AGENDA

City of Clyde Hill
Council Meeting
Tuesday, March 8, 2016 - 7:00 PM
Clyde Hill City Hall

Page

1. CALL TO ORDER & PLEDGE OF ALLEGIANCE

2. ROLL CALL

3. APPROVAL OF MINUTES:

5 - 7 3.1. Approval of the February 9, 2016, regular Council Meeting Minutes
2-9-16 Council

4. PRESENTATIONS TO COUNCIL:

4.1. Muscular Dystrophy Association Presentation to the City Council

5. ORAL COMMUNICATIONS:

5.1. Opportunity for brief comments to the City Council about items not on the agenda

6. REPORT ON MEETINGS AND REGIONAL ITEMS OF INTEREST TO CLYDE HILL:

9 - 30 6.1. - SR 520 Related, Eastside Transportation Project **(ETP)** & Points Cities Mayor's Meeting
- Mayor Martin
Roundabout Changes
Proposed Roundabout Fixes Picts
ETP Meeting Overview
Mayor's Mtg Agenda
SR520 Grand Opening Invitation

SR 520 Grand Opening Information

31 - 165 6.2. - Metropolitan Solid Waste Management Advisory Committee **(MSWMAC)** & Sound Cities Association **(SCA)**
- Councilmember Seibert
Sound Cities March 2016 Packet
MSWMAC-Agenda

6.3. - North East King County Regional Public Safety Communication Agency **(NORCOM)** & Lake Washington/Cedar/Sammamish Watershed **(WRIA 8)**
- Councilmember Dodds

6.4. - Emergency Management Advisory Committee **(EMAC)**
- Councilmember Klaas

167 - 196 6.5. Other items of regional interest to Clyde Hill
Key 2016 budget issues for cities
Fire Insurance Memo
Sound Transit Update Slides
Regional Data From PSRC
New Metro GM

7. MOTIONS FOR CONSIDERATION:

197 - 208 7.1. Discussion and consideration of a motion directing staff to follow up on street-side parking in Clyde Hill.
Parking Study
Attachment #1 - Parking Conditions & Bus Routes
Attachment #2 - Study Areas

209 - 221 7.2. Consideration of **Ordinance #942** amending Sections 10.20.070 and 10.20.080 of the Clyde Hill Municipal Code regarding parking restrictions on Points Drive (east of 92nd Ave Roundabout)
N Pts Dr Parking Restriction Memo
Ordinance #942 - 92nd No Parking
Resident email Request

223 - 232 7.3. Consideration of a motion to authorize the Mayor to enter into a contract with Watson Asphalt Paving Co., Inc. for services to construct the City's 2016 Street Overlay Program
Overlay Memo
2016 Overlay Bid Results
2016 Overlay Bid Tabs
Contract - Watson

233 - 251 7.4. Consideration of a motion to authorize the Mayor to enter into a contract

with KPG, Inc. for engineering services in conjunction with the 24th St. - 92nd Ave. Sidewalk Project
24th-92nd Sidewalk Engineering Memo
KPG 2016 24th-92nd Sidewalk Agreement
Exhibit A - 24th & 92nd Sidewalk
24th Sidewalk Preliminary Concept
92nd Sidewalk Preliminary Concept

253 - 278 7.5. Consideration of a motion to authorize the Mayor to enter into a contract with KPG, Inc. for on-call engineering services
KPG On-Call Engineering Memo
KPG 2016 On-Call Contract
KPG Proposal

279 - 284 7.6. Consideration of a motion to authorize the Mayor to enter into a contract with the Materials Management Division of the State of Minnesota for purchasing services
Management Brief
Attachment #1 - Letter from MMD
Attachment #2 - Proposed Agreement

8. DEPARTMENT REPORTS:

285 - 296 8.1. Administrator's/Treasurer's Report
- Mitch Wasserman, City Administrator/Treasurer
March Admor's Rept
March Treasurer's Report
2016 Major Undertakings - Project Management Schedule
2016 February Newsletter

297 - 301 8.2. Public Works/Building Report
- Craig Olson, PW Director/City Engineer
Public Works Mar 2016 Report
Bldng Prmt Rpt - Feb 2016
Prmts Issd Feb 2016

303 - 311 8.3. Police/Fire Report
- Bill Archer, Police Chief
Police Report 3-8-16

9. PAYMENT OF THE MONTHLY BILLS:

313 - 329 9.1. Consideration of a motion to approve the February 2016 bills as presented
3-8-16 Council

10. NEW BUSINESS:

331 - 333 10.1. Council Emergency Preparedness Training
Council Emergency Training

11. ADJOURN

CITY OF CLYDE HILL
MINUTES OF THE CITY COUNCIL MEETING
FEBRUARY 9, 2016

CALL TO ORDER
Mayor Pro Tem Barre Seibert opened the regular meeting of the Clyde Hill City Council on Tuesday, February 9, 2016, 7:00 PM, at the City Hall.

ROLL CALL AND FLAG SALUTE
Those present were Mayor Pro Tem Seibert and Council members Klaas and Moore. Mayor Martin and Council members Baker and Dodds were excused. City Administrator Wasserman, Assistant City Administrator Greenwood, Public Works Director Olson, Chief Archer and Deputy City Clerk Benjamin represented the Administration.

Mayor Pro Tem Seibert led the audience in the flag salute.

Residents of the City in the audience were:

Shawn & Heidi Kearny	9005 Points Drive NE, Clyde Hill
Jim & Louise Gordon	9001 Points Drive NE, Clyde Hill
Larry & Kalie Nguyen	9007 Points Drive NE, Clyde Hill
Jim & Bridget Neal	9011 Points Drive NE, Clyde Hill
Olga Beykozlu	3031 92nd Place NE, Clyde Hill

APPROVAL OF JANUARY 12, 2016 REGULAR COUNCIL MEETING MINUTES
By motion of Ms. Klaas and second by Mr. Moore, the Council approved the minutes from the January 12, 2016 regular Council Meeting. The vote was unanimous.

ORAL COMMUNICATIONS
Shawn Kearny discussed his concerns regarding parking, sight visibility while pulling out of driveways and the overall safety along Points Drive NE. Mr. Kearny feels that due to significant increases in commuter parking on Points Drive, it has become an extremely dangerous situation for the residents. Additional problems he mentioned include: constant littering, increased noise, disruptions in garbage pickup and mail carrier deliveries due to lack of access/parking and visitors having limited/no places to park. Mr. Kearny suggested several remedies to address this problem. These include: limit street parking to three hours, require permit parking from 7am to 5pm, red striping and/or no parking signs that protect driveway visibility, speed bumps, speed meter display, have WSDOT build parking on 92nd lid and enforce speed limits.

Jim and Louise Gordon also discussed their safety concerns regarding the increased number of cars parked along Points Drive NE.

Larry and Kalie Nguyen explained the difficulty and hazardous conditions when attempting to pull out of their driveway. They also noted their concerns of safety for children and other pedestrians.

Jim and Bridgett Neal also voiced their concerns of safety, traffic and parking along Points Drive NE.

Olga Beykozlu noted an increase of cut through traffic along her street, 92nd Place NE. She believes commuters are using this route as a short cut to access Points Drive NE.

Jennifer Fischer, Executive Director for Bellevue LifeSpring, provided the Council with information about the organization. Bellevue LifeSpring focuses its services on promoting stability and self-sufficiency, and provides college scholarships for Bellevue's graduating seniors; youth programs including summer school tuition, back-to-school clothes, enrichment activities, and nutritious meals during school breaks; holiday assistance through the Adopt-a-Family program; emergency financial assistance to prevent loss of daycare, utility disconnection and eviction; and uniquely individualized services to help adults returning to school.

Administrator Wasserman addressed the residents' concerns and assured them that the City and the Council are aware of the issues related to parking along Points Drive NE. Mr. Wasserman further explained where the City was at and what it is considering in order to address the situation. In the immediate future, the City will be red striping the curbs to help with the driveway access and visibility issues. In addition, the staff will work on a solution for the parking issue and present an option(s) for the Council to review at its next meeting.

REPORT ON MEETINGS AND REGIONAL ITEMS OF INTEREST TO CLYDE HILL
Administrator Wasserman provided an update on the following meetings: Points Mayors', Bellevue Transportation and Medina City Manager.

Council member Seibert provided an update on Solid Waste matters.

Council member Klaas provided an update on emergency management.

A REGIONAL COALITION FOR HOUSING (ARCH) MATTERS
Arthur Sullivan, ARCH Program Manager, discussed ARCH's 2016 budget and work plan with the Council. Mr. Sullivan also discussed the projects ARCH will be focusing on for 2016.

Villette Nolon, committee member for Imagine Housing, thanked the City and Council members for their support.

By motion of Ms. Klaas and second by Mr. Moore, the Council accepted the ARCH 2016 budget and work plan as recommended by the ARCH Executive Board. The vote was unanimous.

By motion of Mr. Moore and second by Ms. Klaas, the Council approved Resolution #582 to authorize a total of $7,500 for the Imagine Housing Totem Lake (Phase 2) Senior Apartments Amendment Project, as recommended by the ARCH Executive Board. The vote was unanimous.

CONSIDERATION OF A MOTION TO AUTHORIZE THE MAYOR TO SIGN AN ENGINEERING SERVICES AGREEMENT WITH KPG TO CONDUCT A TRAFFIC STUDY AND DESIGN PLANS FOR AN 84TH AVENUE PHASE II PROJECT
By motion of Ms. Klaas, seconded by Mr. Moore, the Council authorized the Mayor to sign an engineering services agreement with KPG. The vote was unanimous.

CONSIDERATION OF A MOTION TO AUTHORIZE THE MAYOR TO SIGN AN AGREEMENT WITH RETURNMEDS LLC. FOR PHARMACEUTICAL COLLECTION AND DISPOSAL PROGRAM SERVICES
By motion of Ms. Klaas, seconded by Mr. Moore, the Council authorized the Mayor to sign an agreement with ReturnMeds LLC. The vote was unanimous.

CONSIDERATION OF ORDINANCE #941 AMENDING CHAPTERS 17.50, 17.77 AND 19.01 OF THE CLYDE HILL MUNICIPAL CODE REGARDING WIRELESS COMMUNICATIONS FACILITIES
By motion of Ms. Klaas and second by Mr. Moore, the Council approved Ordinance #941. The vote was unanimous.

ADMINISTRATOR'S/ TREASURER'S REPORT
Administrator Wasserman introduced John Greenwood, Assistant City Administrator, to the Council.

Mr. Wasserman provided an update on a recent public records request and noted that the request has been withdrawn. The City will now try to turn this experience into a positive by increasing its effort to implement a more active records retention policy and digitize more of its records.

PUBLIC WORKS/ BUILDING REPORT
Public Works Director Olson noted that the City has selected the consulting team of KPG and DKS to do our traffic study and design of the 84th Avenue signal and overlay project.

POLICE/ FIRE REPORT
Chief Archer informed the Council that twenty individuals submitted applications for the open police officer positions. Testing will begin in March.

PAYMENT OF THE MONTHLY BILLS
Those claims authenticated and certified by the City's auditing officer as required by RCW 42.24.080 and those expense reimbursement claims certified by submitting officers or employees as required by RCW 42.24.090 have been recorded on a list and made available to the Council. By motion of Mr. Seibert, seconded by Ms. Klaas, the Council approved for payment the claims set forth in the detailed list provided to the Council, summarized as follows:

> Claims Checks #34148 through #34213 in the total amount of $78,750.55,
> Payroll Payments #21489 through #21514 and Payroll Record of Direct Deposits in the total amount of $171,521.67. Bank service charges: $136.29.
>
> TOTAL AMOUNT OF APPROVED PAYMENTS - $250,408.51

The vote was unanimous.

NEW BUSINESS
There was no new business discussed.

ADJOURN
By motion of Ms. Klaas and second by Mr. Moore, the meeting adjourned at 9:19PM.

NEXT MEETING
The next Regular Council meeting will be held on Tuesday, March 8, 2016.

Submitted: Courtney Benjamin, Deputy City Clerk

Subject: 84th Ave NE and 92nd Ave NE Noise Variance materials
Date: Monday, February 22, 2016 at 4:39:20 PM Pacific Standard Time
From: Scott White
To: Mitch Wasserman
CC: CieriD@wsdot.wa.gov, Ghassan Sabboubeh (SabboGF@wsdot.wa.gov)

Mitch-

Please see the attached request for a noise variance for WSDOT's 92nd Ave NE roundabout project.

Also attached is an informational memo for WSDOT's roundabout project at 84th Ave N. Per our discussion this is not included as a noise variance because that work is located just outside the Clyde Hill.

Lastly I've included the 90% construction design drawings for both roundabouts.

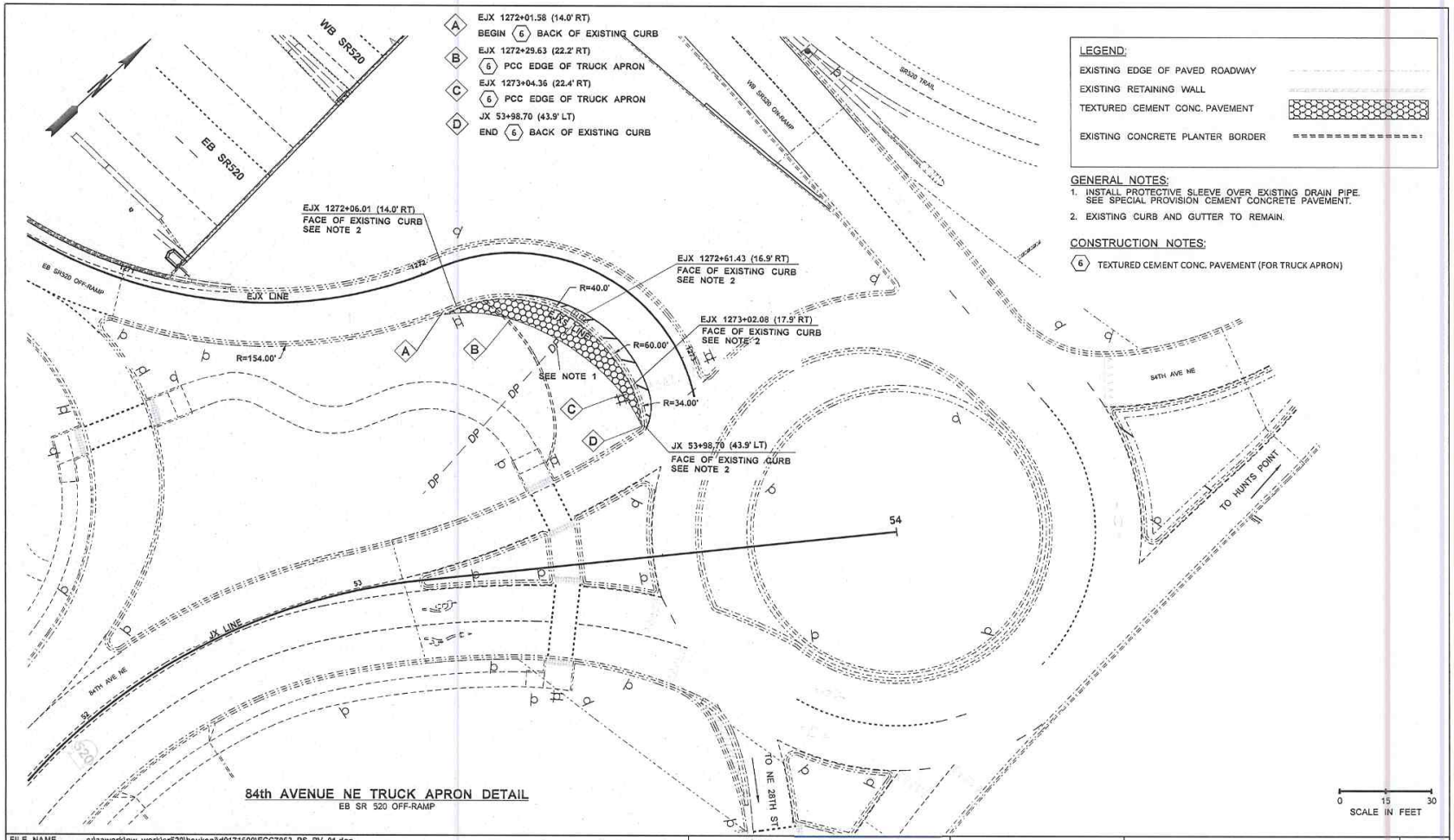
We are moving forward to get these projects into advertisement, so it would be great to get any questions or requests for additional information within the next week or two. We will respond as soon as possible if you do have any follow up questions.

Thanks for your help. Its appreciated!

Scott

CONFLUENCE
ENVIRONMENTAL COMPANY

Scott White | 425.345.7685
Principal Environmental Planner/President
www.confenv.com



84th AVENUE NE TRUCK APRON DETAIL

EB SR 520 OFF-RAMP

FILE NAME	c:\laawork\pw_work\sr520\haukapj\d0171600\ECC7963_PS_PV_01.dgn				REGION NO.	STATE	FED.AID PROJ.NO.
TIME	8:59:26 AM				10	WASH	
DATE	12/17/2015				JOB NUMBER		
PLOTTED BY	haukapj						
DESIGNED BY	J.M. HAUKAP				CONTRACT NO.		LOCATION NO.
ENTERED BY	R. PALISOC						
CHECKED BY	J.M. HAUKAP						
PROJ. ENGR.	D.L. EDWARDS						
REGIONAL ADM.	J. MEREDITH	REVISION	DATE	BY			

DAVID L. EDWARDS — STATE OF WASHINGTON — 21611 — REGISTERED PROFESSIONAL ENGINEER
EXPIRES 9/21/2017
P.E. STAMP BOX
DATE

Washington State Department of Transportation

SR 520
84TH AVE NE AND 92ND AVE NE
ADDED TRUCK APRONS

PAVING PLAN

PLAN REF. NO. PV1
SHEET
OF
SHEETS

CONSTRUCTION NOTES:

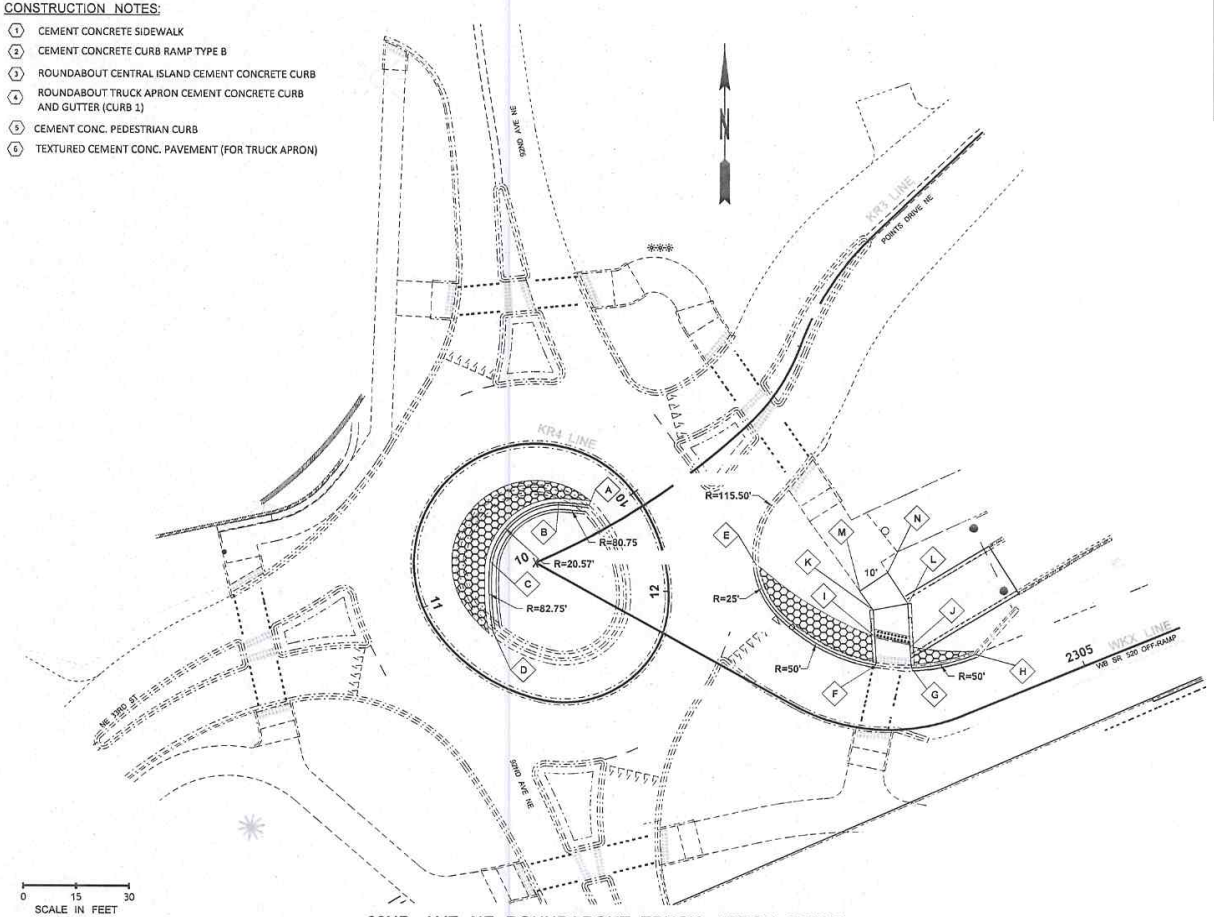
1. CEMENT CONCRETE SIDEWALK
2. CEMENT CONCRETE CURB RAMP TYPE B
3. ROUNDABOUT CENTRAL ISLAND CEMENT CONCRETE CURB
4. ROUNDABOUT TRUCK APRON CEMENT CONCRETE CURB AND GUTTER (CURB 1)
5. CEMENT CONC. PEDESTRIAN CURB
6. TEXTURED CEMENT CONC. PAVEMENT (FOR TRUCK APRON)

LEGEND:

EXISTING EDGE OF PAVED ROADWAY

EXISTING RETAINING WALL

TEXTURED CEMENT CONCRETE PAVEMENT



A. KR4 10+06.91 (12.0' LT)
BEGIN (3) MATCH EXISTING

B. KR4 10+20.06 (15.89' LT)
PCC FACE OF CURB

C. KR4 10+85.68 (21.56' LT)
PCC FACE OF CURB

D. KR4 11+20.03 (12.0' LT)
END (3) MATCH EXISTING

E. WKX 2303+83.57 (30.33' LT)
BEGIN (4) MATCH EXISTING
BEGIN (6) BACK OF CURB

F. WKX 2304+35.46 (18.73' LT)
END (4) / BEGIN (5) 3-INCH DEPRESSED
END (6) BACK OF CURB
BEGIN (2)

G. WKX 2303+50.52 (17.29' LT)
BEGIN (4) / BEGIN (5) 3-INCH DEPRESSED
BEGIN (6) BACK OF CURB
BEGIN (2)

H. WKX 2304+72.67 (15.0' LT)
END (4) MATCH EXISTING
END (6) BACK OF CURB

I. WKX 2304+33.45 (26.68' LT)
TRANSITION (5) 3-INCH DEPRESSED TO 6-INCH

J. WKX 2304+51.96 (24.18' LT)
TRANSITION (5) 3-INCH DEPRESSED TO 6-INCH

K. WKX 2304+29.47 (34.31' LT)
END (5) 6-INCH
END (2) / BEGIN (1)

L. WKX 2304+56.93 (35.82' LT)
END (5) 6-INCH
END (2) / BEGIN (1)

M. WKX 2304+13.80 (38.09' LT)
END (1) MATCH EXISTING

N. WKX 2304+40.84 (45.29' LT)
END (1) MATCH EXISTING

92ND AVE NE ROUNDABOUT TRUCK APRON DETAIL

FILE NAME	c:\saawork\pw_work\sr520\haukap\d0171600\ECC7963_PS_PV_02.dgn				REGION NO.	STATE	FED.AID PROJ.NO.
TIME	10:10:10 AM				10	WASH	
DATE	12/16/2015				JOB NUMBER		
PLOTTED BY	haukapj						
DESIGNED BY	J.M. HAUKAP						
ENTERED BY	R. PALISOC				CONTRACT NO.		LOCATION NO.
CHECKED BY	G. SABBOUBEH						
PROJ. ENGR.	D.L. EDWARDS						
REGIONAL ADM.	J. MEREDITH	REVISION	DATE	BY			

STATE OF WASHINGTON DAVID L. EDWARDS PROFESSIONAL ENGINEER
EXPIRES 9/21/2017
P.E. STAMP BOX
DATE

Washington State Department of Transportation

SR 520
84TH AVE NE AND 92ND AVE NE
ADDED TRUCK APRONS

PAVING PLAN

PLAN REF. NO. PV2

SHEET OF SHEETS

Washington State Department of Transportation

Lynn Peterson
Secretary of Transportation

SR 520 Bridge Replacement and HOV Program
999 3rd Avenue, Ste. 2200, MS: NB82-99
Seattle, WA 98104
206-770-3500 / Fax: 206-770-3569
TTY: 1-800-833-6388
www.wsdot.wa.gov

February 22, 2016

LTR – 2661

Mitch Wasserman
City Administrator
City of Clyde Hill
3000 Hunts Point Road
Hunts Point, WA 98004-1121

RE: 84th Ave NE roundabout Modification Project Informational Memorandum

Dear Mr. Wasserman:

The Washington State Department of Transportation (WSDOT) is submitting this memorandum to the City of Clyde Hill to describe the upcoming modification of the 84th Avenue NE roundabout (the project).

Project Description

At the 84th Ave NE roundabout, a 439 square foot concrete-truck apron would be constructed along the northbound lane of the eastbound SR 520 off-ramp to 84th Ave NE. The concrete-truck apron will be constructed in area behind the existing curb and currently contains a mixture of landscaped grass and shrubbery. This work will involve clearing and excavating a landscape area behind the existing curb to create adequate space to install new truck apron. Additional work around the eastbound SR 520 off-ramp to 84th Ave NE roundabout would require relocating existing signs, relocating existing irrigation system, restoring disturbed areas, and restoring landscaping. The work in this area will also include installation of aesthetic screening to shield the existing electrical cabinets located on the north side of the roundabout. The specific method for screening has not been determined and is being reviewed with the Town of Hunts Point.

Up to two nighttime closures of the northbound lane of the eastbound SR 520 off-ramp to 84th Ave NE are anticipated during construction. This road closures is needed to complete certain work elements of the project when traffic volumes are low. Closures of the northbound lane would only be permitted at night and traffic while exiting the ramp will the southbound lane will remain open during construction. Because the closures would be limited to off-peak night-time hours, no increase in traffic delays would be anticipated when compared to existing conditions. Shoulder closures would be required on north bound lane of the eastbound off ramp to 84th Ave NE during daytime hours; however, this would not impact traffic flow on either direction of the off-ramp lanes and no delays are anticipated.

WSDOT has submitted a request for a noise waiver from the Town of Hunts Point for a total of two (2) weekday nights between the hours of 7:00 pm and 7:00 a.m. for casting the new truck apron. Once complete, the proposed modifications would result in improved traffic flow through the roundabout. Large trucks would be able to navigate the access to the roundabout unimpeded and would no longer have the potential to cause damage to signs, landscaping, and

lighting in each roundabout. WSDOT contractor(s) will conduct the project between the inclusive dates of June 1, 2016 and June 30, 2016. Our estimated installation start date is June 1, 2016.

Construction Equipment

Please refer to the attached construction equipment listed on Table 1.

Traffic Limitations

The project will require road closures to safely complete the work. The contractor will use closures that are already planned to minimize traffic congestion to reduce day and time closures on the already congested east-west corridor. The objective is to expedite the construction and minimize delays to motorists, the traveling public, residents, local business, transit and local activities.

Nighttime Construction Activities

Nighttime construction activities will be constrained to casting the new truck apron pavement. This work is intended to take two consecutive nights.

Proposed Weekday Noise Mitigation

WSDOT is committed to reducing the inconvenience felt by those living near this project and will make reasonable efforts to minimize sound levels caused by weekend work. To that end, WSDOT will require the contractor to adhere to the following noise reduction and mitigation measures:

A) The contractor will not be allowed to close the entire ramp to all traffic during day time, local traffic and emergency vehicles shall be allowed to enter/exit the city.

B) The contractor shall use ambient sensitive backup warning devices on all vehicles. The Contractor may use back-up observers in lieu of back-up warning devices for all equipment except dump trucks in compliance with WAC Chapter 296-155-610 and 296-155-615. The Contractor shall use back-up observers and back-up warning devices for dump trucks in compliance with WAC Chapter 296-155-610.

C) All trucks performing export haul shall have well maintained bed liners as inspected and approved by the Engineer.

D) Truck tailgate banging is prohibited. All truck tailgates shall be secured to prevent excessive noise from banging.

E) During construction operations, all material spilled within the work zone shall be removed by hand methods or sweeping when feasible.

F) The Contractor notifies residents, within 500 feet of the project corridor, of nighttime work activities at least 7 calendar days in advance of the proposed nighttime construction work.

G) After hours noise complaint phone number shall be made available.

H) The contractor shall use approved noise mitigation such as temporary noise shields, noise blankets, skirts and exiting concrete barriers to reduce noise levels.

I) Construction equipment shall be located not directly visible from the nearby residents.

J) Engine idling shall be kept to the minimum. When possible, avoid parking and idling vehicles next to residences.

K) When possible, redirect temporary lights away from residences.

The construction Project Engineer in charge of administering the contract will be:

Robyn L. Boyd, P.E.
Project Engineer
Floating Bridge and Landings Project
SR 520 Bridge Replacement and HOV Program
Washington State Department of Transportation
206-521-5547 direct | 206-770-3500 main
600 Stewart Street, Suite 520 | Seattle, WA 98101

If you require additional information or clarification, please contact me at (425) 345-7685.

Sincerely,

Scott White
SR 520 Program Permit Manager

Enclosure

Cc:
Ghassan Sabboubeh, Project Manager, WSDOT
Robyn Boyd, Project Engineer, WSDOT

Washington State Department of Transportation

Lynn Peterson
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

February 22, 2016 LTR - 2660

Mitch Wasserman
City Administrator
City of Clyde Hill
3000 Hunts Point Road
Hunts Point, WA 98004-1121

RE: 92nd Ave NE roundabout Modification Project: Request for Noise Waiver.

Dear Mr. Wasserman:

The Washington State Department of Transportation (WSDOT) is submitting a request for a noise waiver from the city of Clyde Hill for a total of five (5) nights for the modification of 92nd Ave NE roundabout and the SR 520 westbound off ramp to 92nd Ave NE (the project). Due to the road closures that are needed to complete certain elements of the project, work will need to occur at night when traffic volumes are low.

Project Description

At the 92nd Ave NE roundabout, three new concrete truck aprons will be constructed. The largest added concrete truck apron would be a 456 square foot concrete-truck apron would be constructed within the center island of the 92nd Ave NE roundabout; the other two concrete truck aprons would be constructed along the north side of the westbound off ramp to 92nd Ave NE, a 252 square foot concrete-truck apron would be constructed west of the pedestrian crossing; and a 51 square foot concrete-truck apron would be constructed east of the pedestrian crossing. All three concrete-truck aprons would be constructed in areas that are currently landscaped. Additional work in this area would require relocating existing signs, relocating the existing irrigation system, restoring disturbed areas, restoring landscaping, removal and relocation of one light standard and one rapid flashing beacon standard (for pedestrian crossing), removal and replacement of the existing curb and gutter (to repair an existing damaged curb and gutter), removal and replacement of one pedestrian curb ramp, and removal and replacement of a small section of cement concrete sidewalk (approximately 100 square feet).

During construction, the proposed modifications would require traffic closures and detours. Up to 5 closures of the westbound SR 520 off-ramp to 92nd Ave NE are anticipated during construction. Closures would only be permitted at night and would require establishing a detour along local streets. Because the closures would be limited to off-peak night-time hours, no increase in traffic delays would be anticipated when compared to existing conditions. Shoulder closures would be required on both off-ramps during daytime hours; however, this would not impact traffic flow on either off-ramp and no delays are anticipated.

Once complete, the proposed modifications would result in improved traffic flow through the roundabout. Large trucks would be able to navigate the roundabout unimpeded and would no

longer have the potential to cause damage to signs, landscaping, and lighting in each roundabout or along the SR 520 westbound off ramp to 92nd Ave NE.

WSDOT is submitting a request for a noise waiver from Clyde Hill for a total of five (5) weekday nights between the hours of 6 pm and 7 am for saw cutting and casting the added truck aprons. WSDOT is requesting relief from the requirements of the Clyde Hill Municipal Code noise regulations Chapter 8.10.030.E through approval of a noise exemption. The requested noise waiver would allow WSDOT contractor(s) to work nights between the inclusive dates of June 1, 2016 and June 30, 2016. Our estimated installation start date is June 1, 2016.

Construction Equipment
Please refer to the attached construction equipment listed on Table 1.

Traffic Limitations
The project will require road closures to safely complete the work. The contractor will use closures that are planned to minimize traffic congestion. Reduce day and time closures on the already congested east-west corridor. The objective is to expedite the construction and minimize delays to motorists, the traveling public, residents, local business, transit and local activities.

Nighttime Construction Activities
Nighttime construction activities will be constrained to saw cutting existing pavement and curbs and the installation of the new truck apron pavement. This work is intended to take five (5) nights.

Proposed Weekday Noise Mitigation
WSDOT is committed to reducing the inconvenience felt by those living near this project and will make reasonable efforts to minimize sound levels caused by weekend work. To that end, WSDOT will require the contractor to adhere to the following noise reduction and mitigation measures:

A) The contractor will not be allowed to close the entire ramp to all traffic during day time, local traffic and emergency vehicles shall be allowed to enter/exit the city.

B) The contractor shall use ambient sensitive backup warning devices on all vehicles. The Contractor may use back-up observers in lieu of back-up warning devices for all equipment except dump trucks in compliance with WAC Chapter 296-155-610 and 296-155-615. The Contractor shall use back-up observers and back-up warning devices for dump trucks in compliance with WAC Chapter 296-155-610.

C) All trucks performing export haul shall have well maintained bed liners as inspected and approved by the Engineer.

D) Truck tailgate banging is prohibited. All truck tailgates shall be secured to prevent excessive noise from banging.

E) During construction operations, all material spilled within the work zone shall be removed by hand methods or sweeping when feasible.

F) The Contractor notifies residents, within 500 feet of the project corridor, of nighttime work activities at least 7 calendar days in advance of the proposed nighttime construction work.

G) After hours noise complaint phone number shall be made available.

H) The contractor shall use approved noise mitigation such as temporary noise shields, noise blankets, skirts and exiting concrete barriers to reduce noise levels.

I) Construction equipment shall be located not directly visible from the nearby residents.

J) Engine idling shall be kept to the minimum. When possible, avoid parking and idling vehicles next to residences.

K) When possible, redirect temporary lights away from residences.

The construction Project Engineer in charge of administering the contract will be:

Robyn L. Boyd, P.E.
Project Engineer
Floating Bridge and Landings Project
SR 520 Bridge Replacement and HOV Program
Washington State Department of Transportation
206-521-5547 direct | 206-770-3500 main
600 Stewart Street, Suite 520 | Seattle, WA 98101

If you require additional information or clarification, please contact me at (425) 345-7685.

Sincerely,

Scott White
SR 520 Program Permit Manager

Attachments: Equipment List

cc: Ghassan Sabboubeh, Project Manager, WSDOT
Robyn Boyd, Project Engineer, WSDOT

I attended the ETP meeting Friday morning. Here is a summary of the points covered at the meeting for your information. Please let me know if you have any questions.

Points of Interest from the EPT meeting of 2/12/2016

- Kim Henry from I-405 Program reported on the EHB 1382 (2011) objectives and the Inrix report which was conducted on the Express Toll Lanes (ETL) about a month after the lanes were operational, thus not as up to date as expected

- 3 time more users than expected; about $1 million / month
- Resulted in 7 minutes saving on average for regular non-ETL lanes **southboun**d
- **Northboun**d not as impressive because of a bottleneck north by WA522 where 5 lanes converge into 3 lanes; no funding to extend ETL and add lanes between WA522 and I-5
- Considering using the income from ETL to issue bonds which would allow for further expansion; some attendees warned against issuing bonds which would restrict future changes or possible cancellation of toll lanes. No decision made on bond
- **WA-520 westbound merge from I-405 is worse now with ETL than it was with 2014 HOV lanes. Problem with entry and exit points into the ETL lanes. They are considering expanding the access points to provide 'gaps' for cars to merge into traffic rather than stopping and blocking the express lanes. This may be a reason why commuters are avoiding transfer from I-405 to WA-520 westbound at PM rush hour and preferring the Bellevue/Clyde Hill/Medina streets instea**d
- Improvements to ETL include changes in striping; striping was done with white tape that is easy to remove
- In April, ETL will be extended to south of WA-520 to allow for more gaps to merge; also possible NE 70 exit lane
- May open ETL at night and weekends for general use ($0)
- Capacity has increased with ETL because of improved economy and lower gas price. More cars on I-405
- Motion to send thank you letter to legislature passed about 15-1; opposing wanted to make requests but the general feeling was that legislative session is about over and better to be appreciative now and leave specific requests for later with clear proposals from committees

- Tom Hansen, Woodinville Public Works Director, reported on a $7 million bridge over the Sammamish river in progress, and $6 million roadway changes on 171st Street to convert from a 5 lanes 'raceway' into a two lane with roundabout because of some 800 residential units being built next to that street
- Brief reports from King County Bridges and Road Task Force (Amy Ockerlander), and 2016 ETP Legislative Agenda Report (Tom Odell).

Alex Morcos - Mayor
City of Medina

A room has been reserved for a

Wednesday, March 2, 2016 – 7:30 am

Points Cities Mayor's Meeting

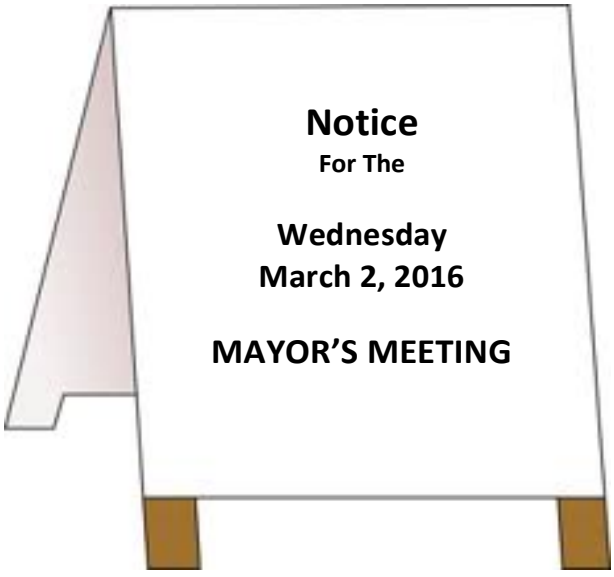
Overlake Golf & Country Club

(Board Room – 8000 NE 16th St, Medina)

A preliminary agenda for the meeting is as follows:

AGENDA

1. Welcome Bellevue Guests – Related Issue Discussion
2. Legislative Update – Joyce Nichols
3. Traffic Study Update – 2-29 Data Gathering
4. SR 520 Update:
   - Proposed Roundabout Work – WSDOT Meetings/Requests
   - Constr. Ramp/Truck Traffic Update – March 20th
   - New Bridge Opening/Celebration – End of April
5. WSDOT Maintenance Discussion
6. Other Matters… - Metro Workshop Follow-Up?
   -Confirm next meeting date: (Wednesday, April 6rd - Hunts Point)



Meeting Notes:

DELTA

Microsoft

PRESENT

GO LONG

SR 520 BRIDGE

WSDOT

GRAND OPENING OF THE LONGEST FLOATING BRIDGE IN THE WORLD

APRIL 2–3, 2016

WWW.520GOLONG.COM

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GO LONG
SR 520 BRIDGE

520GOLONG.COM WSDOT

Proposed SR 520 Grand Opening Day-of Event Schedule

Friday, 11 p.m.: Close existing SR 520 floating bridge

Parking and shuttle system
Due to limited parking availability and limited site access, guests will be encouraged to take public transportation to the event. Metro busses will act as shuttles from designated regional parking areas and will run from 8:30 a.m. to 6 p.m. on event day. The shuttles will run in a loop circuit, transporting guests to and from the bridge deck. All shuttle rides are planned to last fewer than thirty minutes.

**Bicycle and pedestrian access to the bridge will only be available from the east entrance, via the Evergreen Point Road Lid and the regional shared use path.*

Pre-Event Fun Run/Walk *managed by Pro-Motion Events, Inc.*

Date:	Saturday morning
Time:	7 a.m. – 9 a.m.
Where:	Beginning at Husky Stadium, out and back across SR 520
Audience:	The running public and their spectators
Purpose:	A 1K, 5K and 12K activity for the running community and general public, to gather media attention, create public awareness, and provide a unique public interaction on the bridge deck that aligns with the healthy lives theme.
Attendance:	5,000 - 15,000 estimate

Main Public Event

Date:	Saturday
Time:	10 a.m. – 5 p.m.
Where:	Beginning at the parking area, continuing onto the shuttles, and finally on the bridge deck.
Audience:	General Public, Elected officials, WSDOT leadership, VIPs, and Media
Purpose:	A once in a lifetime opportunity to view and explore the new floating bridge deck.
Attendance:	40,000 - 60,000 estimate

- **STEM Programming**

Time:	10 a.m. – 5 p.m.
Where:	Designated rest stops
Audience:	General Public, STEM enthusiasts
Purpose:	Engage the public in the STEM components of the World's longest floating bridge construction and help the public understand that it is an engineering marvel.

- **Opening Ceremony & Ribbon-Cutting**

Time:	10:30 a.m. – 11 a.m.
Where:	Mid-span rest stop
Audience:	General Public, Elected officials, WSDOT leadership, VIPs and Media
Purpose:	Recognize key players in bridge funding, design, and construction and media engagement.
Attendance:	100 - 500 estimate

Special Recognitions:

- **In Memoriam presentation**
  Purpose: Recognize the workers who constructed the bridge:
  - Joe Arrants
  - Senator Scott White
  - Aubrey Davis
  - Maureen Sullivan
  - Jim Leonard

- **Guinness World Records presentation**
  Purpose: Induct the World's longest floating bridge into the Guinness Book of World Records and present the official certificate.

Post-Event Bike Ride *managed by Cascade Bicycle Club*

Date: Sunday morning
Time: 7 a.m. – 9 a.m. estimate
Where: Beginning at Husky Stadium, out and back across SR 520 and then around Seattle via the I-5 south express lanes
Audience: The riding public and their spectators
Purpose: An activity for the biking community and general public, to gather media attention, create public awareness, and provide a unique public interaction on the bridge deck that aligns with the healthy lives theme.
Attendance: 5,000 - 10,000 estimate

Sunday, 2 p.m.: Reopen existing SR 520 floating bridge

SR 520 GO LONG SHUTTLE MAP

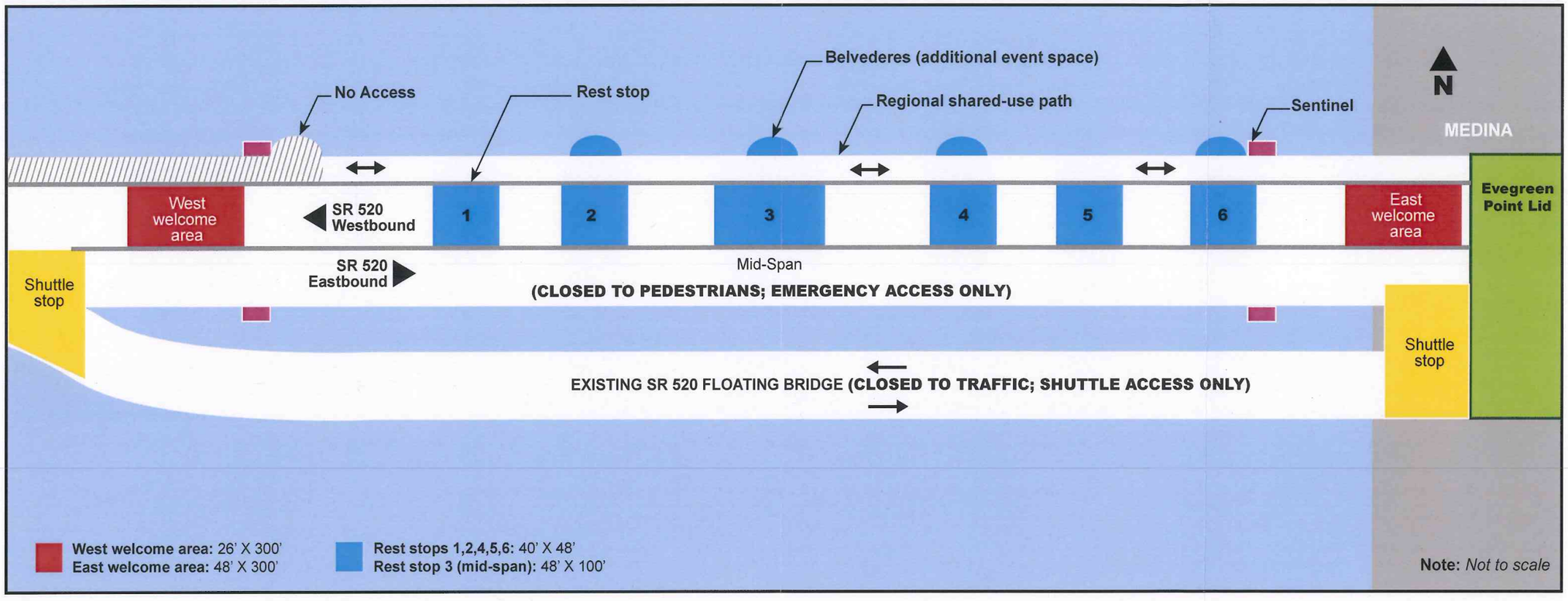
Exact shuttle locations and suggested parking locations will be announced in the coming weeks.

GO LONG
SR 520 BRIDGE

520GOLONG.COM WSDOT

SR 520 Grand Opening Event Map

October 2015



SCA Public Issues Committee

AGENDA

March 9, 2016 – 7:00 PM

Renton City Hall

1. **Welcome and Roll Call** – Councilmember Marlla Mhoon, Covington, Chair — 2 minutes

2. **Public Comment** – Councilmember Marlla Mhoon, Covington, Chair — 10 minutes

3. **Approval of minutes – February 10, 2016 meeting** — 2 minutes
   Page 5

4. **Chair's Report** – Councilmember Marlla Mhoon, Covington, Chair — 5 minutes

5. **Executive Director's Report** – Deanna Dawson, SCA Executive Director — 10 minutes

6. **Sound Transit's ST3 System Plan** — 15 minutes
   DISCUSSION
   Page 21
   Katie Kuciemba, Senior Policy Analyst
   (5 minute staff, 10 minute discussion)

7. **Proposed Methanol Plant in Tacoma, WA** — 20 minutes
   DISCUSSION ITEM
   Page 25
   Deanna Dawson, SCA Executive Director
   (10 minute staff report, 10 minute Q and A)

8. **2016 Legislative Session Update** — 15 minutes
   UPDATE
   Page 93
   Katie Kuciemba, Senior Policy Analyst
   (5 minute staff report, 10 minute Q and A)

9. **SCA and All Home Convening of Cities on Homelessness** — 10 minutes
   UPDATE
   Page 99
   Ellie Wilson-Jones, Policy Analyst
   (5 minute staff report, 5 minute Q and A)

10. Best Starts for Kids Levy – Youth and Family Homelessness Prevention Initiative Implementation Plan

UPDATE — 15 minutes
Page 103
Deanna Dawson, SCA Executive Director
(5 minute staff, 10 minute Q&A)

11. Future Levies and Ballot Measures in King County

UPDATE — 5 minutes
Page 129
Katie Kuciemba, Senior Policy Analyst
(2 minute staff report, 3 minute Q and A)

12. Potential Upcoming SCA Issues

UPDATE — 10 minutes
Page 131
Deanna Dawson, SCA Executive Director
(5 minute staff report, 5 minute discussion)

13. Informational Item

a. **Mental Illness and Drug Dependency Annual Report**
   Page 133

14. Upcoming Events

a. SCA & All Home Convening of Cities – Friday, March 11, 2016 – 8:00 AM to 12:30 PM – Tukwila Community Center
b. SCA Networking Dinner featuring 2016 Legislative Session Recap – Wednesday, March 30, 2016 – 5:30 PM to 8:00 PM – Inglewood Golf Club, Kenmore
c. SCA Best Starts for Kids Roundtable – Thursday, March 31, 2016 – 4:00 PM to 6:00 PM – Renton City Hall Conferencing Center
d. SCA Public Issues Committee Meeting – Wednesday, April 13, 2016 – 7:00 PM to 9:00 PM – Renton City Hall

15. For the Good of the Order

16. Adjourn

Did You Know?

The City of Covington was named after Richard Covington, a surveyor for the Northern Pacific Railroad. By 1900, the cross-country railroad traveled through Covington to Auburn, which was the western terminus. Like peeling an onion, there are different layers to each city's history. The introduction of the railroad to our region and the discovery of the dense trees brought settlers and industry. Five mills were built in Covington; all of which closed by 1920. Once the plentiful hills of trees were depleted, some pioneers moved on to dairy farming and a cheese factory was built. As the cheese factory folded, the building became a dance hall during the prohibition era. Covington, like all cities in our region, continues to build and grow at its own pace into the community vision for the future.

Historical firsthand accounts of our beautiful and unique region are priceless. This information and more can be found in Covington Washington And Its Surrounding Areas: A Written Portrait of Covington's Past by: Virginia Levack; Katherine Cullman; Bob Nelson; Lydia Sutton; and Covington Neighbors' Council.

Sound Cities Association

Mission

To provide leadership through advocacy, education, mutual support and networking to cities in King County as they act locally and partner regionally to create livable vital communities.

Vision

To be the most influential advocate for cities, effectively collaborating to create regional solutions.

Values

SCA aspires to create an environment that fosters mutual support, respect, trust, fairness and integrity for the greater good of the association and its membership.

SCA operates in a consistent, inclusive, and transparent manner that respects the diversity of our members and encourages open discussion and risk-taking.

SCA Public Issues Committee
DRAFT MINUTES
February 10, 2016 – 7:00 PM
Renton City Hall
1055 S Grady Way, Renton WA 98057

1. Welcome and Roll Call
PIC Chair Councilmember Marlla Mhoon, Covington, called the meeting to order at 7:02 PM. 33 cities had representation (Attachment A). Guests present included: Tamie Deady, Black Diamond Council; John Stilin, Redmond Council; Bob Baggett, Auburn Council; Dana Hinman, City of Auburn; Shelley Kloba, Kirkland Council; David Storaasli, Pacific Council; Christie Malchow, Sammamish Council; Peter Troedsson, City of Bothell; Robert Back, Des Moines Council; Erin Sitterly, SeaTac Council; Pam Fernald, SeaTac Council; Carol Simpson, Newcastle Council.

2. Public Comment
Chair Mhoon asked if any member of the public had any public comment. Seeing none, Chair Mhoon closed the public comment portion of the meeting.

3. Approval of the January 13, 2016, 2015 Minutes
Council President Hank Margeson, Redmond, moved, seconded by Councilmember Kate Kruller, Tukwila, to approve the January 13, 2016 PIC minutes.

There was no discussion. The motion passed unanimously.

4. Chair's Report
Chair Mhoon reported that there was strong attendance at the pre-PIC workshop. She asked that members attend meetings prepared to discuss, and potentially vote on, agenda items. If there is an action item, members will have time in between PIC meetings to discuss with their city councils and staff, as well as SCA staff, prior to participating in the vote on that issue.

Chair Mhoon gave a report on the 2016 SCA Board Retreat, which took place at the Inglewood Golf Club in Kenmore. The Board looked into the future, and came up with "headlines" they would like to read about SCA in five years, and discussed strategies to undertake in the next three years to achieve these longer range goals. The top priorities that the Board identified for 2016 include: transportation, economic development, human services (with a significant focus for 2016 on homelessness), and affordable housing.

Chair Mhoon reported that the SCA Board of Directors was invited to have breakfast with Governor Inslee on February 4, 2016 at the Executive Residence. The Governor shared his

priorities: affordable housing, homelessness and education. Board members shared SCA strategies and goals. In addition to the Governor and SCA Board, Senators Hasegawa and Fain, and Representatives McBride and Stokesbary, were present.

5. Executive Director's Report

Deanna Dawson, SCA Executive Director, reported earlier that day she and Kenmore Mayor/ SCA Vice President David Baker and PIC Chair Marlla Mhoon met with King County Executive Dow Constantine. Meeting topics included: 2016 SCA Board retreat and priorities; upcoming 2/17 SCA Networking Dinner, at which Executive Constantine will be presenting; as well as legislative issues. The legislative issues included: preservation tax exemption bill, which SCA cities worked closely on (which Executive thanked members for), a planned lobby day in which SCA will be working with King County and WSAC on 2/18 on the 1% property tax cap; and 2017/2018 County Budget. Dawson reported that the Executive welcomed SCA participation early in the county budget process. The discussion included putting together a review committee to work with Dwight Dively and County staff to give early input. More details will be forthcoming. There was also discussion on the recent announcement that Kevin Desmond will be leaving Metro to head up the Vancouver BC transit agency.

Dawson reported that she and SCA President Backus had met with former Governor Chris Gregoire regarding Challenge Seattle.

The first meeting of the Children and Youth Advisory Board (overseeing the Best Starts for Kids Levy) was held on February 9, 2016. Dawson attended along with Councilmember Hilda Thompson, Lake Forest Park. Dawson stated that she continues to work with the County to establish a roundtable of city officials to advise Councilmember Thompson and Mayor Backus. Dawson will be sending an announcement to members.

Dawson reminded members to register for the first SCA Networking dinner of 2016 on 2/17. She also noted that the second dinner of the year was tentatively planned for 3/30/2016 at Inglewood Golf Club in Kenmore. The program for this event will be a legislative recap.

Dawson told members of a successful orientation for regional boards and committees, and thanked the City of SeaTac for hosting. Guests included County Council Chair Joe McDermott, Councilmember Dave Upthegrove, and PSRC Director Josh Brown. At the event, SCA President Mayor Nancy Backus announced a new initiative, a mentoring program to match new and experienced elected officials. More details are being developed. Please let Dawson, deanna@soundcities.org, know if you are interested in being matched with a mentor, or mentee.

Dawson thanked members for attending the PIC 101 workshop prior to PIC, and welcomed new members. She encouraged members to pick up an SCA pin to wear to regional meetings. She thanked Republic Services for sponsoring the cost of the pins.

Dawson thanked members for their forgiving her for missing last month's PIC meeting.

Last, Dawson noted that soon Policy Analyst Ellie Wilson-Jones would be going on parental leave. She noted that SCA would be making some staffing reassignments to cover her workload.

6. 2016 Legislative Session Update

Katie Kuciemba, SCA Senior Policy Analyst, reported that today is the 31st day of the 60 day "short" session. February 9, 2016 was the last day to pass bills in House fiscal committees, Senate Ways & Means, and transportation committees in the house of origin. The next major milestone will be February 17 which is the last day to consider bills in the house of their origin. The final day of the 2016 session is expected to be March 10, 2016.

Kuciemba reported that the on February 5, the Senate voted 21-25 not to confirm Department of Transportation Secretary Lynn Peterson. The agency is currently being led by Acting Secretary Roger Millar. Several SCA Mayors expressed to state senators that Ms. Peterson has been responsive to issues affecting cities. Kuciemba also noted that Department of Corrections Secretary Dan Pacholke resigned on February 6.

As also discussed during the Executive Director's report, Kuciemba stated that SCA members will be speaking to legislators in Olympia on February 18, 2016 in support of a local option of raising the 1% property tax cap. Members interested in attending should contact SCA Executive Director Deanna Dawson.

Kuciemba reported on legislation intended to revise the public records act with regard to requests to local agencies sponsored by Representative Joan McBride. While the original bill, HB 2576, allowed for cost recovery of certain commercially motivated records requests, an amendment in committee removed the ability for local agencies to charge record requestors that intend to resell the data for profit. There is some understanding that amendments will be made on the House Floor to add this section back into the bill – in addition to an amendment related to stating that asking for "all records" is not an identifiable records request. HB 2576 is currently in the House Rules Committee after passing in committee with a 5 – 4 vote.

Kuciemba reported that there is some movement with affordable housing legislation. The Preservation Tax Exemption Bill, SB 6239, sponsored by Senator Joe Fain and initiated by the City of Seattle, authorizes a local option property tax exemption program for multi-family properties that provide a percentage of affordable housing. SB 6239 was passed out of the Senate Ways & Means Committee on February 9. Several SCA member cities worked to help with passage of the bill. A competing bill, HB 2442, proposed by the King County Assessor's Office also addressed affordable housing but did not pass out of the Finance Committee in the House by the deadline.

Representative McBride sponsored two bills this session related to housing: HB 2395, which authorizes a local option fee for converting rentals to condos, and HB 2397, which authorizes a local option housing demolition fee. Both bills support affordable housing but are unlikely to see passage during the 2016 session.

Kuciemba reported that HB 2348, related to the adoption of local fireworks ordinances, was voted out of the House Local Government Committee on a party line vote and there is

anticipated ongoing opposition. HB 2348 is remains in the House Rules Committee and is unlikely to be passed during the 2016 session. Likewise, HB 2362, regarding body-worn cameras passed the House Judiciary Committee on January 20 but is unlikely to pass the full Legislature this session.

King County has proposed legislation concerning county road administration and maintenance which comes from recommendations of the Bridges and Roads Task Force. Senator Fain has sponsored the Senate Bill, SB 6314 and Representative Luis Moscoso has sponsored the House Bill, HB 2590. A provision regarding so-called "orphaned roads" that raised concerns for SCA member cities was removed by an amendment offered by Representative Strom Peterson, and HB 2590 was passed out of the House Local Government Committee on February 3.

Kuciemba stated that work is still being done this session to advance excess liquor revenue distribution legislation. HB 2438 and SB 6425 were given public hearings during the week of January 25 with support from the Association of Washington Cities and SCA membership. A letter initiated by Representative Tana Senn, and signed by forty other legislators, encourages leadership to move the legislation forward in 2016.

Related to the Fixing America's Surface Transportation Act, or the "FAST Act," Kuciemba reported the new federal funding for transportation projects and programs is an opportunity to equalize the federal partnership with local governments and the state. Today's allocation formula grants the state 66% and local governments 34%. It is anticipated that the Governor will convene a group of stakeholders to make recommendations on how the funds should be distributed. Stakeholders are expected to include the Governor's Office, Washington State Department of Transportation, Association of Washington Cities, Washington State Association of Counties, ports, the legislature, transit and metropolitan planning organizations.

In conclusion, Kuciemba thanked those cities who submitted their adopted 2016 legislative agendas and priorities with SCA.

In response to a request for clarification from Councilmember Kate Kruller, Kuciemba gave additional information regarding the 2/18 lobby day.

Councilmember Tola Marts, Issaquah, noted that a debriefing after the legislative session concluded would be helpful. Staff agreed, noting that this could be done at the next PIC meeting, as well as at the March 30 SCA Networking Dinner.

Mayor Rich Crispo, Newcastle, inquired as to whether there was an official SCA position on the 1% property tax cap. Staff read the policy:

While cities understand and appreciate property owners' concerns about rising costs and increased property taxes, in some jurisdictions the current 1% property tax cap has created an ever widening structural gap between revenues, and the costs of providing needed services to residents and making prudent investments in infrastructure. SCA therefore supports legislation to raise the 1% property tax revenue limit.

Crispo noted that even if his city were to double the property tax collection to 2%, this would amount to only approximately $40,000 in revenue. He inquired as to whether there has been discussion about more effective ways to collect taxes already owed to cities, rather than turning to raising taxes. A discussion ensued about methods cities used to collect taxes and permit fees for solicitors and peddlers. Staff will follow up on this topic.

Mayor David Baker, Kenmore, noted that his city would not raise property taxes above 1% if they were granted additional authority. But he recognized that this was a tool that would be helpful to other cities, so he was supportive of legislation giving cities the option. To Baker's point, Dawson noted this was a local option.

7. All Home Convening of Cities

Ellie Wilson-Jones, SCA Policy Analyst, reported on the SCA and All Home Convening of Cities being held March 11, 2016 at Tukwila Community Center. The event will convene teams from King County cities to build relationships within those city teams and across communities to respond to the growing crisis of homelessness.

Before providing more specifics on the March 11 Convening, Wilson-Jones first provided a recap of the results of the January 29, 2016 One Night Count, which found that homelessness continues to be a crisis in King County. During the annual event, more than 1,100 volunteers – including PIC and SCA Board Members – counted people surviving unsheltered in cars, in doorways, under bridges, and elsewhere. In total, volunteers counted 4,505 men, women, and children without shelter. This was a 19 percent increase from the 2015 count and the third double digit increase in a row. This year's increase fell disproportionately on many SCA cities and South King County in particular. The count increased by roughly 100 people in Seattle but by more than 600 outside Seattle. The number of people counted as unsheltered in South King County increased by 53 percent. Much of this year's overall increase countywide came from people surviving in vehicles—nearly 500 more than in 2015

Deanna Dawson, SCA Executive Director, noted that King County and the City of Seattle have declared a state of emergency in response to the homelessness crisis. Dawson distributed a letter (Attachment B) drafted by the City of Seattle requesting that Governor Jay Inslee build on investments to address homelessness and declare a statewide state of emergency. The City of Seattle is seeking feedback on the letter and is inviting cities to sign on. SCA staff will distribute this draft letter to cities along with the invite for the March 11 Convening.

Wilson-Jones provided additional detail on the March 11 Convening of Cities. The purpose of the Convening is to bring together teams from cities to build a regional and multi-disciplinary response to homelessness. This strategy is in recognition of the fact that homelessness will not be solved by one city nor through a single approach, as people are mobile and the causes of homelessness are many. Cities are asked to put together four-person teams consisting of one elected official, a representative for city administration (a mayor or city administrator or manager), a human services staffer, and a first responder.

That All Home Strategic Plan adopted in June of 2015, with an endorsement from SCA, calls for this Convening to occur. Since that time, SCA and All Home have worked with member cities

staff to get their feedback on how this Convening should be structured, and the SCA Board has also provided input.

The registration site for the event should be available this week and an invite will be sent to cities. An agenda will also be distributed in advance of the event. PIC members are encouraged to assist their cities in gathering a team to attend the Convening.

Chair Mhoon encouraged PIC members to review the chart on page 34 of the PIC packet that lists the results of the One Night Count.

Mayor David Baker, Kenmore, stated that the letter drafted by the City of Seattle should provide greater recognition of seniors. He stated that seniors are a large part of the homeless population and will require greater focus. Dawson stated that this feedback would be provided to the City of Seattle.

Deputy Mayor Sheree Wen, Medina, asked how proposed funding for homelessness would be used. Dawson responded that the All Home Strategic Plan, adopted last year, identified local strategies for responding to homelessness but sufficient funding sources have yet to be identified.

Councilmember Bill Peloza, Auburn, asked whether it is known how many of the 4,505 people identified in the One Night Count are originally from the state of Washington. Wilson-Jones answered that that level of detail is not collected in the One Night Count but that local data is available in the All Home Strategic Plan showing the last zip code of people experiencing homelessness that have provided information to the HMIS database (*Note: To elaborate on the information that was presented to the PIC, page 10 of the All Home Strategic Plan states that 87 percent of people experiencing homelessness in King County were from King County and 97 percent were from Washington State, according to 2013 HMIS data*). Wilson-Jones stated that there are limitations to the available local data, but that it suggests the vast majority of those experiencing homelessness locally are from the area.

Chair Mhoon stated that, as an example to support what has been seen in the data, the youth facility in Redmond has said it serves primarily youth from that community.

Councilmember Kate Kruller, Tukwila, stated that the timing of the count is designed to capture data at the time of the year when those counted are the least likely to be transient. She stated that people are more mobile in the warmer summer months and that people identified in January are more likely from our area.

8. Final Recommendations of the Bridges and Roads Task Force

Katie Kuciemba, SCA Senior Policy Analyst, reported the Bridges and Roads Task Force began to meet in August 2015 to identify policy and fiscal strategies to maintain and preserve King County's rural or unincorporated roads and bridges. The Task Force's final meeting occurred on January 20, 2016 where the final recommendations were presented publicly to King County Executive Constantine and King County Councilmember Lambert.

The Task Force recommendations can be categorized into the following: revenue, infrastructure and outreach. For revenue, the Task Force recommends a new county-wide revenue tool is needed that is tied to inflation, sustainable, long-term, provides a benefit to cities and the County, and is not regressive. For infrastructure, the Task Force is recommending authority for cities to annex "orphan" County roads that lie inside their boundaries, and supports annexation of Potential Annexation Areas within the growth boundaries of those cities. Finally, the Task Force recommends enhanced public outreach efforts to increase awareness about issues currently facing Road Services. Stakeholders will include elected bodies, other agencies, the media, and the public.

The importance of building a city-county partnership was a focal discussion point, with King County Executive Constantine acknowledging the financial burden put on cities when they take over county roads – since such roads need to be upgraded to city service standards. As such, the Executive is promoting a more regional approach, and ultimately, believes that a state solution is needed.

Kuciemba reported that King County has worked with state legislators on HB 2590, sponsored by Representative Moscoso, and SB 6314, sponsored by Senator Fain. The legislation includes the following:

- Modifies the appraisal process for vacation of county roads to allow an appraiser to consider certain public benefit factors in the valuation, including transfer of liability, risk, increased property taxes, cost avoidance, limits on development and future public benefit.

- Allow greater flexibility to keep records electronically, and in a location other than physically in the county road engineer's office while preserving public access to the records.

- For counties with a population of more than 400,000, increases the amount of work that county crews can perform "in-house" before having to go out to bid with contractors by raising the limit for storm water and riverine projects from $45,000 to $125,000 if only a single craft or trade is involved; and from $90,000 to $250,000 if more than a single craft or trade is involved.

SCA worked closely with cities and King County Executive to ensure that the legislation did not prevent meaningful cooperation and agreement related to infrastructure ownership. A provision regarding so-called "orphaned roads" that raised concerns for SCA member cities was removed by amendment.

Kuciemba concluded that SCA staff will work with King County in identifying future outreach that could include county-city coalition-building, efforts to increase situational awareness, a possible PSRC-led regional collaboration, and discussions on state funding options for local roads in preparation for future legislative sessions. The work would commence in the July 2016 timeframe. The PIC will be updated by SCA staff when next steps have been proposed in working collaboratively with King County, including any known outreach to city councilmembers and/or mayors. Dawson confirmed that she and Mayor Baker and PIC Chair

Mhoon had met with Executive Constantine that morning, and that he agreed with the time frame.

Kuciemba invited Duvall Councilmember Amy Ockerlander, a member of the Task Force, to comment. Ockerlander noted that stakeholders from throughout the county were involved in the process, giving a broad array of perspective, although it was unfortunate that more cities were not invited to participate. She noted that the next level of work would need to be done with cities from all parts of the county. She noted that there were challenges with communication that needed to be overcome. She also noted the need for additional public outreach on needs of both county, and cities. She reported that her experience on the Task Force was positive, and hoped that cities would come to the next phase of the process with an open mind.

Mayor Dave Hill, Algona, noted challenges posed by West Valley Highway, which is owned in part by Algona, Pacific, and King County. This is an example where jurisdictions need to work together. Ockerlander agreed, noting that there were many examples like this in the county. She noted that the cities who took on roads formerly belonging to the county needed to be made whole. She noted that in some cases this may mean financial compensation, in others it may be through assistance in, for example, grant writing.

Councilmember Bob Keller, Sammamish, noted an issue with a county road that is a main commute route in and out of Sammamish that is poorly maintained. He also noted needs to address “second tier” state highways such as Highway 522 and 202. Ockerlander acknowledged that this was an important issue, but that the Task Force looked only at the needs for county rural roads. She noted the power of working in coalitions, and complimented the coalition working on transit needs on 522 as an example of a positive collaboration.

Council President Hank Margeson, Redmond, noted the challenges faced by cities who had incorporated areas, and the poorly maintained roads that they inherited. He noted that cities are forced to make difficult choices in their budgeting, and to come up with funds to maintain their roads. He noted that the county had not done this, which has led to the poorly maintained county roads. He was critical of the county attempting to pass the responsibility onto cities. He noted that working together is a two way street, and that the county needs to do a better job of communicating with and building trust with cities. He did not feel that the county had communicated adequately before dropping the current bill.

In response to a question from SCA Executive Director Deanna Dawson, all cities present noted that they supplemented their roads budgets with general fund dollars, to Margeson’s point about cities making hard choices to responsibly care for their roads.

Chair Mhoon noted that cities had power to impose utility taxes, which the county did not, an issue raised in her earlier meeting with Executive Constantine. Margeson responded that the county had sought this authority in the past. It was noted that in past years the county had sought countywide power to levy utility taxes, although in recent years they had sought the authority only for residents in unincorporated areas.

9. Mental Illness and Drug Dependency (MIDD) Levy Renewal

Ellie Wilson-Jones, SCA Policy Analyst, reported that King County currently has a Mental Illness and Drug Dependency – or MIDD – sales tax levy, a local option tax created by the Legislature in 2005 and put into place by the King County Council in 2007. This 0.1 percent sales tax generates about $53 million annually to fund behavioral health services with five goals in mind: (1) Reducing the number of mentally ill and chemically dependent people using costly interventions like jail, emergency rooms, and hospitals. (2) Reducing the number of people who recycle through the jail because of mental illness or chemical dependency. (3) Reducing chemical dependency and mental and emotional disorders in youth and adults. (4) Diverting mentally ill and chemically dependent youth and adults from justice system involvement. (5) Linking to and furthering the work of, other county efforts like ending homelessness and the Veterans and Human Services Levy, among others.

At the end of this year, the initial MIDD levy ordinance, which set those five policy goals, will expire unless the King County Council acts to renew it. Work is underway by the MIDD Oversight Committee to review the strategies funded by the first MIDD sales tax, solicit information from communities and stakeholders about current service needs, and develop a proposal for a second MIDD sales tax. SCA is represented on the MIDD Oversight Committee by a member, Councilmember Dave Asher of Kirkland, and an alternate, Councilmember Brenda Fincher of Kent.

There are two main work products that the MIDD Oversight Committee will be involved in developing this year. These arise out of a King County Council ordinance requiring the King County Executive to develop two reports with input and assistance from the MIDD Oversight Committee. The first is a Retrospective Review and Assessment of MIDD I, which is due to the King County Council by June 30, 2016. The second is a new MIDD Service Improvement Plan for the potential MIDD II, which would guide MIDD investments beginning in the 2017. The MIDD Service Improvement Plan is anticipated to be transmitted to the King County Council in September 2016 with the Executive's proposed biennial budget.

A detailed timeline is contained in the memo in the PIC packet listing when county staff will begin drafting each of these reports, when they will go to the MIDD Oversight Committee for feedback, when they will go out to the public for comment, when the Oversight Committee is anticipated to act to approve each report, and ultimately when the reports are expected to be transmitted to the King County Council for action. April, May, and June will be key months for MIDD work. SCA Policy Analyst Doreen Booth will be tracking this work and keeping member briefed while Wilson-Jones is on parental leave during those months.

Mayor Bernie Talmas, Woodinville, stated that referrals of the plans for the MIDD and Best Starts for Kids levies to the Regional Policy Committee (RPC) were discussed by that committee today. Deanna Dawson, SCA Executive Director, noted that she would follow up with RPC members on this issue. Mayor David Baker, Kenmore, stated that staff needs an opportunity to work on this issue. Councilmember Bill Peloza, Auburn, stated that SCA and King County will be working to resolve these concerns by February 24. Council President Hank Margeson, Redmond, stated that the purpose of the RPC is go give cities and other represented bodies a voice. He stated that the prior MIDD levy was referred to the RPC.

10. Future Levies and Ballot Measures in King County
Katie Kuciemba, SCA Senior Policy Analyst, that the City of Tukwila is still undergoing deliberations about a Regional Fire Authority; therefore the possible ballot measure listed for April 2016 will be removed for the March PIC packet.

Kuciemba reported the following measures from the February 9, 2016 King County special election:

- Auburn School District – Educational Program and Operations Replacement Levy passing with 54%
- Federal Way School District – Capital Projects Levy passing with 61%
- Fife School District – Capital Projects Technology Levy passing with 55%
- Mercer Island School District
    - Prop 1, Capital Projects Levy passing with 74%
    - Prop 2, School Transportation Levy passing with 77%
- Renton School District
    - Prop 1, Educational Programs, Maintenance and Operations Levy (replacement) passing with 64%
    - Prop 2, Capital Levy for School Facilities passing with 63%
- Seattle School District
    - Prop 1, Operations Levy passing with 72%
    - Prop 2, Capital Levy (renewal)passing with 71%
- Tukwila School District
    - Prop 1, Programs and Operations Levy (renewal) passing with 70%
    - Prop 2, General Obligation School Bond passing with 67%
    - Prop 3, Technology Levy (renewal) passing with 71%

Kuciemba stated that Vashon Island School District had a general obligation bond measure which is currently not reaching the 60% yes vote threshold.

Chair Mhoon spoke to the impressive results from the school district ballot measures, which is a turnaround from prior years.

Councilmember Tola Marts, Issaquah, inquired whether cities have received negative feedback from school districts about accelerated growth in King County and the challenges such growth places on districts.

Council President Hank Margeson, Redmond, responded that the Lake Washington School District had two failed ballot measures in a row in an area where a significant amount of growth has occurred. Margeson indicated that the opposition campaign focused on concerns of taxing to build palatial schools at a time when the recovery from the recession was incomplete, while other may feel that not funding the school district could slow growth.

Councilmember Bill Peloza, Auburn, stated that the City of Auburn passed a resolution in support of the Auburn School District levy and that passed on February 9.

Councilmember Bob Keller, Sammamish, stated that King County Fire Districts 10 and 38 are voting on whether to put a regional fire authority on the ballot in April 2016.

Councilmember Amy Ockerlander, Duvall, stated that the City of Duvall is considering a levy in November for ballfields, police, and technology. The decision by the Council will be made at the last moment to ensure robust public feedback about the size of the measure. This would be the first time in 15 years that the City of Duvall has placed a measure on the ballot.

Councilmember Mike Sando, Enumclaw, stated that King County Fire District 28 will have a levy on the April 2016 ballot.

Mayor Rich Crispo, Newcastle, stated that school districts should consider the residential infrastructure needs when siting a new school in a neighborhood. School district bonds should consider mitigation for the impact schools create on the area around it. Dawson referred to a recently adopted process for cities and school districts to do joint planning. Crispo noted that the school district had not been collaborative in working with the city. Chair Mhoon inquired about process for school districts to do mitigation for neighborhood impacts. Staff will follow up on these issues.

Mayor Leanne Guier, Pacific, stated that school siting discussions are being discussed and addressed by the Growth Management Planning Council and that tonight's PIC feedback would be brought back to the committee.

Councilmember Michelle Sipes-Marvin, Normandy Park, stated that the City of Normandy Park will return to voters in August with a levy measure. This would be a similar levy to the one that failed in November 2015.

Councilmember Lydia Assefa-Dawson, Federal Way, expressed environmental concerns regarding a methanol plant proposed to be built in Tacoma. She alerted members to a special City Council meeting being held in Federal Way on February 11, 2016 to discuss the impacts on the city. She referred members to the University of Washington Tacoma website: www.tacoma.uw.edu/methanol.

11. Potential Upcoming SCA Issues

Deanna Dawson, SCA Executive Director, reported that this recurring agenda item is a catchall for issues that SCA will track and may bring back at a later time. Dawson asked that members provide her with any updates to the list via email at deanna@soundcities.org.

12. Upcoming Events

The next SCA Networking Dinner will be held on Wednesday, February 17, 2016, at 5:30 PM at the Renton Pavilion Event Center. King County Executive Constantine will be the keynote speaker.

The next Public Issues Committee Meeting will be held on Wednesday, March 9, 2016, at 7:00 PM at Renton City Hall.

SCA & All Home Convening of Cities will be held on Friday, March 11, 2016, from 8:00 AM to 12:30 PM at the Tukwila Community Center.

13. For the Good of the Order
Mayor David Baker, Kenmore, reported on legislation proposed by the Puget Sound Clean Air Agency (PSCAA) addressing asphalt plants. Staff will follow up and may bring back additional information to PIC.

Councilmember Kate Kruller, Tukwila, reported that the Tukwila School District is on an elite list of 130 districts across the U.S. that earned inclusion in the College Board's 2015 Gaston Caperton Opportunity Honor Roll. The award is for districts that have expanded access to higher education for traditionally underrepresented students by providing them with rigorous academic offerings and innovative college-preparation programs.

Councilmember Kruller also reported on staffing needs for the Tukwila food bank.

Councilmember James McNeal, Bothell, shared news of the preservation of Wayne Golf Course through collaborative efforts of OneBothell, Forterra, and King County.

Chair Mhoon brought members attention to the "Did You Know" section of the agenda regarding Sexual Assault Awareness Month (SAAM) and urged member cities to pledge to support. Contact SCA Executive Director Deanna Dawson, deanna@soundcities.org if your city will participate.

14. Adjourn
The meeting was adjourned at 8:47 PM.

2016 Roll Call – Public Issues Committee Meeting
February 10, 2016

City	Representative	Alternate
Algona	Dave Hill	Bill Thomas
Auburn	Nancy Backus	Bill Peloza
Beaux Arts Village	Tom Stowe	Richard Leider
Black Diamond	Janie Edelman	Tamie Deady
Bothell	James McNeal	Tris Samberg
Burien	Nancy Tosta	Austin Bell
Carnation	Jim Berger	Dustin Green
Clyde Hill	Barre Seibert	George Martin
Covington	Marlla Mhoon	Margaret Harto
Des Moines	Melissa Musser	Robert Back
Duvall	Amy Ockerlander	Will Ibershof
Enumclaw	Mike Sando	Chance LaFleur
Federal Way	Dini Duclos	Lydia Assefa-Dawson
Hunts Point	Joseph Sabey	
Issaquah	Tola Marts	Jennifer Sutton
Kenmore	David Baker	Nigel Herbig
Kent	Bill Boyce	Dana Ralph
Kirkland	Toby Nixon	Shelley Kloba
Lake Forest Park	Catherine Stanford	Tom French
Maple Valley	Erin Weaver	
Medina	Sheree Wen	
Mercer Island	Benson Wong	Debbie Bertlin
Milton	Susan Johnson	Debra Perry
Newcastle	Rich Crispo	Carol Simpson
Normandy Park	Michelle Sipes-Marvin	Doug Osterman
North Bend	Ross Loudenback	Jonathan Rosen
Pacific	Leanne Guier	David Storaasli
Redmond	Hank Margeson	John Stilin
Renton	Ed Prince	Armondo Pavone
Sammamish	Bob Keller	Christie Malchow
SeaTac	Rick Forschler	Erin Sitterly
Shoreline	Chris Roberts	Keith Scully
Skykomish	Henry Sladek	
Snoqualmie	Bob Jeans	Matt Larson
Tukwila	Kate Kruller	Verna Seal
Woodinville	Bernie Talmas	Susan Boundy-Sanders
SCA Deanna Dawson Katie Kuciemba Ellie Wilson-Jones Doreen Booth Kristy Cole		

Voting members are highlighted in gray. Cities represented are **bolded**.

February __, 2016

The Honorable Jay Inslee
Governor, State of Washington
P.O. Box 40002
Olympia, WA 98504-0002

Dear Governor Inslee,

As you are well aware, many of our communities throughout this state remain in crisis with regard to the growing number of people experiencing homelessness. Our state's current needs outweigh current capacity, leaving too many seniors, families, and individuals vulnerably sleeping on the street. The reasons underlying this crisis are many. No local government or the State can solve this issue alone. This is why we, the undersigned, are making a formal request to you as governor of the state of Washington to continue to build on your investments today by acknowledging the crisis at hand and officially declaring a state of emergency.

On January 27, hundreds of committed residents throughout the central Puget Sound carried out the annual One Night Count. Snohomish County saw a 50% increase in the number of homeless identified compared with 2015. In King County, there was a 19% increase from this past year. Our state's Superintendent of Public Instruction reports that nearly 35,000 children in our public schools are classified as homeless. While other counties throughout the state have yet to report numbers for 2016, most saw similar upward trends from 2014 to 2015.

Last week Senator Sharon Nelson, standing with legislators and local elected leaders, announced the introduction of legislation that would tap into the state's Rainy Day Fund to make significant needed investments to support housing and homelessness. This legislation, entitled the Bring Washington Home Act, has bipartisan support. The bill invests $18.455 million in services such as rapid rehousing for people who are mentally ill, chemically dependent or chronically homeless; $4.625 million for homeless youth programs; and an additional $150 million split between a combination of capital investments to build permanent support housing and emergency shelter beds, and competitive grants. Sadly, it is this magnitude of investment that our state must authorize this year if our communities are going to be able to address this problem. However, as mentioned above, this is a problem too great for the any local or state government to solve alone, and that is why we must also work together to engage the federal government on this critical issue facing our state.

We, the below signed public and private partners are committed to working with the State, and importantly your office, in addressing this growing crisis. By declaring a state of emergency, seeking an even greater investment from the state legislature this session, and calling on our federal partners for additional financial assistance during this time of crisis.

Sincerely,

DRAFT

DRAFT

March 9, 2016
SCA PIC Meeting

Item 6:
Sound Transit's ST3 System Plan
DISCUSSION

SCA Staff Contact
Katie Kuciemba, Senior Policy Analyst, katie@soundcities.org, 206-433-7169

SCA Members serving on the Sound Transit Board of Directors
Mayor Nancy Backus, Auburn; Mayor Fred Butler, Issaquah; Mayor John Marchione, Redmond

Discussion

SCA staff will provide an overview on the Sound Transit 3 (ST3) System Plan, including core priorities identified by the Sound Transit Board, financial policy considerations, and commonalities identified by SCA member cities within the Sound Transit district. SCA would like feedback on countywide principles and questions that should be considered by Board Members in advance of the final ST3 package approval, expected in June 2016. While SCA will be monitoring the development of individual candidate projects, the focus of the PIC discussion will be on region-wide/multi-corridor candidate projects.

Background
Sound Transit operates express bus, commuter rail, and light rail service in the region and constructs capital projects in support and expansion of those services. The voters within the Sound Transit boundaries have previously approved two ballot measures: Sound Move in 1996 and ST2 in 2008.

In December 2014, the Sound Transit Board of Directors adopted the regional transit Long Range Plan Update and directed staff to prepare a new system plan (ST3) that could be considered by voters in 2016. Subsequently, the Washington State Legislature included authority for Sound Transit to return to voters with a $15 billion ballot measure within the first 15 years of the plan, though the legislation did not limit the financing plan to 15 years. Sound Transit's additional funding authority includes:

- Property tax of up to 25 cents for each $1,000 of assessed valuation ($75 annually for a $300,000 house). A property tax was identified as a way to establish a more progressive revenue source for regional transit investments that reduces reliance on the sales tax.
- Sales tax of up to an additional 0.5 percent ($.50 on a $100 purchase).
- Motor vehicle excise tax (MVET) of up to 0.8 percent of vehicle value ($80 annually on a $10,000 vehicle).

The legislation also required that Sound Transit contribute $20 million over five years to affordable housing, and must give developers of affordable housing the first opportunity to bid on 80% of its surplus property.

Sound Transit is considering the time span for collection of additional funding sources to generate sufficient revenue to execute a more robust ST3 package, in addition to federal grants, bonds, existing taxes, fares and other sources. The time horizon for the additional funds could include, but are not limited to, a:

- 15-year measure, which could generate up to $26 billion;
- 20-year measure, which could generate up to $26 billion for use in the first 15 years and an additional $4 billion supporting other projects completed over the following five years; or a
- 25-year measure, which could generate up to $26 billion for use in the first 15 years and an additional $22 billion for other projects the following 10 years. A longer financial package would capitalize on the retirement of Sound Move and ST2 bonds, thereby restoring ST's bonding capacity.

Under collection of the full authorized revenues the estimated cost to a typical adult living in the Sound Transit District would be approximately $200 more annually, or about $17 more per month. A longer duration for investments would increase the amount of revenues collected over time but not the annual or monthly per-person costs.

The Sound Transit Board will have to find the right balance between geographic value and taxpayer appetite with an ST3 System Plan. A 25-year financing plan would extend light rail to likely destinations in Ballard, West Seattle, Everett and through the region; versus a 15-year funding cycle with a shorter duration of taxes collected but enabling a quicker turn around for future phases of high capacity transit planning.

A list of candidate projects are being evaluated by the Board and Sound Transit staff that could potentially be included as part of a November 2016 ST3 ballot measure. Sound Transit has shared with the Board and stakeholders the technical analysis of the candidate projects related to costs, ridership and other core priorities identified by the Sound Transit Board, including:

- Completing the Link light rail spine;
- Ridership:
- Cost, including capital and operations/maintenance;
- Connections to PSRC-designated Regional Centers;
- Integration with other transit operators/transportation systems;
- Multi-modal access;
- Promoting transit-supportive land use and transit-oriented development; and
- Socio-economic benefits.

The Board is currently drawing upon the technical analysis as it narrows in on a draft ST3 System Plan.

While the Board has yet to decide what projects to include in the ST3 System Plan, Board Members have indicated that their priorities include completing the light rail "spine." SCA staff reviewed the sixteen letters submitted by SCA member cities and identified the following commonalities related to region-wide programs or policies:

- System Access Improvements, including enhanced investments for local transit, pedestrian and bicycle access, bicycle storage, and additional parking capacity. This

includes managing demand for parking at designated Sound Transit facilities, per existing policy. Recommendations call for robust system access planning incorporated early in the lifecycle of a project to ensure connectivity, integration of modes, and reflect the needs of diverse transit ridership.

- Equitable Housing, including maximizing transit-oriented development (TOD) potential and affordable housing through strategic use of remnant property and capital investments, when consistent with local plans and policies. Recommendations call for local flexibility and should include providing support for TOD beyond the project planning phase.
- Regional Transit Integration, including advanced planning for interagency and multi-modal transit connections to optimize the regional network. This includes ensuring that local transit agency long range planning efforts, such as King County Metro Transit's Long Range Plan, are coordinated with the ST3 System Plan and effectively implemented.
- Enhanced Outreach and Coordination, including a commitment to working with local jurisdictions during the full lifecycle of a project – and in concert with local communities. This is in recognition that Sound Transit identifies that local jurisdictions are essential partners in each candidate project, the System Access Fund, the TOD Development Program, and the Innovation and Technology Fund.
- Social Equity, including connecting diverse and lower-income communities to the places they need to go with frequent, reliable and affordable transit options. A plan should help to provide greater access – and build strong transit ridership – in areas outside of the densest urban core. ST3 plan development, and subsequent outreach for specific projects, should include robust public engagement in communities of color, low income communities, and non-English communities.

As a result of the recently submitted stakeholder letters requesting "early wins," Sound Transit CEO Peter Rogoff has directed staff to examine frontloading smaller projects that could make a big difference in the near term as larger high-capacity transit projects are built over the long term. Early-investment of capital improvements could include:

- Expanded service, which could include improved frequency and capacity with more rail and bus service to help build ridership;
- More parking options for cars and bikes to improve access;
- Bus travel time savings, such as using freeway shoulders or new capital along bus corridors;
- New stations to reach more riders, including stations built on existing alignments (infill stations); and
- Improved customer experience, including transit centers and technology.

It is anticipated that a list of potential "early win" projects could be released in March when the Board is expected to learn more about the financial impacts and transit benefits of the projects to the ST3 System Plan.

Next Steps
Following review of the letters submitted by jurisdictions in January 2016, a draft system plan is expected to be released for public comment on March 24, 2016. The Sound Transit Board is expected to adopt a final ST3 System Plan in June 2016, which could be placed on the November 2016 ballot for a public vote on funding for the plan.

SCA would like feedback on countywide principles and questions that should be considered by Board Members in advance of the final ST3 System Plan approval. While SCA will be monitoring the development of individual candidate projects, the focus of the PIC discussion will be on region wide/multi-corridor candidate projects. PIC feedback could respond to the following:

- What are the risks/benefits to a shorter versus longer ST3 System Plan?
- What is the right balance in considering "early wins" versus long-term investments, such as major high-capacity transit expansion? An early-investment in capital infrastructure could disproportionately reduce later spending in an ST3 System Plan.
- What role Sound Transit should take in supporting affordable housing?
- What would it look like for Sound Transit to have enhanced coordination with local jurisdictions? With underrepresented communities?

SCA staff will monitor and attend Sound Transit meetings and provide update to members of the PIC until the time in which the Sound Transit Board adopts the final ST3 System Plan.

The anticipated timeline for that adoption is as follows:

Date	Milestone
March 24, 2016	**Sound Transit anticipated to release draft ST3 System Plan to the public for comment**
April 13, 2016	**SCA Public Issues Committee meeting update on ST3**
April-May, 2016	**Sound Transit public and jurisdictional outreach on draft ST3 System Plan (integrated with Metro Transit's Long Range Plan public outreach)**
June 23, 2016	**Sound Transit Board anticipated to adopt final ST3 System Plan**
November 2016	**Potential public vote on ST3 funding package**

March 9, 2016
SCA PIC Meeting

Item 7:
Proposed Methanol Plant in Tacoma, WA
Discussion Item

SCA Staff Contact
Deanna Dawson, SCA Executive Director, Deanna@soundcities.org, 206-433-7170

Discussion

The cities of Federal Way and Normandy Park have adopted resolutions opposing the siting of a proposed methanol plant at Port of Tacoma at this time due to the lack of a transparent siting process, and an absence of information regarding adequate public safety and environmental safeguards. Several SCA Board members suggested bringing this matter before PIC for information and discussion. City of Federal Way staff prepared this staff memo, and will be at the March 9, 2016 PIC meeting to present information and answer questions. If requested by the PIC, this matter could come back for action at a future meeting.

Background

Proposed Project
Northwest Innovation Works Tacoma, LLC (NWIW), a business venture formed with funding from the Chinese government and British Petroleum, has proposed to develop and operate a natural gas-to-methanol production plant in the City of Tacoma on approximately 125 acres leased from the Port of Tacoma. The lease agreement with the Port of Tacoma was presented and approved at the May 1, 2014 meeting of the Port of Tacoma Board of Commissioners.

Pursuant to the minutes taken at that May 1, 2014 meeting, key elements of the lease included the following:

- Term is 30 years with an option to extend by 25 additional years
- Term of initial lease contains three phases: Feasibility, Construction, and Operation
- Staff deemed the lease as sustainable and as meeting the financial goals set by the Commission
- Port is guaranteed $1.8 Million by a letter of credit if NWIW cancels the lease during the feasibility phase
- Full rent will begin in January 2019. During the construction period, NWIW will pay 50% rent
- Planned use to include converting natural gas to methanol
- Natural gas will be delivered via pipeline and exported via ship to China
- Methanol will be used by Chinese customers mainly to produce olefins and also a small portion will be used as an energy source

- 30% of the natural gas will be used in the manufacturing process and 70% goes into the production of the olefins themselves

After hearing from staff, representatives of NWIW, and 20 public commenters, the Board of Commissioners voted 4-0 to authorize the CEO to sign a lease agreement with NWIW.

Environmental Review
Pursuant to the State Environmental Policy Act (SEPA), once a permit application is received or an agency proposal is initiated, an environmental review process is commenced. Assuming there is no categorical exemption, which there is not in this case, a SEPA lead agency is determined. For this specific project, on November 18, 2015, the Washington State Department of Ecology (DOE) transferred lead agency status from DOE to the City of Tacoma. On December 15, 2015, as the SEPA lead agency, the City of Tacoma issued a Determination of Significance, Notice of Request for EIS Scoping Comments, and Notice of Public Scoping Meeting (Notice). The purpose of this Notice was to briefly describe the project and inform the public of the scoping phase of the environmental review. A copy of the Notice is included as Attachment A.

In the December 15 Notice, the proposed project was described as follows:
- The plant will include up to four methanol production lines, each with a production capacity of 5,000 metric tons per day, for a total of 20,000 metric tons per day
- Natural gas will be delivered to the methanol plant via a new lateral pipeline, which will transmit odorized gas
- The lateral pipeline will connect the regional pipeline to the NWIW project site over an approximately 10-mile corridor through unincorporated Pierce County, the Puyallup Tribe of Indians Reservation, and the cities of Sumner, Puyallup, Fife, Tacoma, and potentially others
- The production process will require up to approximately 10.4 million gallons of water per day
- At full production, the project will require up to approximately 450 megawatts of electrical power
- The anticipated yearly production at full capacity is approximately 7.2 million tons of methanol
- Up to approximately 300,000 metric tons of methanol will be stored in storage tanks on site
- Between four and seven ships per month are anticipated to be loaded

The City of Tacoma's Determination of Significance on this project triggered the scoping process for an Environmental Impact Statement (EIS). The purpose of the EIS is to develop information that is then used to support permit review and development of recommended mitigation measures related to potential impacts association with matters such as transportation, fire, health and safety.

Initially, the City of Tacoma commenced a 60-day scoping process that began on December 15, 2015 and was to end on February 17, 2016. The stated purpose of this scoping process was to

narrow the scope of the EIS. Two public scoping meetings were set for January 21, 2016 and February 16, 2016 to provide information about the proposed project and to facilitate an opportunity for the public to make oral comment on the scope of the EIS.

Scoping Meeting
The first public meeting was held on January 21, 2016 at the Tacoma Convention Center. The turnout was far greater than expected and attendees exceeded the capacity of both the main room and the overflow room. Members of the public were concerned with the project and all of its potential impacts, but also the perceived failure of notification regarding the project itself. In response to this, the City of Tacoma extended the scoping period from February 17, 2016 to March 4, 2016 and added a third public meeting on February 10, 2016. A revised Notice was issued on January 27, 2016 to include the additional meeting and extended scoping period. A copy of the revised Notice is included as Attachment B.

As part of the scoping process, a draft scoping report was issued by the City of Tacoma on February 5, 2016. A copy of that document and its appendix is included as Attachment C.

The second public meeting was held on February 10, 2016 at the Tacoma Convention Center. A larger room was utilized that accommodated the many members of the public that attended. Public comments were provided by a representative of the City of Federal Way Mayor's Office and two City Councilmembers.

City of Federal Way Resolution
Following the first public hearing, word regarding the project began to spread to Federal Way residents. Despite the fact that many Federal Way residences are within two to three miles of the proposed project, no public notices regarding this project or these public meetings were received by Federal Way residents or the City of Federal Way.

In response to the growing concern, Mayor Jim Ferrell and the Federal Way City Council called an emergency Council meeting on February 11, 2015 to allow for information to be presented on the project and for the City Council to formulate a resolution that would allow them to take an interim position on the project and provide public comment on the scope of the EIS. A copy of the Federal Way City Council's Resolution 16-701 is included as Attachment D.

The Federal Way City Council determined not to support the NWIW project at the current time mainly due to the uncertainty of the impacts of the project and the lack of information sharing surrounding the project. Additionally, the City Council provided comments on the scope of the EIS and asked that the following be considered by the City of Tacoma:

- Off-site impacts of the project that extend into the City of Federal Way
- Environmental impacts, safety records and mitigation measures for other methanol facilities, on an international basis for the methanol industry and the principals involved with the Tacoma project
- Public health risks of exposure to methanol pollutants, including air quality, water quality and usage, soil leeching, and industrial accidents

- Workplace safety risks for employees of the methanol plant and neighboring industrial users of the Port of Tacoma
- Risk analysis for industrial accidents and impact of man-made or natural disasters, both during construction and operation
- Pipeline safety, during construction and operation
- Short and long term impacts on natural resources during construction and operation
- Cost-benefit analysis during construction and operation
- Environmental justice issues

This resolution was submitted to the City of Tacoma as public comment on February 12, 2015.

Current Status of Project
On February 19, 2016, the City of Tacoma issued a press release stating that NWIW has requested that the City of Tacoma pause the SEPA environmental review process for the proposed methanol plant in Tacoma. In response to that request, the City of Tacoma cancelled the public scoping meeting scheduled for February 24 (previously scheduled for February 16). On its website, NWIW President Murray V. Godley, III stated that "we have been surprised by the tone and substance of the vocal opposition that has emerged in Tacoma. To force a facility on a community that does not welcome it would not be consistent with our goals. Therefore, we have decided to pause the State Environmental Policy Act (SEPA) environmental review process in Tacoma."

If and/or when NWIW chooses to reinitiate the SEPA process or files a revised application, the City of Tacoma will initiate a new 45-day scoping period and provide notice of that new scoping period to all of those parties that have previously submitted comments.

Attachments
A. December 15, 2015 Notice
B. January 27, 2016 Revised Notice
C. February 5, 2016 Draft Scoping Documents
D. City of Federal Way Resolution 16-701

Determination of Significance, Notice of Request for EIS Scoping Comments, and Notice of Public Scoping Meeting

Proponent:	Northwest Innovation Works, Tacoma, LLC
Project Name:	Tacoma Manufacturing and Marine Export Facility (TMMEF)
Location of Proposal:	Blair-Hylebos Peninsula, Port of Tacoma: 3400 Taylor Way, Tacoma, tax parcels: 0321363034, 0321363037, 0321363033, 0321363013, 0321363033, 0321363036, and 0321354035; see attached map (also at www.cityoftacoma.org/planning, under 'Proposed Methanol Plant'
SEPA Lead Agency:	City of Tacoma – File No. SEPA2015-40000260025

Project Description: Northwest Innovation Works, Tacoma, LLC (NWIWT) proposes to develop and operate a natural gas-to-methanol production plant and export facility on approximately 125 acres in the Port of Tacoma (Port). The project objective is the manufacture and shipment of methanol (a liquid) to global markets for use as a feedstock for manufacturing olefins used in the production of plastics and other materials. The characteristics of the proposed project are described below.

As proposed, the plant will include up to four methanol production lines, each with a production capacity of 5,000 metric tons per day, for a total of 20,000 metric tons per day. The plant will also include ancillary elements such as an administrative and lab building, employee parking, access roadways, fire suppression facilities, air separation units, air storage, water storage and treatment facilities, wastewater treatment facilities, cooling towers, a flare system for the disposal of flammable gases and vapors, substations and emergency generators. Plant components are proposed to be primarily located on approximately 110 acres of Port property situated at the southwest base of the Blair-Hylebos peninsula. Construction is expected to proceed in two phases, each including two production lines totaling production capacity of 10,000 metric tons per day.

The plant will utilize ultra-low emissions (ULE) reforming technology, which will emit substantially lower greenhouse gas and other air pollutants compared to conventional technologies for reforming natural gas to methanol.

Natural gas will be delivered to the methanol plant via a new lateral pipeline, which will transmit odorized gas. Northwest Pipeline GP will be responsible for obtaining permits and constructing this lateral pipeline. This lateral pipeline will connect the existing regional pipeline to the NWIWT project site over an approximately 10-mile corridor through unincorporated Pierce County, the Puyallup Tribe of Indians Reservation, and the cities of Sumner, Puyallup, Fife, Tacoma, and potentially others. Separately, Northwest Pipeline GP is pursuing expansion of its regional pipeline between Sumas and Longview, Washington which is being permitted through the Federal Energy Regulatory Commission. NWIWT anticipates using natural gas distribution capacity that will be provided by that portion of the Northwest Pipeline regional expansion project between Sumas and Tacoma.

The production process will require up to approximately 10.4 million gallons per day of water, which will be supplied by the City of Tacoma Domestic water and sanitary services for on-site personnel use will be obtained from the City of Tacoma. Treated process wastewater (up to approximately 1.44 million gallons per day) will be discharged to the City of Tacoma's wastewater treatment works.

A construction stormwater permit will be required. Stormwater management post-construction will be discharged through Port of Tacoma outfalls or through the City of Tacoma's stormwater system.

At full production, the project will require up to approximately 450 megawatts of electrical power, which will be transmitted through the existing transmission system with localized upgrades if necessary.

The anticipated yearly production at full capacity is approximately 7.2 million metric tons of methanol. Up to approximately 300,000 metric tons of methanol will be stored in storage tanks at atmospheric pressure and ambient temperature and surrounded by secondary containment. Storage tanks will be co-located with plant components, as well as on approximately 15 acres of land adjacent to or in close proximity to the main 110 acre plant site. Methanol product will be transferred by pipeline across Port property from the storage area to the Port's existing deep draft marine terminal (the "East Blair One [EB1] terminal) on the Blair Waterway. Roadway improvements to access the EB1 terminal may be necessary. NWIWT anticipates loading between four and seven ships per month depending on vessel size. The Port will be responsible for obtaining permits for modifications to the dock, as well as localized dredging, if necessary, in the vicinity of the berth.

The plant will be operated in compliance with applicable fire, health, and safety regulations and codes. Plant safety features will include fire suppression systems, fire safety equipment, and storage and containment systems designed to current industry standards and regulatory requirements. NWIWT will conduct process safety management assessments and develop emergency response plans in accordance with applicable local, state and federal regulations.

Determination of Significance: NWIWT acknowledges the issuance of a Determination of Significance as the SEPA Threshold Determination in order to initiate SEPA scoping for an Environmental Impact Statement ("EIS") for the TMMEF Project. The EIS is not a substitute for permit review. It is a process that develops information that is used to support permit review and development of recommended mitigation measures related to potential impacts associated with matters such as transportation, fire, health and safety. Key permits for this project include the City of Tacoma Shoreline Substantial Development Permit, Department of Ecology Water Quality Certification, the Department of Fish and Wildlife's Hydraulic Project Approval, the U.S. Army Corps of Engineers' Sections 10 and 404 permits, and a Notice of Construction air contaminant permit from Puget Sound Clean Air Agency. The federal permits will likely involve a thorough review of waterway operations by the US Coast Guard.

Scoping: Consistent with TMC Chapter 13.12, the City of Tacoma, as SEPA lead agency, is initiating a 60-day scoping process beginning December 15, 2015 and ending on February 17, 2016 to narrow the scope of the EIS. The NWIWT Project EIS will discuss the probable significant adverse impacts of the proposed action, the no-action alternative, and alternatives that are capable of attaining the proposal's objectives stated above. The Blair-Hylebos Terminal Redevelopment Project FEIS (Feb. 2009) and the Tacoma LNG FEIS (Nov. 2015) are proposed for incorporation, to the extent relevant, by reference under WAC 197-11-600(4)(b) to provide additional information and analysis in preparation of the project-specific TMMEF EIS. The City has determined that Environmental Health and Safety ("EH&S") will be areas of emphasis in the EIS.

In addition to the foregoing topics, agencies, affected tribes, and members of the public are invited and encouraged to comment on the scope of this EIS. You may comment on alternatives, proposed mitigation measures, probable significant adverse impacts, permits, licenses and/or other approvals that may be required. The City will use the scoping comments to help define the topics to be examined closely in the project-specific EIS. Methods for presenting your comments are described below. All comments are due no later than 5 p.m. on February 17, 2016.

- **EIS Public Scoping Meetings (2)** – **The first EIS Public Scoping Meeting is scheduled to begin at 6:30 p.m. on Thursday January 21, 2016 at the City Convention Center, 1500 Broadway; NWIWT will have representatives and materials available in the foyer to share currently available information beginning at 5 p.m. The second EIS Public Scoping Meeting is proposed for February 16 in NE Tacoma (taking further public comment and comments on the draft scope developed by City staff and posted on City website February 9); time and location will be posted on the City web page as these are determined.**
- **The purpose of the public scoping meeting is to provide information about the proposed project and to provide an opportunity to make oral comment on the scope of the EIS. Additionally, written comments will be accepted at this meeting (comment forms will be available) which will be entered in the proposal's environmental review record as scoping comments. Additional information may be found at www.cityoftacoma.org/planning.**
- **Submittal of written comments - Written comments may be submitted via mail, e-mail or fax to the City's Project Manager, as follows**

Project Manager:	**Ian Munce, AICP, Principal Planner**
Address:	**City of Tacoma** **Planning & Development Services Department** **747 Market Street, Suite 345** **Tacoma, WA 98402**
E-mail:	**tacoma.methanol.sepa@cityoftacoma.org**
Phone#:	**(253) 573-2478**
Fax#:	**(253) 591-5433**

Responsible Official: The Responsible Official is the designated person within the City of Tacoma's Planning & Development Services Department who is responsible for compliance with the SEPA lead agency procedural responsibilities.

Issuance Date: December 15, 2015

Peter Huffman, Planning & Development Services Director
SEPA Responsible Official

Tacoma Daily Index Publication: December 15, 2015 and December 22, 2015

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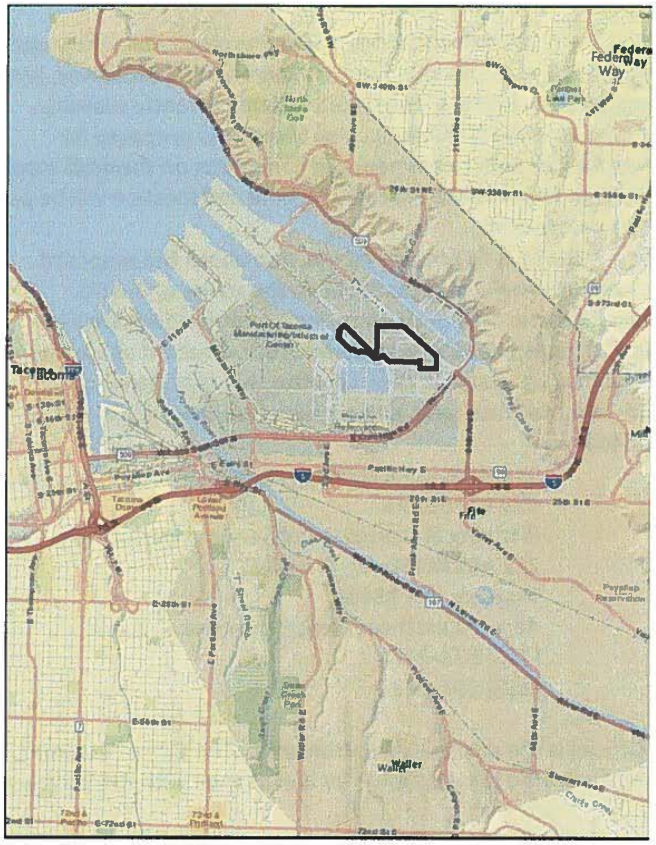
PROJECT AREA MAP

Proponent: Northwest Innovation Works, Tacoma, LLC
Project Name: Tacoma Manufacturing and Marine Export Facility (TMMEF)
SEPA Lead Agency: City of Tacoma
Agency File No.: SEPA2015-40000260025



Proposed Tacoma Methanol Manufacturing and Export Facility
Project Location*
* Approximately 15 acres of land adjacent to or in close proximity to the location shown above will be needed for storage tanks.

N

Contact: Ian Munce
Building and Land Use Services
City of Tacoma
747 Market Street, Room 345, Tacoma, WA 98402
(253) 573-2478 | imunce@cityoftacoma.org

Determination of Significance, Notice of Request for EIS Scoping Comments, and Notice of Public Scoping Meeting: Updated January 27, 2016

Proponent:	Northwest Innovation Works, Tacoma, LLC
Project Name:	Tacoma Manufacturing and Marine Export Facility (TMMEF)
Location of Proposal:	Blair-Hylebos Peninsula, Port of Tacoma: 3400 Taylor Way, Tacoma, tax parcels: 0321363034, 0321363037, 0321363033, 0321363013, 0321363033, 0321363036, and 0321354035; see attached map (also at www.cityoftacoma.org/planning, under 'Proposed Methanol Plant'
SEPA Lead Agency:	City of Tacoma – File No. SEPA2015-40000260025

Project Description: Northwest Innovation Works, Tacoma, LLC (NWIWT) proposes to develop and operate a natural gas-to-methanol production plant and export facility on approximately 125 acres in the Port of Tacoma (Port). The project objective is the manufacture and shipment of methanol (a liquid) to global markets for use as a feedstock for manufacturing olefins used in the production of plastics and other materials. The characteristics of the proposed project are described below.

As proposed, the plant will include up to four methanol production lines, each with a production capacity of 5,000 metric tons per day, for a total of 20,000 metric tons per day. The plant will also include ancillary elements such as an administrative and lab building, employee parking, access roadways, fire suppression facilities, air separation units, air storage, water storage and treatment facilities, wastewater treatment facilities, cooling towers, a flare system for the disposal of flammable gases and vapors, substations and emergency generators. Plant components are proposed to be primarily located on approximately 110 acres of Port property situated at the southwest base of the Blair-Hylebos peninsula. Construction is expected to proceed in two phases, each including two production lines totaling production capacity of 10,000 metric tons per day.

The plant will utilize ultra-low emissions (ULE) reforming technology, which will emit substantially lower greenhouse gas and other air pollutants compared to conventional technologies for reforming natural gas to methanol.

Natural gas will be delivered to the methanol plant via a new lateral pipeline, which will transmit odorized gas. Northwest Pipeline GP will be responsible for obtaining permits and constructing this lateral pipeline. This lateral pipeline will connect the existing regional pipeline to the NWIWT project site over an approximately 10-mile corridor through unincorporated Pierce County, the Puyallup Tribe of Indians Reservation, and the cities of Sumner, Puyallup, Fife, Tacoma, and potentially others. Separately, Northwest Pipeline GP is pursuing expansion of its regional pipeline between Sumas and Longview, Washington which is being permitted through the Federal Energy Regulatory Commission. NWIWT anticipates using natural gas distribution capacity that will be provided by that portion of the Northwest Pipeline regional expansion project between Sumas and Tacoma.

The production process will require up to approximately 10.4 million gallons per day of water, which will be supplied by the City of Tacoma Domestic water and sanitary services for on-site personnel use will be obtained from the City of Tacoma. Treated process wastewater (up to approximately 1.44 million gallons per day) will be discharged to the City of Tacoma's wastewater treatment works.

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- **EIS Public Scoping Meetings (~~2~~ 3)** – The first EIS Public Scoping Meeting is scheduled to begin at 6:30 p.m. on Thursday January 21, 2016 at the City Convention Center, 1500 Broadway; NWIWT will have representatives and materials available in the foyer to share currently available information beginning at 5 p.m. **The second EIS Public Scoping Meeting is scheduled to begin at 6:30 p.m. on Wednesday, February 10, 2016, in the 5th Floor Exhibit Hall at the City Convention Center, 1500 Broadway (doors will open at 5:00 p.m. for speaker sign-up; speakers will be called upon in order of sign-up). The third EIS Public Scoping Meeting is scheduled for February 16 at Meeker Middle School in NE Tacoma. Doors will open at 5:00 p.m. for speaker sign-up; the meeting will begin at 6:30 p.m. We are locating the third meeting to make it easier for NE Tacoma residents to attend.**

- City staff plan to have a draft Scope of Work available and posted on the project web page no later than February 5, 2016. As much as possible, the second and third hearings should focus on the details of the Scope of Work.
- The purpose of the public scoping meeting is to provide information about the proposed project and to provide an opportunity to make oral comment on the scope of the EIS. Additionally, written comments will be accepted at this meeting (comment forms will be available) which will be entered in the proposal's environmental review record as scoping comments. Additional information may be found at www.cityoftacoma.org/planning.
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Project Manager:	Ian Munce, AICP, Principal Planner
Address:	City of Tacoma: Planning & Development Services Department 747 Market Street, Suite 345, Tacoma, WA 98402
E-mail:	tacoma.methanol.sepa@cityoftacoma.org
Phone#|Fax #:	(253) 573-2478 | (253) 591-5433

Responsible Official: The Responsible Official is the designated person within the City of Tacoma's Planning & Development Services Department who is responsible for compliance with the SEPA lead agency procedural responsibilities.

Issuance Date: December 15, 2015, Updated January 27, 2016

Peter Huffman, Planning & Development Services Director
SEPA Responsible Official

Tacoma Daily Index Publication: December 15, 2015 and December 22, 2015, *Updated January 27, 2016*

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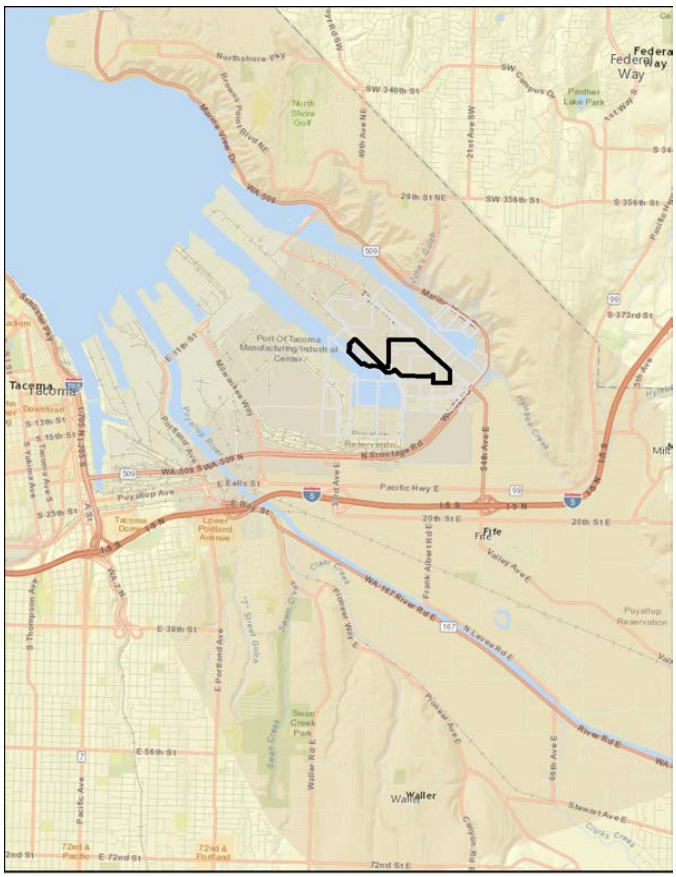

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CITY OF TACOMA PLANNING AND DEVELOPMENT SERVICES
ENVIRONMENTAL IMPACT STATEMENT
DRAFT SCOPE OF WORK FOR

NORTHWEST INNOVATION WORKS PROPOSED
NATURAL GAS TO METHANOL PRODUCTION PLANT
AND EXPORT FACILITY

February 5, 2016

DRAFT

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Appendix 1 Summary of Scoping Comments (Scoping Report)

DRAFT

1. Introduction

City of Tacoma Planning and Development Services is overseeing preparation of an environmental impact statement under the State Environmental Policy Act, Ch. 43.21C RCW ("SEPA"), for Northwest Innovation Works Tacoma, LLC ("NWIW") proposed natural gas to methanol production plant and export facility. An EIS is designed to provide an impartial discussion of probable significant adverse environmental impacts, reasonable alternatives, and mitigation measures that would avoid or minimize adverse impacts. Scoping is utilized before a draft document is prepared to identify the central issues the EIS will focus on.

To inform EIS scope, the City is holding three public scoping meetings, on January 21, February 10, and February 16, 2016, and is accepting scoping comments through March 4, 2016. Over 700 people attended the January 21 meeting. In addition to the testimony presented at the meeting, over 700 written comments have been submitted to date. Those comments are summarized at Appendix 1, and have informed development of this initial scoping document.

Based on the questions and concerns raised in public comment to date on the likely scope of the proposal's significant impacts, the EIS will need to address all elements of the environment, as outlined in SEPA regulations (WAC 197-11-444). Also, questions were raised on the degree to which the EIS should address off-site impacts, given the project relies on piped in out-of-state natural gas, which will be converted to another material on site, which will then be shipped overseas. Given these facts, impacts are not isolated at the site, so off-site impacts must be addressed. Also, the proponent is currently pursuing two other methanol plants in Washington and Oregon, which underscores the need for the EIS to consider cumulative impacts. The EIS will utilized a "tiered" analysis so that those impacts most directly caused by the project receive the more detailed analysis, with those impacts outside the region and more attenuated, being acknowledged, but not receiving the same level of scrutiny.

2. Proposal Description

2.1 Proposal

NWIW, a business venture formed with funding from the Chinese government and British Petroleum, has proposed to develop and operate a natural gas-to-methanol product plant and export facility on approximately 125 acres leased from the Port of Tacoma. The project location is on the Blair-Hylebos Peninsula, Port of Tacoma, 3400 Taylor Way, Tacoma.

The project is designed to manufacture and ship methanol to global markets for use as feedstock for manufacturing olefins.[1] Olefins are petrochemicals used in manufacturing plastics.

[1] The City understands Xizhong Island Petrochemical Park in Dalian, China has signed agreements committing to purchase methanol from NWIW's three projects.

The plant is one of the three NWIW is proposing in Washington (at Kalama and Tacoma) and Oregon (at Clatskanie).[2] Combined, these three plants would produce about 14.4 million metric tons of methanol annually, which exceeds the 6.5 million metric tons annually produced nationwide in the U.S. through a handful of currently operating methanol facilities.[3] This is a major project, with the Tacoma facility alone being described as a multi-billion dollar investment.

The Tacoma plant is slated to include up to four methanol production lines, each with a production capacity of 5,000 metric tons per day, for a total of 20,000 metric tons per day. The plant will also include ancillary elements such as an administrative and lab building, employee parking, access roadways, fire suppression facilities, air separation units, air storage, water storage and treatment facilities, wastewater treatment facilities, cooling towers, a flare system for the disposal of flammable gases and vapors, substations, and emergency generators.

Natural gas will be delivered to the methanol plant via a new lateral pipeline, which will transmit odorized gas. Northwest Pipeline GP will be responsible for obtaining permits and constructing this lateral pipeline. The lateral pipeline will connect the existing regional pipeline to the project site over an approximately 10-mile corridor through unincorporated Pierce County, the Puyallup Tribe of Indians Reservation, and the cities of Sumner, Puyallup, Fife, Tacoma, and potentially others. Separately, Northwest Pipeline GP is pursuing expansion of its regional pipeline between Sumas and Longview, Washington, which is being permitted through the Federal Energy Regulatory Commission. NWIW anticipates using natural gas distribution capacity that will be provided by that portion of the Northwest Pipeline regional expansion project between Sumas and Tacoma.

The plant's anticipated yearly production at full capacity is approximately 7.2 million metric tons of methanol.[4] Up to approximately 300,000 metric tons of methanol will be stored in storage tanks at atmospheric pressure and ambient temperature and surrounded by secondary containment. Storage tanks will be co-located with plant components, as well as on approximately 15 acres of land adjacent to or in close proximately to the main 110-acre plant site. Methanol product will be transferred by pipeline across Port property from the storage area to the Port's existing deep draft marine terminal on the Blair Waterway. Roadway improvements to access that terminal may be necessary. NWIW anticipates loading between four and seven ships per month depending on vessel size. The Port will be responsible for obtaining permits for modifications to the dock, as well as localized dredging, if necessary, in the vicinity of the berth.

[2] The applicant has indicated that additional plants may be proposed in future and the plants currently proposed may be expanded.

[3] China produces about 45 million tons of methanol each year. Cheap natural gas is reviving the U.S. industry. The EIS will need to verify these figures and correct them as needed.

[4] Maximum output may need to be adjusted upwards as 20,000 x 365 = 7.3 million.

2.2 Permitting

Commenters asked that the EIS identify all City permits required and who the decision makers are for each step of the permitting process. The EIS will do so, along with noting required federal and state permits.

3. Proposal Context

Commenters requested that the EIS review what methanol production facilities have been constructed worldwide since the 1960s and all methanol production facilities in the United States. Further, commenters asked what facilities are still in operation, what their conditions are, and what the employment counts are. Commenters requested that the EIS provide details about NWIW, including if NWIW operates other methanol plants elsewhere, the capacity of those facilities, and how long the plants have been online. The applicant is presently pursuing permits for two other facilities within the Pacific Northwest. As requested, the EIS will provide background information on the methanol industry and applicant.

4. Alternatives

SEPA requires an EIS to assess probable, significant, adverse impacts associated with the proposed action, no-action, and a reasonable range of alternatives. As this proposal is properly viewed as a public project for purposes of SEPA review given the presence of government funding and Port of Tacoma property ownership, off-site alternatives will be developed and assessed. Possible alternatives to consider include:

- The proposal;
- No action;
- Alternative uses of the site which present reduced environmental impacts;
- Other locations for the project; and,
- Alternatives to the proposed approach to plastics production which present reduced environmental impacts, such as recycling or producing plastics in-state.

During the remainder of this scoping process and during EIS development, these alternatives will be revised and other alternatives considered for EIS inclusion.

5. Air Quality

The EIS will evaluate air pollution impacts. Public comment emphasized the need to evaluate the direct, indirect, and cumulative impacts of air pollution in the area near the proposed project as well as in the City of Tacoma and the Puget Sound region. The analysis will consider proposal impacts in conjunction with existing conditions. Emissions considered will include

those associated with increased shipping and ground transportation, gas line transport, and how those activities would contribute to air pollution and increased particulate matter. However, the analysis will be tiered, meaning that impacts at the site and its immediate environs, within U.S. territorial waters, and within the Puget Sound region, will be given the most attention.

Commenters referenced the United States Environmental Protection Agency's list of Hazardous Air Pollutants, which establishes workplace and emission standards for such substances. Commenters requested that the EIS identify all hazardous substances and the projected levels to be released at the proposed facility, even if found to be at or below minimum levels. Additionally, commenters requested that the EIS identify any non-regulated substances that may be released at the proposed facility that may constitute a nuisance.

The EIS analysis will identify the required air permits and federal, state, and local air emission requirements. Commenters requested that the degree of the Port of Tacoma's present compliance with regulatory requirements and existing conditions be considered.[5] The EIS will do so. In addition, mitigation measures will be identified, such as emission reduction mechanisms and continuous air quality monitoring to ensure compliance.

Public comment identified greenhouse gas emissions as an air emission of particular concern given the climate change challenges the Pacific Northwest is facing.[6] This is an issue the state, nation, and other countries are just beginning to address, given concerns that without concerted action, emissions will reach dangerous levels which threaten human health and safety.

Washington has proposed greenhouse gas emission rules, and the EIS will need to assess whether the project will be able to comply with those rules. The EIS will also need to consider consistency with international agreements (*e.g.*, the Paris climate change agreement along with U.S. agreements with other countries, including China); state laws such as Ch. 70.235 RCW; and other state and locally adopted policies, including the City of Tacoma's Climate Action Plan and Puget Sound Regional Council's Vision 2040.

To understand the proposal's greenhouse gas ramifications, an assessment must be made which encompasses the entirety of the proposal, as conceived from beginning to end. However, although the EIS will recognize each stage of the project, the EIS will not be designed to disclose every molecule of impact or capture every emission. That is an inefficient use of resources.

[5] Given Tacoma's history with air emissions, residents are particularly concerned about new large-scale facilities with air emission impacts. The now defunct Asarco facility was referenced as an example.

[6] *See e.g., State of Knowledge: Climate Change in Puget Sound*, The Climate Impacts Group, University of Washington (November, 2015); *Washington Greenhouse Gas Emission Reduction Limits: Report Prepared Under RCW 70.235.040*, Washington Dept. of Ecology, Pub. No. 14-01-006 (December, 2014), p. v ("Washington is experiencing long-term impacts consistent with what is expected as a result of climate change. The sea level is rising on most of Washington's coast, ocean acidification has increased, and there is long-term warming. Glaciers and spring snowpack have declined and the timing of stream flows has changed for many revisions. And, climate extremes like floods, droughts, fires and landslides are already affecting Washington's economy and environment.")

Rather, the EIS is to provide an adequate disclosure of the likely probable, significant adverse impacts stemming from or proximately caused by the proposal. As such, while the complete context for the project must be acknowledged, the EIS is not designed to consider in detail the portions of the proposal which lay on the outer edges of causation. So, for example, an analysis of natural gas extraction techniques and transportation on one end, and plastics production on the other, is not necessary and will not be include in the EIS. But, as the project is tied to those actions, those ties must be acknowledged.[7]

As noted above, the complete range of steps involved in the project will receive differing levels of analysis. The full range of steps include local steps of obtaining natural gas, local piping of the gas, converting the gas to methanol, transporting the methanol locally, and product end use. Detailed levels of analysis for the steps associated with local project construction and on-site manufacturing and operation will be included in the EIS with indirect impacts acknowledged in the EIS. In summary, these are the impacts arising from:

- Project construction;
- Natural gas extraction and transport;
- On site manufacturing;[8]
- Local methanol transport following manufacture; and,
- Methanol end use.

To adequately disclose significant impacts, each phase must be considered or at least acknowledged, although the level of analysis will depend on the strength of the causal connection, proximity to local environs and direct connection to the construction and operation of the proposed facility. Normal methanol production includes emissions of nonmethane hydrocarbons, carbon monoxide, carbon dioxide, nitrogen oxides, volatile organic compounds, sulfur oxides, and particulate matter.[9] Liquid natural gas extraction and transportation also have emissions, including methane which leaks from natural gas oil wells, pipelines, and storage. Methane is an emission of particular concern, given its high heat trapping properties as a

[7] Supplemental direction on the approach to the analysis will be provided following additional review and comment. Also, the EIS will consider the degree to which each stage of product development has already been accounted for and mitigated, which may help simplify the analysis.

[8] The applicant has stated 70% of natural gas will be converted to methanol, while the remainder will be combusted to produce energy for the chemical processes. Emissions associated with this combustion process will need to be disclosed.

[9] These EIS will verify and disclose the emissions from methanol production.

greenhouse gas.[10] These types of emissions are then combined with those associated with ocean transport across the Pacific Ocean and the end use of methanol for plastics manufacturing. Thus, even though the detailed analysis that would be compiled if this were a drilling or barging operation will not be included in the EIS, the EIS must nevertheless acknowledge this context, but as stated above, not consider in detail the portions of the proposal that lay outside direct local causation. That is because in order to compare this proposal with other alternatives, it is important to acknowledge, not analyze the complete context, rather than plant operation alone in isolation from the inputs and outputs without which the project would not operate.

There are also cumulative greenhouse gas emissions to consider. NWIW is proposing a total of three, and potentially more, methane production facilities within the Pacific Northwest. Methanol production from these three facilities would eclipse production from the seven existing facilities operating nation-wide. Cumulative impacts from the three new facilities, and existing seven facilities, will need to be considered. The cumulative impact of most significance will likely prove to be the air emissions impact, given the transient nature of air and particulate emissions. And, among air emissions, it is likely the greenhouse gas emission issue which will warrant the closest scrutiny. Again, however, the analysis will not attempt to capture in detail every single regional, national or global emission associated the extraction, piping and transportation of methanol, but be succinct and straightforward while providing adequate analysis to inform local decision making on the direct local emissions of the proposal.

With respect to the no-action alternative, the EIS may briefly consider if a coal fired facility in China may instead be built. If so, it may be worth considering how much of China's feed stock for plastics are derived from coal and how likely that is to continue, given high water usage at such facilities, coal mine locations in arid areas, and other factors.

The EIS will also need to identify mitigation alternatives, such as: •

- Purchasing greenhouse gas emissions credits from a verified source;
- Offsetting emissions through renewable energy production;
- Alternatives to plastics, such as recycling;
- Requiring the tracking and reporting of all greenhouse gas emissions through the life of the proposed project; and,
- Other measures identified during EIS development, including those following public comment.

[10] Public comment identified concerns over methane's potency, referencing California's Aliso Canyon methanol leak from an underground natural gas reservoir. That leak has not been given the news coverage other comparable environmental disasters have - despite a 1,000 foot tall plume - possibly as methane is not visible to the naked eye.

6. Environmental Health and Safety

6.1 Emergency Response

Methanol is flammable in liquid and gas states, and is considered highly toxic to humans and animals until it biodegrades. Consistent with comment, the EIS will complete a comprehensive analysis of the adequacy of federal, state, and local emergency response capabilities to address spills, explosion, and/or fire along the pipeline route, at the site, and during transfer for shipping purposes. Commenters asked that the EIS consider methanol tank construction and safety measures, including the degree of secondary containment. The EIS should also identify emergency response measure adequacy where the natural gas is being obtained and at the location where the methanol will be off-loaded. In total, the EIS assessment must address:

- Detailed emergency incident prevention, management, and response plans;
- Availability of fire response and emergency medical services, including transport times to specialty care facilities;
- Detailed emergency notification/advance warning plans for residents, businesses, and others, along with communication strategies, including ensuring emergency responders are aware of what hazardous materials are being transported and the potential for communications systems failure;
- Evacuation routes/plans with traffic flow analysis for communities, the nearby detention center, neighborhoods, businesses, and schools;
- Safeguards proven to contain leaks of toxic gases in order to immediately protect the public;
- Safeguards to be used should the first line of containment fail;
- Hazardous materials storage, handling, disposal, and monitoring;
- Fallout or blast zone delineation and potential impacts;
- Quantities, descriptions, capabilities, expertise, and experience of emergency response personnel, using a gap analysis;
- Measures in place to address potential health impacts to local residents and emergency response personnel that might result from additional exposure to hazardous materials related to a spill, fire, or explosion;
- How natural disasters (*e.g.*, earthquake, volcanic/lahar, wind, flood, tsunami) may contribute to and/or complicate response efforts;
- Emergency spill protocol for aquatic terrestrial and aquatic environments;
- Availability and source of funding, including the financial responsibilities of local governments, first responders, and the applicant;
- Available insurance or other financial mechanisms in place to address emergency scenarios, sufficient to cover all reasonably foreseeable costs of emergency response, clean-up, and habitat restoration; and,

- Emergency response record associated with NWIW (including its investors).

6.2 Worker and Resident Health and Safety

The EIS will address proposal impacts on worker health and safety. While the EIS focus will be on the site and surrounding environs, some attention to worker safety from natural gas extraction through end use is warranted. The safety records associated with NWIW, including its investors, in the same type of business ventures (or related ones to the extent this is a new enterprise for NWIW), and at existing methanol facilities, should be reviewed. Additionally, the safety record associated with the pipeline being used for transport will be considered.

The EIS will need to consider air emission impacts on human health and the environment. This includes assessing the health impacts on vulnerable populations, such as children and the elderly, as well as detainees at the nearby Immigration and Customs Enforcement detention center. The EIS will need to address these issues including, in particular, health risks for workers at the facility. Also, in the event of accidental releases, the EIS will need to address the degree to which a spill, explosion, or fire would impact air quality and exacerbate health impacts. This includes addressing concerns about the risks associated with chemicals required to clean up methanol spills and leaks. The EIS will identify those compounds.

6.3 Industrial Facilities Proximate to the Site

The proposal would be constructed proximate to railroad facilities and the LNG (liquefied natural gas) plant. Commenters noted that that proposed methanol refinery would be within the LNG blast zone and would be proximate to railroad tracks. The EIS will address safety concerns and impacts associated with proximity to these facilities..

7. Water Resources

7.1 Water Supply

The methanol plant will require significant quantities of water to function. Estimated usage amounts identify the facility as requiring about 10.4 million gallons of water per day (enough to supply 26,000 homes, assuming average use of 400 gallons per day).[11] Most of that supply will be consumed during the process or lost as water vapor. Further, the EIS will address where this water will be drawn from, the degree to which it will impact existing and planned uses, and whether this usage will result in or exacerbate water shortages in future, including during the summer months. Comments included requests for the following details:

[11] The EIS will need to confirm these figures.

- The specific amount and quality of water required for each reaction and stage of industrial process at the proposed facility;
- The temperature requirements of the water at each stage of its use at the proposed facility;
- The demonstrated technology for effectively recycling and cooling water at the facility;
- The environmental implications of recycling and cooling water in this way;
- Alternatives that require less water usage and the environmental impacts of those alternatives;
- The proposed project's ability to scale back use during drought periods;
- Specific processes at the facility that can be curtailed under defined drought conditions;
- NWIW plans or processes for water conservation during drought;
- The means that the City of Tacoma has to enforce water conservation during drought at the facility;
- How tidal forces will affect the water consumption and wastewater discharge from the proposed facility and environment;
- The ecological impacts of the proposed facility's water use on the aquatic and terrestrial life near those water sources; and,
- How impacts from the proposed facility may affect water customers, wildlife, and minimum in-stream flows in different seasons and during periods of drought.

7.2 Wastewater

The proposed methanol plant will produce a significant amount of wastewater, up to 1.44 million gallons per day. Commenters noted that the proposed facility will produce contaminated wastewater which may be handled by City of Tacoma employees while in the City of Tacoma storm water system and raised concerns about worker safety. The EIS will address how wastewater will be treated, removed from the site, and workers protected. This includes an assessment of any contaminants within the wastewater, which could include nickel, copper, zinc oxide, and other materials. Comments included requests for the following details:

- The chemical composition of the wastewater emitted from the plant;
- Whether the project can effectively use water sourced from wastewater treatment plants for some or all stages of the industrial process;
- A description of the pretreatment process that will be implemented for discharged water if it is determined that the proposed facility cannot reuse such water;
- Temperature of wastewater and its direct and indirect impacts;

- Whether there will be a requirement to reduce the temperature of the wastewater, to what degree, and how it will be done;
- Impacts from the wastewater on ecosystems including the tideflats, Commencement Bay and the Puget Sound;
- Whether the proposed facility can use wastewater from the Tacoma Wastewater treatment plant in its operations and if it would require additional treatment; and,
- A cost analysis of the City of Tacoma's water and on-site treatment requirements and costs.

7.3 Stormwater

The EIS will need to address stormwater issues at the site, and how stormwater will be managed, including its treatment and removal from the site.

7.4 Groundwater

The EIS will address impacts to groundwater from the proposal and measures taken to ensure groundwater safety. Commenters expressed concern about the health of the South Tacoma Aquifer should additional water resources be allocated to the proposed facility and asked that the EIS review impacts to the South Tacoma Aquifer over the course of the next 30 years.

In addition, groundwater protection is a significant issue in natural gas fracking. An explanation of how the proposal contributes to those off-site groundwater impacts will be provided. Safety measures along pipeline routes will also be identified.

8. Land and Shoreline Use

The EIS will address proposal compatibility with applicable City land use plans, zoning code, and the City's Shoreline Master Program, along with assessing surrounding development patterns. County, County-Wide, and multi-County policies, including Puget Sound Regional Council's Vision 2040 will also be considered.

The area is planned for industrial development, but impacts from this type of facility at this location have not been specifically addressed. Also, there are residential communities proximate to the site and proposal impacts on those communities will need to be addressed. In assessing land use compatibility, the EIS must consider impacts on visual resources, noise impacts (including from additional shipping traffic)[12], light/glare issues, odor concerns and

[12] For example, public comment raised questions on increased use of fog horns.

proposal impacts on other uses proximate to the facility, such as on parks and recreational activities.

9. Transportation

Transportation impacts associated with construction and operation, and additional vessel traffic will be addressed. During operation, there will be daily traffic associated with employees working what may be three shifts, coupled with delivery trucks to the facility. Total vehicle and vessel trips will need to be identified and impacts disclosed. Adequacy of existing transportation facilities, including impacts at railroad crossings, will be addressed.

10. Public Services and Utilities

The adequacy of public services and utilities to serve the site will be fully addressed. The City of Tacoma will provide water, stormwater, and wastewater infrastructure. The adequacy of the City's existing facilities, required improvements to those facilities, and impacts to rate-payers must be addressed.

Plant energy needs must also be addressed. At full production, the plant will require 450 megawatts of electricity per day. The EIS will address the adequacy of the infrastructure to supply that energy, the availability of the energy, and the infrastructure improvements which are necessary. Also, where that energy is coming from and the impacts associated with supplying that energy, will need to be disclosed.

11. Earth, Geology, and Soils

Ground disturbing impacts at the site and along the pipeline route will be addressed along with long-term soils impacts. Site vulnerability to seismic and tidal issues will be addressed, including:

- The potential for liquefaction at the site and the ability of the facility to withstand earthquakes will be assessed.

- Commenters asked that the EIS study the climate change predictions for sea level rise on the tideflats of Tacoma, where the project is proposed to be constructed. Commenters noted that climate change coupled with more intense and frequent rain events may increase the risks of flooding and damaging high tides at the proposed project site. The EIS will consider these concerns.

With respect to soils health, while methanol is understood to biodegrade quickly and therefore be unlikely to present accumulation concerns, other materials to be used at the facility do not biodegrade quickly. Consequently, a risk assessment and approach to managing that waste, and if necessary remediating it, must be addressed. Measures for ensuring successful facility decommissioning at the end of its useful life, and ensuring the site is not left in a contaminated state, must be outlined. As a precursor to that, present conditions must be documented. For example, commenters questioned whether the Kaiser Aluminum site has been adequately cleaned up. That status will be confirmed.

12. Plants and Animals

12.1 Terrestrial Wildlife

The EIS will address proposal impacts on terrestrial wildlife within the site and surrounding area.

12.2 Terrestrial Vegetation

The EIS will address proposal impacts on terrestrial vegetation within the site and surrounding area.

12.3 Aquatic Species

The EIS will address impacts on marine habitats and wildlife resources found within the project area and shipping route, which may include:

- Commercial shellfish and fishing;
- WDFW-listed Priority Habitat and Species;
- Recreational shellfish and fishing activities;
- Resident and migratory birds and marine mammals;
- Salt marshes, tidal flats, and other sensitive shallow water habitats;
- State and federally listed threatened and endangered species; and
- Tribal shellfish and fishing concerns.

Some impacts to animal species also have economic repercussions, such as to the fishing and tourist industries. For example, orca whales contribute to local economies dependent on tourism, especially between April and September, in the San Juan Islands.

Also, additional marine vessel traffic will result in greater shoreline erosion, increased turbidity, greater risk of introducing invasive species in ballast water, more vessel strikes of large

marine mammals, additional stranding of juvenile salmon on beaches from large wakes, and increased risk of oil spills or accidents. These impacts will be addressed.

Commenters noted that plastics pollution in the oceans is known to kills sea birds and sea life. The EIS will note this issue. Commenters also requested that the EIS analyze the bioaccumulation rates of the chemicals used at the proposed facility. EIS analysis will focus on impacts within U.S. territorial waters, with a summary of shipping impacts extending beyond that.

13. Historic and Cultural Preservation

The EIS will address impacts on cultural and historic resources, including historic properties, archaeological sites, and traditional cultural properties such as sacred sites, traditional fishing areas, and cultural landscapes in and proximate to the project area, and with respect to fishing, primarily within U.S. territorial waters.

14. Socio-Economic Impacts

The EIS will consider proposal impacts on property values and the potential costs associated with property damage in the event of a spill, explosion, fire, or other accident, and identify measures to ensure financial security is in place to address such accidents.

The EIS will also consider the cost of emergency response, planning, and staffing; infrastructure construction and improvements; and costs associated with impacts to the various elements of the environment the EIS addressed, including to commercial marine traffic, the fishing and shellfishing industries, and lost tourism and recreation opportunities.

These losses will be considered against the employment gains (including disclosures as to the wages associated with that employment) and public tax revenues associated with the project, after accounting for any exemptions or special offsets the proponent expects to utilize.

15. Cumulative Environmental Impacts

The proposal's cumulative impacts must be disclosed, which include total impacts over the proposal's life span, as well as impacts in conjunction with other related projects. The applicant is proposing two other facilities within the Pacific Northwest, which will be added to the roughly seven facilities currently existing nationwide.[13] Not every element of the environment is necessarily cumulatively impacted by all of these facilities, as certain impacts are localized. However, where impacts combine for a more pronounced effect, all methanol facilities should be

[13] The number of existing facilities will need to be confirmed.

considered. For example, as addressed in the section above on air impacts, air emissions do not stay in one place, so do have cumulative impacts which must be considered. Also, development within the area, including at the Port of Tacoma, will need to be considered.

16. Other Environmental Review Documents

The EIS will include consideration of relevant environmental review documents, to the extent they help inform the analysis. These may include the following:

- The Port of Tacoma completed an FEIS for redevelopment of the Blair-Hylebos Peninsula in 2009. This document addresses impacts associated with industrial development within this area.
- The City prepared an Emergency Response/Intelligent Transportation Systems study addressing resources and constraints in the proposal area.
- FERC is preparing an environmental assessment of the new pipeline and associated facilities.
- The Port of Kalama and Clark County are preparing an environmental impact statement addressing the Kalama project.

17. Conclusion

SEPA's over-riding purpose is to ensure decision making is fully informed with respect to environmental repercussions. Public comments have identified significant issues which need to be evaluated to provide those required disclosures. Many comments center on the need to protect Tacoma's environmental health both now and into the future. Concerns raised include public safety, air emissions (including greenhouse gases), water usage, and waste management, among many others. The EIS will address these issues, identify areas in which mitigation is feasible, and evaluate more environmentally benign alternatives to the proposal. And, as scoping proceeds, EIS scope will be refined and elaborated on.

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Northwest Innovation Works
Manufacturing and Marine Export Facility
Environmental Impact Statement

Draft Scoping Report

February 5, 2016

Comments received December 15, 2015 through January 22, 2016
This report will be updated after the March 4, 2016, close of the EIS scoping comment period.

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1. Introduction

How to use this report

The City of Tacoma is the lead agency overseeing the preparation of an environmental impact statement (EIS) under the State Environmental Policy Act (SEPA) for a project proposed by Northwest Innovation Works Tacoma, LLC (NWIWT) located in the Port of Tacoma. An EIS must be prepared when the lead agency determines a proposal is likely to have significant adverse environmental impacts. The EIS provides an impartial discussion of significant environmental impacts, reasonable alternatives, and mitigation measures that would avoid or minimize adverse impacts.

The purpose of scoping is to identify the issues to be analyzed in the EIS. The purpose of this scoping report is to summarize the issues identified by individuals, tribes, organizations, and agencies during the scoping comment period for the manufacturing and marine export facility proposed by NWIWT. This report distills the comments into key themes; it does not contain all comments received verbatim nor does it quantify comments by topic.

Scoping comments will be used by the lead agency, here the City of Tacoma, to help determine the issues and extent of the analysis to be included in the EIS, as well as options for reasonable alternatives to the proposed project and mitigation measures that could be considered. The lead agency and its consultants will have the opportunity to review comments as they develop the draft EIS.

The City of Tacoma is awaiting anticipated comments from the Puget Sound Clean Air Agency and the Tacoma-Pierce County Health Department.

Please note that comments often mix statements of fact with statements of opinion.

Proposal overview and context

NWIWT proposes to develop and operate a natural gas-to-methanol production plant and export facility on approximately 125 acres leased from the Port of Tacoma (Port). The project location is on the Blair-Hylebos Peninsula, Port of Tacoma: 3400 Taylor Way, Tacoma. The project objective is the manufacture and shipment of methanol (a liquid) to global markets for use as a feedstock for manufacturing olefins used in the production of plastics and other materials. The characteristics of the proposed project are described below.

As proposed, the plant will include up to four methanol production lines, each with a production capacity of 5,000 metric tons per day, for a total of 20,000 metric tons per day. The plant will also include ancillary elements such as an administrative and lab building, employee parking, access roadways, fire suppression facilities, air separation units, air storage, water storage 'and treatment facilities, wastewater treatment facilities, cooling towers, a flare system for the disposal of flammable gases and vapors, substations and emergency generators. Plant components are proposed to be primarily located on approximately 110 acres of Port property situated at the southwest base of the Blair-Hylebos peninsula. Construction is expected to proceed in two phases, each including two production lines totaling production capacity of 10,000 metric tons per day.

The plant will utilize ultra-low emissions (ULE) reforming technology, which will emit substantially lower greenhouse gas and other air pollutants compared to conventional technologies for reforming natural gas to methanol.

Natural gas will be delivered to the methanol plant via a new lateral pipeline, which will transmit odorized gas. Northwest Pipeline GP will be responsible for obtaining permits and constructing this lateral pipeline. This lateral pipeline will connect the existing regional pipeline to the NWIWT project site over an approximately 10-mile corridor through unincorporated Pierce County, the Puyallup Tribe of Indians Reservation, and the cities of Sumner, Puyallup, Fife, Tacoma, and potentially others. Separately, Northwest Pipeline GP is pursuing expansion of its regional pipeline between Sumas and Longview, Washington which is being permitted through the Federal Energy Regulatory Commission; this is most likely a two year process. NWIWT anticipates using natural gas distribution capacity that will be provided by that portion of the Northwest Pipeline regional expansion project between Sumas and Tacoma.

It appears that there is no direct federal or State regulatory approval for the project siting decision itself. Rather, key permits for this project include the City of Tacoma Shoreline Substantial Development Permit, Department of Ecology Water Quality Certification, the Department of Fish and Wildlife's Hydraulic Approval, the U.S. Army Corps of Engineers' Sections 10 and 404 permits, and a Notice of Construction air contaminant permit from Puget Sound Clean Air Agency; the federal permits will likely involve a thorough review of waterway operations by the US Coast Guard. Under the State Environmental Policy Act (SEPA) environmental review precedes any permit decisions. Given the large-scale of the proposed project an Environmental Impact Statement (EIS) is being prepared, with all costs borne by the applicant (NWIWT). This work could have been overseen by the Washington State Department of Ecology (WSDOE), or another State agency, but WSDOE has delegated this responsibility to the City of Tacoma.

The production process will require up to approximately 10.4 million gallons per day of water, which will be supplied by the City of Tacoma. Domestic water and sanitary services for on-site personnel use will be obtained from the City of Tacoma. Treated process wastewater (up to approximately 1.44 million gallons per day) will be discharged to the City of Tacoma's wastewater treatment works.
A construction stormwater permit will be required. Stormwater management post-construction will be discharged through Port of Tacoma outfalls or through the City of Tacoma's stormwater system.

At full production, the project will require up to approximately 450 megawatts of electrical power, which will be transmitted through the existing transmission system with localized upgrades if necessary.

The anticipated yearly production at full capacity is approximately 7.2 million metric tons of methanol. Up to approximately 300,000 metric tons of methanol will be stored in storage tanks at atmospheric pressure and ambient temperature and surrounded by secondary containment. Storage tanks will be co-located with plant components, as well as on approximately 15 acres of land adjacent to or in close proximity to the main 110 acre plant site. Methanol product will be transferred by pipeline across Port property from the storage area to the Port's existing deep draft marine terminal (the "East Blair One terminal) on the Blair Waterway. Roadway improvements to access the EB 1 terminal may be necessary. NWIWT anticipates loading between four and seven ships per month depending on vessel size. The Port will be responsible for obtaining permits for modifications to the dock, as well as localized dredging, if necessary, in the vicinity of the berth.

The plant will be operated in compliance with applicable fire, health, and safety regulations and codes. Plant safety features will include fire suppression systems, fire safety equipment, and storage and containment systems designed to current industry standards and regulatory requirements. NWIWT will conduct process safety management assessments and develop emergency response plans in accordance with applicable local, state and federal regulations.

Purpose of the scoping process

The first step in the development of an EIS is called scoping. During scoping, agencies, tribes, local communities, organizations, and the public may comment on factors that should be analyzed and considered in the EIS. Specifically, the scoping process is intended to collect input on the following topics:

- Range of reasonable alternatives
- Potentially impacted resources and extent of analysis for those resources
- Potential measures to avoid, minimize, and mitigate impacts of the proposal

While the lead agency is not required under SEPA to respond to individual comments during scoping, this report allows them to review and consider all comments when developing the scope of the EIS.

2. Scoping process

Notification of scoping

Determination of Significance

On December 15, 2015, the lead agency released a Determination of Significance (DS) that stated NWIWT's proposed project, Manufacturing and Marine Export Facility, may have a significant adverse impact on the environment and, therefore, required the development of an EIS under SEPA (Appendix A).

The scoping period began with the issuance of the DS. Washington State law mandates a 21-day public comment period for the scoping phase of an EIS. The lead agency elected to extend the standard comment period to an expanded 60-day scoping comment period scheduled to end on February 17, 2016. The DS notice also included announcement of two scoping meetings with verbal public comment sessions scheduled at the City Convention Center on January 21 and in North East Tacoma on February 16 at Meeker Middle School.

Following a larger than expected turnout at the first scoping meeting held on January 21, an additional scoping meeting was added on February 10 at the City Convention Center in a larger meeting venue and the scoping comment deadline was extended to March 4. A revised and updated DS that included details about the additional scoping meeting as well as the extended comment deadline was issued on January 27, 2016 (Appendix B).

Public and media notification

The lead agency notified key stakeholders, interested parties, agencies, and the general public of the DS and scoping comment period using a variety of communication tools. Notifications included:

- Announcement of the scoping comment period
- Description of the proposed project and area map
- Identification of the City of Tacoma as the lead agency
- Scoping process deadlines
- Description of opportunities to provide scoping comments
- Details about the scoping meetings

The tools used to announce the release of the DS and start of the scoping period included:

- Mailer to approximately 925 addresses and key stakeholders identified by the lead agency
- Email sent to approximately 75 email addresses and key stakeholders identified by the lead agency
- Print ad placed in the Tacoma Daily Index published on December 15 and 22, 2015

After a larger than expected turnout at the first scoping meeting on January 21, 2016, an additional scoping meeting was added on February 10, 2016, and the comment deadline was extended to March 4, 2016. Notice of the revised and updated DS was sent out on January 27, 2016, and included:

- Mailer to approximately 1000 addresses and key stakeholders identified by the lead agency
- Email sent to approximately 560 email addresses and key stakeholders identified by the lead agency
- Print ad placed in the Tacoma Daily Index

Opportunities to provide comment

The lead agency invited comments through a variety of methods as described below. The table below provides a count for the number of comments submitted during the scoping comment period using each option.

Comment option	Approximate number of comments submitted through January 22, 2016
Verbal public comment at scoping hearing	83 (at January 21 hearing)
Email	144
Written (letters and comment forms)	317
Voicemail	1
Total	545

Scoping meetings

Three in-person scoping meetings will be hosted by the lead agency. All three meetings included a verbal public comment session and the January 21 and February 16 meetings offered an open house with information about the proposed project (see below).

Meeting Date and Time	Location	Attendance
January 21, 2015 6:30 pm	City Convention Center 1500 Broadway	700+
February 10, 2016 6:30 pm	City Convention Center 1500 Broadway	TBD
February 16, 2016 6:30 pm	Meeker Middle School 402 Nassau Ave NE	TBD

Verbal public comment sessions
A total of three verbal public comment sessions were held, one at each scoping meeting. More than 85 people have provided verbal public comments as of January 22, 2016 (below). Each speaker was given up to three minutes to provide comments, which were documented by a court reporter.

January 21, 2016 Scoping Meeting	
Position	**Number of People Signed Up**
Neutral	5
Opposed	112
Supportive	62
Total	**179***

* Due to time constraints only 83 people were able to speak.

A fourth sign-up sheet titled "Not Commenting" was also available for interested parties wishing to be added to the mailing list for project updates and information. 97 people signed up on the "Not Commenting" list.

Voicemail
Commenters were invited to call City of Tacoma staff to discuss the project. In the event that staff were unavailable, the call was forwarded to voicemail and later transcribed for comment analysis. One voicemail comment was received.

Email
Stakeholders were encouraged to email tacoma.methanol.sepa@cityoftacoma.org to submit their comments. Any emails received directly by staff during the comment period were reviewed and included for analysis. More than 144 email comments were received by staff during the scoping comment period through January 22, 2016.

Written
Those who wished to provide written comments could either submit them at the scoping meetings, mail them the City of Tacoma Planning & Development Services Department, or hand deliver them to Planning & Development Services during regular office hours. A total of 317 written comments were received through January 22, 2016.

Comment analysis process

The scoping period began December 15, 2015, and will end on March 4, 2016. As of January 22, a total of 547 scoping comments were received through the various methods described in the previous section. All submissions were reviewed and analyzed to prepare this report.

For the purpose of this summary, every comment has value, whether it is stated only once or multiple times. The analysis represented in this report does not tally the number of comments received on any given topic, nor determine whether comments supported or opposed the proposed project. Scoping is designed to help identify issues that should be addressed and analyzed in the EIS and is not intended to function as a "voting" process.

3. Public comments summarized by issue of concern

Organization of this section

The following sections are organized into categories that reflect the issues and concerns heard during the scoping period through January 22, 2016. Additional versions of this report will be published that incorporate comments heard through the end of the scoping period on March 4, 2016. These issues and concerns are summarized; they do not capture every comment verbatim for each category and they are not quantified.

Geographic scope

A variety of comments were received regarding the geographic scope of the EIS. No clear geographic area of study was widely agreed upon. Comments ranged from suggesting the EIS focus upon the specific site of the proposed project to the entirety of the City of Tacoma, Pierce County, the Puget Sound and Salish Sea regions, and the State of Washington.

Other commenters requested that the EIS study of the impacts of the proposed project as far upstream as Alberta, Canada, where the natural gas will originate, and as far downstream as China, where the final product will be shipped for plastic production. Many of those same comments requested information and further study of the impacts of the methods of natural gas extraction, including fracking, and the method of natural gas transport, including the existing and proposed pipelines.

Comments summarized by topic

Air quality

Commenters emphasized the need to evaluate the direct, indirect, and cumulative impacts of air pollution in the area near the proposed project as well as in the City of Tacoma and the Puget Sound region.

Commenters asked that the EIS state what permitting agency or agencies have jurisdiction over the proposed project and the permits required by such agencies.

Commenters expressed a desire for continuous air quality monitoring at the proposed facility.

Commenters noted that increased shipping and ground transportation needs would contribute to air pollution and increased particulate matter and requested the scope of the EIS include such impacts.

Commenters requested that the EIS study vapor plumes and potential toxic gases associated with the plant. Toxins specifically mentioned for analysis and inclusion in the EIS include:

- benzene
- formaldehyde
- sulfur dioxide
- fine particulates
- carbon dioxide
- carbon monoxide
- copper
- naphthalene
- nickel
- nitrogen oxide

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- sulfur dioxide
- toluene
- volatile organic compounds (VOCs)

Commenters noted that the Port of Tacoma and other portions of Pierce County are often in violation of existing clean air regulations and expressed concern that the methanol plant would exasperate the problem.

Commenters requested that the EIS compare the proposed project's expected air pollution levels with other existing industries within the City of Tacoma.

Commenters were concerned that there would be an increase of burn-bans due to increased air pollution resulting from the proposed project.

Commenters expressed concern about odor coming from proposed project and pointed out that natural gas has an additive to make it smell bad. Quantities of potential escapement of natural gas were requested to be included in the scope of EIS. This particular issue was highlighted due to past "aroma" associations with the City of Tacoma. Commenters did not want to see another odor producer located in the Port of Tacoma to perpetuate a negative image of Tacoma.

Commenters suggested that air pollution associated with the project could reduce property values in the area near the proposed project and in all of Tacoma.

Commenters stated that pollution generated at the proposed facility might encourage current residents to move out of the area and discourage others from moving to the area.

Commenters referenced the United States Environmental Protection Agency's list of Hazardous Air Pollutants. This list establishes workplace and emission standards for such substances. Commenters requested that the EIS identify all hazardous substances and the projected levels to be released at the proposed facility, even if found to be at or below minimum levels. Additionally, commenters requested that the EIS identify any non-regulated substances that may be released at the proposed facility that may constitute a nuisance.

The link between air pollution and health including cancers and respiratory diseases, were noted as a concern by commenters. The health impacts on vulnerable populations, such as children, the elderly, were also mentioned. The health risks for workers at the proposed facility and at existing or new City of Tacoma sewer treatment facilities were also emphasized by commenters.

Commenters noted that increased shipping and vehicle traffic would result in higher levels of exhaust from diesel engines, which impacts human health and increases risk of asthma and cancer.

The impact of potential air pollution on health was noted by commenters as well as impacts to lost work time and increased medical costs for residents which would serve to reduce overall quality of life.

Commenters noted that gas pipelines leak methane. Commenters also stated that methane is more potent than CO2 and request that the EIS analyze health and environmental impacts associated with methane leaks.

Commenters expressed concern about historical air pollution in the City of Tacoma by the Asarco Smelter and industrial activities at the Port of Tacoma.

Commenters expressed concern that toxic emissions would be carried by winds, and would impact populations outside of the immediate proposed project vicinity.

Climate change and greenhouse gases

Commenters expressed concern about the proposed project's potential to contribute to potential direct, indirect, short-term, long-term, and cumulative impacts of climate change and asked that this be analyzed in the EIS.

Commenters asked that the EIS review what the types and quantities of greenhouse gasses that will be released as a result of the construction and continued operation of the proposed project.

Commenters noted that the Port of Tacoma is the area's largest contributor to greenhouse gas emissions.

Commenters asked that the EIS analyze if the processes used to generate the power that will be used by the proposed facility will result in increased greenhouse gas production.

Commenters ask that the EIS study the climate change predictions for sea level rise on the tideflats of Tacoma, where the project is proposed to be constructed.

Commenters noted that climate change coupled with more intense and frequent rain events may increase the risks of flooding and damaging high tides at the proposed project site.

Commenters asked that the EIS include the Port of Tacoma's plans to address rising tides and sea level rise associated with global climate change.

Commenters stated that this region will be facing a loss of hydroelectric power due to diminished snow pack and glacier melt as a result of global warming and this project will exacerbate the reduction in the generation of hydroelectric power.

Commenters stated that allowing the proposed project to utilize natural gas obtained through fracking would be contrary to the State of Washington's effort to decrease its use of fossil fuels and slow climate change.

Commenters noted that China is one of the world's worst polluters and supplying them with materials to create plastics would contribute to global warming.

Cumulative and indirect impacts

Commenters request that the scope of the EIS include the cumulative and indirect impacts plastic manufacturing will have on the environment and human health on a global scale.

Commenters requested that the EIS analyze how increased greenhouse gas production will affect global climate changes and what the impacts will be.

Commenters asked that the EIS analyze the effects that fracking has on the environment and human health.

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Commenters requested the EIS include a description of what the plastics produced will be used for, where the plastics will be shipped, and if said plastics can be recycled.

Commenters asked that the EIS study the effects of increased plastics manufacturing, product disposal, and waste by-product storage on a regional and global scale.

Commenters noted that the proposed project could help third-world industries to consider cleaner fuel choices.

Economics

Commenters stated that NWIWT would profit from this project, but the risks and costs of the project are being passed onto the community and tax payers.

Commenters expressed support for the proposed project because tax payments will benefit local schools and public entities such as fire, emergency services, and police.

Commenters stated that home values would be negatively impacted if the proposed project is constructed.

Commenters asked that the EIS provide an analysis of land and home values and how the values may be affected if the proposed project is approved.

Commenters suggested that the proposed project would encourage current residents to move out of the area and discourage others from moving to the area.

Commenters explained that it would be hard to attract new people and businesses to the area if the proposed project is approved due to the risk of disaster and pollutants.

Commenters stated that the City's reputation as a livable city will be diminished and/or lost.

Commenters expressed fears that the proposed project would harm Tacoma's image as a desirable place to live and work, an image it has been cultivating for the last quarter of a century and longer.

Commenters noted that the increase in rail traffic, noise, and vibration could negatively impact the economy by reducing tourism and recreation.

Commenters pointed out that large sums of tax dollars have been invested in encouraging tourism and public recreation. Commenters noted that tourism and recreation contribute economic benefits, including job creation, to the region and need to be analyzed in the EIS.

Commenters expressed extreme concern about the impacts to residents and businesses if there is a reduction in the availability of water due to the consumption needs of the proposed plant.

Commenters expressed concern about the economic impacts of increased utility rates for residents and businesses.

Commenters asked that the EIS study impacts to businesses that rely on the Green River watershed.

Commenters stated that there will ultimately be a cost savings to the City if the methanol plant is not built because there will be not be increased energy and water demands and infrastructure costs.

Commenters asked the EIS to consider how much of the cost to construct the proposed project will be spent abroad on building components.

Commenters want the EIS to identify what, if any, financial incentives are being offered to the developer of this project.

Employment/Jobs

Some commenters expressed their support for the proposed project stating that it will promote economic growth for Tacoma and the region. One of the main themes in a large number of comments was the many benefits of job creation to the City of Tacoma and the region.

Commenters asked that the EIS include a model of the total employment effect, including indirect and induced jobs.

Commenters requested that the EIS include a study of the impacts that the project will have on job creation within the City.

Commenters stated that the number of jobs created will not justify the potential risk to the safety of Tacoma's citizens or environment.

Commenters stated that the approval of the proposed project will produce hundreds of family wage jobs in the region.

Commenters stated that there will be a negative impact to jobs because new or existing businesses will not want to locate or expand in the area if the proposed project is approved.

Commenters sated that the jobs within the methanol industry are risky and difficult to maintain.

Commenters expressed a desire for the potential newly created jobs to be "diverse."

Commenters stated that the potential newly created jobs will be "jobs with dignity."

Impacts from accidents/emergencies

Commenters questioned the true cost of a potentially catastrophic disaster at the proposed facility including spills, explosions, leaks, fires, earthquakes, high tides, floods, lahars, tsunamis, sabotages, terrorist attacks and requested that the EIS include an economic assessment that factors in the costs of the following:

- Commercial marine traffic
- Damage to the marine and terrestrial environment
- Impacts water resources, including the Puget Sound, aquifers, rivers, and streams
- Agricultural lands
- Lost local businesses
- Lost property and decreased property values
- Lost tourism and recreation opportunities
- Protecting detainees at the regional Immigration and Customs Enforcement detention facility
- Infrastructure construction and improvement
- Increased healthcare needs
- Externalized cost of climate change

Commenters expressed concerns that costs of emergency response, planning, and staffing would be a financial burden to local and regional governments and the general public.

Commenters noted that emergency response training and equipment costs will be spent by local and regional governments and request that the EIS evaluates who will pay for such training and equipment.

Commenters asked that the scope of the EIS include costs of future environmental clean-up required for potential site contamination.

Commenters requested the EIS consider the potential for property damage in the event of a spill, explosion, fire, accident, or natural disaster.

Commenters asked that the EIS include the cost of expanding to the City's wastewater treatment capabilities if the construction of the proposed facility requires it.

Commenters stated that Tacoma Rail trains travel near the proposed project site and that Tacoma Rail is currently underinsured. Further, commenters stated their fears that City of Tacoma rate payers will be financially responsible for train accidents that could involve the refinery.

Commenters want the EIS to state whether NWIWT will indemnify the City of Tacoma and the Port of Tacoma in the event of a major catastrophe at the proposed facility.

Commenters asked that NWIWT prove that it will carry insurance sufficient to cover all costs of an emergency or disaster. Commenters expressed worry that taxpayers will end up covering the cost of potential disasters associated with the project.

Commenters requested that the EIS investigate NWIWT's capital structure, available insurance, and ability to legally conduct business in the United States.

Commenters feared that NWIWT might avoid paying potential environmental cleanup cost by declaring bankruptcy or litigating.

Earth, geology, and soils

Commenters stated that the proposed facility is located in the tideflats area of Tacoma and that the soils of the tideflats are subject to liquefaction during a seismic events and volcanic eruptions.

Commenters submitted fact sheets from the United States Geological Society to which show that the proposed facility is vulnerable to seismic events and volcanic eruptions.

Commenters would like the EIS to examine the environmental, safety, and economic impacts of potential seismic events affecting the proposed project.

Commenters requested that the EIS analyze how the proposed project will ensure that the methanol storage tanks used will withstand the maximum feasible seismic event and subsequent soil movement under the tanks.

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Commenters requested that the EIS analyze how the secondary containment of storage tanks will be constructed to withstand the maximum feasible seismic event and that a worst case scenario analysis be performed by an independent entity.

Commenters asked if the storage tanks to be used at the proposed facility have been utilized in facilities in other locations where they have been subject to real-world seismic events and successfully contained their contents. Commenters request that the EIS list those instances and results in detail.

Commenters asked what superfund soils clean-up activity is currently underway in the City of Tacoma.

Commenters want the EIS to disclose what toxins will be released and in what amounts during construction of the proposed project.

Commenters stated that the site of the proposed facility is industrial land and emphasized that this will be a "redevelopment" project, not a new development.

Commenters asked if there are any limitations on the parcel that the project is proposed to be built on due to past remediation.

Commenters requested that the EIS analyze the long term geological effects that will result from the extraction of the natural gas that will be piped to and used in the proposed facility.

Asarco

For almost 100 years, the Asarco Company operated a copper smelter in Tacoma. Air pollution from the smelter settled on the surface soil over more than 1,000 square miles of the Puget Sound basin. Arsenic, lead, and other heavy metals are still in the soil as a result of this pollution. Many commenters expressed concern that the methanol plant would add to the contamination in Tacoma and the Region's soils and did not want to see "another Asarco" contaminating Tacoma.

Kaiser Aluminum Plant

The proposed project would be constructed on the former Kaiser Aluminum Plant site in the Port of Tacoma. Kaiser Aluminum operated an aluminum smelter and manufacturing plant there for over 60 years. The mill closed in 2001. In 2003, the Port of Tacoma bought the property and began cleanup of the site.

Commenters questioned whether the Kaiser Aluminum site has been cleaned up adequately.

Emergency response

Commenters requested a comprehensive analysis of the adequacy of federal, state, and local emergency response capabilities in the event of a spill, explosion, leak, fire, earthquake, high tide, flood, lahar, tsunami, sabotage, terrorist attack, or other disaster at the proposed facility.

Commenters noted the proximity of the plant to an urban population and expressed concerns about community safety and the adequacy emergency response. Commenters expressed a desire to know who would pay for disaster preparedness and emergency response.

Commenters also requested that the scope of the EIS include:

- Detailed emergency incident prevention, management, and response plans

- Evacuation routes with traffic flow analysis for communities, neighborhoods, businesses, and schools
- Detailed emergency notification plans for residents, businesses, and other persons
- Entrance and exit points for the proposed facility
- Emergency spill protocol for aquatic terrestrial and aquatic environments
- How a large volume of methanol would be recovered and/or neutralized
- Safeguards proven to contain leaks of toxic gases in order to immediately protect the public
- Safeguards to be used should the first line of containment fail
- Hazardous materials storage, handling, disposal, and monitoring
- Fallout or blast zone delineation and potential impacts
- Volcanic eruption and associated lahar impacts
- Exploration of financial liability beyond the amounts typically held by the plant operators

Commenters noted that the proposed project would be the largest methanol refinery in the world and an industrial accident at the site would pose direct danger to nearby residents and detainees at the nearby Immigration and Customs Enforcement detention center.

Commenters referenced the Aliso Canyon methanol leak in California and the negative impacts it has had on that community and environment citing concerns that something similar could happen in Tacoma if the proposed methanol plant is built.

Commenters requested that the EIS include a report of the safety record of the existing natural gas pipeline that will supply the natural gas to the proposed facility and that report disclose any past leaks.

Commenters asked what safety protocols will be in place for the existing and proposed natural gas pipeline.

Commenters were concerned about the risks associated with chemicals required to clean up methanol spills and leaks and would like the EIS to disclose those chemicals.

Commenters requested analysis of the health impacts to emergency response personnel that could result from exposure to hazardous materials.

Commenters stated that the local hospitals will likely not be adequate should an emergency or disaster occur at the proposed facility.

Commenters requested that the EIS include an analysis of federal, state, and local code revisions that would be required to be in effect prior to the operation of the proposed facility to ensure adequate emergency response and safety measures are in place in the event of a disaster or emergency at the proposed facility. Commenters also requested that said code revisions be adopted prior to the proposed facility's operation, should it be approved.

Energy

Commenters expressed a desire for the EIS to include an analysis of the power demand of the proposed facility and how the power will be provided to the plant.

Commenters asked that the EIS analyze if the generation of power to be supplied to the proposed project would result in increased greenhouse gas production.

Commenters asked for the specific sources of electric power that will be supplied to the plant.

Commenters requested the EIS include an analysis of the effects of the proposed project's power usage on residential utility rates over the life of the plant.

Commenters requested that the EIS analyze the electricity consumption rates provided by NWIWT to ensure they are valid.

Commenters expressed a desire for the City of Tacoma to seek out clean energy developments in the future.

Historic and cultural preservation

Commenters expressed concerns that their historic properties would be negatively impacted as a result of pollution generated at the proposed facility.

Land use and social elements

Agriculture

Commenters would like the EIS to analyze the impacts of the proposed facility on agriculture in the region.

Aesthetics

Commenters noted that the proposed project would impact the natural beauty of the area and expressed concern that there would be damage to the health and beauty of the region.

Employee Safety

Commenters asked that the EIS include mitigation that ensures the proposed project will be required to comply with the most up to date safety standards for workers involved with construction activities and future employees.

Commenters requested that the EIS include requirements for high safety standards, oversight control, and liability insurance assurances for workers and operators at the proposed facility.

Commenters noted that the proposed facility will produce contaminated wastewater which may be handled by City of Tacoma employees and expressed concerns about employee safety.

Land use

Commenters stated that the Port of Tacoma is the right place for the proposed facility because the proposed site is in an established industrial area, and the proposed project is consistent with the types of uses, noises, odors, aesthetics, processing, and shipping activity that is already occurring in area.

Commenters expressed a concern that the concentration industrial uses in the port is potentially dangerous.

Commenters expressed concern that the proposed project is not consistent with the visions and plans of the surrounding neighborhoods including the Dome District, Brewery District, and University of Washington.

Commenters noted that the Tacoma City Council approved plans for Puget Sound Energy to build a liquefied natural gas facility near from the proposed facility in the Port of Tacoma.

Commenters stated that that proposed facility would be within the blast zone of the liquid natural gas facility.

Light and glare

Commenters noted the close proximity of neighborhoods and businesses to the proposed facility and expressed concerns about light pollution associated with the increased shipping needs; shipboard lighting was specifically mentioned for further study in the EIS.

Public Health

Commenters requested the EIS study the direct, indirect, and cumulative impacts of the project on public health.

Commenters requested that the EIS include a Health Equity Impact Review.

Commenters emphasized the relationship between air pollution potentially caused by the project and public health, noting that air pollution could be related to various cancers, respiratory diseases, and neurological diseases.

Commenters noted that chemicals released through the process of methanol refining are cancer- and lung disease-causing. Similarly, other commenters requested that the EIS review the cancer rates near existing methanol refineries, both before and after facility operation.

Commenters are concerned with the potential for exposure to methanol and cite the hazardous effects including negative impacts to the neurological, ophthalmologic, gastrointestinal, and nervous systems.

Multiple comments described the physical properties of methanol and the exact reactions that take place in human body if exposed.

Commenters noted that the potential water pollution could negatively impact public health.

Commenters expressed concern regarding potential soil pollution and asked that the EIS analyze potential impacts to crops and foods grown in the region.

Commenters noted that the proposed facility will produce contaminated wastewater which may be handled by City of Tacoma employees while in the City of Tacoma wastewater system and raised concerns about worker safety.

Commenters request that the EIS review the chemicals employees could be exposed to through skin contact with the water or respiration, and in what quantities the chemicals would be present.

Commenters asked if any chemicals could escape at City of Tacoma pumping stations, treatment plants, or manholes that would be harmful to human health.

Commenters requested that new MSDS (Material Safety Data Sheets) be created for the chemicals found at the proposed facility and published for full disclosure of potential harm.

Commenters asked that the EIS study the potential negative impacts to vulnerable populations including:

- Children

- Elderly
- Those with compromised immune systems
- Those with compromised respiratory systems
- Detainees at the nearby Immigration and Customs Enforcement detainment center

Commenters requested that the EIS analyze the bioaccumulation rates of the chemicals used at the proposed facility in the human body and natural environment.

Commenters asked that the EIS determine if persistent organic pollutants would be created at the proposed facility.

Property values

Commenters stated that home values would be negatively impacted if the proposed project is approved.

Commenters asked that the EIS provide an analysis of land and home values and how the values may be impacted if the proposed project is approved.

Commenters requested the EIS consider how lost property values could impact the economy and the cumulative financial impact from decreases in property value.

Commenters suggested insurance be acquired by NWIWT to cover potential property damage.

Recreation and tourism

Commenters pointed out that tax dollars have been invested in public recreation and tourism.

Commenters noted that recreation and tourism provide economic benefits and job creation that need to be included in the scope of the EIS.

Commenters stated that loss of recreation or tourism opportunities could cause businesses and individuals to move away from the area.

Mitigation

Commenters were concerned that there are no adequate mitigation measures to address potential impacts caused by the project.

Commenters expressed concerns regarding the costs of mitigation and asked who would be responsible for:

- Compensation for decreased property values
- Disaster preparedness and emergency response
- Health impacts of the building of the facility and pollution created on-site
- Payment of medical expenses due to increased exposure to harmful pollutants
- Property damage
- Reduction in tourism
- Replacement/repair/improvement of infrastructure
- Spill, fire, explosion, or disaster

Commenters stated that insurance should be obtained by NWIWT to cover worst case scenarios and costs of mitigation measures. Additionally commenters noted that there may be no amount of money that could cover the impacts from this project.

Tribal Governments and Native Americans
Commenters expressed concerns about the proximity of the Puyallup Tribe of Indian Members to the proposed project.

Noise and Vibration
Commenters noted the close proximity of neighborhoods and businesses to the proposed facility and expressed concerns about noise impacts coming from the plant and the increased shipping needs. Fog horns were specifically mentioned for additional study in the EIS.

Permitting
Commenters stated that the permits for the proposed project should be denied for several reasons, including:

- Risk to human life
- Impact on climate change
- Inability to mitigate impacts
- Risks to wildlife, including endangered species

Conversely, commenters expressed support for NWIWT's proposed project and their confidence in the required processes, permits, and regulations.

Commenters asked if the proposed methanol refinery is congruent with the City of Tacoma's Climate Action Plan and other City of Tacoma codes and plans in general.

Commenters asked that the EIS analyze whether or not proposed project is compatible with the City of Tacoma's vision for growth and with the Puget Sound Regional Council's Vision 2040.

Commenters asked that the EIS provide an analysis of the following statues and regulations and their applicability to the proposed project:

- National Environmental Policy Act
- Toxic Substances Control Act
- Clean Air Act
- Resource Conservation and Recovery Act
- Clean Water Act
- Comprehensive Environmental Response Compensation and Liability Act
- The Rivers and Harbors Act
- State of Washington Growth Management Act
- Title 40 of the Code of Federal Regulations
- All EPA rules and regulations
- All applicable City of Tacoma plans, codes, and regulations

Commenters asked that proposed project be required to obtain the following permits and that the EIS include the processes and timing of such permits:

- Water quality certification from the Department of Ecology
- Hydraulic project approval from the Department of Fish and Wildlife
- Section 10 and 404 permits from the US Army Corps of Engineers

- Notice of Construction Air Containment Permit from the Puget Sound Clean Air Agency
- Review of waterway operations from the US Coast Guard
- Shoreline Substantial Development Permit from the City of Tacoma

Commenters request that all permitting agencies' names, addresses, and staff contacts are included in the EIS.

Commenters asked that the EIS analyze what flexibility the Port of Tacoma has to lease the land to NWIWT as well as how leasing the land to NWIWT relates to required permitting decisions.

Commenters want the scope of the EIS to include if it is possible for a permitting agency to approve a permit with conditions, how such conditions would be enforced, and who would make those decisions.

Commenters expressed concern with NWIWT's lack of track record and experience with quality control measures, environmental policy, and regulations.

Commenters stated that under the Comprehensive Environmental Response and Compensation and Liability Act, section (a)(42 USCA sect. 9607), the City of Tacoma is jointly and severally liable for the costs of any response action required at the facility.

Plants and animals

Wildlife

Commenters asked that the scope of the EIS analyze effects on the natural environment and specifically mentioned the following plants and animals:

- Fish
- Salmon
- Orca
- Plankton
- Birds

Commenters noted that plastics pollution in the oceans is known to kills sea birds and sea life.

Commenters requested that the EIS analyze the bioaccumulation rates of the chemicals used at the proposed facility.

Commenters asked that the EIS analyze how this project could affect natural variability and the predicted changes to variability due to climate change.

Project alternatives, design, and extraction methods

Alternatives

Commenters suggested permitting agencies consider supporting a no-action alternative due to lack of community support or if the proposed project could not mitigate impacts.

Commenters stated that there will ultimately be cost savings to the City if the methanol plant is not built due to a reduction in energy and water demands and infrastructure costs.

Design

Commenters requested that the EIS analyze the types of methanol storage tanks to be used at the proposed facility and the measures that would be taken to prevent spills.

Commenters want the EIS to analyze the life cycle of the proposed facility.

Commenters requested that the EIS review what methanol production facilities have been constructed worldwide since the 1960s and all methanol production facilities in the United States. Further, commenters asked what facilities are still in operation, what their conditions are, and what the employment counts are.

Commenters requested that the EIS provide details about NWIWT including if NWIWT operates other methanol plants anywhere else in the world, the capacity of those facilities, how long the plants have been online.

Commenters ask the EIS include maps of other facilities operated by NWIWT.

Extraction Methods

Commenters requested that the scope of the EIS include assessment the extraction of natural gas including direct, indirect, and cumulative impacts.

Commenters were concerned about the environmental impacts of hydraulic fracking used to extract natural gas.

Public involvement

Commenters expressed concerns that the City has not done enough outreach to community members regarding the proposed project and permitting processes.

Commenters stated their disappointment in the meeting venue chosen for the January 21 hearing stating that the venue was too small and there was limited opportunity to provide feedback and participate.

Commenters stated a desire to ensure that in the future the public process for this project will include adequate space, clear communication, government transparency, and basic technology in order to allow community members to observe and participate fully.

Commenters asked why every single resident in the City of Tacoma was not notified of the proposed project and stated that all citizens should be notified of future meetings and project news.

Commenters asked that City of Tacoma staff explain the sequence and timing of this project's required permits to the public and requested a schematic or flow chart to help illustrate said processes. Commenters also asked that the EIS include the same information.

Commenters asked that City of Tacoma staff and the EIS make it clear who the decision makers for each step of the permitting process is, for example, city staff, city council, hearing examiner, other permitting agencies, etc.

Commenters asked that public involvement process for the EIS is thorough and evaluative of all perspectives, as well as honest and transparent.

Commenters noted their appreciation for the public process to date, and alternately, others noted public process failure in that they did not receive adequate notice of public hearings and opportunities to comment.

Commenters made recommendations for improving the public EIS scoping process and request the following:

- Additional public meetings
- Additional publicity to ensure the public is aware of meetings
- Larger meeting venues
- Not asking oral commenters to sign up as "for" or "against" the project at future public meetings
- Future public meetings to be transit accessible

Commenters asked that all of the agencies involved with the public process provide updated project and meeting information on their respective websites.

Commenters asked that the results of any independently reviewed environmental research be made available to the public.

Commenters asked that the decision to approve or reject the project be put to a vote.

Commenters requested a moratorium on this project to delay the process in order to gather additional public input.

Commenters noted that the City of Tacoma did not ask the Sustainable Tacoma Commission to review the proposed facility prior to conducting public outreach on the project.

Commenters asked for public review of Hazardous Materials documents.

Safety

Commenters expressed outrage and concern with the safety of the proposed project and stated that the risks are unacceptable.

Commenters stated that the dangers of the proposed project are being forced upon the community with no benefit in return. Conversely, other commenters stated that while risks are present, they are acceptable and to be expected in a society that requires plastics and for a project that provides jobs for the community.

Comments included requests for the EIS to study all direct and indirect impacts of potential spills, explosions, leaks, fires, earthquakes, high tides, floods, lahars, tsunamis, sabotages, terrorist attacks, or other disasters at the proposed facility.

Commenters noted the highly-flammable nature of methanol and the danger it poses to human health and safety.

Commenters noted concerns about the safety of children and proximity of schools to the project site.

Commenters expressed their support for the proposed project as long as it is in compliance with industry-standard safety regulations and best practices.

Commenters noted that this facility will be brand new and state-of-the-art and that such facilities benefit from safety assistance provided by organizations such as the Chemical Safety Board.

Commenters expressed concern over NWIWT's safety record and requested that the EIS consider NWIWT's previous safety violations and experience operating facilities similar to the one proposed.

Commenters noted the proximity of the plant to urban populations and expressed concerns about community safety and the adequacy emergency response.

Commenters asked that the EIS study how long it would take to restore a variety of different ecosystems in the event of a disaster at the proposed facility, the methods and techniques that would be used, and the associated costs.

Commenters noted that local, state, and federal regulations should all be enforced, including clean air regulations and clean water regulations.

Commenters added that the existing regulations may not be strong enough and should be reevaluated prior to a project approval.

Commenters noted that the Tacoma City Council approved plans for Puget Sound Energy to build a liquefied natural gas facility blocks away from the proposed facility.

Commenters noted that that proposed methanol refinery would be within the blast zone of the liquid natural gas facility.

Transportation

Commenters stated that the scope of the EIS should include potential direct, indirect, and cumulative impacts of increased shipping traffic on Commencement Bay and the Puget Sound.

Commenters requested that the EIS identify the number of additional ships that will be associated with the proposed project as well as any secondary impacts that may occur through the increased risk of spills or dumping.

Commenters are concerned about the potential for terrorist attacks on the additional shipping traffic in the Puget Sound as a result of the proposed project and request that the EIS analyze those threats.

Commenters noted the Port of Tacoma has aging infrastructure and expressed concerns that first responders could be hindered by this fact and requested that the EIS analyze what infrastructure should be improved.

Commenters noted that the Port of Tacoma currently suffers from poor traffic circulation and expressed concerns that the construction of the proposed facility would add to the problem.

Commenters noted that the facility could be damaged by other nearby industries or vehicular and train operations.

Commenters noted that the plant has the potential to cause risks to other industries or transportation systems operating within the Port of Tacoma including the Tacoma Wastewater Treatment Plant, pump station, and distribution systems.

Commenters are concerned that the proposed facility and similar uses within the Port of Tacoma are relying on aging rail infrastructure and want the EIS to analyze what upgrades and improvements should be required.

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Commenters stated that Tacoma Rail trains travel near the refinery and that Tacoma Rail would be negatively impacted by train accidents that could involve the refinery.

Water resources

Commenters expressed concerns and outrage about the total amount of water the proposed facility will require for its daily operations.

Commenters cited recent State and City directives for water use reduction due to recent drought conditions. Commenters requested justification for the proposed project's water consumption as well as assurance that the high levels of water consumption will not negatively impact or exasperate future water shortages and droughts.

Commenters requested a determination if the water consumption rates provided by NWIWT are valid.

Commenters requested that the EIS analyze the proposed facility's effect on Tacoma and the region's water supply in the short and near terms.

Commenters asked that the scope of the EIS include potential effects on water rates for commercial and residential consumers.

Commenters requested that the EIS analyze how future restrictions on water will be determined and if the proposed facility will be required to restrict water consumption during the times of low levels and droughts.

Commenters requested that any reduction/cessation of operation requirements for the proposed facility should be available for public review as part of the EIS process as should as enforcement mechanisms for such requirements.

Commenters stated that the population of Tacoma is expected to grow and expressed concerns about if there will be enough water to meet future demands.

Commenters asked that the water utility rate and price structure is included in the scope of the EIS especially if NWIWT uses potable water from City of Tacoma sources.

Commenters are concerned about impacts to the City's watersheds and local aquifers.

Commenters asked that the EIS analyze the impacts of the proposed facility's water consumption on neighboring communities' water supplies.

Commenters want the scope of the EIS to detail specifically where the water supplied to the proposed facility will come from and if wells and aquifers will be used to meet the proposed water demands.

Commenters request that the EIS study the impacts to the Green River watershed including impacts to its flow, recreational use, ecosystem, and salmon species. Impacts to business that rely on the Green River were also requested for inclusion in the scope of the EIS.

Commenters expressed concern about the health of the South Tacoma Aquifer should additional water resources be allocated to the proposed facility and ask that the EIS review impacts to the South Tacoma Aquifer over the course of the next 30 years.

Commenters requested that the EIS include a study of potential water vapor released from the plant citing concerns about toxins that may have unknown impacts on the natural environment and human health.

Commenters ask the EIS study the dispersion of the water vapor released at the proposed facility which would be subject to winds and weather patterns.

Commenters asked that the EIS analyze what the impact of the plastics manufactured in China will have on the area's waterways.

Commenters stated that Tacoma has spent the past two decades cleaning up Commencement Bay from pollutants and ask that the EIS explore what impacts the proposed facility will have on those efforts.

Commenters requested that the EIS compare the proposed methanol plant's water pollution levels with other existing industries located within the City of Tacoma.

Commenters asked that the EIS also evaluate:

- The specific amount and quality of water required for each reaction and stage of industrial process at the proposed facility
- The temperature requirements of the water at each stage of its use at the proposed facility
- The demonstrated technology for effectively recycling and cooling water at the facility
- The environmental implications of recycling and cooling water in this way
- Alternatives that require less water usage and the environmental impacts of those alternatives
- The proposed project's ability to scale back use during drought periods
- Specific processes at the facility that can be curtailed under defined drought conditions
- NWIWT's plans or processes for water conservation during drought
- The means that the City of Tacoma has to enforce water conservation during drought at the facility
- How tidal forces will affect the water consumption and wastewater discharge from the proposed facility and environment
- The ecological impacts of the proposed facility's water use on the aquatic and terrestrial life near those water sources
- How impacts from the proposed facility may affect water customers, wildlife, and minimum in-stream flows in different seasons during and during periods of drought.

Commenters noted that climate change coupled with more intense and frequent rain events may impact the risks of flooding and damaging high tides at the facility.

Wastewater

Comments received included questions and concerns about wastewater associated with the plant and requested that the scope of the EIS include:

- The chemical composition of the wastewater emitted from the plant
- The chemicals present in the wastewater
- Whether the project can effectively use water sourced from wastewater treatment plants for some or all stages of the industrial process

- A description of the pretreatment process that will be implemented for discharged water if it is determined that the proposed facility cannot reuse such water
- Temperature of wastewater and its direct and indirect impacts
- If there will be a requirement to reduce the temperature of the wastewater, to what degree, and how it will be done
- Impacts from the wastewater on ecosystems including the tideflats, Commencement Bay and the Puget Sound
- If the proposed facility can use wastewater from the Tacoma Wastewater treatment plant in its operations and if it would require additional treatment
- A cost analysis of the City of Tacoma's water and on-site treatment requirements and costs

Commenters requested the EIS to analyze the acidity of the project's discharged water and potential impacts.

Commenters expressed concern over the additional load placed upon the Tacoma wastewater treatment plant and associated infrastructure.

Commenters wanted to know how the wastewater produced at the facility would affect the City's production of Tagro.

DRAFT

Appendix A: Determination of Significance

Determination of Significance, Notice of Request for EIS Scoping Comments, and Notice of Public Scoping Meeting

Proponent:	Northwest Innovation Works, Tacoma, LLC
Project Name:	Tacoma Manufacturing and Marine Export Facility (TMMEF)
Location of Proposal:	Blair-Hylebos Peninsula, Port of Tacoma: 3400 Taylor Way, Tacoma, tax parcels: 0321363034, 0321363037, 0321363033, 0321363013, 0321363033, 0321363036, and 0321354035; see attached map (also at www.cityoftacoma.org/planning, under 'Proposed Methanol Plant'
SEPA Lead Agency:	City of Tacoma – File No. SEPA2015-40000260025

Project Description: Northwest Innovation Works, Tacoma, LLC (NWIWT) proposes to develop and operate a natural gas-to-methanol production plant and export facility on approximately 125 acres in the Port of Tacoma (Port). The project objective is the manufacture and shipment of methanol (a liquid) to global markets for use as a feedstock for manufacturing olefins used in the production of plastics and other materials. The characteristics of the proposed project are described below.

As proposed, the plant will include up to four methanol production lines, each with a production capacity of 5,000 metric tons per day, for a total of 20,000 metric tons per day. The plant will also include ancillary elements such as an administrative and lab building, employee parking, access roadways, fire suppression facilities, air separation units, air storage, water storage and treatment facilities, wastewater treatment facilities, cooling towers, a flare system for the disposal of flammable gases and vapors, substations and emergency generators. Plant components are proposed to be primarily located on approximately 110 acres of Port property situated at the southwest base of the Blair-Hylebos peninsula. Construction is expected to proceed in two phases, each including two production lines totaling production capacity of 10,000 metric tons per day.

The plant will utilize ultra-low emissions (ULE) reforming technology, which will emit substantially lower greenhouse gas and other air pollutants compared to conventional technologies for reforming natural gas to methanol.

Natural gas will be delivered to the methanol plant via a new lateral pipeline, which will transmit odorized gas. Northwest Pipeline GP will be responsible for obtaining permits and constructing this lateral pipeline. This lateral pipeline will connect the existing regional pipeline to the NWIWT project site over an approximately 10-mile corridor through unincorporated Pierce County, the Puyallup Tribe of Indians Reservation, and the cities of Sumner, Puyallup, Fife, Tacoma, and potentially others. Separately, Northwest Pipeline GP is pursuing expansion of its regional pipeline between Sumas and Longview, Washington which is being permitted through the Federal Energy Regulatory Commission. NWIWT anticipates using natural gas distribution capacity that will be provided by that portion of the Northwest Pipeline regional expansion project between Sumas and Tacoma.

The production process will require up to approximately 10.4 million gallons per day of water, which will be supplied by the City of Tacoma Domestic water and sanitary services for on-site personnel use will be obtained from the City of Tacoma. Treated process wastewater (up to approximately 1.44 million gallons per day) will be discharged to the City of Tacoma's wastewater treatment works.

A construction stormwater permit will be required. Stormwater management post-construction will be discharged through Port of Tacoma outfalls or through the City of Tacoma's stormwater system.

At full production, the project will require up to approximately 450 megawatts of electrical power, which will be transmitted through the existing transmission system with localized upgrades if necessary.

The anticipated yearly production at full capacity is approximately 7.2 million metric tons of methanol. Up to approximately 300,000 metric tons of methanol will be stored in storage tanks at atmospheric pressure and ambient temperature and surrounded by secondary containment. Storage tanks will be co-located with plant components, as well as on approximately 15 acres of land adjacent to or in close proximity to the main 110 acre plant site. Methanol product will be transferred by pipeline across Port property from the storage area to the Port's existing deep draft marine terminal (the "East Blair One [EB1] terminal) on the Blair Waterway. Roadway improvements to access the EB1 terminal may be necessary. NWIWT anticipates loading between four and seven ships per month depending on vessel size. The Port will be responsible for obtaining permits for modifications to the dock, as well as localized dredging, if necessary, in the vicinity of the berth.

The plant will be operated in compliance with applicable fire, health, and safety regulations and codes. Plant safety features will include fire suppression systems, fire safety equipment, and storage and containment systems designed to current industry standards and regulatory requirements. NWIWT will conduct process safety management assessments and develop emergency response plans in accordance with applicable local, state and federal regulations.

Determination of Significance: NWIWT acknowledges the issuance of a Determination of Significance as the SEPA Threshold Determination in order to initiate SEPA scoping for an Environmental Impact Statement ("EIS") for the TMMEF Project. The EIS is not a substitute for permit review. It is a process that develops information that is used to support permit review and development of recommended mitigation measures related to potential impacts associated with matters such as transportation, fire, health and safety. Key permits for this project include the City of Tacoma Shoreline Substantial Development Permit, Department of Ecology Water Quality Certification, the Department of Fish and Wildlife's Hydraulic Project Approval, the U.S. Army Corps of Engineers' Sections 10 and 404 permits, and a Notice of Construction air contaminant permit from Puget Sound Clean Air Agency. The federal permits will likely involve a thorough review of waterway operations by the US Coast Guard.

Scoping: Consistent with TMC Chapter 13.12, the City of Tacoma, as SEPA lead agency, is initiating a 60-day scoping process beginning December 15, 2015 and ending on February 17, 2016 to narrow the scope of the EIS. The NWIWT Project EIS will discuss the probable significant adverse impacts of the proposed action, the no-action alternative, and alternatives that are capable of attaining the proposal's objectives stated above. The Blair-Hylebos Terminal Redevelopment Project FEIS (Feb. 2009) and the Tacoma LNG FEIS (Nov. 2015) are proposed for incorporation, to the extent relevant, by reference under WAC 197-11-600(4)(b) to provide additional information and analysis in preparation of the project-specific TMMEF EIS. The City has determined that Environmental Health and Safety ("EH&S") will be areas of emphasis in the EIS.

In addition to the foregoing topics, agencies, affected tribes, and members of the public are invited and encouraged to comment on the scope of this EIS. You may comment on alternatives, proposed mitigation measures, probable significant adverse impacts, permits, licenses and/or other approvals that may be required. The City will use the scoping comments to help define the topics to be examined closely in the project-specific EIS. Methods for presenting your comments are described below. All comments are due no later than 5 p.m. on February 17, 2016.

- **EIS Public Scoping Meetings (2)** – The first EIS Public Scoping Meeting is scheduled to begin at 6:30 p.m. on Thursday January 21, 2016 at the City Convention Center, 1500 Broadway; NWIWT will have representatives and materials available in the foyer to share currently available information beginning at 5 p.m. The second EIS Public Scoping Meeting is proposed for February 16 in NE Tacoma (taking further public comment and comments on the draft scope developed by City staff and posted on City website February 9); time and location will be posted on the City web page as these are determined.
- The purpose of the public scoping meeting is to provide information about the proposed project and to provide an opportunity to make oral comment on the scope of the EIS. Additionally, written comments will be accepted at this meeting (comment forms will be available) which will be entered in the proposal's environmental review record as scoping comments. Additional information may be found at www.cityoftacoma.org/planning.
- **Submittal of written comments** - Written comments may be submitted via mail, e-mail or fax to the City's Project Manager, as follows

Project Manager:	Ian Munce, AICP, Principal Planner
Address:	City of Tacoma Planning & Development Services Department 747 Market Street, Suite 345 Tacoma, WA 98402
E-mail:	tacoma.methanol.sepa@cityoftacoma.org
Phone#:	(253) 573-2478
Fax#:	(253) 591-5433

Responsible Official: The Responsible Official is the designated person within the City of Tacoma's Planning & Development Services Department who is responsible for compliance with the SEPA lead agency procedural responsibilities.

Issuance Date: December 15, 2015

Peter Huffman, Planning & Development Services Director
SEPA Responsible Official

Tacoma Daily Index Publication: December 15, 2015 and December 22, 2015

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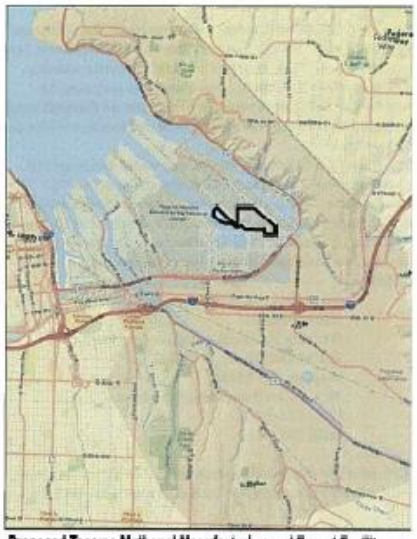
PROJECT AREA MAP

Proponent: Northwest Innovation Works, Tacoma, LLC
Project Name: Tacoma Manufacturing and Marine Export Facility (TMMEF)
SEPA Lead Agency: City of Tacoma
Agency File No.: SEPA2015-40000260025

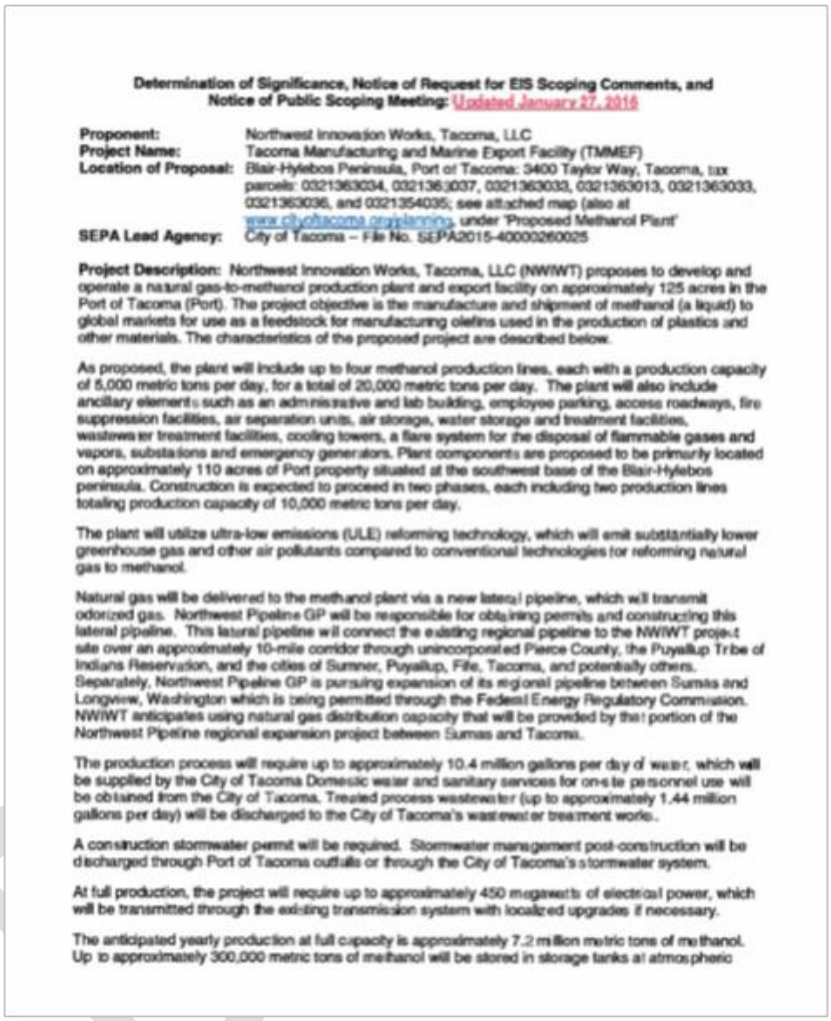


Proposed Tacoma Methanol Manufacturing and Export Facility
Project Location*
* Approximately 15 acres of land adjacent to or in close proximity to the location shown above will be needed for storage tanks.

N

Contact:
Ian Munce
Building and Land Use Services
City of Tacoma
747 Market Street, Room 345, Tacoma, WA 98402
(253) 573-2478 | imunce@cityoftacoma.org

Appendix B: Revised Determination of Significance



Determination of Significance, Notice of Request for EIS Scoping Comments, and Notice of Public Scoping Meeting: Updated January 27, 2016

Proponent: Northwest Innovation Works, Tacoma, LLC
Project Name: Tacoma Manufacturing and Marine Export Facility (TMMEF)
Location of Proposal: Blair-Hylebos Peninsula, Port of Tacoma: 3400 Taylor Way, Tacoma, tax parcels: 0321363034, 0321363037, 0321363033, 0321363013, 0321363033, 0321363036, and 0321354035; see attached map (also at www.cityoftacoma.org/planning, under 'Proposed Methanol Plant'
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As proposed, the plant will include up to four methanol production lines, each with a production capacity of 5,000 metric tons per day, for a total of 20,000 metric tons per day. The plant will also include ancillary elements such as an administrative and lab building, employee parking, access roadways, fire suppression facilities, air separation units, air storage, water storage and treatment facilities, wastewater treatment facilities, cooling towers, a flare system for the disposal of flammable gases and vapors, substations and emergency generators. Plant components are proposed to be primarily located on approximately 110 acres of Port property situated at the southwest base of the Blair-Hylebos peninsula. Construction is expected to proceed in two phases, each including two production lines totaling production capacity of 10,000 metric tons per day.

The plant will utilize ultra-low emissions (ULE) reforming technology, which will emit substantially lower greenhouse gas and other air pollutants compared to conventional technologies for reforming natural gas to methanol.

Natural gas will be delivered to the methanol plant via a new lateral pipeline, which will transmit odorized gas. Northwest Pipeline GP will be responsible for obtaining permits and constructing this lateral pipeline. This lateral pipeline will connect the existing regional pipeline to the NWIWT project site over an approximately 10-mile corridor through unincorporated Pierce County, the Puyallup Tribe of Indians Reservation, and the cities of Sumner, Puyallup, Fife, Tacoma, and potentially others. Separately, Northwest Pipeline GP is pursuing expansion of its regional pipeline between Sumas and Longview, Washington which is being permitted through the Federal Energy Regulatory Commission. NWIWT anticipates using natural gas distribution capacity that will be provided by this portion of the Northwest Pipeline regional expansion project between Sumas and Tacoma.

The production process will require up to approximately 10.4 million gallons per day of water, which will be supplied by the City of Tacoma Domestic water and sanitary services for on-site personnel use will be obtained from the City of Tacoma. Treated process wastewater (up to approximately 1.44 million gallons per day) will be discharged to the City of Tacoma's wastewater treatment works.

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At full production, the project will require up to approximately 450 megawatts of electrical power, which will be transmitted through the existing transmission system with localized upgrades if necessary.

The anticipated yearly production at full capacity is approximately 7.2 million metric tons of methanol. Up to approximately 300,000 metric tons of methanol will be stored in storage tanks at atmospheric

pressure and ambient temperature and surrounded by secondary containment. Storage tanks will be co-located with plant components, as well as on approximately 15 acres of land adjacent to or in close proximity to the main 110 acre plant site. Methanol product will be transferred by pipeline across Port property from the storage area to the Port's existing deep draft marine terminal (the "East Blair One [EB1] terminal) on the Blair Waterway. Roadway improvements to access the EB1 terminal may be necessary. NWIWT anticipates loading between four and seven ships per month depending on vessel size. The Port will be responsible for obtaining permits for modifications to the dock, as well as localized dredging, if necessary, in the vicinity of the berth.

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In addition to the foregoing topics, agencies, affected tribes, and members of the public are invited and encouraged to comment on the scope of this EIS. You may comment on alternatives, proposed mitigation measures, probable significant adverse impacts, permits, licenses and/or other approvals that may be required. The City will use the scoping comments to help define the topics to be examined closely in the project-specific EIS. Methods for presenting your comments are described below. All comments are due no later than 5 p.m. on ~~February 17, 2016~~ March 4, 2016.

- **EIS Public Scoping Meetings (~~2~~3)** – The first EIS Public Scoping Meeting is scheduled to begin at 6:30 p.m. on Thursday January 21, 2016 at the City Convention Center, 1500 Broadway. NWIWT will have representatives and materials available in the foyer to share currently available information beginning at 5 p.m. The second EIS Public Scoping Meeting is scheduled to begin at 6:30 p.m. on Wednesday, February 10, 2016, in the 5th Floor Exhibit Hall at the City Convention Center, 1500 Broadway (doors will open at 5:00 p.m. for speaker sign-up; speakers will be called upon in order of sign-up). The third EIS Public Scoping Meeting is scheduled for February 16 at Meeker Middle School in NE Tacoma. Doors will open at 5:00 p.m. for speaker sign-up; the meeting will begin at 6:30 p.m. We are locating the third meeting to make it easier for NE Tacoma residents to attend.

- City staff plan to have a draft Scope of Work available and posted on the project web page no later than February 5, 2016. As much as possible, the second and third hearings should focus on the details of the Scope of Work.
- The purpose of the public scoping meeting is to provide information about the proposed project and to provide an opportunity to make oral comment on the scope of the EIS. Additionally, written comments will be accepted at this meeting (comment forms will be available) which will be entered in the proposal's environmental review record as scoping comments. Additional information may be found at www.cityoftacoma.org/planning.
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Address:	City of Tacoma: Planning & Development Services Department 747 Market Street, Suite 345, Tacoma, WA 98402
E-mail:	tacoma.methanol.sepa@cityoftacoma.org
Phone#|Fax #:	(253) 573-2478 | (253) 591-5433

Responsible Official: The Responsible Official is the designated person within the City of Tacoma's Planning & Development Services Department who is responsible for compliance with the SEPA lead agency procedural responsibilities.

Issuance Date: December 15, 2015, Updated January 27, 2016

Peter Huffman, Planning & Development Services Director
SEPA Responsible Official

Tacoma Daily Index Publication: December 15, 2015 and December 22, 2015, *Updated January 27, 2016*

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Project Name: Tacoma Manufacturing and Marine Export Facility (TMMEF)
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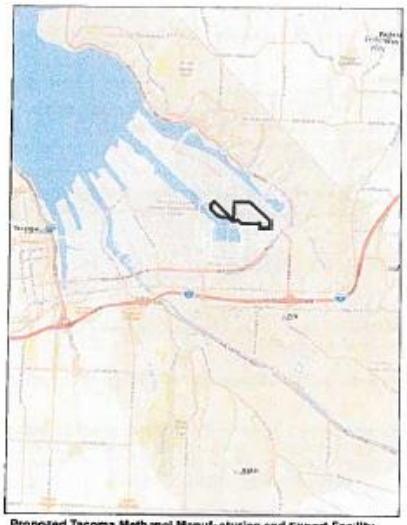


Proposed Tacoma Methanol Manufacturing and Export Facility
Project Location*
* Approximately 16 acres of land adjacent to or in close proximity to the location shown above will be needed for storage tanks.

Contact: Ian Munce
Building and Land Use Services
City of Tacoma
747 Market Street, Room 345, Tacoma, WA 98402
(253) 573-2478 | Tacoma.methanol.eopa@cityoftacoma.org

RESOLUTION NO. 16-701

A RESOLUTION of the City Council of the City of Federal Way, Washington, opposing the development and operation of a natural gas-to-methanol production plant in the City of Tacoma.

WHEREAS, Northwest Innovation Works Tacoma, LLC ("NWIW"), a business venture formed with funding from the Chinese government and British Petroleum, has proposed to develop and operate a natural gas-to-methanol production plant in the City of Tacoma on approximately 125 acres leased from the Port of Tacoma; and

WHEREAS, the development and operation of the proposed project has created concern for the health and safety of citizens and the impact on resources; and

WHEREAS, the potential air pollution, water pollution, and exposure to methanol produced by this project could be related to various diseases, cause serious negative health impacts, and have unknown impacts on the natural environment and human health; and

WHEREAS, the development and operation of this project has the potential for increased risks of exposure to pollutants and toxic chemicals due to spills, leaks, fires, explosions, and natural or other disasters; and

WHEREAS, the project has generated concerns about the methods and costs to address mitigation measures such as accident and disaster preparedness, health impacts, decreased property values, and medical expenses due to increased exposure; and

WHEREAS, the project has generated concerns about the methods and costs of restoring damaged ecosystems such as waterways, plants, and animals; and

WHEREAS, the development and operation of this project will require an estimated water consumption of between 10 to 14 million gallons per day and, at full production, require up to 450 megawatts of electrical power; and

WHEREAS, the City of Federal Way shares both a border and a shoreline with the City of Tacoma and is within two miles of the project site at the Port of Tacoma; and

WHEREAS, despite the City of Federal Way's close proximity to this proposed project, neither the City of Tacoma nor the Port of Tacoma has reached out to the City of Federal Way or its residents regarding the potential impacts of this proposed plant; and

WHEREAS, the lack of transparency regarding the public process and input surrounding the project is of great concern to the City of Federal Way and its residents; and

WHEREAS, it is unclear what the exact environmental impacts to the City of Federal Way and its residents will be; and

WHEREAS, environmental impacts such as air quality and the safety of residents will not stop at the King-Pierce County line; and

WHEREAS, the February 5, 2016 City of Tacoma EIS Draft Scope of Work for the NWIW Methanol Plant does not clearly state that the off-site impacts to Federal Way residents will be taken into consideration;

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF FEDERAL WAY, RESOLVES AS FOLLOWS:

Section 1. Opposition to Proposed Project. Due to a lack of information and the apparent absence of an adequate and transparent process surrounding this proposed project, the Federal Way City Council is opposed to Northwest Innovation Work's methanol plant proposal at this time.

Section 2. Scoping Comments. The Federal Way City Council submits the following issues for inclusion into the EIS Scope of Work by the City of Tacoma:

1. Consideration of off-site impacts that extend into the City of Federal Way.

2. Environmental impacts, safety records and mitigation measures for other methanol facilities, on an international basis for the methanol industry and the principals involved with the Tacoma project.

3. Public health risks of exposure to methanol pollutants, including air quality, water quality and usage, soil leeching, and industrial accidents.

4. Workplace safety risks for employees of the methanol plant and neighboring industrial users of the Port of Tacoma.

5. Risk analysis for industrial accidents and impact of man-made or natural disasters, both during construction and operation.

6. Pipeline safety, during construction and operation.

7. Short and long term impacts on natural resources during construction and operation, including:
   a) Impacts of dredging;
   b) Air and soil plume formation and migration;
   c) Water temperatures, both in Puget Sound and the Hylebos Watershed;
   d) Water supply impacts, including drought-year planning; and
   e) Impacts to wildlife and marine species.

8. Cost-benefit analysis during construction and operation, including:
   a) Net job gain or loss to regional and U.S. economies as a result of the project, and contribution to the U.S. trade deficit with China;
   b) Impacts to other U.S. industries;
   c) Consideration of other geographic or technical alternatives to the project location; and
   d) Economic volatility of the benefitting industry.

9. Environmental justice issues related to economically distressed communities, minority communities, and efforts to address language and cultural barriers to participation of these communities in the process.

This list is not intended to be all inclusive of the potential impacts to be considered, but rather, a beginning point from which to expand as the impacts are more fully examined.

Section 3. Severability. If any section, sentence, clause or phrase of this resolution should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this resolution.

Section 4. Corrections. The City Clerk and the codifiers of this resolution are authorized to make necessary corrections to this resolution including, but not limited to, the correction of scrivener/clerical errors, references, resolution numbering, section/subsection numbers and any references thereto.

Section 5. Ratification. Any act consistent with the authority and prior to the effective date of this resolution is hereby ratified and affirmed.

Section 6. Effective Date. This resolution shall be effective immediately upon passage by the Federal Way City Council.

RESOLVED BY THE CITY COUNCIL OF THE CITY OF FEDERAL WAY, WASHINGTON this 11th day of February 2016.

CITY OF FEDERAL WAY

MAYOR, JIM FERRELL

ATTEST:

CITY CLERK, STEPHANIE COURTNEY, CMC

APPROVED AS TO FORM:

CITY ATTORNEY, AMY JO PEARSALL

FILED WITH THE CITY CLERK: 02/11/2016
PASSED BY THE CITY COUNCIL: 02/11/2016
RESOLUTION NO.: 16-701

March 9, 2016
SCA PIC Meeting

Item 8:
2016 Legislative Session Update
UPDATE

SCA Staff Contact
Katie Kuciemba, Senior Policy Analyst, katie@soundcities.org, 206-433-7169

Update

SCA staff will provide an update on issues currently before the 2016 Legislature, focusing on issues of commonality identified by a majority of cities in the legislative agendas submitted to SCA. Those issues include: raising the property tax cap; strengthening the Public Records Act; responding to the homelessness crisis, passing affordable housing and mental health legislation; and ensuring reliable funding for infrastructure. The 2016 legislative session convened on January 11, 2016, and is scheduled to adjourn March 10, 2016.

Background
The Washington State Legislature convened for the first day of session on January 11, 2016. In an odd-numbered year, for example, 2015, the regular session is 105 days; in an even-numbered year, for example, 2016, it is 60 days.

2016 Session Cutoff Calendar

January 11, 2016	**First Day of Session**
February 5, 2016	Last day to read in committee reports in house of origin, except House fiscal committees and Senate Ways & Means and Transportation committees.
February 9, 2016	Last day to read in committee reports from House fiscal committees and Senate Ways & Means and Transportation committees in house of origin.
February 17, 2016	Last day to consider bills in house of origin (5 p.m.).
February 26, 2016	Last day to read in committee reports from opposite house, except House fiscal committees and Senate Ways & Means and Transportation committees.
February 29, 2016	Last day to read in opposite house committee reports from House fiscal committees and Senate Ways & Means and Transportation committees.
March 4, 2016	Last day to consider opposite house bills (5 p.m.) (except initiatives and alternatives to initiatives, budgets and matters necessary to implement budgets, differences between the houses, and matters incident to the interim and closing of the session).
March 10, 2016	Last day allowed for regular session under state constitution.

Supplemental Budget Proposals
The House Democrats released their supplemental budget proposal on Monday, February 22 and then passed it on a party-line vote on Thursday, February 25. The budget relies on the state's Rainy Day Account to help cover the cost of last year's wildfires, homelessness programs and to build more public school classrooms. The budget also would collect and spend $119 million from changes to existing tax preferences which have yet to pass (including nonresident sales tax exemption, the bottled water sales tax exemption, and the REET exemption on foreclosure sales), used for teacher recruitment and retention.

The proposal does not include additional diversions of revenues shared with cities. However, it takes the remaining $10 million in revenue from the Public Works Trust Fund as previously decided in the 2015-17 operating budget. The proposal includes an additional $49 million for mental health programs and services and $60 million for homelessness, including homelessness assistance, temporary beds for homeless youth, and two new grant programs for homeless students.

On Wednesday, February 24, the Senate Republicans released their proposal and passed it on a party-line vote on Friday, February 26. It adds about $49 million in spending to the current budget, largely focused on mental health and wildfires. It also provides $6.6 million for charter schools to stay open in Washington.

A number of items in the Senate budget would negatively impact cities. Specifically, the Senate's proposal:

- Eliminates funding for the Municipal Research & Services Center beginning July 1, 2016.
- Eliminates the Fire Insurance Premium Tax.
- This fund helps 44 cities across the state meet their obligations under LEOFF 1. Per AWC, this proposal would "sweep" the funds away from cities. This is of particular concern to the ten cities in King County currently receiving these funds. The breakdown by city on the fiscal impact of this can be found here.
- Merges the LEOFF 1 retirement system with the Washington Teachers' Retirement System Plan 1 (TRS 1).
    - AWC is concerned that this could result in an unfunded mandate to cities, and about redirection of retirement contributions made by cities.
- Substantially raises the direct cost to many cities for sending officers to the Basic Law Enforcement Academy.

Cities are encouraged to contact their Senators to share their concerns on these issues.

While both budgets fund mental health and wildfires, they remain apart by more than $400 million in overall spending. Now the House and Senate budget negotiators will need to reach agreement on what to include in the final supplemental budget.

(Note: Per AWC, there are last minute rumors that there may not actually be a need to pass a supplemental budget in 2016 – stay tuned for more information on this in the closing days of the session.)

Model Toxics Control Account (MTCA)

Many SCA members expressed concern in their Legislative Agendas about the significant decline in Model Toxics Control Account (MTCA) revenue, upwards of a $100 million revenue shortfall. (This shortfall is caused by a drop in the price of oil.) The House proposal was silent on how to address the MTCA revenue shortfall, meaning Ecology could manage this downfall in revenues, first by delaying cleanup projects, and then by delaying other capital projects.

The Senate proposes specific cuts to various appropriations and programs including:

- $39.1 million in stormwater project grants;
- $2.9 million in stormwater capacity grants;
- $17.5 million for toxic cleanups (primarily Puget Sound and Eastern WA Clean Sites programs); and
- $0.9 million in Shoreline Management grants.

The House and Senate negotiators will need to find a approach that works for both chambers in order to pass a supplemental budget.

2016 Legislative Session Priorities for the Sound Cities Association (SCA)

Raising the 1% Property Tax Cap

In partnership with the Washington State Association of Counties (WSAC), Kenmore Mayor David Baker spoke with legislators in Olympia on February 18, 2016 in support of raising the 1% property tax cap. By way of background, SCA has a policy position supporting legislation to raise the 1% property tax revenue limit adopted in December 2014.

Significant work will take place during the interim to develop a recommended solution for the 2017 legislative session. It is anticipated that WSAC and AWC will be convening a stakeholder group after the 2016 session concludes.

Public Records

Representative Joan McBride was the prime sponsor of **HB 2576**, intended to revise the public records act with regard to requests to local agencies. HB 2576 was not voted by the House and is no longer moving forward. Representative McBride successfully added funding to the House budget for the Ruckelshaus Center to study issues around public records. AWC and SCA will continue to work on this issue and engage stakeholders over the interim in preparation for the 2017 session.

Affordable Housing

SB 6239, sponsored by Senator Joe Fain, authorizes a local option property tax exemption program for multi-family properties that provide a percentage of affordable housing. While this bill was initially proposed by Seattle, it was brought forward with significant outreach to and feedback from SCA member cities.

SB 6239 was passed by the Senate by a vote of 36 – 13 on February 16. In the House, an amendment was introduced that limits tax exemption eligibility to properties owned by

nonprofit organizations. The City of Seattle and other stakeholders are concerned about the effect of limiting the tax exemption. The bill has been referred to the House Rules Committee.

Infrastructure Financing

A bill sponsored by Senator Karen Keiser last year, **SB 5624,** aims to improve access to low-cost market financing for local infrastructure projects through credit enhancements and pooling. This bill would pledge the state's full faith, credit and taxing power for bonds issued to finance approved local infrastructure projects and would authorize the State Treasurer to issue bonds in a pool to support multiple projects. Extending the state's backing to bonds for local projects requires an amendment to the Washington State Constitution.

While not an adequate replacement of the Public Works Assistance Account, Centennial Clean Water Fund, and other infrastructure programs, SB 5624 acknowledges the need for cities' to keep up with local infrastructure demands and financing.

SB 5624 passed in the Senate by a vote of 47 – 2 on February 10, with a hearing in the House Committee on Capital Budget on February 26. The bill is currently awaiting action by the Capital Budget Committee.

Other Areas of Interest

Additional issues that were identified by multiple cities were: clarification of recreational immunity, solar energy incentives, expanding the product stewardship program, local control of fireworks regulations and bans, streamlined sales tax, body cameras, Model Toxics Control Act funding protection, restoration of the Liquor Revolving Account distributions, and marijuana regulation.

Fireworks Ban

HB 2348 would have removed the one year waiting period for local governments to adopt fireworks ordinances. After several amendments and considerable opposition from the fireworks industry and some tribes, HB 2348 failed to advance out of the House and is considered dead for the session.

Police Body Cameras

HB 2362, sponsored by Representative Drew Hansen, sets rules on what body-camera footage is presumed to be private under the Public Records Act; sets up a task force to examine best practices for their use; and requires police agencies that use the cameras to adopt policies, including that the cameras must be turned off in homes unless a crime is being committed or appears imminent. The measure passed 61-36 on February 22 in the House of Representatives. After HB 2362 passed with amendments in the Senate Law & Justice Committee on February 26, it currently resides in the Senate Rule Committee for second reading.

The amendments passed by the Senate Law & Justice Committee prohibit introduction of body-worn camera footage as evidence in a criminal proceeding unless there is probable cause to believe that the footage is evidence of criminal activity constituting a felony

offense, or driving while impaired, or where the footage is obtained in the course of executing a valid warrant or obtained under exigent circumstances. Disclosure of a body camera recording is presumed to be highly offensive where the recording depicts a patient at a medical center for treatment, or protected health information. Finally, policies are not required to have an officer deactivate a body-worn camera when entering a residence.

King County Roads

King County's legislation concerning county road administration and maintenance, **SB 6314**, sponsored by Senator Fain was passed by the Senate with a unanimous vote (47 – 0, 2 excused). A hearing occurred in the House Committee on Local Government on February 24 and was voted out of committee by party line and now resides in the House Rules Committee. Stakeholders agreed to an amendment to avoid changing the scope of appraisers' work in valuation of vacated roads. Appraisers have a standard of practice which prevents determining valuation on a public benefit; that portion of the bill was removed.

Liquor Revenue

HB 2438, sponsored by Representative Terry Nealey, and **SB 6425**, sponsored by Senator Mike Hewitt, gradually restores city and county liquor profits by increasing the local share by $2.5 million per year beginning in state fiscal year 2018 until the historic profit sharing formula is restored in state fiscal year 2024. The proposal has no impact on the state's 2015-17 budget and a modest ($7.5 million) impact on the state's 2017-19 budget.

Although the bill was not brought for a vote on the House floor by the February 17 deadline, Representative Tana Senn attempted to have this be a discussion in the supplemental operating budget. It is not anticipated that the legislation or appropriations request were moved forward in the 2016 legislative session.

Paint Stewardship

HB 1571, sponsored by Representative Strom Peterson, would create a paint recycling program under the Department of Ecology. In 2015, the SCA Board of Directors sent a letter expressing support for a product stewardship program that will allow residents to return unused paint for reuse, recycling, or proper disposal. HB 1571 was passed by the Senate on February 10 with a vote of 51 – 46. A hearing for HB 1571 was held in the Senate Committee on Energy and Environment & Telecommunications on February 23.

Local Government Modernization

HB 2427, sponsored by Representative Larry Springer, was originally drafted by King County as legislation to modernize the way local governments do business, including use of electronic signatures. The legislation passed the House of Representatives on February 16 and had a public hearing in the Senate Government Operations & Security Committee, where it was subsequently voted out with amendments on February 26. Currently, the bill is in the Senate Rules Committee.

The amendment passed by the Senate Government Operations & Security Committee states that cities must advise county governing bodies of city intent to be included in or excluded from a public transportation benefit area by ordinance. This amendment is known to only affect jurisdictions with public transit districts (Pierce Transit and Community Transit).

According to AWC, there are differing opinions over whether HB 2427 allows authority for cities to use an electronic signature whenever the use of a written signature is authorized or required.

Next Steps
Additional and up-to-date information, including opportunities for testimony on pertinent bills, will be provided at the March 9, 2016 PIC meeting. SCA staff will continue to work with Association of Washington Cities, PSRC, King County and SCA member cities in tracking commonly identified issues.

March 9, 2016
SCA PIC Meeting

Item 9:
SCA and All Home Convening of Cities on Homelessness
UPDATE

SCA Staff Contact
Ellie Wilson-Jones, SCA Policy Analyst, ellie@soundcities.org, 206-433-7167

SCA All Home Coordinating Board Members
SCA President and Auburn Mayor Nancy Backus; Kirkland Councilmember Doreen Marchione

Update

As SCA cities have observed and the January 29, 2016 One Night Count confirmed, homelessness is increasing across King County. In response, SCA is partnering with All Home to convene King County cities on March 11, 2016 to study, discuss, and develop best and promising practices for responding to homelessness. An invitation to the half-day event at Tukwila Community Center has been distributed to cities in King County. Each city is invited to send a team made up of a city elected official, a city manager/administrator, one human services staff, and one first responder. Additionally, because communities across the state are also experiencing an increase in homelessness, the Association of Washington Cities has dedicated its most recent issue of Cityvision Magazine to the efforts of communities to provide housing and services. Members may wish to explore this resource in addition to the information that will be shared at the March 11 Convening.

Background
At the February 10, 2016 Public Issues Committee (PIC) meeting, members received an update about SCA's work with All Home to convene cities to discuss issues related to homelessness. The PIC was also presented with a summary of the January 29, 2016 One Night Count results for King County at that time. The February 2016 PIC staff report, which includes a summary of the One Night Count results, is available here (see page 31). As explained in that staff report, the SCA and All Home Convening of Cities is being held pursuant to the All Home Strategic Plan, which was adopted in 2015 and endorsed by SCA. One action step identified in the All Home Strategic Plan is to hold a convening of cities to discuss best practices for responding to homelessness, with a particular focus on fostering collaboration between first responders, service providers, and local communities to increase housing stability.

March 11, 2016 SCA and All Home Convening of Cities
Pursuant to the All Home Strategic Plan, teams from each King County city have been invited to attend an 8 a.m. to 12:30 p.m. event at Tukwila Community Center to delve into the challenges communities are facing with homelessness and offer insights from other jurisdictions. The invitation, which has been distributed by email to SCA member cities, is included as Attachment A. As of February 29, 19 King County cities had confirmed their participation in the Convening:

- Auburn
- Bellevue
- Bothell
- Burien
- Covington
- Federal Way
- Issaquah
- Kenmore
- Kent
- Kirkland
- Lake Forest Park
- Normandy Park
- Redmond
- Renton
- Sammamish
- SeaTac
- Seattle
- Shoreline
- Tukwila

Each city has been asked to include an elected official, city manager or administrator, first responder, and human services staff on their team. The registration deadline is March 7. Cities may register their teams here. For more information about registration, or to inquire about the availability of late registration, contact SCA Policy Analyst Ellie Wilson-Jones at ellie@soundcities.org.

Additional Resources for Cities Working to Address the Issue of Homelessness
The January/February 2016 issue of Cityvision Magazine, a publication of the Association of Washington Cities (AWC), details the efforts of communities to provide the housing and services necessary to assist homeless individuals with becoming housed. The full issue is posted on the AWC website here.

The issue highlights a number of initiatives that will also be addressed at the March 11 Convening, including work undergone in the City of Bellingham (see "Home Rule", page 11, for a Q&A with Bellingham Mayor Kelli Linville and hear Greg Winter with the Opportunity Council of Whatcom County speak at the March 11 Convening) and efforts to establish community task forces to address the underlying causes of and community concerns about homelessness (see "The Last Shall Be First", page 15, detailing Everett's effort in the and hear about Redmond and Auburn's task forces at the March 11 Convening).

Next Steps
The SCA and All Home Convening of Cities will be held March 11, 2016. PIC members are encouraged to assist their cities in gathering a team to attend the Convening if their city is not already registered.

Attachment

A. SCA and All Home Convening of Cities Invitation

CONVENING OF CITIES

All Home and the Sound Cities Association are partnering to convene King County cities to strengthen relationships within and across communities to respond to the growing crisis of homelessness.

In the recent 2016 One Night Count, 4,505 people surviving without shelter were identified—a 19 percent increase from last year and the third double digit spike in a row. Because there is no one cause or solution for homelessness and no single actor can solve it, the Convening of Cities will highlight cross-sector efforts that bring city governments and residents together to respond to local needs. And because the challenges of homelessness do not stop or start at city borders, the Convening will engage cities in regional collaboration.

- **Who**: Each King County city is invited to send a team of up to four people. When identifying your team, please include one representative for city administration (mayor, manager, or administrator), a city elected official, one human services staff, and one first responder (police or fire).
- **When**: March 11, 2016, 8:00 a.m. to 12:30 p.m.
- **Where**: Tukwila Community Center, 12424 42nd Avenue South, Tukwila, WA 98168
- **Why**: All Home's new Strategic Plan sets out to make homelessness rare, brief, and one-time and to build a community to address the current homelessness crisis. Toward that end, the Plan calls for King County cities to come together to foster collaboration between first responders, human services staff, and other city staff and officials to strengthen the response to homelessness within and across communities.

REGISTRATION

To register, visit the Registration Website and sign up your city's team by March 7, 2015. Due to space constraints, registration will be limited and may be closed earlier if capacity is reached. Registration questions can be directed to ellie@soundcities.org.

Thank you to the City of Tukwila for hosting this event at the Tukwila Community Center.

March 9, 2016
PIC Meeting

Item 10:
Best Starts for Kids Levy - Youth and Family Homelessness Prevention Initiative Implementation Plan
UPDATE

SCA Staff Contact
Deanna Dawson, SCA Executive Director, Deanna@soundcities.org, 206-433-7170

Children and Youth Advisory Board Members
Mayor Nancy Backus, Auburn; Councilmember Hilda Thompson, Lake Forest Park

Update

The Best Starts for Kids Levy sets aside $19 million of the first year's levy proceeds for youth and family homelessness prevention. The levy ordinance directs the Executive to submit to the King County Council for review and approval an implementation plan relating to the youth and family homelessness prevention initiative by March 1, 2016. The services outlined in the implementation plan will provide services to youth and families at imminent risk of homelessness through client-centered, outcomes-focused case management, and flexible financial assistance.

The King County Executive transmitted the Youth and Family Homelessness Prevention Implementation Plan to the County Council on March 1, 2016, Attachment C. This plan was developed by county staff, with input from a group of stakeholders convened by the Executive, and from the Children and Youth Advisory Board.

The Initiative is modeled on a pilot program implemented by the Washington State Coalition Against Domestic Violence and funded by the Bill & Melinda Gates Foundation and the Medina Foundation. A study of this pilot project found successful outcomes relating to participants' ability to get and keep safe and stable housing. Nearly all program participants, including those with very low incomes, maintained permanent housing for a prolonged period of time after receiving assistance. More information about that pilot project can be found in the attached Plan, and at http://wscadv.org/projects/domestic-violence-housing-first. The pilot program also focused on ensuring that services were culturally appropriate and delivered by a case manager/advocate who was from the same culture and spoke the same language as the survivors.

While the pilot project on which the Plan was based focused on addressing domestic violence as a cause of homelessness, research shows that other factors are predictive of a youth becoming homeless, e.g., LGBTQ, juvenile justice system involvement, school suspensions, and involvement with the foster care system.

Additionally, the Plan addresses disproportionality among those experiencing homelessness. For example, Native Americans are seven times more likely to become homeless. African Americans are five times more likely to become homeless and Native Hawaiians/Asian Pacific Islanders three times more likely. Of the youth who are homeless, at least 20 percent of young people accessing services identify as LGBTQ, compared to 4 percent of the general population.

The Plan uses a "progressive engagement" model of case management. That is, it focuses on "right sizing" services to the individual needs of those being served. The pilot project on which the Plan is based found that about one-third of the families needed minimal health supports, one-third needed a medium level of intervention and services, and one-third needed more intensive case management.

The Plan targets youth and family at imminent risk of homelessness. The funds are intended to be highly flexible. The County will then evaluate whether certain types of expenditures are more or less successful in preventing a family or youth from becoming homeless.

All participating agencies will be required to enter client data into the Homeless Management Information System (HMIS). This will allow for study of the efficacy of the Plan, and a determination of whether program participants actually avoided homelessness. Success of the Plan will be based on whether 1) the individuals served do not access homeless services, as demonstrated by not showing up in the HMIS; and 2) there is a reduction in the number of youth and families who are newly homeless.

Next Steps
The County Council will review the Plan. The Regional Policy Committee (RPC) will also review the Plan, and is expected to vote on approval at either the March or April meeting.

A broader implementation plan for the remainder of the Best Starts for Kids Levy is due to be transmitted to Council on June 1, 2016.

Attachments
A. BSK Homelessness Prevention Transmittal Letter
B. BSK Homelessness Prevention Initiative Ordinance
C. BSK Youth and Family Homelessness Prevention Initiative Implementation Plan
D. BSK Homelessness Prevention Initiative Plan Biennial Fiscal Note 2016

March 1, 2016

The Honorable Joe McDermott
Chair, King County Council
Room 1200
C O U R T H O U S E

Dear Councilmember McDermott:

This letter transmits two ordinances relating to the Best Starts for Kids (BSK) initiative that will enable King County to fund and carry out prevention and early intervention strategies to improve the health and well-being of children, youth and their communities.

The first ordinance establishes the implementation plan relating to the BSK Youth and Family Homelessness Prevention Initiative, as required by Ordinance 18088. The plan outlines how King County will prevent and divert children, youth and their families from becoming homeless. In accordance with Ordinance 18088, the enclosed Youth and Family Homelessness Prevention Implementation Plan (Attachment A), was developed in collaboration with the children and youth advisory board.

As you are aware, the growing homelessness crisis in our region shows a great need for investment in prevention strategies. The data shows that over fifty-percent of people who become homeless are homeless for the first time; yet, many existing resources are available only after one becomes homeless. The Youth and Family Homelessness Prevention Initiative Implementation Plan is intended to avoid this crisis for youth and families because we know that homelessness can have long lasting negative consequences on children and youth.

The homelessness crisis disproportionately affects people of color and youth who identify as lesbian, gay, bisexual, transgendered and queer (LGBTQ). The Youth and Family Homelessness Prevention Initiative Implementation Plan seeks to target resources to address this disparity. The plan outlines the strategy to prevent families and youth from entering homelessness while addressing the disproportionality in race and LGBTQ orientation in people who are newly homeless. The implementation plan focuses on client-centered, outcomes-focused case management and flexible financial assistance so that community agencies can easily identify individuals and families who are about to become homeless and prevent them from entering homelessness.

The second ordinance makes a supplemental appropriation for the 2016 portion of the BSK Youth and Family Homelessness Prevention Initiative, making a supplemental appropriation to the Department of Community and Human Services of $3,166,667 to the BSK fund and $3,166,667 to the housing opportunity fund; and amends the 2015/2016 Biennial Budget Ordinance, Ordinance 18207, Section 1 as amended, and Ordinance 17941, Section 103, as amended.

King County's efforts to improve the health and well-being of youth and the community, especially in relation to housing and the homelessness crisis, furthers the County's priority of equity and social justice. The strategies and services outlined in the implementation plan in the first ordinance to prevent homeless youth and families, and the supplemental appropriations for the BSK fund and housing opportunity fund, reflect the goals of the King County Equity and Social Justice Initiative and align with the Strategic Plan's "fair and just" principle, as it supports actions and partnerships that provide equitable opportunities for all people and communities.

It is estimated that this report required 60 staff hours to produce, costing $6,306.

Thank you for your consideration of these two ordinances as we continue to address the health and well-being of our community, including the growing crisis of homelessness. This legislation will help King County fund and carry out vital prevention and early intervention strategies to achieve healthier communities and to prevent and reduce the number of youth and families who are homeless.

If you have any questions, please feel free to contact Adrienne Quinn, Department of Community and Human Services Director, at 206-263-9100.

Sincerely,

Dow Constantine
King County Executive

Enclosures

cc: King County Councilmembers
ATTN: Carolyn Busch, Chief of Staff
Anne Noris, Clerk of the Council
Carrie S. Cihak, Chief of Policy Development, King County Executive Office
Dwight Dively, Director, Office of Performance, Strategy and Budget
Adrienne Quinn, Director, Department of Community and Human Services

Date Created:	**February 8, 2016**
Drafted by:	**Adrienne Quinn**
Sponsors:	
Attachments:	**A Best Starts for Kids Youth and Family Homelessness Prevention Initiative Implementation Plan**

..Title

AN ORDINANCE relating to the best starts for kids youth and family homelessness prevention initiative implementation plan.

..Body

STATEMENT OF FACTS:

A. In July 2015, Ordinance 18088 submitted to the voters of King County a proposition known as the "best starts for kids levy," authorizing a regular property tax levy in excess of the levy limitation for six consecutive years, commencing in 2016, at a rate not to exceed fourteen cents per one thousand dollars of assessed value in the first year and with an increase of up to three percent in the five succeeding years, for the purpose of funding prevention and early intervention strategies to improve the health and well-being of children, youth and their communities.

B. The six-year levy commencing in 2016, has been approved by the voters for the express purpose of paying costs as outlined in Ordinance 18088, Section 5, including: nineteen million dollars that shall be used to plan, provide and administer a youth and family homelessness prevention initiative.

C. Ordinance 18088 also directs the executive to submit to the metropolitan King County council for review and approval an

implementation plan relating to the youth and family homelessness prevention initiative by March 1, 2016, which, to the maximum extent possible, shall be developed in collaboration with the oversight and advisory board.

D. The oversight and advisory board, referred to in this statement of facts as the children and youth advisory board, under the guidance of the department of community and human services, provided input on the development of the implementation plan, which is Attachment A to this ordinance. Before that input, the executive convened a planning group of citizens and stakeholders, several of whom are members of the children and youth advisory board to help shape the plan.

E. The growing homelessness crisis shows the great need for this youth and family homeless prevention strategy. During the 2016 annual One Night Count of people who are homeless held on January 29, 2016, four thousand five hundred five people were unsheltered. The numbers for people who are in shelter and transitional housing are not yet available, nor are the breakdown for the number of homeless youth and families.

F. Executive Constantine declared a state of emergency for homelessness on November 2, 2015.

G. The Homeless Management Information System, the database of all people accessing homeless services and housing, shows that fifty percent of all people accessing homeless services are homeless for the first time. For the year in which the most recent data is available breaking out the

data by homeless families and youth, 2014, the data show forty-six percent of families who were homeless were homeless for the first time. Sixty-four percent of homeless youth were homeless for the first time.

H. The data in the Homeless Management Information System also show that people of color and lesbian, gay, bisexual, transgendered and queer ("LGBTQ") youth are also disproportionately represented in the homeless youth population. Young people of color make up fifty to sixty percent of the homeless youth population while only twenty-nine percent of King County's population are people of color. At least twenty percent of the youth accessing homeless services identify as LGBTQ, while only four percent of Washington's general population identify as LGBTQ.

I. The Homeless Management Information System data showed that for newly homeless families, of those who report their race, thirty-one percent report that they are white and forty-seven percent report that they are black or African American. The remaining twenty-two percent report another race or multiple races, with the largest group reporting multiple races.

J. The services outlined in the implementation plan will provide services to youth and families before they become homeless through client-centered, outcomes-focused case management and flexible financial assistance.

K. The services identified in the implementation plan will address the disproportionality in race and LGBTQ orientation in people who are newly homeless by focusing on organizations and agencies that will easily

be able to identify families and individuals who are at imminent risk of homelessness.

L. In 2010, the county enacted Ordinance 16948, transforming its work on equity and social justice from an initiative to an integrated effort that intentionally applies the King County Strategic Plan's "fair and just" principle in all the county does in order to achieve equitable opportunities for all people and communities. The services identified in the implementation plan are intended to meet the goals of King County's Equity and Social Justice Plan.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. For the purposes of this ordinance, "youth and family homelessness prevention initiative" means an initiative intended to prevent and divert children and youth and their families from becoming homeless.

SECTION 2. The family and youth homeless prevention implementation plan, Attachment A to this ordinance, is hereby approved.

SECTION 3. One year from the effective date of this ordinance, the executive shall submit to metropolitan King County council a report describing the people served and outcomes of the youth and family homeless prevention initiative. Thereafter, the executive shall include reporting for the youth and family homelessness prevention initiative in any annual report for the entire best starts for kids levy ordinance. Any report required by this section shall be filed in the form of a paper original and an electronic copy with the clerk of the council, who shall retain the original and provide an electronic copy to all councilmembers.

King County

Best Starts for Kids Youth and Family Homelessness Prevention Initiative Implementation Plan

Response to Ordinance 18088

Department of Community and Human Services
March 1, 2016

The Best Starts for Kids (BSK) Levy includes $19 million for a Youth and Family Homelessness Prevention Initiative that is intended to "prevent and divert children and youth and their families from becoming homeless." The BSK ordinance approved by the voters of King County, Ordinance 18088, directs the King County Executive to submit to Metropolitan King County Council for review and approval, an implementation plan relating to the Youth and Family Homelessness Prevention Initiative by March 1, 2016, which to the maximum extent possible, shall be developed in collaboration with the oversight and advisory board, referred to in this report as the Children and Youth Advisory Board.

The Youth and Family Homelessness Prevention Initiative is based on a highly successful pilot program implemented by the Washington State Coalition Against Domestic Violence and funded by the Bill & Melinda Gates Foundation and the Medina Foundation.

This implementation plan provides: (I) the background showing the need for a homelessness prevention program in King County, (II) a description of the successful Washington State Coalition Against Domestic Violence Housing First Initiative, (III) the proposed BSK Youth and Family Homelessness Prevention Model and (IV) the community process for developing the plan.

I. Youth and Family Homelessness in King County

During the 2016 annual One Night Count of people who are homeless in King County held on January 29, 2016, 4,505 people were found to be unsheltered, that is, living in places unfit for human habitation such as the streets, cars or Metro buses. Although the detailed demographic data from the 2016 One Night Count is not yet available, the 2015 detailed data is available through the Homeless Management Information System (HMIS). The HMIS is the county-wide database that collects data on individuals and families receiving homeless services (e.g., shelter, case management and housing).

The 2015 One Night Count data reported that over 2,000 of the 9,776 people who access shelter or other homeless services were under age 17. Twenty-eight percent of the homeless population is families with children (approximately 2,800 people). Count Us In 2015, the survey of homeless youth and young adults, counted 134 unsheltered homeless young people and 824 that are unstably housed. These numbers represent young people who are in places unfit for human habitation, shelters or transitional housing.

The federal government uses a broader definition for counting homeless youth in the schools. In addition to defining homelessness as living in a place unfit for human habitation, shelter or transitional housing, under the McKinney-Vento Homeless Education Assistance Act, homelessness is defined as lacking a fixed, adequate place to sleep. This broader definition would include families or youth who are doubled up or "couch surfing." Under this definition, over 6,000 students in King County public schools are homeless. Approximately 15 percent of these are not accompanied by an adult. Homelessness can have lasting effects on children.

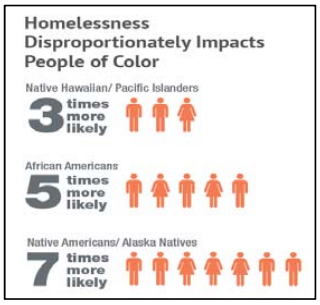
According to the 2013 Annual Homeless Assessment Report to Congress:

- 83 percent of homeless children have witnessed a serious violent event
- 47 percent have anxiety, depression or withdrawal
- 43 percent have to repeat a grade
- Homeless children are far more likely to have significant health issues.

The HMIS also showed that half of all people who become homeless were homeless for the first time, which is the case for 46 percent of all homeless families. An even higher number of unaccompanied youth were homeless for the first time, 64 percent. Accordingly, if homelessness can be prevented, the number of people who are homeless would decline substantially.

Demographic data from the HMIS demonstrates that there are several issues that must be addressed in developing a youth and family homelessness prevention program – the disproportionate numbers of Native American/Alaskan Native, Native Hawaiian/Asian Pacific

Islanders and African Americans who become homeless and the disproportionate number of homeless youth who identify as lesbian, gay, bisexual, transgendered and queer (LGBTQ). Native Americans are seven times more likely to become homeless. African Americans are five times more likely to become homeless and Native Hawaiians/Asian Pacific Islanders three times more likely. Of the youth who are homeless, at least 20 percent of young people accessing services identify as LGBTQ, compared to 4 percent of the general population.



As discussed in more detail in the program model section, the Youth and Family Homelessness Prevention Initiative must address the disproportionality in race and LGBTQ identification of people who become homeless.

II. Washington State Coalition Against Domestic Violence Housing First Initiative

As King County explored approaches to prevent youth and family homelessness, a local model – the Washington State Coalition Against Domestic Violence Housing First Initiative – was reviewed. This model, funded by the Bill & Melinda Gates Foundation, has been rigorously evaluated and found to have successfully prevented family homelessness. More information about the model can be found at http://wscadv.org/projects/domestic-violence-housing-first.

The Medina Foundation added additional funding to several agencies participating in the pilot and expanded the model to additional agencies that were not part of the original Gates cohorts.

This model was attractive to local funders because domestic violence is a leading cause of homelessness for families.

The Domestic Violence Housing First Initiative is a homelessness prevention program for survivors of domestic violence and their children, including survivors actively fleeing a domestic violence situation, and those who are on the brink of homelessness. At program entry, many were facing unemployment and a lack of income due to the domestic violence situation they were experiencing. The Domestic Violence Housing First Initiative was piloted from September 2011 through September 2014 in Washington state with two cohorts. One cohort was in King County and the other was the balance of state. In King County, LifeWire and InterImCDA participated in the pilot.

Flexibility of financial assistance and advocate/case management services are a key component of the program. Financial assistance could be used for a range of needs such as clothing for a job, cost of an employment-related license, a variety of housing and/or moving costs, cost to repair a car, urgently needed groceries and other expenses that may be impacting the safety and security of a family. Case management support could be very narrow and temporary or somewhat longer term to meet the true needs of program participants, using a progressive engagement approach. With very little financial assistance per household (average cost of $1,250 per household) the safety, stability and well-being of victims and their families were increased through the pilot program.

A study of the Domestic Violence Housing First Initiative programs found successful outcomes related to survivors' ability to get and keep safe and stable housing. Nearly all program participants, including those with very low incomes, maintained permanent housing for a prolonged period of time:

- 96 percent were still stably housed 18 months after entering the program, allowing survivors to become self-sufficient quickly and without need for ongoing intensive services

- 84 percent reported an increase in safety for their family
- 76 percent of survivors requested minimal services from the domestic violence program at final follow-up
- Participants also expressed that housing stability had a profoundly positive effect on their children, improved the health and well-being for themselves and their children, and restored their dignity and self-worth.

The pilot program also focused on ensuring that services were culturally appropriate and delivered by a case manager/advocate who was from the same culture and spoke the same language as the survivors. According to the evaluation, survivors reported that working with an advocate who culturally and linguistically understood them was critical to getting the support they needed to become stable and enabling the survivors to feel understood, accepted and comfortable telling their stories.

While some of the survivors who participated in the Domestic Violence Housing First Initiative programs were youth, the program was focused primarily on adults fleeing domestic violence. There is less research on successful programs preventing youth from becoming homeless. Nonetheless, the All Home Youth and Young Adult Plan Refresh (May 2015) recommends prevention as a strategy to make youth homelessness rare, brief and one time. One of the strategies is "*flexible funding* to help YYAs live at home or with natural supports."

III. Proposed Youth and Family Homelessness Prevention Model

The Best Starts for Kids Ordinance 18088 provides the following guidance for the Youth and Family Homelessness Prevention Initiative:

> *"Youth and family homelessness prevention initiative" means an initiative intended to prevent and divert children and youth and their families from becoming homeless.*
>
> *It is the intent of the council and the executive that funding for the youth and family homelessness prevention initiative will allow the initiative to be flexible, client-centered and outcomes-focused and will*

provide financial support for community agencies to assist clients.

Out of the first year's levy proceeds:
1. Nineteen million dollars shall be used to plan, provide and administer a youth and family homelessness prevention initiative.

Based on this guidance, stakeholder input and research on successful prevention models, King County Department of Community and Human Services (DCHS) staff worked with a Youth and Family Homelessness Prevention Model Planning Committee (Planning Committee) and the Children and Youth Advisory Board (CYAB) to develop the framework for the King County Youth and Family Homelessness Prevention Initiative. This section discusses both the overall program model, as well as specific implementation details that were recommended by the Planning Committee and CYAB.

The proposed Youth and Family Homelessness Prevention Initiative has a strong client-centered focus, including mobile case management coupled with flexible financial assistance that is intended to address the immediate issue that is placing the family or youth at imminent risk of homelessness and build trust with the client. The model is based on the Washington State Coalition Against Domestic Violence Housing First Initiative, a successful model to preventing family homelessness in King County.

Key components to the Youth and Family Homelessness Prevention Model include:

- Client-centered intervention
- Progressive engagement approach to case management
- Flexible funding to prevent homelessness
- Targeting approach to address the root causes of homelessness among youth and families.

The agencies that demonstrated successful outcomes in the Washington State Coalition Against Domestic Violence study understood the importance of the case management support of the client, and successfully made the shift to having a client-centered focus. That is, the family or youth must be asked, “What do you need so that you do not become homeless?”

This is a significant cultural shift for the agencies administering the program because many government assistance and programs are based on a distrust of clients. For most programs, clients must prove that they meet a raft of program criteria and then are told what specific assistance they are eligible to receive even if they know something else will help them more. Because successful implementation of the model will entail changing organizational culture, training and learning circles will be part of the Youth and Family Homelessness Prevention Initiative.

In addition, the Domestic Violence Housing First Initiative programs study found that about one-third of the families needed minimal health supports, one-third needed a medium "touch," and one-third needed more intensive case management, highlighting the need for a progressive engagement approach to case management.

Progressive Engagement is a nationally recognized best practice that provides customized levels of assistance to participants – providing the services needed, but not more than is needed to achieve housing stability. Progressive Engagement preserves the most expensive interventions for households with the most severe barriers to housing success. Progressive Engagement is a strategy to enable service delivery systems to effectively target resources. The case manager/advocates will work with the family/youth on the underlying issues that caused them to be at imminent risk of homelessness.

Case manager/advocates will be mobile, meeting the clients at locations of their choice. This approach is different than other models where the case manager/advocate tends to be place-based.

In order to ensure that agencies administering the program are equipped with the resources they need to be successful, sufficient funds will be provided to assure that experienced case manager/advocates are hired and are focused on this homelessness prevention program and not spread thinly over many programs. The Best Starts for Kids ordinance specifically states, "It is the intent of the council and the executive that funding for the youth and family homeless prevention initiative … will provide financial support for community agencies to assist clients."

Need for Adaptation and Flexibility for Preventing Youth Homelessness

While the Washington State Coalition Against Domestic Violence Housing First Program was successful with youth who were parenting and who were at risk of homelessness due to domestic violence, the research shows that other factors are more predictive of a youth becoming homeless, e.g., LGBTQ, juvenile justice system involvement, school suspensions, and involvement with the foster care system. As a result, the CYAB and the Planning Committee recommended targeting the program to address the predictive factors of homelessness, collaborating with schools, organizations that work with LGBTQ youth and organizations working with youth involved in the juvenile justice system.

While these are the target areas for identifying youth at imminent risk of homelessness, this does not mean that the Youth and Family Homelessness Prevention Model would be administered by schools or the juvenile justice system. Rather, it is likely that nonprofits, community agencies or faith organizations would provide assistance and administer the funds, because they could provide services any time of day or night and be able to leverage additional supports. Any organization receiving the funds would have to show strong partnerships with the schools and/or the juvenile justice system.

In addition to providing feedback on the overarching program model, the Planning Committee and the CYAB both provided feedback on the specific program implementation details outlined below.

Who is Eligible?

The program is intended for youth and families who are at *imminent* risk of homelessness. It is not intended for youth or families who are already homeless, nor is it intended for youth or families who are at risk for homelessness, but not facing *imminent* risk. Examples of imminent risk of homelessness are a young person or family who has been staying on friends' or families' couches, but may have exhausted all welcomes and will be on the street next week. Another example might be a youth who the school counselor knows will be thrown out of his parent's house if he comes out, or a youth exiting the justice system whose family refuses to take her

back home. The case manager/advocate will have to utilize judgment and experience in making the determination.

The outcomes measurements will be critically important in determining if the targeting was done appropriately. If people who are at imminent risk of homelessness are prevented from becoming homeless, we will see a decrease in the number of people who are newly homeless.

Should the Money Be Divided Between Youth and Families?

The Planning Committee and CYAB advised that the money should not be divided between population groups. Many youth are parenting, and it is these young families who are often at imminent risk of homelessness. Because this program is intended to step away from rigid requirements, dividing the money and creating definitions and funding formulas for youth and families did not seem prudent.

What are the Eligible Uses of Funding? Should Anything be Excluded as Eligible from the Flexible Funds?

Any expenditure that will prevent someone from becoming homeless should be an eligible use of funds. As noted in both the ordinance and discussion above, case management is an essential element of the Youth and Families Homelessness Prevention Model. Agencies will employ rigorous financial oversight to track where the funds are applied. The County will evaluate whether certain types of expenditures are more or less successful in preventing a family or youth from becoming homeless.

How Much Money Should Be Awarded in 2016?

The CYAB recommended that approximately $3.1 million be spent in the first year of the levy, with a ramp up during the second and third years to significantly reduce the numbers of families and youth who are becoming homeless. The CYAB was cognizant that the money would likely run out prior to the end of the levy. However, they recommended that more money was needed to firmly demonstrate that the model was effective.

Building organizational capacity and creating the organizational culture change will take time. As a result, the Planning Committee and CYAB recommended that the funding awards be three-year contingent commitments to agencies, meaning the agency will receive the money for all three years provided that the agency is achieving outcomes, participating in the learning circles and implementing the evaluation. It is hard for agencies to staff up and plan with annual commitments, and a three-year commitment will enable better staff recruitment and continuity for the agency and individuals seeking assistance. Finally, by making the three-year commitment contingent on achieving outcomes, the County will be able to reallocate the money if necessary.

Extensive training, ongoing learning circles and a rigorous evaluation will be part of the program design assuring agency and program success. Therefore, it is anticipated that reducing the commitment will be a rare occurrence.

In the initial stages of the program, it is likely that the domestic violence organizations that have been operating this program successfully for several years with the Gates and Medina Foundation money will be able to be up and running before organizations for which this initiative is new. Rather than awarding those agencies more money, the Planning Committee recommended that not all of the money be awarded at once in the first year, since the initiative will begin midyear anyway. Some of the funds from the first year will be reserved to grant additional funds to agencies that run out of the flexible funds before the next year's allocation.

The CYAB provided extensive feedback on how to assure that funds will truly address racial and LGBTQ disproportionality in homelessness. Their advice included:

- For many communities, including Native Americans and Asian Pacific Islanders, County staff making personal contacts and going to community leadership will be important.
- Meet with faith community leaders in the African American community.
- Ask that culturally-specific communities include funding/grant/RFP announcements in their newsletters.

- Send information to leadership tables for targeted populations such as the Minority Executive Directors or Pride Foundation and ask that they disseminate information.
- Use social media.
- The frequency of the ask is as important as where and to whom the ask is made.
- Use the CYAB to disseminate information.

Should All Recipients Have Data Entered into the Homeless Management Information System?

All agencies receiving money will be required to entire client data into HMIS. It is only by entering client data into the HMIS system that we will know if a youth or family who receives services from the Youth and Family Homeless Prevention Model successfully avoided homelessness. Some agencies will need to be trained on HMIS and the County may need to provide additional funding for computers or other information technology support.

Should a Common Client Intake and Assessment Form Be Utilized?

By utilizing HMIS, it assures that a common intake form will be utilized for program participants so that there is consistent information collected for evaluation purposes. In addition, it is likely that the common assessment form used for Coordinated Entry for All (a new approached adopted by the All Home Coordinating Board) to access homeless housing will also be utilized.

How Will Initiative Success Be Measured?

The two key components for measuring success are 1) the individuals served do not show up in HMIS for homeless services; and 2) there is a reduction in the number of youth and families who are newly homeless. It is essential that both outcomes are measured because if the program measures only whether individuals show up in HMIS for homeless services or not, there is no way of knowing whether those individuals ever would have become homeless. However, if there is also a reduction in the number of newly homeless youth and families, it is clear that agencies are targeting the right individuals and families.

In addition, the CYAB and the Planning Committee recommended that the County evaluate at least one other factor besides "not becoming homeless." Some of the suggestions included additional outcomes for youth such as no further engagement with criminal justice system or increased educational attainment. For families, additional factors suggested include safety and self-determination. The Department of Community and Human Services evaluation team will analyze which factors are measurable and work with other BSK evaluation teams to have consistent measures of success. Additionally, several CYAB members recommended training so that all fund recipients understood LGBTQ issues.

How Will Providers Be Trained?

Training will be provided to agencies receiving money under this initiative. The experience of the Washington State Coalition Against Domestic Violence program was that developing a client-centered and outcomes-focused agency culture took extensive training and intentional organization effort and buy-in. For that reason, learning circles for agencies administering the funding will also be part of the program.

What Type of Agencies/Organizations Should Be Targeted for the RFP?

Since the goal of the Youth and Family Homeless Prevention Model is to identify and intervene with youth or families who are at imminent risk of homelessness, the agencies receiving funding should be those most likely to already be working with families or youth most at risk of homelessness. When directly asked, the CYAB provided significant advice regarding the best way of assuring that the model funds were placed in agencies, organizations and geographic areas that would be able to identify families and youth *before* they became homeless and address the racial disproportionality in family homelessness, and the racial and sexual orientation disproportionality in youth homelessness.

Both the Planning Committee and the CYAB recommended targeting the issues and systems that lead to homelessness, e.g., domestic violence, juvenile justice and the populations most likely to become homeless, e.g., Native Americans, African Americans, Asian Pacific Islanders and LGBTQ youth. It will be imperative for any agency receiving the funds to be able to

demonstrate how the organization will administer the funds in a way that will address the extreme racial disproportionality of people of color who enter homelessness at a rate significantly greater than the general population. Similarly, organizations will have to show how they will address the disproportionality of LGBTQ youth who are at imminent risk of homelessness.

The Children and Youth Advisory Board also emphasized that small cultural or ethnic organizations should be targeted for the initiative. Suggestions ranged from partnering large and smaller organizations during the Request for Proposal (RFP) process, assuring application support. The Department of Community and Human Services has already been working toward implementing some of the suggestions to reduce barriers for small organizations. For example, staff have been partnering with the county's Risk Management Division to reduce insurance barriers for small agencies.

Examples of types of agencies that the CYAB suggested would be appropriate fund recipients or partner entities included:

- Domestic violence agencies
- Agencies serving youth, including youth homeless agencies
- Schools (particularly school counselors and those addressing absenteeism, expulsions and suspensions)
- Public utilities agencies, since delinquent utility payments can be a predictor of housing loss
- Culturally-competent/focused organizations
- Organizations serving LGBTQ youth
- Public Health and other health facilities and clinics
- King County education and employment programs
- Faith-based organizations
- Youth clubs and recreation centers
- Agencies serving families, particularly new moms
- Agencies serving youth who are involved in the juvenile justice system

- Food banks
- Regional Access Points for accessing housing/homelessness services
- "Natural helpers" in community, e.g., libraries, first responders as referral sources.

In addition to targeting specific types of organizations, the CYAB also discussed the need to recognize the difference between delivery of services in rural versus urban contexts. In order to make funds available to all areas of the County, County staff are considering releasing separate regional RFPs so that the initiative will be available county-wide and to account for the differences in how services may be delivered in an urban versus a rural area.

Administration, Fiscal Management, Monitoring and Evaluation

The Department of Community and Human Services will administer, monitor and evaluate the Youth and Family Homelessness Prevention Initiative. Monitoring will consist of both financial and programmatic audits.

With respect to data and evaluation, the data that will be collected will mirror what is being collected for other programs or strategies in the community so that this initiative will not introduce a new data set being collected in the community.

IV. Collaboration with the Children and Youth Advisory Board and Homelessness Prevention Model Planning Committee

Ordinance 18088 directs the County Executive, to the maximum extent possible, to develop the Youth and Family Homelessness Prevention Initiative in collaboration with the Children and Youth Advisory Board (CYAB). The Children and Youth Advisory Board members were approved by King County Council and became official on January 25, 2016. The Executive convened the CYAB on February 9, 2016, for an orientation, at which time the CYAB reviewed the Youth and Family Homelessness Prevention Initiative in an unofficial capacity. The Children and Youth Advisory Board reviewed the initiative again at its first official meeting on February 23, 2016, at which time they made formal recommendations about the Youth and Family Homelessness Prevention Initiative.

Because of the short time between approval of the CYAB and the March 1, 2016, deadline to submit the Youth and Family Homelessness Prevention Implementation Plan, executive staff also convened a Youth and Family Homeless Prevention Model Planning Committee (Planning Committee) to advise on the design for the plan. The Planning Committee met three times in January and February 2016 to help guide the implementation plan. Members of the committee (an * indicates that the individual is also a member of the Children and Youth Advisory Board) include:

Alison Eisinger	Seattle King County Coalition on Homelessness
Edith Elion	Atlantic Street Center
Melinda Giovengo	YouthCare
Terry Pottmeyer*	Friends of Youth
Kira Zylstra	All Home
Hedda McLendon	King County Department of Community and Human Services
Colleen Kelly	City of Redmond
Jason Johnson	City of Seattle
Linda Olsen	Washington State Coalition Against Domestic Violence
Katie Hong*	Raikes Foundation
TJ Cosgrove	Public Health
Maria Williams	LifeWire
Barbara Langdon*	LifeWire
Calvin Watts*	Kent School District
Isabel Munoz	City of Seattle
Leilani Della Cruz	City of Seattle
Merrill Cousins	King County Coalition Against Domestic Violence
Aana Lauckhart	Medina Foundation

2015/2016 FISCAL NOTE

Ordinance/Motion:	
Title:	Best Starts For Kids Youth and Family Homelessness Prevention Initiative Implementation Plan
Affected Agency and/or Agencies:	Department of Community and Human Services
Note Prepared By:	DCHS Staff
Date Prepared:	2/24/2016
Note Reviewed By:	Steve Andryszewski
Date Reviewed:	2/24/2016

Description of request:

This ordinance submits the implementation plan for the Best Starts for Kids Youth and Family Homelessness Prevention Initiative, as required by Ordinance 18088. This legislation has no fiscal impact.

Revenue to:

Agency	Fund Code	Revenue Source	2015/2016	2017/2018	2019/2020
TOTAL			**0**	**0**	**0**

Expenditures to:

Agency	Fund Code	Department	2015/2016	2017/2018	2019/2020
TOTAL			**0**	**0**	**0**

Expenditures by Categories

	Fund Code	Department	2015/2016	2017/2018	2019/2020
TOTAL			**0**	**0**	**0**

March 9, 2016
SCA PIC Meeting

Item 11:
Future Levies and Ballot Measures in King County
UPDATE

SCA Staff Contact
Katie Kuciemba, SCA Senior Policy Analyst, Katie@soundcities.org, 206-433-7169

Update

Members will have an opportunity to update the PIC in regards to upcoming future ballot measures.

Background
The purpose of this item is to provide information for SCA member cities on upcoming ballot measures. This item will be an ongoing, monthly item on the PIC agenda.

Potential Future Ballot Measures – SCA Cities

Year	Month	Jurisdiction	Measure
2016	April	Maple Valley	General Obligation Bonds Park and Recreation Facility Improvements - $22.5M
2016	August	Normandy Park	Property Tax Levy for Basic Services
2016	November	Duvall	Ballfields, police & technology Levy
2016	November	Duvall	Fireworks Referendum
2016	November	Shoreline	Property Tax Levy (renewal)
~2016		Kenmore	Imagine Kenmore
2016		Bothell	Fireworks Ballot Measure

Potential Future Ballot Measures – Other Cities

Year	Month	Jurisdiction	Measure
2016	November	Seattle	Low-income Housing Levy (renewal)
2018		Seattle	Families and Education Levy (renewal)

Potential Future Ballot Measures – Countywide

Year	Month	Jurisdiction	Measure
2016	November	Sound Transit	Sound Transit 3 (ST3)
2017		King County	Veterans and Human Services Levy (renewal)
~2017		King County	Cultural Access/Affordable Housing/Mental Health
2018		King County	AFIS Levy (renewal)
2019		King County	Medic One
2019		King County	Regional Parks

Potential Future Ballot Measures – Special Purpose District		
Year	**Month**	**Measure**
2016	April	Issaquah School District – School Construction and Maintenance Bond - $533.5M
2016	April	Lake Washington School District – Bonds to Reduce Overcrowding and Enhance Student Learning Environments - $398M
2016	April	Kent School District – Capital Improvement and School Construction General Obligation Bonds - $252M
2016	April	Kent Fire Department Regional Fire Authority – Continuation of Benefit Charge
2016	April	Proposed Renton Regional Fire Authority – Creation of a Regional Fire Authority
2016	April	Proposed Eastside Regional Fire Authority – Creation of a Regional Fire Authority
2016	April	King County Fire District No. 28 – Property Tax Levy
2016	April	King County Fire District No. 45 – Levy of General Tax for Maintenance and Operations
2016	April	Tukwila Regional Fire Authority
2016	November	Highline School District Bond
2018		Shoreline School District Operations Levy
2018		Shoreline School District Capital Levy

Next Steps

SCA staff will update this document on a regular basis. Please share this information with your city, and provide information on upcoming elections in your city to Katie Kuciemba, SCA Senior Policy Analyst, at Katie@soundcities.org.

March 9, 2016
SCA PIC Meeting

Item 12:
Potential Upcoming SCA Issues
UPDATE

SCA Staff Contact
Deanna Dawson, SCA Executive Director, deanna@soundcities.org, (206) 433-7170

Update

This is an ongoing, monthly PIC item noting items that SCA members have asked to be brought to PIC.

Potential Issues

- Metro Long Range Plan
  - SCA staff is monitoring and serves as a member of the Technical Advisory Committee (TAC)
  - Outreach anticipated in April 2016 for the Draft Long Range Plan, coinciding with ST3 Draft System Plan
  - Staff will keep members apprised as the Long Range Plan is finalized in late-2016

- PSRC Economic Development District Board (EDDB)
  - The EDDB will be updating the Regional Economic Strategy in 2016

- City Human Services Funding
  - SCA staff will be collecting data from cities in and will then bring back to PIC for discussion

- Regional response to increase in property crime rates
  - Identified at November 2015 PIC meeting and December 17, 2015 North and Snoqualmie Valley Caucus meeting
  - The Regional Law Safety and Justice Committee is scheduled to discuss residential property crime and community crime reduction efforts on May 26, 2016

If you or your city have additional items to be added to this list, please contact Deanna Dawson, deanna@soundcities.org.

March 9, 2016
PIC Meeting

Item 13:
Mental Illness and Drug Dependency Annual Report
Informational Item

SCA Staff Contact
Ellie Wilson-Jones, SCA Policy Analyst, ellie@soundcities.org, 206-433-7167
Doreen Booth, SCA Policy Analyst, doreen@soundcities.org, 206-495-3525

MIDD Members
Councilmember Dave Asher, Kirkland; Councilmember Brenda Fincher, Kent (alternate)

Informational Item

The Mental Illness and Drug Dependency (MIDD) Annual Report details MIDD activities and funding for the time period of October 1, 2014 through September 30, 2015. In accordance with MIDD legislation, the annual report addresses five key components of MIDD's services and programs: a summary of semi-annual report data; updated performance measure targets; recommendations on programs and/or process changes to funded programs based on the measurement and evaluation data; recommended revisions to the evaluation plan and processes; and recommended performance measures and targets for each strategy. SCA staff will continue to update members in 2016 on the ongoing MIDD review and renewal activities.

The Mental Illness and Drug Dependency Eighth Annual Report provides a one-year evaluation of MIDD-funded services, covering the period of October 1, 2014-September 30, 2015. The report, which was prepared by MIDD staff and accepted by the MIDD Oversight Committee on February 25, 2016, is to be transmitted by the King County Executive to the King County Council by April 1, 2016.

MIDD's 33 active strategies, which are addressed in the Eighth Annual MIDD Report, fall into three categories:

- Community-Based Mental Health and Substance Use Disorder Intervention Strategies – 14 strategies
- Strategies with Programs to Help Youth – 8 strategies
- Jail and Hospital Diversion Strategies – 11 strategies

For each active strategy, the report provides a brief description, followed by data relating to annual targets and performance measures and key findings summarizing the effectiveness of the strategy in meeting policy goals, such as the reducing jail or emergency room use.

Demographic and financial data related to the MIDD sales tax can be found beginning on page 46.

MIDD's 2015 revenues were $56,457,862 and were exceeded by expenditures, which totaled $57,859,540. This resulted in the planned use of $1,401,678 of MIDD's unreserved fund balance, which reached nearly $9.2 million at the close of 2015.

For the first time since the October 2010-September 2011 reporting period, clients accessing MIDD services came from South King County in greater numbers than Seattle clients. Of the 35,902 clients who received at least one MIDD-funded service and who could be confirmed as unduplicated in MIDD data during the period covered by the Annual Report, 35% (12,507 people) were from South King County; 33% (11,776 people) from Seattle; 17% (6,244 people) from East King County; and 6% (2,106 people) from north King County. An additional 9% (3,266 people) came from other zip codes in the state.

While the report includes proposed revisions to performance targets for four strategies, broader recommendations about shifts in MIDD-funded strategies are not included in the Eighth Annual Report. However, as discussed at the February 9 Public Issues Committee meeting, the MIDD Oversight Committee is currently reviewing the strategies funded by the first MIDD sales tax, soliciting information from communities and stakeholders about current service needs, and developing a proposal for a second MIDD sales tax.

Next Steps

A separate and more comprehensive report, the Retrospective Review and Assessment of MIDD 1, is due to the King County Council by June 30, 2016.

At the February 9, 2016 Public Issues Committee meeting, SCA staff provided an update about the Mental Illness and Drug Dependency (MIDD) sales tax and ongoing work by the MIDD Oversight Committee to develop a proposal for a second MIDD sales tax. That staff report can be found here.

SCA staff will continue to work with SCA's MIDD member and alternate on the second MIDD sales tax proposal and will bring additional information back to the PIC and to the Regional Policy Committee over the coming months.

King County
Department of
Natural Resources and Parks

Solid Waste Division

Agenda

Metropolitan Solid Waste Management Advisory Committee

FRIDAY, MARCH 11, 2016 **11:15 A.M. TO 1:35 P.M.**
8TH FLOOR CONFERENCE CENTER **KING STREET CENTER - 201 S JACKSON ST**

11:15	1.	Call to Order and Introductions	Chair Sweet
11:20	2.	Approve February Minutes; Review Agenda	Chair Sweet
11:25	3.	Updates: SWD, SWAC, State Legislation, Other	
11:35	4.	Demand Management Subcommittee Results	Meg Moorehead
12:05	5.	Transfer Station Recycling: Presentation	Eric Johnson
12:35	6.	Lunch	
12:50	7.	Special Waste: Presentation	Pam Badger
1:10	8.	Food Waste Prevention Tool Kit: Presentation	Karen May
1:30	9.	Public Comment	
1:35	10.	Adjourn	

2016 Meetings: Apr 8, May 13, June 10, July 8, Aug 12, Sept 9, Oct 14, Nov: TBD, Dec 9

This notice will be provided in alternate formats upon request
Accommodations for people with disabilities will be provided when requested
1 week in advance of meeting**.** Please call 206-477-5212; 711 (TTY Relay)

Waste **Prevention** | *Resource* **Recovery** | *Waste* **Disposal**

March 1, 2016

To: Honorable Members of the Washington State Legislature
From: Paul Roberts, AWC President and Everett Councilmember
Jim Restucci, AWC Vice President and Mayor of Sunnyside
Subject: Key 2016 budget issues for cities

Washington State needs strong, diverse and prosperous cities to allow you to meet statewide goals and obligations. Likewise, our communities need your support and attention to meet our goals.

As the 2016 legislative session draws to a conclusion, leaders in our 281 cities are looking to you to maintain a strong and respectful working partnership with cities. Cities are where 4.6 million Washingtonians live and where the majority of our state's revenues are earned. Budget and policy decisions you reach in the following days can ensure our cities remain strong, cities have tools to meet citizen's needs, and Washington continues to be a great state. Key issues for cities are:

The Operating Budget

We appreciate how both the House (and to a lesser extent the Senate) passed budgets that generally refrain from cutting or diverting key shared revenues used to help support cities. We very much appreciate and support:

- Both the Senate's and House's commitment to investing in mental health and Consolidated Homeless Grants, which help secure permanent housing.
    - Each chamber has a different means to fund the Homeless Grands and we urge funding be provided.
- Both budgets fund activities related to last year's devastating fires.
    - Each chamber has a different means to fund this and we urge funding be provided.

The Senate budget contains items we urge you to eliminate from the final budget. It is critical the final budget contain the following:

- **Full funding for the Municipal Research & Services Center**. MRSC has served local governments in Washington for over 80 years and is a lifeline for medium and small cities and counties that could not afford to contract for this service otherwise. This service is made possible by pooling a small portion of the liquor taxes and revenues that would otherwise be distributed to cities and counties. Under the Senate's proposal, the $2.6 million in funding for MRSC from the Liquor Revolving Fund would go to the state general fund instead.
- **Avoid cost increases for cities that send officers to the Basic Law Enforcement Academy**. Cities and counties already pay for the Basic Law Enforcement Academy through traffic ticket revenue sent to the state. For the past several years, the state has also directly charged jurisdictions 25% of the cost of training cadets. Under the Senate proposal, jurisdictions historically sending ten or more cadets to training would pay 75% of the direct cost, and jurisdictions historically sending six to nine cadets would pay 50%. Jurisdictions sending five or fewer cadets would continue paying 25% of the direct cost.
- **Maintain the Fire Insurance Premium Tax**. This fund helps 44 cities meet their obligations for the Law Enforcement Officers' and Fire Fighters' Plan 1 (LEOFF 1) retirement and medical benefits. The state created the LEOFF 1 system in 1969 and mandated cities with paid firefighters participate. Despite the closure of the LEOFF 1 system after a few years, the obligations for those who entered the system remain today.

Keep the LEOFF 1 retirement system strong. The Senate budget relies on merging the LEOFF 1 retirement system with the Washington Teachers' Retirement System Plan 1 (TRS 1).

- Absent more information, AWC has concerns about the proposed merger due to the possibility of destabilizing the LEOFF 1 retirement fund, which could result in an unfunded liability. We would like to see additional information about how the merged fund would work and how it will remain fully funded in the future. In addition, we are concerned about the redirection of retirement contributions made by cities, especially when cities continue to bear substantial state mandated medical costs for LEOFF 1 retirees.

The Capital Budget

It is not legislators' fault that the price of oil has dropped significantly, which caused a $100 million shortfall in Model Toxic Control Act (MTCA) funds used to help address stormwater and toxic site cleanups. Nevertheless, cuts to support these efforts have real impacts on water quality, our communities, and taxpayers. **We ask for a balanced approach that maintains capacity across cleanups and prevention activities like stormwater.**

- No single spending category should be zeroed out to maintain full capacity in another. If cuts must be made in the stormwater investments, our preference is for those cuts to come from the most recent appropriations, not the older awards where cities are further along in their efforts to complete projects.

Outstanding Policy Issue

Fix how an existing revenue stream is "split" between cities and counties. **HB 2764** corrects the split per the agreement between cities and counties. It passed the House 90-8 and hasn't been addressed yet in the Senate.

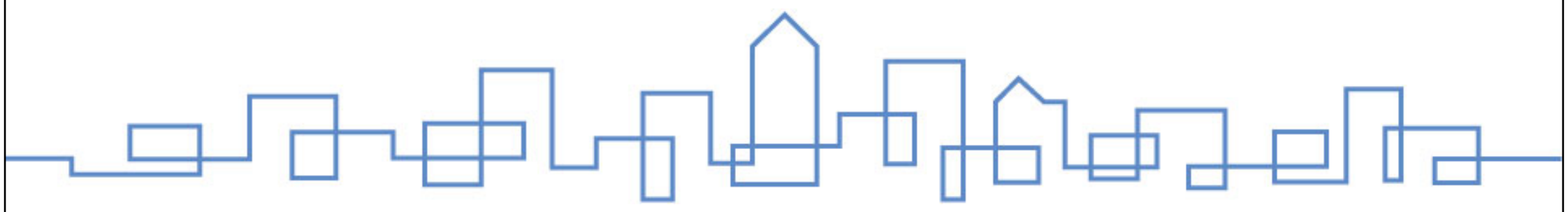
- In January 2014 new mandated misdemeanor public defense standards took effect which increased costs. In 2015, the Supreme Court adopted a modest increase in the base infraction fine, and subsequently, the Legislature dedicated a portion ($900,000 per year) of that new revenue to the public defense grant program. However, the new money was still subject to the old split of 90 percent to counties and 10 percent to

cities. AWC and WSAC worked jointly on this effort and had agreed to share any new funding equally.

In Conclusion

As leaders of this Association, we welcome and appreciate your action on these items so that our communities across the state can prosper and provide quality services to our and your constituents.

Click here for a PDF version of this letter.



Association of Washington Cities • 1076 Franklin St SE • Olympia, WA 98501

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Association of Washington Cities
1076 Franklin Street SE, Olympia, WA 98501-1346
360-753-4137, 1-800-562-8981, fax: 360-753-0149

action alert!

Urgent information from your lobbyists on the hill.

Dear Mayors, Managers/Administrators, and Finance Officers:

Your city is one of 44 in the state that receives a share of the state's Fire Insurance Premium Tax, and the Senate's proposed supplemental operating budget, **SB 6246**, eliminates the tax shared with local governments in fiscal year 2017. The amount your city received in 2015 is available here.

Please call or email your Senator as soon as possible and ask them not to sweep the Fire Insurance Premium Tax shared with cities.

Share these key messages:

- The Fire Insurance Premium Tax helps cities meet their obligations for LEOFF 1 retirement and medical benefits.
- The state created the LEOFF 1 system in 1969 and mandated that cities with paid firefighters participate.
- Due to the high cost, the state closed the LEOFF 1 system after a few years, but obligations for those who entered the system remain today.
- Cities continue to have significant and expensive LEOFF 1 medical obligations.
- Each of the 44 cities receiving this revenue has LEOFF 1 members (active, retired, or both).

Please let AWC's Victoria Lincoln or Serena Dolly know when you've contacted your Senator, as we would like to follow up on your efforts. Don't hesitate to contact us if you have any questions.

Association of Washington Cities • 1076 Franklin St SE • Olympia, WA 98501

Fire Insurance Premium Tax Sharing
Fiscal Year 2015

Aberdeen	$35,328
Anacortes	$20,187
Auburn	$75,702
Bellevue	$206,920
Bellingham	$127,180
Bothell	$56,524
Bremerton	$54,506
Camas	$49,459
Centralia	$21,197
Chehalis	$13,122
Edmonds	$48,450
Ellensburg	$20,187
Everett	$164,527
Hoquiam	$21,197
Kelso	$12,112
Kennewick	$75,702
Kent	$219,032
Kirkland	$91,852
Longview	$48,450
Lynnwood	$55,515
Mercer Island	$31,290
Moses Lake	$29,272
Mount Vernon	$35,328
Olympia	$90,843
Pasco	$54,506
Port Angeles	$22,206
Pullman	$31,290
Puyallup	$57,534
Raymond	$11,103
Redmond	$146,358
Renton	$146,358
Richland	$57,534
Seattle	$976,057
Shelton	$6,056
Spokane	$264,454
Sumner	$24,225
Sunnyside	$15,140
Tacoma	$359,334
Toppenish	$6,056
Tukwila	$63,590
Vancouver	$171,592
Walla Walla	$45,421
Wenatchee	$26,244
Yakima	$82,768
Total	$4,171,708

Source: http://fiscal.wa.gov/TaxDistributionsSource.aspx

Sound Transit
King County City Managers & Administrators
March 2, 2016
SOUNDTRANSIT

Mission

4
535 LYNNWOOD

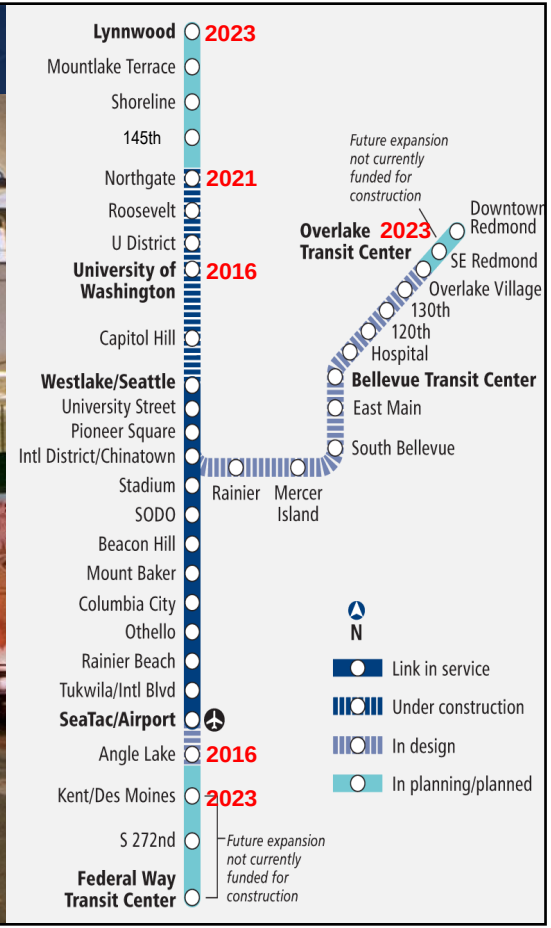
DOWNTOWN SEATTL
144A
Link

2
SOUNDTRANSIT

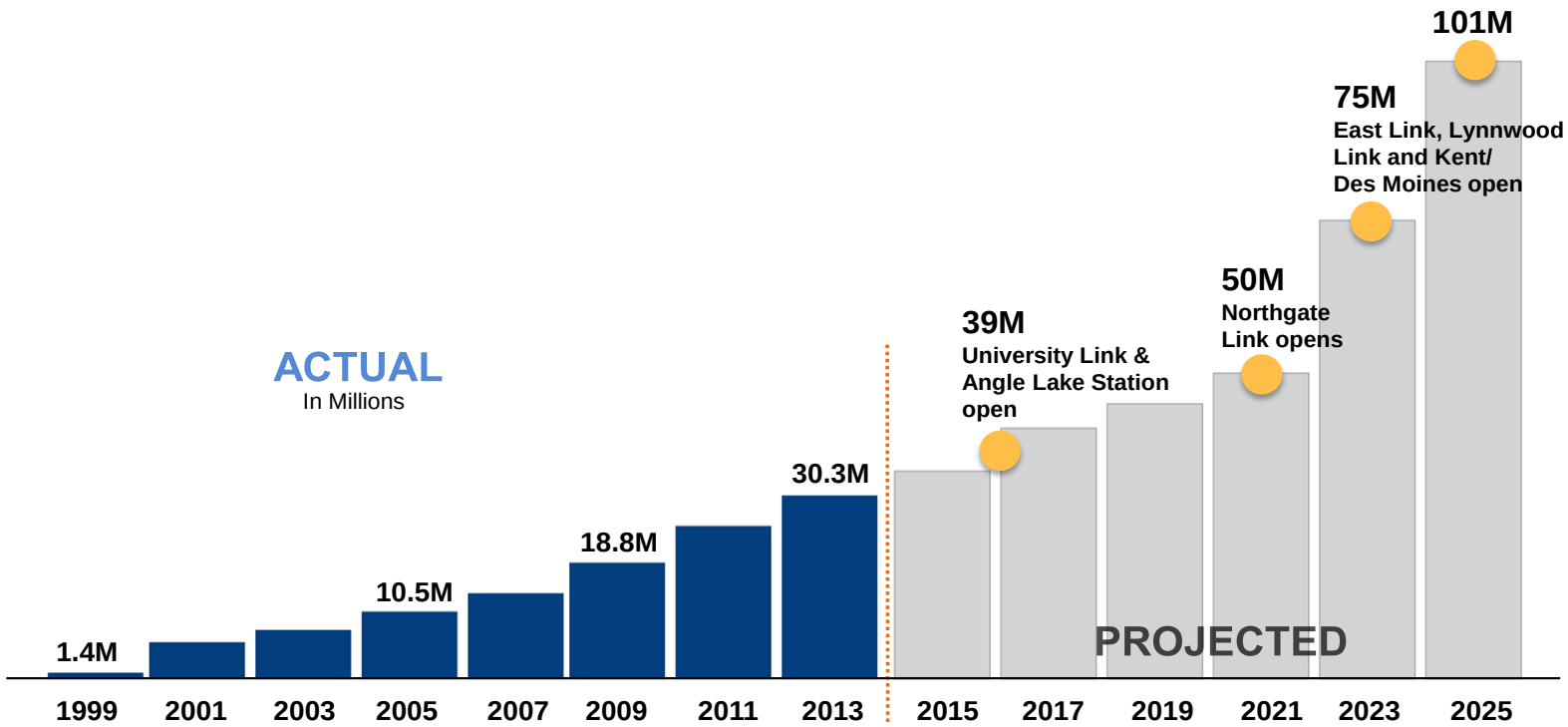
Central Link
East Link
Tacoma Link
Sounder
ST Express
Everett
Mukilteo
Edmonds
Lynnwood
Shoreline
Bothell
Woodinville
Snohomish County
King County
Northgate
Roosevelt
Kirkland
Redmond
UW
Overlake
Capitol Hill
First Hill
Seattle
Bellevue
Sammamish
Mercer Island
Rainier Valley
Issaquah
Burien
Tukwila
Renton
SeaTac
Kent/Des Moines
Kent
Federal Way
Auburn
Tacoma
King County
Pierce County
Sumner
Puyallup
Bonney Lake
Lakewood
South Hill
DuPont
Pierce County
Thurston County
N

Regional Link Light Rail Expansion

By 2023, Puget Sound will have 50+ miles of light rail, with 30+ stations, directly connecting 11 cities



More Riders Every Year



Source: Sound Transit ridership reports, service implementation plan and financial plan.

University Link

Opening: March 2016

Length: 3.15 miles

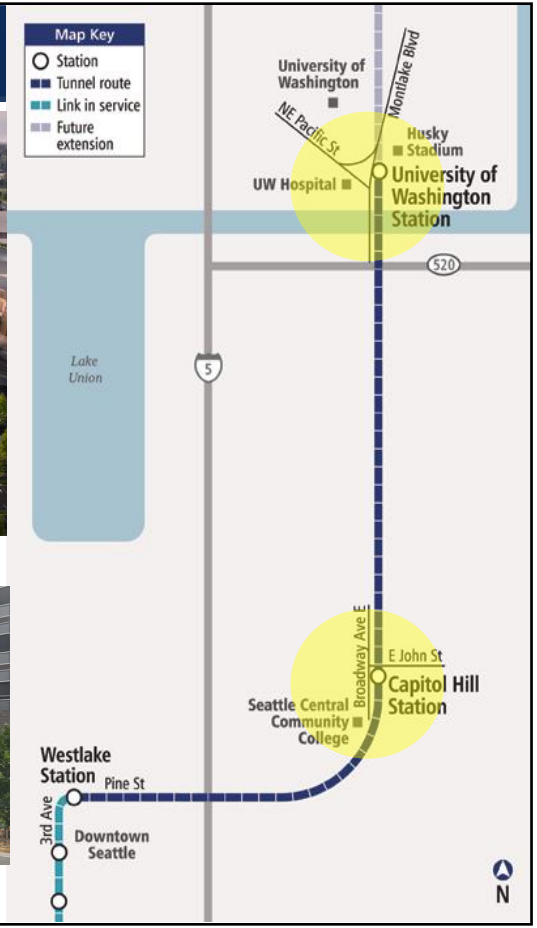
Stations:
- Capitol Hill
- University of Washington

Sample Ride Time:
UW to Downtown Seattle: 8 min

Ridership: 71,000 daily riders by 2030

Estimated Cost: $1.9 billion
(Federal funding - $813m)

Construction type: Twin-bored tunnels



University Link

Opening March 19th!

$150 million
under budget

6 months
ahead of schedule

Angle Lake Station

Opening: Fall 2016

Length: 1.6 miles

Station: Angle Lake
- 1050 – stall parking garage

Ridership: 5,400 daily by 2016

Budget: $383 million

Northgate Link

SOUNDTRANSIT
RIDE THE WAVE

Phase: Construction

Opening: 2021

Length: 4.3 miles

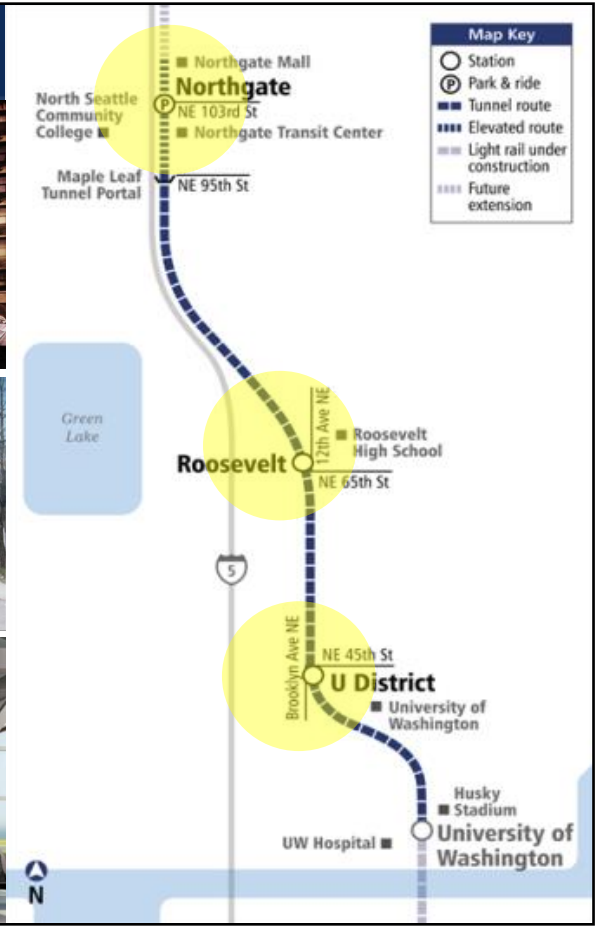
Stations: 3 stations
- U District
- Roosevelt
- Northgate

Sample Ride time:
- Northgate to Downtown Seattle: 14 min

Ridership: 60,000 daily riders by 2030

Budget: $2.1 billion

VV



East Link

Phase: Close to Construction

Groundbreaking: 2016

Opening: 2023

Length: 14 miles

Stations: 10 Stations

Sample Ride Time:

- Mercer Island to UW: 20 min

Ridership: 50,000 daily by 2030

Estimated Cost: $3.7 billion

Lynnwood Link

SOUNDTRANSIT
RIDE THE WAVE

Phase: Final Design

Groundbreaking: 2018

Opening: 2023

Length: 8.5 miles

Stations: 4 stations

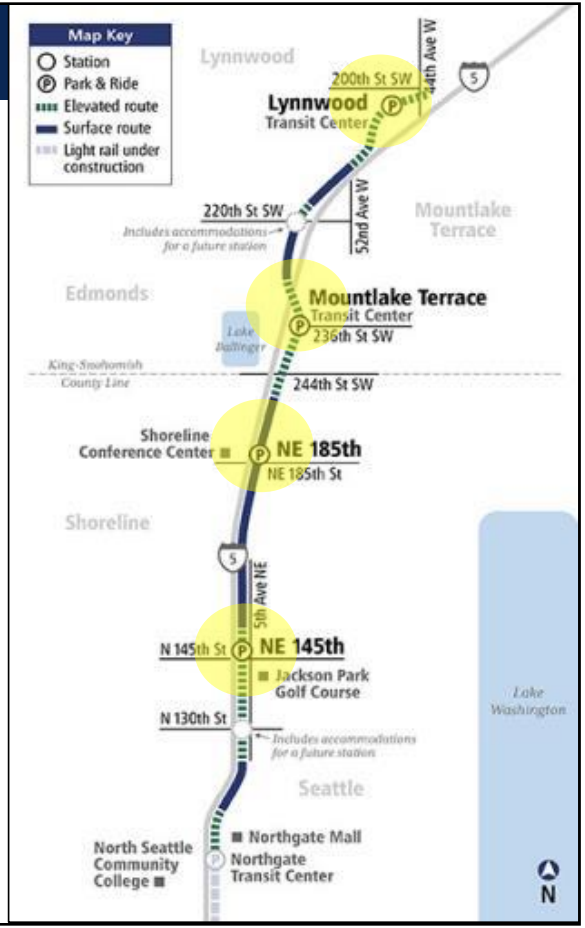
- 145th
- 185th
- Mountlake Terrace
- Lynnwood

Sample Ride time:

- Lynnwood to Downtown Seattle: 28 min

Ridership: 70,000 daily by 2035

Estimated Cost: $1.5 billion



Federal Way Link Extension

Phase: Final Environmental

Groundbreaking: 2019

(to Kent/Des Moines)

Opening: 2023

(to Kent/Des Moines)

Length: 7.8 miles

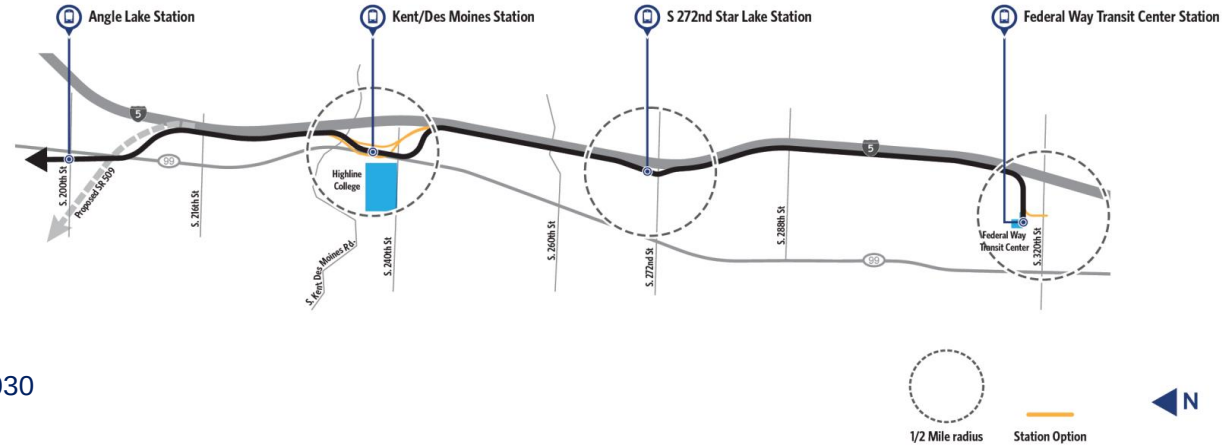
Stations: 3 Stations

- Kent/Des Moines
- 272nd
- Federal Way

Ridership: 25,000 daily by 2030

Estimated Cost: $1.4 billion

**Construction is currently unfunded from Kent Des/Moines to Federal Way*



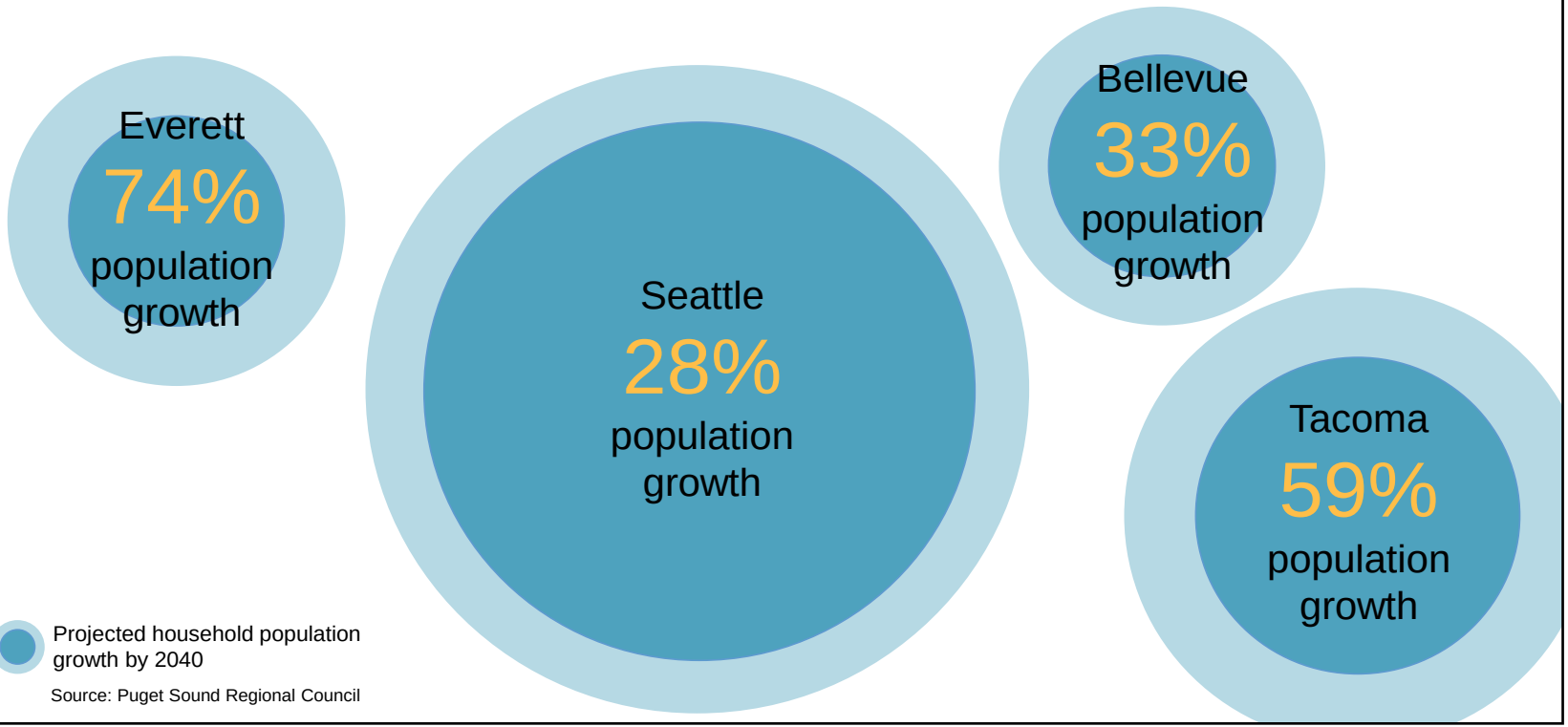
Board Initiatives

Transit Integration

Transit Oriented Development

System Access

More people pre calling this home

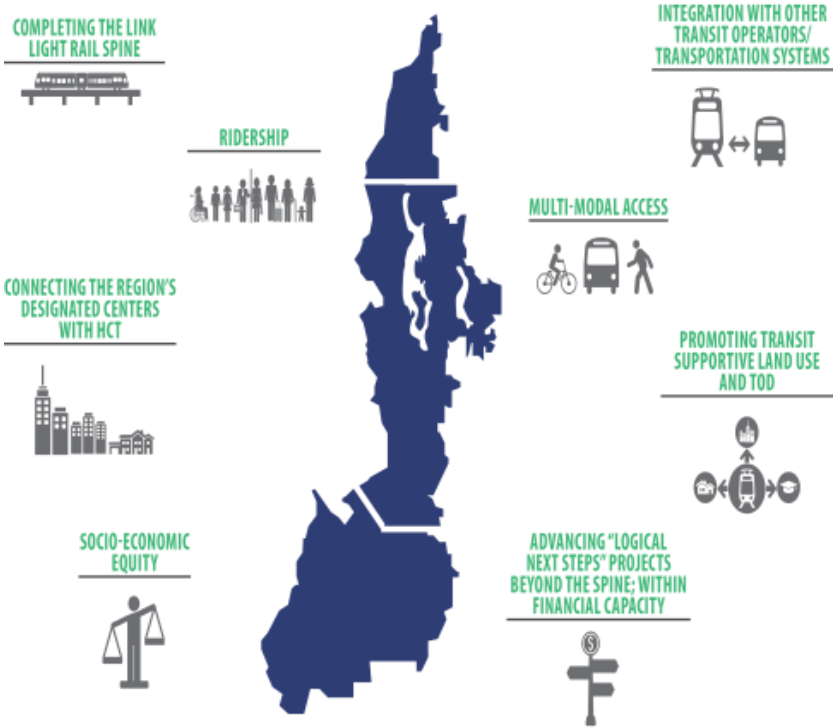


ST3 Timeline

SOUNDTRANSIT
RIDE THE WAVE

Core Priorities for ST3

SOUNDTRANSIT
RIDE THE WAVE



ST3 Candidate Project Highlights

SOUNDTRANSIT
RIDE THE WAVE

Light Rail Candidate Projects

- Lynnwood to Everett
- Kent/Des Moines to Tacoma
- Downtown Seattle to West Seattle
- Downtown Seattle to Ballard
- Overlake to Downtown Redmond
- Totem Lake to Bellevue to Issaquah
- Tacoma Link Extension

Bus Rapid Transit Candidate Projects

- I-405 Corridor – Lynnwood to Burien
- SR-522 Corridor and 145th St.
- Eastside Rail Corridor: Totem Lake to Bellevue
- Madison Street BRT

Sounder Commuter Rail Candidate Projects

- Additional Service and Access
- Platform extensions
- Extensions to DuPont and Orting

Region-wide Candidate Projects

- Planning studies for future HCT service
- Access, Transit-Oriented Development, and Innovation Funds
- ST Express Bus Service

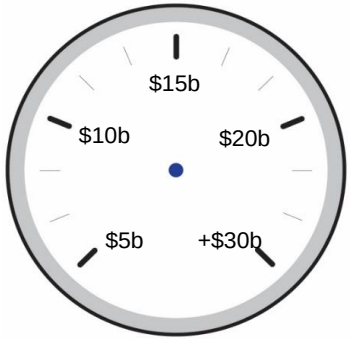
KEY

- LIGHT RAIL
- COMMUTER RAIL
- BUS RAPID TRANSIT
- ST EXPRESS BUS
- NEW STATION AND/OR ACCESS IMPROVEMENT

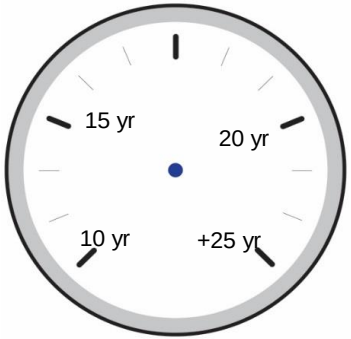
Learn more at

www.soundtransit3.org

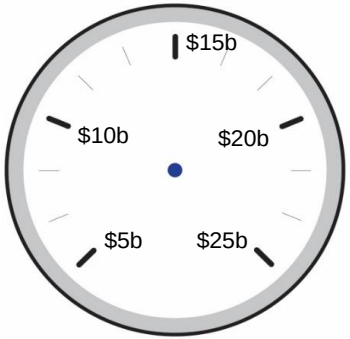
Building the ST3 Finance Plan



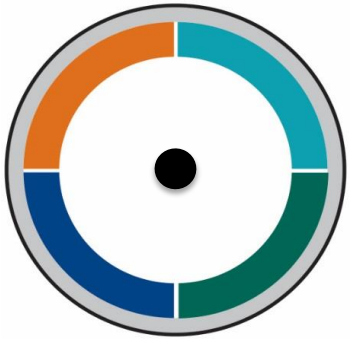
Capital Scope (Cost)



Time



Tax Level



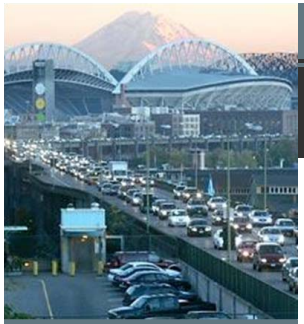
Equity

ST3 Next Steps

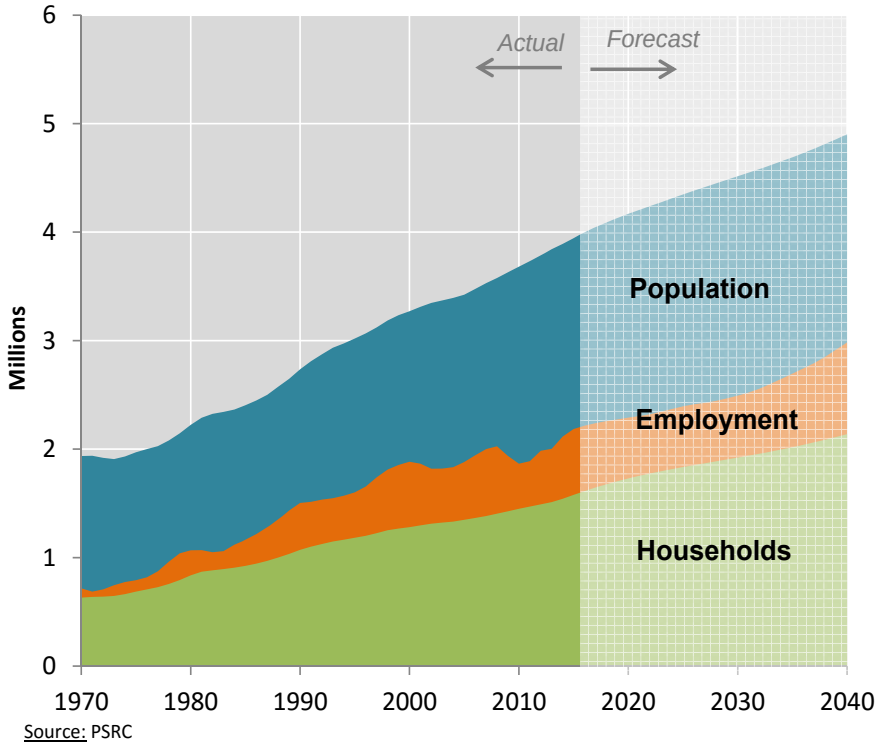
- **March 2016: Draft System Plan adopted by ST Board**
- **April 2016: Public and Stakeholder Outreach**
  - **Public meeting in each ST sub-area**
  - **Coordination with Metro's LRP public outreach**
  - **Online Survey**
- **On-going: State-appointed Expert Review Panel review**
- **June 2016: Potential adoption of Final System Plan**
- **November 2016: Potential ST3 Ballot Measure**

www.soundtransit3.org

SOUNDTRANSIT
RIDE THE WAVE



Region reached 2 million jobs in 2015

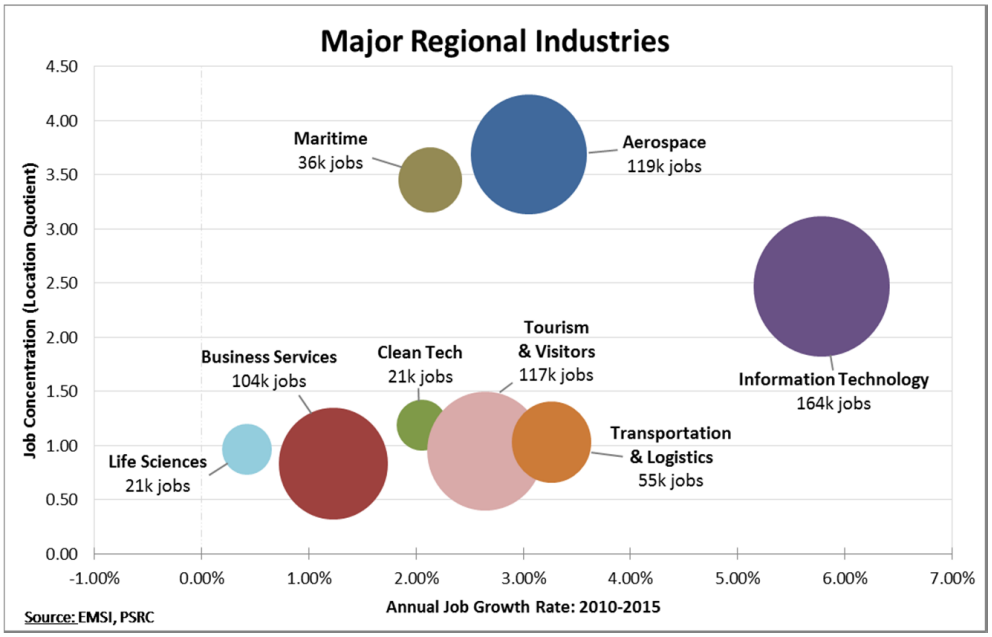


Source: PSRC

The region added 54,300 jobs in 2015, and 241,300 between 2010-2015

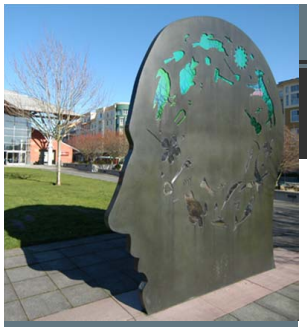
While a net of 39,946 people moved to the region in 2015

Region's major export industries are growing jobs

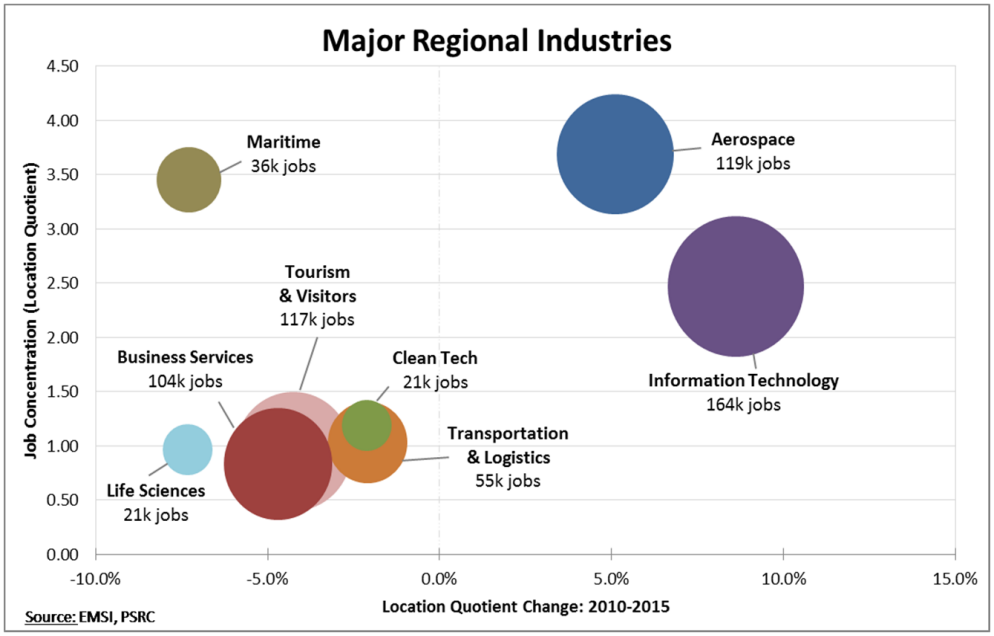


- **Job growth up in all the region's major industries**

PSRC

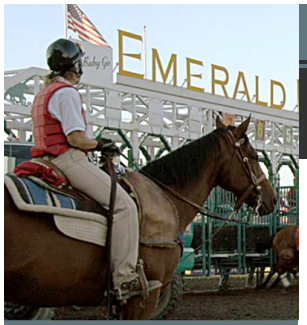


Most are losing ground compared to U.S. jobs



- **Aerospace & IT: increasing market share**
- **Other industries: losing competitive advantage**

PSRC



Projected U.S. job growth 2015-2020

Industry	Total projected U.S. growth
Aerospace	1%
Business Services	5%
Clean Tech	6%
Information Technology	7%
Life Sciences	7%
Maritime	3%
Tourism & Visitors	6%
Transportation & Logistics	5%

Source: EMSI

Will we keep pace?

- **How we fare depends on our Regional Economic Strategy**

PSRC

Subject: Metro General Manager
Date: Wednesday, February 10, 2016 at 9:01:46 AM Pacific Standard Time
From: Carlson, Diane

King County

Dow Constantine
King County Executive

TO: City Managers and Administrators
FROM: Dow Constantine, King County Executive
DATE: February 10, 2016
SUBJECT: General Manager of Metro Transit

I want to inform you that Kevin Desmond, the longtime General Manager of Metro Transit, will be the new Chief Executive Officer of TransLink, the transit agency that serves the Vancouver, British Columbia, metropolitan region, effective March 21.

Deputy General Manager Rob Gannon, who manages the day-to-day operations of Metro and works with the agency's labor unions, will serve as the interim General Manager while we conduct a nationwide search for Kevin's replacement.

When you're one of the best transit agencies in the nation, other metropolitan regions recruit your talented staff. I want to thank Kevin for exhibiting leadership that, even through difficult times, has helped make Metro one of the most innovative and successful transit agencies in the United States.

Metro has achieved much during Kevin's tenure, including integrating service with Sound Transit, launching the six highly successful RapidRide lines, and implementing the ORCA card system and ORCA Lift, the nation's largest reduced-fare program for lower-income passengers. Last year, Metro set a new record for ridership, delivering nearly 122 million rides. He also helped make Metro operations more efficient so that we're able to deliver the most value for our region's investment in public transportation.

Rob Gannon, who has experience in both the public and private sectors, has served as the

deputy general manager since May 2011. Since joining Metro's leadership team, Rob has led all of the major operating functions, including bus, rail, vehicle maintenance, and power and facilities. He has also co-led the Partnership to Achieve Comprehensive Equity, or PACE, and has applied Lean principles to one of our largest divisions.

Please join me in thanking Kevin for his service to King County and welcoming Rob into his new interim role. I look forward to continuing to work together as we continue to grow and enhance our world-class transit system.

CITY OF Clyde Hill

9605 NE 24th Street • Clyde Hill, Washington 98004
425-453-7800 • Fax: 425-462-1936 • www.clydehill.org

TO: **Mayor & Council**

FROM: **Mitch Wasserman**
John Greenwood

DATE: **March 8, 2016**

RE: **Parking In Clyde Hill**

BACKGROUND:

Clyde Hill experiences parking challenges principally from four sources:

-Safety- -Schools- -Commuters- -Tully's-

Safety related parking challenges usually relate to a state law or a sight visibility problem – safety related parking restrictions usually disallow parking at any time. School parking restrictions come from drop off/pick up issues from the four schools – these restrictions either completely disallow parking at any time or disallow parking during specific hours of the day. Commuter parking restrictions result from the two Metro bus lines (#271 & #246) running through the City and from the transit center on the 92nd lid – commuter parking restrictions either limit parking to three-hours or completely disallow parking at any time. Parking at the location currently housing Tully's is challenged by its success and parking restrictions are part of the development requirements and safety concerns. Besides these types of restrictions, parking is allowed on any public street within the City (so long as there is a road width of at least eight feet when a car is parked on the road). Attachment #1 shows all the current parking restricted locations in the City and also shows the bus routes and associated bus stops.

It is not a surprise that parking relating to commuters is a current topic of concern. The Council and Planning Commission have been part of the SR-520 design/plans for over 15 years. Part of those conversation noted potential parking impacts of a kiss n ride transit facility (without a park and ride lot), new gathering areas on top of the lids as well as from the opening of a regional trail and a vastly improved Points Loop Trail system. In anticipation of these impacts, the staff has been closely monitoring parking in the area and has been waiting for the end of construction to make some follow-up recommendations.

CURRENT CHALLENGES:

Although the SR-520 project is not yet complete, recent concerns by Clyde Hill residents indicate that this topic is now ripe for discussion and the following report.

From observations as well as discussions from other residents, the staff identified five areas of parking interest. The five areas are outlined below and also are shown in Attachment #2. In addition, the staff has outlined specific recommended actions for each of these study areas.

The following analysis and recommendations begin with an answer to an important question:

"Are there any streets in Clyde Hill where parking is appropriate and should be allowed?"

The answer to that question will serve as the basis for any appropriate follow-up actions. Based on historical experience (has parking been successful there in the past) and other road/safety considerations (arterial vs. local road - width of the road), staff believes there are three roads in Clyde Hill where parking is appropriate and should be allowed:

-Points Dr. (86th to 92nd) -86th Ave. (24th to 20th) -12th St. (86th to 84th)

The staff has either taken action or will be recommending actions to make these areas safe/appropriate locations and will also note further recommended actions that will limit or restrict parking in other areas of the City that pose or might pose parking challenges.

- **Study Area 1:** Located on North Points Drive, just east of the 92nd Ave lid. Since the construction of the new transit facility, residents on this street have shared concerns about the safety of driving and walking through cars parked on or near both sides of the road. The north side of the road is within the Town of Yarrow Point, who has recently installed three-hour parking signs.
    - Recommendation #1: This road does not have sidewalks for safe bike/ped use and is a favorite bike/ped route. The narrow road does not allow for safe parking. The staff recommends that a no parking area be extended from the roundabout, east about 300' along the newly constructed curb. In addition, the staff recommends a three-hour parking zone be established 135' east of the no parking area to address the all day commuter parking now found in this area. An ordinance implementing this recommendation is on the Council's March agenda for consideration. If approved and the signs are installed, the staff will continue to monitor for any further action.

- **Study Area 2:** Located north of City Hall on 25th, 26th, 27th, and 28th Streets (between 96th and 98th). Police have observed that cars are parking on these streets so that the parents and the kids can walk to school and avoid the drop off/pick up congestion.
    - Recommendation #2: This is an observed situation with little neighborhood concern. Given this and the realization that elementary school will be reconstructed soon with possible parking/travel pattern changes, no immediate action is recommended…the staff will continue to observe.

- **Study Area 3:** This area is represented by the intersections of Points Drive, 92nd Ave and 28th St while including the associated areas. Points Drive is a recommended location for parking. Part of 28th St (behind Tully's) is also recommended to remain an appropriate location for parking. The east side of 92nd Ave is targeted for a sidewalk in 2017 and is not therefore a good parking location. The west side of 92nd has experienced commuter parking with associated driveway/safety concerns. The 92nd/Pts Dr. intersection is a busy area that should be free from parking. In past projects, the City has allowed parking on the opposite side of a sidewalk. When these matters are taken as a whole, the staff has made the following recommendations for this area:
    - Recommendation #3: Continue to allow parking on Points Drive but paint and

maintain red, “no parking” lines at important spots along the curb for safe travel: “no parking” – 20ft from crosswalks, 10ft from a driveway or a road, 5ft from the center of a mailbox (these standards are greater than state law requires).

- Recommendation #4: No parking on the east side of 92nd Ave (32nd to 24th) in anticipation of a new sidewalk. Restrict parking on the west side of 92nd (Pts Dr. to 28th) to a maximum of three hours. Install no parking signs next to driveways and intersections where needed to address visibility concerns. Prior to implementing these restrictions, contact all impacted residents to describe the recommended action and solicit approval.
- Recommendation #5: Continue to allow parking on Points Dr. (near Tully’s) with maintained red, “no parking” lines at important spots along the curb for safe travel. Considering the success of Tully’s and the proximity of this area to the new SR-520 improvements, it is reasonable to assume these areas will continue to see associated parking. It is recommended that staff continue to observe the area for any further action.
- Recommendation #6: Extend the current parking area behind Tully’s to the east. The road behind Tully’s (28th St) is wide and has successfully housed parking for years. The staff believes there is room for two or more vehicles and suggested that parking spaces be added to maximize parking.

- **Study Area 4:** Consists of 86th Ave (25th to 19th Pl) as well as 24th St and 20th St (86th to 84th). Staff has observed cars parking in this area (south side of 24th, near 84th). A sidewalk is planned for this area in 2017. The City has also successfully used the 86th area for construction staging of vehicles/equipment associated with City projects. Part of this area (20th/84th) already has a successful restricted parking zone.
  - Recommendation #7: No parking on the south side of 24th Ave in anticipation of a new sidewalk. Prior to implementing this restriction, contact all impacted residents to describe the recommended action and solicit approval. Considering the proximity of 85th Place as well as 86th Ave north of 24th, it is reasonable to assume these areas may begin to see cars parked in larger numbers. It is recommended that staff continue to observe and be prepared to act with further parking restriction suggestions.
  - Recommendation #8: Continue to allow parking on 86th Ave but observe for any safety issues that may need to be addressed.

- **Study Area #5:** Is the area on 12th Street (86th to 84th). There are currently about eight spaces for cars to park in this area. This has been a successful parking area.
  - Recommendation #9: Expand the current parking area by reconfiguring the “no parking” area. This should allow for an additional 2 to 4 spaces.

The above recommendations provide an appropriate mix of allowable parking and additional parking restrictions where necessary. These recommendations are easily implementable and enforceable. In addition, the recommended actions address the current issues at hand while providing for continuous observation to allow for proactive follow-up when necessary.

COUNCIL'S DECISION:
Consider the recommendations and provide the staff with further direction.

CITY OF

Clyde Hill

Parking Map

Existing Conditions

400 200 0 Feet

1"=200'

No Parking Areas

- 24 Hours
- Time Specific
- 3 Hour Limit

- Bus Stops
- Bus Routes

This is not a survey document and is intended for locational purposes only.

KIRKLAND

Yarrow Bay Park and Wetlands

YARROW POINT

HUNTS POINT

BELLEVUE

MEDINA

SR 520

SR-520

POINTS DR NE

NE 37TH PL

96TH AVE NE

91ST AVE NE

92ND AVE NE

NE 34TH ST

NE 35TH PL

NE 33RD ST

97TH AVE NE

NE 32ND ST

95TH PL NE

93RD PL NE

96TH AVE NE

98TH AVE NE

NE 31ST ST

NE 30TH PL

NE 30TH ST

NE 29TH ST

92ND PL NE

93RD PL NE

NE 28TH PL

NE 28TH ST

NE 27TH PL

NE 27TH ST

93RD AVE NE

94TH AVE NE

95TH AVE NE

85TH PL NE

86TH AVE NE

87TH AVE NE

88TH AVE NE

89TH AVE NE

90TH AVE NE

91ST PL NE

MEDINA CIR

PSE Electric Substation

WELLS MEDINA NURSERY

NE 26TH ST

NE 26TH PL

NE 25TH ST

NE 25TH PL

NE 24TH ST

84TH AVE NE

85TH AVE NE

NE 23RD PL

NE 22ND PL

NE 21ST PL

NE 21ST ST

NE 20TH ST

NE 19TH PL

NE 19TH ST

NE 19TH ST PL NE

90TH PL NE

NE 17TH PL

NE 17TH ST

NE 16TH ST

NE 15TH ST

NE 15TH PL

NE 14TH ST

NE 13TH ST

NE 12TH ST

NE 11TH ST

View Park

CLYDE LN

Laurel Lane

VINEYARD CRST

HILLTOP RD

ST. THOMAS CHURCH & SCHOOL

City Hall

Police/Fire Station

Clyde Hill Elementary

Chinook Middle School

Bellevue Christian School

Sacred Heart School

Church

Created by Northwest Geographics, Inc. 2016

File: M:\PDFs\Clyde_Hill_Parking_Existing_Conditions_2016_0303_11x17.pdf

CITY OF Clyde Hill

Study Areas

Existing Conditions

No Parking Areas
- 24 Hours
- Time Specific
- 3 Hour Limit

400 200 0 Feet

1"=200'

This is not a survey document and is intended for locational purposes only.

KIRKLAND

Yarrow Bay Park and Wetlands

YARROW POINT

HUNTS POINT

BELLEVUE

MEDINA

1

2

3

4

5

SR 520

SR-520

POINTS DR NE

NE 37TH PL

96TH AVE NE

91ST AVE NE

92ND AVE NE

NE 34TH ST

NE 35TH PL

NE 33RD ST

99TH AVE NE

93RD PL NE

95TH PL NE

NE 32ND ST

96TH AVE NE

98TH AVE NE

NE 31ST ST

NE 30TH PL

NE 30TH ST

92ND PL NE

NE 29TH ST

NE 28TH PL

NE 28TH ST

93RD AVE NE

94TH AVE NE

95TH AVE NE

NE 27TH PL

NE 27TH ST

85TH PL NE

84TH PL NE

86TH AVE NE

90TH AVE NE

91ST PL NE

MEDINA CIR

PSE Electric Substation

WELLS MEDINA NURSERY

NE 26TH ST

NE 26TH PL

85TH AVE NE

NE 25TH ST

NE 25TH PL

88TH AVE NE

84TH AVE NE

View Park

NE 24TH ST

97TH AVE NE

City Hall

Police/Fire Station

Clyde Hill Elementary

NE 23RD ST

NE 22ND PL

NE 22ND ST

NE 23RD PL

NE 21ST PL

NE 21ST ST

Chinook Middle School

NE 20TH ST

NE 19TH PL

NE 19TH ST

89TH PL NE

NE 19TH ST

NE 18TH ST

Bellevue Christian School

NE 17TH PL

NE 17TH ST

CLYDE LN

NE 16TH ST

Sacred Heart School

Church

Laurel Lane

NE 15TH ST

NE 15TH PL

NE 14TH ST

ST. THOMAS CHURCH & SCHOOL

NE 13TH ST

NE 12TH ST

NE 11TH ST

VINEYARD CRST

HILLTOP RD

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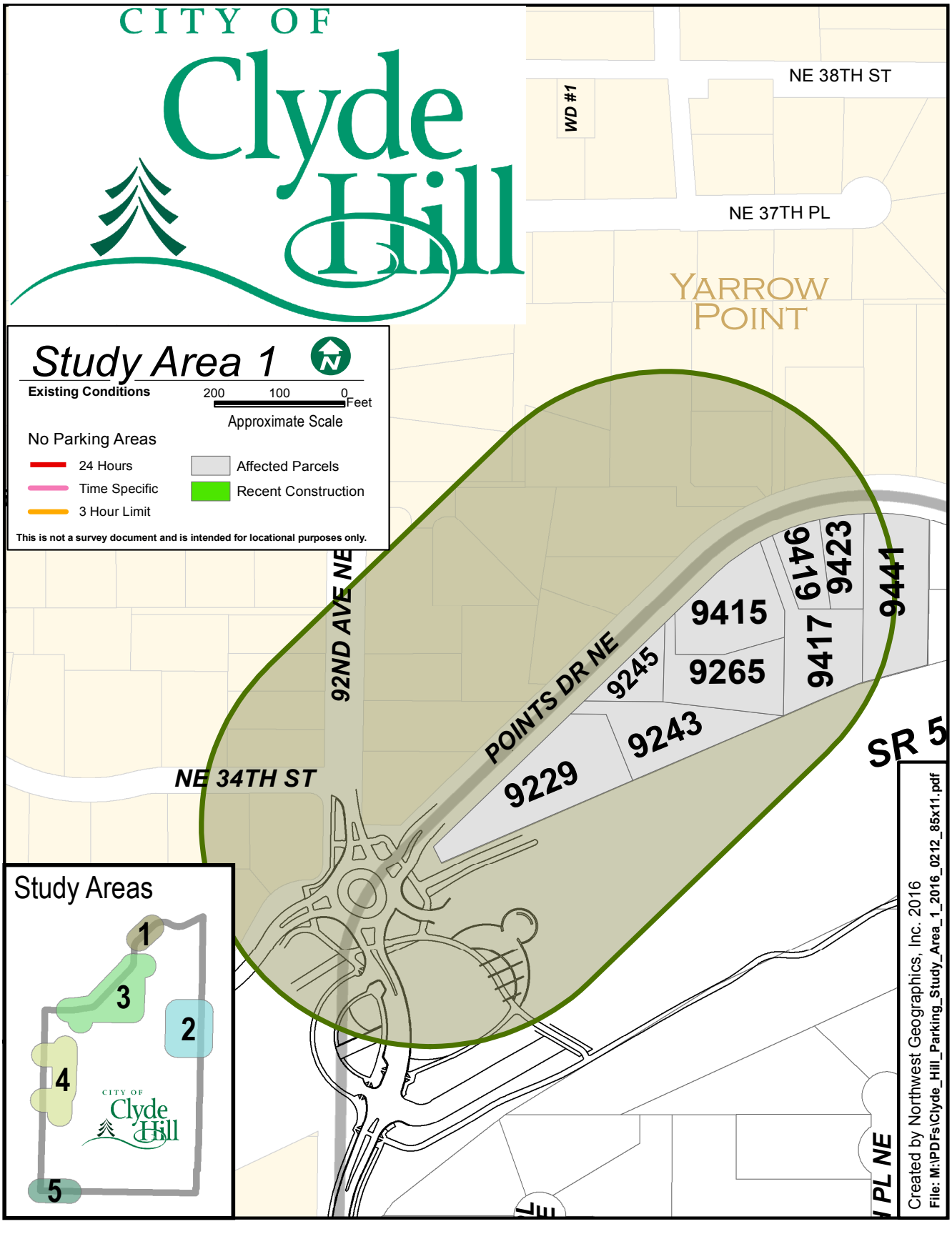
CITY OF
Clyde Hill
Study Area 1
Existing Conditions
200 100 0 Feet
Approximate Scale
No Parking Areas
24 Hours
Time Specific
3 Hour Limit
Affected Parcels
Recent Construction
This is not a survey document and is intended for locational purposes only.
NE 38TH ST
WD #1
NE 37TH PL
YARROW POINT
92ND AVE NE
POINTS DR NE
NE 34TH ST
SR 5
9229
9243
9245
9265
9415
9417
9419
9423
9441
Study Areas
1
2
3
4
5
Created by Northwest Geographics, Inc. 2016
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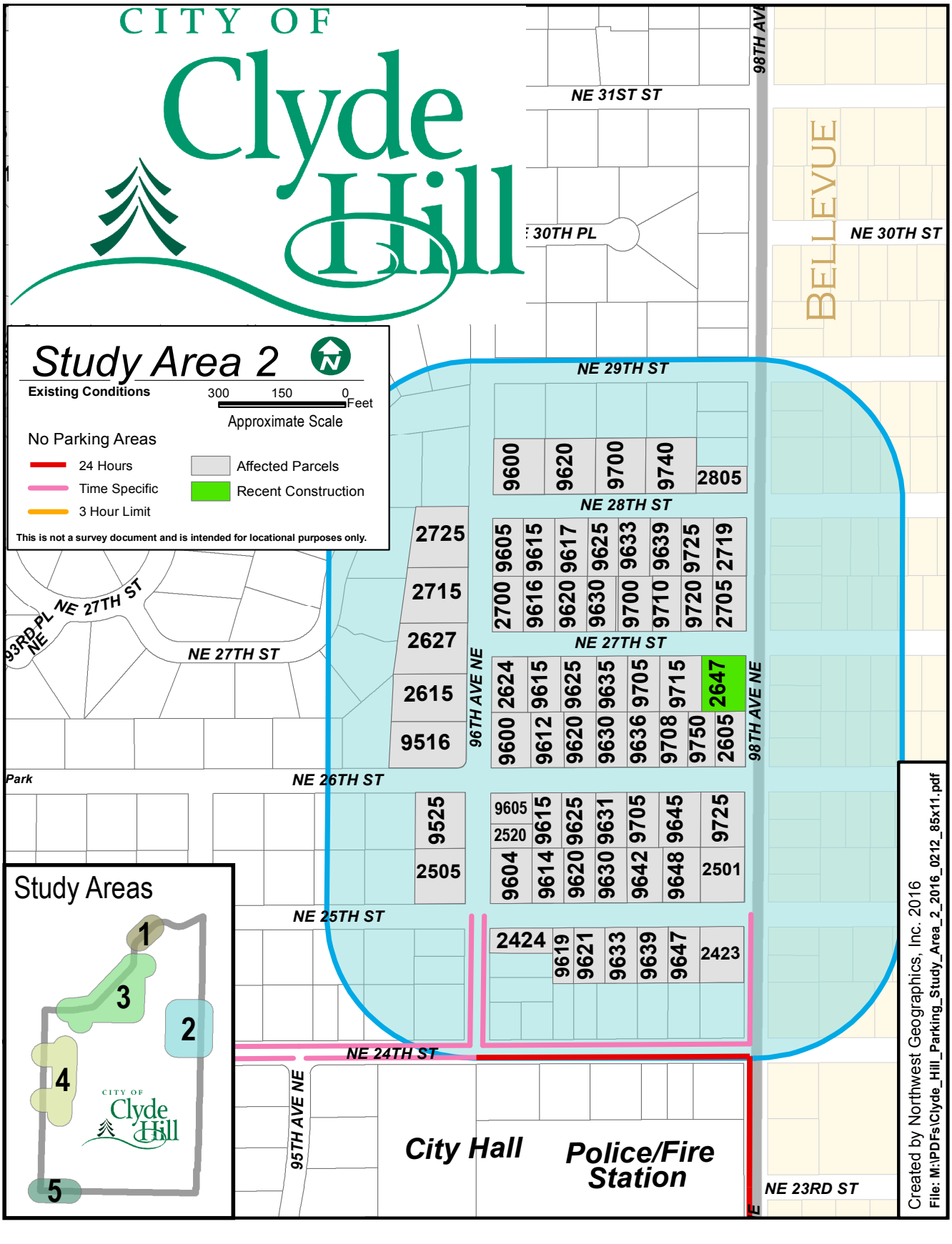
CITY OF
Clyde Hill
Study Area 2
Existing Conditions
300 150 0 Feet
Approximate Scale
No Parking Areas
24 Hours
Time Specific
3 Hour Limit
Affected Parcels
Recent Construction
This is not a survey document and is intended for locational purposes only.
Study Areas
1
2
3
4
5
CITY OF Clyde Hill
NE 31ST ST
98TH AVE
BELLEVUE
30TH PL
NE 30TH ST
NE 29TH ST
9600 9620 9700 9740 2805
NE 28TH ST
2725 2715 2627 2615 9516
2700 9605 9615 9617 9625 9633 9639 9725 2719
9616 9620 9630 9700 9710 9720 2705
NE 27TH ST
93RD PL NE
NE 27TH ST
96TH AVE NE
98TH AVE NE
2624 9615 9625 9635 9705 9715 2647
9600 9612 9620 9630 9636 9708 9750 2605
Park
NE 26TH ST
9525 2505
9605 2520 9615 9625 9631 9705 9645 9725
9604 9614 9620 9630 9642 9648 2501
NE 25TH ST
2424 9619 9621 9633 9639 9647 2423
NE 24TH ST
95TH AVE NE
City Hall
Police/Fire Station
NE 23RD ST
Created by Northwest Geographics, Inc. 2016
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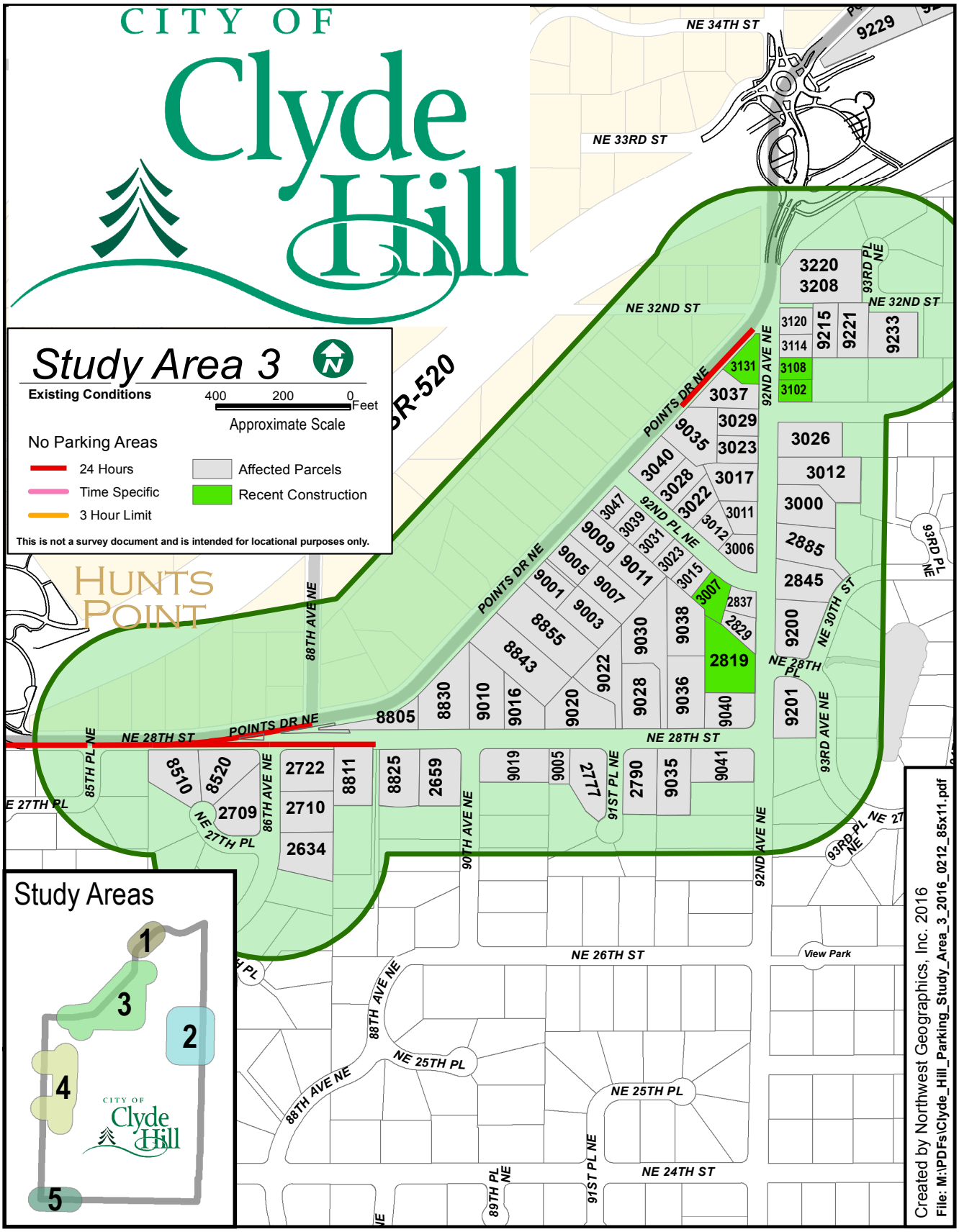
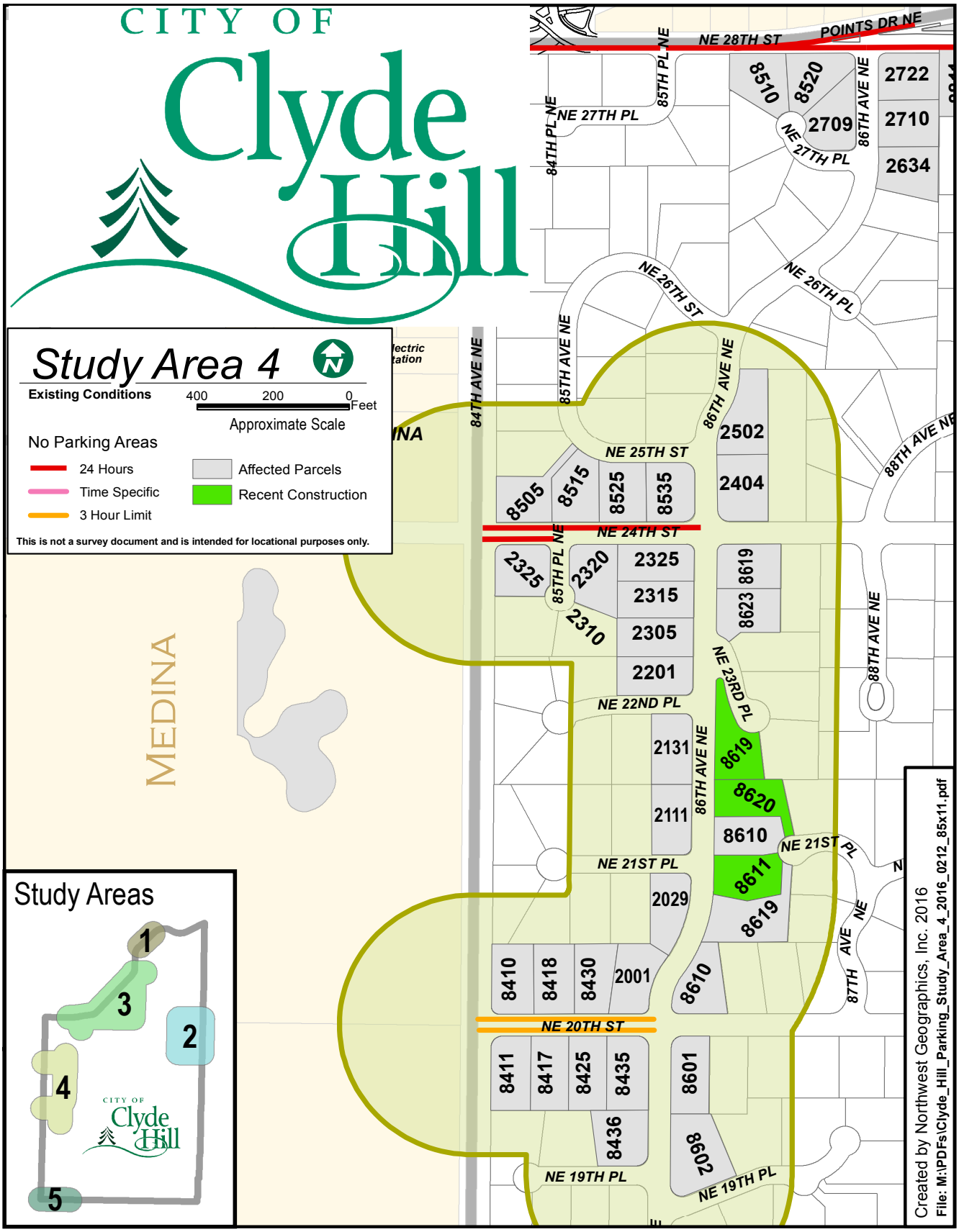

CITY OF
Clyde Hill
Study Area 3
Existing Conditions
400 200 0 Feet
Approximate Scale
No Parking Areas
24 Hours
Time Specific
3 Hour Limit
Affected Parcels
Recent Construction
This is not a survey document and is intended for locational purposes only.
HUNTS POINT
NE 34TH ST
NE 33RD ST
NE 32ND ST
NE 28TH ST
NE 27TH PL
NE 26TH ST
NE 25TH PL
NE 24TH ST
POINTS DR NE
92ND AVE NE
92ND PL NE
93RD PL NE
93RD AVE NE
88TH AVE NE
90TH AVE NE
91ST PL NE
85TH PL NE
86TH AVE NE
NE 30TH ST
NE 28TH PL
89TH PL NE
View Park
Study Areas
1
2
3
4
5
Created by Northwest Geographics, Inc. 2016
File: M:\PDFs\Clyde_Hill_Parking_Study_Area_3_2016_0212_85x11.pdf


CITY OF
Clyde Hill
Study Area 4
Existing Conditions
400 200 0 Feet
Approximate Scale
No Parking Areas
24 Hours
Time Specific
3 Hour Limit
Affected Parcels
Recent Construction
This is not a survey document and is intended for locational purposes only.
Study Areas
1
2
3
4
5
MEDINA
NE 28TH ST
POINTS DR NE
NE 27TH PL
NE 26TH ST
NE 26TH PL
NE 25TH ST
NE 24TH ST
NE 22ND PL
NE 21ST PL
NE 20TH ST
NE 19TH PL
84TH AVE NE
85TH AVE NE
85TH PL NE
86TH AVE NE
87TH AVE NE
88TH AVE NE
NE 23RD PL
2722
2710
2634
2709
8510
8520
2502
2404
8505
8515
8525
8535
2325
2320
2315
2310
2305
2201
8623
8619
2131
2111
8620
8610
8611
2029
8410
8418
8430
2001
8411
8417
8425
8435
8436
8601
8602
Created by Northwest Geographics, Inc. 2016
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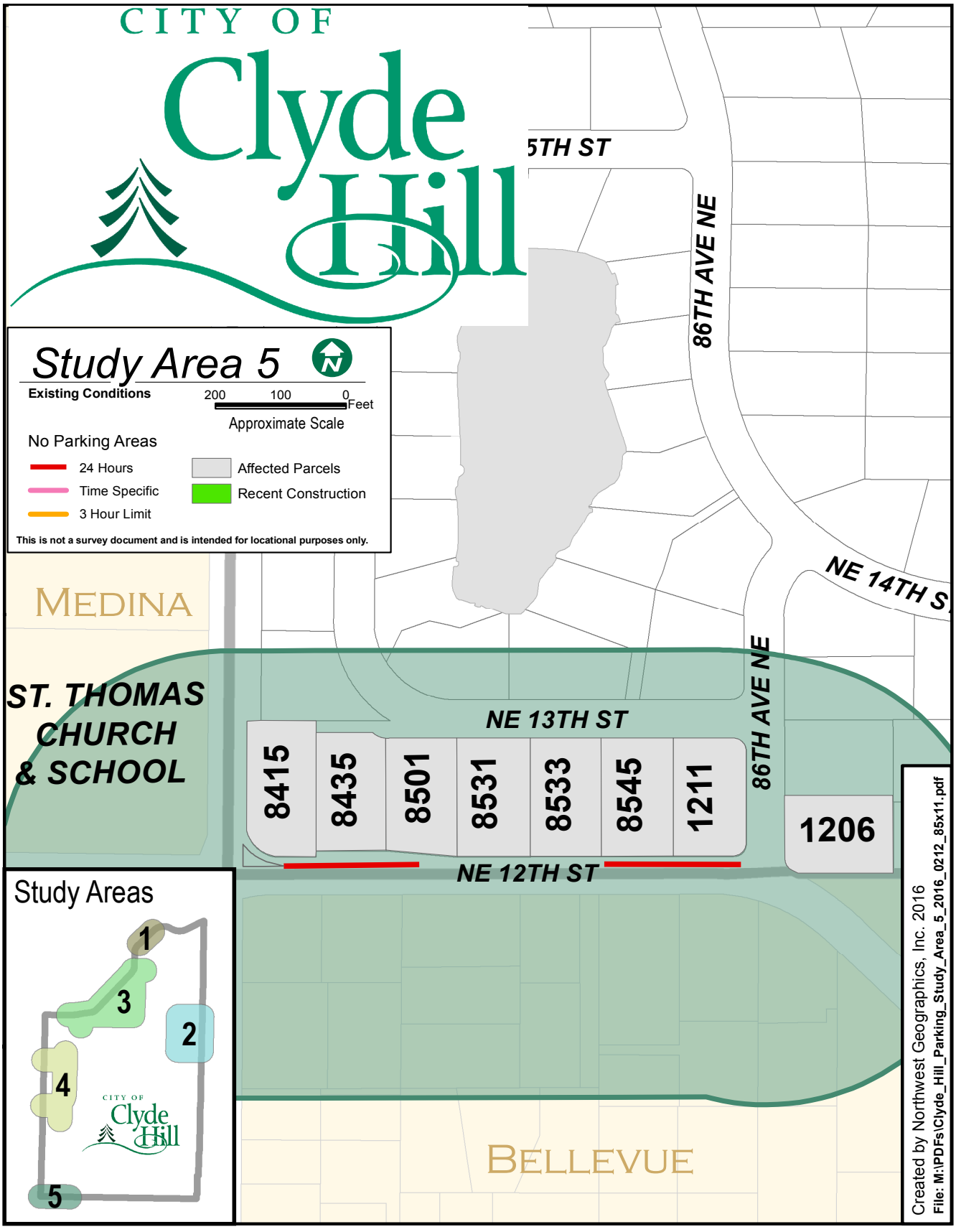

CITY OF
Clyde Hill
Study Area 5
Existing Conditions
200 100 0 Feet
Approximate Scale
No Parking Areas
24 Hours
Time Specific
3 Hour Limit
Affected Parcels
Recent Construction
This is not a survey document and is intended for locational purposes only.
5TH ST
86TH AVE NE
NE 14TH S
MEDINA
ST. THOMAS CHURCH & SCHOOL
NE 13TH ST
86TH AVE NE
8415
8435
8501
8531
8533
8545
1211
1206
NE 12TH ST
BELLEVUE
Study Areas
1
2
3
4
5
CITY OF Clyde Hill
Created by Northwest Geographics, Inc. 2016
File: M:\PDFs\Clyde_Hill_Parking_Study_Area_5_2016_0212_85x11.pdf

9605 NE 24th Street • Clyde Hill, Washington 98004
425-453-7800 • Fax: 425-462-1936 • www.clydehill.org

TO: **Mayor & Council**

FROM: **Mitch Wasserman**

DATE: **March 3, 2016**

RE: **N. POINTS DR. PARKING RESTRICTIONS**

BACKGROUND

More than 15 years ago the Council approved an Ordinance restricting parking on North Points Drive to address street parking from commuters using the old SR 520 freeway transit stop. The current regulation calls for no stopping, standing or parking, anytime on the south side of Points Drive, from 92nd Ave NE to a point 230 feet southwesterly from the centerline of 92nd Ave NE.

With the recent roundabout construction and new transit facility much has changed in this neighborhood. During construction, the reference to the center of 92nd became the roundabout, making the old parking restriction reference obsolete. The new road closest to the roundabout includes a narrow area with a curb that leaves nowhere to appropriately park. What remains outside of the old 230' restriction is a small area on the south side of the street where about 1 to 5 commuter cars park all day for access to the new transit facility.

In January the City was contacted by a resident on this street to address the new commuter parking concern (see attached email). Yarrow Point recently placed a 3-hour parking restriction on the north side of the road to address the problem on their side. I suggested that an ordinance could be presented to the City Council to address the neighbor's parking concern between 9229 and 9243 Points Drive. However, before getting permission to change these signs, I noted that it is the City's policy to hear from all impacted property owners first, to see if everyone agrees with the parking restriction request.

The two impacted neighbors acknowledged that they would like the City to restrict parking between 9229 and 9243 Points Drive. The staff recommends that a no parking zone continue on Points Dr, where the new curb is located, to keep people from driving over the curb and parking. In addition, further east from the end of the curb, the staff recommends the creation of a 3-hour maximum parking limit area to address the commuter parking. An ordinance was developed to implement this recommendation.

COUNCIL'S DECISION:

Consider adopting an ordinance that amends Sections 10.20.070 and 10.20.080 of the Clyde Hill Municipal Code regarding parking restrictions on North Points Drive.

Location of Parking Restriction
92ND AVE NE
POINTS DR NE
NE 34TH ST
93RD PL NE
95TH PL NE
3709
3462
9262
9117
9127
3458
3460
9252
9419
9423
9443
9415
9445
3442
9244
9234
9441
9417
41
3443
3431
3436
9245
9265
9060
3429
3430
9243
3407
9020
9229
9061
9071
9064
3280
3232
3234
3235
3230
3275
3228
3216
3229
3228
3223
3223
3220
3200
3208
9312
9518
9528
9120
3205
9406
CITY VIEW
LEAVITT SHORT PLAT
DORE ADD. TO
BREHMS ADD
300' – No Parking (in area w/new curb)
135' – 3-Hr parking in area next to railroad ties

Area where cars currently park

Sign on Clyde Hill side of curb area

Area next to curb not good for parking

Sign on Yarrow Point side

No problem east of restricted area

ORDINANCE NO. 942

AN ORDINANCE OF THE CITY OF CLYDE HILL, WASHINGTON, AMENDING SECTIONS 10.20.070 AND 10.20.080 OF THE CLYDE HILL MUNICIPAL CODE TO DESIGNATE A NO STOPPING, STANDING, OR PARKING AREA ON THE SOUTH SIDE OF POINTS DRIVE EAST OF THE 92ND AVENUE NORTHEAST ROUNDABOUT AND TO ADD A TIME RESTRICTION ON PARKING ON THE SOUTH SIDE OF POINTS DRIVE IN A DESIGNATED AREA EAST OF THE 92ND AVENUE NORTHEAST ROUNDABOUT; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, certain residents in the City of Clyde Hill have been impacted by all-day, commuter parking on Points Drive NE and have requested that a three-hour maximum parking restriction be imposed on this stretch of Points Drive NE during certain hours; and

WHEREAS, the City Council has determined that it is in the public interest to amend a previous "no stopping, standing, or parking" area on Points Drive NE to account for the construction of a roundabout at 92nd Avenue NE and Points Drive NE and to designate a three-hour maximum parking restriction on a stretch of Points Drive NE immediately northeast of the "no stopping, standing, or parking" area because commuters are parking all day in this area; and

WHEREAS, the City Council has determined that there are other parking alternatives available in the nearby vicinity for commuters; **NOW, THEREFORE**,

THE CITY COUNCIL OF THE CITY OF CLYDE HILL, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Amended. Section 10.20.070 CHMC is hereby amended as follows:

10.20.070 No stopping, standing or parking – Any time – Streets designated.

{KNE1422654.DOCX;2/00019.900000/ }

No vehicle will be permitted to stop, stand or park at any time when signs are posted on the following streets:

A. On the west side of 98th Avenue Northeast between Northeast 15th Street and Northeast 24th Street.

B. On the south side of Points Drive 30 feet easterly from the centerline of 86th Avenue Northeast to a point 120 feet easterly of the centerline of 86th Avenue Northeast.

C. On the south side of Points Drive beginning at a point 340 feet easterly of the centerline of 86th Avenue Northeast to a point 360 feet easterly of the centerline of 86th Avenue Northeast.

D. On the east side of 92nd Avenue Northeast between Northeast 31st Street and the State Route 520 right-of-way line.

E. On the south side of Northeast 28th Street, from the centerline of 86th Avenue Northeast easterly for a distance of 230 feet.

F. On the north side of Northeast 28th Street, between 150 feet and 260 feet east of the centerline of 86th Avenue Northeast.

G. On the south side of Northeast 28th Street, from the centerline of 84th Avenue Northeast easterly to the centerline of 86th Avenue Northeast.

H. On the north side of Northeast 12th Street, from 84th Avenue Northeast to a point 450 feet east of the centerline of 84th Avenue Northeast.

I. On the north side of Northeast 12th Street, from 86th Avenue Northeast to a point 120 feet west of the centerline of 86th Avenue Northeast.

J. Both sides of 97th Avenue Northeast between Northeast 14th Street and Northeast 15th Street.

{KNE1422654.DOCX;2/00019.900000/ }

K. On the north side of Northeast 15th Street, between 97th Avenue Northeast and 98th Avenue Northeast.

L. On the east side of 96th Avenue Northeast from Northeast 20th Street to a point 500 feet north of Northeast 20th Street.

M. On the north side of Northeast 24th Street between 84th Avenue Northeast and 86th Avenue Northeast.

N. On the south side of Northeast 24th Street, between 84th Avenue Northeast and 85th Place Northeast.

O. On both sides of Northeast 18th Street between 96th Avenue Northeast and 98th Avenue Northeast.

P. On the south side of Points Drive from the center of the 92nd Avenue Northeast roundabout, easterly for a distance of 300' feet ~~92nd Avenue Northeast to a point 230 feet southwesterly from the centerline of 92nd Avenue Northeast~~.

Q. Northeast 20th Street between 94th Avenue Northeast and 96th Avenue Northeast.

R. Northeast 18th Street between 94th Avenue Northeast and 96th Avenue Northeast.

S. On the south side of 24th Street between 96th Avenue and 98th Avenue Northeast.

Section 2. Amended. Section 10.20.080 CHMC is hereby amended as follows:

10.20.080 Time limits on parking – Streets designated.

{KNE1422654.DOCX;2/00019.900000/ }

Parking shall only be permitted on the streets listed below for the time period as specified when signs are posted:

Streets	**Allowable Parking Time**
A. NE 20th Street, between 84th Ave NE and 86th Avenue NE	Three-hour limit 7:00 a.m. to 6:00 p.m., except weekends and holidays
B. South side of Points Drive from the point beginning 300' east of the center of the 92nd Avenue Northeast roundabout to a point 135' east of the same.	Three-hour limit 7:00 a.m. to 6:00 p.m., except weekends and holidays

Section 3. Severability. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, the invalidity or unconstitutionality does not affect the validity or constitutionality of any other section, sentence, clause or phrase of this Ordinance.

Section 4. Effective Date. This ordinance shall be in full force and effect five (5) days from and after its passage and approval and publication as required by law. Publication may be by summary publication of the Ordinance Title.

PASSED by the City Council and APPROVED by the Mayor of the City of Clyde Hill, at a regular meeting held this _____ day of _____, 2016.

CITY OF CLYDE HILL, WASHINGTON:

_____
MAYOR, GEORGE MARTIN

{KNE1422654.DOCX;2/00019.900000/ }

ATTEST/AUTHENTICATED:

_____
CITY CLERK, MITCH WASSERMAN

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY:

BY Signature on File
CITY ATTORNEY

FILED WITH THE CITY CLERK: _____
PUBLISHED: _____
EFFECTIVE DATE: _____
ORDINANCE NO.: _____

{KNE1422654.DOCX;2/00019.900000/ }

SUMMARY OF ORDINANCE NO. 942

of the City of Clyde Hill, Washington

On _____, 2016 the City Council of the City of Clyde Hill, Washington, approved Ordinance No. 942, the main points of which are summarized by its title as follows:

AN ORDINANCE OF THE CITY OF CLYDE HILL, WASHINGTON, AMENDING SECTIONS 10.20.070 AND 10.20.080 OF THE CLYDE HILL MUNICIPAL CODE TO DESIGNATE A NO STOPPING, STANDING, OR PARKING AREA ON THE SOUTH SIDE OF POINTS DRIVE EAST OF THE 92ND AVENUE NORTHEAST ROUNDABOUT AND TO ADD A TIME RESTRICTION ON PARKING ON THE SOUTH SIDE OF POINTS DRIVE IN A DESIGNATED AREA EAST OF THE 92ND AVENUE NORTHEAST ROUNDABOUT; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

The full text of this ordinance will be mailed upon request.

APPROVED by the City Council at their meeting of _____, 2016.

_____
CITY CLERK, MITCH WASSERMAN

{KNE1422654.DOCX;2/00019.900000/ }

Subject: Request 3 Hr parking restriction - 9243 Points Dr NE (Clyde Hill) - Restrict Park N Ride cars from residential area

Date: Tuesday, February 2, 2016 at 4:34:16 AM Pacific Standard Time

From: R L Freiermuth

To: Teri Tupper, Mitch Wasserman

CC: fjshaver@comcast.net, lisahester@aol.com

To: Mitch Wasserman

Dear Mitch,

I spoke with both neighbors (Lisa Hester @ 9229 and Frank/Joan Shavers @9245) who agree with the 3 hour maximum Parking restriction request. They are copied on this e-mail, and Shaver's e-mail confirmation is attached below. If you need Lisa's e-mail, let me know and I will follow – she is copied on this e-mail with her concurrence.

If the Council should not approve the change in parking restriction to 3 hour maximum, then I ask that the existing no parking status have signage installed, to deter all-day parking by commuters.

Thanks,

Lee Freiermuth
9243 Points Drive, Clyde Hill, WA 98004
T: 425/643-1748

From: Frank & Joan [mailto:fjshaver@comcast.net]
Sent: Sunday, January 31, 2016 4:52 PM
To: 'R L Freiermuth'
Cc: 'Mitch@clydehill.org'
Subject: RE: feedback rec'd - Request 3 Hr parking restriction - 9243 Points Dr NE (Clyde Hill) - Restrict Park N Ride cars from residential area

We live at 9245 Points Drive NE. We agree that a 3 Hour maximum Parking restriction ordinance is needed on our street between 9229 and 9245 Points Drive NE to discourage all day parking. We agree that the recent placement of the No Parking sign is not effective as it is placed next to new concrete curbing where parking would be difficult. The 3 Hour Maximum Parking signs that Yarrow Point recently installed appear to have eliminated most of the long term parking on that side of Points Drive. Thank you for your efforts on this matter. Frank and Joan Shaver

---

From: Mitch Wasserman
Sent: Friday, January 29, 2016 1:27 PM
To: RLFreiermuth@comcast.net
Cc: Mayor Martin
Subject: Re: Request 3 Hr parking restriction - 9243 Points Dr NE (Clyde Hill) - Restrict Park N Ride cars from residential area

Lee -

Thank your for your email regarding no parking signs and confused traffic on Points Drive.

I'm prepared to present the City Council with an ordinance for their consideration that would change the parking restrictions on your street from its current authorized no parking status to a 3 hour maximum parking limit between 9229 and 9243 Points Drive. Before getting permission to change these signs, it is the City's policy to hear from all impacted property owners first. Please talk to your neighbor to the west to see if they agree with your request. If so, send me a letter/email from both impacted neighbors agreeing to the no parking restrictions and the placement of additional signs within this area.

Once I have the agreement from the neighborhood, I'll work on getting Council approval and then Public Works sign installation.

Changing the signs on the roundabout may not be as easy. Signs on and near the highway are the responsibility of the Washington Department of Transportation (WSDOT). The City has and will continue to comment on their choice of and amount of signs relating to SR 520. Please note however that in the past, WSDOT has not responded favorably to sign modifications…but we'll keep trying.

Mitch

Mitch Wasserman, *City Administrator*
City of Clyde Hill
Mitch@clydehill.org
425-453-7800

From: R L Freiermuth [mailto:RLFreiermuth@comcast.net]
Sent: Wednesday, January 27, 2016 4:03 PM
To: Teri Tupper <Teri@clydehill.org>
Cc: fjshaver@comcast.net
Subject: Request 3 Hr parking restriction - 9243 Points Dr NE (Clyde Hill) - Restrict Park N Ride cars from residential area

Dear Mr. Martin,

I request that parking restrictions be implemented in our neighborhood (Points Dr. NE, north of Hwy 520), to deal with ongoing Park N Ride vehicles that are parking all day. This appears to be a problem right up to our house (2nd house from the round-about, north of Hwy 520).

Yarrow Point installed 3 hour limit signage this week (across the street – Points Dr. - from us), which appears to have decreased the # of cars parking on that side of street during the day. The two 3 hour signs cover the shoulder between the 1st 4 houses on the Yarrow Point side of Points Drive NE.

The "no Parking" sign added 2 weeks ago was a nice attempt, but useless where posted, since the curb and narrow road make parking just off the roundabout there impractical anyway. No one has ever parked in that specific area since the curb was installed, so taking out this sign may be in order (unless its needed to enforce the obvious – don't park on the gravel sidewalk). I walk this street daily (taking my child to/from the 92nd Ave Clyde Hill Elementary bus stop, among other reasons), and don't see issues on this stretch of road.

A 3 hour limit, similar to Yarrow Point would appear to be a good compromise to moving the all-day parking commuters out of the neighborhood. I suggest a new 3 hour sign in the area between 9229 Points Dr. (1st house near round-about, now occupied by the Hesters) and 9243 (our house – 2nd from round-about). We have not yet seen parking beyond Shavers house (9245 next door – 3rd house from round-about – copied on this email).

These commuters have an available Park N Ride facility available at 108th Ave exit Westbound. Another idea would be to add signage (ugh, I agree) at the Drop-off circle at 92nd Ave bus station, and to the 3 hour signs that the Park N Ride garage is accessed by going to the next exit. This might inform or push commuters to the existing garage at 108th.

Another problem related to the round-about is the amount of misdirected traffic that enters our neighborhood, goes past Shaver's house, turns around and speeds out. The signage at the roundabout itself is confusing to uninitiated drivers getting off Hwy 520. Most people are looking for Clyde Hill (south of Hwy 520) or Yarrow Point (down 92nd Ave). I don't have an immediate solution or suggestion, but wanted to let you know that it is an issue too, in case you have any ideas.

The 92nd lid construction has been completed a year now. We do appreciate the park on the lid. The daylong commuter parking and confused (speeding) drivers are outcomes that need work. Your assistance would be appreciated.

Lee Freiermuth
9243 Points Drive NE, Clyde Hill, WA 98004-1334
T: 425/643-1738

CITY OF Clyde Hill

9605 NE 24th Street • Clyde Hill, Washington 98004
425-453-7800 • Fax: 425-462-1936 • www.clydehill.org

TO: Mayor and Council

FROM: Craig Olson

DATE: February 29, 2016

RE: 2016 STREET OVERLAY PROGRAM BIDS

BACKGROUND

On February 26, 2016, bids were opened for the City's 2016 Street Overlay Program. The program specified projects at 2 different sites as depicted in the attached location map.

- West half of 98th Ave (24th to 34th)
- South half of Aqua Vista area

The City received 5 bids to complete the program. This was a great response. The bid tabulation sheet is attached. The lowest responsible bidder is Watson Asphalt Paving Co with a total bid of $448,342.10. The spread between the high and low bids was about $206,000, with a grouping of the bids about $50,000 to $150,000 higher than the low bid. The City has worked with Watson many times and believes they are a very qualified firm to do the job. The staff is happy with the bid results both in terms of the bidder's quality and the bid numbers.

DESIGN NOTABLES:

Thanks to Sam Douglas, our KPG Project Engineer, who did a great job of developing the project plans and specifications in time for us to receive these favorable bids. Sam has checked and confirmed the bids for accuracy. Overall, this is a pretty straightforward overlay project with nothing very noteworthy to highlight.

PROGRAM FINANCES:

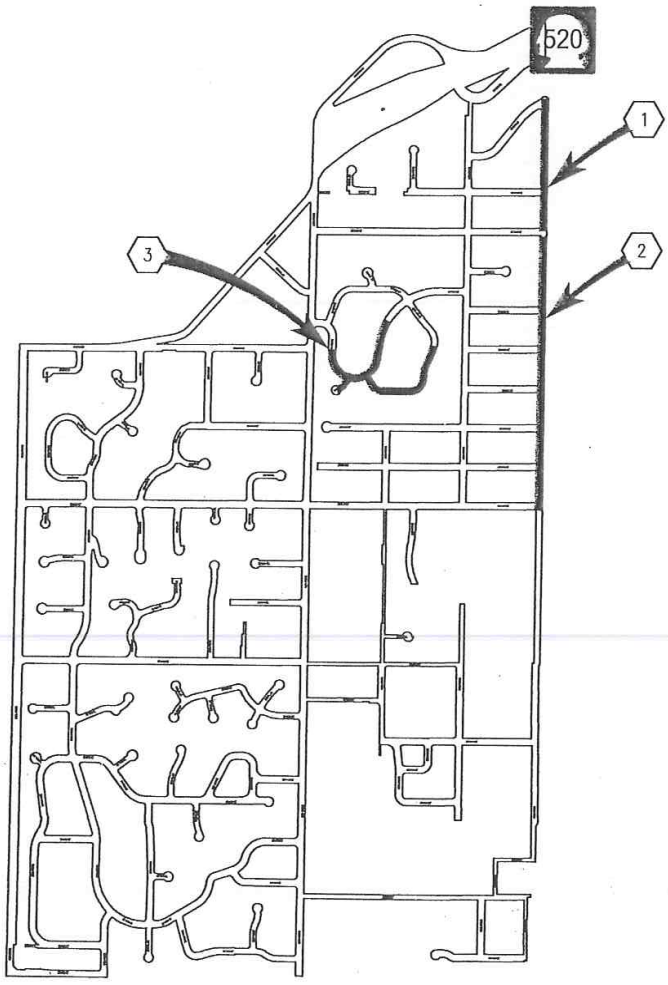
The 2016 capital budget includes $550,000 for the bidding and construction of the City's 2016 Road Overlay Program. The Budget amount is located in the Capital Projects Department of the Projects Fund. The total project cost is about $100,000 below the budget. Given the difficulty of measuring the exact amount of asphalt that will ultimately be placed on the street, the final expenditure will vary somewhat (plus or minus) from the bid number.

COUNCIL'S DECISION:

Consider authorizing the Mayor to accept the bid and enter into a contract with Watson Asphalt Paving Co for $448,342.10 to complete the City's 2016 Road Overlay Program.

CITY OF

Clyde Hill



LOCATION MAP

NOT TO SCALE

CITY OF Clyde Hill

2016 Street Overlay

Bid Analysis - Abbreviated

February 26, 2016

KPG
SEATTLE · TACOMA

Contractor		Bid Total
Lakeside Industries	$	531,841.00
Lakeridge Paving Company	$	502,766.00
Watson Asphalt Paving	$	448,342.10
Cemex	$	654,098.70
Puget Paving & Construction	$	606,820.00
Engineers Estimate	$	555,940.00

Apparent Low Bidder

CITY OF Clyde Hill

2016 Street Overlay Program

Bid Tab

February 26, 2016

KPG SEATTLE · TACOMA

Low Bidder

No.	Sect.	Item	Qty	Unit	Engineers Estimate		Lakeside Industries		Cemex		Puget Paving & Construction		Lakeridge Paving Company		Watson Asphalt Paving	
					Unit Cost	Total	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total
1	1-04	Unexpected Site Changes	1	FA	$ 6,000.00	$ 6,000.00	$ 6,000.00	$ 6,000.00	$ 6,000.00	$ 6,000.00	$ 6,000.00	$ 6,000.00	$ 6,000.00	$ 6,000.00	$ 6,000.00	$ 6,000.00
2	1-07	SPCC Plan	1	LS	$ 1,500.00	$ 1,500.00	$ 300.00	$ 300.00	$ 200.00	$ 200.00	$ 1,000.00	$ 1,000.00	$ 250.00	$ 250.00	$ 250.00	$ 250.00
3	1-09	Mobilization	1	LS	$ 50,700.00	$ 50,700.00	$ 34,500.00	$ 34,500.00	$ 65,000.00	$ 65,000.00	$ 48,000.00	$ 48,000.00	$ 26,250.00	$ 26,250.00	$ 18,200.00	$ 18,200.00
4	1-10	Project Temporary Traffic Control	1	LS	$ 31,300.00	$ 31,300.00	$ 73,500.00	$ 73,500.00	$ 95,000.00	$ 95,000.00	$ 78,440.00	$ 78,440.00	$ 49,000.00	$ 49,000.00	$ 39,000.00	$ 39,000.00
5	2-01	Clearing and Grubbing	1	LS	$ 1,500.00	$ 1,500.00	$ 4,000.00	$ 4,000.00	$ 4,000.00	$ 4,000.00	$ 2,000.00	$ 2,000.00	$ 2,200.00	$ 2,200.00	$ 3,300.00	$ 3,300.00
6	2-02	Removal of Structure and Obstructions	1	LS	$ 500.00	$ 500.00	$ 2,500.00	$ 2,500.00	$ 1,500.00	$ 1,500.00	$ 2,000.00	$ 2,000.00	$ 2,100.00	$ 2,100.00	$ 1,500.00	$ 1,500.00
7	2-03	Unsuitable Foundation Excavation Incl. Haul	280	CY	$ 62.00	$ 17,360.00	$ 25.00	$ 7,000.00	$ 38.00	$ 10,640.00	$ 40.00	$ 11,200.00	$ 30.00	$ 8,400.00	$ 1.00	$ 280.00
8	5-04	Planing Bituminous Pavement	9,190	SY	$ 7.00	$ 64,330.00	$ 3.50	$ 32,165.00	$ 6.00	$ 55,140.00	$ 5.00	$ 45,950.00	$ 3.50	$ 32,165.00	$ 3.30	$ 30,327.00
9	5-04	HMA for Pavement Repair Class 1/2" PG 64-22	920	TON	$ 95.00	$ 87,400.00	$ 91.00	$ 83,720.00	$ 110.00	$ 101,200.00	$ 109.00	$ 100,280.00	$ 105.00	$ 96,600.00	$ 109.00	$ 100,280.00
10	5-04	HMA Class 1/2" PG 64-22	1,980	TON	$ 85.00	$ 168,300.00	$ 80.00	$ 158,400.00	$ 85.00	$ 168,300.00	$ 89.00	$ 176,220.00	$ 82.00	$ 162,360.00	$ 75.90	$ 150,282.00
11	5-04	HMA Thickened Edge	7,310	LF	$ 2.00	$ 14,620.00	$ 0.50	$ 3,655.00	$ 2.00	$ 14,620.00	$ 3.00	$ 21,930.00	$ 0.50	$ 3,655.00	$ 0.25	$ 1,827.50
12	5-04	Pavement Repair Excavation Incl. Haul	450	CY	$ 40.00	$ 18,000.00	$ 66.60	$ 29,970.00	$ 80.00	$ 36,000.00	$ 55.00	$ 24,750.00	$ 88.00	$ 39,600.00	$ 63.00	$ 28,350.00
13	5-04	Crack Sealing	1	FA	$ 7,500.00	$ 7,500.00	$ 7,500.00	$ 7,500.00	$ 7,500.00	$ 7,500.00	$ 7,500.00	$ 7,500.00	$ 7,500.00	$ 7,500.00	$ 7,500.00	$ 7,500.00
14	7-05	94th Ave NE Storm Sewer Modifications	1	LS	$ 8,000.00	$ 8,000.00	$ 18,700.00	$ 18,700.00	$ 8,000.00	$ 8,000.00	$ 8,650.00	$ 8,650.00	$ 8,000.00	$ 8,000.00	$ 7,100.00	$ 7,100.00
15	8-02	Edge Restoration	5,790	LF	$ 3.00	$ 17,370.00	$ 1.35	$ 7,816.50	$ 2.50	$ 14,475.00	$ 3.50	$ 20,265.00	$ 1.25	$ 7,237.50	$ 1.50	$ 8,685.00
16	7-05	Replace Frame and Grate with Locking Vaned Grate	27	EA	$ 500.00	$ 13,500.00	$ 600.00	$ 16,200.00	$ 665.00	$ 17,955.00	$ 300.00	$ 8,100.00	$ 200.00	$ 5,400.00	$ 270.00	$ 7,290.00
17	7-05	Adjust Manhole	15	EA	$ 600.00	$ 9,000.00	$ 400.00	$ 6,000.00	$ 700.00	$ 10,500.00	$ 450.00	$ 6,750.00	$ 420.00	$ 6,300.00	$ 425.00	$ 6,375.00
18	7-05	Adjust Catch Basin	33	EA	$ 400.00	$ 13,200.00	$ 400.00	$ 13,200.00	$ 300.00	$ 9,900.00	$ 300.00	$ 9,900.00	$ 420.00	$ 13,860.00	$ 425.00	$ 14,025.00
19	7-12	Adjust Water Valve Box	5	EA	$ 350.00	$ 1,750.00	$ 325.00	$ 1,625.00	$ 300.00	$ 1,500.00	$ 350.00	$ 1,750.00	$ 320.00	$ 1,600.00	$ 200.00	$ 1,000.00
20	8-01	Inlet Protection	46	EA	$ 100.00	$ 4,600.00	$ 45.00	$ 2,070.00	$ 40.00	$ 1,840.00	$ 65.00	$ 2,990.00	$ 44.00	$ 2,024.00	$ 35.00	$ 1,610.00
21	8-09	Raised Pavement Marker Type 1	9	HUND	$ 300.00	$ 2,700.00	$ 250.00	$ 2,250.00	$ 350.00	$ 3,150.00	$ 360.00	$ 3,240.00	$ 350.00	$ 3,150.00	$ 360.00	$ 3,240.00
22	8-13	Adjust Monument Case and Cover	18	EA	$ 350.00	$ 6,300.00	$ 350.00	$ 6,300.00	$ 355.00	$ 6,390.00	$ 350.00	$ 6,300.00	$ 320.00	$ 5,760.00	$ 50.00	$ 900.00
23	8-14	98th Ave NE ADA Improvements	1	LS	$ 4,500.00	$ 4,500.00	$ 11,425.50	$ 11,425.50	$ 11,000.00	$ 11,000.00	$ 9,700.00	$ 9,700.00	$ 10,000.00	$ 10,000.00	$ 8,100.00	$ 8,100.00
24	8-19	Adjust Gas Valve Box	4	EA	$ 350.00	$ 1,400.00	$ 300.00	$ 1,200.00	$ 300.00	$ 1,200.00	$ 400.00	$ 1,600.00	$ 320.00	$ 1,280.00	$ 200.00	$ 800.00
25	8-22	Plastic Line	461	LF	$ 10.00	$ 4,610.00	$ 4.00	$ 1,844.00	$ 6.70	$ 3,088.70	$ 5.00	$ 2,305.00	$ 4.50	$ 2,074.50	$ 4.60	$ 2,120.60
		TOTAL CONSTRUCTION COST			$ 555,940.00		**TOTAL** $ 531,841.00		**TOTAL** $ 654,098.70		**TOTAL** $ 606,820.00		**TOTAL** $ 502,766.00		**TOTAL**	$ 448,342.10
							Matches Bid´ Yes		Matches Bid? Yes		Matches Bid? Yes		Matches Bid? Yes		Matches Bid? Yes	

CITY OF Clyde Hill

CONTRACT

THIS AGREEMENT, made and entered into this _____day of_____ ,_____ .
between the City of Clyde Hill, Washington and

hereinafter called the Contractor.

WITNESSETH:

That in consideration of the terms and conditions contained herein and attached and made a part of this agreement, the parties hereto covenant and agree as follows:

I. The Contractor shall do all work and furnish all tools, materials, and equipment for:

City of Clyde Hill
2016 Street Overlay Program

in accordance with and as described in:

Bid Documents
- Call for Bids
- Information for Bidders

Contract Documents
- Bid Schedule
- Proposal Signature Sheet
- Proposal Bond
- Non-Collusion Declaration
- Contract (Agreement)
- Contract Bond
- Contract Plans
- Amendments to the Standard Specifications
- Special Provisions
- Appendix A: WSDOT Standard Plans and Details
- Appendix B: Prevailing Wage Rates
- Appendix C: Estimated Quantity Breakdown by Project Site
- Appendix D: City of Clyde Hill Ordinance No. 821

and the 2014 Standard Specifications of the Washington State Department of Transportation, and the APWA Supplements prepared by the American Public Works Association – Washington Chapter which are by this reference incorporated herein and made part hereof and, shall perform any changes in the work in accord with the Contract Documents.

The Contractor shall provide and bear the expense of all equipment, work and labor, of any sort whatsoever that may be required for the transfer of materials and for constructing and

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completing the work provided for in these Contract Documents except those items mentioned therein to be furnished by the City of Clyde Hill.

II. The City of Clyde Hill hereby promises and agrees with the Contractor to employ, and does employ the Contractor to provide the materials and to do and cause to be done the above described work and to complete and finish the same in accord with the attached plans and specifications and the terms and conditions herein contained and hereby contracts to pay for the same according to the attached specifications and the schedule of unit or itemized prices at the time and in the manner and upon the conditions provided for in this contract.

III. The Contractor for himself/herself, and for his/her heirs, executors, administrators, successors, and assigns, does hereby agree to full performance of all covenants required of the Contractor in the contract.

IV. It is further provided that no liability shall attach to the State by reason of entering into this contract, except as provided herein.

IN WITNESS WHEREOF, the Contractor has executed this instrument, on the day and year first below written and the City Attorney has caused this instrument to be executed by and in the name of the said City of Clyde Hill the day and year first above written.

CITY OF CLYDE HILL, WASHINGTON (Owner)	_____ (Contractor)
By: _____ Mayor	By: _____ Title: _____
Attest: This _____ day of _____, 20____	Attest: This _____ day of _____, 20___
_____ City Clerk	_____
Approved as to Form:	Contractor's License No.
_____ City Attorney	_____
Address for giving notices:	Address for giving notices:
_____	_____
_____	_____

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CITY OF Clyde Hill

CONTRACT BOND

KNOW ALL MEN BY THESE PRESENTS, That

of , as Principal, and
as Surety, are jointly and severally held and bound unto the City of Clyde Hill, in the penal sum of

Dollars ($), the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators, and assigns, and successors and assigns, firmly by these presents.

The CONDITION of this bond is such that WHEREAS, on the
day of A.D., , the said

Principal, herein, executed a certain contract with the City of Clyde Hill, by the terms, conditions, and provisions of which contract the said

Principal, herein, agree to furnish all material and do certain work, to wit: That

,

will undertake and complete the construction of

City of Clyde Hill
2016 Street Overlay Program

according to the maps, plans and specifications made a part of said contract, which contract as so executed, is hereunto attached, is now referred to and by reference is incorporated herein and made a part hereof as fully for all purposes as if here set forth at length. This bond shall cover all approved change orders as if they were in the original contract.

NOW, THEREFORE, if the Principal herein shall faithfully and truly observe and comply with the terms, conditions, and provisions of said contract in all respects and shall well and truly and fully do and perform all matters and things by them undertaken to be performed under said contract, upon the terms proposed therein, and within the time prescribed therein, and until the same is accepted, and shall pay all laborers, mechanics, subcontractors, and material men, and all persons who shall supply such contractor or subcontractor with provisions and supplies for the carrying on of such work, and shall in all respects, faithfully perform said contract according to law, then this obligation to be void, otherwise to remain in full force and effect.

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WITNESS our hands this _____ day of _____ , _____

_____

_____

_____

(Principal)

_____

_____

_____

(Attorney-in-fact, Surety)

_____

Name and Address Local Office of Agent

APPROVED:

City of Clyde Hill

By: _____

Date: _____, _____

Surety Bond No.

City of Clyde Hill Contract No.

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CITY OF Clyde Hill

9605 NE 24th Street • Clyde Hill, Washington 98004
425-453-7800 • Fax: 425-462-1936 • www.clydehill.org

TO: **Mayor & Council**

FROM: **Mitch Wasserman**

DATE: **March 2, 2016**

RE: **24th - 92nd SIDEWALK ENGINEERING**

BACKGROUND

In 2011 the Planning Commission worked with the staff to develop a Pedestrian Transportation Plan for sidewalks and walkways within Clyde Hill. Within the Plan, that was subsequently approved by the Council, are 5 new sidewalk projects for implementation…two of which are already done.

Sidewalk Projects:

- 24th St (92nd to 98th) – Completed in 2013
- 92nd Ave (20th to 24th) – Completed in 2015
- 24th St (85th Pl to 92nd)
- 92nd Ave (24th to SR 520)
- 20th St (84th to 92nd)

The first new sidewalk project on 24th Street (92nd to 98th) was constructed in 2013. The second project, 92nd Ave (20th to 24th), was completed last year. By request, included in the City's 2016 Budget is $100,000 for engineering the completion of both the 24th and the 92nd sidewalks. The plan is to apply for a TIB grant this year to help fund both sidewalks for construction in 2017.

NE 24th Street (84th Ave NE – 92nd Ave NE)
Looking West

ENGINEERING CONTRACT:

Attached is a contract with KPG Inc. for engineering design, bidding and construction management services for both segments of sidewalk. In addition, KPG is tasked to help the City apply for a partial TIB funding grant. The scope of engineering services is outlined in Exhibit "A." The cost for service is based on an hourly rate with a not to exceed cost of $100,000. The design goal is for the City to go out to bid for the construction of these projects in January 2017.

The City's funding for the engineering services will come from the Capital Projects Department of the Projects Fund where $100,000 was budgeted for this purpose. In order to authorize KPG to begin its design help, approval of the attached contract is required.

The envisioned process is to work with KPG, who would collaborate with the neighbors and staff to develop a set of plans that could be used for bidding about a year from now. KPG, Inc. is located in Seattle at the South end of Lake Union. This firm is able to provide the type and scope of services the City will need to get the job done. KPG also helped the City develop the preliminary concepts and cost estimates for the original Pedestrian Transportation Plan back in 2011 and helped in the design, bidding and construction management for the two more recent sidewalk projects.

92nd Ave NE (NE 24th Street – Points Dr NE)
Looking North

COUNCIL'S DECISION:
Consideration of a motion to authorize the Mayor to enter into a contract with KPG, Inc. to provide design and construction engineering services relating to the 24th – 92nd Sidewalk Project.

PROFESSIONAL SERVICES AGREEMENT

24th Street – 92nd Avenue Sidewalk Project

BETWEEN THE CITY OF CLYDE HILL AND KPG INC.

THIS AGREEMENT is made this 8th day of March 2016, by and between the City of Clyde Hill (hereinafter referred to as "City"), a Washington Municipal Corporation, and KPG, Inc. (hereinafter referred to as "Service Provider").

WHEREAS, the City does not have the expertise to design and professionally engineer certain improvements and therefore deems it advisable and desirable to engage the assistance of a Service Provider to provide the necessary engineering services for a desired sidewalk project; and

WHEREAS, the City lawfully solicited qualifications from individuals and firms to provide these services; and

WHEREAS, the Service Provider is in the business of providing the professional services required to design and engineer the City's desired sidewalk project and was picked by the City as the most qualified to meet its needs; and

WHEREAS, the City desires to contract with the Service Provider for engineering and design services for the construction of a sidewalk on 24th Street and 92nd Avenue, and the Service Provider agrees to contract with the City for same; and

WHEREAS, the Service Provider represents that they are in compliance with Washington State Statutes relating to professional registration, if applicable, and have signified a willingness to furnish Professional Services to the City;

NOW, THEREFORE, in consideration of the mutual promises set forth herein, it is agreed by and between the parties as follows:

T E R M S

1. **Description of Work.** Service Provider shall perform work as described in Attachment "A," Scope of Work, which is attached hereto and incorporated herein by this reference, according to the existing standard of care for such services. Service Provider shall not perform any additional services without the expressed permission of the City.

2. **Payment.**
   A. The City shall pay Service Provider at the hourly rate set forth in Attachment "A," which is attached hereto and incorporated herein by this reference, but not more than a total of ***one hundred thousand dollars ($100,000)*** for the services described in this Agreement. This is the maximum amount to be paid under this Agreement, and shall not be exceeded without prior written

authorization from the City in the form of a negotiated and executed supplemental agreement.

B. Service Provider shall submit monthly payment invoices to the City after such services have been performed, and the City shall make payments within four (4) weeks after the submittal of each approved invoice. Such invoice shall detail the hours worked, a description of the tasks performed, and shall separate all charges for clerical work and reimbursable expenses.

C. If the City objects to all or any portion of any invoice, it shall so notify Service Provider of the same within five (5) days from the date of receipt and shall pay that portion of the invoice not in dispute. The parties shall immediately make every effort to settle the disputed portion.

3. Relationship of Parties. Service Provide shall be fully independent and shall not act as an agent or employee of City. Service Provider shall be solely responsible for its employees and for their compensation, benefits, contributions and taxes, if any. The City may, during the term of this Agreement, engage other independent contractors to perform the same or similar work that Service Provider performs hereunder.

4. Project Name. ***24th Street – 92nd Avenue Sidewalk Project***

5. Duration of Work. Service Provider shall complete the work described in Attachment "A" in time for the City Council to consider bid results at its February 2017 meeting or sooner.

6. Termination.

A. Termination Upon the City's Option. The City shall have the option to terminate this Agreement at any time. Termination shall be effective upon ten (10) days written notice to the Service Provider.

B. Termination for Cause. If Service Provider refuses or fails to complete the tasks described in Attachment " A ," or to complete such work in a manner satisfactory to the City, then the City may, by written notice to Service Provider, give notice of its intention to terminate this Agreement. After such notice, Service Provider shall have ten (10) days to cure, to the satisfaction of the City or its representative. If Service Provider fails to cure to the satisfaction of the City, the City shall send Service Provider a written termination letter which shall be effective upon deposit in the United States mail to Service Provider's address as stated below.

C. Rights upon Termination. In the event of termination, the City shall only be responsible to pay for all services satisfactorily performed by Service Provider to the effective date of termination, as described in the final invoice to the City. The City Administrator shall make the final determination about what services have been satisfactorily performed.

7. **Nondiscrimination.** In the hiring of employees for the performance of work under this Agreement or any subcontract hereunder, Service Provider, its subcontractors or any person acting on behalf of Service Provider shall not, by reason of race, religion, color, sex, marital status, 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.

8. **Indemnification / Hold Harmless**. The Service Provider shall defend, indemnify and hold the City, its elected officials, officers, employees, agents, and volunteers harmless from any and all claims, injuries, damages, losses or suits, including attorney fees, arising out of or resulting from the acts, errors or omissions of the Service Provider in performance of this agreement, except for injuries and damages caused by the sole negligence of the City.

   The Service Provider specifically assumes potential liability for actions brought by the Service Provider's own employees against the City and, solely for the purpose of this indemnification and defense, the Service Provider specifically waives any immunity under the state industrial insurance laws, Title 51 RCW. The Service Provider recognizes that this waiver was specifically entered into pursuant to the provisions of RCW 4.24.115 and was the subject of mutual negotiation.

   Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Service Provider and the City, its officers, officials, employees, and volunteers, the Service Provider's liability hereunder shall be only to the extent of the Service Provider's negligence.

   The terms of this Section shall survive termination of this Agreement.

9. **Insurance**. The Service Provider shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder by the Service Provider, their agents, representatives, employees or subcontractors.

   A. Minimum Scope of Insurance. Service Provider shall obtain insurance of the types described below:

      1. *Automobile Liability* insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be written on Insurance Services Office (ISO) form CA 00 01 or a substitute form providing equivalent liability coverage. If necessary, the policy shall be endorsed to provide contractual liability coverage.

2. *Commercial General Liability* insurance shall be written on ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, independent contractors, products-completed operations, personal injury and advertising injury, and liability assumed under an insured contract. The City shall be named as an insured under the Service Provider's Commercial General Liability insurance policy with respect to the work performed for the City using ISO additional insured endorsement CG 20 10 10 01 and CG 20 37 10 01 or substitute endorsements providing equivalent coverage.

3. *Workers' Compensation* coverage as required by the Industrial Insurance laws of the State of Washington.

4. *Professional Liability* insurance appropriate to the Service Provider's profession.

B. Minimum Amounts of Insurance. Service Provider shall maintain the following insurance limits:

1. *Automobile Liability* insurance with a minimum combined single limit for bodily injury and property damage of $1,000,000 per accident.

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

3. *Professional Liability* insurance shall be written with limits no less than $1,000,000 per claim and $1,000,000 policy aggregate limit.

C. Other Insurance Provisions. The insurance policies are to contain, or be endorsed to contain, the following provisions for Automobile Liability and Commercial General Liability insurance:

1. The Service Provider's insurance coverage shall be primary insurance as respect to the City. Any insurance, self-insurance, or insurance pool coverage maintained by the City shall be excess of the Service Provider's insurance and shall not contribute with it.

2. The Service Provider's insurance shall be endorsed to state that coverage shall not be cancelled by either party, except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the City.

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. Service Provider 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 Service Provider before commencement of the work.

10. Entire Agreement. The written provisions and terms of this Agreement, together with all documents attached hereto, shall supersede all prior verbal or written 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 whatsoever, this Agreement.

11. City's Right of Supervision, Limitation of Work Performed by Service Provider. Even though Service Provider works as an independent contractor in the performance of his duties under this Agreement, the work must meet the approval of the City and be subject to the City's general right of inspection and supervision to secure the satisfactory completion thereof. In the performance of work under this Agreement, Service Provider shall comply with all federal, state and municipal laws, ordinances, rules and regulations that are applicable to Service Provider's business, equipment, and personnel engaged in operations covered by this Agreement or accruing out of the performance of such operations.

12. Work Performed at Service Provider's Risk. Service Provider shall be responsible for the safety of its employees, agents and subcontractors in the performance of the work hereunder and shall take all protections reasonably necessary for that purpose. All work shall be done at Service Provider's own risk, and Service Provider 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.

13. Ownership of Products and Premises Security

A. All reports, plans, specifications, data maps, and documents produced by the Service Provider in the performance of services under this Agreement, whether in draft or final form and whether written, computerized, or in other form, shall be the property of the City.

B. While working on the City’s premises, the Service Provider agrees to observe and support the City’s rules and policies relating to maintaining physical security of the City’s premises.

14. Modification. No waiver, alteration or modification of any of the provisions of this Agreement shall be binding unless in writing and signed by a duly authorized representative of the City and Service Provider.

15. Assignment. Any assignment of this Agreement by Service Provider without the written consent of the City shall be void.

16. Written Notice. All communications regarding this Agreement shall be sent to the parties at the addresses listed below, unless notified to the contrary. Any written notice hereunder shall become effective as of 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 Agreement or such other address as may be hereafter specified in writing.

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

18. **Resolution of Disputes, Governing Law.** Should any dispute, misunderstanding or conflict arise as to the terms and conditions contained in this Agreement, the matter shall be referred to the City Administrator, whose decision shall be final. In the event of any litigation arising out of this Agreement, the prevailing party shall be reimbursed for its reasonable attorney fees from the other party. This Agreement shall be governed by and construed in accordance with the laws of the State of Washington.

IN WITNESS WHEREOF, the parties have executed this Agreement on the day and year above written.

CITY OF CLYDE HILL

By: _____
George S. Martin, Mayor

SERVICE PROVIDER

By: _____
Title: _____
Taxpayer ID #: _____

CITY CONTACT
Mitch Wasserman, City Administrator
City of Clyde Hill
9605 NE 24th Street
Clyde Hill, WA 98004
Phone: 425-453-7800
Fax: 425-462-1936

SERVICE PROVIDER CONTACT
KPG, Inc.
Attn: Sam Douglas, P.E.
753 9th Avenue North
Seattle, WA 98109
Phone: 206-286-1640
Fax: 206-286-1639

ATTEST/AUTHENTICATED

By: _____
Mitchell Wasserman, City Clerk

APPROVED AS TO FORM

By: Signature on File
Greg Rubstello, City Attorney

EXHIBIT A

City of Clyde Hill

NE 24th St. & 92nd Ave NE Sidewalk Improvements

Scope, Hour, and Fee Estimate

February 26, 2016

Engineering Services, Preparation of Bid Documents & Construction Services

---

PROJECT DESCRIPTION

This work shall consist of providing engineering services for the City of Clyde Hill ("City") to complete the NE 24th St & 92nd Avenue NE Sidewalk Improvements ("Project") Plans, Specifications, and Engineers Estimate of Probable Construction Cost for Project advertisement. The project will consist of installing sidewalks on the south side of NE 24th St from 85th Pl NE to 92nd Ave NE and the east side of 92nd Ave NE from NE 24th St to Points Dr NE. The sidewalk will typically be 5 feet wide with vertical curb installed on the adjacent roadway shoulder and will include driveway entrances and curb returns at multiple cross streets. Additional work will include replacement/installation of pedestrian ramps, and storm drainage modifications. Specifically, the project goals include:

- Installation of ADA sidewalks, driveway entrances, and curb ramps on the south side of NE 24th St. starting from the eastern side of 85th Pl NE and continuing to the western side of 92nd Ave NE and on the east side of 92nd Ave NE. starting from the northern side of 92nd Ave NE and continuing north to the eastern side of Points Dr NE & 92nd Ave NE.
- Installation of new ramps/curb returns at
    - 85th Pl NE
    - 86th Ave NE
    - 88th Ave NE
    - 88th Pl NE
    - 89th Pl NE
    - 91st Pl NE
    - 92nd Ave NE
    - NE 28th Pl.
- Modifying existing storm drainage to accommodate new concrete traffic curb and sidewalk.
- Relocation of Mailboxes
- Utility Coordination & adjustments.
- Project advertisement and award support.

The goal of the project is to complete Plans, Specifications, and Estimate package in the fall of 2016, ad in January 2017 and construction in early 2017.

SCOPE OF WORK

TASK 1 – MANAGEMENT/COORDINATION/ADMINISTRATION

1.1 The Consultant shall provide continuous project management and administration for the duration of the Project. (Estimate 15 months).

- Develop and provide updates, as necessary, to a Project schedule.
- Hold project coordination meetings with the City to update progress and review submittals. Assume (2) meetings.
- The Consultant shall provide monthly status reports and billings.

1.2 The Consultant shall provide independent QA/QC reviews by senior in-house staff of all deliverables prior to submittal to the City.

Task 1 Deliverables

- Monthly progress reports.
- Meeting minutes.
- Project schedule.

TASK 2 –SURVEY AND PREPARE BASE MAP

2.1 The Consultant shall perform field survey within the limits of the project area. Survey shall include vertical and horizontal surface data, relevant surface features, and painted utility locate marks.

2.2 The Consultant shall process field survey data and check survey notes and prepare base map from field survey data. Right-of-way data will be provided from available GIS data

Task 2 Assumptions

- Base map will be prepared in AutoCAD Civil 3D 2015 format using KPG's standards and field codes.
- No additional right-of-way and easement calculations or research will be provided beyond GIS.

Task 2 Deliverables

- Electronic Base Map showing utility locations, and surface features.

TASK 3 – PREPARE PLANS, SPECIFICATIONS AND ESTIMATE

3.1 The Consultant shall prepare a Conceptual Layout on a 20scale scroll plot of the sidewalk alignment and improvements for the City's review prior to 90% design.

3.2 The Consultant shall prepare final Plans for the proposed sidewalk improvements for NE 24th St. between 85th Pl NE and 92nd Ave NE and 92nd Ave NE between NE 24th St & Points Dr NE.

Plans will be prepared for a 90% review submittal, and a BID review submittal. It is anticipated that the following sheets will be included:

- (1) Cover
- (2) General – abbreviations, legend, index, and survey data
- (4) General Project Details
- (1) Typical Roadway Cross Sections
- (7; 1"=20') Site Preparation/TESC Plan
- (13; 1"=20') Sidewalk/Roadway/Storm Drainage Plan
- (1; 1"=10') Intersection Sheet for 92nd Ave NE / NE 24th St.
- (7; 1"=20') Channelization and Signing Plan

3.3 The Consultant will calculate and prepare construction cost estimates in support of the scroll plot, 90% Review and BID document submittals.

3.4 The Consultant shall prepare project specifications for the 90% Review and BID document submittals.

3.5 The consultant shall assist the City with Project Advertisement and Award.

Assumptions

- No Federal funding.
- Storm water flow control and treatment will not be required per Washington Department of Ecology Stormwater Management Manual for Western Washington (less than 5,000 new impervious surface added to the project site).
- Detailed evaluation of Low Impact Development (LID) techniques will not be required because the project design will be completed prior to January 1, 2017 (the date the NPDES Phase II Municipal Stormwater Permit requires implementation of new LID regulations).
- NPDES Construction Stormwater Permit will not be required (less than 1-acre surface disturbance in project site).
- No SEPA checklist will be required.
- The City will perform all property owner coordination.
- The City will perform all postal service coordination.
- No traffic signal, equipment, or appurtenances are expected to be impacted.

Deliverables

- 1 copy of scroll plot provided for the Conceptual Layout
- 3 sets of Plans (11" X 17") and specifications provided for 90% review submittal.
- 10 sets of Plans (11" X 17") and specifications for the BID Documents.
- 2 sets of Plans (22" X 34") for the BID Documents.
- Engineer's Estimate for the scroll plot conceptual layout, 90% review submittal and BID Documents.

TASK 4 – GRANT FUNDING ASSISTANCE

4.1 The consultant will provide assistance in applying for a FY2017 sidewalk grant through the State of Washington Transportation Improvement Board Small City Sidewalk Program (SC-SP).

TASK 5 – UTILITY COORDINATION

5.1 The consultant will request and acquire all private utility company record drawings and update utility mapping prepared in 2.1 per these plans. As-builts will be used to verify the location and type of utilities within the limits of this project.

5.2 Coordinate with the utility companies and identify locations for potholing based on preliminary design. The consultant will prepare a potholing plan for review and approval by the city. Once approved, the city shall direct franchise utilities to perform potholing.

TASK 6 – CONSTRUCTION SERVICES

6.1 Construction management, inspection and materials testing will be provided by the City. An allowance is included in the budget for on-call construction support provided by the Consultant as requested by the City. These services may include preconstruction conference, construction office assistance, construction inspection and engineering, submittal reviews, and/or record drawings within the budget allowances included in Exhibit B.

ADDITIONAL SERVICES

The City may require additional services of the Consultant in order to advance all or portions of the project corridor through BID document preparation and construction. The scope of these services will be determined based on the unanticipated project needs or other considerations at the sole discretion of the City. This work may include items identified in the current task authorizations as well as other items outside this scope of work, which may include, but are not necessarily limited to the following:

- Obtaining title reports and providing final right of way calculations
- Preparation of right of way / easement legal descriptions and exhibits
- Providing property appraisals and negotiations
- Providing additional permitting or environmental studies

- Additional Construction Services beyond Task 6

These services will be authorized under a future contract supplement if necessary. At the time these services are required, the Consultant shall provide a detailed scope of work and an estimate of costs. The Consultant shall not proceed with the work until the City has authorized the work and issued a notice to proceed.

HOUR AND FEE ESTIMATE

EXHIBIT B

Project: **City of Clyde Hill**

NE 24th St. & 92nd Ave NE Sidewalk Improvements
February 26, 2016

KPG
Architecture
Landscape Architecture
Civil Engineering

Task	Description	Labor Hour Estimate								Total Fee
		Senior Engineer $ 180.00	Project Manager $ 160.00	Project Engineer $ 125.00	Design Engineer $ 100.00	CAD Technician $ 90.00	Survey Crew $ 150.00	Senior Admin $ 100.00	Office Admin $ 75.00	Fee
Task 1 - Management/coordination/administration										
1.1	Management and administration (estimate 15 months)	0	4	6	0	0	0	0	16	$ 2,590.00
1.2	QA/QC reviews	2	4	4	0	0	0	0	0	$ 1,500.00
	Reimbursable expenses - see breakdown for details									$ 125.00
	Task Totals	**2**	**8**	**10**	**0**	**0**	**0**	**0**	**16**	**$ 4,215.00**
Task 2 - Design Base Map Support										
2.1	Field Topographic Survey	0	0	0	0	0	108	0	0	$ 16,200.00
2.2	Process Field Data and Prepare Basemap	0	2	28	60	0	0	0	0	$ 9,820.00
	Reimbursable expenses - see breakdown for details									$ 300.00
	Task Total	**0**	**2**	**28**	**60**	**0**	**108**	**0**	**0**	**$ 26,320.00**
Task 3 - Prepare Plans, Specifications, and Estimate										
3.1	Prepare Conceptual Layout	0	2	20	28	0	0	0	2	$ 5,770.00
3.2	Prepare Plans - 90%, & BID	2	4	100	72	74	0	4	6	$ 28,210.00
3.3	Prepare Construction Cost Estimate - Conceptual, 90%, & BID	0	4	16	16	0	0	0	0	$ 4,240.00
3.4	Prepare Project Specifications - 90% & BID	2	4	54	20	0	0	6	6	$ 10,800.00
3.5	Project Advertisement & Award	0	0	3	0	0	0	0	0	$ 375.00
	Reimbursable expenses - see breakdown for details									$ 550.00
	Task Total	**4**	**14**	**193**	**136**	**74**	**0**	**10**	**14**	**$ 49,945.00**
Task 4 - Grant Funding Assistance										
4.1	Coordinate / Apply for TIB SC-SP Grant	0	2	12	0	0	0	0	0	$ 1,820.00
	Reimbursable expenses - see breakdown for details									$ 50.00
	Task Total	**0**	**2**	**12**	**0**	**0**	**0**	**0**	**0**	**$ 1,870.00**
Task 5 - Utility Coordination										
5.1	Acquire and Incorporate Utility As-builts	0	0	2	4	0	0	0	0	$ 650.00
5.2	Coordinate with Utilities and Prepare Pothole Plan	0	0	4	6	0	0	0	0	$ 1,100.00
	Reimbursable expenses - see breakdown for details									$ 50.00
	Task Total	**0**	**0**	**6**	**10**	**0**	**0**	**0**	**0**	**$ 1,800.00**
Task 6 - Construction Services										
6.1	Construction Services	0	8	110	0	0	0	2	6	$ 15,680.00
	Reimbursable expenses - see breakdown for details									$ 170.00
	Task Total	**0**	**8**	**110**	**0**	**0**	**0**	**2**	**6**	**$ 15,850.00**

Project Total: $ 100,000.00

HOUR AND FEE ESTIMATE

EXHIBIT B

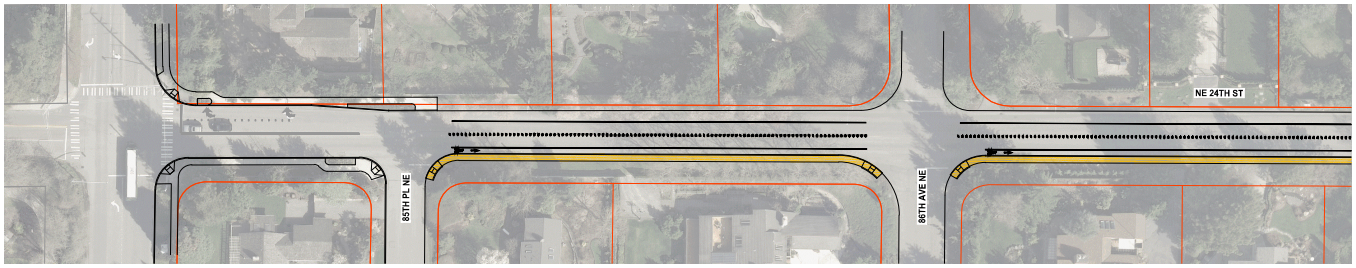
KPG
Architecture
Landscape Architecture
Civil Engineering

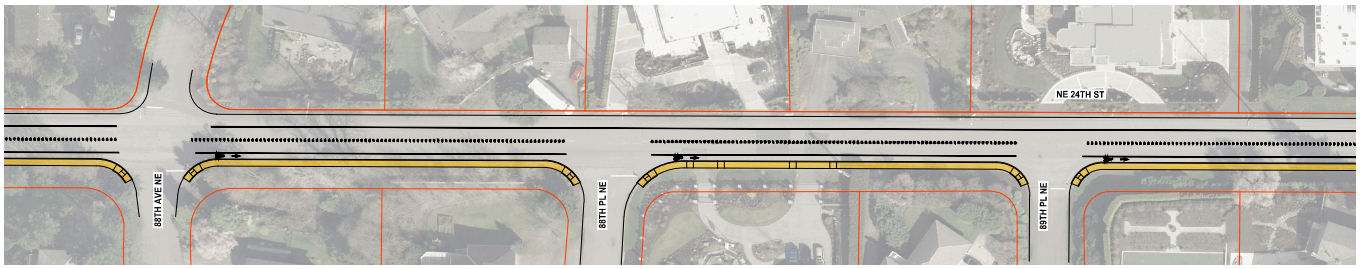
Project: **City of Clyde Hill**

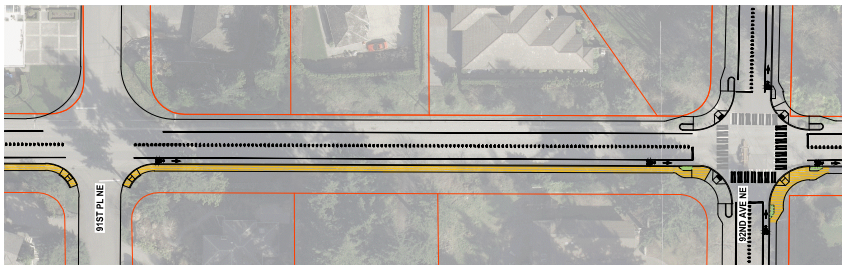
NE 24th St. & 92nd Ave NE Sidewalk Improvements
February 26, 2016

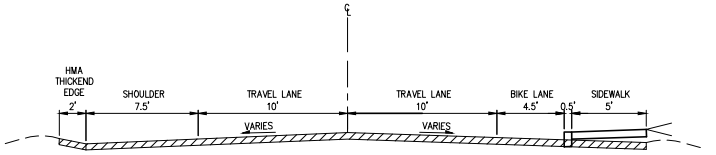
Reimbursable Breakdown		Cost
Task 1 - Management/coordination/administration		
Mileage	$	75.00
Reproduction	$	50.00
Task 1 - Total	**$**	**125.00**
Task 2 - Design Base Map Support		
Mileage	$	250.00
Reproduction	$	50.00
Task 2 - Total	**$**	**300.00**
Task 3 - Prepare Plans, Specifications, and Estimate		
Mileage	$	150.00
Reproduction	$	400.00
Task 3 - Total	**$**	**550.00**
Task 4 - Grant Funding Assistance		
Reproduction	$	50.00
Task 4 - Total	**$**	**50.00**
Task 5 - Utility Coordination		
Mileage	$	25.00
Reproduction	$	25.00
Task 5 - Total	**$**	**50.00**
Task 6 - Construction Services		
Mileage	$	120.00
Reproduction	$	50.00
Task 6 - Total	**$**	**170.00**
Total Reimbursable Costs:	**$**	**1,245.00**

24th Sidewalk Very Preliminary Concept









TYPICAL SECTION NE 24TH ST
TRAVELING EAST
NTS

0 20 40 80 120
SCALE IN FEET

K:\PROJECTS\CLYDE HILL\11047-- 2011 Sidewalk Study\DESIGN\Drawings\Contract\11047_2011_SWS_BAS01.dwg 3/17/2011 3:16 PM

NO.	DATE	BY	APPR.	REVISIONS

Approved By

ENGINEERING MANAGER	DATE
PROJECT MANAGER	DATE
PROJECT ENGINEER	DATE

FILENAME	11047_2011_SWS_BAS01.dwg
SMB	03/11
DESIGNED BY	DATE
SMB	03/11
DRAWN BY	DATE
AM	03/11
CHECKED BY	DATE

KPG
753 9th Ave N
Seattle, WA 98109
(206) 285-1940
www.cdg.com

2502 Jefferson Ave
Tacoma, WA 98402
(253) 627-3720

CITY OF Clyde Hill

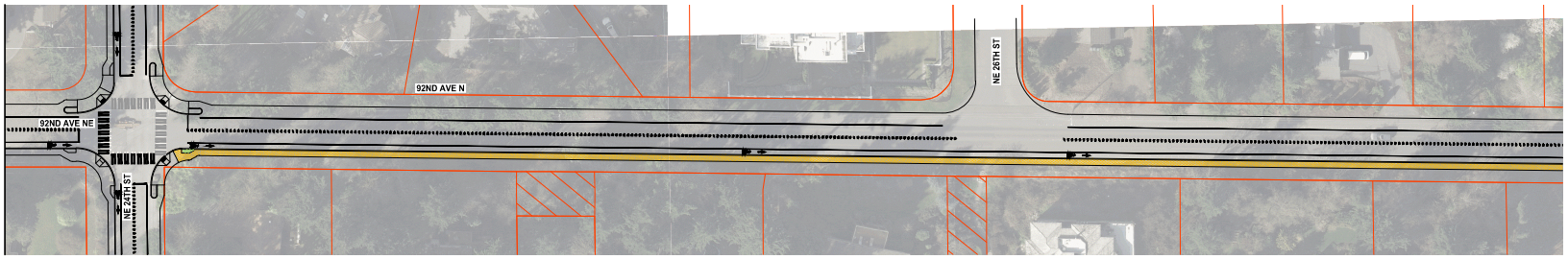
PEDESTRIAN TRANSPORTATION PLAN

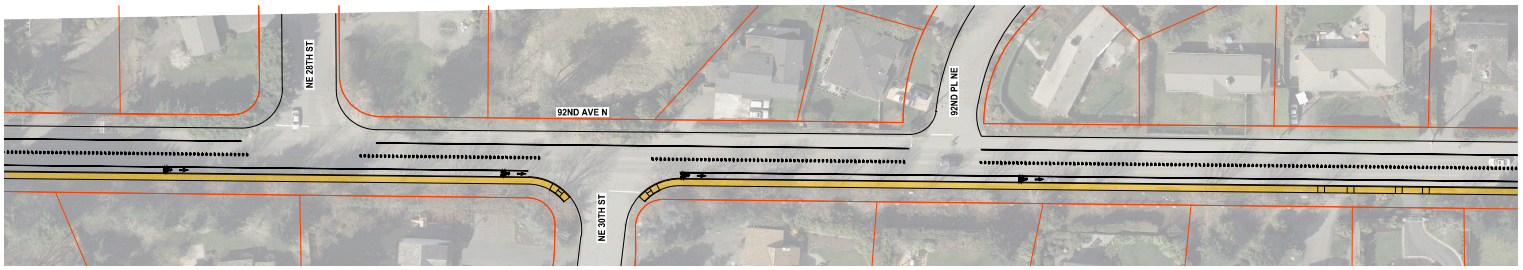
NE 24TH ST
85TH PL TO 92ND AVE

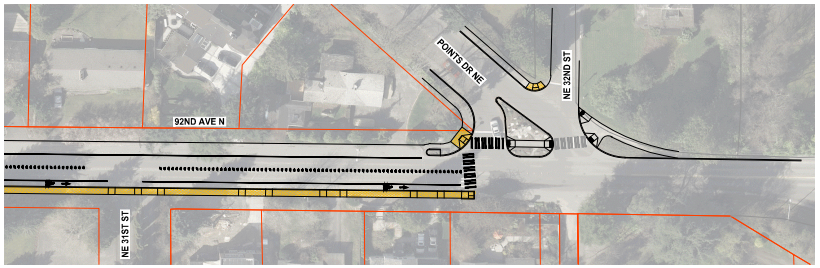
KPG PROJECT No.

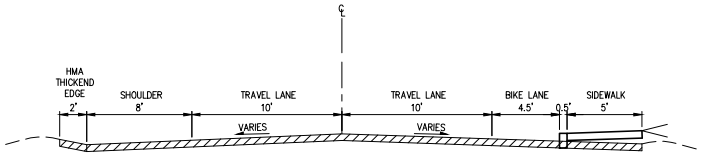
SHT 2 OF 5

92nd Sidewalk Very Preliminary Concept









TYPICAL SECTION 92ND AVE NE
TRAVELING NORTH
NTS

0 20 40 80 120
SCALE IN FEET

NO.	DATE	BY	APPR.	REVISIONS

Approved By

ENGINEERING MANAGER	DATE
PROJECT MANAGER	DATE
PROJECT ENGINEER	DATE

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FILENAME	
SMB	03/11
DESIGNED BY	DATE
SMB	03/11
DRAWN BY	DATE
AM	03/11
CHECKED BY	DATE

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CITY OF Clyde Hill

PEDESTRIAN TRANSPORTATION PLAN

92ND AVE NE
24TH ST TO POINTS DR

KPG PROJECT No.

SHT 5 OF 5

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CITY OF Clyde Hill

9605 NE 24th Street • Clyde Hill, Washington 98004
425-453-7800 • Fax: 425-462-1936 • www.clydehill.org

TO: **Mayor & Council**

FROM: **Mitch Wasserman**

DATE: **March 4, 2016**

RE: **KPG ON-CALL ENGINEERING SEVICES**

BACKGROUND

Since 2010, the engineering firm of KPG, Inc. has helped the City of Clyde Hill design, bid and manage all of its major public works projects. They have been great to work with and have provided professional services at affordable rates.

The State auditors asked the staff to bid out engineering services this year because the initial solicitation done in 2010 may not have anticipated such a long-term arrangement. In response, the staff solicited qualifications earlier this year, received six proposals and interviewed three qualified firms. The result of the process was a unanimous recommendation to stay with KPG for the City's engineering services.

When soliciting for qualified firms, the City packaged two specific sidewalk projects in with on-call general engineering assistance for five years. In the past, the City used KPG for very specific larger projects but had unfulfilled needs on smaller projects as well. Some of those projects that were included in the 2016 Budget that KPG will now be able to help with include: Follow-up with the City's stormwater Management Plan, Easement review project, NPDES Permit/Code revision assistance and possible development permit review assistance.

ON-CALL ENGINEERING CONTRACT:

Attached is a contract with KPG Inc. for on-call engineering services for five years. Unlike previous engineering services agreements, this contract does not have a specific project or a specific cost. The staff has negotiated a set of engineering rates in Attachment A that will be used as the basis to determine the cost rate for different professional classifications.

KPG will not be authorized to perform any services unless and until a fully executed Task Order has been completed. Attachment C represents a copy of a Task Order. Either KPG or the City (as outlined in Attachment B) will generate the Scope of Work for a specific Task Order. This will be done for each task that is desired. The project level of effort for each Task Order will be estimated by KPG and negotiated with the City at that time. Approval authority for a specific Task Order will be in accordance with the City's purchasing policy.

COUNCIL'S DECISION:

Consideration of a motion to authorize the Mayor to enter into a contract with KPG, Inc. to provide on-call engineering services to the City.

PROFESSIONAL SERVICES AGREEMENT
On-Call Services
BETWEEN THE CITY OF CLYDE HILL AND KPG, Inc.

THIS AGREEMENT is made this 8th day of March 2016, by and between the City of Clyde Hill (hereinafter referred to as "City"), a Washington Municipal Corporation, and KPG, Inc. (hereinafter referred to as "Service Provider").

WHEREAS, the City does not have sufficient staff or expertise to meet some of its required commitments and therefore deems it advisable and desirable to engage the assistance of a Service Provider to provide the necessary services for certain projects and assignments; and

WHEREAS, the City needs small project, short term, consulting assistance to complete public works and development projects and assignments on a Task Order basis; and

WHEREAS, the City lawfully solicited qualifications from individuals and firms to provide these services; and

WHEREAS, the Service Provider is in the business of providing the professional services specified herein and was picked by the City as the most qualified to meet its associated needs; and

WHEREAS, the City desires to contract with the Service Provider for on-call engineering/design services for a variety of projects for the next five (5) years, and the Service Provider agrees to contract with the City for same; and

WHEREAS, the Service Provider represents that they are in compliance with Washington State Statutes relating to professional registration, if applicable, and have signified a willingness to furnish Professional Services to the City;

NOW, THEREFORE, in consideration of the mutual promises set forth herein, it is agreed by and between the parties as follows:

TERMS

1. General Description of Work.

A. On-Call Engineering/Design Services. The Service Provider shall perform work using the type of professional assistance as described in Attachment A, which is attached hereto and incorporated herein by this reference, according to the existing standard of care for such services. The Service Provider shall not perform any services unless and until a fully executed Task Order has been completed. Attachment C represents a copy of a Task Order, is attached hereto, and is incorporated herein by this reference. The Service Provider shall furnish

all services, labor, materials and related equipment necessary to conduct and complete the work as specified in the Task Order consistent with requirements as specified in this agreement.

2. Scope of Work.

Either the Service Provider or the City as outlined in Attachment B shall generate the Scope of Work for a specific Task Order. This shall be done for each task that is desired. The project level of effort for each Task Order shall be estimated by the Service Provider and negotiated with the City at that time. Approval authority for a specific Task Order shall be in accordance with the City's purchasing policy.

3. Time for Beginning and Completion - Task Orders.

The Service Provider shall not begin any Task Order work under this agreement until authorized in writing by the City for the specific Task Order. All work under a specific Task Order agreement shall be completed by the date shown in the Task Order documents for a specific scope of work.

For individual Task Orders, the established completion time shall not be extended because of delays attributable to the Service Provider, but may be extended by the City in the event of a delay attributable to the City, or because of unavoidable delays caused by an act of nature or governmental actions or other conditions beyond the control of the Service Provider. A prior supplemental agreement issued by the City is required to extend the established completion time.

Authorization to proceed will be given on a Task Order basis. Authorization to begin work on one task shall not be interpreted as authorization to proceed upon another task.

The Service Provider will complete all work and submit all deliverables required by this agreement according to the schedule attached to each Task Order.

4. Payment.

A. The City shall pay the Service Provider as follows:

i. <u>On-Call Engineering/Design Services.</u> This Agreement does not guarantee any amount of work for the Service Provider. Task Orders will be developed as determined by the City and provided for in this Agreement under Attachments B and C.

The Service Provider shall be paid by the City for completed services rendered under and for each individual, fully executed Task Order using the rates established in Attachment A. Such payment shall be full compensation for work performed or services rendered and for all

labor, materials, supplies, equipment, and incidentals necessary to complete the work for each individual, fully executed Task Order.

B. The Service Provider shall submit project-itemized monthly payment invoices to the City after such services have been performed, and the City shall make payments within four (4) weeks after the submittal of each approved invoice. Such invoice shall detail the hours worked, a description of the tasks performed, and shall separate all charges for clerical work and reimbursable expenses.

C. Final payment of any balance due the Service Provider of the gross amount earned will be made promptly upon its verification by the City after the completion of the work under this agreement, contingent upon receipt of all PS&E, plans, maps, notes, reports, and other related documents which are required to be furnished under this agreement. Acceptance of such final payment by the Service Provider shall constitute a release of all claims for payment, which the Service Provider may have against the City unless such claims are specifically reserved in writing and transmitted to the City by the Service Provider prior to its acceptance. Said final payment shall not, however, be a bar to any claims that the City may have against the Service Provider or to any remedies the City may pursue with respect to such claims.

D. It is agreed that payment of any billing will not constitute agreement as to the appropriateness of any item and that at the time of final audit, all required adjustments will be made and reflected in a final payment. In the event that such final audit reveals an overpayment to the Service Provider, the Service Provider agrees to refund such overpayment to the City within ninety (90) days of notice of any such overpayment. Such refund shall not constitute a waiver by the Service Provider for any claims relating to the validity of a finding by the City of overpayment.

E. Payment made to the Service Provider shall not constitute acceptance of the work or any portion thereof, which is not in accordance with this contract. The City retains the right to pay only that percentage of the total contract amount that equals the same percentage that work completed bears to the total amount of work required to be performed under this contract. If the City objects to all or any portion of any invoice, it shall notify the Service Provider of the same within five (5) days from the date of receipt and shall pay that portion of the invoice not in dispute. The parties shall immediately make every effort to settle the disputed portion.

5. Relationship of Parties.

A. The Service Provider warrants that they have not employed or retained any company or person, other than a bona fide employee working solely for the Service Provider, to solicit or secure this contract, and that it has not paid or agreed to pay any company or person, other that a bona fide employee working

solely for the Service Provider, any fee, commission, percentage, brokerage fee, gift, or any other consideration, contingent upon or resulting from the award or making of this contract. For breach or violation of this warrant, the City shall have the right to annul this agreement without liability, or in its discretion, to deduct from the agreement price or consideration or otherwise recover the full amount of such fee, commission percentage, brokerage fee, gift, or contingent fee.

On a biennial basis beginning 24 months from the Execution Date of this Agreement, reasonable adjustment to the labor rates shown in Attachment A may be negotiated with the City Administrator and presented to the City Council for approval. Requests, including an amended labor rate table with justification, may be submitted no sooner than 30 days prior to the two-year anniversary of the original Execution Date. The adjusted labor rates will be effective upon City Council approval of a written amendment to this Agreement. Labor rate adjustments must be approved by the City Council in writing before such adjustments are invoiced by the Service Provider.

B. Any and all employees of the Service Provider or other persons while engaged in the performance of any work or services required of the Service Provider under this agreement, shall be considered employees of the Service Provider only and not of the City, and any and all claims that may or might arise under any Workmen's Compensation Act on behalf of said employees or other persons while so engaged, and any and all claims made by a third party as a consequence of any act or omission on the part of the Service Provider's employees or other persons while so engaged on any of the work or services provided to be rendered herein, shall be the sole obligation and responsibility of the Service Provider.

C. The Service Provider is an independent contractor for the performance of services under this agreement. The City shall not be liable for, nor obligated to pay to the Service Provider (or to any employee of the Service Provider), any sick leave, vacation pay, overtime or any other benefit applicable to employees of the City, nor to pay or deduct any social security, income tax, or other tax from the payments made to the Service Provider which may arise as an incident of the Service Provider performing services for the City. The City shall not be obligated to pay industrial insurance for the services rendered by the Service Provider.

D. The Service Provider shall not engage, on a full or part time basis, or other basis, during the period of the contract, any professional or technical personnel who are, or have been, at any time during the period of the contract, in the employ of the City, except regularly retired employees, without written consent of the City.

6. Project Name. On-Call Engineering/Design Services

7. Duration of Work. The Service Provider shall complete the work described in any signed Task Order per the agreed upon Task Order date. The Service Provider shall provide on-call engineering/design services to the City until and including March 1, 2021.

8. Termination.

A. Termination Upon the City's Option. The City shall have the option to terminate this Agreement at any time. Termination shall be effective upon ten (10) days written notice to the Service Provider.

B. Termination for Cause. If the Service Provider refuses or fails to complete the tasks of any subsequent, individual, fully executed Task Order, or fails to complete such work in a manner satisfactory to the City, then the City may, by written notice to the Service Provider, give notice of its intention to terminate this Agreement. After such notice, the Service Provider shall have ten (10) days to cure, to the satisfaction of the City or its representative. If the Service Provider fails to cure to the satisfaction of the City, the City shall send the Service Provider a written termination letter which shall be effective upon deposit in the United States mail to the Service Provider's address as stated below.

C. Rights Upon Termination. In the event of termination, the City shall only be responsible to pay for all services satisfactorily performed by the Service Provider up to and including the effective date of termination, as described in the final invoice to the City. The City Administrator shall make the final determination about what services have been satisfactorily performed.

9. Nondiscrimination. In the hiring of employees for the performance of work under this Agreement or any subcontractors hereunder, the Service Provider, its subcontractors, or any person acting on behalf of the Service Provider shall not, by reason of race, religion, color, sex, sexual orientation, gender, gender identification, marital status, 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.

10. Changes in Work. The Service Provider shall make such changes and revisions in the complete work of each Task Order supplemental of this agreement as necessary to correct errors appearing therein, when required to do so by the City, without additional compensation thereof. Should the City find it desirable for its own purposes to have previously satisfactorily completed work, or parts thereof, changed or revised, the Service Provider shall make such revisions as directed by the City. This work shall be considered as Extra Work and will be paid for as provided in Section 11.

Should the City find it desirable for its own purposes to delete portions of the agreed upon scope of work, prior to authorization to proceed with those portions

to be deleted, the City shall so inform the Service Provider of such change(s) with no resulting expense to the City.

If the Service Provider has previously been given authorization to proceed on the portion(s) to be deleted, the City's notice of intent to delete the portion(s) shall constitute notice to cease work on those portions to be deleted. If the Service Provider has begun work on a portion of the work to be deleted, the City will reimburse the Service Provider in accordance with Section 8 - Termination of Agreement as applied solely to the portions to be deleted.

11. Extra Work.

A. If any such change causes an increase or decrease in the estimated cost of, or the time required for, performance of any part of the work or services for each task order under this agreement, whether or not changed by the order, or otherwise affects any other terms or conditions of the agreement, the City will make an equitable adjustment in the: (1) maximum amount payable; (2) delivery or completion schedule or both; and (3) other affected terms, and shall modify the agreement accordingly.

B. The Service Provider shall submit its "request for equitable adjustment" (hereafter referred to as claim) under this clause within thirty (30) days from the date of receipt of the written Order. However, if the City decides that the facts justify it, the City may receive and act upon a claim submitted before final payment of the agreement.

C. Failure to agree to any adjustment shall be a dispute under the Disputes clause. However, nothing in this clause shall excuse the Service Provider from proceeding with the agreement as changed.

D. Notwithstanding the terms and condition of paragraphs (A) and (B) above, the maximum amount payable for work performed under this agreement shall not be increased or considered to be increased except by specific written supplement to this agreement.

12. Compliance with Laws. The Service Provider shall comply with all Federal, State, and local laws and ordinances applicable to the work to be done under this agreement. This agreement shall be interpreted and construed in accordance with the laws of Washington.

13. Indemnification / Hold Harmless. The Service Provider shall defend, indemnify and hold the City, its elected officials, officers, employees, agents, and volunteers harmless from any and all claims, injuries, damages, losses or suits, including attorney fees, arising out of or resulting from the acts, errors or omissions of the Service Provider in performance of this agreement, except for injuries and damages caused by the sole negligence of the City.

The Service Provider specifically assumes potential liability for actions brought by the Service Provider's own employees against the City and, solely for the purpose of this indemnification and defense, the Service Provider specifically waives any immunity under the state industrial insurance laws, Title 51 RCW. The Service Provider recognizes that this waiver was specifically entered into pursuant to the provisions of RCW 4.24.115 and was the subject of mutual negotiation.

Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Service Provider and the City, its officers, officials, employees, and volunteers, the Service Provider's liability hereunder shall be only to the extent of the Service Provider's negligence.

The terms of this Section shall survive termination of this Agreement.

14. Insurance. The Service Provider shall procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damage to property, which may arise from or in connection with the performance of the work hereunder by the Service Provider, their agents, representatives, employees, or subcontractors.

A. Minimum Scope of Insurance. The Service Provider shall obtain and maintain insurance of these types:

i. Automobile liability insurance covering all owned, non-owned, hired, and leased vehicles. Coverage shall be written on Insurance Services Office ("ISO") form CA 00 01 or a substitute form providing equivalent liability coverage. If necessary, the policy shall be endorsed to provide contractual liability coverage.

ii. Commercial general liability insurance shall be written on ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, independent contractors, products-completed operations, personal injury and advertising injury, and liability assumed under an insured contract. The City shall be named as an insured under the Service Provider's Commercial General Liability insurance policy with respect to the work performed for the City using ISO additional insured endorsement CG 20 10 10 01 and CG 20 37 10 01 or substitute endorsements providing equivalent coverage.

iii. Workers' compensation coverage as required by the industrial insurance laws of the State of Washington.

iv. Professional liability insurance appropriate to the Service Provider's profession.

B. Minimum Amounts of Insurance. The Service Provider shall maintain the following insurance limits:

i. Automobile liability insurance with a minimum combined single limit for bodily injury and property damage of $1,000,000 per accident.

ii. Commercial general liability insurance shall be written with limits no less than $1,000,000 each occurrence and $2,000,000 general aggregate.

iii. Professional liability insurance shall be written with limits no less than $1,000,000 per claim and $1,000,000 policy aggregate limit.

C. Other Insurance Provisions. The insurance policies are to contain, or be endorsed to contain, the following provisions for automobile liability and commercial general liability insurance:

i. The Service Provider's insurance coverage shall be primary insurance as respect to the City. Any insurance, self-insurance, or insurance pool coverage maintained by the City shall be excess of the Service Provider's insurance and shall not contribute with it.

ii. The Service Provider's insurance shall be endorsed to state that coverage shall not be cancelled by either party, except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the City.

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

E. Verification of Coverage. The Service Provider 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 Service Provider before commencement of the work.

15. Entire Agreement. The written provisions and terms of this Agreement, together with all documents attached hereto, shall superseded all prior verbal or written 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 whatsoever, this Agreement.

16. **Endorsement of Plans.** The Service Provider shall place their professional seal on all reports, plans, estimates or other engineering data furnished by the Service Provider. All work of an engineering nature by sub-Service Providers shall likewise be sealed by the engineer in responsible charge of the work.

17. **City's Right of Supervision, Limitation of Work Performed by the Service Provider.** Even though the Service Provider works as an independent contractor in the performance of its duties under this Agreement, the work must meet the approval of the City and be subject to the City's general right of inspection and supervision to secure the satisfactory completion thereof. In the performance of work under this Agreement, the Service Provider shall comply with all Federal, State, and municipal laws, ordinances, rules, and regulations that are applicable to the Service Provider's business, equipment, and personnel engaged in operations covered by this Agreement or accruing out of the performance of such operations. When federal or state grant funds or loans are utilized for any part of this contract, the appropriate Federal and State agencies shall have the right to participate in the review or examination of the work in progress

18. **Work Performed at the Service Provider's Risk.** The Service Provider shall be responsible for the safety of its employees, agents, and subcontractors in the performance of the work hereunder and shall take all protections reasonably necessary for that purpose. All work shall be done at the Service Provider's own risk and the Service Provider 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.

19. **Ownership of Products and Premises Security.**

A. All reports, plans, specifications, data maps, and documents produced by the Service Provider in the performance of services under this Agreement, whether in draft or final form and whether written, computerized, or in other form, shall be the property of the City.

B. While working on the City's premises, the Service Provider agrees to observe and support the City's rules and policies relating to maintaining physical security of the City's premises.

20. **Modification.** No waiver, alteration, or modification of any of the provisions of this Agreement shall be binding unless in writing and signed by a duly authorized representative of the City and the Service Provider.

21. **Assignment.** Any assignment of this Agreement by the Service Provider without the written consent of the City shall be void.

22. **Written Notice.** All communications regarding this Agreement shall be sent to the parties at the addresses listed below, unless notified to the contrary. Any written notice hereunder shall become effective as of 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 Agreement or such other address as may be hereafter specified in writing.

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

24. Resolution of Disputes, Governing Law. Should any dispute, misunderstanding, or conflict arise as to the terms and conditions contained in this Agreement, the matter shall be referred to the City Administrator, whose decision shall be final. In the event of any litigation arising out of this Agreement, the prevailing party shall be reimbursed for its reasonable attorney fees from the other party. The Agreement shall be governed by and construed in accordance with the laws of the State of Washington. Venue shall be in King County Superior Court.

IN WITNESS WHEREOF, the parties have executed this Agreement on the day and year above written.

CITY OF CLYDE HILL

By: _____
Mayor, George S. Martin

SERVICE PROVIDER

By: _____
Name: _____
Title: _____
Taxpayer ID #: _____

CITY CONTACT
Mitch Wasserman, City Administrator
City of Clyde Hill
9605 NE 24th Street
Clyde Hill, WA 98004
T: 425.453.7800
F: 425.462.1936

SERVICE PROVIDER CONTACT
KPG, Inc.
753 9th Avenue North
Seattle, WA 98109

T: 206-286-1640
F:

ATTEST/AUTHENTICATED

By: _____
Mitchell Wasserman, City Clerk

APPROVED AS TO FORM

By: Signature on File
Kristin Eick, City Attorney

ATTACHMENT A

Professional Assistance Designations & Associated Rates. The work to be performed by the Service Provider shall be performed by the following designated professional classifications at the following rates:

KPG, Inc. Labor Rates (Effective March 2016)

Category	Hourly Rate
Principal Engineer	$180.00
Project Manager	$160.00
Project Engineer	$125.00
Design Engineer	$100.00
CAD Technician	$90.00
Const. Inspector	$100.00
Survey Manager	$180.00
Surveyor	$125.00
Survey Crew	$150.00
Senior Admin.	$100.00
Office Admin.	$75.00

ATTACHMENT B

Scope of Work. Work requested by the City shall be issued in writing. The request by the City shall include the following information, which may be furnished in coordination with the Service Provider:

1. Task Order Number
2. Task Order Project Name
3. Hourly Rate (Service Provider)
4. Budget Not To Exceed amount (Service Provider)
5. General description of Task Order
6. Scope of Work, including:
    a. Technical approach to the task (if necessary)
    b. Specific deliverables
    c. Schedule with milestones and deliverables
    d. Hour estimate
    e. Due date of work

All the above items may be brief, but will be sufficiently detailed to understand the work being authorized and the amount it will cost. Written Task Orders (see Attachment C) may be issued as email documents.

ATTACHMENT C

Task Order Authorization

Task Order Number: _____

Task Project Name: _____

Hourly Rate: _____

Budget Not To Exceed: _____

This Task Order pertains to the On-Call Agreement by and between the City of Clyde Hill ("City") and KPG, Inc. ("Service Provider"), dated _____. Task Order ____ is generally described as follows:

1. _____;
2. _____; and
3. _____.

The Service Provider shall perform the services on the project described below as provided herein and in the Agreement. This Task Order shall not be binding until it has been fully executed by both parties. Upon execution, this Task Order shall supplement the Agreement as it pertains to the project described above.

The Scope of Work for this Task Order is as follows:

1. _____;
2. _____; and
3. _____.

This Task Order is executed this ____ day of _____, ____.

CITY OF CLYDE HILL

By: _____ Dated: _____

Its: _____

SERVICE PROVIDER

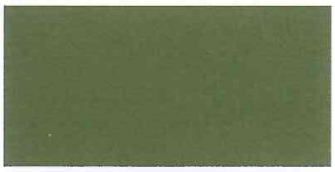
By: _____ Dated: _____

CITY OF
Clyde Hill

Sidewalk Projects & On-Call Engineering Services

February 8, 2016

KPG
753 9th Avenue North
Seattle, WA 98109
Phone | 206.286.1640
Fax | 206.286.1639



February 8, 2016

Craig Olson
Public Works Director
9605 NE 24th Street
Clyde Hill, WA 98004

KPG
753 9th Avenue North
Seattle, WA 98109
P | 206.286.1640
www.kpg.com

Re: Request for Qualifications
Clyde Hill Sidewalk Improvements Program and On-Call Services

Dear Craig,

The KPG Team is pleased to submit our proposal to prepare design documents for the Clyde Hill Sidewalk Improvements Program as well as provide On-Call services. We are very excited to continue our strong working relationship with you. Three reasons we feel our team is particularly well suited for this project are:

Management of Multiple Projects on an Accelerated Schedule

Our team members are ready and available to work immediately. We are fully committed to each of the three Sidewalk Improvement Projects and the On-Call Services. We have no doubts in our ability to have all the sidewalk designs completed in order to go to bid in January, 2017. I have managed several smaller projects concurrently in the past and understand what it takes to keep all teams on task and the need to not let one project pull time and resources from another as all of my projects, no matter their size.

Vast Sidewalk Improvement Project & On-Call Services Experience

In the past decade, the project team members involved have been a part of over 30 sidewalk improvement projects in the Puget Sound area. Within that we have worked on Transportation Improvement Board, Washington Department of Ecology grant funded sidewalk projects, and pervious sidewalks projects. We have also provided On-Call design services for the cities of Tukwila, Renton, Fife, Tacoma, Sumner, Burien and Des Moines in the last 5 years.

Proven City of Clyde Hill Experience

Our proposed team from KPG has extensive experience in Clyde Hill including the 84th Ave NE Improvements Phase I, 92nd Ave NE Sidewalk Improvements, NE 24th St Sidewalk Improvements, and the 2011 and 2014 Street Overlay Programs. Our recent history in the area gives our team a thorough understanding of the Citiy's standards and requirements, reporting and design implementation procedures, franchise utility coordination needs, and construction oversight practices. We are familiar with WSDOT Local Agency Guidelines, Transportation Improvement Board (TIB) and Washington State Department of Ecology grant funding procedures and requirements, and the applicable Federal and State statutes. We will be able to hit the ground running with your trust and confidence.

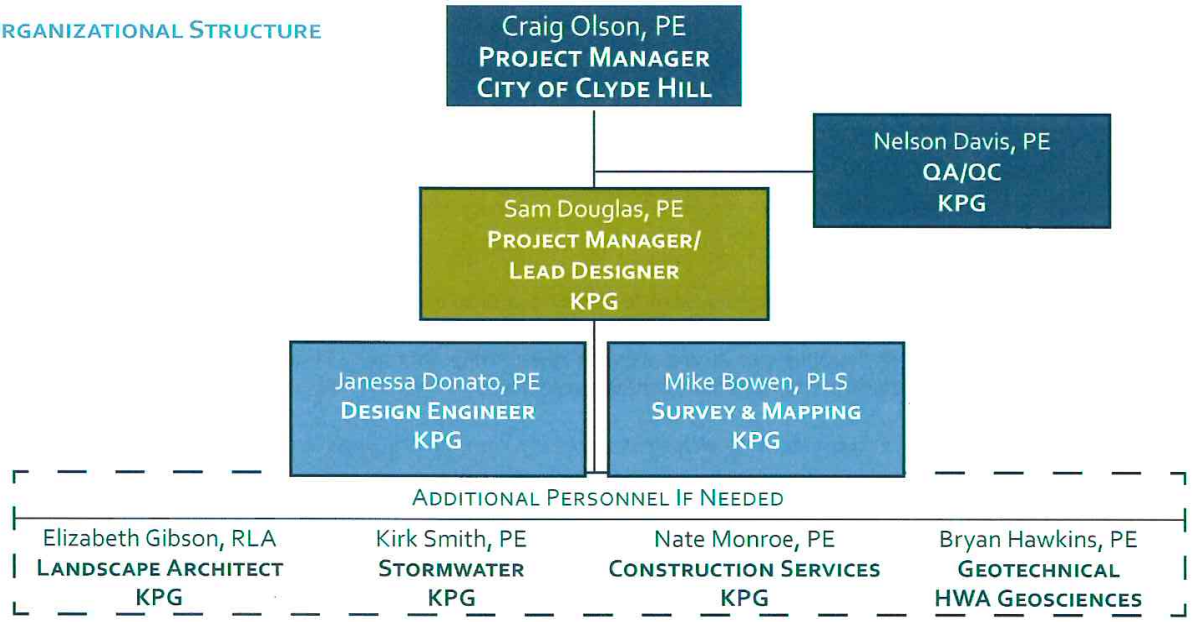
We trust the local experience combined with our qualifications and our desire to work with you will provide a strong foundation for successful projects. Thank you for your consideration and we look forward to the opportunity to work with you on this important project.

Very Truly Yours,
KPG, Inc.

Sam Douglas
Project Manager
E | sam@kpg.com P | 206.286-1640

Qualifications, Relevant Experience and Capability of those Specifically Performing the Work

Organizational Structure



Sam Douglas, PE - Project Manager/Lead Designer

Sam has 6 years of experience designing and managing projects for municipalities in the Puget Sound region. His design focuses include site preparation, erosion and sedimentation control, roadway sectioning, profiling, and site grading, pedestrian facilities, permanent roadway channelization and signing and MSE wall design. Sam's sub-surface utility design experience includes storm and sanitary sewer conveyance systems and water line distribution networks. Sam has also spent time performing construction inspection tasks for asphalt overlays, pedestrian facility improvements and storm sewer rehabilitations. Sam has project management experience on projects in the cities of Tukwila, Edmonds and Clyde Hill. As Project Manager, Sam has been responsible for selecting key team members for the project, managing scope, schedule, budget, and change management.

92nd Avenue NE Sidewalk Improvements, Clyde Hill, WA

Project Manager for sidewalk improvements project that included ADA facilities, storm sewer modifications, property owner coordination, utility and TIB coordination. Sam oversaw and was heavily involved in the project from initial scoping to the successful completion of construction in Fall, 2015.

1st Avenue S at S 328th Street Intersection Improvements, Federal Way, WA

As Project Engineer, Sam led a project team to install a new traffic signal system at the intersection of 1st Ave S and S 328th Street. Sam successfully coordinated with numerous franchise utilities and the City's, traffic and stormwater engineers to complete the project on time and on budget. This three-way stop controlled intersection was re-designed to handle the increased traffic demands, with a 4th leg added to the intersection and a completely new traffic signal. Also included in this project was stormwater treatment vaults, widening, and pervious sidewalks.

Education
BS, Civil Engineering, University of Idaho, 2010

Professional Licenses
PE, State of Washington, 2014 (#52116)

Qualifications, Relevant Experience and Capability of those Specifically Performing the Work (Continued)

Nelson Davis, PE - QA/QC

Nelson has 24 years of experience in the permitting, design, and construction of municipal roadway, intersection, storm drainage, utility undergrounding and intersection improvements. He has managed projects through design and construction under a variety of funding agency requirements including FHWA, HUD, EDA, TIB, Centennial Clean Water Grants, PWTF loans, and local improvement districts. He has a great deal of experience on projects that pass through environmentally and community sensitive areas. Nelson regularly works with area residents, business owners, and permitting authorities to receive project acceptance and approvals. Nelson actively reviews specifications, plans, and cost estimates.

- Transportation Gateway, Des Moines, WA
- 1st Avenue South & S 328th Street, Federal Way, WA
- Rainier Boulevard North LID Phase II, Issaquah, WA
- On-Call Small Drainage Services, Tukwila, WA
- South 352nd Street Extension, Federal Way, WA

Education
BS, Civil Engineering, Washington State University, 1989

Professional Licenses
PE, State of Washington, 1996 (#33070)

Janessa Donato, PE - Design Engineer

Janessa has over 13 years of experience preparing project design alternatives, construction documents, reports, and cost estimates for roadway, intersection, and pedestrian improvement projects throughout the Puget Sound region. She has a variety of design experience including roadway, drainage, utility, wall, driveway, intersection, recreational trail, grading, ADA accessibility, parking lots, construction management and right of way design. Her experience also includes coordination with various City employees, WSDOT, surveyors, public utilities, contractors, as well as property owners, handling various related issues that arise throughout the project's duration.

- 78th Street, Mercer Island, WA
- Snoqualmie Town Center, Snoqualmie, WA
- South Division Street, Auburn, WA
- Burien Town Square, Burien, WA

Education
BS, Civil Engineering, Seattle University, 2002

Professional Licenses
PE, State of Washington, 2011

Mike Bowen, PLS - Survey & Mapping

Mike brings over 30 years of experience in land surveying for engineering design, boundary determination, and construction projects. Mike has an array of many large scale and long range projects such as transportation projects and large scale mapping projects which he has been involved with. He has extensive experience in providing detailed base mapping and right of way determination for all types of public works projects. Mike is also well versed in dealing with water boundaries, tidal datums and other aspects of riparian lands.

- On-Call Survey Services, Puyallup, WA
- Alaskan Way Viaduct Replacement - Bored Tunnel Project, Seattle, WA
- Cheney Stadium, Tacoma, WA
- On-Call Survey Services, Tacoma, WA
- 15th Street SW, Edmonds, WA

Education
BS, Mining Engineering, Colorado School of Mines, 1984

Professional Licenses
Professional Land Surveyor, Washington and Oregon, 1992

Previous Related Projects

Rainier Boulevard North LID Phase II, Issaquah, WA (2014)

Kerry Ritland, City of Issaquah, Senior Engineer, 425.837.3410
Project was completed on time and within budget.

KPG provided engineering services for a retrofit to a quarter mile long segment of Rainier Boulevard North in Issaquah using Low Impact Development (LID) techniques consisting of pervious asphalt pavement for the roadway and bioretention planters for runoff from sidewalks and adjacent paved areas. The Ecology grant-funded project was designed without conventional storm drainage infrastructure, except where needed to provide an overflow in the event that infiltration systems become plugged. The project also preserves existing street trees and was designed to blend with the recently completed Confluence Park.

Project Highlights Include:

- *Pervious sidewalks*
- *Ecology funds*
- *Storm and sewer modifications*
- *Residential frontages*
- *Utility coordination*

Key Personnel who worked on this project:
Sam Douglas, Project Engineer; Nelson Davis, QA/QC; Janessa Donato, Design Engineer; Mike Bowen, Survey & Mapping; Kirk Smith, Stormwater; Elizabeth Gibson, Landscape Architect;

92nd Avenue NE Sidewalk Improvements, Clyde Hill, WA

Craig Olson, City of Clyde Hill, Public Works Director, 425.453.7800
Project was completed on time and within budget.

KPG provided sidewalk improvements project that included ADA facilities, storm sewer modifications, property owner coordination, utility and TIB coordination. Sam oversaw and was heavily involved in the project from initial scoping to the successful completion of construction in Fall, 2015.

Project Highlights Include:

- *TIB funds*
- *Tree preservation*
- *Two-lane Roadway*
- *Storm and sewer modifications*
- *Residential frontages*
- *Mailbox access*
- *Utility coordination*

Key Personnel who worked on this project:
Sam Douglas, Project Manager; Nelson Davis, QA/QC; Mike Bowen, Survey & Mapping; Kirk Smith, Stormwater; Elizabeth Gibson, Landscape Architect

NE Neighborhood Improvements, Puyallup, WA (2015)

Mark Palmer, City of Puyallup, City Engineer, 253.435.3606
Project was completed on time and within budget.

KPG provided the City of Puyallup with complete PS&E for the complete reconstruction of approximately 1,000 LF of existing roadway. Utility Improvements included water main, water services, and hydrant replacement, sanitary sewer upgrades, and a new storm drainage system. Other improvements included realignment of 3rd Street NE to avoid impact to a Heritage Tree, a new illumination system, ADA upgrades, and landscaping. The NE Neighborhood Improvements project used LID stormwater techniques that provide water quality treatment and flow control through infiltration of storm runoff. This was accomplished through constructing sidewalks, curb ramps, driveway approaches, and the street pavement section using pervious concrete.

Project Highlights Include:

- *TIB funds*
- *Tree preservation*
- *Two-lane Roadway*
- *Storm sewer modifications*
- *Residential frontages*
- *Mailbox access*
- *Utility coordination*

Key Personnel who worked on this project:
Sam Douglas, Project Engineer; Nelson Davis, QA/QC; Mike Bowen, Survey & Mapping; Kirk Smith, Stormwater; Elizabeth Gibson, Landscape Architect

Previous Related Projects (Continued)

On-Call Small Drainage Services, Tukwila, WA (1994 - 2015)

Ryan Larson, City of Tukwila, Surface Waster Management Engineer, 206.431.2456

Projects have been completed on time and within budget.

KPG has prepared PS&E for the City of Tukwila's annual small drainage projects every year, since 1994. Project scopes vary greatly and are typically identified by Citizen Action Requests and concerns discovered by City maintenance crews. Over the past 18 years, KPG has completed plans for over 100 locations to remedy local flooding, pipe failures, slope failures, stream bank erosion, fish passage improvements, treatment and water detention repair, and extension of existing drainage facilities. Work also included preparation of design reports for regional problem areas, community involvement with citizens and local business owners, easement coordination and permit acquisition. Numerous tributaries to the Duwamish throughout Tukwila require extensive coordination/mitigation with the Muckleshoot Tribe, Washington Department of Fish and Wildlife, King County Flood District, and the Corps of Engineers on many of these projects.

Project Highlights Include:

- *Storm drainage modifications of upgrades.*
- *Sidewalk and ADA pedestrian upgrades.*
- *Utility coordination*

Key Personnel who worked on this project:
Sam Douglas, Project Engineer, Nelson Davis, Project Manager

Change Order History (Change Happens)

In KPG's 26 year history, we have never had a claim resulting from errors/omissions on any of our projects. That said, our projects have experienced change orders which generally originated from three primary areas:

- *Change initiated by the owner*
- *Changes due to changed conditions*
- *Changes due to non-availability of specified materials*

Change happens! At KPG, change management is a primary responsibility of our Project Managers. We know it is not a matter of whether or not change will happen on a project, but rather how effectively the team manages the change when it occurs.

Our success rate is a direct result of our scope, budget and schedule tracking mechanisms which we implement on each project. In order to identify change in a project, you must start with a thorough scope description of all proposed improvements. With this, any project shortfalls or additional work can be identified early in the design process. Our policy is to inform the Client as soon as change becomes evident. By doing this, we allow maximum opportunity to revise work efforts to minimize the effect of change.

On the few KPG projects where budgets were increased or schedules extended to accommodate change, this was done only after careful analysis by ourselves and the client and every effort made to minimize or eliminate the impacts. With early notice, when staff was required to seek council approval for project changes, the process was handled smoothly and in a timely manner.

Proposed Approach to Achieve the Desired Results

A. Work Plan

KPG will work collaboratively with City staff to develop a detailed work plan to address all necessary project elements for successful completion of the Clyde Hill Sidewalk Improvements Program. Our team will be led by Sam Douglas, our Project Manager. He will be personally responsible for delivering a quality design and analysis to the City, and will work closely with Mitch and Craig to develop the work plan and provide regular updates throughout the implementation. Our anticipated work plan will focus on the following major elements:

Survey and Mapping

KPG will work with internal field surveyors and survey technicians to accurately survey all the project areas within one basemap. Additionally, with approval from the city, KPG can utilize basemaps from prior projects in conjunction with new survey to create a final and accurate basemap of the three project sites. We will also work with APS to perform utility potholes, which are incorporated into the base maps for analysis and resolution of underground utility conflicts during the design phase.

Survey & Mapping

Geotechnical Investigations

Geotechnical support for the project will be provided by Bryan Hawkins at HWA Geosciences. Bryan's local experience on the 84th Ave NE Improvements project (Phase I) will help us more efficiently investigate Project #3 (84th Ave Sidewalk) and the soils abilities to infiltrate. The only geotechnical investigations we anticipate are infiltration testing along Project #3 (84th Ave Sidewalk). The area along Project #3 is mapped as advance outwash, which typically consists of clean to slightly silty, fine to medium sand, with varying percentages of gravel. Although advance outwash isn't always water bearing, it is typically quite permeable. Geotechnical services will address soil infiltration and treatment capacity to support design of a pervious sidewalk.

Photo Rendering of 92nd Avenue NE

Develop Preferred Cross Section and Alignment

KPG has extensive experience in roadway modifications to add new sidewalk to an existing roadway. For sidewalk Projects #1 (NE 24th St.) and #2 (92nd Ave NE) KPG envisions providing a 5' sidewalk, vertical curb and 2' of new pavement with the back of sidewalk at the approximate location of where the edge of roadway currently sits. This route will minimize impacts to the driveways, landscaping, and trees beyond the back of existing sidewalk. For sidewalk project #3 (84th Ave NE) KPG envisions a 5'-6' pervious sidewalk to replace the existing 4' concrete sidewalk that currently exists. Below are a few key elements to consider when we're developing the cross section.

- *Maintaining / Improving accessible pedestrian routes.*
- *Preserving the existing trees.*
- *Storm Sewer modifications.*
- *Preserving existing mailboxes.*

Storm Sewer Modifications

Stormwater management goals for this project are to provide minor modifications to the existing storm sewer system that coincide with the proposed roadway improvements, meet current City standards, and address existing surface drainage issues identified by City staff in conjunction with KPG.

Existing Storm Sewer

Proposed Approach to Achieve the Desired Results (Continued)

Utility Coordination

KPG has established strong working relationships with all of the private utility providers along these roadways. We work closely with utility owners to make sure that conflict resolutions are addressed in the design stage in order to minimize delay and costs during construction.

The Clyde Hill Sidewalk Improvements Program will require working in and around numerous utilities including: Bellevue Water and Sewer, PSE power and gas, and CenturyLink and Comcast communications. KPG will coordinate with the franchise utilities regarding the impact/requirements to these transmission/communication facilities during construction.

Utility Coordination

Property Owner Coordination

Many of the properties adjacent to these sidewalk projects have access through these proposed sidewalks. KPG has abundant experience working with property owners and will assist the city of Clyde Hill in working with local residents and informing them about the upcoming projects.

B. PROJECT MANAGEMENT

KPG's project success is a result of developing a partnering atmosphere with clients, citizens, utility owners, and permitting authorities throughout the project development process. Early identification of the key players and regular, consistent communication is critical in developing well-received projects that are completed on time and within budget. Over the past 25 years, we have completed 95% of our projects on time and within budget.

C. QUALITY DESIGN

Our Project Team brings decades of experience in developing plans, specifications, and cost estimates for exactly this type of corridor project. All of our team members bring construction experience to their design efforts in order to provide quality designs that can be constructed on time and within budget. We see the primary keys to providing a quality design for the Clyde Hill Sidewalk Improvements Program as:

- Regular budget and schedule monitoring.
- Gaining consensus on the preferred alternative.
- Early identification of concerns and regular coordination with utility owners.
- Regular coordination with City staff and utilities on meeting big picture goals.
- Consistent communication with property owners and community groups.

A testament to this quality is the fact that all of our corridor improvements, overlay programs, sidewalk projects, and coordination efforts with Clyde Hill since 2011 have led to a successful end product. A call to any of the references included in this proposal will verify this level of commitment to quality with all of our project assignments

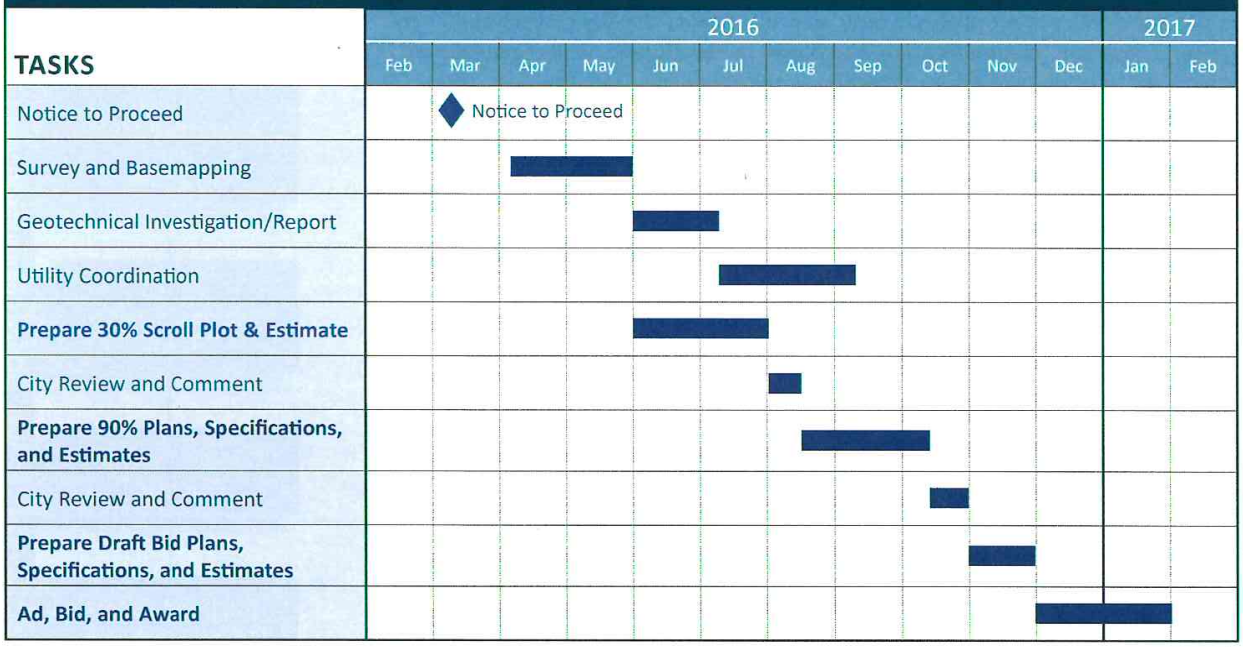
Demonstrated Interest and Unique Ability to Work Effectively with City Staff

Over the past 5+ years KPG staff members have been actively involved with Clyde Hill improvement projects. We understand your project implementation process and have worked effectively with City staff. We believe our team is to the point of truly acting as an extension of your staff. In addition to this, we have a strong working relationship with the Transportation Improvement Board (TIB), Washington State Department of Ecology, and all affected franchise utility providers, this experience will ensure funding goals are met and that the utility coordination process will run smoothly.

Ability and Commitment to Perform Projects Within Desired Schedule

We believe that meeting a schedule starts with the project manager who prioritizes project tasks to fulfill project commitments and has the exact experience necessary for each project. For the Clyde Hill Sidewalk Improvements Program, maintaining the project schedule requires forming a partnership between KPG and the City of Clyde Hill. All parties need to be involved in the development of the schedule, and kept up-to-date of changes through the design process to ensure these projects are completed on time and within budget we propose the following schedule.

CLYDE HILL SIDEWALK PROJECTS & ON-CALL ENGINEERING SERVICES



The KPG Team fully commits to this schedule and guarantees the staffing and resources are available to fulfill the obligations of this project. The KPG Team is also able to fulfill On-Call Services as Clyde Hill needs them complete. In our 25 year history, 95% of our projects have been completed on time and within budget.

Special Qualifications or Characteristics that May Provide a Unique Match with the Cities' Needs and Objectives

Special qualifications our team brings to the table include:

- *Familiar with TIB and Washington State Department of Ecology Funding Requirements*
- *From other projects we have worked on, we have extensive experience with porous pavements, sidewalks, and pavers. In fact, through utilizing these materials on other projects, we have received GreenRoads Certification on four projects in the recent past.*
- *We having recently worked on 92nd Ave NE Sidewalk improvements. From this experience, we:*
    - Have developed clear lines of communication with all the franchise utilities and postal service.
    - Know that cement treated base exists underneath the roadways
    - Know that preserving trees, landscaping and mailboxes behind the back of new sidewalk is a priority.
- *We currently have contracts for On Call-services with 15 Clients including the Cities of Bellevue, Des Moines, Fife, Puyallup, Tacoma, Island County, Auburn, Olympia, Edmonds, Sumner, SDOT, SPU, Everett, and King County.*

Knowledge of and Specific Experience with Local Conditions and Regulations

Our past work experience with Clyde Hill gives our team members a complete understanding of the local conditions and regulations that will be involved with this project.

Our past experience includes

- 84th Avenue NE Phase I.
- 92nd Avenue NE Sidewalk.
- NE 24th Street Sidewalk.
- 2011 & 2014 Street Overlay Programs.

From this experience we know:

- Your expectation of Consultants.
- Your project implementation process.
- The level of community involvement.
- The level of interest in your projects shown by your residents.
- Your design standards.
- How you deal with franchise utilities located within your right of way.

We have routinely designed sidewalk projects using the following codes and standards that will likely be applicable to the Clyde Hill Sidewalk Improvement Program. These include:

City of Clyde Hill

- Title 12 - Streets, Sidewalks
- 2 Public Places Code
- Zoning code
- Stormwater Drainage Guidelines and Management Program
- Ordinance 821
- Stormwater Management Program
- Stormwater Detention Calculations

AASHTO

- A Policy on Geometric Design of Highways and Streets
- Roadside Design Guide

FHWA

- Manual on Uniform Traffic Control Devices including Washington State Amendments
- ADA / PROWAG Design Requirements

WSDOT

- Local Agency Guidelines
- Qualified Projects List
- General Special Provisions and Amendments
- 2016 Standards Specifications for Road, Bridge, and Municipal Construction

Utility Standards

- Puget Sound Energy (power & gas)
- Bellevue Utilities (Sewer & Water)
- Century Link
- Comcast

CITY OF Clyde Hill

9605 NE 24th Street • Clyde Hill, Washington 98004
425-453-7800 • Fax: 425-462-1936 • www.clydehill.org

TO: **Mayor & Council**

FROM: **John Greenwood**

DATE: **February 29, 2016**

RE: **Cooperative Purchasing Venture (CPV) Program - Minnesota**

BACKGROUND:

Over the years the City has developed and revised policies/guidelines used for the purchase of other supplies, materials, equipment and services. A notable policy change took place a few years ago when the City Attorney revised the City's Purchasing Policy to cover the basic procedures and options for the staff to consider when making purchases of goods and services. An important element to that Policy provides guidance pertaining to purchases through arrangements with other entities. The City has entered into various agreements with other entities relating to the purchase of supplies, materials, and equipment:

- ILA with the City of Bellevue that enables both entities to purchase from any of each other's contracts that were awarded based on a bid.
- Cooperative Agreement with King County Directors' Association (KCDA) authorizing the City to purchase supplies, equipment and materials through the bulk purchasing power of the Association.
- ILA with the State that allows Clyde Hill to utilize any of the State's standing contracts for supplies, materials, and equipment.

The attached agreement with Minnesota's Material Management Division (MMD) allows the City to make purchases through this entity. The attached agreement does not cost the City any money to benefit from the negotiated purchasing opportunities when or if the opportunity arises…it's merely another purchasing option for the City to consider. Although not officially a member yet, the City has already received a benefit of considering this agreement – it has received a discount of approximately 35% off of the Microsoft Surface 3 Pros that will be used by the Council for its shift to paperless agendas.

COUNCIL'S DECISION:

Consider a motion to authorize the Mayor to enter into an agreement with the Materials Management Division of the State of Minnesota for the purchase of supplies, materials, and equipment.

Admin Minnesota
MATERIALS MANAGEMENT DIVISION
Cooperative Purchasing Venture

City of Clyde Hill
FEB 24 2016
Permit #

February 17, 2016

John Greenwood
City of Clyde Hill
9605 NE 24th St
Clyde Hill, WA 98004

On behalf of the Materials Management Division (MMD), welcome to the Cooperative Purchasing Venture (CPV) program. Enclosed please find one copy of the Cooperative Purchasing Agreement (two-sided form). Any previous agreement is void.

The agreement becomes effective after signature by both parties, and remains in effect until canceled by either party (with 30 days written notice).

PLEASE HAVE THE AGREEMENT SIGNED BY AN AUTHORIZED PERSON AND RETURN THE ORIGINAL TO SHERRY BROWN. A FULLY EXECUTED COPY WILL BE SENT TO YOU FOR YOUR RECORDS.

Along with your executed copy, you will receive your CPV permit number/security access code. Your access code enables you to utilize MMD's website to access information on all contracts available to CPV members.

When placing orders with contract vendors, be sure to reference the applicable State of Minnesota contract number to ensure you receive the State contracted pricing.

If you have any questions regarding registration, please call me at 651.201.2404. If you have any questions regarding contract information, please call the MMD HelpLine at 651.296.2600.

Sincerely,

Sherry L. Brown

Sherry L. Brown
Business Administrator

Enclosure

112 Administration Building / 50 Sherburne Avenue / St. Paul, MN 55155
Phone: 651.201.2404 / Fax: 651.297.3996 / Email: Sherry.Brown@state.mn.us
Persons with a hearing or speech disability may contact us by calling Minnesota Relay at 711

The Department of Administration is an Equal Opportunity Employer

COOPERATIVE PURCHASING AGREEMENT

Under the Authority of Minnesota Statutes § 16C.03, Subdivision 10
and
Minnesota Statutes § 471.59, Subdivision 1

This Joint Powers Agreement is between the State of Minnesota, through its commissioner of Administration, Materials Management Division ("Division") and

CITY OF CLYDE HILL ("Authorized Entity").

Pursuant to Minn. Stat. § 16C.03, subd. 10, the Division acquires various supplies, commodities, equipment, and services for state agencies and governmental units (as defined in Minn. Stat. § 471.59, subd. 1) through competitive bidding or requests for proposals. The Division, through Minn. Stat. § 16C.11, and the Authorized Entity wish to combine their purchasing functions, as specifically provided below, so that the Authorized Entity may avail itself of the prices which have been agreed upon by the Division and its vendors.

The parties agree as follows:

1. *Term*. This joint powers agreement will be effective on the date State obtains all required signatures under Minn. Stat. § 16C.05, subd. 2, and remains in effect until canceled by either party upon 30 days' written notice to the other party.

2. *Services*. The Division will make its contracts for commodities and services, as listed on the State of Minnesota's Contract Index, available to the Authorized Entity.

3. *Use of Division Contracts*. To purchase commodities or services from the Division's contracts, the Authorized Entity must issue a purchase order in accordance with the terms and conditions of the Division's contracts and any requirements applicable to the Authorized Entity's governing body. The Authorized Entity must send purchase orders directly to the applicable vendor and will make payments directly to the vendor in accordance with its established procedures and terms of the Division's contract. The Authorized Entity will not use the goods available under the Division's contracts for the purposes of resale. The Authorized Entity must be the end user of the goods purchased.

4. *Liability*. The Authorized Entity agrees that neither the Division nor its employees personally assume responsibility or liability for any amounts due or claimed to be due pursuant to any purchase order entered issued by the Authorized Entity. The Authorized Entity will indemnify, save and hold harmless the Division and its employees from any loss, damage or

COOPERATIVE PURCHASING AGREEMENT

Under the Authority of Minnesota Statutes § 16C.03, Subdivision 10
and
Minnesota Statutes § 471.59, Subdivision 1

expense, including payment of attorney fees allowable by law, which arise or may arise from the Authorized Entity's use of this joint powers agreement and from any dispute or claim arising from any transaction between the Authorized Entity and the Division's vendors, whether or not the loss, damage, dispute or claim arises during or after the period of this cooperative agreement. The Division's liability will be governed by the provisions of Minn. Stat. § 3.736.

CITY OF CLYDE HILL

"Authorized Entity certifies that the appropriate person(s) have executed this cooperative agreement on behalf of the Authorized Entity as required by applicable articles, bylaws, resolutions or ordinances."

By:

_____
(Authorized Signature)

_____
(Title)

_____
(Address)

_____
(Date)

STATE OF MINNESOTA

"By Delegation"

By:

_____
Materials Management Division

_____
(Date)

Permit Number/Access Code:

_____

CITY OF Clyde Hill

9605 NE 24th Street • Clyde Hill, Washington 98004
425-453-7800 • Fax: 425-462-1936 • www.clydehill.org

TO: **MAYOR AND COUNCIL**

FROM: **Mitch Wasserman**

DATE: **March 4, 2016**

RE: **ADMINISTRATOR'S REPORT**

FINANCIAL INFORMATION

Attached, you'll find the February monthly operating report and a memo from John pointing out some of the financial highlights for the month. Also attached is a home sales report detailing the recent Clyde Hill sales and some related comparative information.

SPRING CLEANING – SPECIAL COLLECTION EVENT – April 21st & 22nd

The date for the Annual Spring Clean-Up Event is confirmed. Mark your calendars and gather up all your "extra stuff" for April 21st & 22nd. Your specific date will depend on your normal pick-up day. A reminder was distributed in the most recent City Newsletter.

LOTS OF PROJECT PROGRESS – Important projects moving forward

With the help of John Greenwood, we are making great progress at moving a number of important City priorities. January and February were filled with developing requests for proposals, soliciting the proposals, reviewing the proposals, interviewing finalists, negotiating contracts/scope of services, developing contracts and ultimately securing Council approval. That's just what was needed to get the project started!

With John's help, the staff will continue to monitor and manage the progress of the approved projects and begin the second wave of projects that were budgeted…stay tuned.

84th STORMWATER QUALITY/SIDEWALK GRANT – Bad News

Last year the City applied for and received a $150,000 grant from the Department of Ecology to design low impact development (LID) stormwater facilities that included replacing the existing sidewalk on 84th Avenue. The City was about to offer KPG a contract to help with these designs at the March meeting. Unfortunately, this project is now on indefinite hold. The State receives funding for this program through a source that generates revenue through the sale of oil. Since the quantity and price have decreased, so has the funding for this program to the point that the State is now looking at a $100M shortfall. We have provided the State with a project ready engineer and a cost of $100,000 vs. $150,000 to see if we could make any revised list of projects. The State is in the process of re-evaluating its options.

SUPREME COURT HEARING – Clyde Hill vs. New Cingular Wireless
On February 23rd, the Supreme Court heard the City of Clyde Hill vs. New Cingular Wireless case. Our attorneys thought it went well. If you would like to see the approximately 45 minutes hearing yourself, use the link below:

http://www.tvw.org/watch/?eventID=2016021269

Their decision will be made within about 3 to 17 months, depending upon how unanimous their decision actually was…stay tuned

ULP HEARING DATE – Clyde Hill vs. Teamsters
Unfortunately the City and the State were unsuccessful in their attempt to schedule a mediation discussion with the Teamsters to resolve the pending unfair labor practice. As a result, the hearing to discuss the ULP is scheduled to take place April 26th/27th.

POLICE OFFICER TESTING – Looking for some good people to fill 3 slots
The police have gathered 20 applications to fill 3 vacant officer positions. Later this month the 20 applicants will take physical and written tests. Those passing both tests will move on to oral interviews with two police representatives, a resident from Clyde Hill and a resident from Yarrow Point. After these interviews, the Clyde Hill Civil Service Commission will also have the opportunity to interview the successful candidates. The top candidates will undergo a thorough background investigation. After all the results are tabulated, the Chief will make his hiring recommendations to the Mayor and City Administrator. At this time, we anticipate completing this process and hiring 3 new officers this May.

TRAFFIC STUDY – Data collection underway
On February 29th, our consultants began collecting traffic data for our joint traffic study. If you see strange looking devices on the streets and in some key intersections…you've just been counted. We expect to have some preliminary discussions about the data later in April.

ROUNDABOUT WORK – A few tweaks to handle the trucks
In this agenda packet are some plans/drawings of a few minor changes to the roundabouts at 84th and 92nd. The changes extend a few key areas with textured concrete so that larger vehicles can better make those turns. We are waiting for the conclusion of a WSDOT/Yarrow Point discussion about the plans before responding to their request.

SR 520 GRAND OPENING – April 2-3
Also in this agenda packet is some specific information about the State's plans for the SR 520 grand opening. There is a lot of activity planned and about 50,000 people expected to participate! It's hard to believe we finally reached a grand opening after more than 15 years of meetings, discussions, planning and construction…

CITY OF Clyde Hill

9605 NE 24th Street • Clyde Hill, Washington 98004

To: Mayor and City Council

From: John Gagan, Finance Manager

Date: March 4, 2016

RE: February 29, 2016 Financial Report

Current financial highlights for the City include:

Total Operating Revenues through the first two months of the new fiscal year are $135,923 more than our budget year to date expectations. All revenue categories are looking good with Wireless Communication Facility Leases and Other Penalties having a noteworthy story. Similar to last year involving Sprint, this year AT&T paid their wireless communication facility leases late and incurred a penalty. The amount for both their rent due in 2015 that was received in January, 2016 along with their late payment penalty came to $34,386 each.

Development Revenues are ahead of budget expectations by $24,036 after the first two months of the fiscal year. As of the end of February, 2016, there has been 1 new home building permit issued, 4 new homes ready to be issued and another 8 new homes in the plan check review process. The building permit fee is paid when the permit is issued. The initial plan check fee is paid at application based on the builder's estimate of the new home's valuation. Typically, the new home valuation is set low by the applicant and is corrected by the City's Building Official during the plan check review process and paid when the building permit is issued.

Other Operating Revenues include $15,000 from the sale of the surplus public works truck to the Town of Yarrow Point and $6,284 from the auction of a surplus police vehicle (better than expected).

Expenditures are in line with 2016 budget expectations with one exception. The over-run being shown for the Salaries & Benefits line item in the General Government section is due to the new Assistant City Administrator position. This expenditure will be more than off-set by the budgeted intern position that will not be filled and the time it takes to hire a new authorized public works employee and three police officers.

Banking & Investment Update:

- In response to changes at Bank of America, the City is looking to send out an RFP (Request for Proposal) to acquire banking services from a new provider.
- Interest rates are rising. The City's net earnings rate at the Local Government Investment Pool (LGIP) managed by the State Treasurer's Office ended February, 2016 at 0.42%. This rate has increased 25 basis points since November, 2015.
- The City's Investment Committee is planning to meet prior to the end of March, 2016.

Monthly Operating Report
City of Clyde Hill, Washington
For February, 2016

2015 YTD		February 2016	ACTUAL YEAR TO DATE	BUDGETED YEAR TO DATE	VARIANCE Favorable vs (Unfavorable)	2016 BUDGET
6,592,753	*Beginning Fund Balance*	8,108,642	7,882,164	7,882,164	0	7,882,164
23,976	Property Taxes	20,321	23,023	23,483	(460)	1,011,500
72,332	Sales Tax	45,330	84,713	68,051	16,662	430,000
215,071	Utility Taxes/Franchise Fees/Bus Licensing	76,801	226,974	220,237	6,737	802,500
114,748	Development Revenues	42,053	98,667	74,631	24,036	491,985
9,820	Motor Vehicle Revenues	5,306	10,267	10,230	37	65,000
1,582	Federal & State Shared Revenues	114	3,314	1,587	1,727	34,700
95,058	Services to Other Communities	0	110,394	103,600	6,794	414,400
133,944	Traffic Fines and Other Penalties	39,084	50,403	15,066	35,337	82,500
1,302	Investment Income	2,339	4,608	1,968	2,640	15,100
80,249	Wireless Communication Facility Leases	0	34,386	0	34,386	211,500
3,038	Other Operating Revenues	24,602	26,361	18,333	8,028	35,000
751,120	**Total Operating Revenues**	**255,950**	**673,110**	**537,186**	**135,923**	**3,594,185**
57,994	Restricted Funds - Real Estate Excise Taxes	22,102	97,813	52,654	45,159	600,000
59,725	Restricted Funds - Other Revenues	9,425	17,595	14,825	2,770	455,350
868,839	**Total Revenues**	**287,477**	**788,518**	**604,665**	**183,852**	**4,649,535**
	General Government					
4,383	Legislative & Executive Administrative	2,063	4,383	6,917	2,533	41,500
70,794	Salaries & Benefits	44,494	87,159	80,250	(6,909)	481,500
0	Legal Services	3,283	3,283	12,500	9,217	75,000
56,445	Insurance	0	58,570	58,575	5	59,000
0	Equipment Replacement	0	0	0	0	0
23,365	Other Expenses	8,457	26,651	31,067	4,416	126,400
154,987	**Total General Government**	**58,297**	**180,045**	**189,308**	**9,263**	**783,400**
	Law Enforcement					
183,274	Salaries & Benefits	84,970	170,346	215,833	45,487	1,295,000
5,540	Prosecutor & Filing Fees	5,270	5,270	18,167	12,897	109,000
21,660	NORCOM Dispatch & Jail Expense	97	18,245	23,588	5,343	104,350
1,480	Equipment Replacement	138	138	150	12	42,000
3,602	Other Expenses	4,829	5,067	12,783	7,716	76,700
2,868	Restricted Funds- Criminal Justice	2,008	3,436	13,233	9,797	79,400
218,423	**Total Law Enforcement**	**97,313**	**202,503**	**283,754**	**81,251**	**1,706,450**
	Public Works					
77,772	Salaries & Benefits	41,319	82,218	102,375	20,157	614,250
0	Equipment Replacement	0	0	0	0	0
2,850	Street Utilities & Maintenance	3,311	3,351	9,917	6,566	59,500
7,722	Other Expenses	1,160	7,845	12,525	4,680	75,150
0	Building Official Services	0	0	500	500	3,000
5,636	Restricted Funds - Construction	4,289	4,289	4,300	11	920,000
5,081	Limited Purpose Funds - Other Expenditures	21,623	21,623	21,650	28	753,500
99,061	**Total Public Works**	**71,701**	**119,325**	**151,267**	**31,942**	**2,425,400**
	Other					
0	Fire Services Contract & Medic One	0	0	0	0	617,600
0	Limited Purpose Funds - Regional Issues	0	0	0	0	15,000
0	**Total Other**	**0**	**0**	**0**	**0**	**632,600**
472,471	**Total Expenditures**	**227,310**	**501,873**	**624,329**	**122,456**	**5,547,850**
6,989,122	*Ending Fund Balance*	**8,168,809**	**8,168,809**	**7,862,500**	**306,308**	**6,983,849**

Summary for February, 2016	*General Fund*	*Reserve Fund*	*Project Fund*	*ALL FUNDS*
Beginning Fund Balance	**387,790**	**3,186,477**	**4,534,375**	**8,108,642**
REVENUES	255,950	0	31,527	287,477
EXPENDITURES	199,252	0	28,058	227,310
Surplus of (Deficit):	56,698	0	3,469	60,167
Total Transfer-Ins	0	0	0	0
Total Transfer-Outs	0	0	0	0
Fund Equity:	**444,488**	**3,186,477**	**4,537,844**	**8,168,809**
Trust and Agency Fund Balance	0	0	319,289	319,289
Ending Fund Balance (Total Cash & Investments)	**444,488**	**3,186,477**	**4,857,133**	**8,488,098**

COMBINED BALANCE SHEET - ALL FUND TYPES
CITY OF CLYDE HILL, WASHINGTON
As of February 29, 2016

	GOVERNMENTAL FUND TYPES				
	General	Reserve	Projects	Trust & Agency	2015 TOTALS
ASSETS					
Cash and Cash Equivalents	444,488	2,433,185	4,537,844	314,478	7,729,995
Investments, at Principal Value	0	753,292	0		753,292
Accounts Receivable	0	0	0	4,811	4,811
Subtotal	**444,488**	**3,186,477**	**4,537,844**	**319,289**	**8,488,098**
Equipment					607,100
Land					257,011
Buildings					1,057,167
Total Assets	**444,488**	**3,186,477**	**4,537,844**	**319,289**	**10,409,376**
LIABILITIES AND FUND BALANCES					
Liabilities					
Due to Other Governmental Units	0	0	0	14,350	14,350
Customer & Employee Deposits	0	0	0	309,749	309,749
Total Liabilities	**0**	**0**	**0**	**324,100**	**324,100**
Fund Equity					
Investment in Fixed Assets					**1,921,278**
Total Fund Equity (Cash Basis)	**444,488**	**3,186,477**	**4,537,844**	**(4,811)**	**8,163,998**
Total Liabilities and Fund Equity	**444,488**	**3,186,477**	**4,537,844**	**319,289**	**10,409,376**

Cash and Cash Equivalents + Accounts Receivable	
Bank of America-Operations Checking	100,975
Bank of America-Payroll Checking	377,814
Petty Cash	325
Washington State Investment Pool (LGIP)	7,255,691
Deposit in Transit	0
	7,734,805
Investments, at Principal Value	
WSECU @ 0.310% APY due 06/19/15	250,000
Umpqua Bank - Public MM Account @ 22 bps	503,292
	753,292
Total Cash & Investments by Bank Accounts	**8,488,098**

State of Washington
Date: 03/01/2016 7:43 am

Treasury Management System
ReportID: LgipStatement

Local Government Investment Pool

Statement of Account for No: 00390

February 2016

Primary Account

CLERK-TREASURER
CITY OF CLYDE HILL
9605 NE 24TH ST
CLYDE HILL, WA 98004-8004

Date	Description	Comment	Deposits	Withdrawals	Balance
02/01/2016	Beginning Balance				6,918,196.30
02/02/2016	Direct Deposit		216.66		6,918,412.96
02/05/2016	Direct Deposit		239.58		6,918,652.54
02/09/2016	Direct Deposit		225.00		6,918,877.54
02/12/2016	Direct Deposit		175.00		6,919,052.54
02/16/2016	Direct Deposit		75.00		6,919,127.54
02/19/2016	Direct Deposit		125.00		6,919,252.54
02/23/2016	Direct Deposit		25.00		6,919,277.54
02/25/2016	Direct Deposit		50.00		6,919,327.54
02/26/2016	Deposit		275,000.00		7,194,327.54
02/29/2016	Direct Deposit		59,041.44		7,253,368.98
02/29/2016	Month End Balance				7,253,368.98
	February Earnings	Daily Factor Earnings	2,322.09		
	Net Ending Balance				7,255,691.07

Account Summary

Beginning Balance:	6,918,196.30	Gross Earnings:	2,375.76
Deposits:	335,172.68	Administrative Fee:	53.67
Withdrawals:	0.00	Net Earnings:	2,322.09
Month End Balance:	7,253,368.98		
Administrative Fee Rate:	0.0097 %	Net Ending Balance:	7,255,691.07
Gross Earnings Rate:	0.4297 %		
Net Earnings Rate:	0.4200 %	Average Daily Balance:	6,958,948.80

WSECU
PO BOX WSECU | OLYMPIA, WA 98507
WSECU.ORG | 800.562.6699

Account Number: XXXXXX8278
Statement Date: 12/15/15 - 01/14/16
Page 1 of 2

CITY OF CLYDE HILL
MITCH WESSERMAN
9605 NE 24TH ST
CLYDE HILL, WA 98004-2141

6661

CHECKING

ID 09: MONEY MOVER CHECKING

Date	Transaction Description		Balance
12/15/15	**Beginning Balance**		307.83
12/31/15	Deposit Transfer From Share 31	63.70	371.53
01/14/16	**Ending Balance**		371.53

1 total deposits: 63.70

Rewards Summary

To view your current Reward point totals and the Rewards Terms & Conditions, please visit wsecu.org or call 888.529.6288 24 hours a day, 7 days a week.

09 - MONEY MOVER CHECKING ACCOUNT SUMMARY

DEPOSITS

Date	Amt
12/31	63.70

SAVINGS

ID 01: REGULAR SAVINGS

Date	Transaction Description	Balance
12/15/15	**Beginning Balance**	5.00
01/14/16	**Ending Balance**	5.00

YTD Dividends Paid: 0.00

CERTIFICATES

ID 31: 12 MO $1000 MIN

Date	Transaction Description		Balance
12/15/15	**Beginning Balance**		250,000.00
12/31/15	Deposit Dividend 0.300%		
12/31/15	Annual Percentage Yield Earned of 0.300% from 12/01/15 to 12/31/15	63.70	250,063.70
12/31/15	APYE Average Daily Balance: 250,000.00		

To Report a Lost or Stolen ATM/Debit/Credit Card: 866.861.5416
Visit us at wsecu.org

MPQUA BANK

December 31, 2015 Page: 1 of 2

Customer Service:
1-866-486-7782

CITY OF CLYDE HILL
9605 NE 24TH ST
CLYDE HILL WA 98004-2150

UB

Last statement: November 30, 2015
This statement: December 31, 2015

See how Umpqua associates give back at umpquabank.com/connect

PUBLIC FUNDS MONEY MARKET

Account number	0973714413	Beginning balance	$503,198.38
Low balance	$503,198.38	Additions/Deposits	$94.03
Average balance	$503,198.38	Withdrawals/Subtractions	$0.00
Interest paid year to date	$1,113.48	Ending balance	$503,292.41
Interest earned	$94.03		

Other Deposits/ Additions

Date	Description	Additions
12-31	Interest Credit	94.03
Total Other Deposits/ Additions		$94.03

Daily Balances

Date	Balance	Date	Balance
11-30	503,198.38	12-31	503,292.41

Interest Information

Annual percentage yield earned	.22%
Interest-bearing days	31
Average balance for APY	$503,198.38
Interest earned	$94.03
Interest paid year to date	$1,113.48
Statement period	12/01 to 12/31

WSECU

Account Number: XXXXXX8278
Statement Date: 12/15/15 - 01/14/16
Page 2 of 2

Date	Transaction Description		Balance
12/31/15	Withdrawal Transfer To Share 09	-63.70	250,000.00
01/14/16	**Ending Balance**		250,000.00

1 total deposits: 63.70
1 total withdrawals: -63.70
YTD Dividends Paid: 0.00
12 MO $1000 MIN matures on: 06/19/16

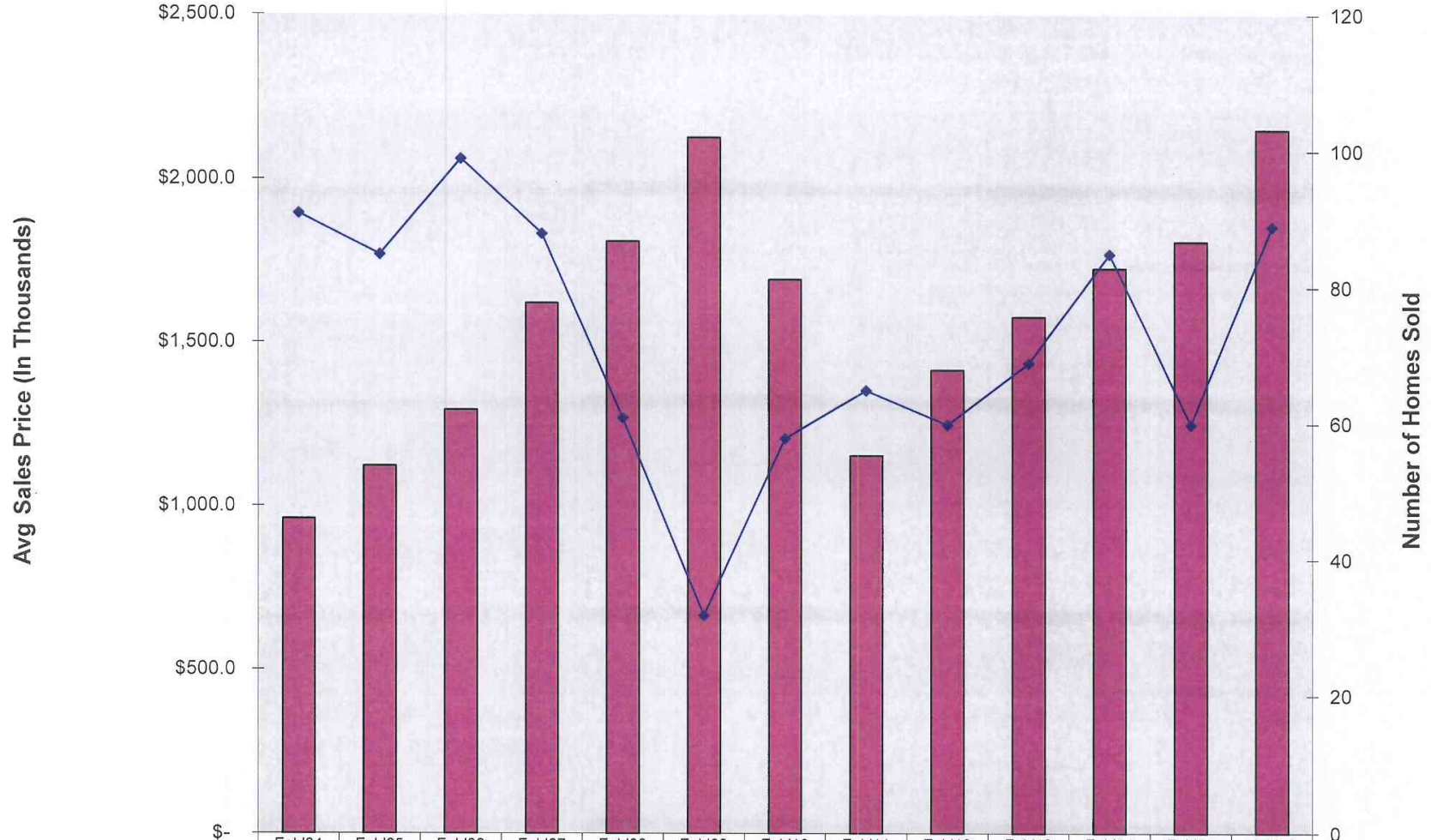
Total value of certificate(s): $250,000.00

YEAR TO DATE SUMMARY

End Statement

The total combined balance of your IRA Shares and IRA Certificates as of Dec. 31, 2015 is your Fair Market Value (FMV). The FMV of your IRA will be furnished to the Internal Revenue Service.

Year Over Year Comparison of Average Sales Price to Number of Homes Sold



	Feb'04	Feb'05	Feb'06	Feb'07	Feb'08	Feb'09	Feb'10	Feb'11	Feb'12	Feb'13	Feb'14	Feb'15	Feb'16
12 Mnth Mov Avg Sales Price	$961.2	$1,122.6	$1,293.8	$1,620.2	$1,809.6	$2,126.6	$1,692.7	$1,154.4	$1,415.8	$1,577.8	$1,725.7	$1,807.7	$2,149.7
12 Mnth Number of Homes Sold	91	85	99	88	61	32	58	65	60	69	85	60	89

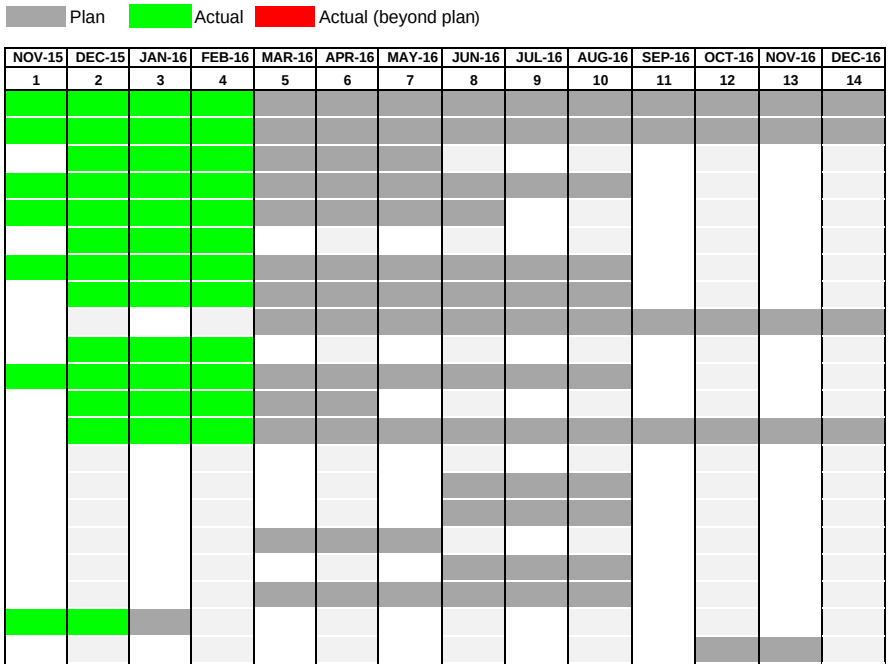
Sales Price is stated in Thousands of Dollars

2016 YTD Real Estate Transactions
City of Clyde Hill, Washington

Tax Parcel	Street Address	Sale Date	Sale Amount	Assessed Value	REET Paid To Clyde Hill	Document Type	Recording Date	Seller's Last Name	Seller's First Name	Buyer's Last Name	Buyer's First Name
9806000050	2790 91st Pl NE	1/4/16	$ -	$ -	$ -	QCD	12/28/15	DY	CHERRIE ROSE TAN	DY	CHERRIE ROSE TAN
8084400325	9705 NE 27th St	1/15/16	$ 1,200,000	$ 773,000	$ 5,922	WD	1/8/16	SOLKOVER	MARK GREGORY	WILLIAM E BUCHAN INC	
8084400236	9605 NE 26th St	1/15/16	$ -	$ -	$ -	QCD	12/28/15	ELANGO	PITCHAI	EMME SAMMAMISH LLC	
3174600020	8410 NE 27th Pl	1/20/16	$ -	$ -	$ -	QCD	12/18/15	BRADY	GARY P	BRADY	GARY P
8084400135	9614 NE 25th St	1/20/16	$ 1,100,000	$ 835,000	$ 5,429	WD	1/20/16	WYLIE	THOMAS C	CHEERLIGHT MANAGEMENT GROUP LLC	
8085400105		1/28/16	$ 2,165,000		$ 10,684	WD	1/13/16	CHATFIELD	CARL S	SUN	JIAN
		Jan'15 Subtotal	$ 4,465,000	$ 1,608,000	$ 22,035	3					
9290900010	8708 NE 20th St	1/22/16	$ 1,750,000	$ 1,674,000	$ 8,636	WD	2/4/16	LAUCKS	MARY	SKARIA	SIMON
7490000070	1526 90th Pl NE	2/8/16	$ -	$ -	$ -	WD	2/12/16	MAURITZEN	IRIINA N	MAURITZEN	IRINA N
1648000060	2315 86th Ave NE	2/10/16	$ 1,750,000	$ 1,707,000	$ 8,636	WD	2/16/16	JENKIN	PETER J	ZOU	HENGJI
8084400110	2416 96th Ave NE	2/22/16	$ 2,250,000	$ 1,769,000	$ 11,104	WD	2/26/16	GUTHRIE	SCOTT D	XU	JIANPING
1424200060	9716 NE 14th St	2/12/16	$ 1,448,515	$ 1,145,000	$ 7,148	QCD	2/29/16	JAMES	NANCY L	CARAWAY RUN LLC	
1552100075	9713 NE 13th St	2/23/16	$ 1,450,000	$ 1,178,000	$ 7,156	D	2/29/16	VELIKONJA	MARIA	WHITE TREE LLC	
		Feb'15 Subtotal	$ 8,648,515	$ 7,473,000	$ 42,680	5					

2016 Special Projects

PROJECT	PLANNED START	PLANNED DURATION	ACTUAL START	ACTUAL DURATION
SR-520 Traffic Study	1	14	1	4
84th Signal Upgrade/Overlay Design	1	14	1	4
Hire 5th, 6th, & 7th Police Officers	2	6	2	3
Accelerated Sidewalk Design	1	10	1	4
LED Streetlight Upgrage Project	1	8	1	4
Agenda Management Project	2	3	2	3
2016 Road Overlay Projects	1	10	1	4
Paint City Hall	2	9	2	3
84th Sidewalk/Storm Quality Design	5	10		
Hire 3rd PW Crew Member	2	3	2	3
School Pathway Improvement	1	10	1	4
Storage Project	2	5	2	3
Fire Station RE Evaluator/Advisor	2	13	2	3
Reserve for Fire Station Follow-Up				
Police Vehicle Replacement	8	3		
Entrance Boulder	8	3		
Emergency Message Transmitter	5	3		
Stormwater Plan Follow-Up	8	3		
Easement/ROW Project	5	6		
~~Hire Management Intern~~	~~1~~	~~3~~	~~1~~	~~2~~
LEOFF 1 Liability	12	2		



This tool is used to manage, in an easily visible fashion, the 21 special projects occurring in 2016. The tool indicates when projects begin and end, as denoted by row coloring (green, gray, or red) in conjunction with the column headers (e.g. November 2015). Furthermore, the tool also indicates what portions of a project have been completed on-time (green), what portions of a project have yet to be completed (gray), and what portions what portions have not been completed on-time or are ahead of schedule (red). For example, "Hired 3rd PW Crew Member" indicates that this project was scheduled to start in December 2015, end in February 2016, and that it is currently on-schedule.

Last Updated: March 3, 2016

❖ CLYDE HILL VIEWS ❖

See this newsletter in color at: www.clydehill.org

February 2016

Find us on Facebook

City Staff and Elected Officials

Thank You Randy Jack

Randy Jack has been a dedicated member of the Clyde Hill City Council from 2008 through 2015. He stepped down after completing his last term.

Randy has helped to preserve and enhance the values and the interests of those who live and work in Clyde Hill. Thank you Randy for all your help!

City Council

A warm welcome to Scott Moore (center) as the City's newest council member having been elected to serve beginning in 2016.

Both Mayor George Martin (left) and Council Member Barre Siebert (right) were also elected to serve another term.

Congratulations and welcome back gentlemen!

Congratulations Officer Cobrea

At a recent Council meeting Mayor Martin recognized Police Officer Nathan Cobrea as the City's newest 10-year employee.

Nathan was honored with a City Council Resolution and his name was placed on the Distinguished Public Service Award plaque alongside 15 others who have served the citizens of Clyde Hill for 10 years or more.

When you see Officer Cobrea around the City please thank him for all his hard work in making Clyde Hill a safe place to live.

Traffic Study

Provide Your Opinion

The Cities of Clyde Hill and Medina are conducting a traffic study to help understand how community members access State Route 520 and how freeway congestion influences cut through traffic on City streets.

As part of this study, Clyde Hill is soliciting input from its residents. This survey is voluntary, anonymous and accessible on-line. Information obtained from this survey will be used to help design future transportation plans in and around the area.

The results of this survey will be made available around May. Thank you in advance for taking the time to complete this survey – your input is important!

To take the survey, visit:
https://www.surveymonkey.com/r/clydehill_medina

Upcoming Road Repairs

The following capital improvement projects have been approved by the City Council for this year.

- Road repairs on 84th Ave NE

Repaving:

- Roads in the south half of Aqua Vista
- The west half of 98th Ave; 24th St to 34th St
- The City of Bellevue will be grinding and repaving 92nd , 14th and 15th as the final step in the water main replacement project

Design of new sidewalks (construction in 2017):

- 24th St between 85th Ave and 92nd Ave
- 92nd Ave between 24th St and Points Drive
- 84th Ave between 28th St and 12th St
- Redesign of intersection at 24th St and 84th Ave (to be constructed in 2017)
- Overlay of 84th Ave between 24th St and 28th St (to be constructed in 2017)

Beware of Phone Scams

Recently, Clyde Hill residents have reported receiving scam phone calls regarding the IRS and The US Marshals Service and/or Federal jury duty.

If you receive a suspicious phone call, do not give out personal information or money over the phone, and hang up immediately.

If you are a victim of a telephone scam and you have lost money or have become a victim of identity theft, call 911 to file a police report. If you received a scam phone call, but *did not* give out personal information or money, you can report the phone scam using the following methods:

IRS Scams

The Treasury Inspector General for Tax Administration (TIGTA) encourages taxpayers to be alert to phone and e-mail scams that use the IRS name. The IRS will never request personal or financial information by e-mail, text, or any social media. You should forward scam e-mails to phishing@irs.gov. Do not open any attachments or click on any links in those e-mails. You may also fill out the "IRS Impersonation scam" form on TIGTA's website, www.tigta.gov, or call TIGTA at 800-366-4484. You can also file a complaint with the Federal Trade Commission at www.FTC.gov. Add "IRS Telephone Scam" to the comments in your complaint.

Jury Duty Scam

Remember, neither the U.S. Marshals Services nor U.S. District Court will ever call to ask for payment over the phone for failure to report for jury or grand jury duty. For more information, please visit the court's website:
http://www.wawd.uscourts.gov/

To report a call or get more information about this scam please call our dedicated number: 206-370-8685.

Clyde Hill Views ◊ February 2016

Clyde Hill City Hall:	9605 NE 24th Street Clyde Hill, WA 98004
City Hall Phone:	425-453-7800
City Hall Fax:	425-462-1936
City Hall email:	cityhall@clydehill.org
Hours:	8am - 5pm
Police Department:	
Non-Emergency:	425-454-7187
After office hours:	911
Emergency:	911
Mayor:	George Martin
City Council Members:	Chris Baker, Bruce Dodds, Marianne Klaas, Scott Moore, Barre Seibert
City Administrator:	Mitch Wasserman
Police Chief:	William Archer
Public Works Director & City Engineer:	Craig Olson
Website:	www.clydehill.org
Clyde Hill TV:	Channel #21

City Celebration Dates

Movie Night:
Friday August 19 at dusk

Carnival and lunch:
Saturday August 20, 11am—3pm

Spring Clean-Up Dates

Thursday April 21st
Friday April 22nd

Put out all your extra garbage, yard waste and bulky items for collection on your regularly scheduled pick up day.

CITY OF Clyde Hill

CLYDE HILL VIEWS
9605 NE 24th Street
Clyde Hill, WA 98004

PRSRT STD
U.S. Postage
PAID
Seattle WA
Permit No. 37

Work Hours

Construction, landscaping and all other types of noisy activities are allowed within the City during the following hours:

Monday through Friday 7am—6pm
Weekends and Holidays 10am-4pm

Permits

Most building projects require a permit so call City Hall to ask about your plans before you begin. If a project is stopped because no permit was obtained, fines and penalties may be assessed and your project will be delayed.

Some types of projects do not require review by the City's Building Official. These *over-the-counter* permits can be quickly obtained for the following types of projects. Please call for required inspections.

- Roofing, when sheathing or structure is being changed: $154.50
- Windows or doors being replaced with exactly the same size...no structure is being changed: $104.50
- Mechanical permits for indoor appliances (furnaces, hot water heaters, fans and vents) The fee depends on the type of unit being replaced or installed.

Help prevent flooding!!

Clean off the tops of the storm drains near your home.

CITY OF Clyde Hill

9605 NE 24th Street • Clyde Hill, Washington 98004
425-453-7800 • Fax: 425-462-1936 • www.clydehill.org

Public Works Report – March 2016

In addition to our normal landscape and street maintenance, we had the following activities:

1. John Young and Rich Soloski attended a one-day refresher workshop for building officials on "IBC Structural Plan Reviews". The best slide in the packet was "how to talk to engineers!"

2. Our 84th signal and overlay project has started with the traffic study phase. Equipment has been deployed and is collecting valuable data. You may have seen four evenly spaced rubber tubes across our main streets collecting both vehicle trips and speed. The camera recording devices are collecting data at key intersections in Bellevue and Clyde Hill and will help to determine the number of vehicles and the routes they take. The equipment is attached to signal poles with a solar panel connected to the top of a box holding the cameras.

The KPG survey crews have been busy measuring the 84th street right of way and locating all of the existing streets, sidewalks and utilities within for the alternatives analysis that will need to occur. Craig has been able to locate old project plans within the corridor to assist KPG in their efforts.

The Department of Archaeology and Historic Preservation (DAHP) has reconsidered their preliminary finding and has determined that our project does not need a cultural resources assessment. They are requiring us to be sure to have an inadvertent discovery plan in place, however, on the outside chance that cultural resources appear during our project.

3. We opened bids last week for our 2016 overlay project and the apparent low bidder is Watson Asphalt Paving Company. They have indicated they will proceed as soon as the weather allows. The first work items will be some storm drain piping in Aqua Vista and new ADA compliant sidewalk ramps on 24th at 98th. We are very excited to again work with Watson and hope to get this work completed this spring.

We also solicited for paving contractors separately for city-wide pavement repairs for small patches and potholes to timely perform permanent patches instead of temporary fixes. The best quote was received from AA Asphalting which does a lot of work for Bellevue Utilities and PSE in Clyde Hill. We have a list of projects for them to start on especially 84th north of the signal.

4. We also advertised for consultants to perform our sidewalk design and provide engineering services for the next five years for paving, stormwater and sidewalk projects and KPG was determined to be the most qualified. We interviewed three highly qualified firms that we thought would best meet our needs. In addition KPG brings a lot of additional expertise within their company for structural engineering, landscape design and mapping in case we have a need for those services.

The project to replace the old sidewalk on 84th is on hold after we were informed last week that state revenues are running short to fund the account for our $150,000 Ecology grant and we cannot proceed with an agreement at this time. To help make our project (ranked fourth statewide) even more attractive we told Ecology we could probably do the design for $100,000. Stay tuned until after this legislative session is concluded (March 10th) to see if funding becomes available.

5. You may have noticed that we have new striping on 24th and 84th. Our street striping project was completed two weeks ago during a stretch of nice weather. We were also able to paint red "no parking" areas on 12th and Points Drive. We extended the areas painted adjacent to driveways to 10' on either side which should help residents to better access their homes.

6. PSE has contacted us for a permit to pothole a number of locations to check the integrity of their natural gas steel pipes. A number of their sites were not in our city but 17 sites remain where 3' x 4' holes will need to be dug to test the pipes. Three appear to be in areas where overlays will be done this year so PSE is expediting a permit submittal to get this work done before paving occurs. PSE is attempting to locate as many of these sites as possible outside of the pavement to reduce their impacts (and permit and restoration costs) to our street pavements.

7. On Sunday Feb 28th around noon a major tree branch broke off and fell onto 92nd just down the hill from 24th hitting a car and getting hung up on the power lines on the west side of the street (see right). The street was closed by our police officers and Bellevue Fire department which assisted the vehicle occupants until PSE could arrive to remove the tree. Power was interrupted for several hours but the tree removal took about eight hours to complete. Bob took all day Monday to cut up the tree left on the shoulders and haul it away. The tree was located on private property and not in the City right-of-way.

City of Clyde Hill Building Permit Report - February 2016

	2016 February	2015 February	2016 YTD	2015 YTD	2016 vs. 2015
Construction Value					
Residential	$25,000	$2,517,453	$2,524,160	$2,585,453	**-$61,293**
School					**$0**
Business	$5,000		$5,000		**$5,000**
Government					**$0**
TOTAL VALUE	$30,000	$2,517,453	$2,529,160	$2,585,453	-$56,293
Permits Issued					
Residential	11	26	39	44	**-5**
School					**0**
Business	1	2	1	2	**-1**
Government					**0**
Wireless Comm Facility					**0**
TOTAL PERMITS	12	28	40	46	-6
Inspections					
Building	35	35	79	78	**1**
Mechanical	12	18	19	29	**-10**
TOTAL INSPECTIONS	47	53	98	107	-9

New Homes Issued:	**Value:**			**Date Issued:**	
Cheng	$1,284,860	BLD2015-122	3007 92nd Pl NE	1/8/2016	1

New Homes Issued, Total Value = **$1,284,860**

New Homes Applied:	**Value:**			
BDR Clyde Hill VI, LLC	$2,049,045	BLD2015-189	1307 88th Ave NE	Ready
Westview Two	$2,065,540	BLD2015-195	1609 85th Ave NE	Ready
Dynamic Capital, LLC	$2,437,550	BLD2015-207	1902 94th Ave NE	Ready
Dynamic Capital, LLC	$2,307,800	BLD2016-4	1918 94th Ave NE	Ready
Evergreen Point Prop, LLC	$1,400,000	BLD2015-210	9036 NE 26th St	
Niu	$605,000	BLD2015-214	2213 92nd Ave NE	
Westview Two	$950,000	BLD2016-10	1607 85th Ave NE	
Nduka	$700,000	BLD2016-22	3047 92nd Pl NE	
Steven D. Smith	$1,000,000	BLD2016-26	1365 91st Ave NE	
Steven D. Smith	$1,000,000	BLD2016-30	9023 NE 14th St	
Dean Homes, Inc.	$1,469,520	BLD2016-34	8813 NE 19th St	
Pollard	$950,000	BLD2016-35	9701 NE 13th St	

Value not yet determined by Building Official

City of Clyde Hill - Permits Issued in FEBRUARY 2016

Permit #	Owner	Address	Work Description	Fees	Value
New Homes:					
			New Home Totals:	**$ -**	**$ -**
Alterations:					
BLD2016-20	CONVENIENCE RETAILERS LLC	2724 84TH AVE NE	REPLACE MONUMENTAL SIGN	$ 255.13	$ 5,000
BLD2016-25	MACKINLAY/ZELLWEGER	2725 96TH AVE NE	PHOTOVOLTAICS SYSTEM ON ROOF	$ 381.30	$ 18,000
BLD2016-23	AMERICAN WEST GROUP, INC.	3102 92ND AVE NE	ALTER ALMOST COMPLETE NEW SFR (PERMIT EXPIRED) TO MEET REQUIRMENTS OF GRANTED VARIANCE	$ 312.22	$ 7,000
			Alteration Totals:	**$ 948.65**	**$ 30,000**
				TOTAL VALUE:	**$ 30,000**
Demos:					
BLD2015-211	EVERGREEN POINT PROPERTIES	9036 NE 26TH ST	DEMO FOR NEW SFR	$ 500.00	
			Demo Total:	**$ 500.00**	
Mechanical:					
BLD2016-28	WANG	2501 98TH AVE NE	HEAT PUMP	$ 135.00	
BLD2016-24	RYABOSHAPKA	3012 92ND AVE NE	FURNACE	$ 105.00	
BLD2016-19	GAYTEWAY CUSTOM HOMES	9404 NE 20TH ST	MECHANICAL FOR NEW SFR	$ 795.00	
BLD2016-36	SAFE/AMIRZADEH	9708 NE 29TH ST	HOOD VENT	$ 60.00	
			Mechanical Total:	**$ 1,095.00**	
Public Works:					
PWD2015-49	STEVEN D. SMITH	1605 92ND AVE NE	DRIVEWAY	$ 100.00	
PWD2016-9	KOONER	2819 92ND AVE NE	GAS SERVICE	$ 200.00	
PWD2016-12	BDR CLYDE HILL III, LLC	3183 95TH AVE NE	UTILITY WORK	$ 200.00	
PWD2016-7	CHEUNG	9615 NE 14TH ST	REPLACE DAMAGE AERIAL CABLE	$ 200.00	
			Public Works Total:	**$ 700.00**	
			TOTAL FEES:	**$ 3,243.65**	

City of Clyde Hill

Summary of Police Report

February 2016

CRIMINAL ACTIVITY RESPONSES	February 2016	February 2015	YTD 2016	YTD 2015
NON TRAFFIC	**0**	**8**	**6**	**16**
TRAFFIC	**4**	**7**	**6**	**13**
NON-CRIMINAL ACTIVITY RESPONSES				
TRAFFIC INFRACTIONS	**46**	**161**	**109**	**404**
WARNINGS	**15**	**31**	**36**	**98**
OTHER CALLS FOR SERVICES	**211**	**219**	**372**	**430**
TOTAL CALLS	**276**	**426**	**529**	**961**

Notes:

City of Clyde Hill
Activity Report

	2016 February	2015 February	2016 YEAR TO DATE	2015 YEAR TO DATE
CRIMES AGAINST PERSONS				
Assault				
Domestic Violence				
Assault				
Disturbance				
Order of Protection				
Sex Offenses			1	
Harassment				
Other		3		4
CRIMES AGAINST PROPERTY				
Arson/Fireworks				
Burglary		1	1	1
Malicious Mischief			1	
Robbery				
Theft (incl. fraud, MVP)		2	2	7
Other		2		4
OTHER PUBLIC ACTIVITY				
Alarms	12	11	29	33
Animal Complaints	1		1	2
Death Criminal				
Death Non-Criminal				
Disturbances	2	2	5	3
Noise Complaints		1	1	1
Parking Complaints	2	1	4	4
Prowler/Trespass				1
Questionable Action	9	10	17	23
Assist Citizen		13	2	18
PUBLIC SERVICE				
Resident Security Checks (10 Homes)	127	121	196	207
Other Public Services	32	35	63	72
SERVICES TO OTHER AGENCIES				
Medina Police	11	16	25	37
Other Agency	14	8	28	26
CRIMINAL ACTIVITY				
Alcohol Arrest		1		1
Drug Arrest				
ARRESTS				
Warrant- Local				
Warrant-Outside			1	
All other Arrests	4	6	5	12
TRAFFIC ACTIVITY				
Accidents	1	1	2	3
Infractions	46	161	109	404
Warnings	15	31	36	98
Vehicle Impound				
TOTAL	276	426	529	961

City of Clyde Hill
February 2016

16C-009 DWLS/R 3rd Cobrea
Officer ran a routine license plate check; the return showed the RO to be DWLS/R 3rd. Upon contact the driver was confirmed to be the RO and DWLS/R 3rd. Driver was arrested, cited, and released at the scene. Case forwarded to the Prosecutor's Office.

16C-010 Failure to Transfer Title Hanson
Officer ran a routine license plate check; the return showed the vehicle had been sold in July. Upon contact, the driver stated he had purchased the vehicle from a friend but had not transferred the title. He also did not have insurance for the vehicle. Driver was arrested, cited, and released at the scene for Failure to Transfer Title. He also received an infraction for not having insurance. Case forwarded to the Prosecutor's Office.

16C-011 Recovered Stolen Vehicle Kolling
Officer was on routine patrol and noticed a vehicle parked on the street with no license plates. Upon closer inspection, a license plate was discovered in the rear window; however the plate belonged to a different vehicle. The parked vehicle's VIN returned as stolen out of Bellevue in 2015. Bellevue PD responded to process the vehicle. The RO's insurance company was contacted, and they requested the vehicle be towed. The stolen vehicle's license plates were entered into the computer system as stolen. Case report forwarded to Bellevue Police Department.

16C-012 Disturbance/Involuntary Commit Hanson
Officer was dispatched to a report of a disturbance between family members. Upon arrival, the officer found a husband, wife, and their adult daughter and son-in-law. The wife was threatening to kill herself. The wife was determined to be a danger to herself and was transported to Overlake Hospital Medical Center for an involuntary mental health commit. Case for information/documentation purposes.

16C-013 Suicide/Involuntary Commit Cobrea
Officers were dispatched to Bellevue Christian School for a report of a suicidal juvenile. Upon contact, the officers were told that a juvenile student had made a comment about suicide to another student. That student was located and admitted making the statement, but said she had no plans to harm herself. She agreed to go to the hospital for a mental health evaluation. Her parent was contacted and advised of the situation. The student was transported to Overlake Hospital Medical Center. Case for information/documentation purposes.

16C-014 DWLS/R 3rd Hanson
Officer ran a routine license plate check; the return showed that the registration was expired and the vehicle had been reported sold. Upon contact, the driver stated that the car belonged to a friend of her boyfriend. She also admitted to not having a driver's license due to a DUI. The driver was confirmed to be DWLS/R 3rd and was arrested, cited, and released at the scene. Case forwarded to the Prosecutor's Office.

16C-015 DWLS/R 3rd Hanson
Officer ran a routine license plate check; the return showed expired registration. Upon contact the driver explained that he had purchased the vehicle but had not had time to get new tabs. Driver was also DWLS/R 3rd. Driver was arrested, cited, and released at the scene. He also received an infraction for the expired registration. Case forwarded to the Prosecutor's Office.

16C-016 Agency Assist (BPD) Hanson

Officer assisted Bellevue Police in a theft case. Officer helped take suspects into custody and stood by the scene until Bellevue units arrived. Case report forwarded to the Bellevue Police Department.

16C-017 Traffic Accident Cobrea

Officer was dispatched to a report of a tree that had fallen on a vehicle. Upon arrival the officer found that the vehicle was travelling south on 92nd Avenue NE and a tree fell onto the front of the vehicle, taking down some power lines with it. The people inside the vehicle were not injured, but advised to stay in the vehicle until cleared by the Fire Department to exit. The vehicle was towed and PSE responded and took control of the tree, wires, and the power outage. Traffic Collision Report sent to WSP.

Issued Ticket Report Summary

Clyde Hill

From: 2/1/2016 Through: 2/29/2016

Violation Location Address	Loc	Date And Time	Violation Description	Citation	Issuing Officer
1200 BLK 84TH AVE NE	CH	02/04/2016 12:13:00	MV DWLS 3RD DEGREE (DRIVE WHILE LICENSE SUSPENDED OR REVOKED)	6Z0194656	2551 - Cobrea
1300 BLK 84TH AVE NE	CH	02/20/2016 17:11:00	MV DWLS 3RD DEGREE (DRIVE WHILE LICENSE SUSPENDED OR REVOKED)	6Z0277439	6140 - Hanson
2800 BLK 92ND AVE NE	CH	02/24/2016 13:08:00	MV DWLS 3RD DEGREE (DRIVE WHILE LICENSE SUSPENDED OR REVOKED)	6Z0277441	6140 - Hanson
9600 BLK NE 24TH ST	CH	02/13/2016 13:06:00	MV-TRANSFER OF OWNERSHIP VIOLATION	6Z0277430	6140 - Hanson
2800 BLK 92ND AVE NE	CH	02/10/2016 01:28:00	SPEED 21 MPH OVER LIMIT (40 OR UNDER)	6Z0063873	1363 - Anderson
8700 BLK NE 24TH ST	CH	02/16/2016 19:28:00	SPEED 20 MPH OVER LIMIT (40 OR UNDER)	6Z0063874	1363 - Anderson
2600 BLK 92ND AVE NE	CH	02/23/2016 17:14:00	SPEED 22 MPH OVER LIMIT (40 OR UNDER)	6Z0063875	1363 - Anderson
8400 BLK NE 12TH ST	CH	02/04/2016 08:43:00	FAIL TO STOP AT INTERSECTION	6Z0194655	2551 - Cobrea
8400 BLK NE 12TH ST	CH	02/04/2016 17:32:00	FAIL TO STOP AT SIGNAL MARKING	6Z0236904	6140 - Hanson
8400 BLK NE 12TH ST	CH	02/04/2016 17:41:00	FAIL TO STOP AT SIGNAL MARKING	6Z0236905	6140 - Hanson
8400 BLK NE 12TH ST	CH	02/04/2016 18:04:00	FAIL TO STOP AT SIGNAL MARKING	6Z0236906	6140 - Hanson
2600 BLK 92ND AVE NE	CH	02/06/2016 15:21:00	SPEED 14 MPH OVER LIMIT (40 OR UNDER)	6Z0236907	6140 - Hanson
9600 BLK NE 24TH ST	CH	02/10/2016 15:49:00	FAIL TO STOP AT SIGNAL MARKING	6Z0236908	6140 - Hanson
8700 BLK NE 24TH ST	CH	02/10/2016 17:08:00	SPEED 13 MPH OVER LIMIT (40 OR UNDER)	6Z0236909	6140 - Hanson
9200 BLK NE 24TH ST	CH	02/11/2016 13:01:00	MOTORCYCLE, LAMPS, DEFECTIVE TAIL LIGHTS, STOPLIGHTS, REFLECTORS	6Z0236910	6140 - Hanson

NE 18TH ST / 96TH AVE NE	CH	02/23/2016 07:55:00	SPEED 6 - 10 MPH OVER LIMIT SCHOOL ZONE	6Z0261142	7475 - Kolling
2600 BLK 92ND AVE NE	CH	02/29/2016 07:34:00	SPEED 12 MPH OVER LIMIT (40 OR UNDER)	6Z0261143	7475 - Kolling
9000 BLK NE 24TH ST	CH	02/11/2016 18:41:00	SPEED 16 MPH OVER LIMIT (40 OR UNDER)	6Z0277429	6140 - Hanson
9600 BLK NE 24TH ST	CH	02/13/2016 13:06:00	MV OPERATE WITHOUT INSURANCE	6Z0277431	6140 - Hanson
2800 BLK 92ND AVE NE	CH	02/13/2016 13:37:00	SPEED 15 MPH OVER LIMIT (40 OR UNDER)	6Z0277432	6140 - Hanson
1200 BLK 84TH AVE NE	CH	02/13/2016 14:48:00	FAIL TO STOP AT SIGNAL MARKING	6Z0277433	6140 - Hanson
1200 BLK 84TH AVE NE	CH	02/13/2016 15:02:00	FAIL TO STOP AT SIGNAL MARKING	6Z0277434	6140 - Hanson
2600 BLK 92ND AVE NE	CH	02/13/2016 17:04:00	SPEED 21 MPH OVER LIMIT (40 OR UNDER)	6Z0277437	6140 - Hanson
2900 BLK 92ND AVE NE	CH	02/20/2016 14:37:00	SPEED 13 MPH OVER LIMIT (40 OR UNDER)	6Z0277438	6140 - Hanson
2800 BLK 92ND AVE NE	CH	02/24/2016 13:01:00	MV FAILURE TO RENEW REGISTRATION	6Z0277440	6140 - Hanson
1900 BLK 92ND AVE NE	CH	02/24/2016 13:21:00	SPEED 15 MPH OVER LIMIT (40 OR UNDER)	6Z0277442	6140 - Hanson
9600 BLK NE 24TH ST	CH	02/24/2016 16:46:00	FAIL TO STOP AT SIGNAL MARKING	6Z0277443	6140 - Hanson
9600 BLK NE 24TH ST	CH	02/27/2016 17:38:00	FAIL TO STOP AT SIGNAL MARKING	6Z0277444	6140 - Hanson
2600 BLK 92ND AVE NE	CH	02/27/2016 18:02:00	SPEED 16 MPH OVER LIMIT (40 OR UNDER)	6Z0277445	6140 - Hanson
9600 BLK NE 24TH ST	CH	02/05/2016 07:58:00	FAIL TO STOP AT INTERSECTION	6Z0280108	2551 - Cobrea
2700 BLK 92ND AVE NE	CH	02/07/2016 12:39:00	MV EXPIRED TABS	6Z0280109	2551 - Cobrea
2700 BLK 92ND AVE NE	CH	02/07/2016 14:57:00	SPEED 14 MPH OVER LIMIT (40 OR UNDER)	6Z0280110	2551 - Cobrea
2700 BLK 92ND AVE NE	CH	02/12/2016 07:38:00	SPEED 18 MPH OVER LIMIT (40 OR UNDER)	6Z0280112	2551 - Cobrea
2700 BLK 92ND AVE NE	CH	02/12/2016 10:01:00	SPEED 23 MPH OVER LIMIT (40 OR UNDER)	6Z0280113	2551 - Cobrea

2700 BLK 92ND AVE NE	CH	02/13/2016 11:59:00	SPEED 13 MPH OVER LIMIT (40 OR UNDER)	6Z0280114	2551 - Cobrea
2700 BLK 92ND AVE NE	CH	02/14/2016 11:56:00	SPEED 24 MPH OVER LIMIT (40 OR UNDER)	6Z0280115	2551 - Cobrea
2700 BLK 92ND AVE NE	CH	02/14/2016 12:09:00	SPEED 24 MPH OVER LIMIT (40 OR UNDER)	6Z0280116	2551 - Cobrea
2700 BLK 92ND AVE NE	CH	02/14/2016 12:44:00	SPEED 23 MPH OVER LIMIT (40 OR UNDER)	6Z0280117	2551 - Cobrea
2700 BLK 92ND AVE NE	CH	02/18/2016 14:42:00	SPEED 17 MPH OVER LIMIT (40 OR UNDER)	6Z0280118	2551 - Cobrea
2700 BLK 92ND AVE NE	CH	02/18/2016 15:55:00	SPEED 20 MPH OVER LIMIT (40 OR UNDER)	6Z0280119	2551 - Cobrea
8800 BLK NE 24TH ST	CH	02/18/2016 16:47:00	SPEED 15 MPH OVER LIMIT (40 OR UNDER)	6Z0280120	2551 - Cobrea
2700 BLK 92ND AVE NE	CH	02/19/2016 11:00:00	SPEED 24 MPH OVER LIMIT (40 OR UNDER)	6Z0280121	2551 - Cobrea
2700 BLK 92ND AVE NE	CH	02/19/2016 11:41:00	SPEED 15 MPH OVER LIMIT (40 OR UNDER)	6Z0280122	2551 - Cobrea
2700 BLK 92ND AVE NE	CH	02/21/2016 13:21:00	MV EXPIRED TABS	6Z0280123	2551 - Cobrea
2700 BLK 92ND AVE NE	CH	02/21/2016 14:06:00	MV FAILURE TO RENEW REGISTRATION	6Z0280124	2551 - Cobrea
9500 BLK NE 24TH ST	CH	02/21/2016 15:41:00	MV FAILURE TO RENEW REGISTRATION	6Z0280125	2551 - Cobrea
2700 BLK 92ND AVE NE	CH	02/26/2016 10:07:00	SPEED 15 MPH OVER LIMIT (40 OR UNDER)	6Z0280126	2551 - Cobrea
2700 BLK 92ND AVE NE	CH	02/26/2016 10:22:00	SPEED 18 MPH OVER LIMIT (40 OR UNDER)	6Z0280127	2551 - Cobrea
2700 BLK 92ND AVE NE	CH	02/26/2016 13:07:00	SPEED 16 MPH OVER LIMIT (40 OR UNDER)	6Z0280128	2551 - Cobrea
2400 BLK 96TH AVE NE	CH	02/04/2016 07:58:00	ILLEGAL PARKING	CI1201	2551 - Cobrea

Citations: 4
Infractions: 46
Total: 50

GATOR DEPLOYMENT

February 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
7	8	9	10 ANDERSON 2000 - 2100	11 COBREA 1200 - 1400	12 HANSON 1300 - 1400	13
14	15	16	17 HANSON 1200 - 1300	18 COBREA 1000 - 1100	19 TESCHLOG 1800 - 2000	20 COBREA 1200 - 1300
21	22	23	24 ANDERSON 2000 - 2100	25 HANSON 2000 - 2100	26 TESCHLOG 1800 - 1900	27 TESCHLOG 2000 - 2100
28	29					

QUARTERLY RADAR TRAILER DEPLOYMENT

January – March 2016

January 2016

4th – 8th :	1900 blk 92nd Ave NE, CH (s/b traffic)	Notes:
11th – 15th :	2500 blk 86th Ave NE, CH (n/b traffic)	Notes:
18th – 22nd :	3400 blk 92nd Ave NE, YP (s/b traffic)	Notes: 4300 BLK 94TH AVE NE, YP
25th – 29th :	9300 BLK NE 30TH ST, CH	Notes: AQUA VISTA PER REQUEST

February 2016

1st – 5th :	2700 blk 98th Ave NE, CH (s/b traffic)	Notes:
8th – 12th :	2900 blk 92nd Ave NE, CH (n/b traffic)	Notes:
15th – 19th :	4200 blk 92nd Ave NE, YP (n/b traffic)	Notes: 3500 BLK 92ND AVE, YP

March 2016

1st – 4th :		Notes:
7th – 11th :	1700 blk 86th Ave NE, CH (n/b traffic)	Notes:
14th – 18th :	1700 blk 84th Ave NE, CH (n/b traffic)	Notes:
21st – 25th :	1800 blk 92nd Ave NE, CH (s/b traffic)	Notes:

Pre-Issues

Check #	Name	Description	Amount
34214	Cori Baker	Reimburse police supplies	$344.98
34215	Sound Cities Association	Networking dinner- Seibert & Klaas	$90.00
34216	WA Finance Officers Assoc. (wfoa)	Gagan training	$425.00
34217	Bellevue, City of	Police training	$330.00
34218	Good to Go!	tolling bill	$8.30
34219	Isoutsource.com	IT services	$856.71
34220	Alpine	Rental house carpet cleaning	$190.00
34221	Elizabeth Thomas	Reimburse security & pet deposit- previous	$1,250.00
		Grand Total	**$3,494.99**

Tuesday, March 08, 2016	**$85,383.36**
Pre-Issues	**$3,494.99**
Total	**$88,878.35**

Voucher Directory 3-8-16

Vendor	Number	Reference	Account Number	Description	Amount
A & A Printing					
		90998			
			envelopes		
			001-000-000-514-20-49-30 envelopes	Misc-Printing	$316.46
Total A & A Printing					**$316.46**
Adamson					
		INV204643			
			police supplies		
			001-000-000-521-20-31-00 police supplies	Office And Operating Supplies	$189.33
Total Adamson					**$189.33**
Alpine Products					
		TM-155874			
			PW supplies		
			001-000-000-544-90-31-00 PW supplies	Office And Operating Supplies	$380.73
		TM-155875			
			signs		
			001-000-000-542-64-30-00 signs	Other Imprvmt-Traffic Control	$181.77
Total Alpine Products					**$562.50**
Assoc. Washington Cities					
		41553			
			Wasserman training		
			001-000-000-514-20-49-40	Misc-Training And Tuition	$195.00

Wasserman training

41566

Greenwood training

001-000-000-514-20-49-40	Misc-Training And Tuition	$75.00
Greenwood training		

Total Assoc. Washington Cities **$270.00**

Bellevue, City of

Invoice - 3/3/2016 9:07:45 AM

WasteWater Srvc.

001-000-000-514-20-47-00	Utility Services-City Hall	$403.14
WasteWater Srvc.		

Invoice - 3/3/2016 9:07:57 AM

Water Srvc.

001-000-000-514-20-47-00	Utility Services-City Hall	$260.71
Water Srvc.		

Invoice - 3/4/2016 10:01:26 AM

84th irrigation

001-000-000-542-90-30-00	Other Impvmt-Landscaping	$97.87
84th irrigation		
631-000-000-589-00-00-02	Non Exp (public Works Reimb)	$97.87
84th irrigation		

Invoice - 3/4/2016 10:02:41 AM

irrigation

001-000-000-542-80-30-00	Other Impvmt-General Parks	$90.98
irrigation		

Invoice - 3/4/2016 10:03:16 AM

irrigation

001-000-000-542-90-30-00	Other Impvmt-Landscaping	$52.03
irrigation		

Total Bellevue, City of **$1,002.60**

Carquest Auto Parts

2417-355880

PW shop tools

001-000-000-543-10-35-00	Small Tools & Minor Equipment	$169.71
PW shop tools		

Total Carquest Auto Parts **$169.71**

CenturyLink

	Invoice - 3/3/2016 8:44:51 AM			
	Police phone charges			
	001-000-000-521-20-42-00	Communication		$196.64
	Police phone charges			
	Invoice - 3/3/2016 9:01:15 AM			
	Admin phone charges			
	001-000-000-514-20-42-00	Communication		$272.95
	Admin phone charges			
Total CenturyLink				**$469.59**
Cobrea, Nathan				
	Invoice - 3/3/2016 8:52:45 AM			
	reimb. fuel charges			
	001-000-000-521-20-32-00	Fuel Consumed		$39.00
	reimb. fuel charges			
Total Cobrea, Nathan				**$39.00**
Crystal And Sierra Springs				
	5295763 020616			
	City Hall water			
	001-000-000-514-20-31-00	Office And Operating Supplies		$88.84
	City Hall water			
Total Crystal And Sierra Springs				**$88.84**
Driver's License Guide C.				
	685450			
	police supplies			
	001-000-000-521-20-31-00	Office And Operating Supplies		$138.65
	police supplies			
Total Driver's License Guide C.				**$138.65**
Eastside Public Safety				
	8442			
	monthly access fees			
	100-000-100-521-20-51-01	EPSCA Fees (i.e. Police Radios)		$404.00
	monthly access fees			
Total Eastside Public Safety				**$404.00**

Elite Print and Mail

9289

newsletter

001-000-000-514-20-49-30 Misc-Printing $378.49

newsletter

9290A

Postage for Clyde Hill newsletter

001-000-000-514-20-42-00 Communication $251.39

Postage for Clyde Hill newsletter

Total Elite Print and Mail **$629.88**

ESRI

25727136

GIS maint. support

001-000-000-518-80-40-00 IT Repairs & Maintenance $438.00

GIS maint. support

Total ESRI **$438.00**

FBI - LEEDA

10724-16

Kolling dues

001-000-000-521-20-49-10 Misc-Dues And Subscriptions $50.00

Kolling dues

Total FBI - LEEDA **$50.00**

FedEx Office

Invoice - 3/3/2016 9:10:03 AM

forms & business cards

001-000-000-514-20-49-30 Misc-Printing $174.08

forms & business cards

Total FedEx Office **$174.08**

Gagan, John

Invoice - 3/3/2016 8:57:13 AM

reimb. training expenses

001-000-000-514-20-49-40 Misc-Training And Tuition $259.35

reimb. training expenses

Total Gagan, John				**$259.35**
Home Depot Credit Services				
	Invoice - 3/4/2016 10:05:23 AM			
		PW supplies		
		001-000-000-544-90-31-00	Office And Operating Supplies	$37.72
		PW supplies		
Total Home Depot Credit Services				**$37.72**
Horizon				
	3M182886			
		PW supplies		
		001-000-000-542-80-30-00	Other Impvmt-General Parks	$82.65
		PW supplies		
Total Horizon				**$82.65**
Imsa Public Safety				
	56104...			
		Young dues		
		001-000-000-543-10-49-10	Misc-Dues And Subscriptions	$85.00
		Young dues		
Total Imsa Public Safety				**$85.00**
Isoutsource.com				
	CW188173			
		IT charges/services		
		001-000-000-518-80-40-00	IT Repairs & Maintenance	$945.17
		Admin. IT		
		100-000-100-521-20-48-01	Computer Maintenance & Repairs	$500.00
		Police IT		
	CW188543			
		IT charges/services		
		001-000-000-518-80-40-00	IT Repairs & Maintenance	$512.43
		Admin. IT		
		100-000-100-521-20-48-01	Computer Maintenance & Repairs	$923.75
		Police IT		
Total Isoutsource.com				**$2,881.35**
John Greenwood				

	Invoice - 3/3/2016 10:42:59 AM			
		John Greenwood medical reimb.		
		631-000-000-589-00-00-48	Non Exp (med Reimb-Greenwood)	$360.10
		John Greenwood medical reimb.		
Total John Greenwood				**$360.10**
KCDA Purchasing Cooperative				
	300005606			
		new lunchroom chairs		
		001-000-000-514-20-35-00	Minor Equipment	$917.96
		new lunchroom chairs		
Total KCDA Purchasing Cooperative				**$917.96**
Kelsun Distributors				
	0239445-IN			
		City Hall supplies		
		001-000-000-514-20-48-00	Repairs And Maintenance	$44.74
		City Hall supplies		
Total Kelsun Distributors				**$44.74**
King County Dept of Assessments				
	192505-9120-01....			
		2016 real estate tax		
		001-000-000-514-20-31-00	Office And Operating Supplies	$10.87
		2016 real estate tax		
	302505-9183-00....			
		2016 real estate tax		
		001-000-000-514-20-31-00	Office And Operating Supplies	$7.70
		2016 real estate tax		
	808600-0370-02....			
		2016 real estate tax		
		001-000-000-514-20-31-00	Office And Operating Supplies	$9.45
		2016 real estate tax		
	808600-0380-00....			
		2016 real estate tax		
		001-000-000-514-20-31-00	Office And Operating Supplies	$12.50
		2016 real estate tax		
	Total 808600-0380-00....			
Total King County Dept of Assessments				**$40.52**

King County Mental Health

2067300

support KC mental health

001-000-000-566-90-41-00	Prof Serv-Alcholism	$195.17
support KC mental health		

Total King County Mental Health **$195.17**

Kirkland Municipal Court

JAN16CLY

Filing Fees

001-000-000-521-20-49-20	Misc-Filing,Recording,Witness	$1,990.00
Filing Fees		

Total Kirkland Municipal Court **$1,990.00**

Kirkland Police Department

KPD2016-004

domestic violence advocacy agreement

100-000-100-521-30-52-02	Intergvt-Domestic Violence	$22.64
domestic violence advocacy agreement		

KPD2016-006

jail services

001-000-000-521-20-51-20	Intergvt-Detention Charges	$160.00
jail services		

Total Kirkland Police Department **$182.64**

KPG

216116

2016 overlay project

301-000-000-595-30-63-00	Other Imprvmt-Roadway	$9,973.73
2016 overlay project		

Total KPG **$9,973.73**

Law Offices of Talmadge/Fitzpatrick/Tribe

10614

legal services

001-000-000-515-30-40-40	Prof Serv-Legal	$4,824.00
legal services		

Total Law Offices of Talmadge/Fitzpatrick/Tribe			**$4,824.00**
Licensing, Dept of			
Invoice - 3/3/2016 8:44:35 AM			
concealed pistol licenses			
631-000-000-589-00-00-25	Non Exp (concealed Pistol Lic)		$72.00
concealed pistol licenses			
Total Licensing, Dept of			**$72.00**
Lowe's Business Account			
Invoice - 3/4/2016 10:03:49 AM			
PW supplies			
001-000-000-514-20-48-00	Repairs And Maintenance		$51.41
City Hall repair supplies			
001-000-000-544-90-35-00	Small Tools & Minor Equipment		$187.18
PW tools			
100-000-000-559-30-30-00	Other Imprvmt-Rental Property		$17.11
rental house improvements			
Total Lowe's Business Account			**$255.70**
Mister Rain, Inc.			
101132			
backflow testing			
001-000-000-542-80-30-00	Other Impvmt-General Parks		$259.37
backflow testing			
Total Mister Rain, Inc.			**$259.37**
Moberly & Roberts			
583			
Prosecution Srvcs			
001-000-000-521-20-41-40	Prof Serv-Legal		$4,000.00
Prosecution Srvcs			
Total Moberly & Roberts			**$4,000.00**
Motorola			
13099175			
police portable radios			
100-000-100-594-21-64-01	Police Capital Assets (i.e. Vehicle Replacements,		$7,559.59
police portable radios			

Total Motorola				**$7,559.59**
Net Transcripts, Inc.				
	0005914-IN			
		police transcripts		
		001-000-000-521-20-31-00	Office And Operating Supplies	$101.49
		police transcripts		
Total Net Transcripts, Inc.				**$101.49**
Norcom				
	0000279			
		dispatch- 2nd qtr		
		001-000-000-521-20-51-10	Intergvt-Dispatch	$18,148.00
		dispatch- 2nd qtr		
Total Norcom				**$18,148.00**
O'Brien, Barton, Joe & Hopkins, PLLP				
	49630			
		Public Defender		
		001-000-000-521-20-41-60	Prof Serv-Indigent	$600.00
		Public Defender		
Total O'Brien, Barton, Joe & Hopkins, PLLP				**$600.00**
Office Depot				
	821044592001			
		Police office supplies		
		001-000-000-521-20-31-00	Office And Operating Supplies	$57.78
		Police office supplies		
	821139372001			
		Police office supplies		
		001-000-000-521-20-31-00	Office And Operating Supplies	$166.43
		Police office supplies		
	821139486001			
		Police office supplies		
		001-000-000-521-20-31-00	Office And Operating Supplies	$11.37
		Police office supplies		
	821261252001			
		Police office supplies		

001-000-000-521-20-31-00 Office And Operating Supplies $44.19
Police office supplies

821272762001

Police office supplies
001-000-000-521-20-31-00 Office And Operating Supplies ($57.78)
Police office supplies

821622700001

Admin office supplies
001-000-000-514-20-31-00 Office And Operating Supplies $104.04
Admin office supplies

821704882001

Admin office supplies
001-000-000-514-20-31-00 Office And Operating Supplies $82.05
Admin office supplies

821705179001

Admin office supplies
001-000-000-514-20-31-00 Office And Operating Supplies $55.68
Admin office supplies

821705180001

Admin office supplies
001-000-000-514-20-31-00 Office And Operating Supplies $59.12
Admin office supplies

822162972001

Admin office supplies
001-000-000-514-20-31-00 Office And Operating Supplies $13.13
Admin office supplies

822163334001

Admin office supplies
001-000-000-514-20-31-00 Office And Operating Supplies $24.85
Admin office supplies

822163335001

Admin office supplies
001-000-000-514-20-31-00 Office And Operating Supplies $21.74
Admin office supplies

825307262001

Police office supplies
001-000-000-521-20-31-00 Office And Operating Supplies $39.76
Police office supplies

825308007001

Police office supplies
001-000-000-521-20-31-00 Office And Operating Supplies $6.99
Police office supplies

	826067779001			
		Police office supplies		
		001-000-000-521-20-31-00	Office And Operating Supplies	$76.09
		Police office supplies		
	826253615001			
		Admin office supplies		
		001-000-000-514-20-31-00	Office And Operating Supplies	$46.71
		Admin office supplies		
Total Office Depot				**$752.15**
Office Depot Credit Plan				
	Invoice - 3/3/2016 8:29:36 AM			
		police supplies		
		001-000-000-521-20-31-00	Office And Operating Supplies	$32.84
		police supplies		
Total Office Depot Credit Plan				**$32.84**
Ogden, Murphy & Wallace				
	724758			
		City Attorney		
		001-000-000-515-30-40-40	Prof Serv-Legal	$1,546.52
		City Attorney		
	724761			
		City Attorney		
		001-000-000-515-30-40-40	Prof Serv-Legal	$16,722.65
		City Attorney		
Total Ogden, Murphy & Wallace				**$18,269.17**
Pacific Office Automation				
	019364			
		police copier agrmnt		
		001-000-000-521-20-48-00	Repairs And Maintenance	$29.54
		police copier agrmnt		
Total Pacific Office Automation				**$29.54**
Pitney Bowes Purchase Power				
	20160225			
		Postage for mail meter		
		001-000-000-514-20-42-00	Communication	$400.00

Postage for mail meter

Total Pitney Bowes Purchase Power **$400.00**

Puget Sound Business Jnl

Invoice - 3/3/2016 9:07:08 AM
subscription

001-000-000-514-20-49-10	Misc-Dues And Subscriptions	$65.00
subscription		

Total Puget Sound Business Jnl **$65.00**

Puget Sound Energy

Invoice - 3/3/2016 9:06:06 AM
gas charges

001-000-000-514-20-47-00	Utility Services-City Hall	$192.12
gas charges		

Invoice - 3/4/2016 10:25:40 AM
electricity charges

001-000-000-514-20-47-00	Utility Services-City Hall	$447.66
electricity charges		
001-000-000-544-90-47-00	Utility Services-PW Bldg	$18.06
electricity charges		
001-000-000-544-90-47-00	Utility Services-PW Bldg	$92.87
electricity charges		

Invoice - 3/4/2016 9:58:07 AM
gas charges PW building

001-000-000-544-90-47-00	Utility Services-PW Bldg	$178.96
gas charges PW building		

Invoice - 3/4/2016 9:59:07 AM
24th & 84th signal

001-000-000-542-64-47-00	Utility Services-Signal Lights	$40.89
24th & 84th signal		
631-000-000-589-00-00-05	Non Exp (signal Light Reimb)	$40.88
24th & 84th signal		

Total Puget Sound Energy **$1,011.44**

Rich Soloski

Invoice - 3/3/2016 9:22:55 AM
reimb. for code update books

001-000-000-543-10-49-10	Misc-Dues And Subscriptions	$120.00
reimb. for code update books		

Total Rich Soloski			**$120.00**
Robert Hunter			
Invoice - 3/3/2016 9:02:19 AM			
reimb. vending supplies			
001-000-000-514-20-31-00	Office And Operating Supplies		$10.95
reimb. vending supplies			
Total Robert Hunter			**$10.95**
Seattle Times			
Invoice - 3/3/2016 8:30:55 AM			
job posting - police officer			
100-000-100-521-10-31-00	Civil Service - Office And Operating Supplies		$300.00
job posting - police officer			
Invoice - 3/3/2016 9:04:11 AM			
Public notices/ publishing			
001-000-000-511-30-49-70	Misc-Public Notices		$53.55
Public notices/ publishing			
Total Seattle Times			**$353.55**
State Dept. of Transportation			
***FB91674307161**			
Police & PW fuel charges			
001-000-000-521-20-32-00	Fuel Consumed		$819.75
Police fuel			
001-000-000-544-90-32-00	Fuel Consumed - PW Crew		$377.55
PW fuel			
Total State Dept. of Transportation			**$1,197.30**
Stt Sports Lettering Co.			
49207			
police uniform pieces			
001-000-000-521-20-21-00	Personnel Benefits-Uniforms		$57.54
police uniform pieces			
Total Stt Sports Lettering Co.			**$57.54**
The Spokesman-Review			
446448			

		police job posting		
		100-000-100-521-10-31-00	Civil Service - Office And Operating Supplies	$874.20
		police job posting		
Total The Spokesman-Review				**$874.20**
The Wide Format Company				
	88583			
		Public record copies		
		001-000-000-514-20-49-30	Misc-Printing	$157.68
		Public record copies		
	88952			
		Public record copies		
		001-000-000-514-20-49-30	Misc-Printing	$14.45
		Public record copies		
Total The Wide Format Company				**$172.13**
Thinklogic				
	03-5134			
		monthly website, hosting & support		
		001-000-000-518-80-40-00	IT Repairs & Maintenance	$875.00
		monthly website, hosting & support		
Total Thinklogic				**$875.00**
T-Mobile				
	Invoice - 3/3/2016 8:57:51 AM			
		Cell phone charges		
		001-000-000-514-20-42-00	Communication	$318.43
		Admin & PW cell charges		
		001-000-000-521-20-42-00	Communication	$230.90
		Police cell charges		
Total T-Mobile				**$549.33**
Vision Municipal Solutions				
	Invoice - 3/3/2016 9:01:43 AM			
		Gagan training		
		001-000-000-514-20-49-40	Misc-Training And Tuition	$125.00
		Gagan training		
Total Vision Municipal Solutions				**$125.00**

WA ST Crim Just Trng Comm

201125868

Kolling training

100-000-100-521-40-49-01	Officer Training & Tuition	$400.00
Kolling training		

Total WA ST Crim Just Trng Comm **$400.00**

WA State Patrol

I16004930

background checks

631-000-000-589-00-00-25	Non Exp (concealed Pistol Lic)	$24.00
background checks		

I16005362

background checks

631-000-000-589-00-00-25	Non Exp (concealed Pistol Lic)	$59.00
background checks		

Total WA State Patrol **$83.00**

Wasserman, Mitchell

Invoice - 3/3/2016 9:17:02 AM

Monthly Auto expense

001-000-000-514-20-43-00	Travel	$500.00
Monthly Auto expense		

Invoice - 3/3/2016 9:17:12 AM

reimb. computer backup

001-000-000-518-80-40-00	IT Repairs & Maintenance	$9.99
reimb. computer backup		

Invoice - 3/4/2016 10:35:50 AM

reimb. sonicwall email protection

001-000-000-518-80-40-00	IT Repairs & Maintenance	$1,182.60
reimb. sonicwall email protection		

Total Wasserman, Mitchell **$1,692.59**

Wenatchee World

300012411 & 300012428

police job posting

100-000-100-521-10-31-00	Civil Service - Office And Operating Supplies	$254.76
police job posting		

Total Wenatchee World				**$254.76**
Wes Spur				
	SO-230840			
		PW supplies		
		001-000-000-544-90-35-00	Small Tools & Minor Equipment	$111.23
		PW supplies		
Total Wes Spur				**$111.23**
William J. Archer				
	Invoice - 3/3/2016 9:02:34 AM			
		training reimb.		
		100-000-100-521-40-49-01	Officer Training & Tuition	$132.92
		training reimb.		
Total William J. Archer				**$132.92**
Grand Total	**Vendor**	**60**		**$85,383.36**

Agenda

Emergency Preparedness & Response
Elected and Appointed Officials
City of Clyde Hill

March 8, 2016

1. Introduction: Why are we here tonight?

2. Individual & Family Emergency Preparedness - "In order to Lead you have to be prepared"

3. Overview of Regional - State - Federal Emergency Preparedness and the Incident Command System.

4. How does "Emergency Management" work in Clyde Hill?

    a. Prepare or mitigate potential threats in advance.
    b. Assess damage and potential threats to the community.
    c. Clyde Hill Emergency Operations Center.
    d. Clyde Hill Liaison with Bellevue EOC
    e. Prioritize and respond with available resources or report needs to EOC.
    f. Maintain Basic Government Functions.
        (1). Reaction to Emergency
        (2). Communication with public - give direction
        (3) Begin Recovery Process

5. What are the expectations for:

    a. Staff Members – Stabilize, Communicate and Respond as necessary
    b. Elected Officials - "
    c. Appointed Officials "

Elected / Appointed Official
Reaction Response Checklist

1. Be Prepared - Emergency Preparedness Kit and Supplies.

    a. Know where and how to shut off gas, power & water to your home.

2. Stabilize your home - Protect your family.

3. Gather Information - Television - Radio - Observations

4. Contact City Hall and each other.

    a. Board and Commission Members contact Chairs.
    b. Council Members and Chairs contact City Hall and/or Mayor.
    c. Contact may require a simple phone call or a visit to City Hall or members home
        (1). Look for City Hall Notice at front door of City Hall or in Kiosk.
        (2). Leave notes and messages at your home so others know your status.

Elected Officials Provide the leadership.
Appointed Officials provide the workforce.

Elected Officials have access to City Hall and Emergency Supplies.

1. Check on the status of Staff ☐

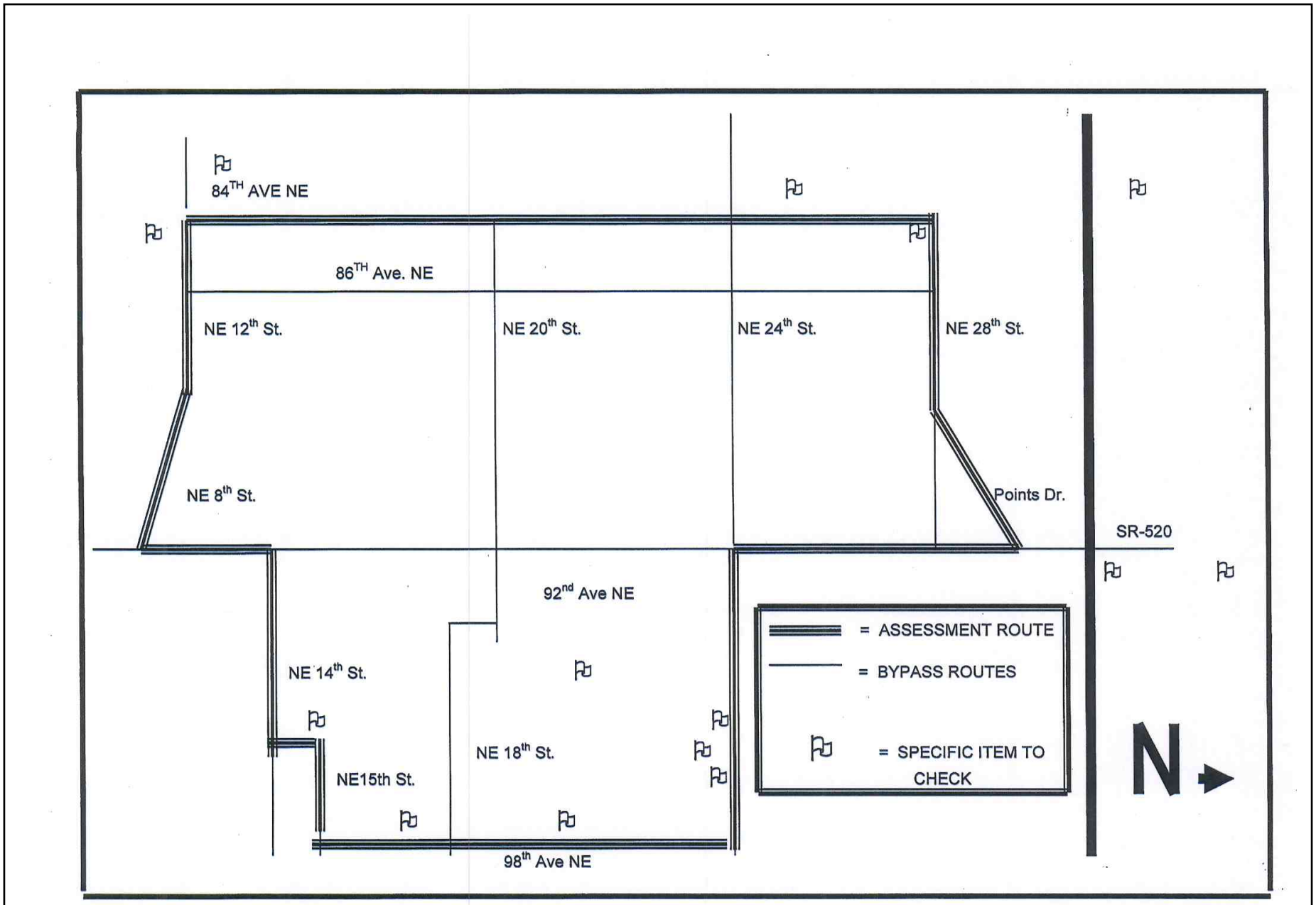
    a. Staff at City Hall - Work Week vs After Hours
    b. Duty Officer

2. Assess the situation. What has happened or is happening in the community? ☐

3. Establish a base of Operations and local communications. ☐

4. Get initial assessment to Bellevue EOC ☐

5. Respond or report to situations as able and assist the public as much as possible. ☐


84TH AVE NE
86TH Ave. NE
NE 12th St.
NE 20th St.
NE 24th St.
NE 28th St.
NE 8th St.
Points Dr.
SR-520
92nd Ave NE
NE 14th St.
NE 18th St.
NE15th St.
98th Ave NE
= ASSESSMENT ROUTE
= BYPASS ROUTES
= SPECIFIC ITEM TO CHECK
N