FATAL**	**SERIOUS INJURY**	**PED/ BIKE (FSI)**	**CONTRIBUTING CIRCUMSTANCES**	**POTENTIAL COUNTERMEASURES**
All Users/VRUs	Transit stops at 14th Ave S to 33rd Ave S	S 216th St	98	1	3	11 (3)	19% Distraction 15% Not Yielding to vehicle 4% Not Yielding to VRU 9% ea Tailgating and Improper turning (not yielding adjacent)	Access management e/o 24th; Signal improvements - extend clearance interval and implement LPI; Crossing improvements (significant; improve crosswalk lighting, improve signals, markings, narrow distance if possible); Consider speed reduction
All Users	S 220th St to S 225th St/13th Ave S to 19th Ave S	16th Ave S/S 223rd St	42	0	2	1	48% Not Yielding 12% ea Distraction, Disregard for traffic controls 5% speeding	ICWS - loop on major
All Users	SR 509 to 350 feet NE/o S 212th St	Des Moines Memorial Dr S	17	0	1	0	29% Distraction 12% ea Not Yielding Oversteering (speeding adjacent), Intoxication 6% ea speeding, improper passing, tailgating (all speeding or adjacent)	Sinusoidal Rumble Strips center and edge; Signal adjustments Increase all red interval, implement LPI; HiVE- Speeding and Distraction
All Users/VRUs	Marine View Dr S and S 222nd St and S 223 St	Downtown streets		0	1		Multiple minor injury crashes	ADA ramps, sidewalks, curb extensions

Table 4.1.b: Analysis of Fatal & Serious Injury Crashes on City Street High-Injury Networks

HIN CITY STREETS								
HIN MAPS	**EXTENT**	**CORRIDOR**	**TOTAL CRASHES**	**FATAL**	**SERIOUS INJURY**	**PED/ BIKE (FSI)**	**CONTRIBUTING CIRCUMSTANCES**	**POTENTIAL COUNTERMEASURES**
All Users	S 269th Ct to S 274th St and S 273rd Pl to City limit	16th Ave S/S 272nd St	65	0	0	1	28% Not yielding 19% improper turn 15% distraction	Signal improvements - extend clearance interval and implement LPI; Consider Road diet e/o 16th to improve sidewalks and crossings
All Users	100 feet n/o S 260th St to 100 feet s/o S 262nd Pl and 16th Ave S to 20th Ave S	16th Ave S/S 260th St	25	0	0	0	20% Distraction (including eating, other and unknown distraction) 12% ea Not Yielding, tailgating, and Disregard for traffic controls 8% Speeding	Signal improvements - extend clearance interval and implement LPI; Intersection rebuild - remove right slip lane at Woodmont Dr (sight distance issues combined with speeding = crash risk and makes it harder to yield)
VRU	Kent Des Moines Rd to Landmark on the Sound Masonic	Marine Dr S	16	0	0	2	23% various Distraction 20% improper turn or U turn 13% ea Not yielding 6% ea tailgating, intoxication	Green bike lane markings across side streets & driveways; Increase bike lane stripe from 4" to 8"; RRFB crossings to support transit bus stops at S 230th St, S 233rd Place, S 236th St, and Crystal Lake Road; Speed feedback sign CMF ID 6686
VRU	300 feet s/o S 242nd ST to S 249th St	Marine Dr S	5	0	1	1 (1)	40% Speeding; 20% ea Distraction, Intoxication, Defective equipment	Fill sidewalk gaps on west side of street; Provide e/w crossing w RRFB; HiVE- Speeding, Intox and Distraction

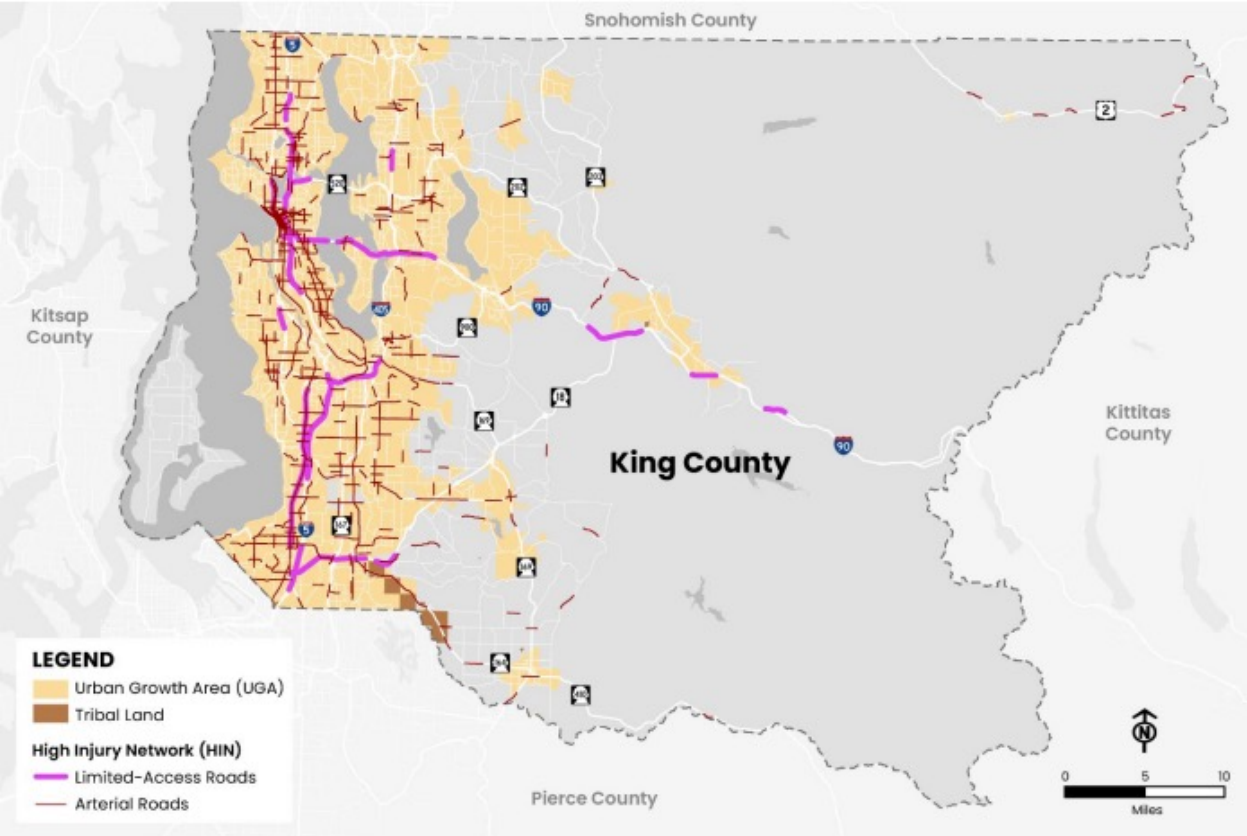


***Figure 4.16*:** High-Injury Network for Arterial Roads in King County (PSRC RSAP, Appendix A)

PSRC Regional Safety Analysis and Findings

Chapter 2 of the 2025 PSRC RSAP provides a summary of high-level findings from regional crash analysis conducted and an in-depth report titled the "State of Safety in the Region," provided as Appendix A of the PSRC RSAP. Des Moines participated in the PSRC RSAP and is included in this regional safety analysis. State Routes 99, 509, and 516 are highlighted on the regional high-injury network for arterial roads, as shown in ***Figures 4.16***, ***4.17***, ***4.18***, and ***4.19***.

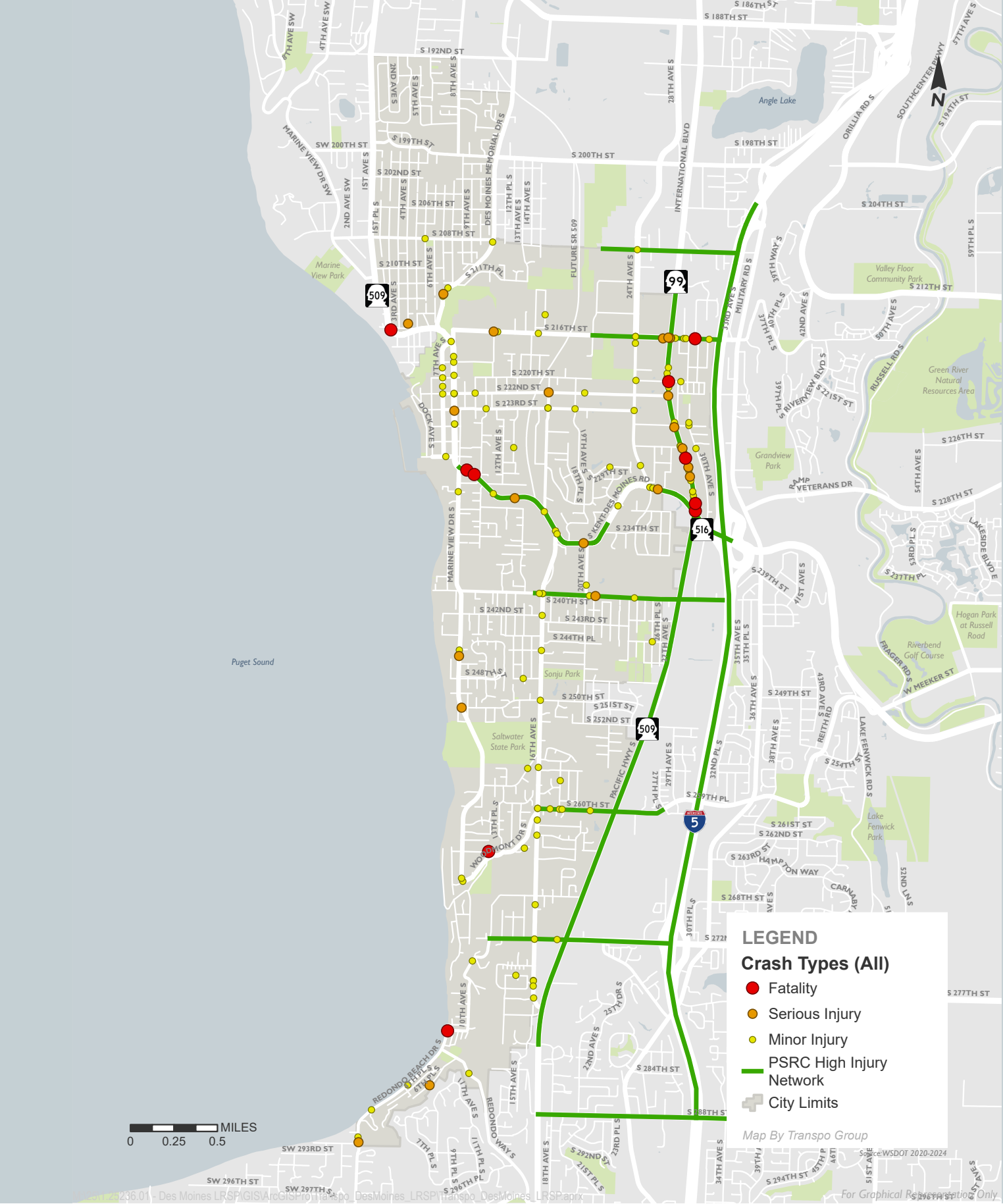


***Figure 4.17*:** PSRC HIN for Des Moines - Citywide (Source: [PSRC RSAP High-Injury Network Map])

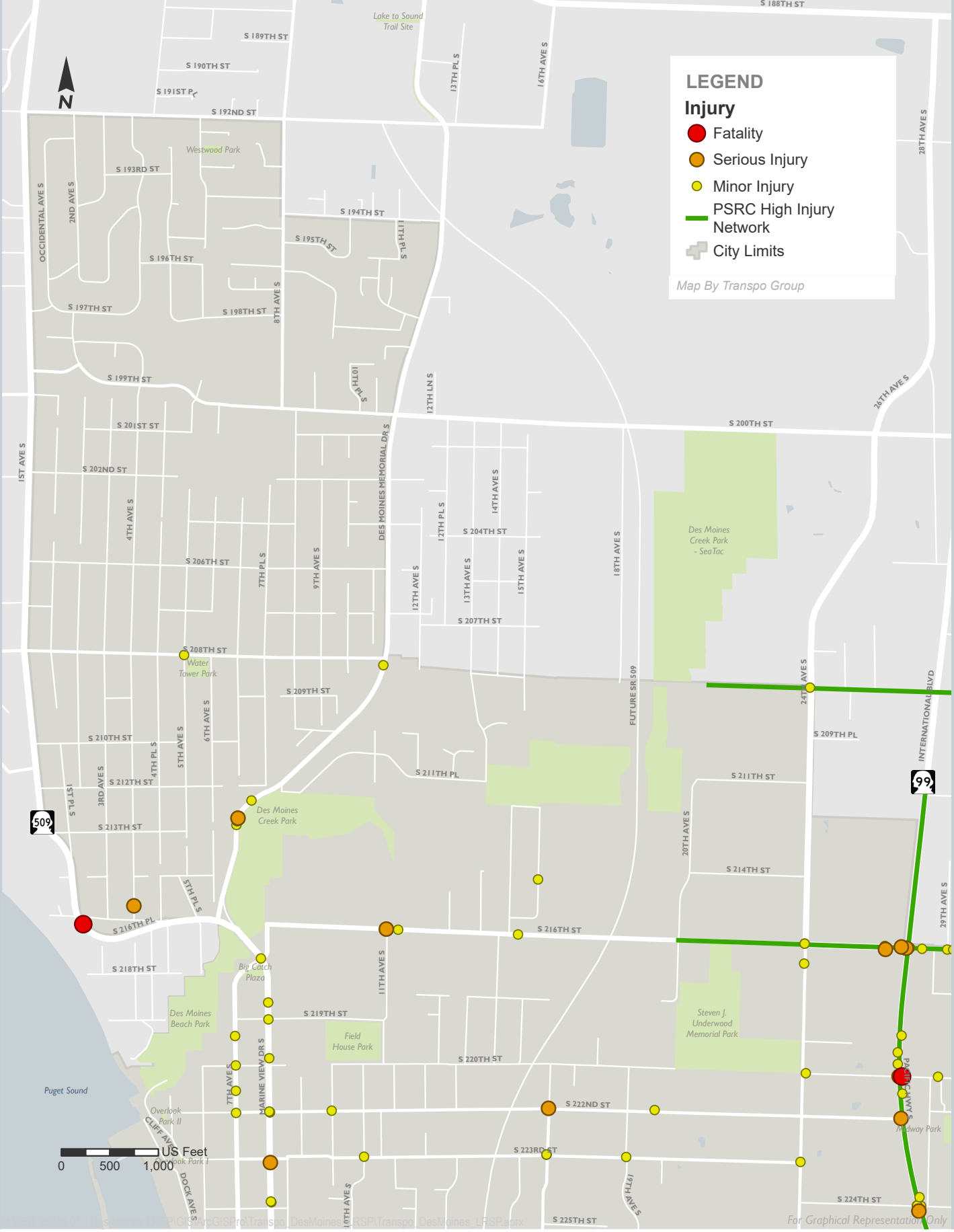


***Figure 4.18*:** PSRC HIN for Des Moines - North (Source: [PSRC RSAP High-Injury Network Map])

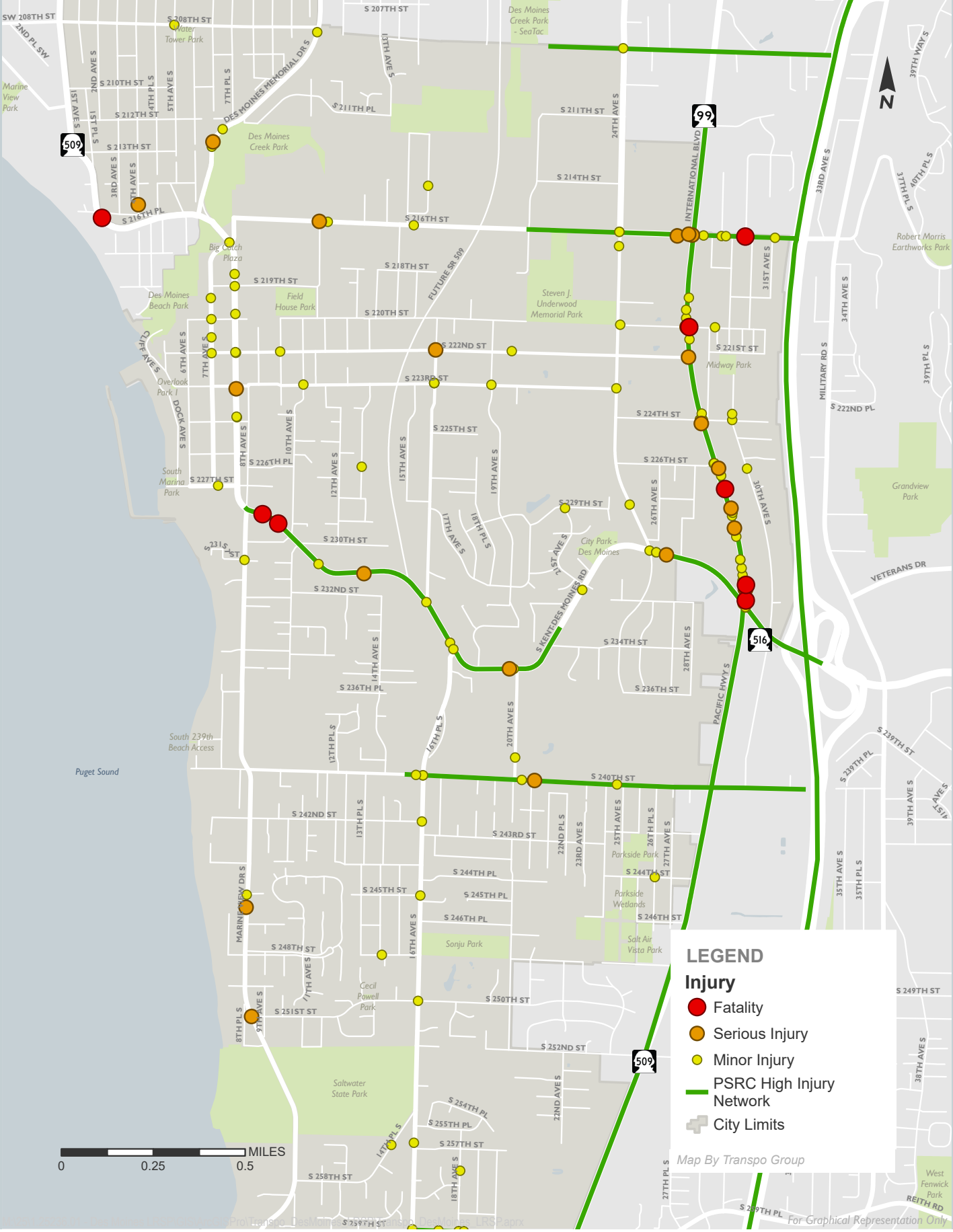


***Figure 4.19*:** PSRC HIN for Des Moines - North (Source: [PSRC RSAP High-Injury Network Map])

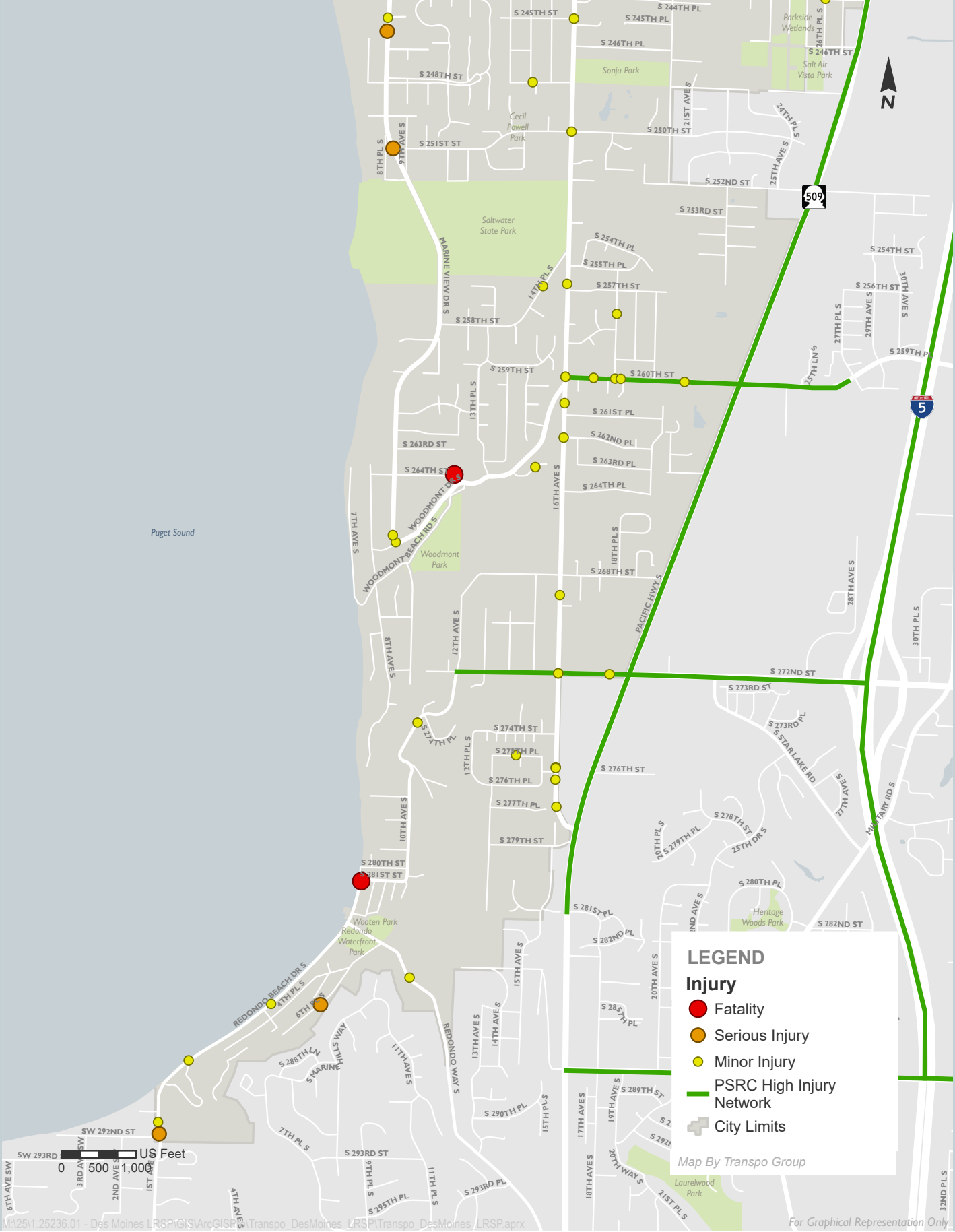


***Figure 4.20*:** PSRC HIN for Des Moines - North (Source: [PSRC RSAP High-Injury Network Map])

***Table 4.2*:** Analysis of Fatal & Serious Injury Crashes on State Route High-Injury Networks

HIN STATE ROUTES								
HIN MAPS	**EXTENT**	**CORRIDOR**	**TOTAL CRASHES**	**FATAL**	**SERIOUS INJURY**	**PED/ BIKE (FSI)**	**CONTRIBUTING CIRCUMSTANCES**	**POTENTIAL COUNTERMEASURES**
All Users/VRUs	N City Boundary to S 234th St	SR 99	344	4	8	13 (5)	18% Not Yielding 13% Improper turn/merge (not yielding adjacent) 11% Distraction 9% Tailgating	Access management Signal improvements - extend clearance interval and implement LPI Crossing improvements
All Users	22nd Pl S to SR 99	SR 509/516 (Kent Des Moines Rd)	68	0	1	1 (1)	16% Distraction 12% Tailgating 10% Not Yielding 9% Speeding	Sinusoidal Rumble Strips center and edge
All Users	North leg 16th Ave S to 150 feet NE/o S 234th St	SR 509/516 (Kent Des Moines Rd)	41	0	1	0	20% Not Yielding 15% Distraction 10% Tailgating 7% (ea) Improper turning (not yielding adjacent), Intoxication, Speeding	Sinusoidal Rumble Strips center and edge Speed feedback display/Passive enforcement ICWS for hidden side streets - loop on minor Curve advisory speed
All Users	Marine View Dr S to 250 feet e/o 10th Ave S	SR 509/516 (Kent Des Moines Rd)	12	2	0	0	Potentially curve related No statistically significant CCs	Sinusoidal Rumble Strips center and edge

5 Transportation Safety Countermeasures

Safety strategies and countermeasures are programs, actions, and investments, including engineering, enforcement, and education, which the City of Des Moines can take to proactively address the risk factors identified through the crash data analysis.

Potential Safety Countermeasures

The recommended safety projects include actions, capital projects, enforcement, and education, that the City of Des Moines can take to proactively address the risk factors identified through the crash data analysis. To identify programs and projects that could address the risk factors for future crashes, a full range of potential countermeasures was evaluated. Some countermeasures were determined to be unfeasible due to constraints on maintenance and other resources.

Safety improvement projects for the City include two categories of improvement: (1) systemic projects implemented at locations throughout the City that exhibit similar risk factors and need characteristics, and (2) intersection and corridor treatments that have been identified to address specific safety concerns at discrete locations within the City's roadway network. While several of the intersection and corridor projects include similar improvements, additional specific countermeasures have been included within each project to address the unique set of needs, conditions, and circumstances present at each location.

Safety Countermeasure Toolbox

The effectiveness of safety countermeasures was evaluated using several sources including the National Highway Traffic Safety Administration's Countermeasures that Work publication, Washington's Target Zero plan, and the FHWA's Crash Modification Factor (CMF) Clearinghouse website. Crash modification factors describe a multiplicative factor that indicates the proportion of crashes that would be expected after implementing a given countermeasure. The cited resources help to identify not only potential projects but provide research-backed documentation of the anticipated effectiveness of treatments at reducing crash rates.

Several of the most effective, case tested countermeasures are also published in the FHWA's selection of Proven Safety Countermeasures. The countermeasures recommended addressing the specific risks on Des Moines' transportation facilities were selected

from the list of Proven Safety Countermeasures, and the CMF Clearinghouse based on several considerations including crash type, contributing user behavior and location characteristics, cost and complexity of implementation, and expected effectiveness in addressing the risks.

Safety Countermeasure Focus Types

Safety countermeasures are actions and investments, including engineering, enforcement, and education, which the City of Des Moines can take to proactively address the risk factors identified through the crash data analysis. Proposed countermeasures fall into four general categories:

- Active Transportation Network Connections
- Multimodal Street Improvements
- Appropriate Speed Limits for All Road Users
- Safety Education and Encouragement

Each type of safety countermeasure is proven to address the highest risk factors identified for the City of Des Moines's transportation system. Proposed project types are all in use in other similar sized Western Washington agencies.

The effectiveness of countermeasures was evaluated using several sources including the National Highway Traffic Safety Administration's Countermeasures That Work publication, Washington State's Target Zero plan, and FHWA's Crash Modification Factor (CMF) Clearinghouse website. The cited resources help to identify not only potential projects but provide research-backed documentation of the anticipated effectiveness of treatments on reducing crash rates.

Puget Sound Regional Council

PSRC includes a long list safety strategies and countermeasures that can be applied with the intent to slow vehicle speeds, avoid obstacles, maintain sight-distance and awareness, and to allow time and space to slow a vehicle to avoid a collision. For details, see the PSRC Regional Safety Action Plan Appendix C: Comprehensive Strategies.

Automated Safety Camera Enforcement

In 2024, the Washington Legislature made several changes to the Revised Code of Washington (RCW) laws allowing cities to install and employ automated traffic safety cameras. The statutes in RCW 46.63.210-.260 regulate city and county use of automated traffic safety cameras to detect certain traffic violations. Traffic camera placement requirements are detailed and require careful review and analysis.

Jurisdictions can also only place cameras in certain areas, including multi-arterial intersections, railroad grade crossings, and the following roadway zones defined in RCW 46.63.210:

- school speed zones;
- school walk zones;
- public park speed zones;
- hospital speed zones; and
- and roadway work zones.

Cities are allowed to place and use cameras on state highways that are also classified as city streets as long as they notify the State Department of Transportation before

How Speed Safety Cameras Work

When speeding vehicles drive past active school zone flashing beacons, or a general speed zone, the camera is activated, taking pictures of the back of the vehicles and records a short video of the infraction, displaying the vehicle speed. After review and if determined to be valid by an Auburn Police Officer, the Notice of Violations are mailed to the registered owner of the vehicles.

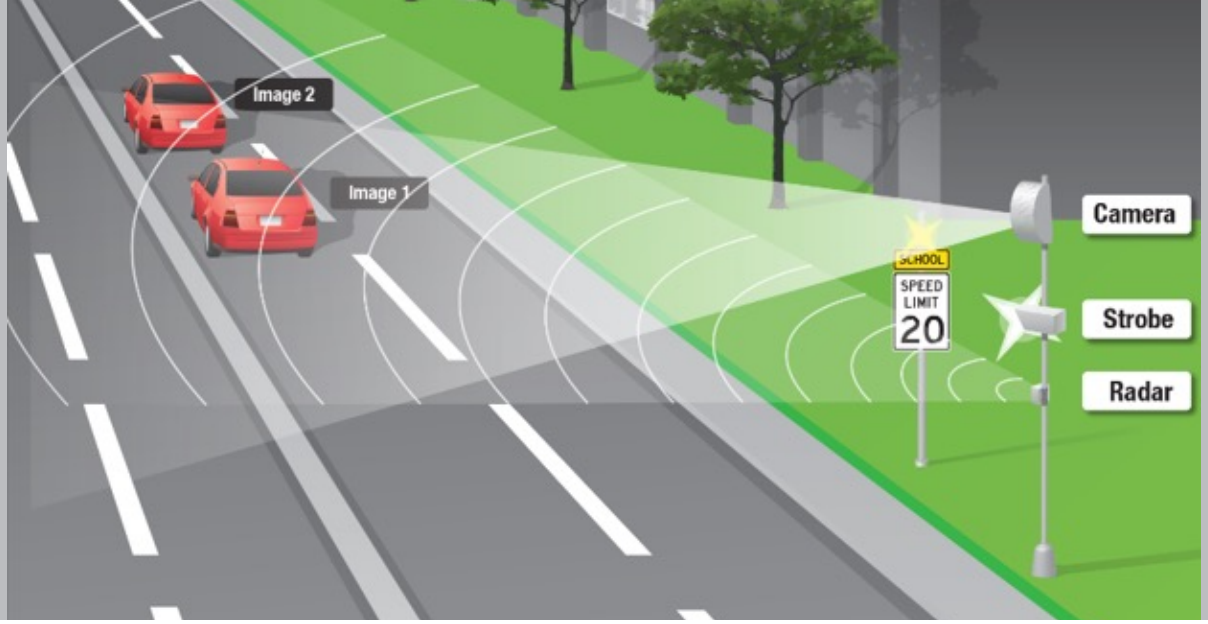


***Figure 5.1*:** Automated Traffic Safety Cameras, City of Auburn
Source: https://www.auburnwa.gov/city_hall/public_works/transportation/automated_traffic_safety_cameras

The speed safety camera system uses a 3 Dimensional (3D) tracking radar, high resolution digital camera and high definition video camera. The 3D radar identifies any vehicle traveling faster than the predetermined speed and triggers both the camera and video, which capture the event.

- The first image shows the vehicle driving in excess of the predetermined speed with the flashers activated.
- The second image shows the distance and time the vehicle has traveled with the flashers activated.
- The license plate is taken from a close-up of one of the images captured.
- Additional data collected includes the time, date, posted speed, vehicle speed, location, lane and direction of travel.
- No photo or video of the driver is taken.

Potential Automated Safety Camera Enforcement Locations

The City of Des Moines identified seven potential sites as good candidates for automated safety camera photo enforcement. Six locations may be general sites (Three are allowed by state law) and one may be a park site.

- Pacific Highway – 228 block by the existing crosswalk
- 216th – west of 20th Ave - by Barnes Creek Trail crossing
- 16th Ave and 264 (Woodmont Elementary existing school zone cameras)
- Kent Des Moines Road – (between 16th and 24th Ave)
- 24th Ave S. (Between 208th and 216th)
- 240th Ave S. (between 20th and 23rd)
- Marine View Drive between 240th and Kent Des Moines Road

Transpo Group safety analysts evaluated 2020-2024 crash data within 150 feet of each location listed above. Subsequently, in June 2026, the Des Moines City Council approved funding of the installation of automated safety cameras in the following three locations, consistent with the top priority safety improvement in the 2026 LRSP.

- Pacific Highway – 228 block by the existing crosswalk
- Kent Des Moines Road – (between 20th and 24th Ave)
- 24th Ave S. (Between 208th and 216th)

Table 5.1 lists remaining location that may be good candidates for future installation of automated safety cameras, as well as other supplemental safety countermeasures in those locations.

Table 5.1: Potential Automated Traffic Safety Camera Locations

HIN CITY STREETS		
LOCATION & CRASH HISTORY	**CONTRIBUTING CIRCUMSTANCES**	**POTENTIAL SAFETY COUNTERMEASURES IN ADDITION TO ATS CAMERAS**
S 216th Street west of 20th Avenue S near Barnes Creek Trail crossing (18th Ave S)	Not yielding, following too close, rear ends, pedestrian and turn crashes	Appropriate speed limits for all road users/Lower posted speed from 35 mph to 25 mph FHWA-SA-21-034
16th Avenue S @ S 264th Place (Woodmont Elementary School)	Distracted driving, rear ends	Left-turn lane channelization, street markings, and signage on 16th Ave S and LED flashing stop sign on S 264th Place. Green bike lane markings on 16th Ave S across throat of S 264th Place
240th Avenue S between 20th and 23rd	Not yielding the right-of-way angle crashes, due to speeding, inattention and disregard for traffic controls. DUI and inappropriate passing head-on crashes	Center left turn lane (if possible) CMF ID 3017; Speed feedback sign CMF ID 6686; High Visibility Saturation Patrols
Marine View Drive between 240th and Kent Des Moines Rd	1 bike crash (hit and run), various crash types, angle and fixed object 2 crashes in 150' of intersections due to following too close, not yielding	Green bike lane markings on Marine View Drive across all side street intersections and major driveways; Increase bike lane white line from 4" to 8"; RRFB crossing lights to support transit bus stops at S 230th St, S 233rd Place, S 236th St, and Crystal Lake Road; Speed feedback sign CMF ID 6686

Active Transportation Connections and Crossings

Construction of ADA curb ramps, sidewalks, bike lanes, widened shoulders, protected walkways and bikeways with curbing and/or vertical markers within the existing right of way, as well as mid-block crosswalks with prominent pavement markings and RRFB signage completes gaps in the City's active transportation network. These types of improvements can provide comfortable, separated spaces for active mode users, increasing their safety and reducing their risk of being involved in crashes.

Challenging pedestrian crossings have several potential safety countermeasure options, including but not limited to:

- RRFB and high visibility crosswalks on City streets or State highways can result in up to 40% crash reduction
- Improvements to overhead street lighting to give drivers more visibility, which can improve safety ranging from 32% up to 53% crash reduction.
- Rumble strips on City streets approaching State highways = up to 24% crash reduction

Angle collisions have several potential safety countermeasure options at signalized intersections, including but not limited to:

- Increasing signal phase time and/or installing lead pedestrian interval phases can improve safety ranging from 10% up to 19% crash reduction.

Pedestrian Facility

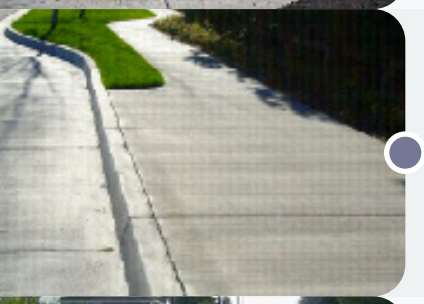
Illustrations and Descriptions



Paved Multi-use Pathways

Located on one side of street (or thru park property or on top of river dike); Physically separated from roadway by landscape strip of street trees (or elevated on top of river dike); Minimum 10-12-foot width for two-way travel; ADA-compliant, shared use by people walking, biking, and rolling.

***Application:** Anywhere that right-of-way or public use easement allows. Maximum safety and comfort.*



Setback Sidewalks with Street Trees or Landscape Strips

Concrete sidewalks separated from roadway by a 4-foot wide landscape strip, street trees, or other landscaping vegetation.

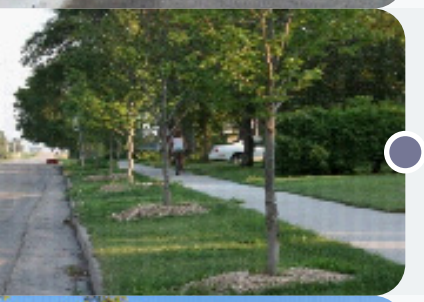
***Application:** Used on one or both sides of urban arterial streets to separate pedestrians from higher volume/speed vehicle traffic. Improves safety, aesthetics, shade, potential traffic calming.*



Curb-Separated Walkways

Located at street edge, fully separated from vehicle traffic by a protective curb barrier; Minimum 5-foot width for one-way; Minimum 10-12-foot width for two-way; Requires special treatment at intersections.

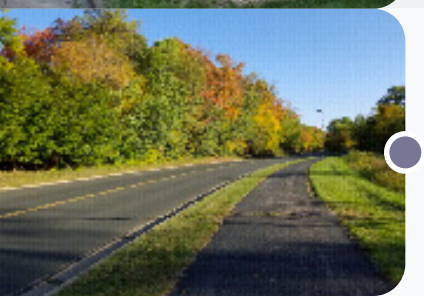
***Application:** Used on one or both sides of suburban streets with higher volume/speed as an alternative to raised concrete sidewalks.*



ADA Sidewalk

Minimum 5’ wide with 48” unobstructed level surface typically raised above street level and separated by a 6” curb and gutter system to capture and drain storm water.

***Application:** Almost all public streets except where exceptions have been made or where not warranted by low traffic volume and speed conditions.*



ADA Curb Ramps

Required by the American with Disabilities Act (ADA) of 1990. Provide a gentle slope transition from elevated sidewalks to street surfaces with mats and truncated domes that allow detection of a change in travel conditions by vision-impaired travelers.

***Application:** Located on intersection corners, mid-block crossings, and center island pedestrian refuges.*

Figure 5.2: Pedestrian Safety Facility Illustrations, Descriptions, and Applications

Pedestrian Crossing

Illustrations and Descriptions



ADA Crosswalks

Provides clearly identifiable markings across streets for dedicated pedestrian space where drivers are required to grant right-of-way to people walking and rolling. Accompanied by signs mounted on posts; Retroreflective paint commonly used.

***Application:** Primarily at arterial street intersections or mid-block crossings, but also sometimes across wide commercial driveways.*



High-Visibility Crosswalks

Use patterns (i.e., bar pairs, continental, ladder) visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. Often include advance high-visibility signs and street markings.

***Application:** Mid-block pedestrian crossings and uncontrolled intersections, as well as local school and park locations.*



Rectangular Rapid Flashing Beacon (RRFB)

User-activated signals consisting of two, rectangular-shaped yellow indications, each with a light-emitting diode (LED)-array-based light source. RRFBs flash with an alternating high frequency when activated to enhance conspicuousness of pedestrians at the crossing to drivers.

***Application:** Very effective on two- and three lane streets with speed limits less than 35 mph, local school, and park locations.*



Pedestrian Hybrid Beacon (PHB) or High-Intensity Activated Crosswalk (HAWK) Signal

User-activated overhead signal to alert drivers and help pedestrians safely cross multi-lane higher-speed roadways at mid-block crossings and uncontrolled intersections. The signal beacon head consists of two red lenses above a single yellow lens.

***Application:** Multi-lane street crossings with insufficient gaps, speeds above 35 mph, or corridors with higher traffic volumes.*



Traffic Signal with Lead Pedestrian Interval (LPI) Phase

Gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication to better establish presence in the crosswalk before vehicles turn right or left.

***Application:** LPI is recommended for use at intersections with high pedestrian presence and/or high turning vehicle volumes, such as a downtown corridor or shopping area.*

Figure 5.3: Pedestrian Safety Crossing Illustrations, Descriptions, and Applications

Bicycle Facility

Illustrations and Descriptions



Shared Lane Markings (SLMs)

Located in vehicle lanes to position bicyclists and to alert drivers that bicyclists may be present and that lane should be shared; Bicycle symbol and multi-chevron markings on street; Possible wayfinding; Not dedicated bicycle facility space.

***Application:** Local access streets < 2,500 ADT; Only on used arterials to fill gaps between dedicated bicycle facilities or on downhills in conjunction with uphill dedicated climbing lanes.*



Marked Bike Lanes

Located curbside on both sides of street; Minimum 5-feet wide; Dedicated space with bicycle markings and arrows on street and signs mounted on posts; Retroreflective edgelines 4" to 8" width.

***Application:** Arterial streets >2,500+ average daily traffic (ADT); Posted speed 25-45 mph, but need for separation increases with speed, where feasible.*



Buffered Bike Lanes

Located against curb or against on-street parking; Minimum 5-feet wide, plus 1 to 2-foot wide hatch-mark buffer against parked vehicles OR against higher speed vehicle lanes.

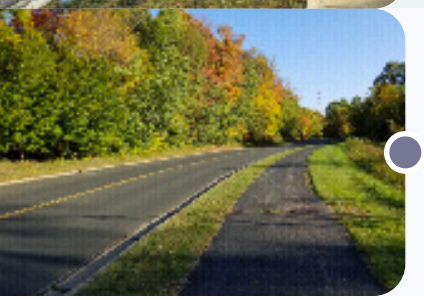
***Application:** Arterial streets >2,500+ average daily traffic (ADT); Posted speed 25-45 mph, but buffer width separation should increase with speed, where feasible.*



Protected (Separated) Bike Lanes

Located at street edge, fully separated from vehicle traffic by a protective vertical barrier; Minimum 5-6-foot width for one-way; Minimum 10-12-foot width for two-way; Requires special treatment at intersections.

***Application:** Used on high-volume arterial streets with higher speeds or many turning conflicts, such as commercial retail driveways.*



Paved Multi-use Pathways

Located on one side of street (or thru park property or on top of river dike); Physically separated from roadway by landscape strip of street trees (or elevated on top of river dike); Minimum 10-12-foot width for two-way travel; ADA-compliant, shared use by people walking, biking, and rolling.

***Application:** Anywhere that right-of-way or public use easement allows. Maximum safety and comfort.*

Figure 5.4: Bicycle Safety Facility Illustrations, Descriptions, and Applications

Multimodal Street Improvements

Reconstruction or enhancement of streets or intersections can improve multimodal safety for all users through stop-control, signal timing and flashing yellow turn arrows, Lead Pedestrian Interval phases to provide advance crossing time, or reduce turning conflicts with dedicated turn lanes and access management measures.

Rearend collisions in locations like those listed above have several potential safety countermeasure options, including but not limited to:

- Improvements to overhead street lighting to give drivers more visibility, which can improve safety ranging from 32% up to 53% crash reduction.
- Installing dedicated left turn lanes can improve safety by up to 39% crash reduction.
- Changing left turn phasing to flashing yellow arrows can improve safety ranging from 24% up to 36% crash reduction.

Appropriate Speed Limits for All Road Users

Citywide speed limit studies and modern technology offer many applications to set appropriate speed limits and enforce them to improve safety. Perimeter flashing LED lighting speed limit signs, stop signs, and curve warning signs can effectively draw a driver's attention to the sign, which can reinforce the message to help calm vehicle speeds, increase awareness of stop controlled intersections and warn drivers of roadway geometry that may require a reduction in speed below the posted limit. LED speed feedback signs, which display a measurement of drivers' speed, can provide a dynamic response to elevated speeds and have been proven to reduce speeds nearer to posted limits. Automated speed safety cameras can be permanently mounted in school zones, intersections, and other locations to photograph the license plate of vehicles exceeding the posted speed limit and are extremely effective.

Rearend, Fixed Object, and Run-off Road collisions caused by driver inattention and speeding behavior in locations like the three listed above have several proven safety countermeasure options, including but not limited to:

- Improvements to overhead street lighting to give drivers more visibility, which can improve safety ranging from 32% up to 53% crash reduction.
- Lowering speed limits by 10% to 15% can improve safety from 10% up to 44% crash reduction.
- Installation of guardrail can improve safety ranging from 7% up to 58% crash reduction

***Table 5.2*: Low-Cost, High-Impact Strategies for Multimodal Transportation Improvements**

CATEGORY/STRATEGY	SCALE	RELATIVE COST
PEDESTRIAN IMPROVEMENTS		
Lead Pedestrian Interval (LPI) phase at traffic signals	Per Signal	$
ADA curb ramp installation/upgrade	Per Ramp	$
Curb extensions to increase pedestrian visibility and shorten crossings	Per Curb	$
Center lane pedestrian safety refuges	Per Refuge	$
High-visibility crosswalks (Signs, street markings, etc.)	Per Location	$
Rectangular Rapid Flashing Beacon (RRFB) crosswalks (ADA-compliant)	Per Location	$$
Curb-separated alternate walkways on road shoulders	Per block	$$$
Pedestrian Hybrid Beacon (PHB) crossing signals (ADA-compliant)	Per Location	$$$$
ADA-compliant concrete sidewalks with curbs, gutters, and storm water systems	Per block	$$$$
BICYCLE IMPROVEMENTS		
Bicycle detection sensors at traffic signals	Per Signal	$
Wider edge lines between vehicle and bicycle lanes	Per block	$
Parking utilization study to justify on-street parking removal to install bike lanes	Per corridor	$
Green bike boxes at traffic signals	Per Signal	$$
Green bike lanes at transition points (turn lanes, etc.)	Per Location	$$
Bicycle phase traffic signals	Per Signal	$$
Re-purposing existing physical space between curbs to narrow vehicle lanes, narrow parking stalls, or elimination of parking for the inclusion of dedicated on-street bicycle lanes (AKA "Road Diet")	Per block	$$$
Marked bicycle lanes (5' minimum width)	Per block	$$$
Buffered bicycle lanes with vertical plastic reflective posts	Per block	$$$+
Physical barrier (Concrete or planter box) protected bicycle lanes	Per block	$$$$
Separated off-street 10 to 12 feet wide paved two-way multi-use trails	Per block	$$$$
TRANSIT-SUPPORTIVE IMPROVEMENTS		
Bus stop benches	Per Location	$
Weather-protected transit shelter	Per Location	$$
Transit bus queue jump signal	Per Location	$$
ADA-compliant transit island for in-lane passenger boarding	Per Location	$$$
MULTIMODAL (PEDESTRIAN, BICYCLE, TRANSIT, VEHICLE) IMPROVEMENTS		
Mobile radar detecting speed feedback signs	Per Location	$
Fixed radar detecting speed feedback signs	Per Location	$
Automated speed safety cameras	Per Location	$$
Center medians or turn-restrictions	Per block	$$
Arterial driveway consolidation or removal	Per block	$$$
Overhead street lighting	Per block	$$$
Compact one-lane roundabouts	Per Location	$$$
Full phase traffic signals: expense increases with number of lanes	Per Location	$$$$$
Multimodal roundabouts with crossing refuges and bike ramps	Per Location	$$$$$
Pedestrian-Bicycle grade-separated overpass over highway or railroad	Per Location	$$$$$

$ Less than $10,000
$$ $10,000-$50,000
$$$ $50,000-$100,000
$$$$ $100,000-$500,000
$$$$$ $500,000+

Safety Education, Encouragement, and Enforcement

The City of Des Moines can provide widespread traffic safety and travel behavior messaging by creating a city web site with safety resources, similar to the Washington Traffic Safety Commission (WSTC) "Together We Get There" education campaign. WSTC provides School Zone Grant funding for cities to work with school districts to identify safe routes to school, to start school zone crossing guard programs, or for law enforcement equipment needed in school zones, and support the following types of projects:

- Automated speed safety cameras
- Crossing guard program improvement – student safety patrols
- Pedestrian and/or bicycle safety audit
- Preliminary engineering studies and designs
- Quick build/pop-up traffic calming for school zones and school pick-up and drop-off areas
- Reducing illegal passing of school busses.
- School walk area maps and school walk route plans – developing and updating.
- Walk/bike to school encouragement activities.
- Yellow flashing warning lights and other signage improvement (including pedestrian actuated beacon, rectangular rapid flashing beacons, and other similar devices).
- Other school safety zone efforts.

High Visibility Enforcement (HVE)

USDOT National Roadway Safety Strategy (NRSS) recognizes the importance of officers as critical in preventing and reducing roadway deaths and serious injuries. High Visibility Enforcement (HVE) is a universal traffic safety approach designed to deter drivers from dangerous driving behavior and increase compliance with traffic laws. HVE elements include:

- **Saturation Patrol:** Involves conducting visible patrols in targeted areas to gain voluntary compliance with traffic laws.
- **Checkpoints:** Involves stopping vehicles, or a sequence of vehicles at a predetermined fixed location to detect drivers who are impaired by alcohol or drugs. (Note: Washington State does not currently permit DUI checkpoints for enforcement.)
- **Wave:** Includes increased enforcement on a particular type of traffic violation, such as speeding.
- **Automated Enforcement Enhancements:** Co-locate HVE with speed safety cameras, such as placing photo enforced signage, to expand the coverage area of the speed safety camera.

(Source: USDOT, National Highway Traffic Safety Administration, High Visibility Enforcement Toolkit https://www.nhtsa.gov/enforcement-justice-services/high-visibility-enforcement-hve-toolkit)

Traffic Safety Messaging on High Profile Physical Spaces

The City of Des Moines can also provide positive messaging on existing high-profile traffic safety equipment, such as traffic signal cabinet wraps with Target Zero message and photos. In 2023, the City of Bellingham wrapped 36 traffic signal cabinets (***Figure 5.5***) throughout the city at a cost of $25,000, which was part of a WSTC grant for Bellingham's "Travel with Care" public safety education campaign. In 2024, Mount Vernon wrapped 11 signal cabinets for under $9,000 (***Figure 5.6***).



***Figure 5.5*:** Example signal cabinet wraps in Bellingham, WA



***Figure 5.6*:** Example signal cabinet wraps in Mount Vernon, WA

6 Policy Audit and Recommendations

The process to update plans requires an assessment and evaluation of existing policies, programs, and processes to determine whether revisions or adjustments are needed. This is required by Washington's Growth Management Act (GMA) for Comprehensive Plan updates every ten years and it is also required in the development of a Regional or Comprehensive Safety Action Plan (RSAP/CSAP).

The goals and policies for the 2024 Des Moines Comprehensive Plan were audited and evaluated for compliance with new GMA requirements and recommendation were made for changes based on new information and current best practices. The City of Des Moines Comprehensive Plan is in good standing with GMA compliance and the Transportation Element focuses on multimodal and active transportation, as well as public safety and vulnerable road users.

PSRC RSAP and CSAP policy and process changes include assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety.

- Appendix D of the 2025 PSRC Regional Safety Action Plan provides an assessment of current Des Moines policies, plans, guidelines, and standards in relation to those of many other communities in the central Puget Sound region.

Table 6.1 provides a status report on City of Des Moines Transportation Plans and Policies with links to online resources and recommendations for updates, where needed and as appropriate.

- Since the 2025 PSRC RSAP was completed, Des Moines has produced the 2026 Local Road Safety Plans (LRSP) and this 2026 Comprehensive Safety Action Plan (CSAP).
- A CSAP includes more elements (Vision Zero, Public Engagement, Policy Audit) than a LRSP and, if kept up to date, a CSAP can be used to satisfy eligibility requirements for WSDOT and USDOT safety grant programs.
  - The 2026 CSAP with safety analysis based on 2020-2024 crash data can be used to apply for USDOT Safe Streets and Roads for All (SS4A) grants in Spring 2027.
  - To be eligible for the 2028 WSDOT City Safety Program and HSIP grant application, the 2026 CSAP will need to be updated with safety analysis based on 2022-2026 crash data. WSDOT typically provides this crash data in October 2027 and new CSAP safety analysis and recommendations must be complete by February 2028 before HSIP applications are due in March 2028.
  - With these biennial updates described above, the CSAP will be eligible for both WSDOT and USDOT grant programs for as long as they are offered.

Table 6.1: City of Des Moines Transportation Safety Plan and Policy Inventory, Status, and Recommendations for Updates

STATUS	COMPLETED	DATE ADOPTED	WEB SITE LINK	RECOMMENDED NEXT UPDATE
GMA Transportation Element	Yes	2024	Comp Plan Chpt 3	2034 GMA Update Cycle
Transportation Element Safety Policies	Yes	2024	Comp Plan Chpt 3	2034 GMA Update Cycle
Local Road Safety Plan	Yes	2026	LRSP	HSIP Application March 2028
Vision Zero Policy	Yes	2026	Resolution 1497	2034 GMA Update Cycle
Comprehensive Safety Action Plan	Yes	2026	CSAP	2022-2026 WSDOT Crash Data & Safety Analysis 4th Quarter 2027
Complete Streets Policy	Yes	2012	Ordinance 1533	Significantly Out-of-Date Needs Update 2026-2027
Speed Limit Setting Policy	Yes	2019	Chapter 10.20	Limited Application; Citywide Speed Limit Study 2027
ADA Transition Plan	Yes	2019	ADA Plan	As Needed Per Federal Regulations
Pedestrian Network Map	Yes	2024	Comp Plan Chpt 3	Future Mode-Specific Plan Before 2034 GMA Update
Bicycle Network Map	Yes	2024	Comp Plan Chpt 3	Future Mode-Specific Plan Before 2034 GMA Update
Safe Routes to School Policies	Yes	2024	Comp Plan Chpt 3	2034 GMA Update Cycle

- Des Moines has had a Complete Streets ordinance since 2012 and is eligible for the Complete Streets Program grant offered each year by the Washington Transportation Improvement Board (TIB), but the policy is severely outdated and is in need of review and revision to reflect current national best practices and guidelines from Smart Growth America and the national Complete Street Coalition. While currently only TIB requires a Complete Streets ordinance to be eligible to apply for the annual TIB Complete Streets grant, every grant funding program ask applicants if their agency has a Complete Streets policy. A new revised Complete Streets policy will make Des Moines more competitive for all state and federal grants.
- The City of Des Moines has policies regarding speed limits on a number of local arterial streets listed in the municipal code, but this is limited in its application and does not provide a uniform or standardized method for considering public safety, surrounding land use context, and the needs of vulnerable road users for setting appropriate vehicle speed limits on the public streets of Des Moines. Several cities in Washington have conducted citywide speed limit studies to develop more appropriate methods for setting local speed limits.
- The 2024 Comprehensive Plan Transportation Element includes maps that identify pedestrian and bicycle networks, but these are not formally identified walking and biking networks and they do not constitute stand-alone pedestrian, bicycle, or active transportation plans. The City of Des Moines would benefit from the development of a formal active transportation plan with mode specific goals, policies, practices, and project lists. If the City can complete this work before the next GMA comprehensive plan update cycle in 2034, then updating the Transportation Element will be much easier.

7 Transportation Safety Priorities and Improvements

The City's 2024 Transportation Element and 2024-2044 Transportation Project List include several projects which are either direct safety countermeasures or contain a safety component which is a countermeasure to the risk factors identified in the LRSP. The 2026-2031 Capital Improvements Plan identifies specific transportation projects and funding sources.

In 2025, the City of Des Moines was awarded $1.56 million in USDOT Safe Streets and Roads for All (SS4A) funds for a Demonstration Project that includes several safety improvements listed below. The city will construct these projects in 2026-2027.

- **D-01 Pedestrian Crossing Safety Treatments:** The demonstration, located in a highly walkable, commercial downtown area two blocks south of an under-served census tract, will install solar-powered Rectangular Rapid Flashing Beacons (RRFBs) and associated pavement markings along 7th Ave S at the crossings of S 226th St, S 225th St, S 222th St, and S 220th St. The demonstration, expected to improve driver yielding to active mode users on an ongoing basis, will evaluate crosswalk compliance before and after installation.
- **D-02 Four-way Stop Control Conversion:** The demonstration project will convert a two-way stop-controlled intersection to a four-way stop-controlled intersection with flashing beacon and advance warning signs at the intersection of 16th Ave S & S 223rd St. The beacon will be installed aerially using existing utility poles. The demonstration will evaluate the impact on vehicle speeds and near-miss collision events. The demonstration intersection, 16th Ave & 223rd St, is located directly on the boundary of a disadvantaged community census tract. In addition, Mount Rainier High School is located approximately one block east of the intersection. High vehicle speeds are frequently observed along with near misses due to the limited sight distances at the existing two-way stop sign. Converting the intersection to a four way stop with advance warnings of the stop sign is expected to slow traffic speeds, improve walking and crossing conditions for students and other pedestrians, and provide a safe opportunity for vehicles turning from 16th Ave or crossing 223rd St.

- **D-03 Neighborhood Traffic Calming:** The demonstration will install traffic-calming circles, temporary speed humps, and speed feedback signs along S 242nd St between Marine View Dr and 16th Ave S. The demonstration will evaluate the impact on vehicle speeds for each safety mitigation strategy. Des Moines Elementary School is located at S 240th St and 16th Ave at the eastern end of the demonstration project's location. The demonstration is expected to perpetually improve the safety of vulnerable road users including students walking to and from school by lowering traffic speeds and increasing driver awareness of their traveled speed.
- **D-04 Signal Timing Upgrades and Optimization:** The demonstration will update signal timing plans with Leading Pedestrian Intervals (LPIs) along Marine View Dr S from Kent Des Moines Rd to Des Moines Memorial Dr. The corridor, which connects to the HIN on the southern end, and to a disadvantaged census tract on the northern end, includes five signalized intersections that will be equipped with multimodal detection systems to analyze and visualize safety issues at the intersections, such as near misses and wrong-way driving. The demonstration will evaluate the impact of signal timing upgrades to vehicle and pedestrian safety along the corridor and is expected to yield data that can be leveraged in future safety improvements at locations with similar risk.

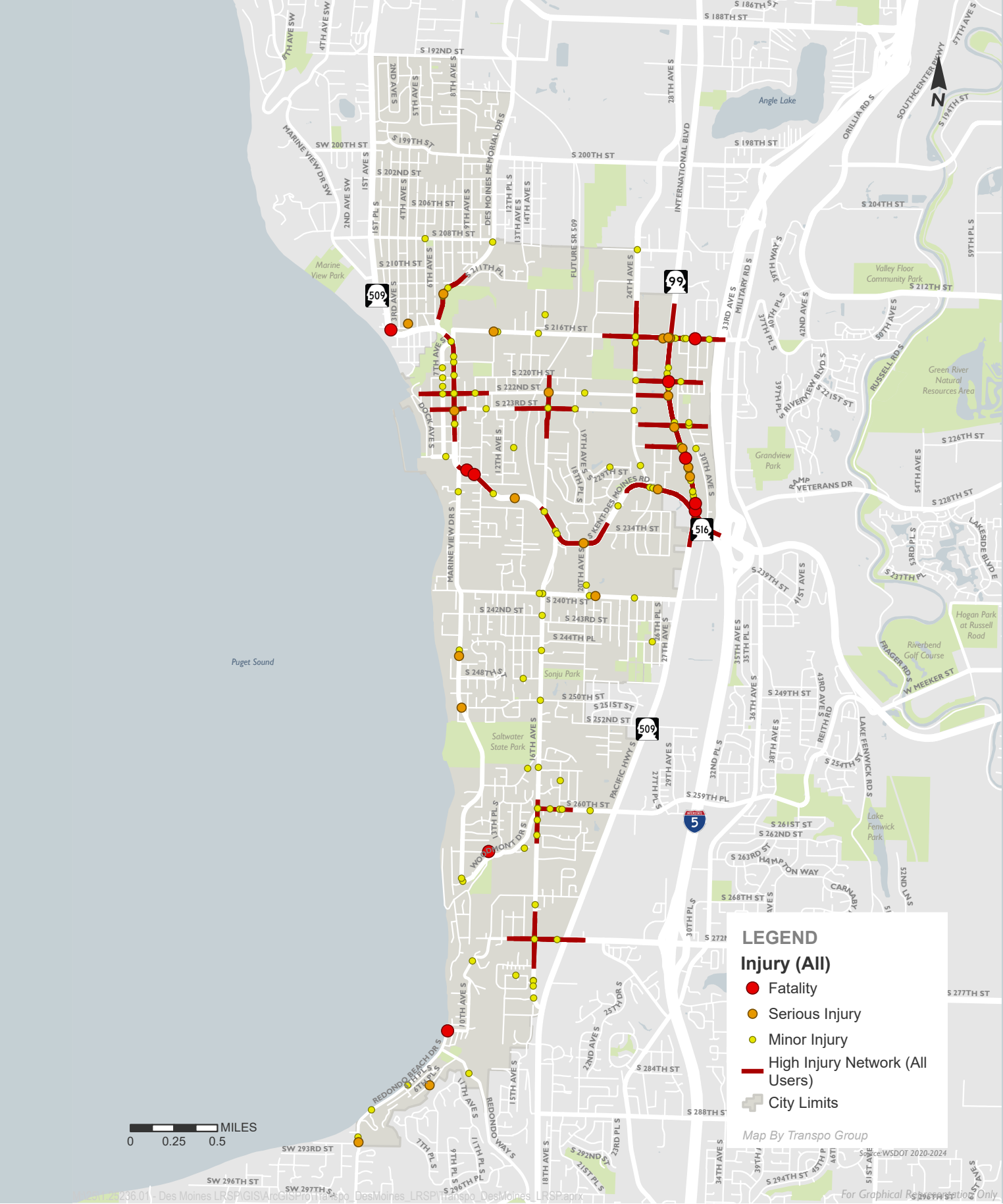


Figure 7.1: High-Injury Network Priority Locations for All Users

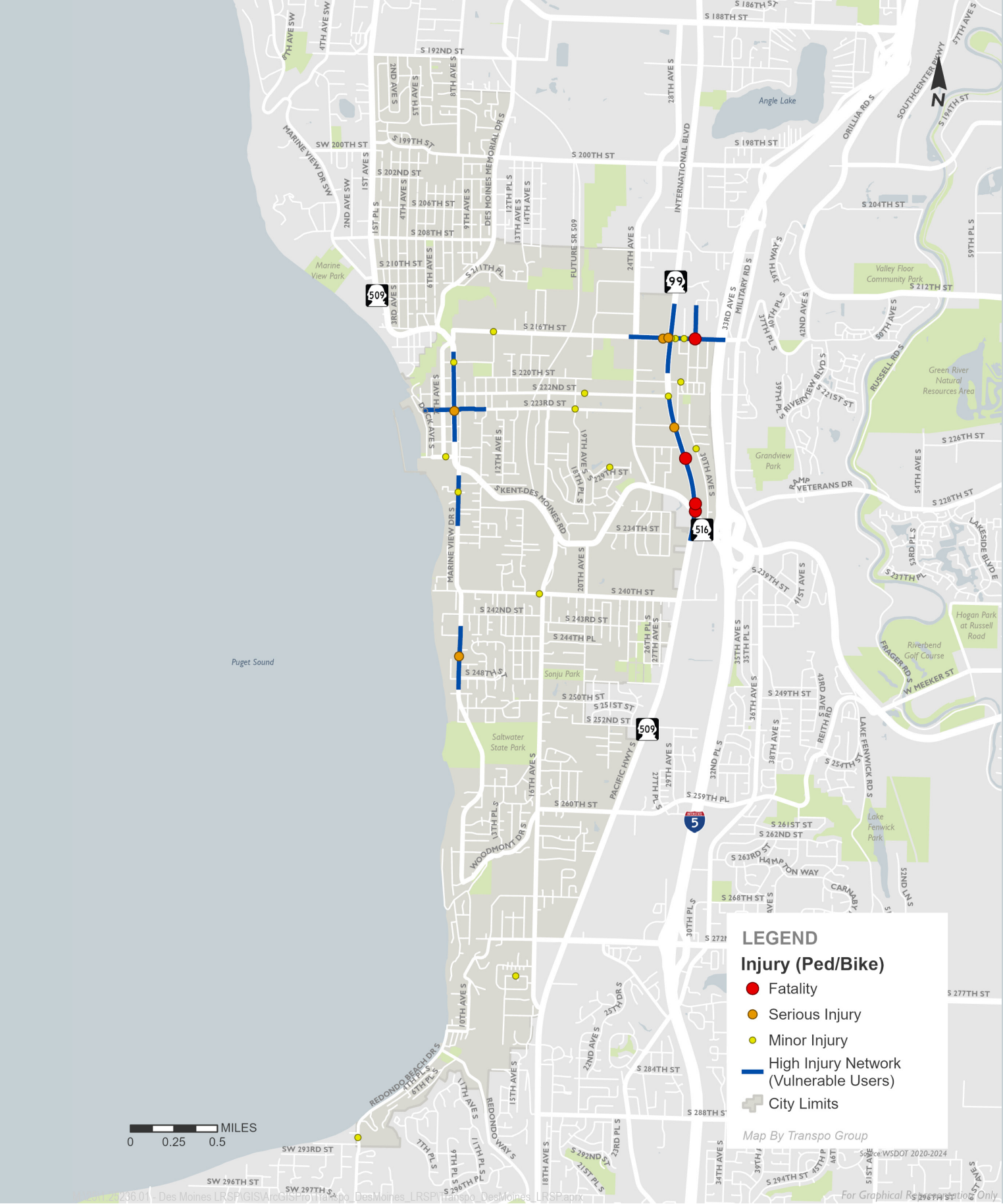


Figure 7.2: High-Injury Network Priority Locations for Vulnerable Users

City of Des Moines Street Safety Improvement Priorities

The list of City street locations below represents the transportation safety priorities based on analysis of WSDOT 2020-2024 crash data and the High-Injury Network maps in **Chapter 4**.

South 216th Street Safety Improvement Feasibility Study (SR 509 to SR 99)

98 total crashes including 1 fatality and 11 Pedestrian and Bicycle-involved crashes, 3 of which were serious injury crashes.

Interlined transit routes 156, 165, and 635. Many transit stops between SR 509 (Marine View Drive) and 33rd Avenue South near SR 99. Sidewalks and bike lanes present along both sides of street.

Des Moines can fund and conduct a corridor feasibility study to determine the safest and most effective transit-supportive access management applications, mid-block crossing improvements, vehicle speed reduction, and traffic signal timing and progression adjustments. Grant funding may be available for this type of feasibility study from PSRC or WSDOT and findings from a feasibility study will support grant applications from many agencies for engineering and construction improvements.

Estimated Study Cost: *$100,000 to $150,000; Opportunity for transit funding partnership*

Des Moines Memorial Drive South (SR 509 to 350 feet northeast of South 212th Street)

17 total crashes, including 1 serious injury. Level of Traffic Stress (LTS) 4 for people walking and biking.

Transit route 156 with stops at east end of this road segment.

Physical road space is constrained by steep slopes and curves. Shoulder enhancements, including filling gaps between existing road edge and guardrail and some form of separation from vehicle lanes may help to ease LTS for people walking, biking, rolling, and riding transit route 156.

Rumble strips in the center and the edges of asphalt roads are effective, but in developed urban areas or near parks and trails, sinusoidal strips can produce less road noise with the same effectiveness. LED perimeter advisory curve signs and speed feedback signs can also be very effective at alerting drivers to changes in road alignment and speed limits. Street lighting and crossing safety improvements would help to reduce risk of crashes and minimization of injuries to vulnerable road users.

Estimated Cost: *$500,000 to $1,000,000 or more; Opportunity for transit funding partnership*

Marine View Drive South Active Transportation Safety Improvements

(SR 516 Kent Des Moines Road to South 252nd Street at Saltwater State Park)

21 total crashes, including 3 pedestrian-involved crashes, 1 of which was a serious injury.

Pedestrian and Bicycle Level of Traffic Stress (LTS) 3.
Transit route 165 north of South 240th Street.

The City of Des Moines has identified intersection improvement needs at South 240th Street. There are several sidewalk gaps and ADA ramp improvement needs along the Marine Drive South corridor. Transit route 165 serves Marine View Drive South between SR 509 and South 240th Street with multiple bus stops on each side of the street. South of South 240th Street there are long stretches with no crosswalks. RRFB crosswalks would provide protected pedestrian crossings at high-demand locations and at up to 8 transit route 165 bus stops.

Estimated Cost: *$1,750,000 to $3,000,000; Opportunity for transit funding partnership*

a. ADA-compliant traffic signal at Marine View Drive / South 240th Street - $750,000
b. Marine View Dr Sidewalk (242nd to 248th) - $1,000,000
c. RRFB Crossings at transit stops and cross streets (242, 248, 251, 252) - $750,000
d. Green bike lane markings across side streets and driveways - $400,000
e. Automated Traffic Safety Cameras along Marine View Drive from S 240th to SR 516 - $100,000

14	TIF-16.0	**Marine View Drive and S 240th Street Project** Intersection Project from: to: Reconstruct roadway to improve horizontal alignment. Provide pedestrian facilities, and widen approaches. Install roundabout or traffic signal if warranted.	PE RW CN			165 100 1900	165 100 1900
				0	0	2165	2165

16th Avenue South Multimodal Intersection Safety Improvements

Three distinct intersection approaches on the 16th Avenue South corridor have experienced crashes and are identified on the HIN maps. A variety of safety improvements are recommended for each location.

Estimated Cost: *Unknown; Each location will require improvement specific cost estimates*

- 16th Avenue South (South 220th Street to South 225th Street) and South 223rd Street (13th Avenue South to 19th Avenue South)
  - 42 total crashes, including 1 serious injury and 1 pedestrian-involved crash
  - **Recommended safety improvements:** Intersection Conflict Warning System detection loops on 16th Avenue South, South 223rd Street, or both.
- 16th Avenue South (South 269th Court to South 274th Street) and South 272nd Street (South 273rd Place to south City limit)
  - 65 total crashes, including 1 pedestrian-involved crash
  - **Recommendation 1:** Signal timing improvements, Install Lead Pedestrian Interval (LPI) signal phase
  - **Recommendation 2:** Conduct a road diet feasibility study east of 16th Avenue South – install sidewalks and pedestrian crossings
- 16th Avenue South (South 260th Street to South 262nd Place) and South 260th Street (16th Avenue South to 20th Avenue South)
  - 25 total crashes
  - **Recommendation 1:** Traffic signal timing improvements - Extend clearance interval and implement LPI signal phase
  - **Recommendation 2:** Intersection reconstruction - Remove right slip lane at Woodmont Drive to improve sight distance, slow vehicle speeds, improve yield, reduce crash risk

Downtown Active Transportation Improvements

1 serious injury crash (Marine View Drive/South 223rd Street) and many minor injury crashes

ADA ramp upgrades, LPI signal phases, curb extensions to shorten crossings, and sidewalks.

Estimated Cost: *$1,500,000*

a. City Center Pedestrian ADA and LPI Crossing Improvements - $450,000

b. S 223rd Street, Cliff Street, & Downtown Sidewalk Reconstruction - $1,000,000

c. S 222nd St / 16th Ave - Convert to ADA-Compliant 4-Way Stop with RRFB - $150,000

15	S-5.0	**S 223rd Street / Cliff Ave. Street Improvements** Cliff Ave/South 223rd Street from: Beach Park/Marina Entrance to: Marine View Dr. Corridor redevelopment as part of the overall Marina Redevelopment priority. Targets non-motorized users, connectivity between downtown and Marina, as well as the analysis of strategic storm water quality	PE RW CN		5000 25000	1000 5000	6000 0 30000
				0	30000	6000	36000

24	S-24.0	**Downtown Des Moines Improvements** from: S 227th/220&223 to: 6th/8th Provide sidewalks 6th Ave. S. & side streets from S.227th to S.220th/8th Ave S (west side) & side streets and alleys from S.227th to S.223rd. May include street & water distribution upgrades. May include S 222nd cul-de-sac roadway improvements.	PE RW CN			700 3500 	700 3500 0
				0	0	4200	4200

State Routes (WSDOT) Safety Improvement Priorities

State highway safety priority locations are based on WSDOT 2020-2024 crash data and the High-Injury Network maps in **Chapter 4**. While it is possible for the City of Des Moines to partner with WSDOT to address safety needs on State highways, it will be very challenging unless WSDOT funding is provided.

State Route 99 (North City limits to South 234th Street)

With a total of 344 crashes from 2020-2024, including 4 fatal and 8 serious injury crashes, and 13 pedestrian or bicycle-involved crashes, SR 99 demands attention from the City and WSDOT. The City of Des Moines has coordinated with WSDOT on many improvements to SR 99 and can continue to do so as needed. Potential safety improvements may include further application of access management, signal improvements, installation of Lead Pedestrian Interval (LPI) signal phases, and mid-block crossing improvements. However, major capital improvements on SR 99 will require funding from WSDOT.

State Route 509 – 516 [Kent Des Moines Road] (22nd Place to SR 99)

68 crashes, including 1 pedestrian-involved serious injury. Based on the types and contributing circumstances of the crashes, the City can work with WSDOT to secure funding for safety countermeasures designed to increase driver awareness of roadspace are recommended. Center and edge rumble strips are effective, but in developed urban areas or near parks and trails, sinusoidal strips can produce less road noise with the same effectiveness. LED perimeter advisory curve signs and speed feedback signs can also be very effective at alerting drivers to changes in road alignment and speed limits. Where transit stops are present, additional street lighting and crossing safety improvements can also be effective to reduce risk of crashes and minimization of injuries to vulnerable road users.

State Route 509 – 516 [Kent Des Moines Road] (16th Avenue South to South 234th Street)

41 crashes, including 1 serious injury. Based on the types and contributing circumstances of the crashes on this State Route, the City can work with WSDOT to secure funding for safety countermeasures designed to increase driver awareness of roadspace are recommended. Center and edge rumble strips are effective, but in developed urban areas or near parks and trails, sinusoidal strips can produce less road noise with the same effectiveness. LED perimeter advisory curve signs and speed feedback signs can also be very effective at alerting drivers to changes in road alignment and speed limits. Where transit stops are present, additional street lighting and crossing safety improvements can also be effective to reduce risk of crashes and minimization of injuries to vulnerable road users.

State Route 509 – 516 [Kent Des Moines Road] (Marine View Drive to 10 Avenue South)

12 crashes, including 2 fatalities. Based on the types and contributing circumstances of the crashes on this State Route, the City can work with WSDOT to secure funding for safety countermeasures designed to increase driver awareness of roadspace are recommended. Rumble strips in the center and the edges of asphalt roads are effective, but in developed urban areas or near parks and trails, sinusoidal strips can produce less road noise with the same effectiveness. LED perimeter advisory curve signs and speed feedback signs can also be very effective at alerting drivers to changes in road alignment and speed limits. Where transit stops are present, additional street lighting and crossing safety improvements can also be effective to reduce risk of crashes and minimization of injuries to vulnerable road users.

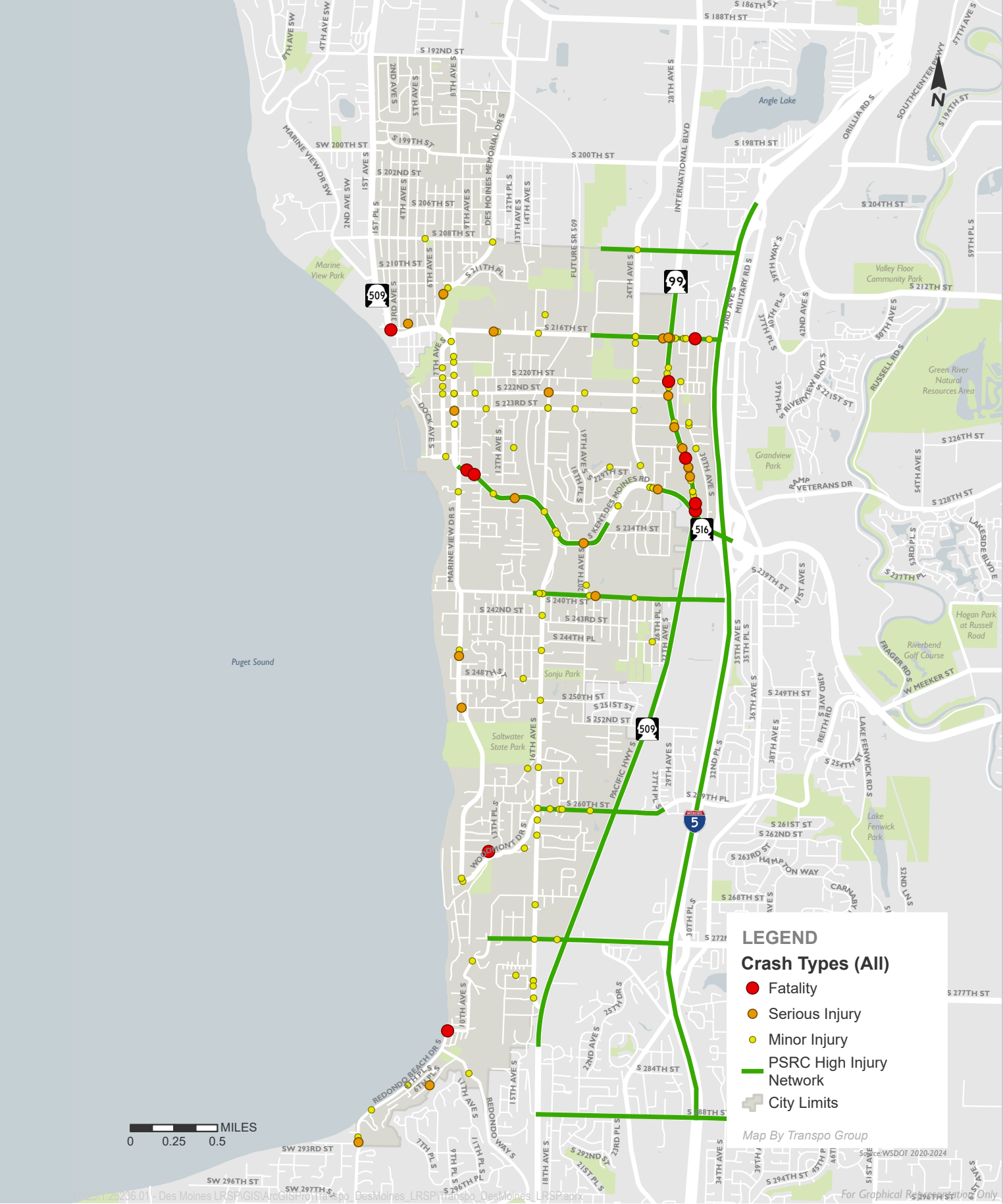


***Figure 7.3*:** High-Injury Network Priority Locations for State Routes

Citywide Safety Plans, Programs, and Policies

Complete Streets Policy Update

This low-cost, high-impact policy measure can be achieved relatively quickly with local funding. The City of Des Moines Complete Streets policy (Ordinance 1533) is 15 years old and no longer reflects best practices in transportation planning according to the national Complete Street Coalition. Updating the local Complete Streets policy will make Des Moines more competitive with all grant funding agencies. Once adopted, the new updated policy can be sent to TIB staff and posted on the TIB Complete Street grant program web page.

Estimated Cost: *$7,500 to $10,000*

Citywide Speed Study and Speed Limit Setting Policy Update

The City of Des Moines can update its method to set speed limits on streets across the city to use a context based approach, aligned with federal guidance, and designed to support the City's transportation safety goals. Many agencies set speed limits based upon standards and guidance within the Manual on Uniform Traffic Control Devices (MUTCD) as revised by the Washington Administrative Code (WAC) 468-95-045. That guidance recommends evaluation of many factors, the primary of which is the prevailing 85th percentile vehicle speed. WSDOT and many local agencies are looking to revise their policies and practices regarding speed limit setting to have the goal of injury minimization in the event of crashes in adherence to agency "Vision Zero" goals and/or utilization of Safe Systems approaches. The City of Bellingham recently completed a citywide speed study and committed to implementing new speed limit methodology that incorporates land use context and safety goals.

Estimated Cost: *$100,000 to $125,000*

Citywide Public Safety Campaign

Safety Education, Encouragement, and Enforcement

The City of Des Moines can provide widespread traffic safety and travel behavior messaging by creating a city web site with safety resources, similar to the Washington Traffic Safety Commission (WSTC) "Together We Get There" education campaign.

WSTC provides School Zone Grant funding for cities to work with school districts to identify safe routes to school, to start school zone crossing guard programs, or for law enforcement equipment needed in school zones, and support many types of safety-oriented activities and improvements.

Estimated Cost: *Public Safety Awareness & Law Enforcement Campaign - $750,000 to $1,000,000*

a. Citywide public safety campaign (Education, encouragement, signal cabinet wraps) - $150,000
b. High visibility saturation law enforcement (Intoxication, Distraction, Awareness) - $200,000
c. High visibility traffic signal cabinet wraps at 50 high-priority locations - $50,000
d. Citywide Speed Study to Assess Speed Limit Setting Policy & Practice - $500,000

8 Future Updates and Implementation Strategy

The City of Des Moines has experienced new development in certain areas, as well as significant residential growth, and the concentration of younger drivers, as well as parents traveling to and from local schools may result in new risk factors and new prioritized projects. This trend of increasing growth and infill development is expected to continue, which will create higher demand for active transportation facilities and safety improvements on Des Moines's multimodal transportation system, including State Routes.

The Des Moines 2026 CSAP is intended to be a living document that incorporates the 2026 LRSP and the 2025 PSRC RSAP. ***Every two years, the CSAP will need to be updated with new WSDOT crash data and new safety analysis in order to remain eligible for state and federal grant funding programs.***

Safety is paramount in transportation planning and there are many other grant funding programs that ask public agencies if they have prepared a CSAP or LRSP. Listed below are relevant state and federal grant funding programs that can help to fund the City of Des Moines successful implementation of transportation safety improvements. ***Table 8.1*** provides an annual calendar of grant funding programs that Des Moines can use to implement the 2026 and future CSAPs.

USDOT Safe Streets and Roads for All

A CSAP is typically prepared for the USDOT Safe Streets and Roads for All (SS4A) grant funding program that is exclusively focused on safety improvements. State DOT's are not eligible as applicants for this federal grant funding program, but can serve as funding and program partners with local public agencies. It is expected that Congress will approve funding for the extension of the SS4A grant program in the Transportation Appropriations process before October 2026.

- **Funding:** SS4A is a well-funded grant program, which means that it can be a good funding source for larger, more expensive transportation safety improvement projects. It is important to note that State DOT's are not eligible applicants for SS4A, but can be funding partners to local agency applicants for transportation safety improvements on State Routes.
- **Requirements:** SS4A also has some requirements that may be barriers for participation by smaller agencies. SS4A requires a minimum grant request of $2.5 million with a 20% ($500,000) local match requirement, which brings the minimum total project cost to $3 million.
- **Timing:** The next publication of the federal Notice of Funding Opportunity (NOFO) for SS4A grant funding is expected in March or April 2027 with implementation grant applications expected to be due in May or June 2027. Des Moines can use this 2026 CSAP to apply for a 2027 SS4A implementation grant.

WSDOT City Safety Program

The WSDOT City Safety Program requires a City to produce a LRSP to be eligible to apply for WSDOT-administered federal Highway Safety Improvement Program (HSIP) grant funding. A CSAP includes more components and is more robust than a LRSP and can fulfill the eligibility requirements for the WSDOT City Safety Program, as long as the CSAP safety analysis is based on the most current 5-year period using WSDOT crash data.

- **Funding:** The WSDOT-administered HSIP is a relatively well-funded grant program, which means that it can be a good funding source for transportation safety improvement projects from $1 million to $3 million. Des Moines used the 2026 LRSP to apply for a 2026 HSIP grant of $1,511,000 for multimodal safety improvements for 6th Avenue South in downtown.
- **Requirements:** The HSIP grant has some options that may be an advantage for participation by smaller agencies. There is no minimum grant amount requirement and there is no local match requirement, as long as the funded project can be completed within a specified time period, usually 2 to 3 years from time of funding award.
- **Timing:** The City Safety Program is offered every even numbered year (2026, 2028, etc.) and the next WSDOT call for projects and HSIP grant funding is expected in October 2027 with HSIP grant applications expected to be due in March 2028. If Des Moines uses WSDOT 2022-2026 crash data to update the CSAP safety analysis, then it can be used to apply for a 2028 HSIP grant.

To remain eligible for HSIP grants, all future CSAP updates will document projects completed and will repeat the analysis of the crash data to identify any changes from the current analysis and risk factors. Future updates to the CSAP may result in a shift of priorities as the data range changes.

WSDOT Safe Routes to School

The WSDOT Safe Routes to School (SRTS) grant funding program provides funding to improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school. Funding from this program is for projects within two miles of primary, middle and high schools (K-12). SRTS can fund infrastructure safety improvement projects, planning-level design and project development studies, or education and encouragement programs. A CSAP is not required to be eligible for the SRTS grant, but WSDOT staff will ask if the applicant has a CSAP or LRSP.

- **Funding:** The WSDOT SRTS grant program is funded by the Washington Climate Commitment Act, which means that it can be a good funding source for transportation safety improvement projects from $500,000 to $2.5 million. The City of Des Moines has received WSDOT SRTS grant funding in the past.
- **Requirements:** The WSDOT SRTS grant has some options that may be an advantage for participation by smaller agencies. There is no minimum grant amount requirement and there is no local match requirement, as long as the funded project can be completed within a specified time period, usually 2 to 3 years from time of funding award.
- **Timing:** The SRTS grant is offered every even numbered year (2026, 2028, etc.) and the next WSDOT call for projects and SRTS grant funding is expected in January 2028 with SRTS grant applications expected to be due in April 2028.

WSDOT Pedestrian Bicyclist Program

The WSDOT Pedestrian Bicyclist Program (PBP) grant funding program provides funding to

improve pedestrian and bicyclist safety and mobility and to increase active transportation trips. The PBP grant can fund infrastructure safety improvement projects and planning-level design and project development studies for active transportation. A CSAP is not required to be eligible for the PBP grant, but WSDOT staff will ask if the applicant has a CSAP or LRSP.

- **Funding:** The WSDOT PBP grant program is funded by the Washington Climate Commitment Act, which means that it can be a good funding source for transportation safety improvement projects from $250,000 to $2 million.
- **Requirements:** The WSDOT PBP grant has some options that may be an advantage for participation by smaller agencies. There is no minimum grant amount requirement and there is no local match requirement, as long as the funded project can be completed within a specified time period, usually 2 to 3 years from time of funding award.
- **Timing:** The PBP grant is offered every even numbered year (2026, 2028, etc.) and the next WSDOT call for projects and PBP grant funding is expected in January 2028 with PBP grant applications expected to be due in April 2028.

Sandy Williams Connecting Communities Grant

The Washington State Legislature established the Sandy Williams Connecting Communities Program (SWCCP) to improve active transportation connectivity for people walking, biking and rolling on current and former state highways (RCW 47.04.380). This program emphasizes social equity needs and serves communities affected by barriers to opportunity and environmental health disparities. WSDOT works with program grantees to develop new or improved active transportation infrastructure on state and former highways. This includes quick-build or permanent features like greenways, sidewalks, protected bike lanes or crossings, as well as speed management and safety enhancements.

- **Funding:** The WSDOT SWCCP grant program is funded by the Washington legislature with approximately $10 million available statewide each year. This can be a good funding source for transportation safety improvement projects with a wide range of funding costs for:
  - **Planning:** Funding for equitable, community-centered transportation planning focused on restoring community connectivity, public engagement, and developing local policies to prevent displacement. Includes early design from 10-30 percent.
  - **Quick Build:** A quick build project is a design build construction project that is a community-driven safety improvement that can last from a few days to a few years.
  - **Design:** Funding for 100% of the design
  - **Construction:** These construction funds can be used to build Complete Streets to restore or improve community connectivity; remedy physical barriers that divide communities from employment, education, and opportunity; and address facilities burdening local communities from an environmental justice perspective.
- **Requirements:** The WSDOT SWCCP grant has some requirements that may prevent some agencies from developing competitive applications. There is no minimum grant amount requirement and there is no local match requirement, as long as the funded project can be completed within a specified time period, usually 2 to 3 years from time of funding award.
- **Timing:** The SWCCP grant is offered every annually and the next WSDOT call for projects and SWCCP grant funding is expected in autumn 2026.

Transportation Improvement Board

The Washington State Transportation Improvement Board (TIB) funds high priority transportation projects in communities throughout the state to enhance the movement of people, goods and services. TIB is an independent state agency, created by the Legislature, that distributes and manages street construction and maintenance grants to 320 cities and urban counties throughout Washington State. TIB provides grant funding to cities with a population of 5,000 or more and counties with urban unincorporated areas through three grant programs: the Urban Arterial Program (UAP), the Active Transportation Program (ATP), and the Arterial Preservation Program (APP). Projects are selected annually on a competitive basis.

The **Urban Arterial Program** funds projects in one of the following bands: Safety, Commercial Growth and Development, Mobility, and Physical Condition.

The **Active Transportation Program** provides funding to improve pedestrian and cyclist safety, enhanced pedestrian and cyclist mobility and connectivity, or improve the condition of existing facilities.

The **Arterial Preservation Program (APP)** provides funding for overlay of federally classified arterial streets (principal, minor) in cities with a population greater than 5,000 and assessed valuation less than $3 billion. Although the program offers critical preservation assistance, it is not enough to substitute for a city's street maintenance program. Therefore, the program is limited to overlay to defray high-cost preservation projects, allowing cities to concentrate limited resources on lower cost preventative maintenance.

The **Complete Streets Award** is a funding opportunity for local governments that have an adopted complete streets ordinance. Applicants may seek funding to build streets to accommodate all users, including pedestrians, access to transit, cyclists, and motorists of all ages and abilities.

- **Funding:** Funding for TIB's urban grant programs comes from revenue generated by three cents of the statewide gas tax. Funding for the Complete Streets Program comes from the Climate Commitment Act.
- **Requirements:** The TIB grants have requirements for participation by public agencies. To be eligible, projects seeking TIB urban funding (UAP, ATP, APP) must be located within the federally designated urban area and be in compliance with the Growth Management Act. Projects seeking Complete Streets funding do not need federal classification, but the agency is required to have an adopted Complete Streets ordinance. There is no minimum grant amount requirement, but there is a local match requirement based on the assessed valuation of the public agency.
- **Timing:** All TIB grant programs are offered annually and the next TIB call for projects and grant funding is expected in May 2027 with grant applications expected to be due in July 2027.

***Table 8.1*:** Annual Grant Programs and Timelines to Prepare, Develop, and Submit Applications for Transportation Safety Improvements

PROGRAM TITLE	PREREQUISITES	FUNDING SOURCE	AWARD AGENCY	LOCAL MATCH	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Washington State Legislature			State	State	NOFO	APP				NOA						
Safe Routes to School (SRTS)	Comprehensive Plan & 6-Year TIP Project	Federal	WSDOT	None[2]		NOFO			APP		NOA[4]					REC[3]
Pedestrian Bicycle Program (PBP)	Comprehensive Plan & 6-Year TIP Project	Federal	WSDOT	None[2]		NOFO			APP		NOA[4]					REC[3]
Regional Mobility Grant	Transit Agency Transit Development Plan	State	WSDOT			Pre-Ap	PA Due	NOFO	NOA	APP						
Safe Streets and Roads for All (SS4A)	Comprehensive Safety Action Plan	Federal	USDOT	20%			NOFO			APP						NOA
Better Utilizing Investments to Leverage Development (BUILD) - Urban application		Federal	USDOT	0-20%												
Surface Transportation Block Grants (STBG)	Comprehensive Plan & 6-Year TIP Project	Federal	MPO/RTPO	13.5%				NOFO		APP		NOA				
Transportation Alternatives (TA)	Comprehensive Plan & 6-Year TIP Project	Federal	MPO/RTPO	13.5%				NOFO		APP		NOA				
Transportation Improvement Board (TIB)																
Urban Arterial Program (UAP)	Federal Functional Classified Street	State		10-20%						NOFO		APP			NOA	
Complete Streets Program (CSP)	Adopted Complete Streets Ordinance	State		10-20%						NOFO		APP			NOA	
Active Transportation Program (ATP)	Federal Functional Classified Street	State		10-20%						NOFO		APP			NOA	
Reconnecting Communities		Federal	USDOT				NOA					NOFO	APP			
Highway Safety Improvement Program (HSIP)	Local Road Safety Plan	Federal	WSDOT			APP							NOA	NOFO		
City Safety Program (Even Years)	"	"	"	N/A[1]		"							"	"		
County Safety Program (Odd Years)	"	"	"	N/A[1]		"							"	"		

1. No local match required as long as agency obligates funds according to schedule.
2. No local match required to offer equitable access to grant funds for low-income agencies.
3. WSDOT issues list of prioritized recommended projects based on preliminary funding allocation.
4. Funding dependent on biennial State legislative budget adopted July 1

Timeline Acronyms:

NOFO = Notice of Funding Opportunity	Pre-Ap = Pre-Application	APP = Application Due	REC = Recommended to Legislature	NOA = Notification of Award



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Comprehensive Safety Action Plan

October 29, 2026

Presentation Overview

- ❑ Background & Process
- ❑ Best Practices for Safety
- ❑ Des Moines Comprehensive Safety Action Plan
  - ❑ Vision Zero
  - ❑ Planning Structure
  - ❑ Public Engagement
  - ❑ Crash Safety Analysis
  - ❑ Proven Safety Countermeasures & Strategies
  - ❑ Policies and Practices
  - ❑ Priority Safety Locations and Projects
  - ❑ Implementation
- ❑ Next Steps



Background & Process

2024 Comprehensive Plan and 20-Year (2025-2044) Transportation Project List

↓

2026 Local Road Safety Plan and WSDOT HSIP grant (March 2026)

↓

Vision Zero Commitment – Resolution 1497 (May 2026)

↓

Comprehensive Safety Action Plan (October 2026)

↓

Various State and Federal Transportation Safety Grants (2027-2034)

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National Best Practices - Safety

Safe System Approach

- Commitment to Vision Zero
- Community involvement
- Historic crash data analysis
- Emphasis on vulnerable road users
- Proactive risk assessment
- Countermeasure identification
- Systemic improvement identification
- Prioritization of improvements
- Tracking progress made

Safer Land Use = WSDOT Innovation



Washington State Safe System Approach
(Source: Washington's 2024 Strategic Highway Safety Plan)

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Components of Des Moines CSAP

- **Resolution 1497 - City Council Commitment to Vision Zero**
  - Council approved May 14, 2026
- **Planning Structure**
  - Agency participation WSDOT, WSTC, PSRC, King County, City
- **Public engagement**
  - 2024 Des Moines Comprehensive Plan & 2025 PSRC RSAP
- **Crash Safety Analysis**
  - High-injury network maps & proven safety countermeasures
- **Proven Safety Countermeasures**
  - Effective safety improvements designed for context and circumstances
- **Audit of City transportation safety goals, policies, and practices**
  - Status & recommendations to strengthen (Complete Streets, Speed limits)
- **Safety Priority Locations, Projects, and Programs**
  - City streets, State Routes, and citywide studies and programs
- **Implementation Strategy, Progress, and Transparency**
  - Annual safety progress report included with annual 6-Year TIP

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Planning Structure

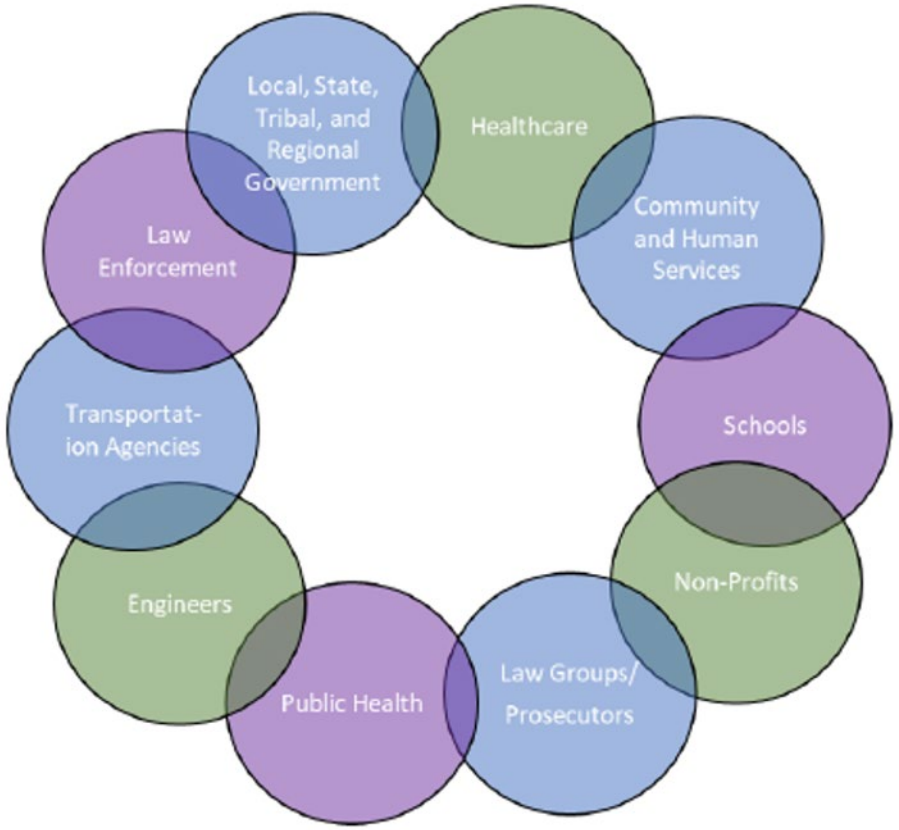


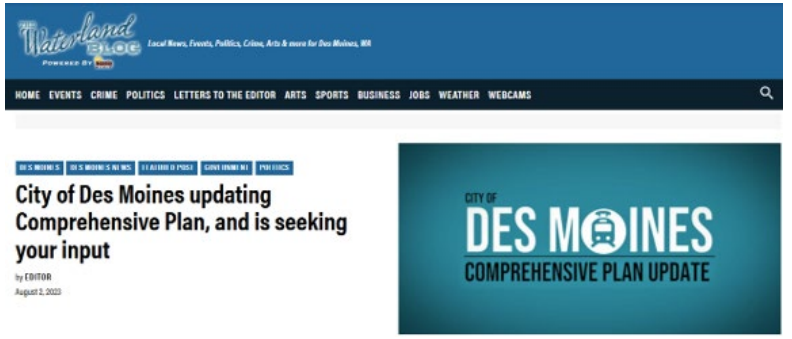
Figure 2.3 Region 8 (South King County) Target Zero Coalition Representatives

- Law enforcement
- Public health
- Community and prevention groups
- Prosecutors
- Emergency medical services
- Fire districts
- School districts
- Tribal councils
- Public transit, and
- Transportation planning and engineering.

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Public Engagement

- Many opportunities, activities, and public meetings for community engagement in:
- 2024 Des Moines Comp Plan
- 2025 PSRC Regional Safety Action Plan
- 2026 Public meetings LRSP, Vision Zero, and 6-Year Transportation Improvement Program

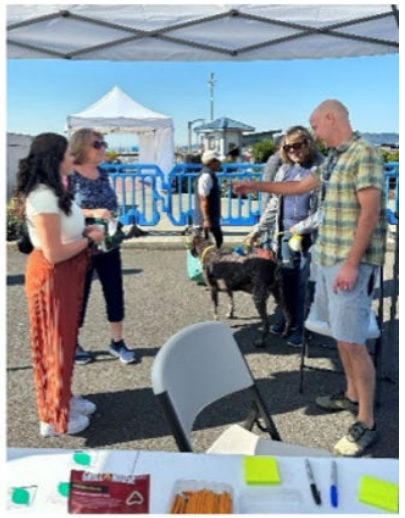








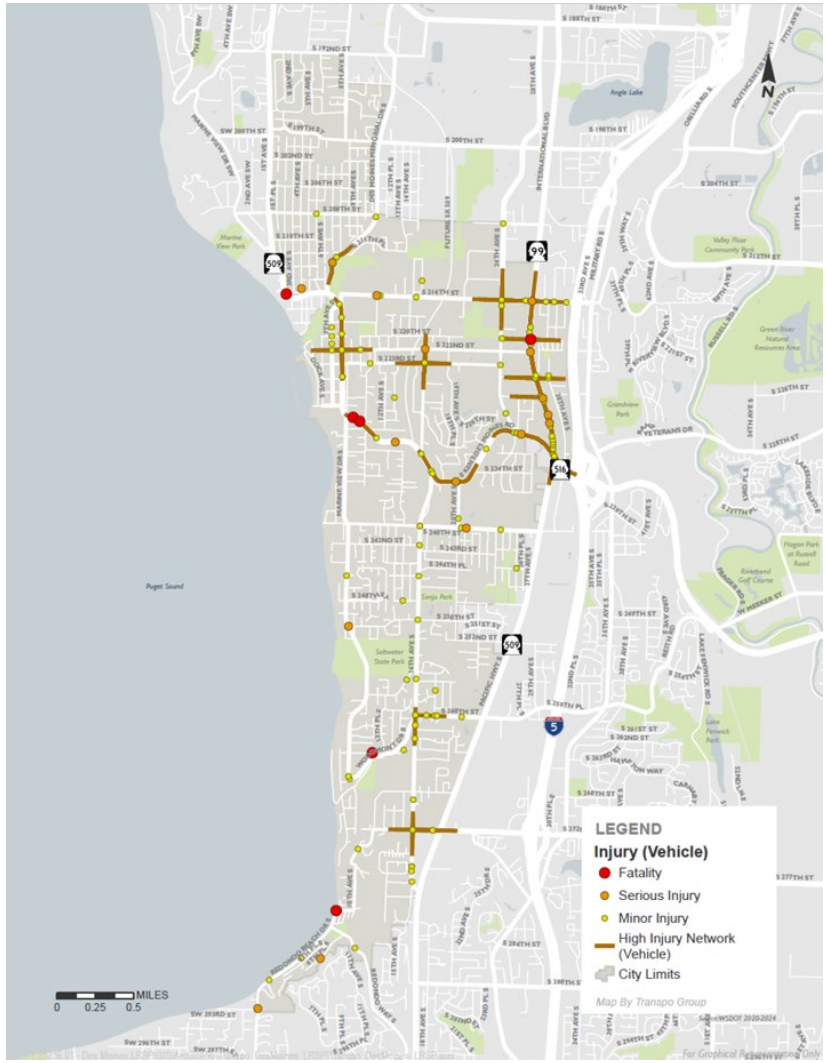


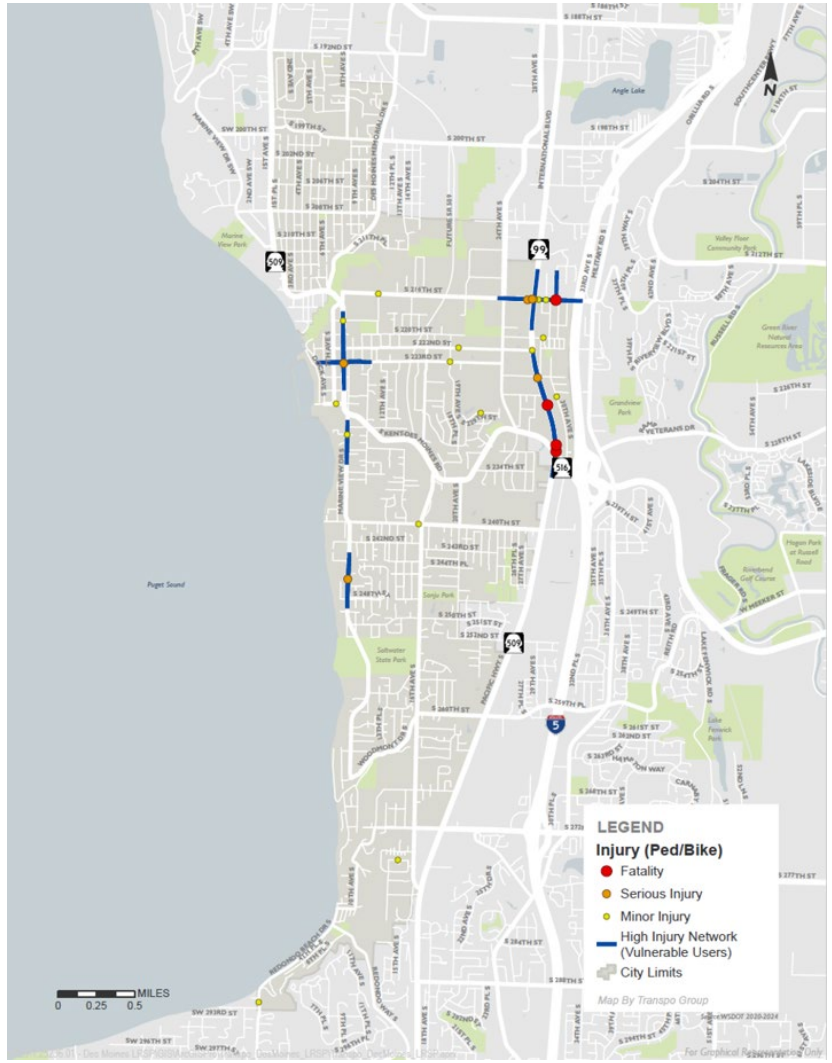


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Safety Analysis

- High Injury Networks
- Vehicle crashes & Vulnerable user crashes
- Fatalities, Serious Injuries & Minor Injuries





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Proven Safety Countermeasures

U.S. Department of Transportation
Federal Highway Administration

FHWA's Proven Safety Countermeasures initiative (PSCi) is a collection of countermeasures and strategies effective in reducing roadway fatalities and serious injuries on our Nation's highways.

Pedestrian


Crosswalk Visibility Enhancements


Leading Pedestrian Interval


Medians and Pedestrian Refuge Islands in Urban and Suburban Areas


Pedestrian Hybrid Beacons


Rectangular Rapid Flashing Beacons (RRFB)


Walkways

Roadway Departure


Enhanced Delineation for Horizontal Curves


Longitudinal Rumble Strips and Stripes on Two-Lane Roads


Median Barriers


Roadside Design Improvements at Curves


SafetyEdge℠


Wider Edge Lines

Intersections


Backplates with Retroreflective Borders


Corridor Access Management


Dedicated Left- and Right-Turn Lanes at Intersections


Reduced Left-Turn Conflict Intersections


Roundabouts


Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections


Yellow Change Intervals

Crosscutting


Lighting


Local Road Safety Plans


Pavement Friction Management


Road Safety Audit

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Low-Cost, High-Impact Strategies

Low-Cost, High-Impact Strategies for Multimodal Transportation Improvements		
$ = Less than $10,000 $$ = $10,000-$50,000; $$$ = $50,000 - $100,000 $$$$ = $100,000 - $500,000 $$$$$ = More than $500,000		
Pedestrian Improvements	**Scale**	**Relative Cost**
Lead Pedestrian Interval (LPI) phase at traffic signals	Per Signal	$
ADA curb ramp installation/upgrade	Per Ramp	$
Rectangular Rapid Flashing Beacon (RRFB) crosswalks	Per Location	$$
ADA-compliant concrete sidewalks with curbs & gutters	Per block	$$$$
Bicycle Improvements		
Wider edge lines between vehicle and bicyle lanes	Per block	$
Green bike boxes at traffic signals	Per Signal	$$
Marked bicycle lanes (5' minimum width)	Per block	$$$
Separated off-street 10 to 12 feet wide paved multiuse trails	Per block	$$$$
Transit-Supportive Improvements		
Bus stop benches	Per Location	$
Weather-protected transit shelter	Per Location	$$
Transit bus queue jump signal	Per Location	$$
ADA-compliant transit island for in-lane passenger boarding	Per Location	$$$
Multimodal (Pedestrian, Bicycle, Transit, Vehicle) Improvements		
Fixed radar detecting speed feedback signs	Per Location	$
Automated speed safety cameras	Per Location	$$
Overhead street lighting	Per block	$$$
Full phase traffic signals: expense increases with number of lanes	Per Location	$$$$$
Multimodal roundabouts with crossing refuges and bike ramps	Per Location	$$$$$

There are many safety improvement options that are low-cost and affordable with proven effectiveness.

Some can be implemented with local City funding and some may require state or federal grant funding



Figure 5.6 Example signal cabinet wraps in Mount Vernon, WA

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Policies and Practices

Table 6.1 City of Des Moines Transportation Safety Plan and Policy Inventory, Status, and Recommendations for Updates											
Status	**GMA Transportation Element**	**Transportation Element Safety Policies**	**Local Road Safety Plan**	**Vision Zero Policy**	**Comprehensive Safety Action Plan**	**Complete Streets Policy**	**Speed Limit Setting Policy**	**ADA Transition Plan**	**Pedestrian Network Map**	**Bicycle Network Map**	**Safe Routes to School Policies**
Completed	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Date Adopted	2024	2024	2026	2026	2026	2012	2019	2019	2024	2024	2024
Web Site Link	Comp Plan Chpt 3	Comp Plan Chpt 3	LRSP	Resolution 1497	CSAP	Ordinance 1533	Chapter 10.20	ADA Plan	Comp Plan Chpt 3	Comp Plan Chpt 3	Comp Plan Chpt 3
Recommended Next Update	2034 GMA Update Cycle	2034 GMA Update Cycle	HSIP Application March 2028	2034 GMA Update Cycle	2022-2026 WSDOT Crash Data & Safety Analysis 4th Quarter 2027	***Significantly Out-of-Date Needs Update 2026-2027***	Limited Application; Citywide Speed Limit Study 2027	As Needed Per Federal Regulations	Future Mode-Specific Plan Before 2034 GMA Update	Future Mode-Specific Plan Before 2034 GMA Update	2034 GMA Update Cycle

Overall:
Des Moines is in good shape regarding current national best practices for multimodal transportation

Exception:
Complete Streets ordinance is 15 years old and in need of update to be consistent with national best practices

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Safety Priorities – City Streets

Recommendations for locations identified on CSAP High-Injury Network maps:

- **South 216th Street Safety Feasibility Study** (SR 509 to SR 99)

  Options: **Access management, mid-block crossings, speed reduction, signal timing**

  Estimated Study Cost: $100,000 to $150,000 *(Transit partnership*)*

- **Des Moines Memorial Drive South** (SR 509 to 350 feet NE of South 212th St)

  Options: **Rumble strips, speed feedback signs, streetlights, crossings at bus stops**

  Estimated Cost: $500,000 to $1,000,000+ *(Transit partnership*)*

- **Marine View Drive South Active Transportation Safety Improvements**

  (SR 516 Kent Des Moines Road to South 252nd Street at Saltwater State Park)

  Options: **ADA ramps, sidewalks, crossings at or near 8 bus stops, etc.**

  Estimated Cost: $1,750,000 to $3,000,000 *(Transit partnership*)*

* *City of Des Moines can work with Transit agency on to help fund studies, improvements, or contributions toward (13% - 20%) local funding match requirement for state and federal grants*

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Safety Priorities – City Streets

Recommendations for locations identified on CSAP High-Injury Network maps:

- **16th Avenue South Multimodal Intersection Safety Improvements**
  - **16th Avenue South and South 223rd Street**
    - **Options:** Intersection Conflict Warning System detection loops, ADA
  - **16th Avenue South and South 272nd Street**
    - **Options:** Signal timing improvements, Lead Pedestrian Interval signal phase, ADA, sidewalks
  - **16th Avenue South and South 260th Street**
    - **Options:** Signal timing improvements, Lead Pedestrian Interval signal phase, ADA, Intersection reconstruction to remove right slip lane at Woodmont Drive to improve sight distance, slow vehicle speeds, improve yield, reduce crash risk

    Estimated Cost: Unknown; Each location will require specific cost estimates

- **Downtown Active Transportation Improvements**

  Options: ADA ramp upgrades, LPI signal phases, curb extensions to shorten crossings, and sidewalks

  Estimated Cost: $1,500,000+

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Safety Priorities – City Streets

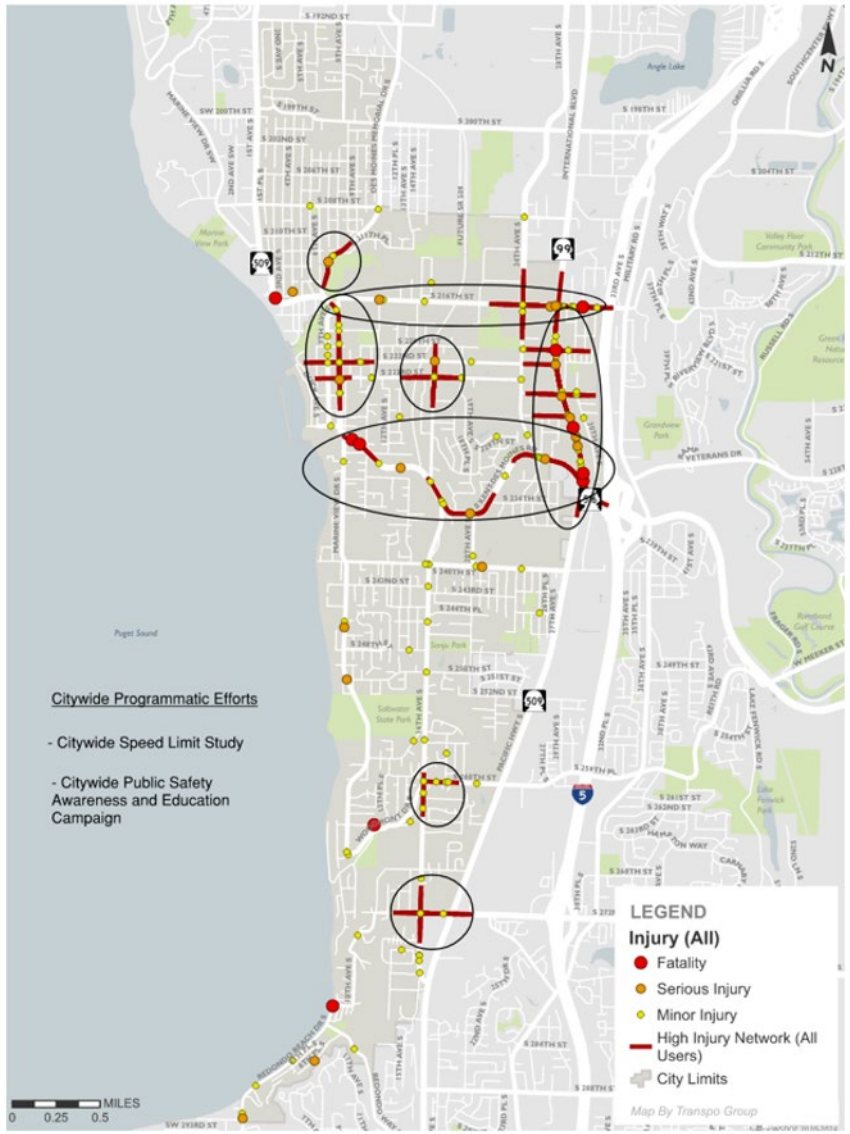


Figure 7.1 High-Injury Network Priority Locations for All Users

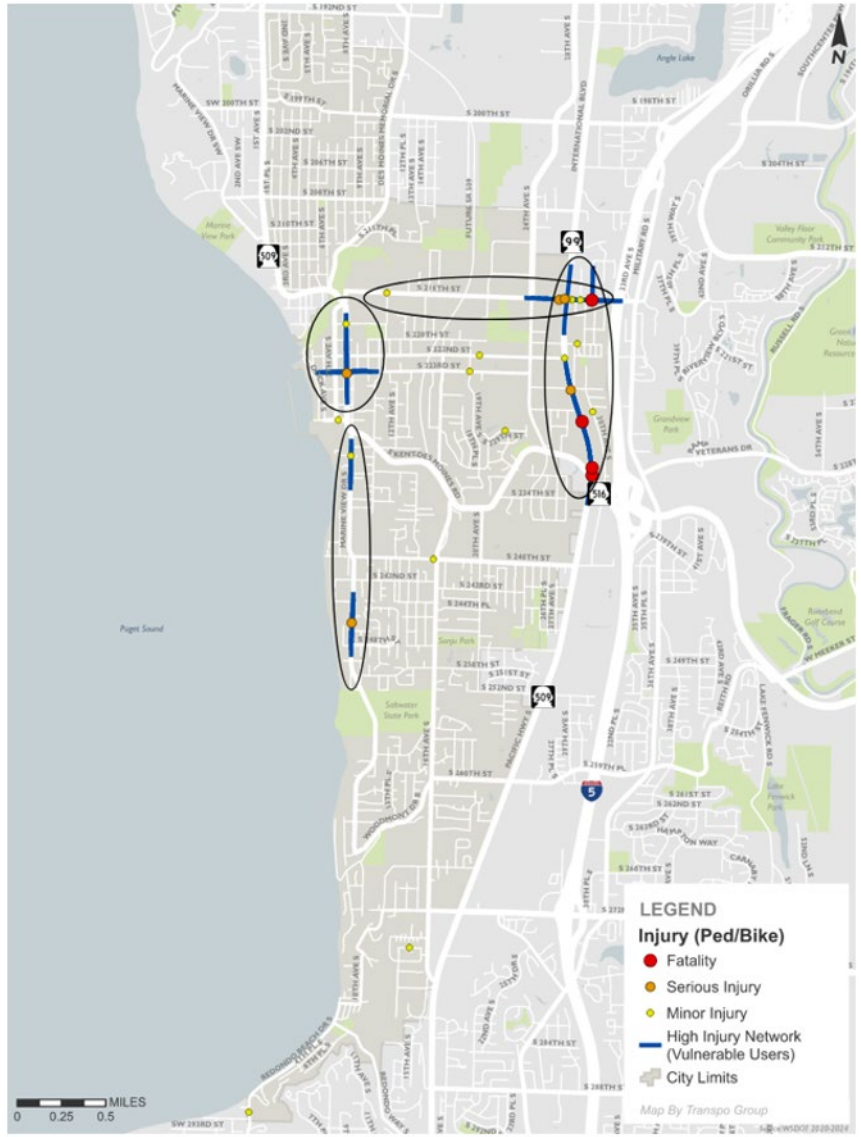
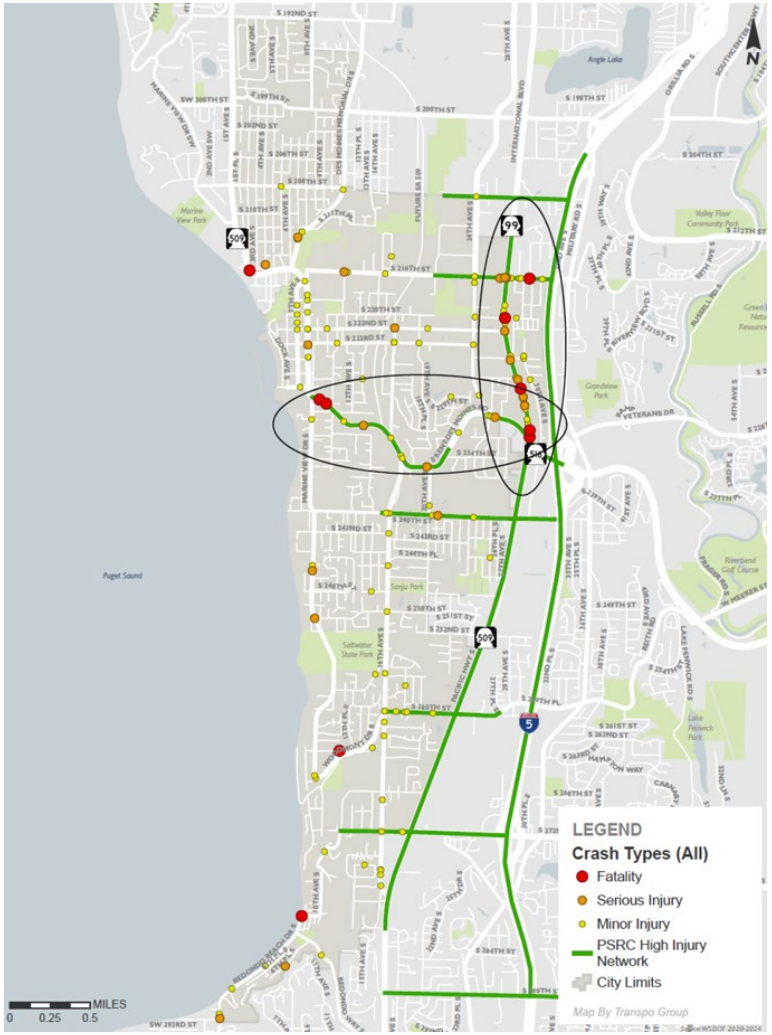


Figure 7.2 High-Injury Network Priority Locations for Vulnerable Users

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Safety Priorities – State Routes



The City of Des Moines can partner with WSDOT to address safety needs on State highways, but without dedicated WSDOT funding this could be very challenging.

- **Pacific Highway South (SR 99)**
  - **Options: Rumble strips, speed feedback signs, streetlights, crossings at transit stops, automated speed cameras, etc.**
- **Kent-Des Moines Road South (SR 516)**
  - **Options: Rumble strips, speed feedback signs, streetlights, crossings at transit stops, automated speed cameras, etc.**

- **Estimated Cost: Unknown; Each State Route location will require individual cost estimates for specific treatments**

Based on the types and contributing circumstances of the crashes on these State Routes, the City can work with WSDOT to secure funding for safety countermeasures designed to increase driver awareness of road space and reduce risks to vulnerable users.

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Citywide Safety Programs

- **Complete Streets Policy Update**

City of Des Moines Complete Streets policy (Ordinance 1533) is 15 years old and no longer reflects best practices in transportation planning according to the national Complete Street Coalition.

Estimated Cost: $7,500 to $10,000

- **Citywide Speed Study and Speed Limit Setting Policy Update**

The City of Des Moines can update its method to set speed limits on streets across the city to use a context-based approach, aligned with federal guidance, and designed to support the City's transportation safety goals. WSDOT and many local agencies are looking to revise policies and practices for speed limit setting with a goal of injury minimization in the event of crashes in adherence to agency "Vision Zero" goals and/or utilization of the Safe Systems Approach. The City of Bellingham recently completed a citywide speed study and is implementing speed limit methodology based on land use context to achieve safety goals.

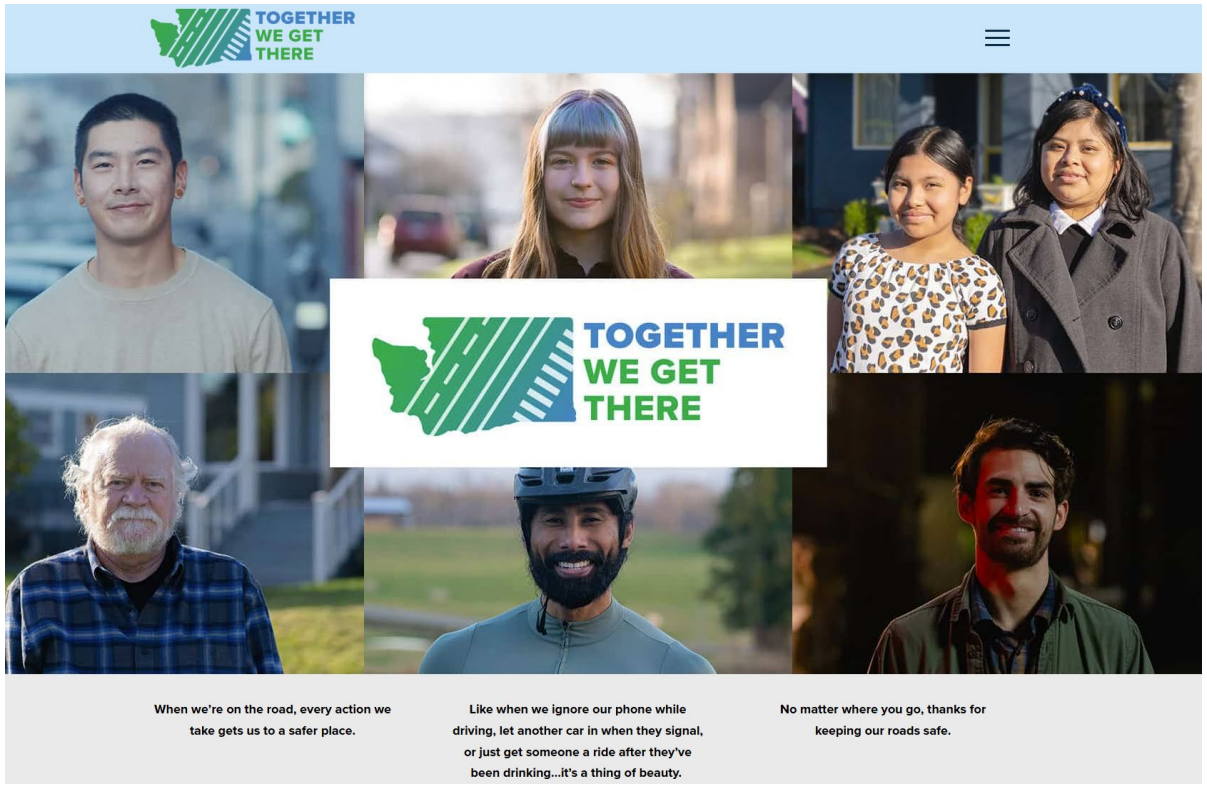
Estimated Cost: $100,000 to $125,000

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Citywide Safety Programs

- **Citywide Public Safety Campaign**

The City of Des Moines can provide widespread traffic safety and travel behavior messaging by creating a city web site with safety resources, similar to the Washington Traffic Safety Commission (WSTC) "Together We Get There" education campaign.



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CSAP Implementation

Seek Upcoming State and Federal Grant Opportunities

2027 USDOT Safe Streets and Roads for All (SS4A)[1]

- Notice of Funding Opportunity March 2027; Application due May 2027

2027 Transportation Improvement Board (TIB)[1]

- Urban Arterial, Active Transportation, Complete Streets grant programs
- Call for Projects – May 2027; Applications due July 2027

2028 WSDOT Highway Safety Improvement Program (HSIP)[2]

- Call for projects - October 2027; CSAP & Application due March 2028
- Update WSDOT crash data, safety analysis, and safety improvements

2028 WSDOT Safe Route to School[2]

- Call for Projects – January 2028; Application due April 2028

2028 WSDOT Pedestrian Bicycle Program[2]

- Call for Projects – January 2028; Application due April 2028

Notes:

1. Annual grant programs
2. Biennial grant programs in even numbered years

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Questions and Discussion

Suggested Motion:

“I move to adopt Draft Resolution No. 26-041, adopting the City of Des Moines Comprehensive Safety Action Plan.”

Des Moines
WATERLAND CITY