



CITY OF MERCER ISLAND

CITY COUNCIL MEETING AGENDA

Tuesday
March 20, 2018
5:00 PM

Mayor Debbie Bertlin
Deputy Mayor Salim Nice
Councilmembers Tom Acker,
Bruce Bassett, Wendy Weiker,
David Wisenteiner, and Benson Wong

Contact: 206.275.7793, council@mercergov.org
www.mercergov.org/council

All meetings are held in the City Hall Council Chambers at
9611 SE 36th Street, Mercer Island, WA unless otherwise noticed

“Appearances” is the time set aside for members of the public to speak to the City Council about any issues of concern. If you wish to speak, please consider the following points:
(1) speak audibly into the podium microphone, (2) state your name and address for the record, and (3) limit your comments to three minutes.
Please note: the Council does not usually respond to comments during the meeting.

In compliance with the Americans with Disabilities Act, those requiring accommodation for the meeting should notify the City Clerk’s Office at least 24 hours prior to the meeting at 206.275.7793.

REGULAR MEETING

CALL TO ORDER & ROLL CALL, 5:00 PM

AGENDA APPROVAL

EXECUTIVE SESSION

Executive Session to discuss with legal counsel pending or potential litigation pursuant to RCW 42.30.110(1)(i) for 60 minutes.

STUDY SESSION, 6:00 PM

AB 5407 First/Last Mile Solutions – Bicycle and Pedestrian Issues

SPECIAL BUSINESS, 7:00 PM

Rotary Peace Poles Gift

CITY MANAGER REPORT

APPEARANCES

CONSENT CALENDAR

Payables: \$121,402.01 (3/1/2018) & \$477,336.87 (3/8/2018)

Payroll: \$846,296.89 (3/2/2018)

AB 5402 Interlocal Agreement with King County Fire Departments for Automatic Aid

REGULAR BUSINESS

AB 5406 First/Last Mile Solutions – Lyft and Uber Pilot Project

AB 5403 STAR Communities Framework Discussion

AB 5391 Groveland Beach Park Repairs - Authorization to Bid

OTHER BUSINESS

Councilmember Absences

Planning Schedule

Board Appointments

Councilmember Reports

ADJOURNMENT



BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND, WA

AB 5407
March 20, 2018
Study Session

BICYCLE AND PEDESTRIAN ISSUES –
FIRST/LAST-MILE SOLUTIONS &
OPPORTUNITIES

Action:
Receive presentation. No action
necessary.

- Discussion Only
Action Needed:
Motion
Ordinance
Resolution

Table with 2 columns: Category and Value. Rows include DEPARTMENT OF (City Manager), COUNCIL LIAISON (n/a), EXHIBITS (n/a), 2017-2018 CITY COUNCIL GOAL (1. I-90 Access and Mobility/Prepare for Light Rail), and APPROVED BY CITY MANAGER.

Table with 3 columns: Category, Amount, and Unit. Rows include AMOUNT OF EXPENDITURE, AMOUNT BUDGETED, and APPROPRIATION REQUIRED, all with values of \$ n/a.

SUMMARY

At the December 5, 2017 City Council meeting, the City Manager initiated an ongoing discussion with the Council and community regarding implementation of the Sound Transit Settlement Agreement. See AB 5370 (www.mercergov.org/files/AB5370.pdf). The funds awarded by the agreement (\$226,900) are intended to provide mitigation in a number of areas identified by the community as top priorities, including first/last-mile solutions. The agreement also stipulates that any remaining funds from the Traffic/Safety Enhancements category (totaling \$5.1 million) may be applied to first/last-mile solutions or Aubrey Davis Park improvements. Since last December, several Council Study Sessions have explored various means of achieving less reliance on single occupant vehicles (SOVs), especially with respect to daily commuters. Staff looks forward to continuing the discussion with the City Council regarding ways to improve bicycle/pedestrian access to the Park & Ride and future light rail station.

BACKGROUND

Reducing SOV usage not only decreases congestion on local street and regional highways, but is also a sustainability goal of the City, and would help lower community-derived greenhouse gas (GHG) emissions – currently 45% of the Island’s total annual emissions are transportation-related. Listed below are the topics and general outcomes of previous first/last-mile Study Sessions.

- Rideshare Solutions (December 5, 2017 Council Meeting; AB 5370)
The City has begun exploring first/last-mile solutions with ridesharing companies Uber and Lyft, including a subsidized pilot program to provide Island-only trips focused on transporting riders to and from the Park & Ride. Both companies delivered presentations focusing on ride-matching programs

that may fit the City's needs (UberPOOL and LyftLine) in which shared vehicles collect riders; proposals are expected at the March 20 Council meeting.

- **King County Metro Innovative Mobility Program (January 23, 2018 Council Meeting; AB 5376)**
In addition to programs encouraging carpooling, King County Metro offers a number of other rideshare programs such as VanPool (vans traveling to one employer), and TripPool (vans transporting commuters to mass transit at Park & Ride locations (two such vans are active currently on Mercer Island). In partnership with Metro and Seattle, the City of Mercer Island also jointly funds the popular Route 630 commuter shuttle that operates at the morning and evening peak hours across the floating bridge. Metro staff delivered a presentation on new pending pilots across the County that can address geographic transit deserts, time of day challenges, and meeting surging demand at peak commuting hours.

MARCH 20 STUDY SESSION

This agenda bill and Study Session furthers the conversation with presentation and discussion by various parties on bicycle and pedestrian mobility opportunities, best practices, and demonstration projects. The goal of this Session is to explore some of the solutions listed below (and others that may arise) in order to gain a better understanding of the areas that Council would like staff to explore further.

- **Bikeshare Pilot**
Following the launch of Seattle's dockless bikeshare program last year, residents have begun to see these bicycles arrive on Mercer Island. Additional Eastside cities (Kirkland, Redmond) are in early stages of examining such programs, or watching other cities' experiments. A LimeBike vendor representative will speak on their pilot program opportunities, current partnerships with other suburban cities, and range of services offered. Of particular interest is LimeBike's new electric assist model, which could garner significant interest here due to the hilly terrain between some parts of the Island and the Park & Ride, and could also become a popular means of easy commuting across the I-90 bicycle trail to Bellevue or Seattle.

The City of Bellevue expects to launch a similar bikeshare pilot this spring, and a speaker from Bellevue's Planning Department will provide details on the program concept and future rollout, vendor expectations, and the contract conditions the City will likely attach to the pilot program.

- **Bicycle and Pedestrian Best Practices**
A representative from King County Metro's non-motorized division will speak on the agency's best practices regarding bike share programs and other non-motorized considerations. This may include issues such as: avoiding bicycle-pedestrian conflicts; general bike parking near bus stops; aligning bikeshare programs with regional trail rules and future pedestrian and bicycle usage forecasts; bike rack capacity on buses; allocating vehicle stalls at underused Park & Ride locations to bikeshare parking; and plans for on-demand bike lockers.
- **Protected Bike Lanes – City of Bellevue Demonstration**
The speaker from the City of Bellevue will also describe the decision-making process and components around a proposed demonstration bikeway in their downtown area, designed to physically separate riders from vehicle traffic with the intention of making urban biking less threatening and more comfortable to novice riders in particular, and demonstrably safer in general (for more information, see: <https://tinyurl.com/BellevueBikeway>). Ancillary benefits of such projects include safer pedestrian travel as bicycles are encouraged away from sidewalk use and into the protected bike lane; the use of rapidly-deployed and easily removable street treatments allows for cost efficiency and adaptability.

COORDINATION OF PLANNING EFFORTS

The City just concluded the public comment period for the annual update of its TIP (Transportation Improvement Program), and staff are ensuring that the process closely aligns with any first/last-mile demonstration or construction projects. In addition, staff are coordinating closely with the Aubrey Davis Master Planning process (led by the Parks and Recreation Department) to ensure that commuter usage of the trail system is adequately contemplated. Staff are in regular planning conversations with the King County Sewer staff leading a proposed upgrade of the regional sewer line which will have temporary excavation impacts along the I-90 trail and in the vicinity of the Sound Transit Park & Ride, starting in 2020. Ensuring that there are safe bicycle/pedestrian corridors leading to the future rail station is a strong priority for all current and anticipated design processes for the rail station perimeter (including preferred pedestrian routes and sidewalks, bike access/storage, bus drop-off and turnaround facilities, etc.). Various City Departments are coordinating closely on design considerations, and are currently exploring some early-action pedestrian and bicycle improvements to the Park & Ride area in advance of the full station buildout.

OUTREACH, COMMUNICATIONS, AND COMMUNITY ENGAGEMENT

Finally, City Staff continues to work closely with interested members of the community, including ongoing conversation with *Neighbors in Motion* (NIM), an Island-based advocacy group focused on cycling and pedestrian safety and infrastructure. Members of the group consistently bring meaningful input to Council, staff, and via annual processes such as the recent comment period on the annual Transportation Improvement Program (TIP).

Similar to the City's recent online mobility survey regarding willingness to try rideshare services (i.e., Lyft and Uber), staff also plan a survey on interest in bikeshare and other related issues to help fine-tune any potential pilot.

RECOMMENDATION

Sustainability and Communications Manager

Receive presentation.

CERTIFICATION OF CLAIMS

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered, or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the City of Mercer Island, and that I am authorized to authenticate and certify to said claim.

Charles L. Corder

Finance Director

I, the undersigned, do hereby certify that the City Council has reviewed the documentation supporting claims paid and approved all checks or warrants issued in payment of claims.

Mayor

Date

<u>Report</u>	<u>Warrants</u>	<u>Date</u>	<u>Amount</u>
Check Register	191525 -191600	3/1/2018	\$ 121,402.01
			\$ 121,402.01

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00191525	03/01/2018	BUTLER / B & E 2018 NW Events Show booth and	P0098348	102962	02/14/2018	2,150.65
00191526	03/01/2018	CASCADE COLUMBIA DISTRIBUTION SODIUM HYPOCHLORITE	P0098341	714764/714912	02/08/2018	307.60
00191527	03/01/2018	CENTURYLINK PHONE USE FEB 2018		OH009460	02/16/2018	1,857.88
00191528	03/01/2018	CENTURYLINK BUSINESS SERVICES PHONE USE FEB 2018		OH009459	02/03/2018	3,602.32
00191529	03/01/2018	CI ACCOUNTING INVENTORY PURCHASES	P0098313	T061172	02/12/2018	1,134.45
00191530	03/01/2018	COMCAST CITY HALL HIGH SPEED INTERNET	P0097860	OH009417	02/02/2018	111.45
00191531	03/01/2018	COMCAST 2018 PW WI-FI SERVICE	P0098321	OH009444	02/07/2018	86.40
00191532	03/01/2018	COMCAST 2018 High Speed Internet Conne	P0097871	OH009446	02/11/2018	163.37
00191533	03/01/2018	COREY, DR LAWRENCE OVERPAYMENT REFUND		OH009475	02/15/2018	1,732.67
00191534	03/01/2018	COSTCO Costco membership card PW	P0098352	OH009445	02/02/2018	180.00
00191535	03/01/2018	CREST APARTMENT LLC Rent payment for EA client LC	P0098356	OH009447	02/22/2018	1,000.00
00191536	03/01/2018	DANIEL, KAMARIA 1/25 Fin Challenges Videos Rec	P0098386	010	01/31/2018	2,580.00
00191537	03/01/2018	DAY MANAGEMENT CORP Fire Modem/Antenna Installatio	P0097984	454210	01/31/2018	4,977.51
00191538	03/01/2018	DRUSCHBA, JOHN F MILEAGE EXPENSES		OH009464	02/16/2018	69.76
00191539	03/01/2018	EASTSIDE EXTERMINATORS EXTERMINATOR SERVICE	P0098274	378509	02/10/2018	230.01
00191540	03/01/2018	EFFICIENCY INC FTR Gold 5.7.1 Upgrade	P0098025	2311	02/21/2018	3,844.50
00191541	03/01/2018	FBI-LEEDA Yearly Dues - Magnan - Invoice	P0098228	4403248918	02/12/2018	50.00
00191542	03/01/2018	FEDEX OFFICE Laminate Goals Poster	P0098351	OH009448	02/01/2018	21.05
00191543	03/01/2018	FIRE PROTECTION INC CITY BLDG FIRE & SECURITY MONI	P0098377	42796	02/01/2018	921.09
00191544	03/01/2018	FIRST RESPONSE EMERGENCY EQUPT 10 Pair Leather Impact Gloves	P0098329	5314	02/14/2018	538.89
00191545	03/01/2018	GIBSON, MARK OVERPAYMENT REFUND		OH009472	02/20/2018	321.41
00191546	03/01/2018	GU, FRED Y IECA CONFERENCE EXPENSES		OH009458	02/26/2018	1,347.05
00191547	03/01/2018	HADLEY APARTMENTS Utility assistance for EA clie	P0098345	OH009449	02/22/2018	77.76
00191548	03/01/2018	HEATH, SCOTT C MILEAGE EXPENSE		OH009470	02/23/2018	40.22
00191549	03/01/2018	HENRY, JENNIFER rental contract fa-0125 comple	P0098347	FA0125	02/22/2018	50.00
00191550	03/01/2018	HONEYWELL, MATTHEW V Professional Services - Invoic	P0098362	1014/1013	02/21/2018	1,050.00

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Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00191551	03/01/2018	HUYNH, JASON REPLACE WARRANT 191436		OH009471	02/23/2018	77.49
00191552	03/01/2018	ISSAQUAH CITY JAIL January Jail Services - Invoic	P0098283	0450008566	02/12/2018	3,007.00
00191553	03/01/2018	KC PET LICENSES KC PET LICENSE FEES COLLECTED	P0097862	OH009451	01/31/2018	125.00
00191554	03/01/2018	KC RECORDER SEWER LIEN 4356 92ND AVE SE	P0098421	OH009452	02/28/2018	34.00
00191555	03/01/2018	KELLEY, CHRIS M MILEAGE EXPENSE		OH009463	02/08/2018	72.05
00191556	03/01/2018	KING CO PROSECUTING ATTORNEY COURT REMITTANCE KC CRIME VICT	P0097861	OH009450	01/31/2018	276.23
00191557	03/01/2018	KING COUNTY MICEC Rental FA-0131 completed	P0098364	FA0131	02/22/2018	50.00
00191558	03/01/2018	KIRKLAND BUICK GMC Oil Pan Replacement - Aid 91	P0098405	GCCS277553	02/19/2018	2,571.65
00191559	03/01/2018	KROESENS UNIFORM COMPANY Uniforms/Mandella	P0098326	48749/48750	02/13/2018	170.21
00191560	03/01/2018	LAKESIDE INDUSTRIES INVENTORY PURCHASES	P0098369	39484	02/20/2018	1,567.50
00191561	03/01/2018	LATITUDE GEOGRAPHICS GROUP LTD HTML5-UPGRADE 9/1/17-11/30/17	P0098376	INV0007441	11/30/2017	10,551.25
00191562	03/01/2018	LIFTOFF LLC Office 365 Annual Subscription	P0097785	2607	01/08/2018	49,716.00
00191563	03/01/2018	MANRIQUEZ, CHERYL R CONFERENCE PARKING		OH009466	02/15/2018	40.00
00191564	03/01/2018	MARILYN'S RECYCLE INC DIRT & CLAY HAULED AWAY FROM 7	P0098389	103272	01/30/2018	4,550.00
00191565	03/01/2018	METROPRESORT January 2018 Printing and Mail	P0098388	499383/212/736/5	01/30/2018	2,259.18
00191566	03/01/2018	MILL CREEK VISION SAFETY CLASSES FOR D. BAKER	P0098293	78707083	02/16/2018	369.00
00191567	03/01/2018	MISNER, CHARLES D PE LICENSE EXPENSE		OH009461	02/28/2018	285.00
00191568	03/01/2018	MIYFS FOUNDATION Raffle ticket sales at Thrift	P0098346	OH009453	02/22/2018	470.00
00191569	03/01/2018	MORUP SIGNS INC SANDBLAST SIGN FOR LBP	P0098342	43080	12/01/2017	434.51
00191570	03/01/2018	NORTH SKY COMMUNICATIONS PERMIT REFUND		1802178/1802037	02/26/2018	1,165.96
00191571	03/01/2018	ODOM, MITCH OVERPAYMENT REFUND		OH009474	02/22/2018	1,681.73
00191572	03/01/2018	PACIFIC AIR CONTROL INC ROW SHOP UNIT REPAIR	P0098378	9625	02/09/2018	229.90
00191573	03/01/2018	PACIFIC GOLF & TURF INV. 02-46285 FL-0382 REPAIR P	P0098288	0246285	02/13/2018	329.37
00191574	03/01/2018	PACIFIC PLANTS INC Native plants for open space p	P0098300	83041	02/15/2018	175.12
00191575	03/01/2018	PETTY CASH FUND YOUTH SERVICES PETTY CASH REIMBURSEMENT		OH009443	02/26/2018	119.51
00191576	03/01/2018	PRS CLAIM ERROR REFUND		OH009481	02/14/2018	88.56

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00191577	03/01/2018	PUGET SOUND ENERGY Utility Assistance for Emergen	P0097804	OH009454	02/22/2018	300.00
00191578	03/01/2018	PUGET SOUND ENERGY Utility Assistance for Emergen	P0097804	OH009455	02/22/2018	340.02
00191579	03/01/2018	QUARLES, MARGARET OVERPAYMENT REFUND		OH009476	02/14/2018	223.53
00191580	03/01/2018	REMOTE SATELLITE SYSTEMS INT'L EMAC SAT Phone service - Invoi	P0098229	00093048	02/09/2018	54.00
00191581	03/01/2018	RENDA, AMY OVERPAYMENT REFUND		OH009473	02/21/2018	1,158.74
00191582	03/01/2018	RETAIL POINT OF SALE INC Thrift Shop retail tags	P0098366	15400	02/21/2018	2,265.22
00191583	03/01/2018	ROCK PI LLC OVERPAYMENT REFUND		OH009478	02/14/2018	289.49
00191584	03/01/2018	ROSENSTEIN, SUSIE Bryce Bogar - two 4 sessions	P0098367	135	02/16/2018	900.00
00191585	03/01/2018	SEIFERT, MIKE TRAINING EXPENSES		OH009462	02/26/2018	1,751.00
00191586	03/01/2018	SIRENNET.COM INV 224957 FL-0511 LIGHTING	P0098303	0224957IN	02/14/2018	348.48
00191587	03/01/2018	SMITH, GEORGE OVERPAYMENT REFUND		OH009477	02/14/2018	166.30
00191588	03/01/2018	STANZEL, SCOTT OVERPAYMENT REFUND		OH009479	02/14/2018	240.07
00191589	03/01/2018	SUPERION ONESOLUTION GLOBAL CORE IFAS A	P0098375	203577	02/01/2018	51.55
00191590	03/01/2018	SUPPLY SOURCE INC,THE INVENTORY PURCHASES	P0098385	1800771	02/20/2018	982.89
00191591	03/01/2018	T-MOBILE 2018 Service for Boat Launch T	P0097872	OH009456	02/09/2018	20.00
00191592	03/01/2018	TEC EQUIPMENT INC Misc. Apparatus Parts/7609	P0098257	250333S	02/01/2018	8.79
00191593	03/01/2018	ULTRABLOCK INC BLOCKS FOR SLIDE REPAIR	P0098392	0044235IN	02/09/2018	1,228.72
00191594	03/01/2018	UNITED HEALTH CARE INS CO CLAIM ERROR REFUND		OH009480	02/14/2018	87.40
00191595	03/01/2018	UNITED SITE SERVICES 2018 Portable Toilet Rentals &	P0097942	1146356727/11463	02/12/2018	583.15
00191596	03/01/2018	WASHINGTON FITNESS SERV INC safety, operational inspection	P0098365	W16822	02/15/2018	841.50
00191597	03/01/2018	WHISTLE WORKWEAR SAFETY BOOTS	P0098368	153476/153478	01/12/2018	336.88
00191598	03/01/2018	WILLING, ROBERT MILEAGE EXPENSE		OH009469	02/07/2018	117.19
00191599	03/01/2018	WRIGHT, ALEXANDRA RakasaFit course cancelled.	P0098363	OH009457	02/22/2018	81.00
00191600	03/01/2018	ZEP MANUFACTURING CO. INVENTORY PURCHASES	P0098336	9003266848	02/14/2018	163.83
					Total	121,402.01

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: 001000 - General Fund-Admin Key</i>				
P0097861	00191556	KING CO PROSECUTING ATTORNEY	COURT REMITTANCE KC CRIME VICT	276.23
P0097862	00191553	KC PET LICENSES	KC PET LICENSE FEES COLLECTED	125.00
P0098363	00191599	WRIGHT, ALEXANDRA	RakasaFit course cancelled.	81.00
P0098347	00191549	HENRY, JENNIFER	rental contract fa-0125 comple	50.00
P0098364	00191557	KING COUNTY	MICEC Rental FA-0131 completed	50.00
<i>Org Key: 402000 - Water Fund-Admin Key</i>				
	00191533	COREY, DR LAWRENCE	OVERPAYMENT REFUND	1,732.67
	00191571	ODOM, MITCH	OVERPAYMENT REFUND	1,681.73
P0098369	00191560	LAKESIDE INDUSTRIES	INVENTORY PURCHASES	1,567.50
	00191581	RENDA, AMY	OVERPAYMENT REFUND	1,158.74
P0098313	00191529	CI ACCOUNTING	INVENTORY PURCHASES	1,134.45
P0098385	00191590	SUPPLY SOURCE INC,THE	INVENTORY PURCHASES	982.89
	00191545	GIBSON, MARK	OVERPAYMENT REFUND	321.41
	00191583	ROCK PI LLC	OVERPAYMENT REFUND	289.49
	00191588	STANZEL, SCOTT	OVERPAYMENT REFUND	240.07
	00191579	QUARLES, MARGARET	OVERPAYMENT REFUND	223.53
	00191587	SMITH, GEORGE	OVERPAYMENT REFUND	166.30
P0098336	00191600	ZEP MANUFACTURING CO.	INVENTORY PURCHASES	163.83
<i>Org Key: CA1200 - Prosecution & Criminal Mngmnt</i>				
P0098362	00191550	HONEYWELL, MATTHEW V	Professional Services - Invoice	600.00
P0098362	00191550	HONEYWELL, MATTHEW V	Professional Services - Invoice	450.00
<i>Org Key: CM1100 - Administration (CM)</i>				
P0098386	00191536	DANIEL, KAMARIA	1/25 Fin Challenges Videos Rec	300.00
P0098386	00191536	DANIEL, KAMARIA	1/29 Fin Challenges Pub Mtg	240.00
P0098386	00191536	DANIEL, KAMARIA	1/31 Fin Challenges Pub Mtg	240.00
P0098351	00191542	FEDEX OFFICE	Laminate Goals Poster	21.05
<i>Org Key: CO6100 - City Council</i>				
P0098386	00191536	DANIEL, KAMARIA	MITV Council Mtg 1/9/2018	420.00
P0098386	00191536	DANIEL, KAMARIA	MITV Council Mtg 1/23/2018	390.00
P0098386	00191536	DANIEL, KAMARIA	MITV Council Mtg 12/5/2017	390.00
P0098386	00191536	DANIEL, KAMARIA	MITV MISD Mtg 1/11/18	300.00
P0098386	00191536	DANIEL, KAMARIA	MITV MISD Mtg 1/25/18	300.00
<i>Org Key: DS0000 - Development Services-Revenue</i>				
	00191570	NORTH SKY COMMUNICATIONS	PERMIT REFUND	566.00
	00191570	NORTH SKY COMMUNICATIONS	PERMIT REFUND	566.00
	00191570	NORTH SKY COMMUNICATIONS	PERMIT REFUND	16.98
	00191570	NORTH SKY COMMUNICATIONS	PERMIT REFUND	16.98
<i>Org Key: DS1200 - Bldg Plan Review & Inspection</i>				
	00191567	MISNER, CHARLES D	PE LICENSE EXPENSE	285.00
<i>Org Key: FN2100 - Data Processing</i>				
P0098375	00191589	SUPERION	ONESOLUTION GLOBAL CORE IFAS A	51.55
<i>Org Key: FN4501 - Utility Billing (Water)</i>				
P0098388	00191565	METROPRESORT	January 2018 Printing and Mail	425.38
P0098388	00191565	METROPRESORT	January 2018 Printing and Mail	327.68

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: FN4502 - Utility Billing (Sewer)</i>				
P0098388	00191565	METROPRESORT	January 2018 Printing and Mail	425.37
P0098388	00191565	METROPRESORT	January 2018 Printing and Mail	327.69
P0098421	00191554	KC RECORDER	SEWER LIEN 4356 92ND AVE SE	34.00
<i>Org Key: FN4503 - Utility Billing (Storm)</i>				
P0098388	00191565	METROPRESORT	January 2018 Printing and Mail	425.37
P0098388	00191565	METROPRESORT	January 2018 Printing and Mail	327.69
<i>Org Key: FR0000 - Fire-Revenue</i>				
	00191576	PRS	CLAIM ERROR REFUND	88.56
	00191594	UNITED HEALTH CARE INS CO	CLAIM ERROR REFUND	87.40
<i>Org Key: FR1100 - Administration (FR)</i>				
P0098326	00191559	KROESENS UNIFORM COMPANY	Uniforms/Mandella	170.21
<i>Org Key: FR2100 - Fire Operations</i>				
P0098405	00191558	KIRKLAND BUICK GMC	Oil Pan Replacement - Aid 91	2,571.65
P0098329	00191544	FIRST RESPONSE EMERGENCY EQUPT	10 Pair Leather Impact Gloves	538.89
P0098257	00191592	TEC EQUIPMENT INC	Misc. Apparatus Parts/7609	8.79
<i>Org Key: GGM001 - General Government-Misc</i>				
P0097860	00191530	COMCAST	CITY HALL HIGH SPEED INTERNET	111.45
<i>Org Key: IS2100 - IGS Network Administration</i>				
P0097785	00191562	LIFTOFF LLC	Office 365 Annual Subscription	49,716.00
	00191527	CENTURYLINK	PHONE USE FEB 2018	1,337.08
<i>Org Key: MT2500 - ROW Administration</i>				
	00191551	HUYNH, JASON	REPLACE WARRANT 191436	60.27
	00191548	HEATH, SCOTT C	MILEAGE EXPENSE	40.22
	00191538	DRUSCHBA, JOHN F	MILEAGE EXPENSES	34.88
	00191551	HUYNH, JASON	MILEAGE EXPENSE	17.22
<i>Org Key: MT3100 - Water Distribution</i>				
P0098341	00191526	CASCADE COLUMBIA DISTRIBUTION	SODIUM HYPOCHLORITE	307.60
<i>Org Key: MT3200 - Water Pumps</i>				
	00191527	CENTURYLINK	PHONE USE FEB 2018	59.69
<i>Org Key: MT3300 - Water Associated Costs</i>				
	00191598	WILLING, ROBERT	WW OPERATOR TEST EXPENSE	87.00
	00191555	KELLEY, CHRIS M	MILEAGE EXPENSE	72.05
	00191538	DRUSCHBA, JOHN F	MILEAGE EXPENSES	34.88
	00191598	WILLING, ROBERT	MILEAGE EXPENSE	30.19
<i>Org Key: MT3400 - Sewer Collection</i>				
P0098293	00191566	MILL CREEK VISION	SAFETY CLASSES FOR D. BAKER	369.00
<i>Org Key: MT3500 - Sewer Pumps</i>				
	00191528	CENTURYLINK BUSINESS SERVICES	PHONE USE FEB 2018	3,602.32
<i>Org Key: MT3800 - Storm Drainage</i>				
P0098392	00191593	ULTRABLOCK INC	BLOCKS FOR SLIDE REPAIR	1,228.72

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: MT4150 - Support Services - Clearing</i>				
P0098321	00191531	COMCAST	2018 PW WI-FI SERVICE	86.40
P0098352	00191534	COSTCO	Costco membership card PW	60.00
<i>Org Key: MT4200 - Building Services</i>				
P0098377	00191543	FIRE PROTECTION INC	CITY BLDG FIRE & SECURITY MONI	399.00
P0098378	00191572	PACIFIC AIR CONTROL INC	ROW SHOP UNIT REPAIR	229.90
<i>Org Key: MT4300 - Fleet Services</i>				
P0098288	00191573	PACIFIC GOLF & TURF	INV. 02-46285 FL-0382 REPAIR P	329.37
<i>Org Key: MT4501 - Water Administration</i>				
	00191527	CENTURYLINK	PHONE USE FEB 2018	53.98
<i>Org Key: PO1100 - Administration (PO)</i>				
P0098228	00191541	FBI-LEEDA	Yearly Dues - Magnan - Invoice	50.00
<i>Org Key: PO1350 - Police Emergency Management</i>				
P0098229	00191580	REMOTE SATELLITE SYSTEMS INT'L	EMAC SAT Phone service - Invoi	54.00
<i>Org Key: PO1900 - Jail/Home Monitoring</i>				
P0098283	00191552	ISSAQUAH CITY JAIL	January Jail Services - Invoic	3,007.00
<i>Org Key: PO2450 - Special Operations Team</i>				
	00191585	SEIFERT, MIKE	TRAINING EXPENSES	1,751.00
<i>Org Key: PR1100 - Administration (PR)</i>				
P0098352	00191534	COSTCO	Costco membership card P&R	60.00
<i>Org Key: PR2108 - Health and Fitness</i>				
P0098367	00191584	ROSENSTEIN, SUSIE	Bryce Bogar - two 4 sessions	900.00
<i>Org Key: PR4100 - Community Center</i>				
P0098348	00191525	BUTLER / B & E	2018 NW Events Show booth and	2,150.65
P0098365	00191596	WASHINGTON FITNESS SERV INC	safety, operational inspection	841.50
P0098274	00191539	EASTSIDE EXTERMINATORS	EXTERMINATOR SERVICE	230.01
P0097871	00191532	COMCAST	2018 High Speed Internet Conne	163.37
P0098377	00191543	FIRE PROTECTION INC	CITY BLDG FIRE & SECURITY MONI	150.15
	00191527	CENTURYLINK	PHONE USE FEB 2018	51.80
<i>Org Key: PR6100 - Park Maintenance</i>				
P0098368	00191597	WHISTLE WORKWEAR	SAFETY BOOTS	336.88
<i>Org Key: PR6200 - Athletic Field Maintenance</i>				
	00191527	CENTURYLINK	PHONE USE FEB 2018	90.95
<i>Org Key: PR6500 - Luther Burbank Park Maint.</i>				
P0098342	00191569	MORUP SIGNS INC	SANDBLAST SIGN FOR LBP	434.51
	00191527	CENTURYLINK	PHONE USE FEB 2018	264.38
P0098377	00191543	FIRE PROTECTION INC	CITY BLDG FIRE & SECURITY MONI	185.97
<i>Org Key: PR6700 - I90 Park Maintenance</i>				
P0097942	00191595	UNITED SITE SERVICES	2018 Portable Toilet Rentals &	356.35
P0097942	00191595	UNITED SITE SERVICES	2018 Portable Toilet Rentals &	151.20
P0097872	00191591	T-MOBILE	2018 Service for Boat Launch T	20.00

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: VCP432 - CIP Storm Drainage Salaries</i>				
	00191546	GU, FRED Y	IECA CONFERENCE EXPENSES	1,347.05
<i>Org Key: WG110T - Computer Equip Replacements</i>				
P0097984	00191537	DAY MANAGEMENT CORP	Fire Modem/Antenna Installatio	4,977.51
<i>Org Key: WG130E - Equipment Rental Vehicle Repl</i>				
P0098303	00191586	SIRENNET.COM	INV 224957 FL-0511 LIGHTING	348.48
<i>Org Key: WG926T - Web Based GIS Information</i>				
P0098376	00191561	LATITUDE GEOGRAPHICS GROUP LTD	HTML5-UPGRADE 9/1/17-11/30/17	10,551.25
<i>Org Key: WP113R - South Mercer Playfields</i>				
P0098389	00191564	MARILYN'S RECYCLE INC	DIRT & CLAY HAULED AWAY FROM 7	4,550.00
<i>Org Key: WP122P - Open Space - Pioneer/Engstrom</i>				
P0097942	00191595	UNITED SITE SERVICES	2018 Portable Toilet Rentals &	75.60
<i>Org Key: WP122R - Vegetation Management</i>				
P0098300	00191574	PACIFIC PLANTS INC	Native plants for open space p	175.12
<i>Org Key: XG150T - Small Tech/Equipment</i>				
P0098025	00191540	EFFICIENCY INC	FTR Gold 5.7.1 Upgrade	3,844.50
<i>Org Key: YF1100 - YFS General Services</i>				
	00191575	PETTY CASH FUND YOUTH SERVICES	PETTY CASH REIMBURSEMENT	91.19
P0098352	00191534	COSTCO	Costco membership card - YFS	60.00
	00191563	MANRIQUEZ, CHERYL R	CONFERENCE PARKING	40.00
	00191575	PETTY CASH FUND YOUTH SERVICES	PETTY CASH REIMBURSEMENT	10.72
	00191575	PETTY CASH FUND YOUTH SERVICES	PETTY CASH REIMBURSEMENT	10.00
	00191575	PETTY CASH FUND YOUTH SERVICES	PETTY CASH REIMBURSEMENT	7.60
<i>Org Key: YF1200 - Thrift Shop</i>				
P0098366	00191582	RETAIL POINT OF SALE INC	Thrift Shop retail tags	2,265.22
P0098346	00191568	MIYFS FOUNDATION	Raffle ticket sales at Thrift	470.00
P0098377	00191543	FIRE PROTECTION INC	CITY BLDG FIRE & SECURITY MONI	185.97
<i>Org Key: YF2600 - Family Assistance</i>				
P0098356	00191535	CREST APARTMENT LLC	Rent payment for EA client LC	1,000.00
P0097804	00191578	PUGET SOUND ENERGY	Utility Assistance for Emergen	340.02
P0097804	00191577	PUGET SOUND ENERGY	Utility Assistance for Emergen	300.00
P0098345	00191547	HADLEY APARTMENTS	Utility assistance for EA clie	77.76
Total				<u>121,402.01</u>

CERTIFICATION OF CLAIMS

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered, or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the City of Mercer Island, and that I am authorized to authenticate and certify to said claim.

Charles L. Corder

Finance Director

I, the undersigned, do hereby certify that the City Council has reviewed the documentation supporting claims paid and approved all checks or warrants issued in payment of claims.

Mayor

Date

<u>Report</u>	<u>Warrants</u>	<u>Date</u>	<u>Amount</u>
Check Register	191601 -191745	3/8/2018	\$ 477,336.87
			\$ 477,336.87

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00191601	03/02/2018	ABBOTT, RICHARD LEOFF1 Medicare Reimb		MARCH2018B	03/02/2018	221.30
00191602	03/02/2018	ADAMS, RONALD E LEOFF1 Medicare Reimb		MARCH2018B	03/02/2018	109.00
00191603	03/02/2018	AUGUSTSON, THOR LEOFF1 Medicare Reimb		MARCH2018B	03/02/2018	327.60
00191604	03/02/2018	BARNES, WILLIAM LEOFF1 Medicare Reimb		MARCH2018A	03/02/2018	1,768.01
00191605	03/02/2018	BOOTH, GLENDON D LEOFF1 Retiree Medical Expense		MARCH2018B	03/02/2018	357.12
00191606	03/02/2018	CALLAGHAN, MICHAEL LEOFF1 Medicare Reimb		MARCH2018B	03/02/2018	377.20
00191607	03/02/2018	COOPER, ROBERT LEOFF1 Excess Benefit		MARCH2018A	03/02/2018	1,566.16
00191608	03/02/2018	DEEDS, EDWARD G LEOFF1 Retiree Medical Expense		MARCH2018B	03/02/2018	1,161.10
00191609	03/02/2018	DEVENY, JAN P LEOFF1 Medicare Reimb		MARCH2018B	03/02/2018	333.40
00191610	03/02/2018	DOWD, PAUL LEOFF1 Medicare Reimb		MARCH2018B	03/02/2018	293.00
00191611	03/02/2018	ELSOE, RONALD LEOFF1 Medicare Reimb		MARCH2018B	03/02/2018	140.50
00191612	03/02/2018	FORSMAN, LOWELL LEOFF1 Medicare Reimb		MARCH2018B	03/02/2018	544.50
00191613	03/02/2018	GOODMAN, J C LEOFF1 Medicare Reimb		MARCH2018B	03/02/2018	436.70
00191614	03/02/2018	HAGSTROM, JAMES LEOFF1 Medicare Reimb		MARCH2018B	03/02/2018	124.60
00191615	03/02/2018	JOHNSON, CURTIS LEOFF1 Medicare Reimb		MARCH2018A	03/02/2018	1,045.78
00191616	03/02/2018	KUHN, DAVID LEOFF1 Medicare Reimb		MARCH2018B	03/02/2018	341.50
00191617	03/02/2018	LEOPOLD, FREDERIC LEOFF1 Medicare Reimb		MARCH2018B	03/02/2018	185.70
00191618	03/02/2018	LYONS, STEVEN LEOFF1 Medicare Reimb		MARCH2018B	03/02/2018	128.50
00191619	03/02/2018	MYERS, JAMES S LEOFF1 Medicare Reimb		MARCH2018B	03/02/2018	226.50
00191620	03/02/2018	PROVOST, ALAN LEOFF1 Excess Benefit		MARCH2018A	03/02/2018	1,449.36
00191621	03/02/2018	RAMSAY, JON LEOFF1 Medicare Reimb		MARCH2018A	03/02/2018	584.61
00191622	03/02/2018	RUCKER, MANORD J LEOFF1 Medicare Reimb		MARCH2018B	03/02/2018	141.00
00191623	03/02/2018	SCHOENTRUP, WILLIAM LEOFF1 Medicare Reimb		MARCH2018A	03/02/2018	1,004.89
00191624	03/02/2018	SMITH, RICHARD LEOFF1 Medicare Reimb		MARCH2018B	03/02/2018	200.80
00191625	03/02/2018	THOMPSON, JAMES LEOFF1 Medicare Reimb		MARCH2018B	03/02/2018	123.30
00191626	03/02/2018	TOOLEY, NORMAN LEOFF1 Medicare Reimb		MARCH2018B	03/02/2018	237.00

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00191627	03/02/2018	WALLACE, THOMAS LEOFF1 Retiree Medical Expense		MARCH2018B	03/02/2018	529.08
00191628	03/02/2018	WEGNER, KEN LEOFF1 Retiree Medical Expense		MARCH2018B	03/02/2018	476.90
00191629	03/02/2018	WHEELER, DENNIS LEOFF1 Medicare Reimb		MARCH2018B	03/02/2018	104.90
00191630	03/08/2018	AA TOOL & EQUIPMENT RENTAL LOADER COMPACT TRACKED RENTAL	P0098245	103544	02/08/2018	1,406.35
00191631	03/08/2018	AM TEST INC INV 103392 S. RESERVOIR TANK	P0098359	103392	02/21/2018	50.00
00191632	03/08/2018	AMICI, DOMINIC PER DIEM REIMB		OH009498	02/28/2018	206.50
00191633	03/08/2018	ASSOCIATION OF WA CITIES 2018 Workers Comp Retro Progra	P0098463	57617	12/18/2017	29,414.27
00191634	03/08/2018	ASSOCIATION OF WA CITIES 2018 Drug and Alcohol Consorti	P0098464	57081	12/18/2017	1,787.00
00191635	03/08/2018	BAHL, RITU rental fa-0533 completed. retu	P0098418	FA0533	02/28/2018	50.00
00191636	03/08/2018	BEEHIVE WORKSHOP Graphic Design Service 2018	P0098387	20180223	02/23/2018	2,625.00
00191637	03/08/2018	BLUELINE GROUP EMW 5400 - 6000 BLK WATER SYST	P91940	14524	02/05/2018	18,403.71
00191638	03/08/2018	BRACE, COLLIN & MILKANA OVERPAYMENT REFUND		OH009489	02/26/2018	145.00
00191639	03/08/2018	BRAILEY CONSULTING February 2018 Public Engagemen	P0098460	OH009501	03/01/2018	3,500.00
00191640	03/08/2018	BRIGHT HORIZONS Preschool scholarship payment	P0098451	OH009502	03/01/2018	573.66
00191641	03/08/2018	CADMAN INC 5/8"-MINUS ROCK (180.04 TONS)	P0098420	5495647/5494446/	02/13/2018	4,644.17
00191642	03/08/2018	CANTER, DAVID MILEAGE EXPENSE		OH009497	02/28/2018	436.49
00191643	03/08/2018	CENTURYLINK PHONE USE FEBRUARY 2018		OH009499	02/23/2018	1,675.19
00191644	03/08/2018	CHAPTER 13 TRUSTEE PAYROLL EARLY WARRANTS		2MAR2018	03/02/2018	1,331.00
00191645	03/08/2018	CHS ENGINEERING INC PS 18 EQUIPMENT REPAIRS	P0097718	8017041801	01/26/2018	8,760.96
00191646	03/08/2018	CINTAS CORPORATION #460 2018 weekly rug cleaning servi	P0097870	460309323/460314	02/05/2018	123.00
00191647	03/08/2018	CLOUD 9 SPORTS LLC LOGO FOR SAFETY YEST	P0098417	DMSH2663	02/28/2018	212.85
00191648	03/08/2018	COLE, DONALD FLEX SPEND REIMB		2MAR18	03/02/2018	939.18
00191649	03/08/2018	CONFIDENTIAL DATA DISPOSAL Shredding Services for Entire	P0098452	98334	02/28/2018	225.00
00191650	03/08/2018	CONFLUENCE ENGINEERING GRP LLC INV 07-1117 PHASE 3 MICROBIAL	P91202	080118MIWQP3	02/09/2018	3,189.44
00191651	03/08/2018	COOK, KEVIN LEOFF1 Retiree Medical Expense	P0098429	OH009503	02/28/2018	82.37
00191652	03/08/2018	CRYSTAL SPRINGS starbucks coffee for machine	P0098401	13123243021618	02/16/2018	123.25

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00191653	03/08/2018	CUMMINS INC INV 1-88025 PM INSPECTION BOOS	P0098355	188025/188220	12/05/2017	6,582.01
00191654	03/08/2018	DANIEL, KAMARIA 2/21 Fin Chal Video Shoot	P0098486	012	02/01/2018	2,940.00
00191655	03/08/2018	DUNN LUMBER COMPANY INVENTORY PURCHASES	P0098332	5345838	02/20/2018	296.87
00191656	03/08/2018	EARTHCORPS INC 2017 - 2018 EarthCorps Volunt	P93946	6825	01/31/2018	1,058.53
00191657	03/08/2018	EISENMAN, INGRID M Greta Hackett Outdoor Sculptur	P0098231	OH009506	02/26/2018	400.00
00191658	03/08/2018	ELSOE, RONALD LEOFF1 Retiree Medical Expense	P0098430	OH009505	03/05/2018	238.41
00191659	03/08/2018	EVIDENT Evidence Collection/processing	P0098227	128611A	02/15/2018	127.83
00191660	03/08/2018	EXPEDIA rental fa-0442 completed. retu	P0098395	FA0442	02/27/2018	315.00
00191661	03/08/2018	FARWEST PAINT MFG. CO. ENAMEL PAINT FOR PUMP STATIONS	P0098423	0714000IN	02/13/2018	442.70
00191662	03/08/2018	FCS GROUP Cost of Service and Fee analys	P0098412	282021802023	02/16/2018	845.00
00191663	03/08/2018	FEI - SEATTLE WW #1539 INVENTORY PURCHASES	P0098406	0584784	02/16/2018	2,381.18
00191664	03/08/2018	GET Washington PAYROLL EARLY WARRANTS		2MAR2018	03/02/2018	300.00
00191665	03/08/2018	GOODYEAR TIRE & RUBBER CO, THE INV 195-1142859 TIRE REPAIRS	P0098302	1951142812	02/14/2018	809.12
00191666	03/08/2018	GRAINGER INVENTORY PURCHASES	P0098296	9700119226	02/14/2018	603.43
00191667	03/08/2018	GU, FRED Y PER DIEM REIMB		OH009496	02/26/2018	231.95
00191668	03/08/2018	HACH COMPANY SINGLET COMBO, PH 7.0 & 10.01	P0098438	10850221	02/22/2018	138.21
00191669	03/08/2018	HADASHOT, PANIM rental fa-0521 cancelled. did	P0098393	FA0521	02/27/2018	224.00
00191670	03/08/2018	HDR ENGINEERING INC INV 1200089585 SEWER	P0097695	1200102379	02/13/2018	13,950.18
00191671	03/08/2018	HENRY, ROBERT J course 17351 birding trip canc	P0098400	17351	02/27/2018	90.20
00191672	03/08/2018	HERRERA ENVIRONMENTAL CONSULT NPDES Phase 2 permit/ implemen	P0098408	41874	02/18/2018	2,731.68
00191673	03/08/2018	HOME DEPOT CREDIT SERVICE INVENTORY PURCHASES	P0098403	0279800084418	02/27/2018	68.00
00191674	03/08/2018	HONEYWELL, MATTHEW V Professional Services - Invoic	P0098489	1016	02/27/2018	900.00
00191675	03/08/2018	HUTCHINSON, LISA K CART Services for 1/17/18 Plan	P0098407	3589/3592	01/30/2018	727.00
00191676	03/08/2018	IAPMO IAPMO membership for Don	P0098416	0225503IN	02/27/2018	150.00
00191677	03/08/2018	INTERIOR FOLIAGE CO, THE CITY HALL INTERIOR LANDSCAPING	P0098425	39043	02/08/2018	339.90
00191678	03/08/2018	JOHNSON, CURTIS LEOFF1 Retiree Medical Expense	P0098444	OH009507	03/01/2018	1,082.69

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00191679	03/08/2018	KC FINANCE INV 84421.3 THIRD TRIMESTER OF	P0098361	84421C	02/01/2018	4,025.00
00191680	03/08/2018	KCDA PURCHASING COOPERATIVE ISLAND CREST PARK BASEBALL NOR	P0095836	300253454	02/06/2018	28,560.00
00191681	03/08/2018	KENMORE, CITY OF Trakit training for Andrea, Da	P0098411	INV00040	01/26/2018	1,752.00
00191682	03/08/2018	KIDS COMPANY Childcare payment for EA clien	P0098448	OH009508	03/01/2018	130.00
00191683	03/08/2018	KING COUNTY FINANCE INV 89201-89206 BASIC SIGNAL	P0098353	8920189206	12/31/2017	3,107.89
00191684	03/08/2018	KROESENS UNIFORM COMPANY BallisticVest - Sgt. Parr -	P0098456	48761/762/763	02/13/2018	1,197.12
00191685	03/08/2018	LEDBETTER-KRAFT, DELORES E Instructor fees - course #1726	P0098461	17265	03/01/2018	1,214.50
00191686	03/08/2018	LEOFF HEALTH & WELFARE TRUST FIRE RETIREES		MARCH 2018F	03/05/2018	59,056.50
00191687	03/08/2018	LEOFF HEALTH & WELFARE TRUST POLICE RETIREES		MARCH 2018B	03/05/2018	61,104.57
00191688	03/08/2018	LEOPOLD, FREDERIC LEOFF1 Retiree Medical Expense	P0098446	OH009511	03/01/2018	52.33
00191689	03/08/2018	LEUKEMIA & LYMPHOMA SOCIETY rental fa-0077 completed. retu	P0098394	FA0077	02/27/2018	50.00
00191690	03/08/2018	LIN, MELINA rental fa-0222 completed. retu	P0098399	FA0222	02/27/2018	400.00
00191691	03/08/2018	LOISEAU, LERI M LEOFF1 Retiree Medical Expense	P0098431	OH009510	02/28/2018	135.42
00191692	03/08/2018	LYONS, STEVEN LEOFF1 Retiree Medical Expense	P0098443	OH009509	03/01/2018	521.60
00191693	03/08/2018	MI CHINESE COMMUNITY rental fa-0201 completed. retu	P0098397	FA0201	02/27/2018	400.00
00191694	03/08/2018	MAGNAN, JEFF FLEX SPEND REIMB		3MAR18	03/03/2018	1,965.00
00191695	03/08/2018	MARTEN LAW Professional Services - Invoic	P0098488	44086736	02/26/2018	237.00
00191696	03/08/2018	MAXIM, EVAN PARKING AND MILEAGE EXPENSE		OH009488	02/27/2018	23.71
00191697	03/08/2018	MCCOY, STEPHEN W FLEX SPEND REIMB		3MAR18	03/03/2018	300.00
00191698	03/08/2018	MI CHAMBER OF COMMERCE MONTHLY BILLING FOR SERVICES	P0097790	OH009512	02/24/2018	1,200.00
00191699	03/08/2018	MI EMPLOYEES ASSOC PAYROLL EARLY WARRANTS		2MAR2018	03/02/2018	315.00
00191700	03/08/2018	MI SCHOOL DISTRICT #400 2018 Operational support for M	P0098084	OH009515	03/01/2018	11,251.82
00191701	03/08/2018	MI UTILITY BILLS PAYMENT OF UTILITY BILLS FOR W	P0098475	OH009514	02/28/2018	5,251.41
00191702	03/08/2018	MID-AMERICA SPORTS ADVANTAGE POLY CAP FOR FENCE, TIES & TOO	P0098384	37904600	02/19/2018	1,966.91
00191703	03/08/2018	NAPA AUTO PARTS 2018 FLEET REPAIR PARTS AND	P0098166	OH009516	01/31/2018	1,514.29
00191704	03/08/2018	PACIFIC AIR CONTROL INC CITY HALL DSG HEAT PUMP 1 REPA	P0098424	9934	02/16/2018	171.60

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00191705	03/08/2018	PACIFIC MODULAR BRIAN MCDANIEL OFFICE FLOOR RE	P0098439	4886	02/12/2018	593.23
00191706	03/08/2018	POT O' GOLD INC Coffee supplies and equipment	P0098409	0144122/0147440	02/01/2018	534.80
00191707	03/08/2018	PUGET SOUND ENERGY ENERGY USE FEBRUARY 2018		OH009500	02/23/2018	29,400.99
00191708	03/08/2018	QUENCH USA INC Quench system - (LB-Parks & Re	P0097795	INV01116819	03/01/2018	237.60
00191709	03/08/2018	QUINN, THOMAS FLEX SPEND REIMB		3MAR18	03/03/2018	1,484.75
00191710	03/08/2018	R A BROWN BACKFLOW TESTING CHECKMODULES & SEAT CAGE	P0098447	18022801/802	02/28/2018	1,603.10
00191711	03/08/2018	RAJBHANDARI, BIHYAN rental fa-0181 completed. retu	P0098398	FA0181	02/27/2018	400.00
00191712	03/08/2018	REPUBLIC SERVICES #172 2018 PW ROW DISPOSAL/RECYCLING	P0098360	0172007372634	01/31/2018	9,038.31
00191713	03/08/2018	RESERVE ACCOUNT Postage reserve fund refill	P0098414	OH009517	02/28/2018	2,500.00
00191714	03/08/2018	RISAN ATHLETICS INC Home plates for baseball field	P0098232	49598	02/21/2018	176.00
00191715	03/08/2018	RUCKER, MANORD J LEOFF1 Retiree Medical Expense	P0098435	OH009518	02/28/2018	122.40
00191716	03/08/2018	SCHMALHOFER, GEORGE F PER DIEM REIMB		OH009495	02/28/2018	640.54
00191717	03/08/2018	SCHOENTRUP, WILLIAM LEOFF1 Retiree Medical Expense	P0098445	OH009520	03/01/2018	556.22
00191718	03/08/2018	SCHROEDER, SCOTT W PER DIEM REIMB		OH009493	02/28/2018	705.62
00191719	03/08/2018	SEATTLE THEATRE GROUP rental fa-0086 completed. retu	P0098396	FA0086	02/27/2018	50.00
00191720	03/08/2018	SEATTLE, CITY OF Feb 2018 Water Purchases	P0098404	OH009519	02/21/2018	89,907.00
00191721	03/08/2018	SECURITY SAFE & LOCK BRIAN MCDANIEL FILE KEYS	P0098426	522913	02/09/2018	37.29
00191722	03/08/2018	SEIFERT, MIKE PER DIEM REIMB		OH009491	02/28/2018	453.72
00191723	03/08/2018	SHORELINE COMMUNITY VEHICLE MAINTENANCE MANAGEMENT	P0098323	18VMMCCOM101	02/21/2018	595.00
00191724	03/08/2018	SPIETZ, ALLISON FLEX SPEND REIMB		2MAR18	03/02/2018	13.48
00191725	03/08/2018	STOWE DEVELOPMENT & STRATEGIES Jan 2018 TC Vision Implementat	P0098127	007MI	02/01/2018	4,050.00
00191726	03/08/2018	SYLVETSKY, LESLIE ART SUPPLIES FOR SENIOR SOCIAL		OH009487	02/27/2018	38.10
00191727	03/08/2018	TACOMA SCREW PRODUCTS INC TAPPING SCREWS	P0098381	16231348	02/23/2018	11.70
00191728	03/08/2018	TAWNEY, LAURA L. Tawney Feb 2018 COBRA	P0098525	OH009521	03/06/2018	2,584.70
00191729	03/08/2018	TAYLOR, KIRSTEN FLEX SPEND REIMB		2MAR18	03/02/2018	1,500.00
00191730	03/08/2018	TOOLEY, NORMAN LEOFF1 Retiree Medical Expense	P0098432	OH009522	02/28/2018	273.00

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00191731	03/08/2018	TRAFFIC SAFETY SUPPLY OBJECT MARKER FACE (DECAL) 13	P0098370	139914	02/21/2018	67.31
00191732	03/08/2018	ULTRABLOCK INC BLOCKS FOR SLIDE REPAIR	P0098422	0044275IN	02/15/2018	1,189.08
00191733	03/08/2018	UNDERWATER SPORTS INC. Dive Tank - Invoice # 20015539	P0098454	20015555	02/21/2018	987.64
00191734	03/08/2018	UNITED SITE SERVICES Volunteer Event Portable Restr	P0097782	1146409428	02/22/2018	110.76
00191735	03/08/2018	UNITED WAY OF KING CO PAYROLL EARLY WARRANTS		2MAR2018	03/02/2018	105.00
00191736	03/08/2018	VERIZON WIRELESS Mobil hot spots	P0098413	9800417627	01/23/2018	442.20
00191737	03/08/2018	WABO WABO Training for Mark	P0098415	35417	02/07/2018	500.00
00191738	03/08/2018	WALTER E NELSON CO INVENTORY PURCHASES	P0098380	639300	02/23/2018	3,111.10
00191739	03/08/2018	WEST MARINE PRO MP Supplies - Invoice # 3773	P0098459	3773	02/21/2018	111.91
00191740	03/08/2018	WEST, PAUL D FLEX SPEND REIMB		3MAR18	03/03/2018	986.92
00191741	03/08/2018	WRPA WRPA Conference registration f	P0098391	3142	02/23/2018	1,316.00
00191742	03/08/2018	WRPA 2018 wrpa annual conference	P0098402	3136	02/23/2018	419.00
00191743	03/08/2018	WRPA WRPA Conference registration f	P0098391	3142	02/23/2018	329.00
00191744	03/08/2018	WRPA 2018 wrpa conference for Rache	P0098419	3135	02/23/2018	329.00
00191745	03/08/2018	XEROX CORPORATION Print & copy charges for CM co	P0098410	092163431/24/092	02/01/2018	1,502.44
					Total	<u>477,336.87</u>

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: 001000 - General Fund-Admin Key</i>				
P0098399	00191690	LIN, MELINA	rental fa-0222 completed. retu	400.00
P0098397	00191693	M I CHINESE COMMUNITY	rental fa-0201 completed. retu	400.00
P0098398	00191711	RAJBHANDARI, BIHYAN	rental fa-0181 completed. retu	400.00
P0098395	00191660	EXPEDIA	rental fa-0442 completed. retu	315.00
P0098393	00191669	HADASHOT, PANIM	rental fa-0521 cancelled. did	224.00
P0098400	00191671	HENRY, ROBERT J	course 17351 birding trip canc	90.20
P0098418	00191635	BAHL, RITU	rental fa-0533 completed. retu	50.00
P0098394	00191689	LEUKEMIA & LYMPHOMA SOCIETY	rental fa-0077 completed. retu	50.00
P0098396	00191719	SEATTLE THEATRE GROUP	rental fa-0086 completed. retu	50.00
<i>Org Key: 402000 - Water Fund-Admin Key</i>				
P0098406	00191663	FEI - SEATTLE WW #1539	INVENTORY PURCHASES	2,381.18
P0098318	00191738	WALTER E NELSON CO	INVENTORY PURCHASES	1,985.79
P0098380	00191738	WALTER E NELSON CO	INVENTORY PURCHASES	1,125.31
P0098296	00191666	GRAINGER	INVENTORY PURCHASES	306.77
P0098332	00191655	DUNN LUMBER COMPANY	INVENTORY PURCHASES	296.87
P0098350	00191666	GRAINGER	INVENTORY PURCHASES	296.66
	00191638	BRACE, COLLIN & MILKANA	OVERPAYMENT REFUND	145.00
P0098403	00191673	HOME DEPOT CREDIT SERVICE	INVENTORY PURCHASES	68.00
<i>Org Key: 814072 - United Way</i>				
	00191735	UNITED WAY OF KING CO	PAYROLL EARLY WARRANTS	105.00
<i>Org Key: 814074 - Garnishments</i>				
	00191644	CHAPTER 13 TRUSTEE	PAYROLL EARLY WARRANTS	1,331.00
<i>Org Key: 814075 - Mercer Island Emp Association</i>				
	00191699	MI EMPLOYEES ASSOC	PAYROLL EARLY WARRANTS	315.00
<i>Org Key: 814085 - GET Program Deductions</i>				
	00191664	GET Washington	PAYROLL EARLY WARRANTS	300.00
<i>Org Key: CA1100 - Administration (CA)</i>				
P0098488	00191695	MARTEN LAW	Professional Services - Invoic	237.00
<i>Org Key: CA1200 - Prosecution & Criminal Mngmnt</i>				
P0098489	00191674	HONEYWELL, MATTHEW V	Professional Services - Invoic	900.00
<i>Org Key: CM1100 - Administration (CM)</i>				
P0098460	00191639	BRAILEY CONSULTING	February 2018 Public Engagemen	3,500.00
P0098486	00191654	DANIEL, KAMARIA	Fin Challenges Videos Edit	480.00
P0098486	00191654	DANIEL, KAMARIA	2/21 Fin Chal Video Edit	300.00
P0098486	00191654	DANIEL, KAMARIA	2/22 Fin Chal Video Edit	300.00
P0098486	00191654	DANIEL, KAMARIA	2/22 Fin Chal Video Shoot	240.00
P0098486	00191654	DANIEL, KAMARIA	2/21 Fin Chal Video Shoot	240.00
<i>Org Key: CO6100 - City Council</i>				
P0098486	00191654	DANIEL, KAMARIA	MITV Council Mtg 2/20/2018	450.00
P0098486	00191654	DANIEL, KAMARIA	MITV Council Mtg 2/6/2018	390.00
P0098486	00191654	DANIEL, KAMARIA	MITV MISD Mtg 2/8/2018	300.00
P0098486	00191654	DANIEL, KAMARIA	MITV MISD Mtg 2/22/2018	240.00
<i>Org Key: DS1100 - Administration (DS)</i>				

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P0098411	00191681	KENMORE, CITY OF	Trakit training for Andrea, Da	1,752.00
P0098412	00191662	FCS GROUP	Cost of Service and Fee analys	845.00
P0098407	00191675	HUTCHINSON, LISA K	CART Services for 2/7/18 & 2/2	432.00
P0098407	00191675	HUTCHINSON, LISA K	CART Services for 1/17/18 Plan	295.00
P0098413	00191736	VERIZON WIRELESS	Phone and data charges	282.16
P0098413	00191736	VERIZON WIRELESS	Mobil hot spots	160.04
P0098417	00191647	CLOUD 9 SPORTS LLC	LOGO FOR SAFETY YEST	4.26
<i>Org Key: DS1200 - Bldg Plan Review & Inspection</i>				
P0098415	00191737	WABO	WABO Training for Mark	500.00
P0098416	00191676	IAPMO	IAPMO membership for Don	150.00
<i>Org Key: DS1300 - Land Use Planning Svc</i>				
	00191696	MAXIM, EVAN	PARKING AND MILEAGE EXPENSE	23.71
<i>Org Key: DS1400 - Development Engineering</i>				
P0098408	00191672	HERRERA ENVIRONMENTAL CONSULT	NPDES Phase 2 permit/ implemen	2,731.68
<i>Org Key: FNBE01 - Financial Services</i>				
P0097790	00191698	MI CHAMBER OF COMMERCE	MONTHLY BILLING FOR SERVICES	1,200.00
<i>Org Key: FR1100 - Administration (FR)</i>				
	00191643	CENTURYLINK	PHONE USE FEBRUARY 2018	308.62
<i>Org Key: GGM001 - General Government-Misc</i>				
P0098127	00191725	STOWE DEVELOPMENT & STRATEGIES	Jan 2018 TC Vision Implementat	4,050.00
P0098409	00191706	POT O' GOLD INC	Coffee supplies and equipment	507.30
P0098409	00191706	POT O' GOLD INC	water cooler	27.50
<i>Org Key: GGM004 - Gen Govt-Office Support</i>				
P0098414	00191713	RESERVE ACCOUNT	Postage reserve fund refill	2,500.00
P0098410	00191745	XEROX CORPORATION	Print & copy charges for CM co	815.09
P0098410	00191745	XEROX CORPORATION	Print & copy charges for Mail	509.35
P0098452	00191649	CONFIDENTIAL DATA DISPOSAL	Shredding Services for Entire	225.00
P0098410	00191745	XEROX CORPORATION	Print & copy charges for DSG c	178.00
<i>Org Key: GGM005 - Genera Govt-LI Retiree Costs</i>				
	00191687	LEOFF HEALTH & WELFARE TRUST	POLICE RETIREES	5,722.50
	00191686	LEOFF HEALTH & WELFARE TRUST	FIRE RETIREES	3,828.91
P0098445	00191717	SCHOENTRUP, WILLIAM	LEOFF1 Retiree Medical Expense	556.22
	00191608	DEEDS, EDWARD G	LEOFF1 Medicare Reimb	547.80
	00191612	FORSMAN, LOWELL	LEOFF1 Medicare Reimb	544.50
	00191613	GOODMAN, J C	LEOFF1 Medicare Reimb	436.70
P0098444	00191678	JOHNSON, CURTIS	LEOFF1 Retiree Medical Expense	393.73
P0098428	00191608	DEEDS, EDWARD G	LEOFF1 Retiree Medical Expense	385.14
	00191606	CALLAGHAN, MICHAEL	LEOFF1 Medicare Reimb	377.20
P0098444	00191678	JOHNSON, CURTIS	LEOFF1 Retiree Medical Expense	375.00
P0098433	00191628	WEGNER, KEN	LEOFF1 Retiree Medical Expense	372.00
	00191616	KUHN, DAVID	LEOFF1 Medicare Reimb	341.50
	00191609	DEVENY, JAN P	LEOFF1 Medicare Reimb	333.40
	00191627	WALLACE, THOMAS	LEOFF1 Medicare Reimb	330.60
	00191603	AUGUSTSON, THOR	LEOFF1 Medicare Reimb	327.60
P0098444	00191678	JOHNSON, CURTIS	LEOFF1 Retiree Medical Expense	313.96

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00191610	DOWD, PAUL	LEOFF1 Medicare Reimb	293.00
P0098443	00191692	LYONS, STEVEN	LEOFF1 Retiree Medical Expense	292.46
P0098432	00191730	TOOLEY, NORMAN	LEOFF1 Retiree Medical Expense	273.00
	00191626	TOOLEY, NORMAN	LEOFF1 Medicare Reimb	237.00
P0098443	00191692	LYONS, STEVEN	LEOFF1 Retiree Medical Expense	229.14
	00191605	BOOTH, GLENDON D	LEOFF1 Medicare Reimb	226.50
	00191619	MYERS, JAMES S	LEOFF1 Medicare Reimb	226.50
	00191601	ABBOTT, RICHARD	LEOFF1 Medicare Reimb	221.30
	00191615	JOHNSON, CURTIS	LEOFF1 Medicare Reimb	208.50
	00191624	SMITH, RICHARD	LEOFF1 Medicare Reimb	200.80
	00191617	LEOPOLD, FREDERIC	LEOFF1 Medicare Reimb	185.70
	00191623	SCHOENTRUP, WILLIAM	LEOFF1 Medicare Reimb	180.70
P0098428	00191608	DEEDS, EDWARD G	LEOFF1 Retiree Medical Expense	179.96
	00191604	BARNES, WILLIAM	LEOFF1 Medicare Reimb	163.70
	00191622	RUCKER, MANORD J	LEOFF1 Medicare Reimb	141.00
	00191611	ELSOE, RONALD	LEOFF1 Medicare Reimb	140.50
	00191621	RAMSAY, JON	LEOFF1 Medicare Reimb	136.20
P0098431	00191691	LOISEAU, LERI M	LEOFF1 Retiree Medical Expense	135.42
P0098427	00191605	BOOTH, GLENDON D	LEOFF1 Retiree Medical Expense	130.62
P0098430	00191658	ELSOE, RONALD	LEOFF1 Retiree Medical Expense	129.02
	00191618	LYONS, STEVEN	LEOFF1 Medicare Reimb	128.50
	00191614	HAGSTROM, JAMES	LEOFF1 Medicare Reimb	124.60
	00191625	THOMPSON, JAMES	LEOFF1 Medicare Reimb	123.30
P0098435	00191715	RUCKER, MANORD J	LEOFF1 Retiree Medical Expense	122.40
	00191602	ADAMS, RONALD E	LEOFF1 Medicare Reimb	109.00
	00191628	WEGNER, KEN	LEOFF1 Medicare Reimb	104.90
	00191629	WHEELER, DENNIS	LEOFF1 Medicare Reimb	104.90
P0098434	00191627	WALLACE, THOMAS	LEOFF1 Retiree Medical Expense	102.71
P0098430	00191658	ELSOE, RONALD	LEOFF1 Retiree Medical Expense	96.49
P0098434	00191627	WALLACE, THOMAS	LEOFF1 Retiree Medical Expense	95.77
P0098429	00191651	COOK, KEVIN	LEOFF1 Retiree Medical Expense	82.37
P0098446	00191688	LEOPOLD, FREDERIC	LEOFF1 Retiree Medical Expense	52.33
P0098428	00191608	DEEDS, EDWARD G	LEOFF1 Retiree Medical Expense	48.20
P0098430	00191658	ELSOE, RONALD	LEOFF1 Retiree Medical Expense	12.90

Org Key: GGM606 - Excess Retirement-Fire

	00191604	BARNES, WILLIAM	LEOFF1 Excess Benefit	1,604.31
	00191607	COOPER, ROBERT	LEOFF1 Excess Benefit	1,566.16
	00191620	PROVOST, ALAN	LEOFF1 Excess Benefit	1,449.36
	00191615	JOHNSON, CURTIS	LEOFF1 Excess Benefit	837.28
	00191623	SCHOENTRUP, WILLIAM	LEOFF1 Excess Benefit	824.19
	00191621	RAMSAY, JON	LEOFF1 Excess Benefit	448.41

Org Key: GX9995 - Employee Benefits-General

P0098463	00191633	ASSOCIATION OF WA CITIES	2018 Workers Comp Retro Progra	3,823.85
P0098525	00191728	TAWNEY, LAURA	L. Tawney Mar 2018 COBRA	1,318.45
P0098525	00191728	TAWNEY, LAURA	L. Tawney Feb 2018 COBRA	1,266.25

Org Key: GX9996 - Employee Benefits-Police

	00191687	LEOFF HEALTH & WELFARE TRUST	ACTIVE POLICE	49,224.74
P0098463	00191633	ASSOCIATION OF WA CITIES	2018 Workers Comp Retro Progra	11,765.70

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00191687	LEOFF HEALTH & WELFARE TRUST	ACTIVE POLICE RECORDS	6,157.33
<i>Org Key: GX9997 - Employee Benefits-Fire</i>				
	00191686	LEOFF HEALTH & WELFARE TRUST	ACTIVE FIRE	55,227.59
P0098463	00191633	ASSOCIATION OF WA CITIES	2018 Workers Comp Retro Progra	7,353.58
<i>Org Key: GX9998 - Employee Benefits-Maintenance</i>				
P0098463	00191633	ASSOCIATION OF WA CITIES	2018 Workers Comp Retro Progra	6,471.14
P0098464	00191634	ASSOCIATION OF WA CITIES	2018 Drug and Alcohol Consorti	1,787.00
<i>Org Key: IGBE01 - MI Pool Operation Subsidy</i>				
P0098084	00191700	MI SCHOOL DISTRICT #400	2018 Operational support for M	11,251.82
<i>Org Key: IS2100 - IGS Network Administration</i>				
	00191643	CENTURYLINK	PHONE USE FEBRUARY 2018	861.56
<i>Org Key: MT2100 - Roadway Maintenance</i>				
P0098353	00191683	KING COUNTY FINANCE	INV 89201-89206 BASIC SIGNAL	1,513.31
	00191707	PUGET SOUND ENERGY	ENERGY USE FEBRUARY 2018	409.32
P0098370	00191731	TRAFFIC SAFETY SUPPLY	OBJECT MARKER FACE (DECAL) 13	67.31
P0098417	00191647	CLOUD 9 SPORTS LLC	LOGO FOR SAFETY YEST	38.31
<i>Org Key: MT2300 - Planter Bed Maintenance</i>				
P0098476	00191701	MI UTILITY BILLS	PAYMENT OF UTILITY BILLS FOR W	210.81
	00191707	PUGET SOUND ENERGY	ENERGY USE FEBRUARY 2018	13.22
<i>Org Key: MT2500 - ROW Administration</i>				
P0098360	00191712	REPUBLIC SERVICES #172	2018 PW ROW DISPOSAL/RECYCLING	3,728.56
P0098354	00191712	REPUBLIC SERVICES #172	2018 PW SWEEPER HAUL AWAY	752.63
<i>Org Key: MT3000 - Water Service Upsizes and New</i>				
P0098420	00191641	CADMAN INC	5/8"-MINUS ROCK (180.04 TONS)	1,532.58
<i>Org Key: MT3100 - Water Distribution</i>				
P0098420	00191641	CADMAN INC	5/8"-MINUS ROCK (180.04 TONS)	1,532.56
P0098355	00191653	CUMMINS INC	INV 1-88220 PM INSPECTION RESE	375.26
P0098355	00191653	CUMMINS INC	INV 1-88025 PM INSPECTION BOOS	287.37
P0098417	00191647	CLOUD 9 SPORTS LLC	LOGO FOR SAFETY YEST	48.92
P0098426	00191721	SECURITY SAFE & LOCK	BRIAN MCDANIEL FILE KEYS	37.29
<i>Org Key: MT3150 - Water Quality Event</i>				
P91202	00191650	CONFLUENCE ENGINEERING GRP LLC	INV 07-1117 PHASE 3 MICROBIAL	3,189.44
P0098438	00191668	HACH COMPANY	SINGLET COMBO, PH 4.01 & 7.0 (79.09
P0098359	00191631	AM TEST INC	INV 103392 S. RESERVOIR TANK	50.00
P0098438	00191668	HACH COMPANY	SINGLET COMBO, PH 7.0 & 10.01	59.12
<i>Org Key: MT3200 - Water Pumps</i>				
	00191707	PUGET SOUND ENERGY	ENERGY USE FEBRUARY 2018	3,350.40
<i>Org Key: MT3300 - Water Associated Costs</i>				
P0098360	00191712	REPUBLIC SERVICES #172	2018 PW SEWER DISPOSAL/RECYCLI	414.28
<i>Org Key: MT3400 - Sewer Collection</i>				
P0098417	00191647	CLOUD 9 SPORTS LLC	LOGO FOR SAFETY YEST	10.65

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: MT3500 - Sewer Pumps</i>				
P0098355	00191653	CUMMINS INC	GENERATOR MAINTENANCE	5,919.38
	00191707	PUGET SOUND ENERGY	ENERGY USE FEBRUARY 2018	4,226.23
	00191643	CENTURYLINK	PHONE USE FEBRUARY 2018	505.01
P0098423	00191661	FARWEST PAINT MFG. CO.	ENAMEL PAINT FOR PUMP STATIONS	442.70
P0098476	00191701	MI UTILITY BILLS	PAYMENT OF UTILITY BILLS FOR W	35.13
P0098417	00191647	CLOUD 9 SPORTS LLC	LOGO FOR SAFETY YEST	21.29
<i>Org Key: MT3600 - Sewer Associated Costs</i>				
P0098360	00191712	REPUBLIC SERVICES #172	2018 PW WATER DISPOSAL/RECYCL	414.28
<i>Org Key: MT3800 - Storm Drainage</i>				
P0098422	00191732	ULTRABLOCK INC	BLOCKS FOR SLIDE REPAIR	1,189.08
P0098420	00191641	CADMAN INC	5/8"-MINUS ROCK (180.04 TONS)	603.75
P0098417	00191647	CLOUD 9 SPORTS LLC	LOGO FOR SAFETY YEST	25.54
<i>Org Key: MT4200 - Building Services</i>				
	00191707	PUGET SOUND ENERGY	ENERGY USE FEBRUARY 2018	9,708.97
	00191707	PUGET SOUND ENERGY	ENERGY USE FEBRUARY 2018	3,842.83
P0098439	00191705	PACIFIC MODULAR	BRIAN MCDANIEL OFFICE FLOOR RE	593.23
P0098476	00191701	MI UTILITY BILLS	PAYMENT OF UTILITY BILLS FOR W	352.74
P0098425	00191677	INTERIOR FOLIAGE CO, THE	CITY HALL INTERIOR LANDSCAPING	339.90
P0098424	00191704	PACIFIC AIR CONTROL INC	CITY HALL DSG HEAT PUMP 1 REPA	171.60
<i>Org Key: MT4210 - Building Landscaping</i>				
P0098360	00191712	REPUBLIC SERVICES #172	2018 PW FACILITIES	414.28
<i>Org Key: MT4300 - Fleet Services</i>				
P0098166	00191703	NAPA AUTO PARTS	2018 FLEET REPAIR PARTS AND	1,514.29
P0098302	00191665	GOODYEAR TIRE & RUBBER CO, THE	INV 195-1142812 TIRE REPAIRS	641.32
P0098323	00191723	SHORELINE COMMUNITY	VEHICLE MAINTENANCE	595.00
P0098358	00191665	GOODYEAR TIRE & RUBBER CO, THE	INV 195-1142859 TIRE REPAIRS	167.80
<i>Org Key: MT4420 - Transportation Planner Eng</i>				
P0098417	00191647	CLOUD 9 SPORTS LLC	LOGO FOR SAFETY YEST	4.26
<i>Org Key: MT4501 - Water Administration</i>				
P0098404	00191720	SEATTLE, CITY OF	Feb 2018 Water Purchases	89,907.00
<i>Org Key: MT4503 - Storm Water Administration</i>				
P0098361	00191679	KC FINANCE	INV 84421.3 THIRD TRIMESTER OF	4,025.00
<i>Org Key: MTBE01 - Maint of Medians & Planters</i>				
	00191707	PUGET SOUND ENERGY	ENERGY USE FEBRUARY 2018	1,013.70
P0098417	00191647	CLOUD 9 SPORTS LLC	LOGO FOR SAFETY YEST	10.65
<i>Org Key: PO2100 - Patrol Division</i>				
P0098456	00191684	KROESENS UNIFORM COMPANY	BallisticVest - Sgt. Parr -	880.00
P0098456	00191684	KROESENS UNIFORM COMPANY	Jacket - Invoice # 48762	285.99
P0098227	00191659	EVIDENT	Evidence Collection/processing	100.50
P0098456	00191684	KROESENS UNIFORM COMPANY	Uniforms Repair - Sgt. Robarge	31.13
P0098227	00191659	EVIDENT	Shipping Costs	27.33
<i>Org Key: PO2200 - Marine Patrol</i>				

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P0098453	00191733	UNDERWATER SPORTS INC.	Dive Tank - Invoice # 20015539	362.95
P0098459	00191739	WEST MARINE PRO	MP Supplies - Invoice # 3773	111.91
<i>Org Key: PO2201 - Dive Team</i>				
P0098453	00191733	UNDERWATER SPORTS INC.	Dive tank and supplies - Invoi	434.39
P0098454	00191733	UNDERWATER SPORTS INC.	Hydro Testing Dive Tank - Invo	158.40
P0098453	00191733	UNDERWATER SPORTS INC.	Repair Dive Team Equipment -	31.90
<i>Org Key: PO4300 - Police Training</i>				
	00191718	SCHROEDER, SCOTT W	TRAINING EXPENSES	499.12
	00191716	SCHMALHOFER, GEORGE F	TRAINING EXPENSES	434.04
	00191722	SEIFERT, MIKE	MILEAGE EXPENSE	308.47
	00191642	CANTER, DAVID	MILEAGE EXPENSE	229.99
	00191632	AMICI, DOMINIC	PER DIEM REIMB	206.50
	00191642	CANTER, DAVID	PER DIEM REIMB	206.50
	00191716	SCHMALHOFER, GEORGE F	PER DIEM REIMB	206.50
	00191718	SCHROEDER, SCOTT W	PER DIEM REIMB	206.50
	00191722	SEIFERT, MIKE	PER DIEM REIMB	145.25
<i>Org Key: PR1100 - Administration (PR)</i>				
P0098387	00191636	BEEHIVE WORKSHOP	Graphic Design Service 2018	2,625.00
P0098391	00191743	WRPA	WRPA Conference registration f	329.00
P0097795	00191708	QUENCH USA INC	Quench system - (LB-Parks & Re	59.40
<i>Org Key: PR2100 - Recreation Programs</i>				
P0098391	00191741	WRPA	WRPA Conference registration f	1,000.00
P0098391	00191741	WRPA	WRPA Conference registration f	316.00
<i>Org Key: PR2108 - Health and Fitness</i>				
P0098461	00191685	LEDBETTER-KRAFT, DELORES E	Instructor fees - course #1726	1,214.50
<i>Org Key: PR3500 - Senior Services</i>				
	00191726	SYLVETSKY, LESLIE	ART SUPPLIES FOR SENIOR SOCIAL	38.10
<i>Org Key: PR4100 - Community Center</i>				
	00191707	PUGET SOUND ENERGY	ENERGY USE FEBRUARY 2018	1,600.61
P0098402	00191742	WRPA	2018 wrpa annual conference	419.00
P0098419	00191744	WRPA	2018 wrpa conference for Rache	329.00
P0098401	00191652	CRYSTAL SPRINGS	starbucks coffee for machine	123.25
<i>Org Key: PR5400 - Gallery Program</i>				
P0098231	00191657	EISENMAN, INGRID M	Greta Hackett Outdoor Sculptur	400.00
<i>Org Key: PR6100 - Park Maintenance</i>				
P0098360	00191712	REPUBLIC SERVICES #172	2018 PARKS DISPOSAL/RECYCLING	1,657.14
	00191707	PUGET SOUND ENERGY	ENERGY USE FEBRUARY 2018	1,454.37
P0098475	00191701	MI UTILITY BILLS	PAYMENT OF UTILITY BILLS FOR W	1,113.79
P0098417	00191647	CLOUD 9 SPORTS LLC	LOGO FOR SAFETY YEST	31.93
<i>Org Key: PR6200 - Athletic Field Maintenance</i>				
P0098475	00191701	MI UTILITY BILLS	PAYMENT OF UTILITY BILLS FOR W	568.14
P0098381	00191727	TACOMA SCREW PRODUCTS INC	TAPPING SCREWS	11.70
P0098417	00191647	CLOUD 9 SPORTS LLC	LOGO FOR SAFETY YEST	4.26

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: PR6500 - Luther Burbank Park Maint.</i>				
P0098475	00191701	MI UTILITY BILLS	PAYMENT OF UTILITY BILLS FOR W	2,109.53
	00191707	PUGET SOUND ENERGY	ENERGY USE FEBRUARY 2018	1,892.29
P0098245	00191630	AA TOOL & EQUIPMENT RENTAL	LOADER COMPACT TRACKED RENTAL	1,406.35
P0097870	00191646	CINTAS CORPORATION #460	2018 weekly rug cleaning servi	123.00
<i>Org Key: PR6600 - Park Maint-School Related</i>				
	00191707	PUGET SOUND ENERGY	ENERGY USE FEBRUARY 2018	812.97
P0098232	00191714	RISAN ATHLETICS INC	Home plates for baseball field	176.00
P0098417	00191647	CLOUD 9 SPORTS LLC	LOGO FOR SAFETY YEST	4.26
<i>Org Key: PR6700 - I90 Park Maintenance</i>				
P0098360	00191712	REPUBLIC SERVICES #172	2018 PARKS DISPOSAL/RECYCLING	1,657.14
P0098447	00191710	R A BROWN BACKFLOW TESTING	BACKFLOW TESTING	1,470.00
P0098475	00191701	MI UTILITY BILLS	PAYMENT OF UTILITY BILLS FOR W	861.27
	00191707	PUGET SOUND ENERGY	ENERGY USE FEBRUARY 2018	374.11
P0098447	00191710	R A BROWN BACKFLOW TESTING	CHECKMODULES & SEAT CAGE	133.10
<i>Org Key: PY4617 - Flex Spending Admin 2017</i>				
	00191729	TAYLOR, KIRSTEN	FLEX SPEND REIMB	1,500.00
	00191648	COLE, DONALD	FLEX SPEND REIMB	939.18
	00191724	SPIETZ, ALLISON	FLEX SPEND REIMB	13.48
<i>Org Key: PY4618 - Flex Spending Admin 2018</i>				
	00191694	MAGNAN, JEFF	FLEX SPEND REIMB	1,965.00
	00191709	QUINN, THOMAS	FLEX SPEND REIMB	1,484.75
	00191740	WEST, PAUL D	FLEX SPEND REIMB	986.92
	00191697	MCCOY, STEPHEN W	FLEX SPEND REIMB	300.00
<i>Org Key: VCP432 - CIP Storm Drainage Salaries</i>				
	00191667	GU, FRED Y	PER DIEM REIMB	231.95
<i>Org Key: WD301S - Neighborhood Spot Drainage Imp</i>				
P0098417	00191647	CLOUD 9 SPORTS LLC	LOGO FOR SAFETY YEST	4.26
<i>Org Key: WP113R - South Mercer Playfields</i>				
P0098420	00191641	CADMAN INC	5/8"-MINUS ROCK (180.04 TONS)	835.95
<i>Org Key: WP115S - ICP South Synthetic Field</i>				
P0095836	00191680	KCDA PURCHASING COOPERATIVE	ISLAND CREST PARK BASEBALL NOR	28,560.00
P0098384	00191702	MID-AMERICA SPORTS ADVANTAGE	POLY CAP FOR FENCE, TIES & TOO	983.46
P0098420	00191641	CADMAN INC	5/8"-MINUS ROCK (180.04 TONS)	139.33
<i>Org Key: WP122R - Vegetation Management</i>				
P93946	00191656	EARTHCORPS INC	2017 - 2018 EarthCorps Volunt	1,058.53
P0097782	00191734	UNITED SITE SERVICES	Volunteer Event Portable Restr	110.76
<i>Org Key: WP720R - Recurring Park Projects</i>				
P0098384	00191702	MID-AMERICA SPORTS ADVANTAGE	POLY CAP FOR FENCE, TIES & TOO	983.45
<i>Org Key: WR544C - ICW Crosswalk at SE 32nd</i>				
P0098353	00191683	KING COUNTY FINANCE	89201-89206 SIGNAL SERVICES	1,594.58
<i>Org Key: WS101U - Backyard Sewer System Impvt</i>				

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P0097718	00191645	CHS ENGINEERING INC	81 AVE BACKYARD SIDE SEWER PHA	4,745.96
<i>Org Key: WS511R - Sewer Special Catch Basins</i>				
P0095189	00191670	HDR ENGINEERING INC	INV 1200089585 SEWER	6,626.27
<i>Org Key: WS901G - Sewer System Generator Repl</i>				
P0095489	00191645	CHS ENGINEERING INC	PS 18 EQUIPMENT REPAIRS	4,015.00
<i>Org Key: WW102P - Water Model and Fire Flow Anal</i>				
P0097140	00191670	HDR ENGINEERING INC	2017 WATER MODELING	3,828.14
<i>Org Key: WW120S - Meter Replacement Residential</i>				
P0097695	00191670	HDR ENGINEERING INC	WATER METER MASTER	3,495.77
<i>Org Key: WW523R - EMW 5400-6000 Block Watermain</i>				
P91940	00191637	BLUELINE GROUP	EMW 5400 - 6000 BLK WATER SYST	18,403.71
<i>Org Key: XR310R - EMW Shoulders - Ph 8-11</i>				
P0098417	00191647	CLOUD 9 SPORTS LLC	LOGO FOR SAFETY YEST	4.26
<i>Org Key: YF1100 - YFS General Services</i>				
P0097795	00191708	QUENCH USA INC	Quench system for LB-YFS porti	59.40
<i>Org Key: YF1200 - Thrift Shop</i>				
	00191707	PUGET SOUND ENERGY	ENERGY USE FEBRUARY 2018	701.97
P0097795	00191708	QUENCH USA INC	Quench system at Tshop	118.80
<i>Org Key: YF2600 - Family Assistance</i>				
P0098451	00191640	BRIGHT HORIZONS	Preschool scholarship payment	573.66
P0098448	00191682	KIDS COMPANY	Childcare payment for EA clien	130.00
Total				477,336.87



CITY OF MERCER ISLAND CERTIFICATION OF PAYROLL

PAYROLL PERIOD ENDING **2.10.18**
PAYROLL DATED **3.2.18**

Net Cash	\$	522,490.66
Net Voids/Manuals	\$	35,850.98
Net Total	\$	558,341.64
Federal Tax Deposit - Key Bank	\$	86,985.46
Social Security and Medicare Taxes	\$	49,619.08
Medicare Taxes Only (Fire Fighter Employees)	\$	2,390.72
Public Employees Retirement System 1 (PERS 1)		
Public Employees Retirement System 2 (PERS 2)	\$	29,576.57
Public Employees Retirement System 3 (PERS 3)	\$	6,273.63
Public Employees Retirement System (PERSJM)	\$	764.36
Public Safety Employees Retirement System (PSERS)	\$	183.26
Law Enforc. & Fire fighters System 2 (LEOFF 2)	\$	26,383.66
Regence & LEOFF Trust - Medical Insurance	\$	12,403.98
Domestic Partner/Overage Dependant - Insurance	\$	1,337.91
Group Health Medical Insurance	\$	1,224.79
Health Care - Flexible Spending Accounts	\$	2,734.39
Dependent Care - Flexible Spending Accounts	\$	1,288.49
United Way	\$	105.00
ICMA Deferred Compensation	\$	34,309.27
Fire 457 Nationwide	\$	16,601.89
Roth - ICMA	\$	50.00
Roth - Nationwide	\$	620.00
401K Deferred Comp	\$	4,000.00
Garnishments (Chapter 13)	\$	1,331.00
Child Support	\$	599.99
Mercer Island Employee Association	\$	315.00
Cities & Towns/AFSCME Union Dues		
Police Union Dues		
Fire Union Dues	\$	1,870.34
Fire Union - Supplemental Dues	\$	151.00
Standard - Supplemental Life Insurance		
Unum - Long Term Care Insurance	\$	1,208.90
AFLAC - Supplemental Insurance Plans	\$	758.29
Coffee Fund	\$	92.00
Transportation	\$	125.00
HRA - VEBA	\$	4,351.27
Miscellaneous		
Nationwide Extra		
GET	\$	300.00
Tax & Benefit Obligations Total	\$	287,955.25

TOTAL GROSS PAYROLL	\$ 846,296.89
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I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the City of Mercer Island, and that I am authorized to authenticate and certify to said claim.

Charles L. Corder

 Finance Director

I, the undersigned, do hereby certify that the City Council has reviewed the documentation supporting claims paid and approved all checks or warrants issued in payment of claims.

 Mayor Date



BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND, WA

AB 5402
March 20, 2018
Consent Calendar

INTERLOCAL AGREEMENT WITH KING COUNTY FIRE DEPARTMENTS FOR AUTOMATIC AID

Action:
Authorize the City Manager to sign the Martin Luther King County Interlocal Agreement for Automatic Aid

- Discussion Only
Action Needed:
Motion
Ordinance
Resolution

Table with 2 columns: Category and Value. Rows include DEPARTMENT OF (Fire), COUNCIL LIAISON (n/a), EXHIBITS (1. Martin Luther King County Interlocal Agreement for Automatic Aid, 2. Previous Mutual Aid Interlocal Agreement), 2017-2018 CITY COUNCIL GOAL (6. Address Outdated City Codes and Practices), and APPROVED BY CITY MANAGER.

Table with 3 columns: Category, Amount, and Unit. Rows include AMOUNT OF EXPENDITURE, AMOUNT BUDGETED, and APPROPRIATION REQUIRED, all with values of \$ n/a.

SUMMARY

In an effort to provide better emergency services to the communities of King County, the fire departments ("FD's") of King County desire to enter this Interlocal Agreement ("ILA") for Automatic Aid without strict regard for jurisdictional boundaries.

Automatic Aid is to be used when the need for fire, rescue or emergency medical services of a single agency are exceeded, and the next closest available unit is needed.

All participating agencies shall at a minimum maintain the staffing, resources, and equipment that they had available upon the effective date of this ILA or the date upon which their Fire Department was accepted into the ILA.

There will be no commingling of funds, financial contributions, nor purchasing of joint property or equipment through this agreement. No separate legal entity is created by this ILA. Administration and governance shall be conducted by an Administrative Board made up from the King County Fire Chief's Association. Each Zone in King County shall have one vote on the Administrative Board in the governance of this ILA. Each voting member on the Administrative Board shall have been nominated and elected by a majority of the Fire Chiefs in that respective zone.

Under this ILA, the first arriving officer assumes command and begins the operation as incident commander. The Authority Having Jurisdiction ("AHJ") is the agency within whose boundaries the incident occurs. The AHJ retains the right at all times to assume command of the incident, however the highest-ranking officer of the AHJ on scene may choose to have the existing command structure continue operations or replace the command structure with AHJ personnel as they arrive.

It is necessary for the success of this ILA that all Agencies have the ability to fully communicate with one another. All parties shall ensure that each Fire and/or EMS Agency and associated dispatch center is available to all dispatch and tactical talk groups for each Zone within King County on every portable and mobile radio. In addition, the parties, or their designees, shall develop and adopt county wide policies regarding the utilization of dispatch and tactical talk groups for active incidents, including when a unit is on assignment outside of their Zone.

Parties to this ILA shall utilize a categorization of apparatus available for automatic aid incidents (i.e. Engines, Ladders, Medic, Aid, Rescue Units and Chief Officers) which are, at a minimum, consistent with resource categorizations identified by the Federal Emergency Management Agency, National Fire Protection Association, or best practices. The parties further agree to adhere to a county wide numbering system, approved by the King County Fire Chiefs, for all front line and reserve apparatus and equipment. The parties agree to change the numbering of any apparatus or equipment to comply with this numbering system. The costs associated with renumbering is expected to be minimal and accomplished during routine service throughout 2018.

The intent of this agreement is for seamless emergency response throughout King County.

RECOMMENDATION

Fire Chief

MOVE TO: Authorize the City Manager to sign the Martin Luther King County Interlocal Agreement for Automatic Aid.

MARTIN LUTHER KING COUNTY
INTERLOCAL AGREEMENT
FOR AUTOMATIC AID

PREAMBLE: This Interlocal Agreement ("this ILA") is entered into this _____ day of _____, 2018, by and between the undersigned cities and other local government entities of the State of Washington to adopt a "Service First" philosophy to serve the communities of Martin Luther King County (hereinafter "King County") without strict regard to the jurisdictional boundaries of the participating agencies ("the Parties").

WHEREAS, participating Agencies that operate independent Fire Departments within Martin Luther King County by providing fire, rescue and emergency medical services within their respective jurisdictions that exceeds the resources of a single participating Agency; and

WHEREAS, the Fire Departments have found it to be of mutual benefit if the services of each Fire Department are in some limited and predefined circumstances extended outside of the limits of each jurisdiction into the boundaries of the other; and

WHEREAS, the Fire Departments have operated with either automatic or mutual aid agreements for several decades in an effort to assist departments and their respective communities; and

WHEREAS, it is necessary and desirable that the Fire Departments coordinate efforts for the provision of automatic aid on a county wide basis and for purposes of this Agreement; and

WHEREAS, participating Agencies can benefit by combining their resources to train for and respond to All Hazard incidents in any participating Agency's jurisdiction; and

WHEREAS, subject to approval of the local King County Fire Chiefs, other Agencies may participate in this Agreement.

NOW, THEREFORE, IT IS HEREBY UNDERSTOOD AND AGREED BETWEEN THESE PARTIES, FOR GOOD AND VALUABLE CONSIDERATION OF AUTOMATIC AID AND OTHER COOPERATION BETWEEN THESE PARTIES, AS FOLLOWS:

1. Authority:

This ILA is executed pursuant to the authority provided by chapter 39.34 RCW, the Interlocal Cooperation Act.

2. Purpose:

The purpose of this ILA is to encourage and foster cooperation across jurisdictional boundaries by all of the participating agencies in King County so that the most efficient response may be achieved to all hazards and incidents, regardless of their origin, and to protect life and property. Such cooperation shall include joint planning, joint training and other related activities by the Parties. This ILA is entered into with intent to create Automatic Aid when an Authority Having Jurisdiction are not available or facing draw down, to allow the closest and most appropriate Fire Department to respond to incidents outside of the responding Fire Department's jurisdictional boundaries. All Participating Agencies agree to respond to any reported All Hazard

incident with the appropriate resources into the jurisdiction of any other Fire Department that is a Participating Agency. These responses shall not require any specific request but shall be automatic upon dispatch by the dispatch center, which shall follow the established dispatch protocols. The Parties all understand and agree that any Agency's ability to render Automatic Aid may be limited due to any concurrent emergency condition within its own jurisdiction and the unavailability of its resources. In such situations, the non-responding Agency should inform dispatch of its temporary limitations and it shall be within that Agency's sole discretion to provide mutual aid at such level of aid it can provide.

3. Definitions:

- "All Hazards" shall mean those natural, human-caused, and technology-caused threats to human life or property. Such hazards include, but are not limited to, fires, medical emergencies, hazardous materials releases, and circumstances requiring rescue of imperiled humans.
- "Apparatus" shall mean any vehicle approved for fire suppression, medical aid, rescue operations or responding to hazardous materials incidents.
- "Automatic Aid" shall mean assistance dispatched automatically by contractual agreement without delay based on computer aided dispatch programmed for "first response" by agreed apparatus.
- "Fire Department" shall mean a municipal, regional, or district authority responsible for fighting fires, rescue operations, providing emergency medical services (EMS) and/or fire prevention for a local jurisdiction.
- "Key Stations" shall mean those stations identified by each Fire Department as key stations for coverage when the local Fire Department or neighboring jurisdictions are facing a drawdown of resources.
- "Move Up Plan" shall mean a system of moving fire apparatus to other stations within any of the three Zones in King County to fill uncovered response areas.
- "Mutual Aid" shall mean aid provided to another agency upon request, after approval is given by the responding Fire Department, and it is not Automatic Aid.
- "Strike Team" shall mean specified combinations of the same kind or type of resources, with common communications and a Strike Team Leader.
- "Task Force" shall mean a group of resources with common communications; a Task Force Leader may be pre-designated and sent to an incident or designated at an incident.
- "Zones" shall mean geographic areas within the county. Each Zone has its own dispatch center. Currently the three Zones within King County are identified as 1, 3 and 5.

4. Term/Duration of Agreement:

This ILA shall be effective upon execution by at least two local governments, shall be in effect for one year thereafter, and shall be automatically renewed between such Original Parties for one-year terms automatically each year, except for the withdrawal or termination of any party in accordance with Section 5 below.

5. Participating Agencies:

- a. All Parties: All Parties that execute this ILA agree by their signatures hereto that this Automatic Aid Agreement shall be the primary Automatic Aid Agreement throughout

King County, Washington. By so agreeing, all Parties recognize that this countywide ILA supersedes any prior Automatic Aid Agreement to which they have agreed, unless such an agreement is with a party that is not a party to this ILA.

- b. Original Parties: The Original Parties shall be those local governments listed on Exhibit A, and their participation shall be approved by their respective governing bodies or legislative bodies as demonstrated by the signature pages appended hereto immediately after the Exhibit A list.
- c. Joining/Additional Parties: Additional Parties, who must be qualified by law to participate in such an ILA pursuant to RCW 39.34, may be added at any time after this ILA is executed. by approval of the Administrative Board (see below).
- d. Withdrawal: Any party hereto may withdraw from this ILA by giving at least 60 days prior written notice to the King County Chiefs Association.
- e. Termination: This ILA may be terminated in its entirety by all of the Parties by a two-thirds supermajority of the King County Fire Chiefs at any time. Any party voting in the minority in such vote is entitled to enter into a new Automatic Aid Agreement or Mutual Aid Agreement at any time with any interested local government.
- f. Operating Independently/Other MAA or AA agreements: Nothing in this ILA shall prevent or exclude any party hereto from operating independently within their jurisdictional boundaries when an incident does not require mutual aid or automatic aid. Nor shall this ILA preclude participating agencies from entering into separate Automatic Aid Agreements or Mutual Aid Agreements with neighboring agencies.

6. Services Provided:

The Administrative Board shall determine and agree upon the capabilities of each Fire Department to respond to Automatic Aid incidents and especially incidents requiring special equipment. All Participating Agencies shall have resources staffed 24 hours per day, seven days per week, 365 days per year, with staffing levels consistent with agreed upon standards set by the Administrative Board.

All Participating Agencies shall at a minimum maintain the staffing, resources, and equipment that they had available upon the effective date of this ILA or the date upon which such Fire Department was accepted into the ILA. No Agency shall use this agreement to reduce its staffing, resources or equipment, which would have a detrimental effect on other Participating Agencies.

All Participating Agencies agree to comply with national incident reporting practices and to deploy best practices related to incident management and employee training. Standards such as NFPA, King County Model Procedures of local policies shall be used as a guide when establishing best practices. All Participating Agencies agree to establish a countywide Move Up Plan.

This ILA is intended to cover up to the first 12 hours of an applicable incident. After 12 hours has elapsed, the Washington State Mutual Aid Agreement should be deployed for the duration of the incident. The AHJ agrees to initiate the recall of personnel for incidents within two hours

of a Responding Agency/Fire Department being deployed into the jurisdictional boundaries of the AHJ to respond to an incident.

7. Financing/Use of Resources:

Pursuant to this ILA, there shall be no commingling of funds or financial contributions by any Party to the joint or cooperative efforts provided by the Parties under this ILA. Each party agrees to the reasonable use of their resources, including but not limited to personnel, equipment, and different types of apparatus or vehicles, without compensation. This ILA is predicated upon approximately equal sharing and participation in the joint operations of the Parties so that no party, over time, has any advantage or disadvantage as compared to any other party. There shall be no budget, annual or otherwise, available to the Administrative Board and no funds or accounts created for the administration of this ILA.

8. Property/No jointly owned property:

There shall be no purchasing of joint property of any kind, real or personal, by the Parties pursuant to this ILA. The property and resources used by the Parties in performing under this ILA shall be and permanently remain the property and resources of each respective Party. The personnel performing operations under this ILA shall be and permanently remain the employees of the Party who employed them prior to the execution of this ILA and shall not be considered agents of any other party.

9. Administration of Agreement/Governance:

No separate legal entity is created by this ILA. The Administrative Board shall be drawn from the King County Fire Chiefs Association, and voting on matters arising under this ILA shall be done in accordance with this ILA by the Administrative Board. Each Zone in King County shall have one vote on such Administrative Board in the governance of this ILA. Each voting member on such Administrative Board shall have been nominated and elected by a majority of the Fire Chiefs in that respective zone. A quorum of such Administrative Board shall consist of all three of the Zone representatives, or their delegates, and unanimity shall be necessary for any binding action of the Administrative Board, **provided** that, in the event of any extraordinary matter coming before such Board, the matter shall be referred to all of the Fire Chiefs of all of the Parties. Examples of extraordinary matters are termination of this ILA and expulsion of any Party from the ILA for good cause. On such extraordinary matters, a supermajority of two-thirds (2/3) of those Fire Chiefs (or delegates) voting shall be required for a motion to be approved. A quorum of such body shall be a majority of all the Fire Chiefs of all the Parties, in order to hold such a vote. If there is no unanimous agreement on the Administrative Board as to whether an issue is an "extraordinary matter" the Administrative Board shall present that question to all of the Fire Chiefs for an advisory vote, and a majority shall be sufficient to so designate a matter as extraordinary. If it is so designated, a decision on the matter shall be reached as set forth above.

10. Command Responsibility/Authority Having Jurisdiction/NIMS:

Under this ILA, the first arriving officer assumes command and begins the operation as incident commander. The Authority Having Jurisdiction (AHJ) is the agency within whose boundaries the incident occurs. The AHJ retains the right at all times to assume command of the incident, however the highest-ranking officer of the AHJ on scene may choose to have the existing command structure continue operations or replace the command structure with AHJ personnel

as they arrive. The incident commander shall be in command of the operations under which the equipment and personnel sent by any party shall serve; provided, that the responding equipment and personnel shall be under the immediate supervision of the officer in charge of the responding apparatus. The equipment and personnel of any responding party shall be released from service and returned to the responding party by the commanding officer in charge of the operations as soon as conditions warrant.

11. Dispatch Channels, Radio Frequencies and Common Language

It is necessary for the success of this Agreement that all Agencies are able to fully communicate with one another. All signatories of this Agreement shall ensure that each Fire and/or EMS Agency and associated dispatch center is available to all dispatch and tactical talk groups for each Zone within King County on every portable and mobile radio.

In addition, the parties, or their designees, shall develop and adopt county wide policies regarding the utilization of dispatch and tactical talk groups for active incidents, including when a unit is on a move up assignment outside of their Zone.

12. Resource Numbering

The parties, or their designees, shall utilize a categorization of apparatus available for automatic aid incidents (i.e. Engines, Ladders, Medic, Aid, Rescue Units and Chief Officers) which are, at a minimum, consistent with resource categorizations identified in by FEMA, NFPA, or best practices.

The Fire Departments party to this Agreement further agree to adhere to a county wide numbering system, approved by the King County Fire Chiefs, for all front line and reserve apparatus and equipment. The parties agree to change the numbering of any apparatus or equipment to comply with this numbering system.

13. Indemnity/Liability:

To the extent permitted by law, each party to this ILA shall protect, defend, indemnify, and hold harmless the other Parties, and their officers, officials, employees, and agents, while acting within the scope of their employment, from any and all costs, claims, demands, judgments, damages, or liability of any kind including death or injuries to persons or damages to property, which arise out of, or any way result from, or due to any negligent acts or omissions of the indemnifying party. **Provided**, however, that if such claims are caused by or result from the concurrent negligence of (a) the indemnifying party and (b) an indemnified party, their employees and/or officers, this indemnity provision shall be valid and enforceable only to the extent of the negligence of the indemnifying party, their employees and/or officers; and **provided further**, that nothing herein shall require a party to hold harmless or defend any other party or its employees and/or officers from any claims arising from such other party's sole negligence or that of its employees and/or officers.

IT IS FURTHER SPECIFICALLY AND EXPRESSLY UNDERSTOOD THAT THE INDEMNIFICATION PROVIDED HEREIN CONSTITUTES EACH PARTY'S WAIVER OF IMMUNITY UNDER INDUSTRIAL INSURANCE, TITLE 51 RCW, SOLELY TO CARRY OUT THE PURPOSES OF THIS INDEMNIFICATION CLAUSE. THE PARTIES FURTHER ACKNOWLEDGE THAT THEY HAVE MUTUALLY NEGOTIATED THIS WAIVER.

Each Party shall bear its own costs for any loss, injury, or damage to equipment that is not caused by the negligence of another party to this ILA. No party shall be deemed to be the agent of any other party when performing under this ILA.

14. Insurance:

Each Party shall maintain insurance, or a program of self-insurance, sufficient to be responsive to any liabilities that might arise under this ILA, and each Party shall produce certificates of insurance if and when required by the Administrative Board

15. Applicable Law and Venue:

This ILA shall be governed by and construed pursuant to the laws of the State of Washington. If any litigation is filed between the Parties, or any of them, arising under this ILA, the Parties agree that venue shall be in King County Superior Court.

16. Alternate Dispute Resolution:

Should any dispute arise between the Parties hereto, mediation and arbitration shall be pursued prior to resorting to court litigation. Each party shall bear their own costs of any impartial mediator or arbitrator, but a single neutral person shall be chosen by the parties to the dispute. For mediation, the Parties are free to choose any impartial mediator upon whom they may agree. For arbitration, however, the Parties agree to follow the Mandatory Arbitration Rules for King County Superior Court.

17. Entire Agreement:

This ILA contains the entire agreement and understanding of the Parties with respect to the entire subject matter hereof, and there are no representations, inducements, promises, or agreements, oral or otherwise, not embodied herein. There are no conditions precedent to the effectiveness of this ILA other than as stated herein, and there are no related collateral agreements existing between the parties that are not referenced herein.

18. Filing under RCW 39.34.030:

This ILA shall be filed with the King County Auditor, or alternatively, posted or "listed by subject" on the web site of each local agency that is or becomes a Party hereto, and shall be fully effective upon such filings.

19. Counterparts:

This ILA may be signed in counterpart originals. It is not necessary for all parties to execute one original for this ILA to be binding.

20. No Third-Party Beneficiary

The Agreement is entered into for the benefit of the parties to this Agreement only and shall confer no benefits, direct or implied, on any third persons.

IN WITNESS WHEREOF, authorized representatives of the party listed below have signed their names in the space provided.

CITY OF MERCER ISLAND

By: _____
Julie Underwood, City Manager

ATTEST:

Allison Spietz, City Clerk, MMC

APPROVED AS TO FORM:

Kari Sand, City Attorney

ADDITIONAL PARTIES/SIGNATORIES

City of Bellevue
Boeing Fire Department
Burien Fire District #2
City of Kirkland
Woodinville Fire & Rescue
City of Redmond
City of Seattle
City of Snoqualmie
City of Tukwila
Duvall Fire District
Eastside Fire & Rescue
Enumclaw Fire District #28
Fall City Fire District
South King County Fire & Rescue
Valley Regional Fire Authority
Vashon Island Fire District

King County Airport
Maple Valley Fire District
Mountain View Fire District #44
North Highline Fire District
Port of Seattle Fire Department
Puget Sound Regional Fire Authority
Renton Regional Fire Authority
Shoreline Fire District
Skykomish Fire District
Skyway Fire District
Snoqualmie Pass Fire District
King County Medic One

KING COUNTY, WASHINGTON
MUTUAL ASSISTANCE AND
INTERLOCAL AGREEMENT

THIS MUTUAL ASSISTANCE AGREEMENT is effective this 1st day of January, 2006, by and between the following King County municipal corporations including without limitation: cities, towns, fire protection districts, the Port of Seattle, King County governmental divisions and other special districts, which may have or develop an interest in the control of fire, fire prevention, emergency medical services, and/or other emergency support.

In addition to the stated purpose above, there is also hereby created by and between the signatory parties hereto an Interlocal Agreement pursuant to the provisions of Chapter 39.34 R.C.W. The purpose of this section is to allow the parties hereto to share in the purchasing power of each other provided such purchasing is otherwise authorized by law. There is not hereby created any separate legal or administrative entity as might be provided by referenced Chapter 39.34 R.C.W. There is created hereby a Secretary Administrator, hereinafter referred to as the Administrator, as required by R.C.W. 39.34.030 subdivision (4), (a) who shall be empowered to act on behalf of the parties hereto as specified in Section 9 of this agreement. There shall be no joint or cooperative acquiring, holding and disposing of real or personal property as allowed in R.C.W. 39.34.030 subdivision (4), (b).

This agreement is entered into pursuant to the authority of Chapter 39.34 RCW, the Interlocal Cooperation Act, together with the authority of RCW 35.84.040 (use of fire

apparatus beyond city limits), RCW 52.12.031 (joint operations) and RCW 52.12.111 (use of equipment and personnel outside district-governmental function).

RECITALS

1. Each of the parties owns and maintains equipment and apparatus for the suppression of fires and for the supplying of emergency medical services (EMS) and responses to other situations/events which are hazardous to the public. Each of the parties also retains firefighting personnel who are trained to provide various levels of emergency medical services and responses to other hazardous conditions.

2. In the event of a major fire, disaster or other emergency, each of the parties may need the assistance of another party to this agreement, to provide supplemental fire suppression and EMS equipment and personnel.

3. Each of the parties may have the necessary equipment and personnel to enable it to provide such service to another party in the event of such an emergency.

4. The geographical boundaries of each party are located in such a manner as to enable each party to render mutual aid to other parties.

NOW, THEREFORE, in consideration of the terms, conditions, mutual covenants and performance, contained herein, the parties hereto mutually agree as follows:

1. **Request for Assistance.** The commanding officer of the fire department or the officer in charge of a fire unit or an EMS unit at the scene of an emergency within the boundaries of their jurisdiction is authorized to request assistance from any party to this agreement, if confronted with an emergency situation at which the requesting party

has need for equipment or personnel in excess of that available at the requesting party's fire department.

2. **Response to Request.** Upon receipt of such request, the commanding officer of the party receiving the request shall immediately take the following action:
 - a. Determine if the responding party has equipment and/or personnel available to respond to the requesting party and determine the type of equipment and number of personnel available.
 - b. Determine what available equipment and what available personnel should be dispatched in accordance with the plans and procedures established by the parties.
 - c. Dispatch such equipment and personnel to the scene of the emergency with proper operating instructions.
 - d. In the event the needed equipment and/or personnel are not available, immediately advise the requesting party of such fact.

3. **Command Responsibility.** Command responsibility at the scene rests with the requesting party. The incident commander shall be in command of the operations under which the equipment and personnel sent by the responding party shall serve; provided that the responding equipment and personnel shall be under the immediate supervision of the officer in charge of the responding apparatus.

4. **Liability.** The parties agree that the department assuming command control at the scene shall assume liability for, defend, indemnify and hold all other parties harmless from all liabilities or claims which arise out of command decisions or judgments. Subject to the above, each party hereto agrees to assume responsibility for

liabilities arising out of the actions of its own personnel and to defend, indemnify and hold the other parties hereto harmless therefrom, as to each party's (or their agents or employees) own actions relating to performance under this agreement.

5. **Compensation.** Each party agrees that it will not seek compensation for services rendered under this agreement from any party requesting assistance, provided that agencies requesting assistance shall provide motor fuel, lubricating oil, welfare items for firefighters, and other consumables to the extent of supplies available. All involved personnel shall exercise due diligence to salvage lost or damaged equipment, ensuring that it is returned to its rightful owner.

6. **Insurance.** Each party agrees to maintain adequate automobile and commercial general liability insurance coverage for its own equipment and personnel, covering their operations. Limits of each coverage should be no less than \$1 million combined single limit.

7. **Pre-emergency Planning.** The Fire Chiefs or command officers of the parties may, from time to time, mutually establish pre-emergency plans which shall indicate: the types of and locations of potential problem areas where emergency assistance may be needed and/or the type of equipment and/or number of personnel that should be dispatched under various possible circumstances. The plans shall take into consideration and insure proper protection by the responding party of its own geographical area. Under this section, the parties may establish automatic aid arrangements, with pre-determined "run cards" or other means of computer-aided dispatch in designated, agreed areas.

8. **Shared Purchasing.** Each party hereto may while preparing requests for price quotations or calling for sealed bids in accordance with law include stipulations requiring the eventual supplier or successful bidder to supply additional quantities of like material or goods or furnish additional like services to any other parties to this agreement as allowed by R.C.W. 39.34.

9. **Document Control-Execution of Counterparts.** The parties agree that there shall be duplicate copies of this agreement produced and distributed for signature by the necessary officials to bind each party. Upon execution, the executed duplicate original hereof shall be returned to the office of the King County Fire Chiefs Association, which party shall act as Administrator hereunder for the sole purpose of maintaining this document in one place and available to all parties. The executed duplicate originals will be stamped on receipt by the Administrator to show the date of receipt. This agreement shall become binding as to each party hereto as of the date of filing with the Administrator as described above. Upon receipt by the Administrator of the executed duplicate originals, each such duplicate original shall form and become a part of one instrument, binding on all parties.

10. **Duration.** The duration or term of this agreement shall be for one year, commencing upon the date of execution of the second party to execute this agreement. **Provided,** that the agreement shall be automatically renewed annually for one year thereafter, as to any party that has not terminated their participation in the agreement pursuant to the provisions herein as to termination. The agreement may be reviewed annually by any or all of the parties to assess the need for changes or decide upon termination.

11. **Termination.** Participation in this agreement may be terminated by any party, by providing notice to all the other parties in writing at least 60 days prior to the termination date chosen by such party. Such termination shall not affect the continuation of the agreement as between the remaining parties, nor shall such termination preclude future agreements for mutual aid involve the terminating party.

12. **Modification.** This agreement may only be modified by mutual agreement of all parties hereto, executed in the same manner as this agreement.

13. **No Third Party Beneficiary.** Nothing in this agreement shall be interpreted to create any rights in favor of any third party, who is not a party to this agreement.

14. **Filing.** As provided by RCW 39.34.040, this agreement should be filed with the clerks of the participating Cities, the Secretary of the Districts, and the County Auditor.

15. **Agreement Not Exclusive.** This agreement is not intended to be exclusive as between the several parties hereto. Any of the parties hereto may, as they deem necessary or expedient, enter into separate mutual assistance agreement with any other party or parties. Entry into such separate agreements shall not, unless specifically stated therein, affect any relationship or covenant herein contained; provided, that no such separate agreement shall terminate any responsibility herein undertaken unless notice shall be given pursuant to Section 10 of this agreement.

IN WITNESS WHEREOF, the parties hereto have set their corporate names by their duly authorized officers, or members of their governing bodies, the day and year written below.

KING COUNTY FIRE PROTECTION DISTRICT NO. _____ and/or

CITY OF MERCER ISLAND WASHINGTON

By _____
Chairman of the Board

By Richard M. Conrad
~~Mayor~~ Richard M. Conrad
City manager

By _____
Secretary

By Allison Smith
City Clerk

Date: 11-2-06

By _____
Title

Title



BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND, WA

AB 5406
March 20, 2018
Regular Business

FIRST/LAST MILE SOLUTIONS:
RIDESHARE PILOT PROJECT WITH LYFT
AND UBER

Action:
Approve expenditure of \$20,000 from
the Sound Transit Settlement
Agreement to fund a Rideshare Pilot
Project with Lyft and Uber.

- Discussion Only
Action Needed:
Motion
Ordinance
Resolution

Table with 2 columns: Category and Description. Rows include DEPARTMENT OF, COUNCIL LIAISON, EXHIBITS, 2017-2018 CITY COUNCIL GOAL, and APPROVED BY CITY MANAGER.

Table with 3 columns: Category, Amount, and Unit. Rows include AMOUNT OF EXPENDITURE, AMOUNT BUDGETED, and APPROPRIATION REQUIRED.

SUMMARY

At the December 5, 2017 City Council meeting, the City Manager initiated an ongoing discussion with the Council and community regarding implementation of the Sound Transit Settlement Agreement (Settlement Agreement). See AB 5370 (www.mercergov.org/files/AB5370.pdf). The funds awarded by the agreement are intended to provide mitigation in a number of areas identified by the community as top priorities, including first/last-mile solutions. Since last December, several study sessions have explored various means to enhance mobility on and off the Island and improve access to transit.

The proposed Rideshare Pilot Project addresses improving access to transit by providing another way of getting to transit services available at the Sound Transit Mercer Island Park & Ride (Park & Ride).

BACKGROUND

First-Last Mile Solutions: The Settlement Agreement allocated up to \$226,900 toward identifying and implementing first-last mile solutions. This amount could be increased should it be determined that traffic/safety enhancements can be addressed for less than \$5.1 million.

City Council is exploring a number of ways to enhance mobility on and off the Island and improve access to transit. In particular, the City is seeking to provide more options for weekday commuters to reach the Mercer Island Park & Ride, without needing to drive and park a Single Occupant Vehicle (SOV). This becomes especially important as increased parking pressure now leads to all stalls filling by 7:00am on most weekdays.

The City is considering a Rideshare Pilot Project with Lyft and/or Uber (Rideshare Company), which was introduced at the December 5, 2017 City Council meeting. Following initial Council input and further discussions with each rideshare company, the following Pilot Project is presented for Council consideration.

PROPOSED PILOT PROJECT

Goals of the Pilot Project

This Pilot Project is designed to address the primary issue of limited parking at the Park & Ride restricting access of Mercer Island residents to transit. The Park & Ride is at capacity from Monday-Friday, and the Pilot Project will operate during these days.

Rideshare Company Participants

Both Lyft and Uber have agreed to participate in the Rideshare Pilot Project, with the same general Pilot Program details.

Pilot Program Details

- **Duration of Pilot Project:** Six months, beginning April 23, 2018 and concluding on October 31, 2018.
- **Days/Hours of Service:** This service would be available Monday-Friday, 24 hours per day.
- **Cost to Rider, months 1-3:** Flat fee of \$2 per ride.
- **Cost to Rider, months 4-6:** Flat fee of \$2 shared ride, \$5 solo ride.
- **Ride Limitations:** The Ride must originate and/or conclude at the Mercer Island Park & Ride and a Mercer Island location.
- **Cost to City:** The City and the Rideshare Company will split the cost of the ride, with a cap to the City's contribution at \$10,000 per Rideshare Company.

Data Collection

A primary goal for this Rideshare Pilot Project is to gather data about residents' interest and willingness to try alternative mobility solutions and options. The Rideshare Companies have agreed to provide the following information regarding the rides provided on Mercer Island under this Pilot Project.

- # of rides by day of the week
- Time of ride in hourly increments
- Shared or solo ride
- Origination/destination by zone or quadrant
 - Always to/from Park & Ride
 - Mercer Island destination/origination by approximately five (5) quadrants of the Island
 - East Mercer Way
 - West Mercer Way
 - Island south of 53rd
 - Island between 40th and 53rd
 - Island north of 40th

Kick-Off/Promotion

The Rideshare Companies and City staff will share promotional and kick-off responsibilities and opportunities. The kick-off of the program is scheduled for mid-April and can be timed to coincide with either the Leap for Green Sustainability Fair (April 14) or Earth Day (April 22), with service starting the following Monday. The City and rideshare companies will promote the Pilot Project through social media, list serves, City and company websites, and program press releases. The rideshare companies will also attend City events and provide outreach at the Mercer Island Community and Events Center and other locations and events designated by the City, and to special populations such as to senior communities.

TRANSPORTATION SURVEY

In June 2017, the City ran a [survey](#) about residents' experiences following the first week of the I-90 Center Roadway closure. Three hundred respondents told us what they encountered on the roads, and how they adjusted their daily routine, helping the City alleviate traffic bottlenecks, prioritize police enforcement needs, explore pilot projects, etc.

In anticipation of this Rideshare Pilot Project, the City posted a new survey on March 9, 2018 advising the community of the proposed pilot project, and asking for input on whether they would consider participating in such a program (Exhibit 1). Preliminary results from March 9-15 are as follows. A final survey report will be provided to Council at the March 20 Council meeting.

Table 1. Transportation Survey, Proposed Rideshare Pilot Project

"Help Us Improve Your Commute: Take a Short Survey"	Response Percentage	Response Number
<i>Q1. In which direction is your typical morning commute?</i>		
West (to Seattle)	77.96%	191
East (to Bellevue & the Eastside)	22.04%	54
Total		245
<i>Q2. Do you currently leave a vehicle parked at the Park & Ride on weekdays?</i>		
Yes, almost daily	13.77%	34
Yes, once or twice a week	4.05%	10
Yes, occasionally	24.70%	61
No, never	57.49%	142
Total		247
<i>Q3. For a discounted ride (e.g. flat fee of \$2-3 per ride), would you be willing to use a rideshare service (such as Lyft or Uber) to get you to and from the Mercer Island Park & Ride?</i>		
Yes	46.96%	116
No	24.70%	61
Undecided, more information is needed	28.34%	70
Total		247
<i>Q4. IF YES: When would you most likely use a rideshare service?</i>		
Morning commute	12.66%	20
Evening commute	5.70%	9
Both, morning and evening	81.65%	129
Total		158
<i>Q5. IF NO/UNDECIDED: Please explain why you are potentially uninterested/undecided in using a rideshare service. What would make you more likely to use this service?</i>		
		131
<i>Q6. Please share any questions or concerns you would like the City to address about this potential rideshare pilot program.</i>		
		109

The comment responses are found in Exhibit 1.

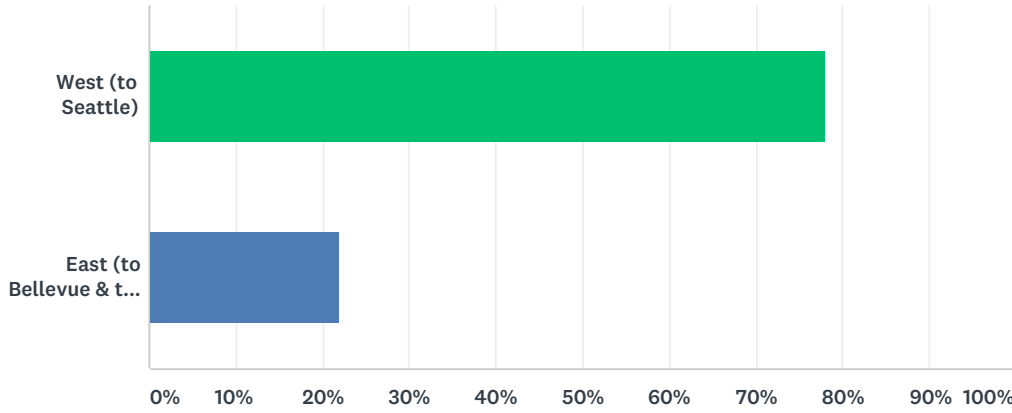
RECOMMENDATION

Assistant City Manager

MOVE TO: Direct the City Manager to enter into agreements with Lyft and Uber for \$10,000 each to provide first/last mile solutions rides between the Sound Transit Mercer Island Park & Ride and a location on Mercer Island for a six month rideshare pilot project.

Q1 In which direction is your typical morning commute?

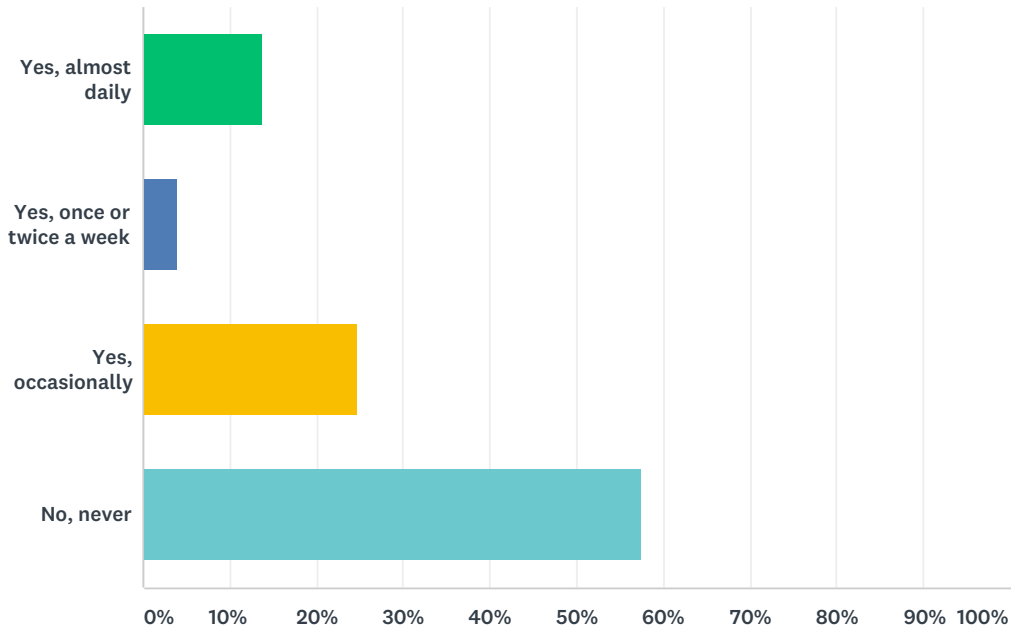
Answered: 245 Skipped: 8



ANSWER CHOICES	RESPONSES
West (to Seattle)	77.96% 191
East (to Bellevue & the Eastside)	22.04% 54
TOTAL	245

Q2 Do you currently leave a vehicle parked at the Park & Ride on weekdays?

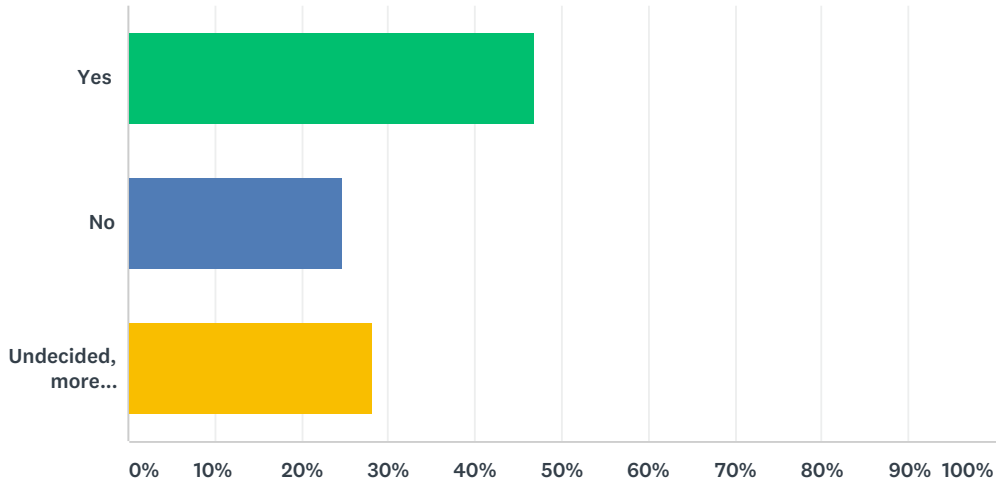
Answered: 247 Skipped: 6



ANSWER CHOICES	RESPONSES	
Yes, almost daily	13.77%	34
Yes, once or twice a week	4.05%	10
Yes, occasionally	24.70%	61
No, never	57.49%	142
TOTAL		247

Q3 For a discounted ride (e.g., flat fee of \$2-3 per ride), would you be willing to use a rideshare service (such as Lyft or Uber) to get you to and from the Mercer Island Park & Ride?

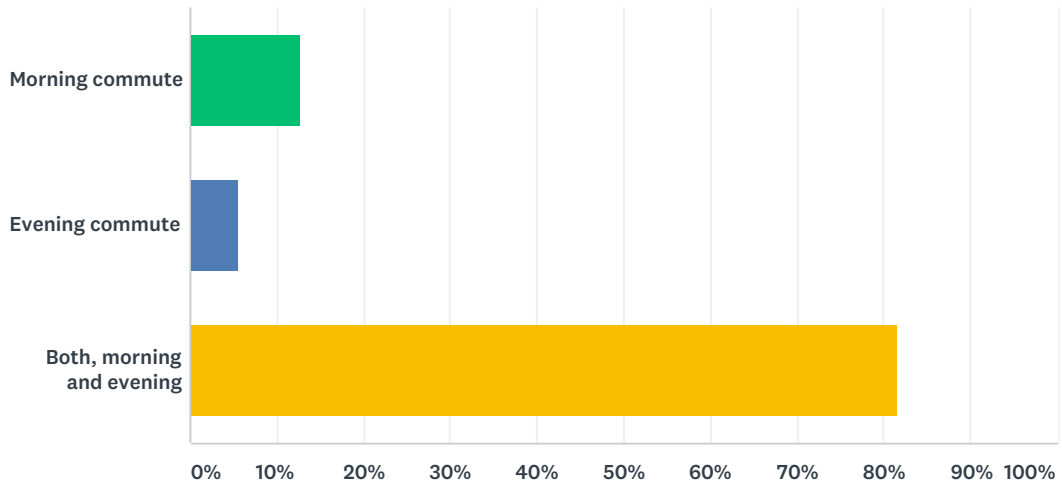
Answered: 247 Skipped: 6



ANSWER CHOICES	RESPONSES	
Yes	46.96%	116
No	24.70%	61
Undecided, more information is needed	28.34%	70
TOTAL		247

Q4 IF YES: When would you most likely use a rideshare service?

Answered: 158 Skipped: 95



ANSWER CHOICES	RESPONSES	
Morning commute	12.66%	20
Evening commute	5.70%	9
Both, morning and evening	81.65%	129
TOTAL		158

Q5 IF NO/UNDECIDED: Please explain why you are potentially uninterested/undecided in using a rideshare service. What would make you more likely to use this service?

Answered: 131 Skipped: 122

#	RESPONSES	DATE
1	I normally commute by bike but if I had to take the bus, I would use a rideshare service if available. I think it's a great idea, and much cheaper than buying the Park N Ride or building a new one.	3/15/2018 10:18 AM
2	I live and work on Mercer Island. When driving off the island, using public transportation are not an option because of timing and parking availability	3/15/2018 8:53 AM
3	I prefer my independence and options to go other places than home after work, I also have sport equipment with me in my own vehicle that would be too much to carry with a ride share. I do a lot of volunteer work with young athletes and use my vehicle for more than just back and forth to work.	3/15/2018 6:44 AM
4	Knowing how long the wait time would be for a ride. How easy would it be to access the ride? What areas would be served (whole island)?	3/15/2018 5:05 AM
5	Why do I have to pay money to get to the Ride and Share?	3/15/2018 1:25 AM
6	Crowds at the park and ride and long lines to get on the buses; lack of parking at park and ride for times when rideshare is not convenient.	3/14/2018 9:57 PM
7	Cost. \$2-3 per ride adds up.	3/14/2018 9:11 PM
8	The costs seem a bit on the high side. I'd need to do more analysis on that. Also, it would depend on how long wait times would be for the rideshare service and how long the ride would take (i.e. is it a direct ride or am I sharing with other folks and making stops, thus adding to my commute time).	3/14/2018 8:53 PM
9	City should have pay for the bus route that runs the whole day and every 15 mins.	3/14/2018 8:23 PM
10	Park motorcycle at p&r, so always lots of parking. But always open to new options when I'm in a crunch	3/14/2018 8:22 PM
11	I do not want to be involved in a criminal case by leaving car at the site.	3/14/2018 7:15 PM
12	Further explanation on how this will work.	3/14/2018 7:08 PM
13	cost, in addition to bus fares	3/14/2018 6:50 PM
14	I drive an electric vehicle and prefer the flexibility afforded by my job to go in at the time of my choosing, which allows me to avoid traffic	3/14/2018 6:50 PM
15	This cost, plus the cost of transit, plus the hassle makes driving my own car about the same cost, before even accounting for the hassle of public transit	3/14/2018 6:29 PM
16	Seems like a hassle and another thing to coordinate and have issues with.	3/14/2018 5:38 PM
17	Why would I want to increase my commuting expenses. I have a bus pass to encourage mass transit. I am depending on mass transit, not ride-sharing. Why not increase bus frequency instead?	3/14/2018 5:30 PM
18	Getting to work is already a multi-step process. Drive to P&R, ride bus to downtown and walk 5 blocks to my office. If there was yet another step in the process, I feel like I wouldn't use it, especially if I needed to leave at a specific time or wait for a rideshare to arrive. Maybe some people would use it so I hate to poo-poo it but I don't see myself doing it.	3/14/2018 5:03 PM
19	Bus 201 works well for me to get to the P&R, but it comes too late in the morning for me to get to work on time. If it also offered a run 20-30 minutes earlier, I would use it more and not have to pay an additional fee for a ride to the P&R.	3/14/2018 5:02 PM
20	Privacy and security reasons.	3/14/2018 4:57 PM
21	Doesn't fit my schedule at all.	3/14/2018 4:56 PM

Help Us Improve Your Commute: Take a Short Survey

22	I would use rideshare for noncommute times to get to P/R like middle of the day or/and would have kids use it after HS school to get to seattle and issaquah activities	3/14/2018 8:53 AM
23	I just want dedicated parking for my car, in my community, to access public transit, without any additional variables.	3/13/2018 10:59 PM
24	Since we live close to park and ride it is not necessary to use the service.	3/13/2018 10:30 PM
25	I often wait through three buses to get on a sound transit bus in the morning. They are often full before they arrive on the island. A rideshare that could offer an alternative to metro sound transit is worth considering.	3/13/2018 8:53 PM
26	Whether current unacceptably infrequent south-end bus service would be cut, remain, or be augmented	3/13/2018 5:47 PM
27	My time is worth something... It would depend on how long I had to wait for a ride and/or alter my schedule to make this work.	3/13/2018 5:21 PM
28	only if no other option available	3/13/2018 4:51 PM
29	I live within a couple of miles to the Park n Ride which makes for an easy and relaxing walk to Transit. It would be crazy for anyone living on the Northend of the Island within two miles to drive except in the Winter when the sidewalks are not brightly enough lit to use them.	3/13/2018 12:14 PM
30	Availability - unless there is a service guaranty that a ride is available	3/13/2018 11:40 AM
31	I already have an Orca card through work. Why shouldn't I be able to use this for public transportation	3/13/2018 10:52 AM
32	ok with 204, except when I work late in the evening or stay home later in the morning & it's not running yet. Could also use mid-day if traveling to the airport or such. would it be uber pool or lyft line to lower the cost further?	3/12/2018 10:42 PM
33	Want flexibility to drive myself and park where I can take transit into Seattle	3/12/2018 10:18 PM
34	If you folks had more buses to and from P&R and cap it to no more than 15 mins commute from S end p&r to north end P&r, then I think we will all be happy. Another alternative to consider is to provide MSFT, Amazon Google and other companies an area to park near the P&R. That will reduce about 30% of the traffic to P&R.	3/12/2018 10:11 PM
35	Would love this service to be available all day, not just for rush hour commuting.	3/12/2018 9:23 PM
36	Having to schedule it daily would be a hassle	3/12/2018 9:09 PM
37	I live within walking distance of the park & ride	3/12/2018 8:24 PM
38	I can walk to the park and ride in 15 min	3/12/2018 8:01 PM
39	I'm working out of the house, I go out in the morning. When I was working in Seattle the last bus up the center of the Island left Seattle at 6:30 pm. If I was doing that again I might use a ride share but a simple smaller bus up and down the center of the island past a 7:30 arrival time would be nicer.	3/12/2018 7:50 PM
40	The bus service we currently have is more than adequate and I never have to wait, just step on.	3/12/2018 7:07 PM
41	I'd want to know how long I'd need to wait to be picked up, and how many other stops on (or out of) the way they'd be making.	3/12/2018 5:16 PM
42	If it is dependable and the rates don't go shooting up. This would add 120/1440\$ a month/year round trip.	3/12/2018 5:16 PM
43	I have fixed commitments - I have to drop off the children on the way to work, and pick up the children as soon as I get off the bus. I do not have the extra time or money to pay to go to a third, more inconvenient location as well, nor could I take the uncertainty of waiting for a Lyft/Uber driver that might or might not be available, or arrive in a timely fashion. I would use it from an alternative P&R lot if it were free and there were a constant queue of available drivers, like the taxi queue at the airport. I cannot imagine anything less would sufficiently mirror the experience of a properly sized P&R lot.	3/12/2018 4:32 PM
44	I work odd hours (leave the island around 5-6 am, return late) so no many buses options at that time	3/12/2018 4:14 PM
45	I prefer to drive my own vehicle, I do not want to wait on others for a ride anytime I need to go somewhere.	3/12/2018 3:09 PM

Help Us Improve Your Commute: Take a Short Survey

46	rideshare parking should be for Mercer Island residents only. I don't think we should be using taxpayer dollars to mitigate an issue that is caused by people off the Island.	3/12/2018 12:38 PM
47	Depends largely on cost. When you add the 2-way rideshare cost to RT bus fare, paying for parking starts to look better. And rideshare could add to commute time due to extra wait time at the bus stop or missed buses, depending if you're ride gets you there too early or too late. So paying more an extending commute.	3/12/2018 11:53 AM
48	\$2-3 per ride is expensive, that's \$30.00 per week, \$120 per month, I'll continue to drive at that price, taxes and cost of living are too high as it is. This is just another "service" I cannot take part in due to its expense.	3/12/2018 10:13 AM
49	I am wondering if there would be enough ride share drivers to meet the demand of a morning commute. I don't know how efficient it would be timely it would be.	3/12/2018 10:09 AM
50	The park and ride lot on Norrh Mercer Way is not the only such lot on the Island. I would prefer to park in a lot along Island Crest Way (Presbyterian church preferably) and transfer to a 550 or 554 on North Mercer Way. Requires schedule and route coordination with Metro. And the City of MI needs to significantly safety of pedestrians exiting a south bound bus and crossing ICW to the park and ride lot. Long, long overdue.	3/12/2018 10:04 AM
51	I am ambivalent about supporting unregulated services (like Uber and Lyft) that are bypassing regulations.	3/12/2018 12:21 AM
52	It wouldn't necessarily improve traffic. What's more, the bus is cheaper and more convenient than having to order a ride share twice a day every day.	3/11/2018 12:26 PM
53	Flexibility of commuting time and dependence on the timeliness and availability of the service. I'm not sure I would wait for a rideshare service to transit to the northend and then wait again for a train and from the train wait for another mode of transportation to my office. 3 transportation transitions to get to my office, each direction, I anticipate would greatly extend my already long (timewise) commute both directions.	3/11/2018 10:44 AM
54	I have a city permit and park near the B of A. If the 204 bus ran with a reasonable frequency, I would use that.	3/10/2018 11:08 PM
55	I ride my bike to work and love it.	3/10/2018 10:10 PM
56	Work part time. My work is thinking about starting workday earlier so potentially easier to access MI Park and Ride. Also time back from work is variable so concerned about how flexible rideshare service would be.	3/10/2018 7:37 PM
57	It just feels like work to have to book a rideshare service just to get to the bus. There should just be more parking available for commuters. And my wife would take the bus regularly to Seattle, but she goes mid-day, and there is never parking. She wouldn't use a rideshare service because she wants the control of having her own car at the park and ride.	3/10/2018 7:07 PM
58	I live close enough that I could walk. I would take a rideshare service if I lived further from the Park and Ride.	3/10/2018 3:26 PM
59	Punctuality and reliability. Also, a reasonable cost.	3/10/2018 3:02 PM
60	Would depend on the timing and total cost.	3/10/2018 1:53 PM
61	Would be terrific if this were available after hours. It is difficult to secure rideshare service from the south end of the island.	3/10/2018 1:05 PM
62	Depends on how long it takes and how efficient it is. And cost of shuttle plus train vs. parking in Seattle.	3/10/2018 12:36 PM
63	MI citizens should not have to pay \$4-6 a day (\$80 - 120 a month) to use the Park&Ride. In addition, it would be much more inconvenient, given the lag time in pickup and drop-off for what is essentially private transportation. I do not understand why the city has not taken care of its citizens who commute. There has been little effort in the past decade to accommodate commuters who live on MI and wish to take transit. The city turned down Metro money to build a 3rd floor at the Park&Ride that could have been reserved for MI residents. The restriction on height has been waived for developers but not to support public transit Why can't MI resident park in the Luther Burbank parking lots? This park is now MI's responsibility, I believe.	3/10/2018 12:18 PM
64	Uncertainty about reliability of service, especially around peak commute times -- isn't service likely to be overwhelmed then, leading to extended wait times?	3/10/2018 12:04 PM

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65	I am retired and used to commute to downtown Seattle for work. I would like to use the park and ride during the day to go shopping or have lunch in downtown Seattle. But there are no parking spots available in the park and ride lot or any of the nearby locations, including parking permit areas. I would definitely use Uber or Lyft to get to the park and ride since the bus from the south end does not run frequently enough to be convenient to use.	3/10/2018 12:01 PM
66	Not a regular commuter (retired) but would use the service if I thought the Park n Ride lot was full when I occasionally commute into Seattle.	3/10/2018 11:39 AM
67	I park at Park and Ride about 3:30 and I have always been able to find a place to park.	3/10/2018 10:46 AM
68	If I lived on the southend, I'd say yes for sure. But on the northend it's just a much shorter trip and the short-bus would meet my needs 100% if only it just ran more often.	3/10/2018 10:31 AM
69	That's \$80/month, expensive even for the convenience - but I love the concept. Maybe a discounted round trip price would help? Also instead of oodles of Uber's it seems like a shuttle like the 630 would be more bang for the buck and less cars on Island Crest	3/10/2018 9:30 AM
70	I live 6 blocks away and would probably walk more. I would use a ride share in rainy season if the fare was less—like \$1	3/10/2018 9:11 AM
71	I live close enough to consider \$2 expensive but far enough to walk. I would pay \$1.	3/10/2018 8:33 AM
72	Bus service on Seattle side is not convenient, would rather take my car.	3/10/2018 8:29 AM
73	Drive and park in Renton so Short commute and parking at destination.	3/10/2018 8:17 AM
74	Depends on travel time and cost. I live in southend. At present, I have a parking sticker for street parking so I drive for free and then walk about 8 minutes to the P & R.	3/10/2018 8:14 AM
75	Price; convenience... wait time etc.	3/10/2018 7:54 AM
76	Absolutely nothing. You already destroyed my commute by not fighting harder for our right to HOV lanes.	3/10/2018 7:47 AM
77	MI don't like Black people on the Island not unless they have\$\$\$ I've been here for 3yr and I'm look at in the store at the park. So to share a ride NO NO JESUS is in the car ?? what me He put me here for areas.	3/10/2018 7:21 AM
78	A bus service can be used by children in car seats and ride share cannot. I occasionally travel into Seattle in the morning peak with my three kids and cannot use the park and ride as it is full, and car share would not meet my needs either because of the child seat issue. I would vastly prefer a comprehensive, frequent on-island bus system.it would also be safer for women and teens as they would not be alone with the driver.	3/10/2018 4:02 AM
79	For those who commute and use mass transit a rideshare service is key and I would like to see more funding and resources put this direction. Unfortunately, it doesn't work for me as I commute to Redmond. Driving will likely be my mode until I am done working, although I will be paying for ST2&ST3 way past when they open if they ever do, and I likely will move out of the region along with my family due to overtaking by then. Certainly something must be done to address the P&R situation on Mercer Island so I due support this although it is not something I will use.	3/10/2018 1:04 AM
80	Expense	3/10/2018 12:45 AM
81	the times would have to work for me	3/9/2018 11:31 PM
82	Useful only when light rail comes to MI	3/9/2018 11:27 PM
83	Six dollars daily is a bit much	3/9/2018 10:53 PM
84	I do not understand if this is\$2-3 per ride or \$2-3 per pasenger	3/9/2018 10:51 PM
85	I'd try it, but convenience / speed would be an issue. Lyft normally takes 5-10mins to pick me up, so that's not very convenient. Once I pay \$3 and am in the Lyft, why not just take it all the way? That doesn't help traffic at all.	3/9/2018 10:43 PM
86	The nitty gritty details of how it works. The reliability and timlyness of it.	3/9/2018 10:42 PM
87	Busses to Seattle are already full. Bus services do not take me close to work. I need more flexibility- my schedule is not fixed.	3/9/2018 10:39 PM
88	Not likely to benefit us in any way...	3/9/2018 10:31 PM

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89	Too many elements out of my control, including: timing; punctuality; safety; passengers; room for briefcases and such.	3/9/2018 10:15 PM
90	Concern over timeliness and availability of drivers who would even be interested.	3/9/2018 10:10 PM
91	\$3 to get to P&R, \$2.75 to get to Seattle in the AM, repeat in the PM. We are up to \$12 a day. What if the ride-share fee transferred to the bus, just like the Orca cards do now? How about a van, that loops West Mercer Way, East Mercer Way and Island Crest way that comes every 15 minutes during the AM and PM commute hours? No large buses and with a frequency that is workable and reliable.	3/9/2018 9:50 PM
92	I leave early - usually by 6:30 am. I have been able to access the p&r most of the time. I also have a downtown parking pass in case I am late to go in and the lot is full. Perhaps I might consider such a service on a day like that. I don't want to add any time or uncertainty to my morning or evening commute.	3/9/2018 9:38 PM
93	i love the idea of service but need more info on whether there is room on the bus during my commute time...i also might have too many transfers once i get to seattle to do this	3/9/2018 9:33 PM
94	I need my car and carseat to pick up my child. In the future, I am very interested.	3/9/2018 8:45 PM
95	Challenge is in the evening	3/9/2018 8:22 PM
96	Transit is terrible.	3/9/2018 8:08 PM
97	I would want to be sure the service was reliable, timely and that the drivers were appropriately compensated for their time doing fairly short trips.	3/9/2018 7:57 PM
98	If I cannot find parking within a 10 minute walk of the P&R then I'd need the service. As it is I can usually park in the commercial center.	3/9/2018 7:49 PM
99	reliability to meet bus at correct time. we are on southend and it seems everything takes longer for people to estimate time here	3/9/2018 7:47 PM
100	Paying for the service is not an option. That fee on top of the price of the bus is not worth it to me. I feel as though the Park & Ride should have more spots for residents to park.	3/9/2018 7:27 PM
101	Need flexibility of return time	3/9/2018 7:17 PM
102	The buses are unpleasantly crowded and the cash cost to drive and park is not meaningfully more than bus plus Lyft	3/9/2018 7:09 PM
103	I don't really know what a "rideshare" service is.	3/9/2018 6:43 PM
104	We have a high school student that needs to get to a custom Metro Bus to Lakeside and UPrep. We currently drop him off, but the alternative would have to get there on time because the bus comes only once.	3/9/2018 6:42 PM
105	Very frustrating to have to pay more to compensate for lack of parking options—it is already challenging to take transit with a couple of transitions and this would be one more	3/9/2018 6:35 PM
106	Becomes expensive to pay for rideshare and also for bus	3/9/2018 6:31 PM
107	Public transport lacking to Redmond	3/9/2018 6:25 PM
108	Drive all over for work when not at the office.	3/9/2018 6:20 PM
109	I don't have the money to use a rideshare. If Sound Transit would like to pay for my Uber/Lyft, I would be very happy to use them.	3/9/2018 6:18 PM
110	Operational issues ie how complex to schedule, how long a wait for ride to arrive.	3/9/2018 6:17 PM
111	I work at Harborview and my shift starts at 0700, so I am early enough to park at park & ride. With a recent knee injury, I take 3 busses to get back to the park & ride. Waiting and paying extra for a ride to my car does not sound appealing. Mercer Islanders work as hard as anyone else and we all want to get home in a reasonable time. My trip home in the evening is at least 45 minutes. With this offer it would take me an hour to get home from a 15 mile trip. Make this offer to the (off island) east side users of MI park & ride. What a concept to park/ride in your own neighborhood Then maybe Mercer Islands can have a little convenience back.	3/9/2018 6:07 PM
112	I ride #630 bus	3/9/2018 6:02 PM
113	Flexibility and reliability	3/9/2018 6:01 PM

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114	I currently have a relatively low priced parking pass that allows me to park in a desirable area of town at all hours, and I can then run errands on my way home. I did initially consider public transit and dismiss it because of the usual MI issues, so if they were made less of a burden I might at some point reconsider.	3/9/2018 5:59 PM
115	Availability of rides and wait time	3/9/2018 5:59 PM
116	I cannot be spontaneous.	3/9/2018 5:58 PM
117	Why should I pay to get around using a public facility that my taxes already paid for? If you restricted use to M.I. residents only, as it should be, it wouldn't fill up by 7:00am. Residents should be able to use a pass to access the park and ride. Charge off island users a flat fee for rideshare and see what they think. Or, stop raising property taxes 10-20% a year and then maybe we could afford to pay for another inconvenient, poorly thought out service. How about better city planning to start with? That's the best idea!	3/9/2018 5:57 PM
118	I would like me to park in the park n ride every weekday because I bus to work, but I never can because it's always full. I have a parking permit so I can park in town, but now that is always full. I have to walk now and it's been miserable during the winter, but I would not use the lift/uber because if I did that everyday, morning and evening it would add up to a huge cost I would not be able to afford. If I could afford to pay mate tan my monthly orca card costs, I would probably drive to work and pay for parking. The park and ride needs to be expand to provide much need free parking for commuters who live on Mercer Island.	3/9/2018 5:55 PM
119	That can get expensive if needed both ways.	3/9/2018 5:49 PM
120	Frankly it's offensive that we would have to incur personal expense of up to \$120/month JUST to get to and from the P&R because space is insufficient for resident commuters. One reason the P&R fills up is because people who don't live on Mercer Island park there. Mercer Island is a residential community, not one giant transit station linking Seattle and the Eastside as our former City Council seemed to believe.	3/9/2018 5:48 PM
121	Some park and rides charge a nominal monthly amount for a guaranteed spot whereas \$2-3/ride is a considerable amount more for a facility that should primarily serve the immediate community. If these rides were covered by a typical fare paid through an orca card, this would make this service more appealing.	3/9/2018 5:47 PM
122	It is more expensive than driving and would add extra time in the morning and the evening.	3/9/2018 5:42 PM
123	I already pay for bus ride. With add'l cost of rideshare service, I would be more incentivized to drive into work and park.	3/9/2018 5:42 PM
124	Bus service to my work in fremont is slow, and requires a connection in downtown Seattle.	3/9/2018 5:42 PM
125	I've taken the bus to and from Seattle to work since 1984. I might occasionally use uber or lyft, but not regularly.	3/9/2018 5:40 PM
126	I often need my car and travel at different times. While the council gave away opportunities to truly improve our situation it is good to see the attempt to improve a d I am behind them. But there is little or no trust or confidence that council or city gov't will improve much.	3/9/2018 5:39 PM
127	I walk about a mile to and from park & ride every day	3/9/2018 5:38 PM
128	I want to go straight to my destination, not ride around going to other people's destinations.	3/9/2018 5:35 PM
129	Cost is unacceptable when added to an already almost \$6.00 ride to Seattle.	3/9/2018 5:35 PM
130	Not interested in this option at all.	3/9/2018 5:34 PM
131	If there was enough flexibility/frequency given changes in my daily schedule	3/9/2018 5:34 PM

Q6 Please share any questions or concerns you would like the City to address about this potential rideshare pilot program.

Answered: 109 Skipped: 144

#	RESPONSES	DATE
1	As far as I'm concerned, try the pilot program.	3/15/2018 10:18 AM
2	Who is watching expenditure, waste of taxpayer's money, and reliability of future planning?	3/15/2018 8:53 AM
3	Maybe better bus service from all areas would work.	3/15/2018 1:25 AM
4	MI residents should have more convenience in parking and accessibility - shouldn't have to rely on rideshare as that extends commute times waiting for rideshares and multiple transport methods rather than just driving to Seattle myself which is not preferred but a lot easier.	3/14/2018 9:57 PM
5	I don't commute regular hours, but frequently go into Seattle for meetings, typically between 9am and 1pm. So a rideshare service to get to/from the Park & Ride during those hours, when there's typically no parking left, would be very attractive. But for me, the service needs to be available between 9 and 4, not just during rush hour periods.	3/14/2018 9:19 PM
6	One of issues with Uber and Lyft is the wait times during rush hour. How would the City insure a reasonable amount of cars available and wait times.	3/14/2018 9:02 PM
7	I think we need more dedicated parking at the P&R that is set aside for Mercer Island residents. Also, please consider flexible commute times as you think about the hours that these services would operate. My hours are typically in the office by 9:30AM, leave the office by 6:30PM. These are very common hours for workers in technology fields.	3/14/2018 8:53 PM
8	I no longer commute on a daily basis. However I am very committed to using public transit whenever possible for trips into Seattle and, on occasion, Bellevue. I need a way to get to the Park and Ride without my car (lack of parking) for mid-day trips. More frequent 204 service would be great (like 3-4xs/hour instead of once an hour as it is currently); so would a circulating small shuttle. Rideshare costs would be an important consideration and obstacle if very high. Thanks for looking at options for the island!	3/14/2018 8:13 PM
9	I think this is a great idea -- at least until we can get the autonomous shuttle up and running!	3/14/2018 8:06 PM
10	204 should be more frequent.	3/14/2018 7:37 PM
11	I'm not a regular commuter, but will Love to be able to use the bus from Mercer Island to Seattle. I live on the EMW corridor and have *no* bus service. Please address occasional use by senior citizens in your plans. The last time I tried to use the Park 'n Ride, I arrived at 7 am and it was full. I voted for all transit taxes and would like to see some service in my demographic.	3/14/2018 6:53 PM
12	regular shuttles maybe?	3/14/2018 6:50 PM
13	Parking issues at the MI P&R make it difficult to use as a departure point from MI. I live on the south end of the island, which makes it untenable to get there without my car, but there is never any available parking to leave later in the morning.	3/14/2018 6:50 PM
14	build way more park and ride capacity. make it easy for electric bikes to get there and be stored. these are down to \$600 now and would be a viable way for a lot of people to get to the train, if they could easily and very quickly stow it and then hop the train.	3/14/2018 6:29 PM
15	The ride share program would only be beneficial for me if it can get to where I am within 10 minutes. I live in the south end of mercer island (by Lakeridge Elementary) and I have a hard time getting ride share services to come all the way down. I think this is because a lot of Renton drivers initially pick up, not realizing that they have to go over I-90 and down mercer island to get to our house. A ride share program on island would work much better.	3/14/2018 5:50 PM
16	Increases commuting expenses. we should be encouraging mass transit.	3/14/2018 5:30 PM

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17	I really think the focus/money should be spent on securing dedicated parking for MI residents within a couple blocks of the P&R. It's already crazy trying to find parking in/around the P&R and will just continue to get worse. I've used the sticker parking a few times but the spots seem so far from the P&R. I didn't mind in the summer but as soon as winter came around I didn't do it anymore and either opted to park closer illegally, leave earlier or drive into the city. Our quick bus/rail trip into downtown is a huge plus for our city and one of the reasons that our family moved here but if it's unusable then what's the point?	3/14/2018 5:03 PM
18	I think this is a great idea. Otherwise, the park and ride is just about useless.	3/14/2018 5:02 PM
19	too much give aways to the region at the expense of the residents of the Island.	3/14/2018 4:56 PM
20	Please consider using Scoop with MI residents as a shared group. This app/service was designed for daily ride sharing. Amazon employees use it, they can provide more information on the user experience.	3/14/2018 10:16 AM
21	No concerns - go for it and be notable pilot/leader for the region in this innovation!	3/14/2018 8:53 AM
22	It's not sustainable, it lacks flexibility, and the city should focus on parking for citizens.	3/13/2018 10:59 PM
23	No questions.	3/13/2018 10:30 PM
24	You should look at how many residents if the Islander Condis utilize free covered parking at the park and ride. I have to have a permit for visositirs to park on 78th but some of the overflow is created by use of the park and ride for free protected parking.	3/13/2018 8:53 PM
25	Uber and Lyft are ride-hailing services, not ride-sharing services. This proposal should not be associated too closely with them if it would differ from them in ways that are meaningful to Islanders.	3/13/2018 5:47 PM
26	more interested in bike share than ride share	3/13/2018 4:51 PM
27	Would love to see eBikes on the Island - I'd use one to get home from the Park and Ride!	3/13/2018 3:54 PM
28	It would be nice if there was a senior shuttle around Mercer Island!	3/13/2018 3:30 PM
29	Along with providing more Town Center Parking for other members of our community that live further away on Mercer Island it would be nice if we place a few lights on the sidewalks. Even in Town Center the street lights shine on the street, not the sidewalks. Does this mean we are supposed to walk in the street?	3/13/2018 12:14 PM
30	I wonder if the City told Metro that it should eliminate MI local bus transit and transfer those funds back to the City to use to subsidize rides where would we be - better or worse off?	3/13/2018 11:40 AM
31	I am also concerned about personal safety using an Uber or Lyft model.	3/13/2018 10:52 AM
32	please consider mid-day & outside of peak commute hours in addition to peak commute times.	3/12/2018 10:42 PM
33	I would love to see improvements to sidewalks and bike lanes, and support for the current metro bus service that takes people to the park & ride. Also more density downtown!	3/12/2018 8:24 PM
34	Why do we have NO bus service on the weekends up and down Island Crest? My teenager can't get home and my workman can't get to the house to help me with it.	3/12/2018 7:50 PM
35	I prefer not to use Uber so I hope that Lyft would be an option in this program.	3/12/2018 7:16 PM
36	Great idea! We (2 of us) drive due to full parking at MI Park n Ride. If such a pilot program existed, we would both utilize it and take bus to commute downtown Seattle daily.	3/12/2018 7:08 PM
37	I don't see a problem once one makes it to the Park n Ride. The problem and I have heard it from everyone on island is getting to the Park n Ride and finding a parking spot in Town Center to leave their cars. This is the problem we need to solve. Residents are more than upset about this.	3/12/2018 7:07 PM
38	Would this be a pick up service from home or a designated meeting place?	3/12/2018 5:16 PM
39	Burdening your working families on the island that are your most environmentally and socially friendly in trying to ride the bus. Singling them out with extra costs, time, and inconvenience. Punishing them with lack of access and a pay barrier.	3/12/2018 4:32 PM
40	I am just curious... Is as frugal as a bus service? Would you be able to arrange a ride on demand? Is it single occupancy, or a pool/ride share only? Just curious I live in Shorewood and walk to and from the P&R morning and night. I would welcome a transportation option for the stretch, as I am sure several others would.	3/12/2018 2:35 PM

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41	<p>Mercer Island City council should be conducting a zero-based budget approach and assessing all assets to determine the best way to reduce taxes for local citizens. We have expensive luxuries like parks and Art work that need to be potentially sold off to reduce taxes and make better investment decisions on initiatives that actually help the community like MICA proposal. We also need to look at Police department practices of destroying seized or unwanted firearms to start auctioning these items off to raise funds. This current practice is against WA State law which states that antique or curio firearms should be resold to the public through firearm dealers.</p>	3/12/2018 12:38 PM
42	<p>Cant you just run some small buses?</p>	3/12/2018 11:53 AM
43	<p>I think a ride share program through Lyft/Uber is a good use of ST settlement funds at this time, because in the future I think ACES (automated ride share) will become available. The city does not have the \$4.5 million in matching funds for permanent commuter parking at this time, although it could bond the revenue from commuter parking, but just the land for more town center parking could exhaust the \$9 million in total permanent parking funds, and right now underground parking stalls are running around \$65,000 to \$95,000 depending on the number of levels. However, if the ST settlement funds could be leveraged in a way to build underground parking with a community use on the surface like MICA that could be a good use of the funds. I agree there should be a charge to the users of the ride share so it used efficiently, but not so high it is not competitive.</p>	3/12/2018 11:46 AM
44	<p>This is a great idea but should be self sustaining and not financially supported in any way by the city.</p>	3/12/2018 11:02 AM
45	<p>Please encourage and support our existing and underutilized park and ride lots. The parking spaces not only serve transit but help eliminate auto trips by making it easier to car pool with people living on different parts of the island. Metro is supposed to support park and ride lots. Mercer Island should too.</p>	3/12/2018 10:04 AM
46	<p>I would consider a rideshare, but I would prefer to take the local bus, if possible. Right now, the bus runs too infrequently to make that possible. It is also not well-synchronized with the school schedules. For parents who wait to take their kids to school (9:15am start) and then commute, there are not good options using public transit (to get to the P&R). Another issue is that the Park & Ride lacks a good pull-over option for cars that are dropping off passengers; therefore, a large number rideshare cars might make the existing problem even worse. Finally, a rideshare is inferior to good parking options for parents who need to have access to carseats at pickup. Relative to parking at the P&R, this adds a step if parents need to return to another location (to get their cars) before picking up their kids. I don't know what share of riders are parents, but I think that might be another challenge/consideration.</p>	3/12/2018 12:21 AM
47	<p>Build a bigger park and ride to handle the commute to / from the northend transit center. Think to the future when I can get in my autonomous car that takes me directly to the transit center just in time for a train I need to take to work. But I need a place to park my car. Think bigger and bolder and not clunky workarounds for the transportation mess we have.</p>	3/11/2018 10:44 AM
48	<p>This is not a new concept. If you look to San Francisco, they have used private licensed jitneys (small vans) to ferry passengers from in the neighborhoods to the main transit locations for 20 or 30 years or more. It works very well and provides excellent customer service with door to door service.</p>	3/11/2018 10:23 AM
49	<p>I live on East Mercer Way which doesn't have any public transit service. The nearest bus stop is a 30 minute walk up a steep hill to ICW. Please provide service to EMW</p>	3/11/2018 8:55 AM
50	<p>Would it be available to all parts of island? Is cost per ride or would there need to be a "buy in" in order to participate. Does cost depend vary depending on number in car, other factors that can flex rate to driver. Hours of operation and how it would handle variable start and depart time for participants, e.g. unexpectedly left work later.</p>	3/10/2018 7:37 PM
51	<p>Thank you for arranging this survey. Finding a way to get to the Park-and-Ride without driving a car is KEY to using transit to get off the island if one lives too far to walk there. I'm happy to hear that the need is being addressed.</p>	3/10/2018 3:02 PM
52	<p>I cannot park at the Park&Ride currently. All spaces are full long before 7am. The lack of capacity, due to poor planning on the city's part, should be directly addressed rather than passing the buck (literally) to MI residents.</p>	3/10/2018 12:18 PM
53	<p>Far better to find a mechanism to devote the Mercer Island Park & Ride to Mercer Island residents. Filled up too often with off-Island commuters.</p>	3/10/2018 12:04 PM
54	<p>The two solutions that would work for me would be more on-island busses or more or reserved park-and-ride spots.</p>	3/10/2018 10:31 AM

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55	I live on the south end and taking the bus from here adds significant time to my commute and unless I get to the P&R by 7:30am all the spots are gone.	3/10/2018 9:45 AM
56	FYI I put yes daily in question number two because we do use the bus daily and my son would drive to the PR daily to get the 7:30 bus to school in Seattle - but since there are no spots I have to drive him in the morning and pick him up in the afternoon, so about an hour of back and forth commuting for me per day from the south end. Just found out about the 630 so need to look into that.	3/10/2018 9:30 AM
57	I'd prefer to see the community transit (206 route) expanded to more hours and weekends.	3/10/2018 9:11 AM
58	I envision an electric autonomous small bus encircling the island on a regular basis to get people to the park and ride. We live at the very south tip of the island. Currently, there is a public bus on East Mercer/West Mercer Way down at the south tip only 4 times per day (in the morning and evening). This is just not sufficient. Also - the bus is currently mostly empty when I see it. This currently is not working well for most folks - we need to rethink this route!	3/10/2018 8:40 AM
59	\$2-3 is expensive on a daily basis, especially when paired with bus/train fees. I would not use this service at this cost, would prefer to walk from mid-island.	3/10/2018 8:29 AM
60	Would be great if this service offered flexible hours. I work part time and am off early most days at 2. I can't take the 630 shuttle bus from the south end because it only runs during peak rush hour times.	3/10/2018 8:14 AM
61	Find the park and ride fills up by 7 am everyday. Makes it very hard to use public transport.	3/10/2018 7:54 AM
62	would it pick me up at my house? would it be on weekends also?	3/9/2018 11:31 PM
63	Bus along East Mercer	3/9/2018 10:53 PM
64	many of us are not looking morning or evening commute but mid day travel.	3/9/2018 10:51 PM
65	Seems like it would be simpler to just have more bus pickups in more places on the island. As far as I know, there's nothing that picks up on east side, such as Shore Club, JCC, etc. Allow people to leave their cars at home. I think a public transit stop within ~half mile of everyone on the island should be considered. Also, as I understand it more than 50% of congestion at park and ride is cars from off the island. Why not have paid permits and limit them to island residents? I assume the use case is that it's easier/cheaper for them to park here than continue into Seattle, as P&R is so convenient to 90, but that doesn't seem like an efficient use of transit resources.	3/9/2018 10:43 PM
66	I work from home but travel regularly and need to get to the airport. My rideshare needs would not always be at peak work commute times. Is there a plan that allows for rides to be available throughout the day?	3/9/2018 10:33 PM
67	Who's supposed to pay for this boondoggle ?	3/9/2018 10:31 PM
68	Remember the disabled who cannot drive. Will some rideshare vehicles allow for wheelchair users who cannot transfer themselves? If the vehicle is autonomous, how will wheelchairs be strapped down for safety?	3/9/2018 10:24 PM
69	I would like the MI Park and Ride to be for the sole use of MI residents.	3/9/2018 10:10 PM
70	I would use transit more often if this service were available. Right now my ability to use transit for my commute is 100% dependent on my ability to get to the MI P&at before 7am—any later and I'm shut out and have to drive. I would also be willing to pay a fee for an MI resident parking permit to use street parking or the (always) open spots at the MI community center.	3/9/2018 10:00 PM
71	If you have to get kids to school or on the bus, the current on-island bus schedule is out. The current schedule is impossible for most people. And why does metro run large buses on the island? The ridership does not justify the number of seats? Smaller, cheaper buses that run more regularly (every 15-20 minutes) would be useful. I bet you will see ridership go up. I would ride such a service.	3/9/2018 9:50 PM
72	Make ICW I-90 West accessible to SOV during non-peak hours (evenings, weekends and holidays).	3/9/2018 9:48 PM
73	i think it would be great for the city to create a rideshare program...my hesitation about using public transport has been hearing that busses are full when they get to island and then that i need to transfer too many times in the city	3/9/2018 9:33 PM

Help Us Improve Your Commute: Take a Short Survey

74	Lack of parking at the park and ride is a big issue. Requires a spouse drop off to and from the park and ride. There should be overflow parking at the Luther Burbank park or downtown or a shuttle around the island. Maybe more bus loops around the island to get to the north end and home again. We have experimented this month with dropping off and picking up at p and r. Inconvenient	3/9/2018 9:05 PM
75	My commutes in both directions are sporadic and always after 7 a.m. I typically end up driving to my destination because I can't park-and-ride after 7 due to limited space. I would love the ride-share option. Thanks!	3/9/2018 8:53 PM
76	I think it's smarter to fund this program than to build parking that will become obsolete as self-driving electric cars become common.	3/9/2018 7:49 PM
77	would also be happy for more frequent bus service from south end to P&R.	3/9/2018 7:24 PM
78	Great idea but not if the city pays for any of it. Completely self sufficient!	3/9/2018 7:19 PM
79	It will be great as currently I often have no way to find parking at MI PR.	3/9/2018 7:17 PM
80	Need predictable time until pickup for commuters	3/9/2018 7:17 PM
81	The MI park and ride should be for MI residents. That is the primary problem. Solve that and the rest is easy.	3/9/2018 7:09 PM
82	I really just want to be able to park my car at the Park & Ride. It doesn't seem like so much to ask. Why should I have to drive my car downtown, wear it out while polluting the atmosphere, and pay for parking every day.	3/9/2018 6:43 PM
83	FYI-there are a lot of people who have their MIHS students drop them off at the park n ride on their way to school. As these kids graduate, the parents will need another option since there is no parking.	3/9/2018 6:42 PM
84	We need more park and ride spaces for islanders and availability beyond 7am	3/9/2018 6:35 PM
85	You need to make getting around on the Island easier by mass transit during commutes to make it easier.	3/9/2018 6:20 PM
86	I do not believe that spending the sound transit settlement dollars on a ride share service for inner island commutes is a good use of the minimal amount we received. Please consider doing something that could benefit ALL island residents for a long period of time. I would rather see the money spent on something to benefit our community in a way other than short distance rides. Better to be something that the whole community could benefit from opposed to just the people that use park and ride....	3/9/2018 6:20 PM
87	Sound Transit should pay for the costs. And will there be a covered drop-off/pick-up area by the Park and Ride/Light Rail Station? And electric bikes would be nice. Thank you.	3/9/2018 6:18 PM
88	I am not a regular commuter and my hours vary, so I would often use this service at odd times during the day. Would that be possible with this service, or would it apply only to typical rush hour times?	3/9/2018 6:17 PM
89	Would the city vet the drivers? How much would it cost the city? Would the program sunset when settlement funds are used up, ie not be a long teen drain in city finances.	3/9/2018 6:17 PM
90	We had decent bus service: 202, 205, 211. You don't learn. Always trying to reinvent the wheel and adding more inconvenience. I think you all need to take metro for a week to get a taste of the wonderful bus waiting game.	3/9/2018 6:07 PM
91	I no longer am working and would like to use the bus. Lack of parking at the park and ride is a significant deterrent. If #3 were available to me (not during commute hours) I would use it -- both to and from the park and ride.	3/9/2018 6:02 PM
92	I'd love to have \$2 or \$3 rides to park and ride all day - not just morning or evening!	3/9/2018 6:01 PM
93	I think that given the way the island is built, more parking and specially for residents is the only effective way to motivate using public transportation. Not everybody has a regular work schedule to plan rides weeks or months in advance.	3/9/2018 5:59 PM

Help Us Improve Your Commute: Take a Short Survey

94	I think the rideshare will only work if you have enough drivers to offer a variety of hours during rush hour periods. I was using rideshare occasionally before but now not able to due to incompatible times and needs to be at different locations after work. It's a bit impossible and it is hard to ensure consistency overtime. I have 2 ideas and hope you will consider: 1) run a community shuttle on an every 10-15 minute circuit to the park and ride at the am and pm rush hour duration 2) negotiate with electric scooters and bike companies to get a group pricing for Mercer Island resident. Immotor Go is a rather new 3-wheel electric scooter that offers safety and it will go up small hills. This allows the rider just to get on these options in their work attire and get to bus 550. More residents with these devices will also help increase foot through-traffic to downtown and will benefit small businesses. You may want to partner with them on this as well. Overall, appreciate you trying out different strategies and listening to ideas. I can't wait for the day when i can ditch my car at home entirely.	3/9/2018 5:58 PM
95	I would love to use transit more, but the lack of parking prevents me from doing so. This is a good idea.	3/9/2018 5:58 PM
96	See answer to #5.	3/9/2018 5:57 PM
97	Timings would have to be good and service into the mid evening. The reason I don't use the PArk and ride is it's full so I pay \$140 per month for on island parking at aviara- @\$3 a ride the share service wouldn't be much cheaper!!	3/9/2018 5:53 PM
98	Would this rideshare be 1x1 or would it be similar to the carpool option?	3/9/2018 5:47 PM
99	while the fare seems semi reasonable its an added cost and can get expensive if you use it every day, both ways.	3/9/2018 5:46 PM
100	I think it would be great f a program like this existed and you could place funds on a dedicated card - like an Orca card - for this purpose. There are many many dark cold nights walking from the P&R to Shorewood Hgts apartments that this would be extremely welcomed	3/9/2018 5:45 PM
101	This is a great idea - P&R fills up too early to consistently be useful to me, if I could dependably get from mid-Island to P&R I'd be able to commute rather than drive far more often.	3/9/2018 5:44 PM
102	Keep cost low; ensure same charge no matter where one is coming from since point is no Park and Ride space.	3/9/2018 5:44 PM
103	P&R is full by 6:45am so the majority of time I end up parking in MI downtown core with my parking permit.	3/9/2018 5:42 PM
104	Questions would it be only a carpool situation ? Seems it would. How far in advance would schedule need to be made? It is a potentially good idea providing more flexibility and reducing some traffic.	3/9/2018 5:39 PM
105	This is a great idea! My wife and I would love to be able to take the bus regularly but are never early enough to get a spot at the Park and Ride.	3/9/2018 5:36 PM
106	I would honestly rather re-stripe our TC streets for more street parking	3/9/2018 5:36 PM
107	The rideshare programs will not be able to provide enough drivers for the morning/afternoon commutes.	3/9/2018 5:35 PM
108	Getting to the park & ride and getting a parking spot is a major factor for me	3/9/2018 5:35 PM
109	I would park at the park and ride more often but since it fills by 7 a.m. I can't.	3/9/2018 5:29 PM



**BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND, WA**

**AB 5403
March 20, 2018
Regular Business**

**STAR COMMUNITIES FRAMEWORK
DISCUSSION**

Action:
Receive presentation. No action
necessary.

- Discussion Only
- Action Needed:
 - Motion
 - Ordinance
 - Resolution

DEPARTMENT OF	City Manager (Ross Freeman)
COUNCIL LIAISON	n/a
EXHIBITS	1. Sustainable-Mercer Island, Community Petition Letter 2. STAR Communities Framework, 2-page summary.
2017-2018 CITY COUNCIL GOAL	n/a
APPROVED BY CITY MANAGER	

AMOUNT OF EXPENDITURE	\$	n/a
AMOUNT BUDGETED	\$	n/a
APPROPRIATION REQUIRED	\$	n/a

SUMMARY

At its annual January Planning Session earlier this year, Council determined that the City should deepen its commitment to sustainability within all municipal operations and across the entire community by making it one of the 2018-2019 Council Goals. This action echoed work originally laid out in the City’s 2006 Comprehensive Plan identifying the *Triple Bottom Line* principles (i.e. Equity, Environment, Economy; or sometimes known as: People, Planet, Profit) as key filters for Council decisions and City actions.

During a follow-up discussion at its February 20, 2018 Regular Meeting, Council agreed to portions of the draft Council Goal language, but sought additional information on the STAR Communities Framework in order to determine how best to use it as a planning tool. This agenda item and presentation provides a deeper exploration of the STAR system, explores its use by other cities, and assesses the associated staff and time demands. As preparation for the March 20 presentation, staff recommend that Councilmembers watch an overview video about STAR; see: <https://vimeo.com/203178410/95ccd23a10> (40mins, followed by Q&A).

BACKGROUND

Early in 2017, the City began hearing from community members eager to assist with local sustainability campaigns and interested in rekindling previous successful efforts at collaborative citizen action. After a number of productive gatherings and discussions late last year, the City’s Sustainability Manager helped the group self-organize under the “Sustainable-Mercer Island” banner.

Members of the group are eager to assist the City draft and implement a City Sustainability Plan, and have strongly encouraged the use of the STAR Communities Framework as a tool to write the plan. The group

also vigorously endorses incorporating sustainability as a core concept that drives decision-making across the City, and submitted a petition letter to the Council to that effect (see Exhibit 1).

The STAR Community Rating System, released in 2012, is a voluntary, menu-based certification program designed for communities to evaluate their progress against a set of 49 standardized sustainability objectives; see Exhibit 2 (two-page summary) and www.starcommunities.org. To date, approximately 70 municipalities nationwide have chosen to become certified under the program at the 3-STAR, 4-STAR, or 5-STAR level based on the number of points they receive. In Washington State, this includes Seattle, Tacoma, and King County. Staff at King County also helped design STAR and are willing and available to provide input to Mercer Island as needed.

The STAR rating system is broken into eight Goal Areas (see the 8 columns in the Exhibit 2 Table), each with several objectives (i.e. the boxes in the Table). Each of the objectives above contains two types of evaluation measures in the STAR Community Rating System with associated points available:

- **Community-level Outcomes** are quantitative, condition-level indicators that demonstrate community progress within a STAR objective.
- **Local Actions** are taken to move toward the community-level outcomes – the range of decisions, investments, programs, plans, and codes that a local community puts in place (e.g., a complete streets policy, police non-discrimination training, or natural areas restoration). Actions focus on interventions that move the needle toward desired outcomes, and can be implemented by both the local government and other community groups and partners.

Case studies of the first 50 cities to successfully certify under STAR indicate several key trends:

- Most of the scoring is currently derived from Local Actions (i.e. City programs and services) vs. Community-level Outcomes; since Outcomes take longer to realize, STAR administrators expect this proportion to shift over time as certified communities attain higher levels of performance.
- High scoring cities tend to be tightly networked with their community and able to work easily across all departments toward shared goals.
- The direct feedback on sustainability progress inspires collaboration and City aspirations can bring new advocates and partners to the table.
- Outcomes under the Equity and Empowerment category are consistently challenging for most applicants, partly due to lack of national standards and metrics.
- Obtaining climate and GHG data (e.g. from utilities) can prove especially difficult.

PROPOSED ACTION PLAN

With these trends in mind, staff envision the following course of action over the following 12-18 months:

- 1) Create a cross-department staff team to lead the STAR process, with project management shared by the Sustainability Manager and DSG Administrative Services Manager.
- 2) Train relevant staff on STAR usage, both as a policy filter and with respect to necessary data gathering.
- 3) Formally join the STAR program and interact with local practitioners; this also allows access to additional materials, and the opportunity to apply for scholarship support under the STAR Leadership Program.
- 4) Perform a trial scoring effort under the STAR rating system as a means of gap analysis – this will also reveal arenas in which the City has no data collection at all and what new measures might be needed to achieve actual certification.

- 5) Engage with *Sustainable-Mercer Island* and other local advocates to assist with data gathering, ideas sharing, public awareness, and implementation.
- 6) Use the STAR framework of 49 objectives to inform the drafting of the City's Sustainability Plan, which would also have a Climate Action Plan component.
- 7) With lessons learned from the above steps, staff would then explore using the STAR objectives as a filter, and potentially organizing framework, for other major City planning processes. This could ensure that issues such as equity, diversity, civic engagement, affordability, etc., receive due consideration when relevant. With Council approval, this filter could hold equal weight and significance as the other filters (e.g., Mercer Island Comprehensive Plan, financial impacts, staff capacity) that are currently applied to prospective City projects and programs.
- 8) Staff will also continue working with the Planning Commission as it considers recommending to the City Council goals and policies supporting the use of the STAR rating system in land use planning and decision-making at the City (Council added STAR Community to the Comp Plan docket).

The City has recently launched powerful new tools (Scope 5 software) to track various sustainability measures and progress towards GHG reductions, as discussed at the January 20, 2018 Council meeting (AB 5377). Data from Scope 5 is expected to inform part of the City's assessment under STAR, and conversely, STAR will reveal areas where we need expanded tracking that may be possible under Scope 5.

In the future, planned staff updates on general sustainability and GHG reduction progress would also provide progress reports on the City's sustainability plan and trial scoring effort under the STAR rating system.

STAFFING/RESOURCE NEEDS

Most cities find that certification requires significant staff time to locate and collate all required data, run novel analyses (often using GIS) to assess their achievements under certain objectives, or implement new tracking metrics. Recent detailed conversations with staff at the cities of Seattle, Bellevue and King County deeply involved with STAR certification informed the following summary:

- When the City of Seattle pursued certification, it hired a highly skilled graduate intern to work on the project half-time for 9 months then full-time for 2 more, plus 0.1 FTE from the Deputy Director of the Office of Sustainability for 6 months and 0.4 FTE from a Policy Advisor for 4 months. This is equivalent to approximately 1,500 hours (>0.7 FTE) from the core staff team alone. In addition, some 200 other city and outside agency employees also contributed time to the effort through interviews or data gathering, the GIS department contributed several hours a week for 3 months, and a consultant gathered data for one of the Built Environment objectives. As a large city with a nationwide reputation for sustainability work, it was deemed important for Seattle to attain a 5-STAR rating (achieved in 2014) and the effort was staffed accordingly.
- Bellevue decided to first assess its baseline condition (in early 2017) and receive a preliminary STAR score before pursuing additional steps, and hired a very capable graduate intern (in her final year) to lead the process full-time for 3 months and half-time for another 4 (approximately 850 hours, or 0.4 FTE). The city's GIS department also provided staff to work full-time on required demographic analysis for 4-6 weeks, and other staff were interviewed for data as needed. After receiving its provisional score, Bellevue elected to pursue full certification and will announce that outcome officially in a few weeks. Over the coming years, Bellevue's Environmental Stewardship Manager envisions using the STAR objectives as a tool to help with the updating of the city's 5-year sustainability plan, and hopes that other departments might be able to use some STAR metrics as a way to enhance performance tracking efforts under existing outcome-based budgeting protocols.

- King County is one of the few non-cities to achieve certification (4-STAR in 2016), and was one of the pilot communities that helped to design and improve STAR through a year-long testing and evaluation period starting in 2012. Mercer Island staff expect to benefit from this deep regional expertise and the County's willingness to assist others with the STAR process, including speaking to the Mercer Island City Council at the March 20, 2018 meeting, and a prior community presentation to *Sustainable-Mercer Island* on December 11, 2017. King County has many 'outcome level' data sets, many of which are set up to allow Mercer Island results to be selected out. Their data collections efforts included 400 hours of intern support, about 350 staff hours for data collection and formatting, and interacting with STAR on-line reporting tool. Leadership engagement included guiding submittal priorities, reacting to provisional scores and rating, reviewing findings, and reflecting on performance gaps.

To date, only four cities nationwide have achieved the top-level (i.e., 5-STAR) certification, and 26 cities or counties have achieved 4-STAR. With one exception, all are larger than Mercer Island, and only six have populations under 100,000. While it's too early to gauge exactly what the level of effort would look like for Mercer Island to achieve certification, many of the STAR data collection requirements do not scale down for smaller cities, and pursuing certification is estimated to require significant dedicated staff effort over most of a year, along with consistent volunteer and paid intern support.

As a result of the substantial staffing and resource requirements of certification, many communities choose to first use the framework, at no cost, as a robust tool for sustainability planning and gap analysis. Upon completing that step, some communities will report their preliminary scores and determine where they might land on the STAR scale. Depending on the results, some will then choose to seek formal certification (as Bellevue recently did), while others may decide to take a year or two to focus on improving underscoring categories.

At this point, staff recommends that we move forward as outlined above and determine if additional resources would be needed once the gap analysis is complete.

RECOMMENDATION

Sustainability & Communications Manager

Receive presentation and determine to what extent the STAR framework will be incorporated in Council's 2018-2019 Goals.

Rationale for Sustainability as a Framework for All Planning in the City of Mercer Island

A letter from the Community to the Mercer Island City Council

WHAT WE ARE ASKING

We ask that the City Council, in addition to choosing sustainability as one of its five or six priority goals at the annual planning meeting in late January, identify it as ***a fundamental organizing framework for all comprehensive city planning processes.***

We ask that our city take the first step towards adopting this framework by formally adopting the [STAR Community Rating System](#) as a ***ready-made tool for setting sustainability goals, measuring progress, and reporting to our citizens.***

We also hope that our city will soon join the more than 150 cities, large and small, who are leading on sustainability by committing to [renewable energy](#). [View a map](#) of US cities already powered by 100% renewable energy with others committed to get there.

We have prepared this letter and associated packet of community-driven project ideas ***endorsed by over (# residents and organizations)*** to demonstrate our determination to have our community lead on these issues.

Sustainability is a moral imperative. Climate change is accelerating. We must all do our part to reduce the greenhouse gas emissions that are contributing to global warming. If Mercer Island leads, many other communities in the region will take notice. The resulting coordinated effort could yield a flood of good ideas, greater efficiencies, and lower costs.

WHAT DO WE MEAN BY SUSTAINABILITY?

FOR THE ENVIRONMENT: Ecosystem integrity that is neither depleted nor degraded, with a social and physical infrastructure supporting ecological balance to ensure fresh air, clean water, and healthy soil, among other resources.

FOR THE ECONOMY: A vibrant, local, low carbon economy driven by clean renewable energy, with resource efficiency based on a [“circular economy,”](#) and leapfrogging to [“smart city” technologies.](#)

FOR EQUITY: A safe, healthy, cohesive, and productive community where all people have equitable opportunities to thrive. [King County is currently leading](#) on equity policy, programs,

and performance measures. This concept includes intergenerational equity as well, the idea that future generations have the same right to enjoy the bounty of our planet as we do.

BACKGROUND

In 2006, the City of Mercer Island made its first formal commitment to sustainability by adopting the following language to the City's Vision Statement in the Comprehensive Plan:

“Mercer Island strives to be a sustainable community: meeting the needs of the present while also preserving the ability of future generations to meet their own needs. We consider the relationship between the decisions we make as a community and their long-term impacts before committing to them. We understand that our strength is dependent on an open decision-making process that takes into account the economic, environmental and social well-being of our community.”

In 2012, the City convened a [Sustainability Policy Task Force](#) charged with developing “sustainability policy that directs the City's actions and priorities for being a sustainable city...to reduce the Island's environmental impact, save money both for City operations and for residents, and improve Islanders' quality of life.”

The approved document (AB 4770) incorporates specific recommendations relating to waste reduction, energy and water conservation, yard toxins, green building and sustainability communications.

Most recommendations have been acted on to some degree in the five years that have followed. ***However, the two most important recommendations developed by the Task Force have not yet been substantially acted on:***

- 1. Incorporating sustainability as a core concept that drives decision-making at all levels**
- 2. Creating a comprehensive sustainability action plan that includes measurable quantitative and qualitative indicators to chart progress.**

RATIONALE

We feel the time to act to deepen our community's commitment to sustainability is now, for the following reasons:

Political “stars” are aligning

Recent changes in the State Legislature will likely create a more favorable regulatory environment for sustainability. The City's voice and impact are amplified by our relationship with sustainability-minded neighboring jurisdictions through the nationally-recognized [King County-Cities Climate Collaboration](#) (K4C) process. And over the past year, citizen groups (Sustainable MI, Citizens Climate Lobby, Green Schools, Sustainability Ambassadors, 100% Clean

Energy-MI, Neighbors in Motion) have become more active on the Island, showing the depth of citizen support across multiple generations for this type of initiative.

A “turnkey” approach for sustainability success is available

Mercer Island does not have to “reinvent the wheel” to create an actionable, quantifiable sustainability plan. Many neighboring jurisdictions have successfully adopted the [STAR Community Rating System](#), the nation’s leading framework and certification program for local sustainability. We can learn a lot from their experience getting started with this program. The city already has much of the data needed to implement STAR, and is piloting a new software package (Scope 5) that allows comprehensive measurement and depiction of the community’s greenhouse gas (GHG) emissions. Data from this tracking system could help us track progress in many of the STAR categories.

We can enhance government and community resilience

Sustainability focuses on conserving resources rather than depleting or degrading them. It also emphasizes cooperation at all levels among community stakeholders. The level of planning and coordination required will strengthen the city’s ability to respond and to provide services during emergencies, when regular services may be cut off.

We can promote local awareness and action

The greatest threat to sustainable development is **carbon emissions**. We have begun to experience direct consequences of global warming , in the form of smoke from more extensive wildfires, heavy rain and flooding, drought, and heat waves. It is only through the collective efforts of hundreds of thousands of communities like Mercer Island that humanity has a chance of averting the most serious consequences of global warming.

We should aim as well to preserve the beauty and biodiversity of our wonderful island for future generations in addition to its natural capital. (Natural capital consists of natural resources, including plants, animals, minerals, and ecosystems, that function in a manner that produces ecosystem goods and services. A forest within a watershed, for example, filters the water that supplies nearby communities. See [Earth Economics.](#))

We can increase trust in government and confidence in its efficiency

Re-envisioning use of scarce public resources for societal and environmental benefit can enhance trust in government. Also, government leaders can demonstrate leadership to our sister communities in King County. An overall sustainability plan provides context that links individual actions to larger policy frameworks.

Sustainability strategies can have positive effects on organizations. They can create greater awareness of the importance of efficiency in operations. Once an organization learns new ways of prioritizing efficiency in one area, such as energy conservation, there can be positive “spillover” to other areas. Also, implementing sustainability tracking and data sharing can help break down organizational barriers.

Investing in smart city technologies for the future

Digital technology and intelligent design can be harnessed to create smart, sustainable cities with high-quality living and high-quality jobs. See the Wall Street Journal's article on [the rise of the smart city](#) from April 2017. City governments serve all citizens -- young and old, rich and poor. They must plan with an eye towards improving safety and the overall quality of life for all both now and in the future. To tap into the transformative power of smart technologies, cities need a visionary framework to guide decision-making.

Sustainability policies can promote economic growth

Sustainability policies can enhance the community's attractiveness as a livable community, and may bring more "green" businesses to the Island. Debt rating agencies look more favorably on cities that proactively adopt policies to reduce financial risks associated with extreme weather events.

CONCLUSION

Cities and their residents can only benefit from a comprehensive approach that reduces energy costs, dependence on fossil-fuel imports, and pollution; that improves coordination among and efficiency within local government departments; and that redirects resources to the task of improving living standards for everyone.

The prospects for transitioning to a low carbon future while maintaining economic development have never been brighter. Practicing sustainable values can enhance citizen stakeholding and trust in government.

Development must meet the needs of the present generation without compromising the ability of future generations to meet their own needs. Our City Council has the opportunity now to take a lead role in turning this vision of sustainable development into reality. We hope they will choose to do so.

Endorsements

See separate sheet

About the **STAR** Community Rating System

STAR = Sustainable Tools for Assessing and Rating

The STAR Community Rating System (STAR) is **the nation's first framework and certification program for local sustainability, built by and for local governments and the communities they serve.** The Rating System encompasses economic, environmental, and social performance measures for both local governments and the broader community.

Released in October 2012, STAR represents a milestone in the national movement to create more livable communities for all. The rating system's evaluation measures collectively define community-scale sustainability, and present a vision of how communities can become more healthy, inclusive, and prosperous across seven goal areas. The system's goals and objectives **provide a much-needed vocabulary** that local governments and their communities can use to more effectively strategize and define their sustainability planning efforts. In 2016, the version 2.0 update was released.

The intent of the rating system is to help communities identify, validate, and **support implementation of best practices** to improve sustainable community conditions. Over time, the program will **build a research model** that will allow STAR to expand national learning and drive ongoing improvements to sustainable community governance.

50 Certified Cities Milestone – 2016 (Includes Seattle and Tacoma)

By 2016, more than 50 cities and counties had been certified under the STAR Community Rating System, with hundreds of others actively using the framework to guide local planning, decision-making, investment, and public engagement. See the map of participating cities: <https://reporting.starcommunities.org/>

The rating system's metrics and methods have inspired local leaders to be more inclusive, make equitable investments, advance work on climate, integrate health into sustainability considerations, collaborate within and across departments, and build broader community support, both with residents and the business community.

Learn about STAR: www.starcommunities.org

STAR's Goal Areas and Objectives

- Built Environment:** Achieve livability, choice, and access for all where people live, work, and play
- Climate & Energy:** Reduce climate impacts through adaptation and mitigation efforts and increase resource efficiency
- Economy & Jobs:** Create equitably shared prosperity and access to quality jobs
- Education, Arts & Community:** Empower vibrant, educated, connected, and diverse communities
- Equity & Empowerment:** Ensure equity, inclusion, and access to opportunity for all community members
- Health & Safety:** Strengthen communities to be healthy, resilient, and safe places for residents and businesses
- Natural Systems:** Protect and restore the natural resource base upon which life depends

A new eighth category, **Innovation & Process**, supports the evolution of sustainability practice by recognizing best practices and processes, exemplary performance, local innovation, and good governance.

Each of the rating system's **8** goal areas is supported by **4-7** Objectives. Objectives are the clear and desired achievement intended to move the community toward the broader sustainability goal. Below are the system's **45** objectives, organized by goal area, plus the **4** additional objectives in the Innovation Category (these offer fewer points.)

STAR Framework Sustainability Goals (8 Columns)

	Built Environment	Climate & Energy	Economy & Jobs	Education, Arts & Community	Equity & Empowerment	Health & Safety	Natural Systems	Innovation & Process
STAR Framework Objectives (49 Total)	Ambient Noise & Light	Climate Adaptation	Business Retention & Development	Arts & Culture	Civic Engagement	Active Living	Green Infrastructure	Best Practices & Processes
	Community Water Systems	Greenhouse Gas Mitigation	Green Market Development	Community Cohesion	Civil & Human Rights	Community Health	Biodiversity & Invasive Species	Exemplary Performance
	Compact & Complete Communities	Greening the Energy Supply	Local Economy	Educational Opportunity & Attainment	Environmental Justice	Emergency Management & Response	Natural Resource Protection	Local Innovation
	Housing Affordability	Energy Efficiency	Quality Jobs & Living Wages	Historic Preservation	Equitable Services & Access	Food Access & Nutrition	Outdoor Air Quality	Good Governance
	Infill & Redevelopment	Water Efficiency	Targeted Industry Development	Social & Cultural Diversity	Human Services	Health Systems	Water in the Environment	
	Public Parkland	Local Government GHG & Resource Footprint	Workforce Readiness	Aging in the Community	Poverty Prevention & Alleviation	Hazard Mitigation	Working Lands	
	Transportation Choices	Waste Minimization				Safe Communities		



**BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND, WA**

**AB 5391
March 6, 2018
Regular Business**

**GROVELAND BEACH PARK REPAIRS -
AUTHORIZATION TO BID**

Action:
Authorize the City Manager to solicit and receive bids for construction of the Groveland Beach Park Repairs Project.

- Discussion Only
- Action Needed:
 - Motion
 - Ordinance
 - Resolution

DEPARTMENT OF	Parks and Recreation (Alaine Sommargren)
COUNCIL LIAISON	n/a
EXHIBITS	1. AB 5165 (April 4, 2016) 2. Groveland Beach Park Repairs Site Plan
2017-2018 CITY COUNCIL GOAL	4. Address the City's Financial Challenges
APPROVED BY CITY MANAGER	

AMOUNT OF EXPENDITURE	\$	961,625
AMOUNT BUDGETED	\$	430,155
APPROPRIATION REQUIRED	\$	531,470

SUMMARY

Groveland Beach Park is one of two public lifeguarded beaches on Mercer Island. It is heavily used in the summer months as a swim beach and serves as a neighborhood destination year-round. The small dock was present in the early 1960's. The large dock and bulkhead were constructed in 1967.



Figure 1: Groveland Beach swim area showing large dock on the left and small dock at right with the shoreline concrete bulkhead in between.

Both docks are approaching the end of their useful lives. In early 2014, an engineer inspected both docks and reported that the existing structures had 1-3 years of remaining useful life. In addition, an engineer identified repairs that could extend the life of the large dock by 10-15 years. Dock repair or replacement has been included in the Six-Year Capital Plan since 2013.

In 2014, Parks and Recreation conducted a public meeting at Groveland Beach Park and an online survey to collect input on the project scope. Final results indicated that the top two priorities were replacing the large dock and constructing a “zero-entry” beach. A zero-entry beach is one in which the depth of water gradually increases from the beach, while the current configuration requires users to climb down the bulkhead that lines Groveland Beach’s water access. The dock and the zero-entry beach had roughly equal support; however, no project costs were provided at the public meeting or in the survey.

The 2015-2016 CIP budget allocated \$935,000 to the replacement of the large pier and bulkhead. In April 2016, the Mercer Island City Council considered this project and the Island Crest Park Sportsfields Improvement project to determine budget priorities for these two large capital projects (see Exhibit 1). Options presented included 1) replacing the large dock entirely and 2) repairing the existing large dock. City Council directed staff to proceed with repair of the large Groveland dock and removal of the small dock in order to free up funding for Island Crest Park, reducing the budget for the Groveland Beach Dock Repair project to \$500,000.

Parks and Recreation staff have been pursuing design and permitting for this project since April 2016. Early estimates for the cost of the project ranged from \$500,000-550,000. These estimates did not adequately reflect the cost of the wave attenuation system and other project costs, including shoreline mitigation work and permitting. In addition, construction costs in the region continued to escalate. After expenditure of design fees in 2016, the remaining budget (\$430,155) was carried over to the 2017-2018 budget (AB 5296, May 1, 2017).

The summer of 2017 was the last season that the Groveland docks could be used without the required repairs. The Engineer of Record has determined that the structure will no longer be safe to use for the 2018 summer season. The structures will be permanently closed to public access on May 1, 2018, in advance of the high-use summer season. The public will be notified of the impending closure in the coming weeks. Should project construction be approved for summer 2018, the public will be notified of the additional beach closure immediately.

DESIGN PROCESS

After receiving direction from City Council to move forward on large dock repairs, staff began work with OAC Services to engineer dock repairs, and Robert W. Droll, Landscape Architect, to design the remaining elements of the project.

Six major elements were identified for the project (see Exhibit 2):

- Repair substructure of large dock
- Remove small dock and pilings
- Remove wave skirting on large dock
- Install wave attenuation system outside large dock to maintain calm swim area
- Enhance shoreline north of concrete bulkhead
- Install raw water irrigation intake

Engineering for the large dock repairs was completed in July 2016. Staff continued to work with the landscape architect to refine the remaining elements of the project, incorporating specific requirements and recommendations from permitting entities and technical reports from a coastal engineer. The repairs to the dock are expected to extend the lifespan of the dock structure by 10-15 years. From a permitting

perspective, replacing the dock in the future will be a more streamlined process if the existing dock is kept from becoming derelict.

The wave attenuation system is the most complex element of the project and has undergone several changes during the design phase. The current design meets the functional requirements for a wave attenuation system as well as requirements set out by permitting agencies: it will provide comparable protection from wind waves as the current dock skirting, it will not impede fish passage, and it uses an anchoring system favored by permitting agencies. The construction of the wave attenuation system will allow Groveland Beach Park to remain a swim beach in the long-term, regardless of the configuration of future dock or float facilities. It will calm nearshore waters and reduce shoreline erosion independent of the dock's presence.

Improvements to the shoreline north of the concrete bulkhead, which contribute to mitigation for the project, will be included in the bid as an alternate item. If the bids received are higher than the construction estimate, delaying these improvements for 1-3 years will allow for some flexibility in implementing the project within the projected budget. While implementing this project in two phases would increase mobilization costs, the delay would allow time for additional funds to be identified while still meeting permit time requirements for the work.

CONSTRUCTION SCHEDULE

The schedule for construction is constrained by permit limitations on in-water work, and availability of specialized contractors. In-water work will be required for many of the project elements (wave attenuator and irrigation intake installation, dock removal, spawning gravel placement), and is only permitted between July 16 and September 30. Contractors with the equipment and expertise to complete this project are in high demand on Lake Washington. Bidding the project as early as possible improves the likelihood of securing a contractor in a competitive bidding situation.

The projected schedule for bidding and construction is as follows:

Late March	Advertisement for bids
Late April	Bids due
Late April	Request bid award from City Council
May	Execute contract
June	Mobilization begins
Late November	Substantial completion

Project approval is expected from the US Army Corps of Engineers in the coming weeks.

PROJECT BUDGET AND ESTIMATED CONSTRUCTION COSTS

The cost for construction, permitting, and project preparation is estimated at \$961,625. The current budget for Groveland Dock and Shoreline Improvements (2017-2018 CIP) is \$430,155. The table below shows expenses to date, and estimated costs for project completion.

Description	Estimated costs
Project Management	\$48,060
Design/Consultants	54,700
DNR Lease	11,000
Permitting	15,485
Construction	722,000
Construction Contingency (15%)	103,000
1% for the Arts	6,880

TOTAL	\$961,625
2017-2018 Budget	430,155
Estimated funding needed	\$531,470

Staff have identified potential sources of funding for the projected shortfall, which are summarized in the table below. Final recommendations for funding sources will be presented during the request for bid award in April 2018.

Potential funding source	Estimated amount
Recurring Parks CIP (raw water intake)	\$44,000
King County Parks Levy	100,000
Island Crest Park Ballfield Project savings	30,000
Clarke Beach Shoreline design	55,000
2017 REET surplus	302,500
TOTAL	\$531,500

RECOMMENDATION

Natural Resources Manager

MOVE TO: Authorize the City Manager to solicit and receive bids for the construction of the Groveland Beach Park Repairs Project.



**BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND, WA**

**AB 5165
April 4, 2016
Regular Business**

ISLAND CREST AND GROVELAND BEACH PARK IMPROVEMENTS	Proposed Council Action: Discuss the alternatives outlined and provide direction to staff.
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DEPARTMENT OF	Parks and Recreation (Paul West)
COUNCIL LIAISON	n/a
EXHIBITS	<ol style="list-style-type: none"> 1. Island Crest Park Project Alternatives 2. Groveland Beach Park Dock and Bulkhead Alternatives 3. Updated Six-Year CIP Fund Forecast (Groveland Park Dock Replacement and ICP Ballfield Lights + Synthetic Turf) 4. Updated Six-Year CIP Fund Forecast (Groveland Park Dock Repair and ICP Ballfield Lights + Synthetic Turf)
APPROVED BY CITY MANAGER	

AMOUNT OF EXPENDITURE	\$	n/a
AMOUNT BUDGETED	\$	n/a
APPROPRIATION REQUIRED	\$	n/a

SUMMARY

SUMMARY

For reasons explained within this Agenda Bill, staff recommends that the City Council approve repairs to the large dock, and removal of the small dock at Groveland Beach Park, work to commence immediately following the 2016 swim season.

Staff also recommends that City Council direct staff to move forward with the Island Crest Park Ballfield Light Replacement and Synthetic Turf projects in 2017.

Decisions regarding other related capital projects (for example, Groveland Beach Park bulkhead removal and beach reconstruction) will be addressed during consideration of the 2017-2022 Six-Year Capital Plan.

BACKGROUND

The 2015-2016 Adopted Budget included projects for improvements at Island Crest Park (Ballfield Light Replacement) and Groveland Beach Park (Dock Replacement). This Agenda Bill is intended to provide a briefing on the opportunities, challenges, and options for each of these two parks. Council guidance is needed to meet permitting and grant timelines.

Council is being asked to consider the timing, scope and funding for four projects, two at Island Crest Park and two at Groveland Beach Park, as reflected in the following table.

Project	Primary Issue	Current cost estimate	2015-16 Budget
1. ICP ballfield light replacement	Lifecycle replacement	\$719,023	\$500,000
2. ICP field synthetic turf installation	Increase capacity	\$1,285,858	0 (removed from CIP)
3. Groveland dock replacement	Lifecycle replacement	\$1,225,300 (10% design)	\$935,000
4. Groveland bulkhead removal and beach construction	Safety, access	\$1,319,900 (10% design)	0 (design only in CIP)

These four projects are being considered together because they are all large budget items that are underfunded or unfunded, and they are inter-related (projects within a park may be combined to obtain economies of scale) or may become inter-related (by funding needs). There is no realistic budget scenario where all four projects or even the two budgeted projects (projects 1 and 3 above) can be constructed absent project trade-offs and/or new revenues.

The Island Crest Park ballfield lights replacement project was approved by the Council and scheduled for 2015. The synthetic turf project was originally planned for 2015, but was ultimately not included in the adopted 2015-2016 budget. The unexpected award of a \$500,000 Recreation and Conservation Office (RCO) grant in July 2015 created an opportunity to re-consider the turf project. Project design is 95 percent complete, and the estimated costs for these two projects are significantly higher than the 2014 cost estimates.

The Groveland Beach Park dock replacement was approved by City Council and scheduled for 2015. Per Council direction, the budget for the project was significantly reduced in the final version of the budget. The project also included design work for removal of the bulkhead and construction of a swim beach, to be considered for funding in a future six-year CIP plan. Project design is at 10% for the dock, bulkhead and beach construction.

Staff is seeking an immediate decision on the repair or removal of the existing dock at Groveland and preliminary direction on the four projects so that it can develop the 2017-2022 Six-Year Capital Plan, which will be previewed by the City Council on June 20.

BACKGROUND – ISLAND CREST PARK

Island Crest Park (ICP) is the most heavily used City-owned sports field facility on Mercer Island. The current complex was constructed in 1985. It is regularly used by multiple user groups including the high school and junior high sports teams. ICP hosts annual statewide baseball tournaments, as well as soccer and football users each fall.

The complex contains two fields. The north field is the home field for the Mercer Island high school varsity baseball team and the Mercer Island Boys and Girls football league. The infield was upgraded to synthetic turf in 2013. The outfield remains natural grass. The south field is used by the high school junior varsity and "C" baseball teams, as well as recreational soccer and adult baseball. It is a sand-based natural turf field that has periodically received minor upgrades (drainage, sod).

A study of the field lights in 2005 recommended their replacement within 5 years. The project was first proposed in the 2011-2012 CIP and has been delayed twice. Meanwhile, the fixtures have been difficult to service and are facing major maintenance costs in the short term to continue nighttime play.



Figure 1: ICP Fields showing north field on the left and south field on the right

Additionally, Parks and Recreation has struggled to balance the increasing demand for field time on these lighted fields with the biological needs for growing natural turf and providing an adequate playing surface. Staff currently receives more field use requests from local soccer user groups than can be accommodated.

Two projects to make capital improvements to ICP were proposed in the 2015-2016 **Preliminary Budget**: (1) Ballfield Lights Replacement (originally proposed for 2012 and twice delayed) and (2) Park Improvements (upgrading the south field to synthetic turf). The latter was a newly proposed project for 2015. The two projects were proposed with the following funding:

Funding Source	ICP Ballfield Lights Replacement	ICP South Field Improvements	Total
Grant (PSE, RCO respectively)	\$45,000	\$500,000	\$545,000
Private Donations	-	150,000	150,000
Real Estate Excise Taxes (REET 1)	455,000	150,000	605,000
Total Preliminary Budget	\$500,000	\$800,000	\$1,300,000

In 2014, the City of Mercer Island applied for Washington State Recreation and Conservation (RCO) grant funding for the ICP South Field Improvements using the City funded Ballfield Lights Replacement project and private donations as the funding match. In September 2014, City staff was notified that the RCO grant application was unsuccessful. Therefore, the \$800,000 budget for the ICP South Field Improvements project was not included in the adopted 2015-2016 Budget.

Staff proceeded with design work on the lighting project, which was completed in early 2015. The design goals were to increase lighting coverage, improve energy efficiency and reduce spillover into the neighborhood. The new design would cut energy use by a third of that used by the current system, with the option of LED fixtures that would reduce energy use another third.

In early July 2015, City staff was notified that the \$500,000 RCO grant for field improvements was funded as part of the State capital budget compromise reached on June 30, 2015. The design goal of this project is to provide a multi-purpose standard synthetic turf field comparable to other synthetic turf fields on the Island. The design accommodates a baseball diamond overlaid with one U10 and one full size soccer field. Striping would be painted by Parks and Recreation staff seasonally to adjust for field use and to accommodate the demands of the respective user groups.

Staff met with the Ballfield User Group (BUG) to discuss the need for private donations on January 14, 2016. The meeting went well and \$35,000 of pledges have been received so far (including \$25,000 from the Mercer Island School District).

PROJECT COST ESTIMATES – ISLAND CREST PARK

The current estimates for the Island Crest Park projects are:

Description	ICP Ballfield Lights Replacement	ICP South Field Improvements	Total
Design and permits	\$51,663	\$49,954	\$101,617
Construction	654,860	1,223,404	1,878,264
Project Management	12,500	12,500	25,000
Estimated Project Cost	\$719,023	\$1,285,858	\$2,004,881

Funding available for these 2 projects includes \$455,000 in REET (ballfield lights approved project), \$545,000 in grants (including the \$500,000 RCO grant and a potential \$45,000 PSE grant), and \$150,000 in private contributions, for a total of \$1,150,000. **An additional \$855,000 in funding would be needed to proceed with both the ballfield lights and field improvements.** These costs do not incorporate other features that may be desirable (including alternatives to sand and crumb rubber infill and an alternative to upgrade the lighting from metal halide to LED). Project Alternatives for Island Crest Park Improvements are described in Exhibit 1.

BACKGROUND – GROVELAND BEACH PARK

Groveland Beach Park is one of two public lifeguarded beaches on Mercer Island. It is heavily used in the summer months as a swim beach and serves as a neighborhood destination year round. The small dock was present in the early 1960's. The large dock and bulkhead were constructed in 1967.

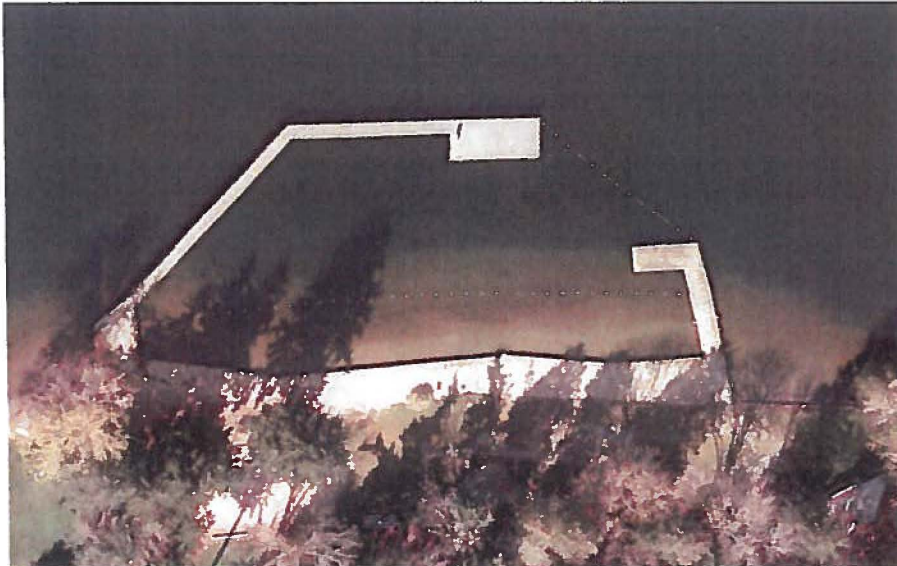


Figure 2: Groveland Beach swim area showing large dock on the left and small dock at right with the shoreline concrete bulkhead in between.

Both docks are approaching the end of their useful lives. The untreated wood pilings have advanced decay. In early 2014, an engineer inspected the dock and reported that the existing structure had 1-3 years of remaining useful life. In addition, an engineer identified repairs that could extend the life of the large dock by 10-15 years. If those repairs are not undertaken, the 2016 summer season will be the last year of service. The dock should be removed or repaired immediately afterwards to avoid impacting the 2017 swim season. Dock repair or replacement has been included in the Six-Year Capital Plan since 2013.

The bulkhead has a remaining useful life of 10-20 years; however, it is being undermined by wave action and will need interim repairs at a minimum. Additionally, park users have difficulty accessing the water due to a 3 foot drop off the existing concrete bulkhead, and there is a strong public desire to have a "zero entry" (gradual slope) beach at this park. Lifeguards work to keep people from jumping off the bulkhead and must be vigilant to monitor swimmers who are hidden by the bulkhead. Bulkhead removal and beach construction have been included in the Six-Year Capital Plan since 2009.

The Groveland Swim Beach project was planned for 2015 in the 2015-2016 Adopted Budget. The budgeted amount was intended to fund design and construction of the dock replacement, but design only for the bulkhead removal and beach work. Actual bulkhead removal and beach reconstruction were pushed out to 2021 or beyond to accommodate the dock replacement.

In 2014, Parks and Recreation conducted a public meeting at Groveland Beach Park and an online survey to collect input on the project scope. Final results indicated that the top two priorities were replacing the large dock and constructing a "zero entry" beach. The dock and the beach had roughly equal support; however, no project costs were provided at the public meeting or in the survey.

The summer of 2016 is the last season that the Groveland docks will be usable "as is." Decay in the pilings is extensive such that short term repairs are not feasible. Removal or major repair will be necessary in September 2016. **Permitting from state and federal agencies must move forward rapidly in April to obtain permits and perform the work before the regulatory in-water work ("salmon-safe") window closes on September 30. To apply for the permits, City staff must know whether the docks are to be removed, replaced or repaired.** If replaced, the replacement structure must be designed in sufficient detail that it can be included in the permit application and built within five years. Once the dock is removed, it is not possible to obtain the necessary mitigation credit (in essence, "grandfather" rights) for a new dock at a later date with a different permit application. If allowed to remain but unrepaired, the dock would not qualify as mitigation for the construction of a new dock. **Permitting must happen this year to protect the City's option to replace the dock in the future.**

On March 3rd, the Parks and Recreation Subcommittee discussed the Island Crest Park/Groveland Beach Projects. One council member recommended that staff consider upgrading the Luther Burbank swim beach because it is the most popular lifeguarded beach with parking infrastructure; however, this project is currently in the CIP budget for construction in 2021.

PROJECT COST ESTIMATES – GROVELAND BEACH PARK

It is difficult to estimate the costs of the Groveland Beach projects because a final design has not been selected. Five options are discussed in Exhibit 2 (Groveland Beach Park Dock and Bulkhead Alternatives) and are summarized below.

Description	Large Dock	Bulkhead	Total
New 225' dock and 185' beach (roughly replaces existing)	\$1,225,300	\$1,319,900	\$2,545,200
New 140' dock, swim platform, and 150' beach with kayak beach	\$982,400	\$951,300	\$1,933,700
Remove dock and replace with 2 swim platforms, 150' beach with kayak beach	\$679,300	\$1,012,500	\$1,691,800
Repair dock and bulkhead	\$400,000	\$140,000	\$540,000
Remove both docks, no replacement	\$276,000	\$0	\$276,000

BUDGET CONSIDERATIONS

An updated Six-Year Capital Improvement Fund Forecast reflecting updated cost estimates for Groveland Beach dock **replacement** and both ICP projects is attached as Exhibit 3. This forecast reflects current revenue and expenditure forecasts for the fund, as well as the following schedule changes: (1) the two ICP projects are reflected as a combined project in 2017 at the estimated cost of \$2,004,881; and (2) the Groveland Beach Dock project has been pushed out to 2017 at an updated cost of \$1,225,300. The result of these changes is a forecasted **negative** ending fund balance in 2017 of over \$1.1 million. Negative ending fund balances are also forecast for 2018-2020.

In order to fully fund the two ICP projects in 2017, the Groveland Beach Dock funding is the staff recommended trade off. The project was budgeted at \$935,000. Of this amount, \$187,000 has been encumbered for design and permitting, but is only partially spent. In addition, repair of the large dock and removal of the small dock are estimated to cost \$400,000.

This situation poses two paths: (1) seeking other funding for Groveland, such as voted debt financing or grants where possible; or (2) re-scoping this project. Re-scoping might include removing the existing dock and exploring other fixed or floating dock structures for the park.

In addition, other park projects in the Capital Improvement Fund would have to be postponed or the scope of work reduced to fund the Island Crest Projects. This is a piece meal approach to generating funding that is difficult to achieve. Many of the other park projects listed in the plan already rely on grant funding (e.g. Luther Burbank Shoreline Improvements planned for 2017) or are popular annual investments (e.g. Open Space Vegetation Management).

A feasible funding plan for the Island Crest Park projects could entail the following fund sources:

Funding Source	ICP Ballfield Lights Replacement	ICP South Field Improvements	Total
Grants (PSE, RCO respectively)	\$45,000	\$500,000	\$545,000
Private Donations to be raised	-	150,000	150,000
REET1	455,000	-	455,000
Real Estate Excise Tax surplus*	219,023	45,977	265,000
Groveland Dock and Shoreline	-	329,323	329,323
Luther Burbank S. Shoreline	-	200,000	200,000
Potential Funding Available	\$719,023	\$1,225,300	\$1,944,323
Shortfall	\$0	\$0	\$0

*Note that this would require transferring 2015 year-end REET surplus of \$132,500 from the Street Fund to the CIP Fund.

STAFF RECOMMENDATION FOR ACTION IN 2016

Staff recommends repairing the large dock and removing the small dock in September 2016 with existing CIP funding identified for dock replacement. **If this is the Council's decision, immediate action will be required.** The high cost of improvements at this location and the need for capital funding elsewhere makes this the best choice. This provides funding for the Island Crest synthetic turf and ballfield lighting projects in 2017 (see below). It also preserves the option of constructing a new dock at this location in the future. The repair option is attractive for its low initial cost; however, it does commit the City to the removal or replacement of the repaired dock in 10 to 15 years.

STAFF RECOMMENDATIONS FOR THE 2017-2018 CAPITAL BUDGET

Staff recommends that the ICP field lighting project move forward in 2017. A study of the field lights in 2005 recommended their replacement within 5 years. The project was first proposed in the 2011-2012 CIP and has been delayed twice. Meanwhile, the fixtures have been difficult to service and are facing major maintenance costs in the short term to continue nighttime play. The synthetic turf field cannot be built until the light replacement is completed. The existing light poles need to be removed and excavation for the new conduit and poles needs to be completed before the turf field is installed. Constructing the two projects in separate years would involve additional mobilization costs and loss of user playability and field revenue.

Staff also recommends installation of the synthetic turf in 2017. Postponing the installation of synthetic turf beyond 2017 could mean the loss of the \$500,000 RCO grant. If it was necessary to break the project into two phases (not recommended), it may be possible for staff to seek additional contributions from the community or apply future year-end surpluses from REET (e.g. if a large commercial property sold in 2016 or after) or from the General Fund, though the latter is needed to address projected deficits in the General Fund and YFS Fund in 2017.

IMPACT OF STAFF RECOMMENDATIONS ON THE CIP FUND

Exhibit 4 provides an updated Six-Year Capital Improvement Fund Forecast reflecting updated cost estimates for Groveland Beach dock **repair** and both ICP projects. In this forecast, the Groveland project is reduced to \$500,000 (\$400,000 to repair the large dock and remove the small dock, plus \$100,000 for design). In addition, this forecast reflects the transfer of \$132,500 in surplus 2015 REET from the Street Fund to the CIP Fund and the elimination of the 2018 Luther Burbank South Shoreline project (\$400,000) and its associated grant funding (\$200,000) for a net available funding of \$200,000.

However, the CIP Fund balance goes negative in 2018-2020 requiring further project postponements or cuts which can be addressed during the budget process. The slight negative fund balance in 2017 can be handled by dipping into the CIP Fund's working capital reserve.

PROCESS AND TIMELINE

Permits for the Island Crest Projects have been initiated. Early bidding is critical to insure that construction can occur during summer 2017.

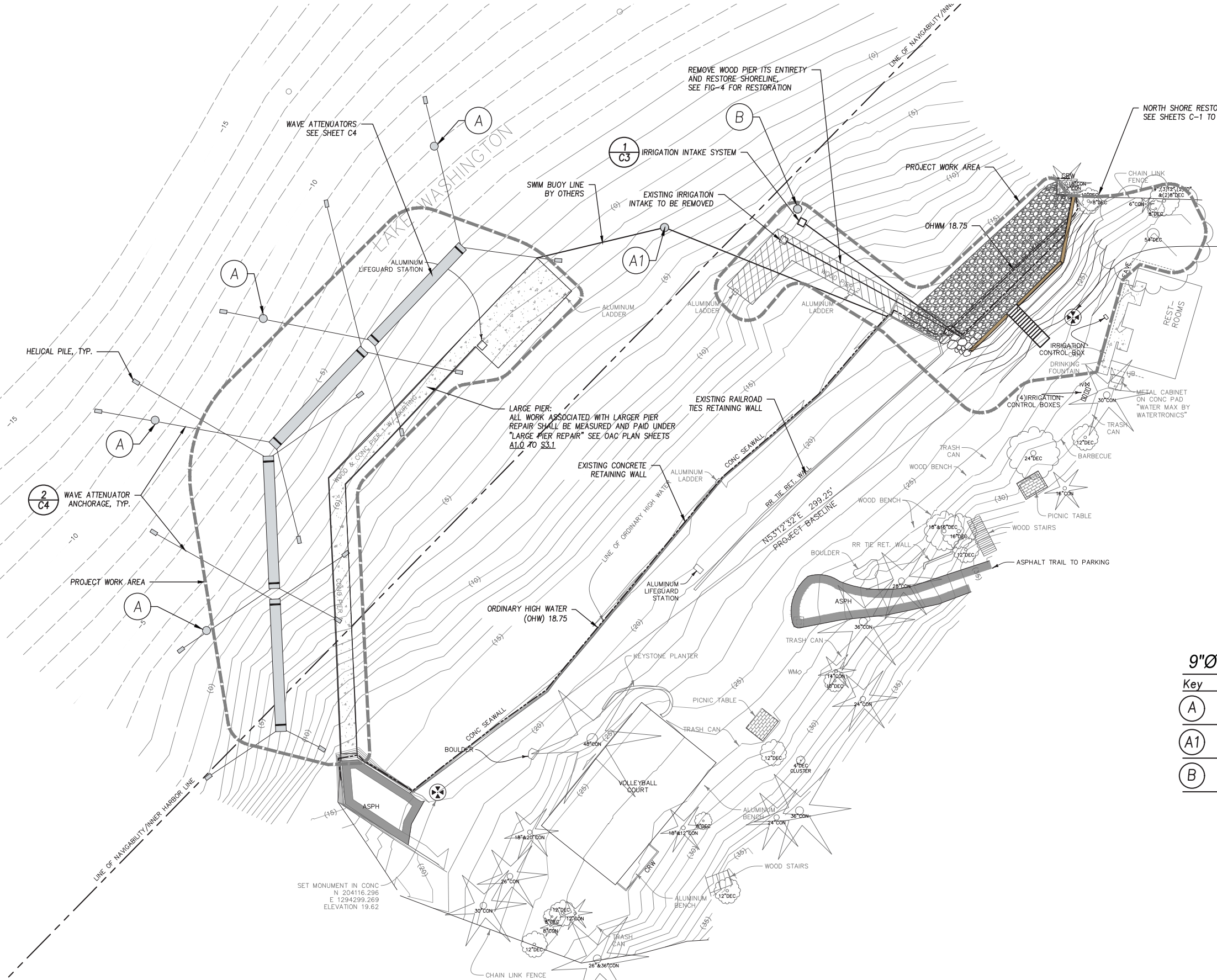
Permitting	February – June 2016
Bidding	January 2017
Contracting	February 2017
Construction	June - August 2017

Scoping for Groveland must be completed in April in order to have permits in hand for taking action on the dock immediately following the 2016 swim season. Staff is inquiring about expedited permitting with state and federal agencies so that this project does not impact the 2017 swim season.

RECOMMENDATION

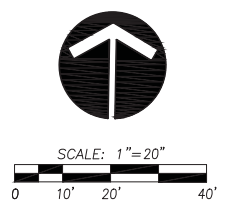
Parks Operations Superintendent

1. Direct staff to proceed with repair of the large Groveland dock and removal of the small dock in 2016.
2. Direct staff to move forward with the Island Crest Park lighting and synthetic turf projects for 2017.



9"Ø X 5' Buoy Schedule

Key	Symbol	Message	Note
(A)		BOATS KEEP OUT	SEE DTL 6, SHEET C4
(A1)		BOATS KEEP OUT	INCLUDE SIDE MOORING EYELETS FOR FLOAT LINE. SEE DTL 3, SHEET C4
(B)		HAZARD AREA	SEE DTL 1, SHEET C3



C:\2014\14065 Groveland Park\Drawings\Sheets\C-1 SITE PLAN.dwg
Feb-13-18 9:49am

<p>Robert W. Droll Landscape Architect, PS 4405 7th Avenue SE, Suite 203 Lacey, WA 98503 (360) 456-3813 FAX (360) 493-2063 E-MAIL bob@droll.com</p>	<p>STATE OF WASHINGTON ROBERT W. DROLL LANDSCAPE ARCHITECT</p>	No.	Revision	Date	Designed by: RB	<p>Groveland Park, Repair and Shoreline Improvements City of Mercer Island, Washington</p> <p>SITE PLAN</p>	Project no. 14065
					Checked by: RWD		Scale: AS NOTED
						Sheet 4 of 8	



PLANNING SCHEDULE

Please email the City Manager & City Clerk when an agenda item is added, moved or removed.

Special Meetings and Study Sessions begin at 6:00 pm. Regular Meetings begin at 7:00 pm. Items are not listed in any particular order. Agenda items & meeting dates are subject to change.

MARCH 20		DUE TO:	3/09 D/P	3/12 FN	3/12 CA	3/13 Clerk
ITEM TYPE TIME TOPIC				STAFF		SIGNER
EXECUTIVE SESSION (5:00-6:00 pm)						
60	Executive Session to discuss with legal counsel pending or potential litigation pursuant to RCW 42.30.110(1)(i) for 60 minutes.					
STUDY SESSION (6:00-7:00 pm)						
60	First/Last Mile Solutions – Bicycle and Pedestrian Issues			Ross Freeman		Julie
SPECIAL BUSINESS (7:00 pm)						
10	Rotary Peace Poles Gift					
CONSENT CALENDAR						
--	Interlocal Agreement with King County Fire Departments for Automatic Aid			Steve Heitman		Julie
REGULAR BUSINESS						
30	First/Last Mile Solutions – Lyft and Uber Pilot Project			Kirsten Taylor		Julie
60	STAR Communities Framework Discussion			Ross Freeman		Julie
30	Groveland Beach Park Repairs – Authorization to Bid			Alaine Sommargren		Julie

APRIL 3		DUE TO:	3/23 D/P	3/26 FN	3/26 CA	3/27 Clerk
ITEM TYPE TIME TOPIC				STAFF		SIGNER
STUDY SESSION (6:00-7:00 pm)						
60	Code Compliance Program			Alison Van Gorp		
SPECIAL BUSINESS (7:00 pm)						
5	Sexual Assault Awareness Month Proclamation			Cindy Goodwin		
5	Earth Day & Leap for Green Proclamation			Ross Freeman		
CONSENT CALENDAR						
PUBLIC HEARING						
REGULAR BUSINESS						
15	Acquisition and Lease Purchase Financing of One Pierce Maxi Pumper Fire Truck Ordinance (1 st Reading)			Chip Corder		Julie
45	2018-2019 City Council Goals and Work Plan (Final Adoption)			Julie Underwood		Kirsten
30	Thrift Shop Staffing Transition			Julie Underwood		
20	EMW 5400-6000 Block Water System Improvements Project – Bid Award			Rona Lin		
EXECUTIVE SESSION						

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APRIL 17		DUE TO:	4/6 D/P	4/9 FN	4/9 CA	4/10 Clerk
ITEM TYPE TIME TOPIC				STAFF		SIGNER
STUDY SESSION (6:00-7:00 pm)						
SPECIAL BUSINESS (7:00 pm)						
5	Volunteer Appreciation Week Proclamation			Cindy Goodwin		
CONSENT CALENDAR						
PUBLIC HEARING						
REGULAR BUSINESS						
30	4th Quarter 2017 Financial Status Report & Budget Adjustments			Chip Corder		Julie
EXECUTIVE SESSION						

APRIL 26 - 5:00-6:45 PM (SPECIAL MEETING)						
	Special Joint Meeting with MISD Board					

MAY 1		DUE TO:	4/20 D/P	4/23 FN	4/23 CA	4/24 Clerk
ITEM TYPE TIME TOPIC				STAFF		SIGNER
STUDY SESSION (6:00-7:00 pm)						
SPECIAL BUSINESS (7:00 pm)						
5	Building Safety Month Proclamation			Scott Greenberg		
15	KCLS Executive Director Lisa Rosenblum Introduction			Kirsten Taylor		
CONSENT CALENDAR						
PUBLIC HEARING						
60	Public Hearing: Preview of 6-Year Transportation Improvement Program			Patrick Yamashita		
REGULAR BUSINESS						
15	1st Quarter 2018 Financial Status Report & Budget Adjustments			Chip Corder		Julie
45	Zoning Code Cleanup Code Amendments (1st Reading)			Andrew Leon		
EXECUTIVE SESSION						

MAY 15		DUE TO:	5/4 D/P	5/7 FN	5/7 CA	5/8 Clerk
ITEM TYPE TIME TOPIC				STAFF		SIGNER
STUDY SESSION (6:00-7:00 pm)						
60	2018 Biennial Citizen Satisfaction Survey Results			Chip Corder		Julie
SPECIAL BUSINESS (7:00 pm)						
5	Public Works Week Proclamation			Jason Kintner		
5	Safe Boating and Paddling Week Proclamation			Ed Holmes		
CONSENT CALENDAR						
PUBLIC HEARING						
REGULAR BUSINESS						
90	City's Financial Challenges: Review Community Advisory Group's Recommendations / Discuss Scenarios and Options			Chip Corder		Julie
30	Zoning Code Cleanup Code Amendments (2nd Reading)			Andrew Leon		
60	Procedural Zoning Code Amendments (1st Reading)			Nicole Gaudette		
EXECUTIVE SESSION						

JUNE 5		DUE TO:	5/25 D/P	5/28 FN	5/28 CA	5/29 Clerk
ITEM TYPE TIME TOPIC				STAFF		SIGNER
STUDY SESSION (6:00-7:00 pm)						
SPECIAL BUSINESS (7:00 pm)						
CONSENT CALENDAR						
	Summer Celebration Fireworks Display Permit			Steve Heitman		
PUBLIC HEARING						
90	City's Financial Challenges: Review City Manager's Recommendation / Proposed Levy Lid Lift Ordinance(s) (1st Reading)			Julie Underwood		Chip
REGULAR BUSINESS						
30	Procedural Zoning Code Amendments (2nd Reading)			Nicole Gaudette		
30	Adoption of 6-Year Transportation Improvement Program			Patrick Yamashita		
EXECUTIVE SESSION						

JUNE 9 (SATURDAY, 8:00 AM – 5:00 PM)						
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2018 MINI-PLANNING SESSION (MICEC)

JUNE 19		DUE TO:	6/8 D/P	6/11 FN	6/11 CA	6/12 Clerk
ITEM TYPE TIME TOPIC				STAFF		SIGNER
STUDY SESSION (6:00-7:00 pm)						
SPECIAL BUSINESS (7:00 pm)						
5	Parks and Recreation Month & Summer Celebration! Proclamation			Diane Mortenson		
CONSENT CALENDAR						
PUBLIC HEARING						
REGULAR BUSINESS						
60	Proposed Levy Lid Lift Ordinance(s) (2nd Reading)			Chip Corder		Julie
90	2019-2024 Capital Improvement Program Preview			Chip Corder		Julie
EXECUTIVE SESSION						

JUNE 26 (SPECIAL MEETING)		DUE TO:	6/22 D/P	6/25 FN	6/25 CA	6/26 Clerk
ITEM TYPE TIME TOPIC				STAFF		SIGNER
STUDY SESSION (6:00-7:00 pm)						
SPECIAL BUSINESS (7:00 pm)						
CONSENT CALENDAR						
PUBLIC HEARING						
REGULAR BUSINESS						
EXECUTIVE SESSION						

JULY 3						
CANCELED						

JULY 17		DUE TO:	7/6 D/P	7/9 FN	7/9 CA	7/10 Clerk
ITEM TYPE TIME TOPIC				STAFF		SIGNER
STUDY SESSION (6:00-7:00 pm)						
SPECIAL BUSINESS (7:00 pm)						
5	National Night Out Proclamation			Jennifer Franklin		
CONSENT CALENDAR						
PUBLIC HEARING						
REGULAR BUSINESS						
60	Code Compliance Ordinance (1st Reading)			Alison Van Gorp		
EXECUTIVE SESSION						

AUGUST 7		DUE TO:	7/27 D/P	7/30 FN	7/30 CA	7/31 Clerk
ITEM TYPE TIME TOPIC				STAFF		SIGNER
NATIONAL NIGHT OUT (5:00-7:00 pm)						
120	National Night Out Party (City Hall Police Carport)					
SPECIAL BUSINESS (7:00 pm)						
5	Women's Equality Day Proclamation					
CONSENT CALENDAR						
PUBLIC HEARING						
REGULAR BUSINESS						
30	Code Compliance Ordinance (2nd Reading)			Alison Van Gorp		
EXECUTIVE SESSION						

AUGUST 21		DUE TO:	7/27 D/P	7/30 FN	7/30 CA	7/31 Clerk
CANCELED						

SEPTEMBER 4		DUE TO:	8/24 D/P	8/27 FN	8/27 CA	8/28 Clerk
ITEM TYPE TIME TOPIC				STAFF		SIGNER

STUDY SESSION (6:00-7:00 pm)			
SPECIAL BUSINESS (7:00 pm)			
5	National Recovery Month Proclamation	Cindy Goodwin	
5	Emergency Preparedness Month Proclamation	Jennifer Franklin	
5	Day of Concern for the Hungry Proclamation	Cindy Goodwin	
CONSENT CALENDAR			
PUBLIC HEARING			
REGULAR BUSINESS			
30	2nd Quarter 2018 Financial Status Report & Budget Adjustments	Chip Corder	
EXECUTIVE SESSION			

SEPTEMBER 18		DUE TO:	9/7 D/P	9/10 FN	9/10 CA	9/11 Clerk
ITEM TYPE TIME TOPIC			STAFF		SIGNER	
STUDY SESSION (6:00-7:00 pm)						
SPECIAL BUSINESS (7:00 pm)						
CONSENT CALENDAR						
PUBLIC HEARING						
REGULAR BUSINESS						
90	2018 Comprehensive Plan Amendments (1st Reading)	Evan Maxim				
EXECUTIVE SESSION						

OCTOBER 2		DUE TO:	9/21 D/P	9/24 FN	9/24 CA	9/25 Clerk
ITEM TYPE TIME TOPIC			STAFF		SIGNER	
STUDY SESSION (6:00-7:00 pm)						
SPECIAL BUSINESS (7:00 pm)						
5	Domestic Violence Action Month Proclamation	Cindy Goodwin				

5	National Community Planning Month Proclamation	Scott Greenberg	
CONSENT CALENDAR			
PUBLIC HEARING			
60	2019-2020 Preliminary Budget: Budget Message Presentation & Distribution	Julie Underwood & Chip Corder	Julie
REGULAR BUSINESS			
45	2018 Comprehensive Plan Amendments (2nd Reading)	Evan Maxim	
30	Transportation Concurrency Ordinance (3rd reading)	Scott Greenberg	
EXECUTIVE SESSION			

OCTOBER 16		DUE TO:	10/5 D/P	10/8 FN	10/8 CA	10/9 Clerk
ITEM TYPE TIME TOPIC			STAFF		SIGNER	
STUDY SESSION (6:00-7:00 pm)						
SPECIAL BUSINESS (7:00 pm)						
CONSENT CALENDAR						
PUBLIC HEARING						
180	2019-2020 Preliminary Budget: Operating Budget Review			Chip Corder		Julie
REGULAR BUSINESS						
EXECUTIVE SESSION						

NOVEMBER 6		DUE TO:	10/26 D/P	10/29 FN	10/29 CA	10/30 Clerk
ITEM TYPE TIME TOPIC			STAFF		SIGNER	
STUDY SESSION (6:00-7:00 pm)						
SPECIAL BUSINESS (7:00 pm)						
5	Veteran's Day Proclamation					
CONSENT CALENDAR						
PUBLIC HEARING						

180	2019-2020 Preliminary Budget: Capital Improvement Program Review	Chip Corder	Julie
REGULAR BUSINESS			
EXECUTIVE SESSION			

NOVEMBER 20		DUE TO:	11/9 D/P	11/12 FN	11/12 CA	11/13 Clerk
ITEM TYPE TIME TOPIC			STAFF		SIGNER	
STUDY SESSION (6:00-7:00 pm)						
SPECIAL BUSINESS (7:00 pm)						
CONSENT CALENDAR						
PUBLIC HEARING						
90	2019-2020 Preliminary Budget: Finalize Changes to Budget, Pass 2019 NORCOM Budget Resolution, Adopt 2019 Property Tax Ordinances, and Pass 2019 Utility Rate Resolutions	Chip Corder				Julie
REGULAR BUSINESS						
60	Private Community Facilities Code Amendment (1st Reading)	Evan Maxim				
EXECUTIVE SESSION						

DECEMBER 4		DUE TO:	11/23 D/P	11/26 FN	11/26 CA	11/27 Clerk
ITEM TYPE TIME TOPIC			STAFF		SIGNER	
STUDY SESSION (6:00-7:00 pm)						
SPECIAL BUSINESS (7:00 pm)						
CONSENT CALENDAR						
PUBLIC HEARING						
REGULAR BUSINESS						
30	2019-2020 Final Budget Adoption	Chip Corder				Julie
15	3rd Quarter 2018 Financial Status Report & Budget Adjustments	Chip Corder				Julie
45	Private Community Facilities Code Amendment (2nd Reading)	Evan Maxim				

EXECUTIVE SESSION					

DECEMBER 18	DUE TO:	12/7 D/P	12/10 FN	12/10 CA	12/11 Clerk
ITEM TYPE TIME TOPIC				STAFF	SIGNER
STUDY SESSION (6:00-7:00 pm)					
SPECIAL BUSINESS (7:00 pm)					
CONSENT CALENDAR					
PUBLIC HEARING					
REGULAR BUSINESS					
EXECUTIVE SESSION					

OTHER ITEMS TO BE SCHEDULED:

- Light Rail Station Design Oversight – J. Underwood
- PSE Electric Franchise – K. Sand
- Zayo Telecom Franchise – K. Sand
- ARCH Parity Goals – S. Greenberg
- Parks Waterfront Structures Long-Term Planning – P. West
- Land Conservation Work Plan Update – A. Sommargren
- Open Space Vegetation Management – A. Sommargren
- Citizen of the Year Criteria – A. Spietz
- YTN Update – J. Underwood

COUNCILMEMBER ABSENCES:

- Wendy Weiker: June 26

MISD BOARD JOINT MEETING DATES:

- Thursday, April 26, 2018, 5:00-6:45 pm