



CITY OF MERCER ISLAND CITY COUNCIL MEETING AGENDA

Monday
October 19, 2015
7:00 PM

Mayor Bruce Bassett

Deputy Mayor Dan Grausz

**Councilmembers Debbie Bertlin, Jane Brahm,
Mike Cero, Terry Pottmeyer, 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.

REGULAR MEETING

CALL TO ORDER & ROLL CALL, 7:00 PM

SPECIAL BUSINESS

Recognition of Let’s Move Campaign Partners

APPEARANCES

CONSENT CALENDAR

(1) Payables: \$1,406,621.26 (10/01/15), \$159,932.01 (10/08/15), & \$526,232.75 (10/14/15)

Payroll: \$744,987.67 (10/16/15)

REGULAR BUSINESS

(2) AB 5122 I-90 Loss of Mobility Negotiations Status Report

(3) AB 5119 2014 Mercer Island Dashboard Report

(4) AB 5121 Organizational Performance Audit Proposal

OTHER BUSINESS

Councilmember Absences

Planning Schedule

Board Appointments

Councilmember Reports

ADJOURNMENT

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	177733-177846	10/01/15	\$ 1,406,621.26
			\$ 1,406,621.26

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00177733	09/24/2015	VERITOX RETAINER / FR STATION 92 WORK		21759	09/24/2015	1,000.00
00177734	09/28/2015	REECE, GARETH PAYROLL CK LOST IN MAIL		OH005402	09/25/2015	281.73
00177735	09/28/2015	BRZUSEK, DANIELLE COBRA REIMBURSEMENT OCT 2015		OH005403	09/28/2015	926.30
00177736	09/30/2015	AWC COPRA PYMT OCT 2015 K KNIGHT		OH005406	09/30/2015	1,536.34
00177737	10/01/2015	AA ASPHALTING INC 2015-16 ON-CALL ASPHALT REPAI	P86297	0071690IN	08/26/2015	2,641.00
00177738	10/01/2015	ADAMS, RONALD E LEOFF1 Retiree Medical Expense	P88263	OH005404	09/22/2015	105.90
00177739	10/01/2015	AMBER LODGE FD Mission Vision Values/Stati	P88250	091991	08/28/2015	165.00
00177740	10/01/2015	APPLIED ECOLOGY LLC 2015-2016 Open Space Vegetatio	P87124	189	08/28/2015	6,034.88
00177741	10/01/2015	B&B UTILITIES & EXCAVATION LLC SE 28TH ST DRAINAGE IMPROVEMEN	P87782	824	09/09/2015	28,623.50
00177742	10/01/2015	BARNES, RONALD OVERPAYMENT REFUND		092515	09/25/2015	214.31
00177743	10/01/2015	BECKES, ERIC R OVERPAYMENT REFUND		092315	09/23/2015	57.21
00177744	10/01/2015	BLUELINE GROUP SUB BASIN 27A.9 SEWER & DRAINA	P85542	10440	08/04/2015	11,412.30
00177745	10/01/2015	BOETTCHER, GLENN FLEX SPEND REIMB		18SEPT2015	09/18/2015	260.83
00177746	10/01/2015	BRIDENBAUGH, JOHN PAGER BATTERIES		092115	09/21/2015	21.89
00177747	10/01/2015	CAROLLO ENGINEERS INC GENERAL SEWER PLAN UPDATE	P86399	0143834	09/10/2015	4,124.03
00177748	10/01/2015	CED INC Light fixtures for MICEC	P87300	8073423001	08/28/2015	3,243.28
00177749	10/01/2015	CENTURYLINK PHONE USE SEPT 2015		090215	09/02/2015	1,887.34
00177750	10/01/2015	CHAPTER 13 TRUSTEE PAYROLL EARLY WARRANTS		100215	10/02/2015	1,331.00
00177751	10/01/2015	CINTAS CORPORATION #460 2015 rug cleaning services for	P85005	460442465	09/17/2015	24.64
00177752	10/01/2015	CLIFTON, CURTIS CDL ENDORSEMENTS		091415	09/14/2015	102.00
00177753	10/01/2015	COMCAST MAINT. WI-FI	P88281	OH005405	09/07/2015	84.13
00177754	10/01/2015	COMPTON LUMBER & HARDWARE INC MISC. LUMBER	P88201	770766	09/09/2015	134.47
00177755	10/01/2015	CREATIVE LEARNING CENTER Childcare payment for EA clien	P88276	6198	09/20/2015	400.00
00177756	10/01/2015	CRYSTAL AND SIERRA SPRINGS 2015 WATER SERVICES DELIVERY F	P86578	14555831091215	09/12/2015	50.12
00177757	10/01/2015	EARTHWORK ENTERPRISES INC 2015 WATER SYSTEM IMPROVEMENTS	P85973	6	09/18/2015	288,129.22
00177758	10/01/2015	EASH, DALTON OVERPAYMENT REFUND		092315	09/23/2015	330.16

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Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00177759	10/01/2015	ERRG INC Luther Burbank Phase 2: Calkin	P87668	2015071001	09/04/2015	68,577.17
00177760	10/01/2015	EVERSON'S ECONO-VAC INC 2015-16 CATCH BASIN CLEANING	P86282	075581/075604	08/25/2015	19,302.15
00177761	10/01/2015	FERGUSON ENTERPRISES INC INVENTORY PURCHASES	P88161	0479953	09/10/2015	521.01
00177762	10/01/2015	FIRST STUDENT INC 2015 Bus Services for Recreati	P87274	9098217	07/29/2015	515.00
00177763	10/01/2015	FRANKLIN, JENNIFER D WELL OPERATION SUPPLIES		092415	09/24/2015	539.53
00177764	10/01/2015	GET Program PAYROLL EARLY WARRANTS		100215	10/02/2015	200.00
00177765	10/01/2015	GOODWIN, CINDY PERDIEM REIMB		092215	09/22/2015	206.60
00177766	10/01/2015	GRAINGER INVENTORY PURCHASES	P88200	9838093889	09/09/2015	593.41
00177767	10/01/2015	GREEN EARTHWORKS CONST INC SUB BASIN 27 WATER STABILIZATI	P87213	1	08/31/2015	74,482.08
00177768	10/01/2015	GREENE, RICHARD B. MILEAGE EXPENSE		092415	09/24/2015	135.71
00177769	10/01/2015	GREER, J SCOTT Pro Tem Judge	P88279	OH005408	09/24/2015	100.00
00177770	10/01/2015	H D FOWLER VALVE WRENCH	P88180	I4032518	09/09/2015	82.13
00177771	10/01/2015	HARB, SAM MILEAGE EXPENSE		092215	09/22/2015	24.38
00177772	10/01/2015	HDR ENGINEERING INC 2015 WATER SYSTEM PLAN UPDATES	P80918	00458899H	09/09/2015	996.72
00177773	10/01/2015	HDS WHITE CAP CONST SUPPLY INVENTORY PURCHASES	P88189	50003270101/6715	09/10/2015	935.36
00177774	10/01/2015	HEITMAN, STEVE PER DIEM REIMB		92915	09/29/2015	96.55
00177775	10/01/2015	HOME DEPOT CREDIT SERVICE INVENTORY PURCHASES	P88260	0227619015415	09/22/2015	83.02
00177776	10/01/2015	HONEYWELL, MATTHEW V PUBLIC DEFENDER INV#878	P88274	878	09/22/2015	900.00
00177777	10/01/2015	HORSCHMAN, BRENT FLEX SPEND REIMB		18SEPT2015	09/18/2015	192.31
00177778	10/01/2015	HUANG, XUEDONG OVERPAYMENT REFUND		092515	09/25/2015	779.98
00177779	10/01/2015	JOHN DEERE LANDSCAPES INVENTORY PURCHASES	P88265	73322416	09/15/2015	349.85
00177780	10/01/2015	JOHNSON, CURTIS FRLEOFFF1 Retiree Medical Expe	P88262	OH005407	09/22/2015	219.89
00177781	10/01/2015	JOKINEN, DAVID R FLEX SPEND REIMB		18SEPT2015	09/18/2015	113.98
00177782	10/01/2015	KC PET LICENSES KC PET LICENSES FEES COLLECTED	P85306	OH005410	08/31/2015	120.00
00177783	10/01/2015	KC RECORDER 10 SEWER LIENS & 3 SEWER	P88271	OH005409	09/23/2015	416.00
00177784	10/01/2015	KELLEY, CHRIS M MILEAGE EXPENSE		008396	09/25/2015	18.75

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00177785	10/01/2015	KENWORTHY, LES PER DIEM REIMB		92915	09/29/2015	96.55
00177786	10/01/2015	KIM, HAN G OVERPAYMENT REFUND		092315	09/23/2015	358.65
00177787	10/01/2015	KING CO PROSECUTING ATTORNEY COURT REMITTANCE KC CRIME VICT	P85305	OH005411	08/31/2015	442.43
00177788	10/01/2015	KING COUNTY FINANCE SIGNAL SERVICES	P88286	65573-65574	08/31/2015	1,237.67
00177789	10/01/2015	KUSTOM SIGNALS INC Radar repair parts	P88233	518556	09/10/2015	901.19
00177790	10/01/2015	LAKESIDE INDUSTRIES 2015 RESIDENTIAL STREETS	P87287	1	07/31/2015	346,954.19
00177791	10/01/2015	LOO CHAN, PEGGY FLEX SPEND REIMB		18SEPT2015	09/18/2015	94.30
00177792	10/01/2015	MAGNAN, JEFF PERDIEM REIMB		092415	09/24/2015	115.00
00177793	10/01/2015	MCCONAUGHY, BENNET OVERPAYMENT REFUND		092315	09/23/2015	262.26
00177794	10/01/2015	MCDOWELL NW PILE KING INC Island Glen Bridge Rebuild Pin	P87582	4077	08/11/2015	8,946.15
00177795	10/01/2015	MCKAY, GEOFF OVERPAYMENT REFUND		092815	09/28/2015	326.07
00177796	10/01/2015	METROPRESORT Printing and mailing August 20	P85663	475552/475723/47	08/24/2015	1,950.59
00177797	10/01/2015	MI CHAMBER OF COMMERCE Luncheon membership (Sept for	P88275	2769	09/17/2015	30.00
00177798	10/01/2015	MI EMPLOYEES ASSOC PAYROLL EARLY WARRANTS		100215	10/02/2015	142.50
00177799	10/01/2015	MI SCHOOL DISTRICT #400 Transportation services for Sa	P88257	OH005412	09/10/2015	174.50
00177800	10/01/2015	MID-AMERICA SPORTS ADVANTAGE SOCCER GOAL (6.5 X 12 X 0 X 6.	P88185	33210000	09/09/2015	1,818.65
00177801	10/01/2015	MORRIS, JOSEPH P FLEX SPEND REIMB		18SEPT2015	09/18/2015	1,999.92
00177802	10/01/2015	MORRIS-HANSEN ENT INC WINDOW WASHING FS91	P88113	47069	09/11/2015	1,774.00
00177803	10/01/2015	NAYAR, GAUTAM OVERPAYMENT REFUND		092315	09/23/2015	110.68
00177804	10/01/2015	NORCOM 911 FIRE DISPATCH 2015	P85031	0000240	09/01/2015	143,411.50
00177805	10/01/2015	PARHAM, JEFF PERMIT REFUND		1407-114	09/23/2015	3,244.00
00177806	10/01/2015	PARR, RYAN BIKE TEAM EQUIPMENT		092715	09/27/2015	325.80
00177807	10/01/2015	PHILEN, SUZANNE VOL WORK PARTY EXPENSE		091815	09/18/2015	54.53
00177808	10/01/2015	PITNEY BOWES 2015 MAIL MACHINE RENTAL FEE -	P85283	7198872SP15	09/13/2015	1,071.00
00177809	10/01/2015	POT O' GOLD INC AUGUST EQUIPMENT RENTAL	P88292	0015521	08/31/2015	27.38
00177810	10/01/2015	PUGET SOUND ENERGY ENERGY USE SEPT 2015		92315	09/23/2015	17,346.22

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00177811	10/01/2015	PURIFIED WATER TO GO MONTHLY WATER SERVICE JAN-DEC	P85015	803115	08/31/2015	41.76
00177812	10/01/2015	PUTMAN, STEVE & MARYLOU OVERPAYMENT REFUND		092315	09/23/2015	354.69
00177813	10/01/2015	RAIN MASTER 2015 Irrigation Maintenance Se	P86401	0819700115266	09/23/2015	125.32
00177814	10/01/2015	RAMAKRISHNAN, AMARNATH OVERPAYMENT REFUND		092315	09/23/2015	494.25
00177815	10/01/2015	REMOTE SATELLITE SYSTEMS INT'L EMAC sat phone	P88251	00075833	09/11/2015	48.95
00177816	10/01/2015	ROBARGE, JAMES H FLEX SPEND REIMB		18SEPT2015	09/18/2015	360.46
00177817	10/01/2015	RUTCHER SEDELL AGENCY OVERPAYMENT REFUND		092315	09/23/2015	204.39
00177818	10/01/2015	SAN DIEGO POLICE Simunition ammo	P88256	618536	07/15/2015	218.28
00177819	10/01/2015	SANDINE, ASEA FLEX SPEND REIMB		18SEPT2015	09/18/2015	192.31
00177820	10/01/2015	SANDSTROM, DONALD APRS PROJECT EXPENSE		092912	09/29/2015	225.79
00177821	10/01/2015	SCHMALHOFER, GEORGE F PATROL CAR SUPPLIES		092315	09/23/2015	26.95
00177822	10/01/2015	SCHUMACHER, FRED FLEX SPEND REIMB		18SEPT2015	09/18/2015	118.82
00177823	10/01/2015	SEATTLE PUBLIC UTILITIES August 2015 SPU New Retail Ser	P88280	OH005414	08/31/2015	3,244.00
00177824	10/01/2015	SEATTLE, CITY OF Aug 2015 Water Purchases	P88254	OH005413	09/09/2015	337,939.94
00177825	10/01/2015	SEIFERT, MIKE CERT FR SAFETY SUPPLIES		092315	09/23/2015	106.31
00177826	10/01/2015	SHOWALTER, JANET PERMIT REFUND		092815	09/28/2015	437.84
00177827	10/01/2015	SIMON, MARK PERMIT REFUND		092415	09/24/2015	437.84
00177828	10/01/2015	SOTER, RICK OVERPAYMENT REFUND		092315	09/23/2015	139.01
00177829	10/01/2015	SOUND SAFETY PRODUCTS SAFETY BOOTS & MISC. WORK CLOT	P88244	1093	09/14/2015	390.48
00177830	10/01/2015	STEWART, LISA C PERDIEM REIMB		092215	09/22/2015	206.60
00177831	10/01/2015	T&L NURSERY INC FALL HANGING BASKETS	P88069	268574	09/09/2015	1,661.88
00177832	10/01/2015	TACOMA SCREW PRODUCTS INC BOLTS & NUTS FOR METERS	P88100	16143517	09/10/2015	454.51
00177833	10/01/2015	TAWNEY, LAURA TRAINING SUPPLIES		OH005416	09/30/2015	35.02
00177834	10/01/2015	TEXAS CHILD SUPPORT SDU #70060312518910521S/J BLAIR		100215	10/02/2015	225.00
00177835	10/01/2015	TREAT, NOEL FLEX SPEND REIMB		18SEPT2015	09/18/2015	181.82
00177836	10/01/2015	TRIFTS, EILEEN ART COUNCIL SUPPLIES		092415	09/24/2015	60.97

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Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00177837	10/01/2015	TUTTLE, LAJUAN FLEX SPEND REIMB		18SEPT2015	09/18/2015	28.85
00177838	10/01/2015	UNITED WAY OF KING CO PAYROLL EARLY WARRANTS		100215	10/02/2015	131.07
00177839	10/01/2015	USPS FEE RENEWALS Standard mail permit fee	P88258	PERMIT 53	09/20/2015	225.00
00177840	10/01/2015	VAN GORP, ALISON FLEX SPEND REIMB		18SEPT2015	09/18/2015	192.31
00177841	10/01/2015	VAN NOY, JACQUELINE A Gallery sales proceeds	P88295	OH005415	09/28/2015	675.00
00177842	10/01/2015	VERIZON WIRELESS PS 18 & 24 DATA SERVICES	P88282	9751066344	08/21/2015	223.87
00177843	10/01/2015	WEST COAST SIGNAL INC ON CALL CONTRACT FOR STREETLIG	P85970	1608	09/09/2015	187.20
00177844	10/01/2015	WILLING, ROBERT MILEAGE EXPENSE		092215	09/22/2015	32.20
00177845	10/01/2015	WRIGHT, MICHAEL OVERPAYMENT REFUND		092315	09/23/2015	3.00
00177846	10/01/2015	XEROX CORPORATION Copier Cost - August	P88278	081178385	09/01/2015	150.68
					Total	<u>1,406,621.26</u>

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: 001000 - General Fund-Admin Key</i>				
P85305	00177787	KING CO PROSECUTING ATTORNEY	COURT REMITTANCE KC CRIME VICT	442.43
	00177826	SHOWALTER, JANET	PERMIT REFUND	437.84
	00177827	SIMON, MARK	PERMIT REFUND	437.84
P85306	00177782	KC PET LICENSES	KC PET LICENSES FEES COLLECTED	120.00
<i>Org Key: 402000 - Water Fund-Admin Key</i>				
	00177805	PARHAM, JEFF	PERMIT REFUND	3,244.00
P88280	00177823	SEATTLE PUBLIC UTILITIES	August 2015 SPU New Retail Ser	3,244.00
P88189	00177773	HDS WHITE CAP CONST SUPPLY	INVENTORY PURCHASES	935.36
	00177778	HUANG, XUEDONG	OVERPAYMENT REFUND	779.98
	00177814	RAMAKRISHNAN, AMARNATH	OVERPAYMENT REFUND	494.25
P88161	00177761	FERGUSON ENTERPRISES INC	INVENTORY PURCHASES	521.01
	00177786	KIM, HAN G	OVERPAYMENT REFUND	358.65
	00177812	PUTMAN, STEVE & MARYLOU	OVERPAYMENT REFUND	354.69
	00177758	EASH, DALTON	OVERPAYMENT REFUND	330.16
	00177795	MCKAY, GEOFF	OVERPAYMENT REFUND	326.07
P88265	00177779	JOHN DEERE LANDSCAPES	INVENTORY PURCHASES	349.85
	00177793	MCCONAUGHY, BENNET	OVERPAYMENT REFUND	262.26
	00177742	BARNES, RONALD	OVERPAYMENT REFUND	214.31
	00177817	RUTCHER SEDELL AGENCY	OVERPAYMENT REFUND	204.39
P88196	00177766	GRAINGER	INVENTORY PURCHASES	223.55
	00177828	SOTER, RICK	OVERPAYMENT REFUND	139.01
P88200	00177766	GRAINGER	INVENTORY PURCHASES	127.21
	00177803	NAYAR, GAUTAM	OVERPAYMENT REFUND	110.68
	00177743	BECKES, ERIC R	OVERPAYMENT REFUND	57.21
P88260	00177775	HOME DEPOT CREDIT SERVICE	INVENTORY PURCHASES	28.34
	00177845	WRIGHT, MICHAEL	OVERPAYMENT REFUND	3.00
<i>Org Key: 814006 - Regular Checks Re-Issued</i>				
	00177734	REECE, GARETH	PAYROLL CK LOST IN MAIL	281.73
<i>Org Key: 814072 - United Way</i>				
	00177838	UNITED WAY OF KING CO	PAYROLL EARLY WARRANTS	131.07
<i>Org Key: 814074 - Garnishments</i>				
	00177750	CHAPTER 13 TRUSTEE	PAYROLL EARLY WARRANTS	1,331.00
	00177834	TEXAS CHILD SUPPORT SDU	#70060312518910521S/J BLAIR	225.00
<i>Org Key: 814075 - Mercer Island Emp Association</i>				
	00177798	MI EMPLOYEES ASSOC	PAYROLL EARLY WARRANTS	142.50
<i>Org Key: 814085 - GET Program Deductions</i>				
	00177764	GET Program	PAYROLL EARLY WARRANTS	200.00
<i>Org Key: CA1200 - Prosecution & Criminal Mngmnt</i>				
P88274	00177776	HONEYWELL, MATTHEW V	PUBLIC DEFENDER INV#878	900.00
<i>Org Key: CR1100 - CORe Admin and Human Resources</i>				
	00177833	TAWNEY, LAURA	TRAINING SUPPLIES	35.02
<i>Org Key: CT1100 - Municipal Court</i>				
P88278	00177846	XEROX CORPORATION	Copier Cost - August	150.68

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P88279	00177769	GREER, J SCOTT	Pro Tem Judge	100.00
<i>Org Key: FN4501 - Utility Billing (Water)</i>				
P85663	00177796	METROPRESORT	Printing and mailing August 20	389.73
P85663	00177796	METROPRESORT	Printing and mailing August 20	260.46
<i>Org Key: FN4502 - Utility Billing (Sewer)</i>				
P88271	00177783	KC RECORDER	10 SEWER LIENS & 3 SEWER	416.00
P85663	00177796	METROPRESORT	Printing and mailing August 20	389.74
P85663	00177796	METROPRESORT	Printing and mailing August 20	260.46
<i>Org Key: FN4503 - Utility Billing (Storm)</i>				
P85663	00177796	METROPRESORT	Printing and mailing August 20	389.74
P85663	00177796	METROPRESORT	Printing and mailing August 20	260.46
<i>Org Key: FR1100 - Administration (FR)</i>				
P88250	00177739	AMBER LODGE	FD Mission Vision Values/Stati	165.00
	00177774	HEITMAN, STEVE	PER DIEM REIMB	96.55
	00177785	KENWORTHY, LES	PER DIEM REIMB	96.55
<i>Org Key: FR2100 - Fire Operations</i>				
P85125	00177804	NORCOM 911	FIRE DISPATCH 2015	38,937.50
	00177746	BRIDENBAUGH, JOHN	PAGER BATTERIES	21.89
<i>Org Key: GGM001 - General Government-Misc</i>				
P85015	00177811	PURIFIED WATER TO GO	MONTHLY WATER SERVICE JAN-DEC	41.76
P88292	00177809	POT O' GOLD INC	AUGUST EQUIPMENT RENTAL	27.38
<i>Org Key: GGM004 - Gen Govt-Office Support</i>				
P85283	00177808	PITNEY BOWES	2015 MAIL MACHINE RENTAL FEE -	1,071.00
<i>Org Key: GGM005 - Genera Govt-L1 Retiree Costs</i>				
P88262	00177780	JOHNSON, CURTIS	FRLEOFFF1 Retiree Medical Expe	219.89
P88263	00177738	ADAMS, RONALD E	LEOFF1 Retiree Medical Expense	105.90
<i>Org Key: GX9995 - Employee Benefits-General</i>				
	00177736	AWC	COPRA PYMT OCT 2015 K KNIGHT	1,536.34
	00177735	BRZUSEK, DANIELLE	COBRA REIMBURSEMENT OCT 2015	926.30
<i>Org Key: IS2100 - IGS Network Administration</i>				
	00177749	CENTURYLINK	PHONE USE SEPT 2015	1,161.41
<i>Org Key: MT2100 - Roadway Maintenance</i>				
P86297	00177737	AA ASPHALTING INC	2015-16 ON-CALL ASPHALT REPAI	2,641.00
P88286	00177788	KING COUNTY FINANCE	SIGNAL SERVICES	1,237.67
	00177810	PUGET SOUND ENERGY	ENERGY USE SEPT 2015	315.19
P88267	00177766	GRAINGER	4-1/2" CONCRETE CUT-OFF WHEELS	13.03
P88196	00177766	GRAINGER	PAINT MIXER	3.51
<i>Org Key: MT2300 - Planter Bed Maintenance</i>				
	00177810	PUGET SOUND ENERGY	ENERGY USE SEPT 2015	12.30
<i>Org Key: MT2500 - ROW Administration</i>				
P88177	00177829	SOUND SAFETY PRODUCTS	SAFETY BOOTS & MISC. WORK CLOT	340.06

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: MT3000 - Water Service Upsizes and New</i>				
P88190	00177832	TACOMA SCREW PRODUCTS INC	BOLTS & NUTS FOR METERS	231.31
<i>Org Key: MT3100 - Water Distribution</i>				
P88191	00177766	GRAINGER	FLASHLIGHTS	179.58
P88180	00177770	H D FOWLER	VALVE WRENCH	82.13
P88200	00177766	GRAINGER	123 6V BATTERIES (2 PK)	5.49
<i>Org Key: MT3200 - Water Pumps</i>				
	00177810	PUGET SOUND ENERGY	ENERGY USE SEPT 2015	2,792.24
	00177749	CENTURYLINK	PHONE USE SEPT 2015	297.05
<i>Org Key: MT3300 - Water Associated Costs</i>				
	00177752	CLIFTON, CURTIS	CDL ENDORSEMENTS	102.00
<i>Org Key: MT3500 - Sewer Pumps</i>				
	00177810	PUGET SOUND ENERGY	ENERGY USE SEPT 2015	2,678.50
P88282	00177842	VERIZON WIRELESS	PS 18 & 24 DATA SERVICES	223.87
<i>Org Key: MT3800 - Storm Drainage</i>				
P86282	00177760	EVERSON'S ECONO-VAC INC	2015-16 CATCH BASIN CLEANING	19,302.15
P87782	00177741	B&B UTILITIES & EXCAVATION LLC	SE 28TH ST DRAINAGE IMPROVEMEN	123.50
<i>Org Key: MT4150 - Support Services - Clearing</i>				
P88281	00177753	COMCAST	MAINT. WI-FI	84.13
P86578	00177756	CRYSTAL AND SIERRA SPRINGS	2015 WATER SERVICES DELIVERY F	50.12
<i>Org Key: MT4200 - Building Services</i>				
	00177810	PUGET SOUND ENERGY	ENERGY USE SEPT 2015	3,987.83
	00177810	PUGET SOUND ENERGY	ENERGY USE SEPT 2015	2,879.22
P88111	00177802	MORRIS-HANSEN ENT INC	WINDOW WASHING FS91	158.00
<i>Org Key: MT4450 - Cust Resp - Clearing Acct</i>				
	00177844	WILLING, ROBERT	MILEAGE EXPENSE	32.20
	00177771	HARB, SAM	MILEAGE EXPENSE	24.38
	00177784	KELLEY, CHRIS M	MILEAGE EXPENSE	18.75
<i>Org Key: MT4501 - Water Administration</i>				
P88254	00177824	SEATTLE, CITY OF	Aug 2015 Water Purchases	337,939.94
	00177749	CENTURYLINK	PHONE USE SEPT 2015	49.53
<i>Org Key: MTBE01 - Maint of Medians & Planters</i>				
	00177810	PUGET SOUND ENERGY	ENERGY USE SEPT 2015	921.52
P85970	00177843	WEST COAST SIGNAL INC	ON CALL CONTRACT FOR STREETLIG	187.20
<i>Org Key: PO1350 - Police Emergency Management</i>				
	00177763	FRANKLIN, JENNIFER D	WELL OPERATION SUPPLIES	539.53
	00177820	SANDSTROM, DONALD	APRS PROJECT EXPENSE	225.79
	00177825	SEIFERT, MIKE	CERT FR SAFETY SUPPLIES	106.31
P88251	00177815	REMOTE SATELLITE SYSTEMS INT'L	EMAC sat phone	48.95
<i>Org Key: PO1800 - Contract Dispatch Police</i>				
P85031	00177804	NORCOM 911	POLICE DISPATCH 2015	104,474.00
<i>Org Key: PO2100 - Patrol Division</i>				

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P88233	00177789	KUSTOM SIGNALS INC	Radar repair parts	901.19
	00177821	SCHMALHOFER, GEORGE F	PATROL CAR SUPPLIES	26.95
<i>Org Key: PO2300 - Bike Patrol (CJ)</i>				
	00177806	PARR, RYAN	BIKE TEAM EQUIPMENT	325.80
<i>Org Key: PO3100 - Investigation Division</i>				
	00177792	MAGNAN, JEFF	PERDIEM REIMB	115.00
<i>Org Key: PO4100 - Training</i>				
P88256	00177818	SAN DIEGO POLICE	Simunition ammo	218.28
<i>Org Key: PR0000 - Parks & Recreation-Revenue</i>				
P88295	00177841	VAN NOY, JACQUELINE A	Gallery sales proceeds	675.00
<i>Org Key: PR1100 - Administration (PR)</i>				
P88258	00177839	USPS FEE RENEWALS	Standard mail permit fee	225.00
<i>Org Key: PR2101 - Youth and Teen Camps</i>				
P87274	00177762	FIRST STUDENT INC	2015 Bus Services for Recreati	515.00
P88257	00177799	MI SCHOOL DISTRICT #400	Transportation services for Sa	174.50
<i>Org Key: PR4100 - Community Center</i>				
P88140	00177802	MORRIS-HANSEN ENT INC	WINDOW WASHING MI COMM CNTR	1,113.00
	00177810	PUGET SOUND ENERGY	ENERGY USE SEPT 2015	448.53
	00177749	CENTURYLINK	PHONE USE SEPT 2015	47.33
<i>Org Key: PR5400 - Gallery Program</i>				
	00177836	TRIFTS, EILEEN	ART COUNCIL SUPPLIES	60.97
<i>Org Key: PR6100 - Park Maintenance</i>				
	00177810	PUGET SOUND ENERGY	ENERGY USE SEPT 2015	2,078.97
P88244	00177829	SOUND SAFETY PRODUCTS	MISC. WORK CLOTHES	50.42
<i>Org Key: PR6200 - Athletic Field Maintenance</i>				
P88185	00177800	MID-AMERICA SPORTS ADVANTAGE	SOCCER GOAL (6.5 X 12 X 0 X 6.	1,818.65
	00177749	CENTURYLINK	PHONE USE SEPT 2015	89.75
P88200	00177766	GRAINGER	CABLE TIES (100 PK)	41.04
<i>Org Key: PR6500 - Luther Burbank Park Maint.</i>				
P88104	00177831	T&L NURSERY INC	FALL HANGING BASKETS	1,445.40
P88112	00177802	MORRIS-HANSEN ENT INC	LB WINDOW CLEANING	387.00
	00177749	CENTURYLINK	PHONE USE SEPT 2015	242.27
P85005	00177751	CINTAS CORPORATION #460	2015 rug cleaning services for	24.64
<i>Org Key: PR6600 - Park Maint-School Related</i>				
	00177810	PUGET SOUND ENERGY	ENERGY USE SEPT 2015	433.93
<i>Org Key: PR6700 - I90 Park Maintenance</i>				
P88069	00177831	T&L NURSERY INC	MISC. PLANTS	216.48
	00177810	PUGET SOUND ENERGY	ENERGY USE SEPT 2015	186.41
P86401	00177813	RAIN MASTER	2015 Irrigation Maintenance Se	125.32
<i>Org Key: PR6800 - Trails Maintenance</i>				
P87582	00177794	MCDOWELL NW PILE KING INC	Island Glen Bridge Rebuild Pin	4,861.15

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P87582	00177794	MCDOWELL NW PILE KING INC	50% Retainage	4,085.00
P88100	00177832	TACOMA SCREW PRODUCTS INC	MISC. HARDWARE	223.20
<i>Org Key: PY4615 - Flex Admin 2015</i>				
	00177801	MORRIS, JOSEPH P	FLEX SPEND REIMB	1,999.92
	00177816	ROBARGE, JAMES H	FLEX SPEND REIMB	360.46
	00177745	BOETTCHER, GLENN	FLEX SPEND REIMB	260.83
	00177777	HORSCHMAN, BRENT	FLEX SPEND REIMB	192.31
	00177819	SANDINE, ASEA	FLEX SPEND REIMB	192.31
	00177840	VAN GORP, ALISON	FLEX SPEND REIMB	192.31
	00177835	TREAT, NOEL	FLEX SPEND REIMB	181.82
	00177822	SCHUMACHER, FRED	FLEX SPEND REIMB	118.82
	00177781	JOKINEN, DAVID R	FLEX SPEND REIMB	113.98
	00177791	LOO CHAN, PEGGY	FLEX SPEND REIMB	94.30
	00177837	TUTTLE, LAJUAN	FLEX SPEND REIMB	28.85
<i>Org Key: WD106R - Minor Watercourse Improvemts</i>				
	00177768	GREENE, RICHARD B.	MILEAGE EXPENSE	34.79
<i>Org Key: WD120V - East Seattle Storm Improvmts</i>				
P87782	00177741	B&B UTILITIES & EXCAVATION LLC	SE 28TH ST IMPROVEMENTS	28,500.00
<i>Org Key: WD311C - Sub Basin 27 Watercourse</i>				
P87213	00177767	GREEN EARTHWORKS CONST INC	SUB BASIN 27 WATER STABILIZATI	74,482.08
	00177768	GREENE, RICHARD B.	MILEAGE EXPENSE	66.13
<i>Org Key: WD312C - Sub Basin 6 Watercour Ph 2</i>				
	00177768	GREENE, RICHARD B.	MILEAGE EXPENSE	34.79
<i>Org Key: WG105R - Community Center Bldg Repairs</i>				
P87300	00177748	CED INC	Light fixtures for MICEC	3,243.28
<i>Org Key: WPI22R - Vegetation Management</i>				
P87124	00177740	APPLIED ECOLOGY LLC	2015-2016 Open Space Vegetatio	6,034.88
<i>Org Key: WP303R - Luther BB Shoreline Phase 2</i>				
P87668	00177759	ERRG INC	Luther Burbank Phase 2: Calkin	68,577.17
<i>Org Key: WP720X - Clarke Beach Fishing Pier</i>				
P88201	00177754	COMPTON LUMBER & HARDWARE INC	MISC. LUMBER	134.47
P88260	00177775	HOME DEPOT CREDIT SERVICE	AUGERS	54.68
<i>Org Key: WR101R - Residential Street Improvement</i>				
P87287	00177790	LAKESIDE INDUSTRIES	2015 RESIDENTIAL STREETS	8,349.00
<i>Org Key: WR514R - SE 40th St (76th to ICW)</i>				
P87287	00177790	LAKESIDE INDUSTRIES	SE 40TH STREET OVERLAY	338,605.19
<i>Org Key: WS103P - Sewer 20 yr CIP Plan</i>				
P86399	00177747	CAROLLO ENGINEERS INC	GENERAL SEWER PLAN UPDATE	4,124.03
<i>Org Key: WS512R - Sewer Repair at Sub-Basin 27</i>				
P85542	00177744	BLUELINE GROUP	SUB BASIN 27A.9 SEWER & DRAINAGE	11,412.30
<i>Org Key: WW101P - Water System Plan</i>				

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P80918	00177772	HDR ENGINEERING INC	2015 WATER SYSTEM PLAN UPDATES	996.72
<i>Org Key: WW312R - ICW and 85th Ave Water Impv</i>				
P85973	00177757	EARTHWORK ENTERPRISES INC	2015 WATER SYSTEM IMPROVEMENTS	256,919.72
<i>Org Key: WW524R - 93rd Water System Improvements</i>				
P85973	00177757	EARTHWORK ENTERPRISES INC	2015 WATER SYSTEM IMPROVEMENTS	31,209.50
<i>Org Key: XG300R - Fire Station 92 Replacement</i>				
	00177733	VERITOX	RETAINER / FR STATION 92 WORK	1,000.00
<i>Org Key: YF1100 - YFS General Services</i>				
P88275	00177797	MI CHAMBER OF COMMERCE	Luncheon membership (Sept for	30.00
<i>Org Key: YF1200 - Thrift Shop</i>				
	00177810	PUGET SOUND ENERGY	ENERGY USE SEPT 2015	611.58
P88113	00177802	MORRIS-HANSEN ENT INC	THRIFT SHOP WINDOW CLEANING	116.00
	00177807	PHILEN, SUZANNE	VOL WORK PARTY EXPENSE	54.53
<i>Org Key: YF2600 - Family Assistance</i>				
P88276	00177755	CREATIVE LEARNING CENTER	Childcare payment for EA clien	400.00
<i>Org Key: YF2800 - Fed Drug Free Communities Gran</i>				
	00177765	GOODWIN, CINDY	PERDIEM REIMB	206.60
	00177830	STEWART, LISA C	PERDIEM REIMB	206.60
Total				<u>1,406,621.26</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	177847-177929	10/08/15	\$ 159,932.01
			\$ 159,932.01

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00177847	10/08/2015	ACCESS DATA ENTRY, STORAGE, PICK &	P88346	1111480	08/31/2015	278.00
00177848	10/08/2015	AMERICAN EXPRESS (LB) Parents night out supplies	P88325	93311SEPT282015A	09/28/2015	47.50
00177849	10/08/2015	AMERICAN EXPRESS (YFS) Costco - Day of Caring volunte	P88379	93311SEPT282015B	09/28/2015	401.62
00177850	10/08/2015	AMERICAN PARKINSON DISEASE ASS contract 20495 completed, depo	P88338	20495	10/01/2015	350.00
00177851	10/08/2015	ANDERSON, LAURA MARIE Instruction services for Power	P88382	15839/15844	10/05/2015	1,417.50
00177852	10/08/2015	APPLIED ECOLOGY LLC 2015-2016 Open Space Vegetatio	P87126	188	08/22/2015	21,056.75
00177853	10/08/2015	BLUELINE GROUP SUB BASIN 52 DRAINAGE IMPROVEM	P85542	10571	09/02/2015	3,778.75
00177854	10/08/2015	BROCCOLI, TERESE Class was too advanced for a	P88336	612843	10/01/2015	67.00
00177855	10/08/2015	BROWN, ALAN OVERPAYMENT REFUND		OH005435	10/06/2015	200.31
00177856	10/08/2015	CADCA Membership annual dues	P88306	OH005428	09/28/2015	200.00
00177857	10/08/2015	CADMAN INC 5/8"-MINUS ROCK (64.5 TONS)	P88368	5356772	09/03/2015	1,349.01
00177858	10/08/2015	CAIRNCROSS & HEMPELMANN P.S. Community Solar Legal Services	P88378	OH005429	09/10/2015	7,000.00
00177859	10/08/2015	CDW GOVERNMENT INC Adobe Acrobat Standard DC 2015	P87962	XT94402	09/03/2015	6,127.01
00177860	10/08/2015	CENTURYLINK PHONE USE SEPT 2015		OH005425	09/23/2015	1,682.60
00177861	10/08/2015	CESSCO INVENTORY PURCHASES	P88307	4334	09/21/2015	527.28
00177862	10/08/2015	CHEMAQUA WATER TREATMENT PROGRAM	P88311	2051466	09/16/2015	805.65
00177863	10/08/2015	CLEANERS PLUS 1 Patrol uniform cleaning	P88389	76268	10/01/2015	91.31
00177864	10/08/2015	COMCAST Internet Charges/Fire	P88359	OH005431	09/18/2015	273.39
00177865	10/08/2015	COMPLETE OFFICE Conf Room cabinets	P88411	12527000	09/21/2015	613.20
00177866	10/08/2015	COMPTON LUMBER & HARDWARE INC INVENTORY PURCHASES	P88266	771137	09/16/2015	1,145.81
00177867	10/08/2015	CONFIDENTIAL DATA DISPOSAL Shredding	P88386	82509	09/30/2015	100.00
00177868	10/08/2015	CONTRACT HARDWARE POLICE ARMORY DOOR NEW KEY CYL	P88291	SPI030083	09/17/2015	70.63
00177869	10/08/2015	CORRECTIONAL INDUSTRIES ACCTG Polo shirts for RD, EM	P88318	45111979	09/16/2015	181.40
00177870	10/08/2015	DEDOMINICIS, AMY E FS 92 Project Management	P76634	501440	09/01/2015	500.00
00177871	10/08/2015	EARLY, MAY Insufficient registration	P88335	613488	10/01/2015	104.00
00177872	10/08/2015	EASTSIDE EXTERMINATORS Extermination services for Aub	P88248	254878	09/16/2015	210.24

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00177873	10/08/2015	EVERGREEN HEALTH contract 20261 completed. Retu	P88332	20261	10/01/2015	70.00
00177874	10/08/2015	EXCEL SUPPLY COMPANY INVENTORY PURCHASES	P88288	76369	09/17/2015	297.16
00177875	10/08/2015	FERGUSON ENTERPRISES INC 3096+ TOUCHREADER FOR SENSUS M	P88350	0481865	09/23/2015	6,600.52
00177876	10/08/2015	FIRST RESPONSE EMERGENCY EQUPT Ultra Carbon Hoods (10)	P88352	4199	09/03/2015	393.58
00177877	10/08/2015	FORESTRY SUPPLIERS INC INVENTORY PURCHASES	P88175	79109700/9701	08/31/2015	275.96
00177878	10/08/2015	GOOD TO GO P87942 -REPROCESSING FEE FOR	P88381	TB158932105	10/05/2015	5.00
00177879	10/08/2015	GRAINGER INVENTORY PURCHASES	P88296	9844601147	09/16/2015	463.89
00177880	10/08/2015	HAGSTROM, JAMES FRLEOFF1 Retiree Medical Expen	P88393	OH005437	10/05/2015	100.00
00177881	10/08/2015	HANSPAL, HARINDER AND DALJEET ACCOUNT REFUND		OH005421	10/01/2015	80.00
00177882	10/08/2015	IIMC AS Membership Dues (2016)	P88323	OH005438	09/15/2015	290.00
00177883	10/08/2015	INTERIOR FOLIAGE CO, THE CITY HALL INTERIOR PLANT MAIT	P88339	34460	09/01/2015	271.34
00177884	10/08/2015	JACK LYONS & ASSOCIATES B/C Assessment Center	P88356	OH005439	09/30/2015	3,600.00
00177885	10/08/2015	JAYMARC HOMES LLC REFUND HYDRANT METER DEPOSIT		OH005417	09/16/2015	2,900.00
00177886	10/08/2015	KAREN REED CONSULTING LLC Town Center Process & Public	P88329	0535	08/25/2015	14,725.00
00177887	10/08/2015	KC RECORDS RECORDING FEES	P88315	OH005440	09/29/2015	673.00
00177888	10/08/2015	KC RECORDS RECORDING FEES	P88314	OH005441	09/29/2015	673.00
00177889	10/08/2015	KIRKLAND FIRE DEPARTMENT 2 Rescue Systems 1 Courses	P85601	150044	09/27/2015	1,300.00
00177890	10/08/2015	KROESENS INC Amici uniforms	P88319	22539	09/23/2015	82.31
00177891	10/08/2015	LAKESIDE INDUSTRIES CLASS B ASPHALT (4.5 TONS) & T	P88322	3258063MB	09/16/2015	435.82
00177892	10/08/2015	LARSON, ANDREA C TRAINING EXPENSE		OH005422	09/24/2015	12.90
00177893	10/08/2015	LATITUDE GEOGRAPHICS GROUP LTD WebGIS Technical Support	P88357	INV0001344	08/31/2015	57.50
00177894	10/08/2015	LEE, GRACE Third place prize for Juried A	P88328	OH005442	10/01/2015	100.00
00177895	10/08/2015	LEEDWAY LLC Munitions bags	P88261	09161504	09/16/2015	394.09
00177896	10/08/2015	LEXISNEXIS LIBRARY SUBSCRIPTION SEPT 2015	P88408	3090316551	09/30/2015	235.75
00177897	10/08/2015	LIFE ASSIST INC Inflation Basket	P88354	726426/725679	09/17/2015	6.57
00177898	10/08/2015	LITHO CRAFT Printing services for Here to	P88304	21576271	09/15/2015	4,250.79

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00177899	10/08/2015	M K HAMILTON ASSOCIATES LLC INFO SEC ASSESSMENT	P88370	1223	09/15/2015	8,430.00
00177900	10/08/2015	MAILFINANCE INC Leasehold for LB Bldg postage	P88305	N5510550	09/05/2015	458.80
00177901	10/08/2015	MCDOWELL, THOMAS DEPOSIT REFUND		OH005447	10/08/2015	4,500.00
00177902	10/08/2015	McLENDON HARDWARE INC INVENTORY PURCHASES	P88324	4331392	09/30/2015	283.33
00177903	10/08/2015	MERCER ISLAND CHEVRON REPAIRS FL-0407	P88365	OH005444	09/16/2015	228.17
00177904	10/08/2015	METROPRESORT BACKFLOW DOOR TAGS "WILL BE HE	P87885	476203	09/17/2015	324.00
00177905	10/08/2015	MI CHAMBER OF COMMERCE MONTHLY BILLING FOR SERVICES	P85014	OH005443	09/25/2015	1,200.00
00177906	10/08/2015	MI HARDWARE - POLICE Fire extinguisher	P88413	OH005446	09/30/2015	137.49
00177907	10/08/2015	MI SCHOOL DISTRICT #400 2015 Operational support for M	P85060	OH005445	10/05/2015	10,541.67
00177908	10/08/2015	MICHAEL SKAGGS ASSOCIATES THRIFT SHOP FLOOR WAXING	P88341	15514	09/16/2015	225.00
00177909	10/08/2015	MILLER HULL PARTNERSHIP LLC FIRE STATION 92 - DESIGN	P77577	0000026/27/28	09/16/2015	2,211.13
00177910	10/08/2015	MIRACLE ISLAND PLLC Instruction services for Wushu	P88383	15489/15490	10/05/2015	1,016.75
00177911	10/08/2015	NATIONAL FIRE PROTECTION ASSOC NFC On-line Subscription	P88358	6520514X	10/02/2015	1,255.50
00177912	10/08/2015	NATURAL SYSTEMS DESIGN SUB-BASIN 6 PHASE II DRAINAGE	P80435	2015313	09/08/2015	13,992.85
00177913	10/08/2015	NORTH LAKE MARINA- MARINE PATROL FUEL	P88285	8709/8634/20594/	09/14/2015	19,379.16
00177914	10/08/2015	NORTHWEST SAFETY CLEAN Bunker Gear Cleaning	P88353	1511810	09/17/2015	1,073.48
00177915	10/08/2015	PHILEN, SUZANNE VOL COFFEE ROOM SUPPLIES		OH005420	10/05/2015	46.15
00177916	10/08/2015	PUGET SOUND ENERGY ENERGY USE SEPT 2015		OH005426	09/28/2015	1,817.24
00177917	10/08/2015	RICE, JEREMY TRAINING EXPENSE		OH005423	09/24/2015	7.30
00177918	10/08/2015	SCHUMACHER, CHAD C PER DIEM REIMB M P CONF		OH005418	10/07/2015	194.50
00177919	10/08/2015	SEATTLE, CITY OF EXAMINER FEES - VAR 15-002 & 0	P88270	MI201501	09/22/2015	628.20
00177920	10/08/2015	SEFNCO REFUND HYDRANT METER DEPOSIT		OH005433	09/16/2015	2,400.00
00177921	10/08/2015	SEGLE, KRYSS MILEAGE EXPENSE		OH005419	10/02/2015	77.04
00177922	10/08/2015	SOUND SAFETY PRODUCTS SAFETY BOOTS	P88268	275	09/17/2015	148.97
00177923	10/08/2015	STEWART, STEVEN OVERPAYMENT REFUND		OH005434	10/01/2015	457.14
00177924	10/08/2015	TACOMA SCREW PRODUCTS INC MISC. HARDWARE	P88235	16144242	09/17/2015	86.06

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00177925	10/08/2015	TAWNEY, LAURA CTR CARDS FOR JAN-JUN 2015		OH005436	10/07/2015	925.00
00177926	10/08/2015	TRAFFIC SAFETY SUPPLY STREET SIGN	P88173	102813	09/16/2015	47.07
00177927	10/08/2015	WATANABE, ANNE TRAVEL FEE FOR HEARING EXAMINE	P88264	MI201501AW	09/22/2015	33.80
00177928	10/08/2015	XEROX CORPORATION PRINTER SUPPLIES		230022806	10/01/2015	833.07
00177929	10/08/2015	ZUBER, BETSY LICENSE REIMBURSEMENT		OH005424	09/21/2015	100.00
					Total	<u>159,932.01</u>

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: 001000 - General Fund-Admin Key</i>				
P88338	00177850	AMERICAN PARKINSON DISEASE ASS	contract 20495 completed, depo	350.00
P88335	00177871	EARLY, MAY	Insufficient registration	104.00
P88332	00177873	EVERGREEN HEALTH	contract 20261 completed. Retu	70.00
P88336	00177854	BROCCOLI, TERESE	Class was too advanced for a	67.00
<i>Org Key: 402000 - Water Fund-Admin Key</i>				
	00177901	MCDOWELL, THOMAS	DEPOSIT REFUND	4,500.00
	00177885	JAYMARC HOMES LLC	REFUND HYDRANT METER DEPOSIT	2,900.00
	00177920	SEFNCO	REFUND HYDRANT METER DEPOSIT	2,400.00
P88266	00177866	COMPTON LUMBER & HARDWARE INC	INVENTORY PURCHASES	1,145.81
P88307	00177861	CESSCO	INVENTORY PURCHASES	527.28
	00177923	STEWART, STEVEN	OVERPAYMENT REFUND	457.14
P88288	00177874	EXCEL SUPPLY COMPANY	INVENTORY PURCHASES	297.16
	00177855	BROWN, ALAN	OVERPAYMENT REFUND	200.31
P88324	00177902	McLENDON HARDWARE INC	INVENTORY PURCHASES	191.39
P88296	00177879	GRAINGER	INVENTORY PURCHASES	141.72
P88297	00177879	GRAINGER	INVENTORY PURCHASES	102.42
P88302	00177879	GRAINGER	INVENTORY PURCHASES	81.87
P88175	00177877	FORESTRY SUPPLIERS INC	INVENTORY PURCHASES	24.50
<i>Org Key: CA1100 - Administration (CA)</i>				
P88408	00177896	LEXISNEXIS	LIBRARY SUBSCRIPTION SEPT 2015	235.75
	00177928	XEROX CORPORATION	PRINTER SUPPLIES	44.04
<i>Org Key: CM1200 - City Clerk</i>				
P88323	00177882	IIMC	AS Membership Dues (2016)	195.00
P88323	00177882	IIMC	KR Membership Dues (2016)	95.00
<i>Org Key: CM1300 - Sustainability</i>				
P88378	00177858	CAIRNCROSS & HEMPELMANN P.S.	Community Solar Legal Services	7,000.00
<i>Org Key: CR1100 - CORe Admin and Human Resources</i>				
	00177925	TAWNEY, LAURA	CTR CARDS FOR JAN-JUN 2015	925.00
	00177921	SEGLE, KRYSS	MILEAGE EXPENSE	77.04
	00177928	XEROX CORPORATION	PRINTER SUPPLIES	14.71
<i>Org Key: DS1100 - Administration (DS)</i>				
P88084	00177859	CDW GOVERNMENT INC	Adobe Acrobat Standard DC 2015	5,748.75
P88315	00177887	KC RECORDS	RECORDING FEES	673.00
P88314	00177888	KC RECORDS	RECORDING FEES	673.00
P88128	00177859	CDW GOVERNMENT INC	Keyboard and Mouse for JKenney	110.66
	00177928	XEROX CORPORATION	PRINTER SUPPLIES	49.45
<i>Org Key: DS1300 - Land Use Planning Svc</i>				
P88270	00177919	SEATTLE, CITY OF	EXAMINER FEES - VAR 15-002 & 0	628.20
P88264	00177927	WATANABE, ANNE	TRAVEL FEE FOR HEARING EXAMINE	33.80
<i>Org Key: DSBE01 - Economic Development</i>				
P88329	00177886	KAREN REED CONSULTING LLC	Town Center Process & Public	14,725.00
<i>Org Key: FN1100 - Administration (FN)</i>				
	00177928	XEROX CORPORATION	PRINTER SUPPLIES	68.55

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: FN4520 - Cross Connection Control Progr</i>				
P87885	00177904	METROPRESORT	BACKFLOW DOOR TAGS "WILL BE HE	115.00
P87885	00177904	METROPRESORT	BACKFLOW DOOR TAGS " WAS HERE	100.00
P87885	00177904	METROPRESORT	GRAPHIC DESIGN	75.00
P87885	00177904	METROPRESORT	MATERIALS - PAPER - ALL PER	34.00
<i>Org Key: FNBE01 - Financial Services</i>				
P85014	00177905	MI CHAMBER OF COMMERCE	MONTHLY BILLING FOR SERVICES	1,200.00
<i>Org Key: FR1100 - Administration (FR)</i>				
P88356	00177884	JACK LYONS & ASSOCIATES	B/C Assessment Center	3,600.00
P88358	00177911	NATIONAL FIRE PROTECTION ASSOC	NFC On-line Subscription	1,255.50
	00177860	CENTURYLINK	PHONE USE SEPT 2015	286.67
P88359	00177864	COMCAST	Internet Charges/Fire	104.08
P88360	00177864	COMCAST	Internet Charges/Fire	60.13
	00177928	XEROX CORPORATION	PRINTER SUPPLIES	54.43
<i>Org Key: FR2100 - Fire Operations</i>				
P88353	00177914	NORTHWEST SAFETY CLEAN	Bunker Gear Cleaning	1,073.48
P88352	00177876	FIRST RESPONSE EMERGENCY EQUPT	Ultra Carbon Hoods (10)	393.58
<i>Org Key: FR2500 - Fire Emergency Medical Svcs</i>				
P88354	00177897	LIFE ASSIST INC	Inflation Basket	139.61
P88354	00177897	LIFE ASSIST INC	Restraint Straps (returned)	-133.04
<i>Org Key: FR4100 - Training</i>				
P85601	00177889	KIRKLAND FIRE DEPARTMENT	2 Rescue Systems 1 Courses	1,300.00
<i>Org Key: GGM001 - General Government-Misc</i>				
P85016	00177864	COMCAST	CITY HALL HIGH SPEED INTERNET	109.18
<i>Org Key: GGM004 - Gen Govt-Office Support</i>				
P88305	00177900	MAILFINANCE INC	Leasehold for LB Bldg postage	458.80
	00177928	XEROX CORPORATION	PRINTER SUPPLIES	38.52
<i>Org Key: GGM005 - Genera Govt-L1 Retiree Costs</i>				
P88393	00177880	HAGSTROM, JAMES	FRLEOFF1 Retiree Medical Expen	100.00
<i>Org Key: IGBE01 - MI Pool Operation Subsidy</i>				
P85060	00177907	MI SCHOOL DISTRICT #400	2015 Operational support for M	10,541.67
<i>Org Key: IS2100 - IGS Network Administration</i>				
P88370	00177899	M K HAMILTON ASSOCIATES LLC	INFO SEC ASSESSMENT	8,430.00
	00177860	CENTURYLINK	PHONE USE SEPT 2015	893.22
P88346	00177847	ACCESS	DATA ENTRY, STORAGE, PICK &	278.00
P88357	00177893	LATITUDE GEOGRAPHICS GROUP LTD	WebGIS Technical Support	57.50
	00177928	XEROX CORPORATION	PRINTER SUPPLIES	12.42
<i>Org Key: MT2100 - Roadway Maintenance</i>				
P88173	00177926	TRAFFIC SAFETY SUPPLY	STREET SIGN	47.07
	00177916	PUGET SOUND ENERGY	ENERGY USE SEPT 2015	14.23
P88302	00177879	GRAINGER	DISPOSABLE NITRILE GLOVES 2XG	6.74
<i>Org Key: MT3000 - Water Service Upsizes and New</i>				

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P88368	00177857	CADMAN INC	5/8"-MINUS ROCK (64.5 TONS)	580.08
<i>Org Key: MT3100 - Water Distribution</i>				
P88273	00177875	FERGUSON ENTERPRISES INC	3096+ TOUCHREADER FOR SENSUS M	1,063.92
P88368	00177857	CADMAN INC	5/8"-MINUS ROCK (64.5 TONS)	580.08
P88175	00177877	FORESTRY SUPPLIERS INC	CHAINSAW CHAPS (GREEN)	151.51
<i>Org Key: MT3400 - Sewer Collection</i>				
P88303	00177879	GRAINGER	72" PUSH BUTTON HANDLES	117.78
<i>Org Key: MT3500 - Sewer Pumps</i>				
	00177860	CENTURYLINK	PHONE USE SEPT 2015	502.71
P88175	00177877	FORESTRY SUPPLIERS INC	INSPECTION MIRROR	99.95
P88324	00177902	McLENDON HARDWARE INC	DIESEL 5 GAL. GAS CANS	91.94
<i>Org Key: MT4150 - Support Services - Clearing</i>				
	00177928	XEROX CORPORATION	PRINTER SUPPLIES	144.27
<i>Org Key: MT4200 - Building Services</i>				
	00177916	PUGET SOUND ENERGY	ENERGY USE SEPT 2015	913.03
P88311	00177862	CHEMAQUA	WATER TREATMENT PROGRAM	805.65
P88339	00177883	INTERIOR FOLIAGE CO, THE	CITY HALL INTERIOR PLANT MAIT	271.34
P88291	00177868	CONTRACT HARDWARE	POLICE ARMORY DOOR NEW KEY CYL	70.63
<i>Org Key: MT4300 - Fleet Services</i>				
P88285	00177913	NORTH LAKE MARINA-	MARINE PATROL 11 REPAIRS	15,008.36
P88285	00177913	NORTH LAKE MARINA-	PATROL 11 REPAIRS	2,026.99
P88285	00177913	NORTH LAKE MARINA-	MARINE PATROL FUEL	1,452.98
P88285	00177913	NORTH LAKE MARINA-	MARINE PATROL 14 REPAIRS	890.83
P88365	00177903	MERCER ISLAND CHEVRON	REPAIRS FL-0407	228.17
P88381	00177878	GOOD TO GO	P87942 -REPROCESSING FEE FOR	5.00
<i>Org Key: PO1100 - Administration (PO)</i>				
	00177928	XEROX CORPORATION	PRINTER SUPPLIES	190.25
<i>Org Key: PO1200 - Administration (CJ-PO)</i>				
P88411	00177865	COMPLETE OFFICE	Conf Room cabinets	613.20
<i>Org Key: PO1700 - Records and Property</i>				
P88386	00177867	CONFIDENTIAL DATA DISPOSAL	Shredding	100.00
P88318	00177869	CORRECTIONAL INDUSTRIES ACCTG	Parking tickets	70.12
	00177928	XEROX CORPORATION	PRINTER SUPPLIES	19.82
<i>Org Key: PO2100 - Patrol Division</i>				
P88389	00177863	CLEANERS PLUS 1	Patrol uniform cleaning	91.31
P88319	00177890	KROESENS INC	Amici uniforms	82.31
P88413	00177906	MI HARDWARE - POLICE	Padlocks for speedtrailer	65.80
P88413	00177906	MI HARDWARE - POLICE	Fire extinguisher	49.26
P88413	00177906	MI HARDWARE - POLICE	Bike lock	16.53
<i>Org Key: PO2200 - Marine Patrol</i>				
	00177918	SCHUMACHER, CHAD C	PER DIEM REIMB M P CONF	194.50
P88413	00177906	MI HARDWARE - POLICE	Lubricant	5.90
<i>Org Key: PO2400 - Special Operations Team (CJ)</i>				

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P88261	00177895	LEEDWAY LLC	Munitions bags	394.09
<i>Org Key: PR0000 - Parks & Recreation-Revenue</i>				
P88328	00177894	LEE, GRACE	Third place prize for Juried A	100.00
<i>Org Key: PR2100 - Recreation Programs</i>				
P88294	00177869	CORRECTIONAL INDUSTRIES ACCTG	Polo shirts for RD, EM	111.28
	00177928	XEROX CORPORATION	PRINTER SUPPLIES	11.95
<i>Org Key: PR2101 - Youth and Teen Camps</i>				
P88325	00177848	AMERICAN EXPRESS (LB)	Parents night out supplies	47.50
<i>Org Key: PR2108 - Health and Fitness</i>				
P88382	00177851	ANDERSON, LAURA MARIE	Instruction services for Power	1,045.80
P88383	00177910	MIRACLE ISLAND PLLC	Instruction services for Wushu	537.25
P88383	00177910	MIRACLE ISLAND PLLC	Instruction services for Wushu	479.50
P88382	00177851	ANDERSON, LAURA MARIE	Instruction services for Power	371.70
<i>Org Key: PR4100 - Community Center</i>				
	00177928	XEROX CORPORATION	PRINTER SUPPLIES	82.63
	00177892	LARSON, ANDREA C	TRAINING EXPENSE	12.90
P88296	00177879	GRAINGER	LATEX GLOVES (LG)	13.36
	00177917	RICE, JEREMY	TRAINING EXPENSE	7.30
<i>Org Key: PR6100 - Park Maintenance</i>				
P88268	00177922	SOUND SAFETY PRODUCTS	SAFETY BOOTS	148.97
	00177928	XEROX CORPORATION	PRINTER SUPPLIES	14.80
<i>Org Key: PR6500 - Luther Burbank Park Maint.</i>				
	00177916	PUGET SOUND ENERGY	ENERGY USE SEPT 2015	889.98
<i>Org Key: PR6700 - I90 Park Maintenance</i>				
P88248	00177872	EASTSIDE EXTERMINATORS	Extermination services for Aub	105.12
P88327	00177872	EASTSIDE EXTERMINATORS	Extermination services for Aub	105.12
<i>Org Key: PR6800 - Trails Maintenance</i>				
P88368	00177857	CADMAN INC	5/8"-MINUS ROCK (64.5 TONS)	53.95
<i>Org Key: WD106R - Minor Watercourse Improvemts</i>				
P88366	00177853	BLUELINE GROUP	SUB BASIN 52 DRAINAGE IMPROVEM	501.50
<i>Org Key: WD312C - Sub Basin 6 Watercour Ph 2</i>				
P80435	00177912	NATURAL SYSTEMS DESIGN	SUB-BASIN 6 PHASE II DRAINAGE	13,992.85
<i>Org Key: WP122R - Vegetation Management</i>				
P87126	00177852	APPLIED ECOLOGY LLC	2015-2016 Open Space Vegetatio	21,056.75
<i>Org Key: WP720X - Clarke Beach Fishing Pier</i>				
P88235	00177924	TACOMA SCREW PRODUCTS INC	MISC. HARDWARE	86.06
<i>Org Key: WS512R - Sewer Repair at Sub-Basin 27</i>				
P85542	00177853	BLUELINE GROUP	SUB BASIN 27A.9 SEWER & DRAINAGE	3,277.25
<i>Org Key: WW117R - Street Related Water Impvts</i>				
P88322	00177891	LAKESIDE INDUSTRIES	CLASS B ASPHALT (4.5 TONS) & T	435.82

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: WW312R - ICW and 85th Ave Water Impv</i>				
P88350	00177875	FERGUSON ENTERPRISES INC	33) MXU TRANSMITTERS FOR ISLAN	5,536.60
<i>Org Key: XG150T - Small Tech/Equipment</i>				
P87962	00177859	CDW GOVERNMENT INC	Microsoft Complete extended se	267.60
<i>Org Key: XG300R - Fire Station 92 Replacement</i>				
P77577	00177909	MILLER HULL PARTNERSHIP LLC	FIRE STATION 92 - DESIGN	2,211.13
P76634	00177870	DEDOMINICIS, AMY E	FS 92 Project Management	500.00
<i>Org Key: XP520R - Recreational Trail Connections</i>				
P88368	00177857	CADMAN INC	5/8"-MINUS ROCK (64.5 TONS)	134.90
<i>Org Key: YF0000 - Youth & Family Services Rev</i>				
	00177881	HANSPAL, HARINDER AND DALJEET	ACCOUNT REFUND	80.00
<i>Org Key: YF1100 - YFS General Services</i>				
P88304	00177898	LITHO CRAFT	Printing services for Here to	4,250.79
	00177929	ZUBER, BETSY	LICENSE REIMBURSEMENT	100.00
P88379	00177849	AMERICAN EXPRESS (YFS)	Costco - Day of Caring volunte	47.88
	00177928	XEROX CORPORATION	PRINTER SUPPLIES	13.84
<i>Org Key: YF1200 - Thrift Shop</i>				
P88379	00177849	AMERICAN EXPRESS (YFS)	Costco - tshop operating suppl	278.50
P88341	00177908	MICHAEL SKAGGS ASSOCIATES	THRIFT SHOP FLOOR WAXING	225.00
P88379	00177849	AMERICAN EXPRESS (YFS)	Costco - Tshop operating suppl	75.24
	00177928	XEROX CORPORATION	PRINTER SUPPLIES	73.39
	00177915	PHILEN, SUZANNE	VOL COFFEE ROOM SUPPLIES	46.15
<i>Org Key: YF2800 - Fed Drug Free Communities Gran</i>				
P88306	00177856	CADCA	Membership annual dues	200.00
Total				159,932.01

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.



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	177930-178068	10/14/15	\$ 526,232.75
			\$ 526,232.75

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00177930	10/14/2015	AIRGAS USA LLC Oxygen/Fire	P88429	9043890029	09/25/2015	272.47
00177931	10/14/2015	ANCHOR QEA LLC Shoreline Restoration Projects	P86983	43975	09/28/2015	2,076.28
00177932	10/14/2015	BATES TECHNICAL COLLEGE Jackson Academy	P88406	67661	09/25/2015	5,828.97
00177933	10/14/2015	BODMER, TAMMY M open house supplies		OH005482	10/08/2015	214.14
00177934	10/14/2015	BUILDERS HARDWARE & SUPPLY CO. CITY HALL FRONT DOOR GASKET	P88123	S3430467001	09/03/2015	43.81
00177935	10/14/2015	CAMDEN GARDENS Aljoya & Aubrey Davis Park Sha	P85083	54960	10/01/2015	410.63
00177936	10/14/2015	CANTER, DAVID PER DIEM REIMB SWAT SCHOOL		OH005483	10/13/2015	416.00
00177937	10/14/2015	CDW GOVERNMENT INC Lexmark MS315dn printer	P88283	ZJ75909	09/29/2015	320.04
00177938	10/14/2015	CENTURYLINK PHONE USE OCT 2015		OH005476	10/01/2015	1,404.13
00177939	10/14/2015	CI ACCOUNTING INVENTORY PURCHASES	P88169	T040828	09/23/2015	1,619.02
00177940	10/14/2015	COMPTON LUMBER & HARDWARE INC MISC. TREATED LUMBER	P88308	771549	09/23/2015	135.54
00177941	10/14/2015	COOPER, ROBERT OCT-DEC2015 RETIR MEDI REIMB		OH005481	10/08/2015	314.70
00177942	10/14/2015	COSTANERA CREATIVE Marketing materials and brandi	P88431	1140	09/30/2015	2,460.00
00177943	10/14/2015	CREATIVE LEARNING CENTER Preschool scholarships and tui	P85078	6204	10/01/2015	196.00
00177944	10/14/2015	CRIMINAL JUSTICE TRAINING COMM Crime Scene Photo Course	P88391	20115734	09/28/2015	50.00
00177945	10/14/2015	DERR, TIMOTHY FUEL FOR CITY VEHICLE		OH005484	10/09/2015	35.00
00177946	10/14/2015	DRAIN-PRO INC 2015 SANITARY SEWER VIDEO INSP	P86060	45422	09/29/2015	7,429.58
00177947	10/14/2015	DRUSCHBA, JOHN F MILEAGE EXPENSE		OH005486	10/07/2015	78.20
00177948	10/14/2015	EASTSIDE EXTERMINATORS INSECT CONTROL CITY HALL	P88316	254303	09/25/2015	223.38
00177949	10/14/2015	EMMANUEL DAY SCHOOL Preschool scholarship for EA c	P88443	OH005464	10/08/2015	239.20
00177950	10/14/2015	EVERSON'S ECONO-VAC INC REPLACE WARRANT 177760		OH005487	10/08/2015	8,977.50
00177951	10/14/2015	FARWEST PAINT MFG. CO. RED TRAFFIC PAINT (GALS)	P88309	0706328IN	09/23/2015	158.55
00177952	10/14/2015	FIRE PROTECTION INC FIRE ALARM MONITORING COMM CNT	P88457	27627	10/01/2015	169.50
00177953	10/14/2015	FUJINO, ALI Contract 21078 completed, depo	P88432	21078	10/07/2015	100.00
00177954	10/14/2015	GAVIGLIO, MIKE MILEAGE EXPENSE		OH005488	10/09/2015	59.80
00177955	10/14/2015	GRAINGER INVENTORY PURCHASES	P88321	9851470733	09/24/2015	241.92

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00177956	10/14/2015	GRATING PACIFIC FIBERGRATE FIBERGLASS GRATING	P88418	0149807IN	09/16/2015	4,144.58
00177957	10/14/2015	H D FOWLER INVENTORY PURCHASES	P88397	4045232/4052002	09/23/2015	2,889.48
00177958	10/14/2015	HEWLETT PACKARD COMPANY Laptop MIPD	P88284	37102714001	09/29/2015	279.23
00177959	10/14/2015	HOME DEPOT CREDIT SERVICE ORANGE BARRIER FENCES & POSTS	P88395	0055846010750	10/05/2015	609.39
00177960	10/14/2015	HONEYWELL, MATTHEW V PUBLIC DEFENDER INV #880	P88439	880	10/06/2015	600.00
00177961	10/14/2015	HUGHES FIRE EQUIPMENT INC Misc. Apparatus Parts	P88405	497976/498096	09/22/2015	502.28
00177962	10/14/2015	INTERIOR FOLIAGE CO, THE INDOOR PLANT CARE CITY HALL	P88455	34600	10/01/2015	271.34
00177963	10/14/2015	JIM WEBBER TRAINING-CONS-INVES 2015 Diversity/Anti-Harassment	P88471	366	10/02/2015	5,772.45
00177964	10/14/2015	KC RECORDER SEWER LIEN RELEASES	P88469	OH005465	10/12/2015	160.00
00177965	10/14/2015	KEEGAN, GAIL Contract 21460 completed, depo	P88435	21460	10/07/2015	76.25
00177966	10/14/2015	KELLEY, CHRIS M MILEAGE EXPENSE		OH005489	10/08/2015	18.75
00177967	10/14/2015	LEOFF HEALTH & WELFARE TRUST NOV 2015 FIRE RETIREES		OH005474	10/08/2015	60,398.88
00177968	10/14/2015	LEOFF HEALTH & WELFARE TRUST OCT 2015 FIRE RETIREES		TOH005472	10/08/2015	62,815.95
00177969	10/14/2015	LEVINSON, GREGORY S PER DIEM REIMB MARINE PATROL C		OH005504	10/14/2015	288.00
00177970	10/14/2015	LN CURTIS & SONS 4" X 25' FIRE HOSES	P88364	212732300	09/25/2015	1,319.48
00177971	10/14/2015	MI HARDWARE - BLDG MISC. HARDWARE FOR THE MONTH O	P88404	OH005461	09/30/2015	79.16
00177972	10/14/2015	MI HARDWARE - FIRE Station/Household Supplies	P88428	OH005462	09/30/2015	54.57
00177973	10/14/2015	MI HARDWARE - P&R Custodial supplies for MICEC	P88422	OH005463	09/30/2015	113.63
00177974	10/14/2015	MI HARDWARE - UTILITY MISC. HARDWARE FOR THE MONTH O	P88403	OH005460	09/30/2015	134.80
00177975	10/14/2015	MI SCHOOL DISTRICT #400 Preschool scholarships for EA	P85075	20151001	10/01/2015	244.88
00177976	10/14/2015	MI UTILITY BILLS PAYMENT OF UTILITY BILLS FOR W	P88420	OH005449	09/30/2015	8,943.95
00177977	10/14/2015	MI UTILITY BILLS PAYMENT OF UTILITY BILLS FOR W	P88419	OH005448	08/31/2015	54,188.02
00177978	10/14/2015	MICROFLEX August 2015 Tax Audit Program	P88442	00021975	09/18/2015	326.30
00177979	10/14/2015	MILTON, CITY OF Bike class-Ofc Derr	P88464	288	10/06/2015	200.00
00177980	10/14/2015	MOBERLY AND ROBERTS PROSECUTION SERVICES OCT 2015	P88437	557	10/01/2015	6,000.00
00177981	10/14/2015	OMNICARE OF CERRITOS FRLEOFF1 Retiree Medical Expen	P88331	OH005450	10/01/2015	110.93

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00177982	10/14/2015	OVERLAKE OIL 200 GAL. DIESEL DELIVERY -FIRE	P88301	0173849/0173845	09/24/2015	4,814.47
00177983	10/14/2015	PACIFIC AIR CONTROL INC SHOP HVAC MAINT	P88343	181605	08/26/2015	10,683.11
00177984	10/14/2015	PACIFIC MODULAR CARPET SPOT CLEANING CCMV	P88456	1191	09/21/2015	615.00
00177985	10/14/2015	PACIFIC NORTHWEST CHAPTER ISA Registration fee for Tree Risk	P88330	NEWS1594	09/24/2015	634.95
00177986	10/14/2015	PARR, RYAN IPMBA MEMBERSHIP		OH005490	10/12/2015	55.00
00177987	10/14/2015	PEBBLE @ MIPC, THE Preschool scholarships and tui	P85077	OH005467	10/08/2015	612.00
00177988	10/14/2015	PROJECT A INC Website Hosting 10/1-12/31	P85059	152845	10/01/2015	900.00
00177989	10/14/2015	PROTECTION TECHNOLOGIES INC Boat Launch ticket machine	P88468	44946	09/28/2015	332.72
00177990	10/14/2015	PUBLIC SAFETY SUPPORT SERVICES Zone One Coordinator Services	P87834	MIFY1402	09/21/2015	8,333.33
00177991	10/14/2015	PUGET SOUND ENERGY Utility Assistance for Emergen	P87873	OH005451	09/28/2015	124.01
00177992	10/14/2015	PUGET SOUND ENERGY Utility Assistance for Emergen	P87873	OH005453	10/05/2015	24.27
00177993	10/14/2015	PUGET SOUND ENERGY Utility Assistance for Emergen	P87873	OH005466	10/08/2015	36.53
00177994	10/14/2015	PUGET SOUND ENERGY ENERGY USE OCT 2015		OH005480	10/05/2015	3,206.58
00177995	10/14/2015	PUGET SOUND ENERGY Power charges for Seafair 8/21	P88349	OH005452	09/23/2015	10.84
00177996	10/14/2015	PURIFIED WATER TO GO Bottled water for Records	P88317	802015	08/31/2015	33.00
00177997	10/14/2015	QUENCH USA INC Monthly water service for Thri	P87871	200308281	10/01/2015	236.52
00177998	10/14/2015	RAASCH, JANA REPLACE WARRANT 177917		OH005493	10/08/2015	7.30
00177999	10/14/2015	REES, GENEVIEVE First Place Prize in Juried Ar	P88298	OH005454	09/28/2015	300.00
00178000	10/14/2015	RICH LANDSCAPING INC 2015-2016 Open Space Vegetatio	P87268	34159	09/30/2015	32,280.05
00178001	10/14/2015	RICOH USA INC Cost Per Copy/Fire	P88367	5038175627	09/26/2015	157.78
00178002	10/14/2015	ROAN, JUDITH GAY Second place prize in Juried A	P88299	OH005455	09/28/2015	200.00
00178003	10/14/2015	ROBERTS, KARIN PER DIEM REIMB WMCA ACADEMY		OH005492	10/06/2015	250.00
00178004	10/14/2015	RODDA PAINT CO CITY HALL PAINT	P88340	19865530	09/23/2015	67.84
00178005	10/14/2015	ROSENSTEIN, SUSIE Personal training services for	P88467	104	09/28/2015	300.00
00178006	10/14/2015	S & S TIRE 8613 Tire Repair	P88426	156686	09/23/2015	214.88
00178007	10/14/2015	SAELEE, KATIE picnic shelter rental cancelle	P88337	612842	10/01/2015	75.00

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00178008	10/14/2015	SAIL SAND POINT Sailing instruction services f	P88326	9292015	09/29/2015	625.00
00178009	10/14/2015	SAMALANI, AONENJI Contract 18465 completed, depo	P88333	18465	10/01/2015	350.00
00178010	10/14/2015	SANDERSON SAFETY SUPPLY 4 GAS CAL BLEND	P88407	613640501	09/29/2015	179.15
00178011	10/14/2015	SANDINE, ASEA OFFICE SUPPLIES		OH005494	09/28/2015	14.77
00178012	10/14/2015	SEA WESTERN INC Bunker Gear/New Recruit	P88172	186269/186285	09/04/2015	3,935.00
00178013	10/14/2015	SEATTLE AUTOMOTIVE DIST INC Misc. Apparatus Parts	P88362	S1726857	09/04/2015	14.98
00178014	10/14/2015	SEATTLE PUBLIC UTILITIES WATER QUALITY SERVICE	P88313	W0081231	09/11/2015	1,106.00
00178015	10/14/2015	SEAVURIA/PETRI contract 213190 completed, dep	P88433	213190	10/07/2015	130.00
00178016	10/14/2015	SEGLE, KRYSS PER DIEM REIMB WAPELRA CONF		OH005495	10/02/2015	137.10
00178017	10/14/2015	SETH HARRY & ASSOCIATES INC TOWN CENTER COLOR RENDERINGS	P88417	OH005456	09/15/2015	9,000.00
00178018	10/14/2015	SHAMROCK CHARITIES contract 20310 completed, depo	P88434	20310	10/07/2015	350.00
00178019	10/14/2015	SIERRA PACIFIC CONSTRUCTION Calkins Landing Park & Stormwa	P87783	OH005468	10/08/2015	105,626.70
00178020	10/14/2015	SIGNATURE LANDSCAPE SERVICES 2015-2016 Open Space Vegetatio	P87829	96383	09/21/2015	8,666.73
00178021	10/14/2015	SKYLINE COMMUNICATIONS INC EOC INTERNET	P88461	IN41121	10/01/2015	192.55
00178022	10/14/2015	SME INC OF SEATTLE PS SERVICE/REPAIR	P88300	43907	08/31/2015	312.08
00178023	10/14/2015	SOFTWAREONE INC Windows Server Standard 2012 P	P88099	USPSI416312	09/16/2015	1,248.15
00178024	10/14/2015	SPARROW, JEREMY SR GOLF PROGRAM EXPENSE		OH005502	10/06/2015	63.00
00178025	10/14/2015	SPIETZ, ALLISON MILEAGE EXPENSE		OH005497	10/13/2015	220.85
00178026	10/14/2015	STANTEC CONSULTING SRVS INC MADRONA CREST WEST WATER SYSTE	P86755	954301	09/11/2015	6,398.04
00178027	10/14/2015	SUNGARD PUBLIC SECTOR INC ONE SOLUTION MAINT	P88372	106372	08/27/2015	714.82
00178028	10/14/2015	SURE BRANDS GROUP LLC Forms	P88438	193	09/29/2015	45.00
00178029	10/14/2015	SYLVETSKY, LESLIE SENIOR SOCIAL SUPPLIES		OH005501	10/01/2015	1,036.34
00178030	10/14/2015	SYSTEMS DESIGN WEST LLC Transport Billing Fees	P88355	MIFD0915	09/28/2015	1,288.74
00178031	10/14/2015	T2 SYSTEMS CANADA INC Printer paper for boat launch	P88134	227395	09/22/2015	70.28
00178032	10/14/2015	TACOMA SCREW PRODUCTS INC MISC. HARDWARE	P88289	16144862	09/23/2015	21.13
00178033	10/14/2015	TERO CONSULTING LTD WEB WORK UPDATES	P88373	4683	09/21/2015	600.00

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Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00178034	10/14/2015	TOP QUALITY GLOVE Latex gloves	P88392	LA304300	09/29/2015	65.00
00178035	10/14/2015	TRAFFIC SAFETY SUPPLY STREET SIGN	P88187	106136	09/24/2015	46.80
00178036	10/14/2015	UNDERWATER SPORTS INC. Dive glove	P88425	20010213	09/22/2015	44.90
00178037	10/14/2015	UNISOURCE WORLDWIDE INC INVENTORY PURCHASES	P88369	65522096058	09/25/2015	1,248.52
00178038	10/14/2015	UNITED SITE SERVICES Volunteer event portable toile	P85006	1143335452/53/54	09/24/2015	786.97
00178050	10/14/2015	US BANK CORP PAYMENT SYS GOURMONDO CATERING		2439121526103612	10/06/2015	28,190.73
00178051	10/14/2015	USABlueBook BRASS WYE WITH BALL VALVES, ST	P88398	760397	09/24/2015	686.50
00178052	10/14/2015	VERIZON WIRELESS September 2015 VZ Billing / K.	P88445	9752790536	09/23/2015	40.01
00178053	10/14/2015	VERIZON WIRELESS ISG LOANER, IGS WIFI SEPT 23-O	P85025	9752790839	09/23/2015	546.61
00178054	10/14/2015	VIBRANT PLANTS INC PYRUS CALL. "CLEVELAND" TREE	P88310	4040332	09/24/2015	71.57
00178055	10/14/2015	VICKERS MICHAEL L PER DIEM REIMB DEA COURSE		OH005503	10/12/2015	189.00
00178056	10/14/2015	WA ST DEPT OF TRANS/T2 AA-1-10221 2015 I90 Airspac	P88363	OH005457	10/01/2015	7,208.98
00178057	10/14/2015	WA ST TREASURER'S OFFICE Remit SEPT15 MI Court Transmit	P88474	OH005471	09/30/2015	23,562.62
00178058	10/14/2015	WA ST TREASURER'S OFFICE Remit SEPT15 NC Court Transmit	P88475	OH005470	09/30/2015	1,656.02
00178059	10/14/2015	WA STATE CASA ASSOCIATION contract 19490 completed depos	P88334	19490#2	10/01/2015	391.50
00178060	10/14/2015	WASHINGTON AWARDS INC Pete Erickson's retirement	P88409	60369	09/24/2015	43.80
00178061	10/14/2015	WATAI TA Inv Assoc dues	P88441	OH005469	10/02/2015	270.00
00178062	10/14/2015	WAVE ELECTRICAL LLC FS 92 OVER/MICROWAVE CIRCUIT	P88312	15165/15163	09/16/2015	5,177.16
00178063	10/14/2015	WETHERHOLT AND ASSOCIATES INC FS 92 ROOF INSPECTION SERVICE	P83972	42080	09/10/2015	3,463.20
00178064	10/14/2015	WHISTLE WORKWEAR MISC. WORK CLOTHES	P88446	81226	09/21/2015	316.36
00178065	10/14/2015	WIMACTEL INC POLICE LOBBY PAY PHONE	P88347	000140742	09/01/2015	59.73
00178066	10/14/2015	WRPA CPSI Program Registration fees	P88277	604	09/23/2015	585.00
00178067	10/14/2015	X5 SOLUTIONS INC MONTHLY LONG DISTANCE JAN-DEC	P85035	OH005458	09/30/2015	168.78
00178068	10/14/2015	ZEE MEDICAL First aid kit supplies for MIC	P88421	68295284	10/06/2015	544.74
					Total	<u>526,232.75</u>

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: 001000 - General Fund-Admin Key</i>				
P88474	00178057	WA ST TREASURER'S OFFICE	Remit SEPT15 MI Court Transmit	9,411.68
P88474	00178057	WA ST TREASURER'S OFFICE	Remit SEPT15 MI Court Transmit	5,421.69
P88474	00178057	WA ST TREASURER'S OFFICE	Remit SEPT15 MI Court Transmit	4,407.64
P88474	00178057	WA ST TREASURER'S OFFICE	Remit SEPT15 MI Court Transmit	2,003.15
P88474	00178057	WA ST TREASURER'S OFFICE	Remit SEPT15 MI Court Transmit	1,008.64
P88474	00178057	WA ST TREASURER'S OFFICE	Remit SEPT15 MI Court Transmit	747.08
P88475	00178058	WA ST TREASURER'S OFFICE	Remit SEPT15 NC Court Transmit	645.85
P88334	00178059	WA STATE CASA ASSOCIATION	contract 19490 completed depos	391.50
P88474	00178057	WA ST TREASURER'S OFFICE	Remit SEPT15 MI Court Transmit	385.37
P88475	00178058	WA ST TREASURER'S OFFICE	Remit SEPT15 NC Court Transmit	357.22
P88333	00178009	SAMALANI, AONENJI	Contract 18465 completed, depo	350.00
P88434	00178018	SHAMROCK CHARITIES	contract 20310 completed, depo	350.00
P88475	00178058	WA ST TREASURER'S OFFICE	Remit SEPT15 NC Court Transmit	295.10
P88475	00178058	WA ST TREASURER'S OFFICE	Remit SEPT15 NC Court Transmit	141.53
P88433	00178015	SEAVURIA/PETRI	contract 213190 completed, dep	130.00
P88432	00177953	FUJINO, ALI	Contract 21078 completed, depo	100.00
P88435	00177965	KEEGAN, GAIL	Contract 21460 completed, depo	76.25
P88337	00178007	SAELEEE, KATIE	picnic shelter rental cancelle	75.00
P88475	00178058	WA ST TREASURER'S OFFICE	Remit SEPT15 NC Court Transmit	70.51
P88474	00178057	WA ST TREASURER'S OFFICE	Remit SEPT15 MI Court Transmit	62.08
P88474	00178057	WA ST TREASURER'S OFFICE	Remit SEPT15 MI Court Transmit	62.04
P88475	00178058	WA ST TREASURER'S OFFICE	Remit SEPT15 NC Court Transmit	55.55
P88475	00178058	WA ST TREASURER'S OFFICE	Remit SEPT15 NC Court Transmit	55.55
P88475	00178058	WA ST TREASURER'S OFFICE	Remit SEPT15 NC Court Transmit	25.65
P88474	00178057	WA ST TREASURER'S OFFICE	Remit SEPT15 MI Court Transmit	19.95
P88474	00178057	WA ST TREASURER'S OFFICE	Remit SEPT15 MI Court Transmit	15.41
P88474	00178057	WA ST TREASURER'S OFFICE	Remit SEPT15 MI Court Transmit	12.30
P88475	00178058	WA ST TREASURER'S OFFICE	Remit SEPT15 NC Court Transmit	6.58
P88474	00178057	WA ST TREASURER'S OFFICE	Remit SEPT15 MI Court Transmit	3.43
P88475	00178058	WA ST TREASURER'S OFFICE	Remit SEPT15 NC Court Transmit	2.48
P88474	00178057	WA ST TREASURER'S OFFICE	Remit SEPT15 MI Court Transmit	2.16
<i>Org Key: 402000 - Water Fund-Admin Key</i>				
P88174	00177957	H D FOWLER	INVENTORY PURCHASES	2,817.14
P88169	00177939	CI ACCOUNTING	INVENTORY PURCHASES	1,619.02
P88369	00178037	UNISOURCE WORLDWIDE INC	INVENTORY PURCHASES	1,248.52
P88351	00177955	GRAINGER	INVENTORY PURCHASES	156.95
<i>Org Key: CA1100 - Administration (CA)</i>				
	00178050	US BANK CORP PAYMENT SYS	GRANDVIEW ON THE LAKE	200.16
	00178050	US BANK CORP PAYMENT SYS	GOURMONDO CATERING	59.85
<i>Org Key: CA1200 - Prosecution & Criminal Mngmnt</i>				
P88437	00177980	MOBERLY AND ROBERTS	PROSECUTION SERVICES OCT 2015	6,000.00
P88439	00177960	HONEYWELL, MATTHEW V	PUBLIC DEFENDER INV #880	600.00
<i>Org Key: CM1100 - Administration (CM)</i>				
	00178050	US BANK CORP PAYMENT SYS	ICMA ONLINE PURCHASES	1,305.00
	00178050	US BANK CORP PAYMENT SYS	ICMA ONLINE PURCHASES	600.00
	00178050	US BANK CORP PAYMENT SYS	LAW SEMINARS INTERNATIONAL	595.00

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00178050	US BANK CORP PAYMENT SYS	ACT*MRSC	50.00
	00178050	US BANK CORP PAYMENT SYS	AMAZON.COM	22.34
	00178050	US BANK CORP PAYMENT SYS	ICMA	21.00
	00178050	US BANK CORP PAYMENT SYS	TOKYO JAPANESE RESTAURANT	17.45
	00178050	US BANK CORP PAYMENT SYS	IMPARK00250053A	16.00
	00178050	US BANK CORP PAYMENT SYS	WSCC PFD PARKING	16.00
	00178050	US BANK CORP PAYMENT SYS	WSCC PFD PARKING	15.00
<i>Org Key: CM1200 - City Clerk</i>				
	00178003	ROBERTS, KARIN	PER DIEM REIMB WMCA ACADEMY	133.50
	00178003	ROBERTS, KARIN	MILEAGE EXPENSE	116.50
	00178025	SPIETZ, ALLISON	MILEAGE EXPENSE	116.50
<i>Org Key: CM1300 - Sustainability</i>				
	00178050	US BANK CORP PAYMENT SYS	DIFFERENTIAL ENERGY GLOBA	15.33
<i>Org Key: CM1400 - Communications</i>				
	00178050	US BANK CORP PAYMENT SYS	BACKUPIFY	4.99
<i>Org Key: CO6100 - City Council</i>				
	00178050	US BANK CORP PAYMENT SYS	GOURMONDO CATERING	253.78
	00178050	US BANK CORP PAYMENT SYS	RESTAURANTS ON THE RUN	249.50
	00178050	US BANK CORP PAYMENT SYS	QFC #5839	18.43
	00178050	US BANK CORP PAYMENT SYS	QFC #5839	12.37
	00178050	US BANK CORP PAYMENT SYS	TARGET 00003392	2.59
<i>Org Key: CR1100 - COrre Admin and Human Resources</i>				
P88471	00177963	JIM WEBBER TRAINING-CONS-INVES	2015 Diversity/Anti-Harassment	5,772.45
	00178050	US BANK CORP PAYMENT SYS	AMAZON.COM AMZN.COM/BILL	3,200.00
	00178050	US BANK CORP PAYMENT SYS	HAMPTON INN & SUITES	382.98
	00178050	US BANK CORP PAYMENT SYS	QFC #5839	316.54
	00178050	US BANK CORP PAYMENT SYS	QFC #5839	255.95
P88470	00178068	ZEE MEDICAL	Quarterly Refill City Hall Inv	139.27
	00178016	SEGLE, KRYSS	PER DIEM REIMB WAPELRA CONF	137.10
	00178050	US BANK CORP PAYMENT SYS	CRAIGSLIST.ORG	100.00
	00178050	US BANK CORP PAYMENT SYS	CRAIGSLIST.ORG	50.00
P88445	00178052	VERIZON WIRELESS	September 2015 VZ Billing / K.	40.01
	00178050	US BANK CORP PAYMENT SYS	QFC #5860	38.92
	00178050	US BANK CORP PAYMENT SYS	EINSTEIN BROS BAGELS3410	35.94
	00178050	US BANK CORP PAYMENT SYS	EINSTEIN BROS BAGELS3410	35.94
	00178050	US BANK CORP PAYMENT SYS	EINSTEIN BROS BAGELS3410	23.96
	00178050	US BANK CORP PAYMENT SYS	THE HOME DEPOT 4712	19.67
	00178050	US BANK CORP PAYMENT SYS	AMAZON.COM	16.42
	00178050	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	4.31
	00178050	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	4.00
<i>Org Key: DS1100 - Administration (DS)</i>				
	00178050	US BANK CORP PAYMENT SYS	GOURMONDO CATERING	76.45
	00178050	US BANK CORP PAYMENT SYS	WPY*ONLINE EVENT BY THE H	50.00
	00178050	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	20.00
<i>Org Key: DS1200 - Bldg Plan Review & Inspection</i>				
	00178050	US BANK CORP PAYMENT SYS	SEARS ROEBUCK 2219	219.35

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PO #	Check #	Vendor:	Transaction Description	Check Amount
	00178050	US BANK CORP PAYMENT SYS	ADOBE *ACROPRO SUBS	21.71
<i>Org Key: DSBE01 - Economic Development</i>				
P88417	00178017	SETH HARRY & ASSOCIATES INC	TOWN CENTER COLOR RENDERINGS	9,000.00
<i>Org Key: FN1100 - Administration (FN)</i>				
	00178050	US BANK CORP PAYMENT SYS	AERON CHAIRS	3,573.28
	00178050	US BANK CORP PAYMENT SYS	MBP.COM MERCHANT FEE	54.10
<i>Org Key: FN2100 - Data Processing</i>				
P88372	00178027	SUNGARD PUBLIC SECTOR INC	ONE SOLUTION MAINT	714.82
<i>Org Key: FN4502 - Utility Billing (Sewer)</i>				
P88469	00177964	KC RECORDER	SEWER LIEN RELEASES	160.00
<i>Org Key: FNBE01 - Financial Services</i>				
P88442	00177978	MICROFLEX	August 2015 Tax Audit Program	326.30
<i>Org Key: FR1100 - Administration (FR)</i>				
P88355	00178030	SYSTEMS DESIGN WEST LLC	Transport Billing Fees	1,288.74
P88098	00178023	SOFTWAREONE INC	Windows Server Standard 2012 P	624.07
	00178050	US BANK CORP PAYMENT SYS	HAMPTON INN & SUITES	255.32
	00178050	US BANK CORP PAYMENT SYS	HAMPTON INN & SUITES	255.32
P88367	00178001	RICOH USA INC	Cost Per Copy/Fire	157.78
	00177938	CENTURYLINK	PHONE USE OCT 2015	156.56
	00178050	US BANK CORP PAYMENT SYS	INGALLINA'S BOX LUNCH	105.69
	00178050	US BANK CORP PAYMENT SYS	USPS 54530602535107903	58.80
P88428	00177972	MI HARDWARE - FIRE	Station/Household Supplies	54.57
	00178050	US BANK CORP PAYMENT SYS	QFC #5839	48.57
	00178050	US BANK CORP PAYMENT SYS	QFC #5839	32.74
	00178050	US BANK CORP PAYMENT SYS	WSFERRIES-KINGSTON	17.30
	00178050	US BANK CORP PAYMENT SYS	USPS 54530602535107903	16.95
	00178050	US BANK CORP PAYMENT SYS	INGALLINA'S BOX LUNCH	1.64
	00178050	US BANK CORP PAYMENT SYS	AMAZON.COM	-12.03
<i>Org Key: FR2100 - Fire Operations</i>				
P88361	00178012	SEA WESTERN INC	Bunker Gear/New Recruit	2,745.27
P88172	00178012	SEA WESTERN INC	SCBA Repair and Maintenance	1,189.73
P88405	00177961	HUGHES FIRE EQUIPMENT INC	Misc. Apparatus Parts	502.28
P88426	00178006	S & S TIRE	8613 Tire Repair	214.88
P88362	00178013	SEATTLE AUTOMOTIVE DIST INC	Misc. Apparatus Parts	14.98
<i>Org Key: FR2500 - Fire Emergency Medical Svcs</i>				
P88429	00177930	AIRGAS USA LLC	Oxygen/Fire	272.47
<i>Org Key: FR4100 - Training</i>				
P88406	00177932	BATES TECHNICAL COLLEGE	Jackson Academy	5,828.97
<i>Org Key: FR5100 - Community Risk Reduction</i>				
	00178050	US BANK CORP PAYMENT SYS	LIFETEKINC.COM	219.56
<i>Org Key: GGM001 - General Government-Misc</i>				
P85059	00177988	PROJECT A INC	Website Hosting 10/1-12/31	900.00
	00178050	US BANK CORP PAYMENT SYS	SAHARA PIZZA	234.35

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P88348	00178068	ZEE MEDICAL	First aid kit supplies for MIC	149.93
	00178050	US BANK CORP PAYMENT SYS	QFC #5849	45.63
	00178050	US BANK CORP PAYMENT SYS	QFC #5839	42.00
	00178050	US BANK CORP PAYMENT SYS	SQ *I LUV PHO	17.88
<i>Org Key: GGM004 - Gen Govt-Office Support</i>				
	00178025	SPIETZ, ALLISON	CH LUNCHROOM CLEANING SUPPLIES	104.35
<i>Org Key: GGM005 - Genera Govt-LI Retiree Costs</i>				
	00177967	LEOFF HEALTH & WELFARE TRUST	NOV 2015 FIRE RETIREES	6,571.22
	00177968	LEOFF HEALTH & WELFARE TRUST	OCT 2015 FIRE RETIREES	6,571.22
	00177941	COOPER, ROBERT	OCT-DEC2015 RETIR MEDI REIMB	314.70
P88331	00177981	OMNICARE OF CERRITOS	FRLEOFF1 Retiree Medical Expen	110.93
<i>Org Key: GX9997 - Employee Benefits-Fire</i>				
	00177968	LEOFF HEALTH & WELFARE TRUST	OCT 2015 FIRE ACTIVE	56,244.73
	00177967	LEOFF HEALTH & WELFARE TRUST	NOV 2015 FIRE ACTIVE	53,827.66
<i>Org Key: IS1100 - IGS Mapping</i>				
	00178050	US BANK CORP PAYMENT SYS	FRED-MEYER #0031	17.45
	00178050	US BANK CORP PAYMENT SYS	QFC #5839	9.98
<i>Org Key: IS2100 - IGS Network Administration</i>				
	00177938	CENTURYLINK	PHONE USE OCT 2015	488.29
P85035	00178067	X5 SOLUTIONS INC	MONTHLY LONG DISTANCE JAN-DEC	168.78
P88460	00178053	VERIZON WIRELESS	ISG LOANER, IGS WIFI SEPT 23-O	122.63
	00178050	US BANK CORP PAYMENT SYS	WATERMARK LEARNING. IN	99.00
	00178050	US BANK CORP PAYMENT SYS	AMAZON.COM	97.43
	00178050	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	65.98
P88347	00178065	WIMACTEL INC	POLICE LOBBY PAY PHONE	59.73
	00178050	US BANK CORP PAYMENT SYS	LYNDA.COM, INC.	24.99
	00178050	US BANK CORP PAYMENT SYS	THE UPS STORE 1081	11.35
<i>Org Key: MT2100 - Roadway Maintenance</i>				
	00177994	PUGET SOUND ENERGY	ENERGY USE OCT 2015	3,206.58
P88309	00177951	FARWEST PAINT MFG. CO.	RED TRAFFIC PAINT (GALS)	158.55
	00178050	US BANK CORP PAYMENT SYS	FRY'S ELECTRONICS #30	131.39
P88402	00177959	HOME DEPOT CREDIT SERVICE	CONCRETE FAST SETTING PATCHER	69.73
P88187	00178035	TRAFFIC SAFETY SUPPLY	STREET SIGN	46.80
P88421	00178068	ZEE MEDICAL	FIRST AID SUPPLIES	11.19
<i>Org Key: MT2200 - Vegetation Maintenance</i>				
P87829	00178020	SIGNATURE LANDSCAPE SERVICES	2015 RIGHT OF WAY VEGETATION	7,637.38
P88421	00178068	ZEE MEDICAL	FIRST AID SUPPLIES	11.19
<i>Org Key: MT2255 - Urban Forest Management (ROW)</i>				
P88310	00178054	VIBRANT PLANTS INC	PYRUS CALL. "CLEVELAND" TREE	71.57
<i>Org Key: MT2300 - Planter Bed Maintenance</i>				
P88421	00178068	ZEE MEDICAL	FIRST AID SUPPLIES	9.59
<i>Org Key: MT3100 - Water Distribution</i>				
	00178050	US BANK CORP PAYMENT SYS	GREEN RIVER COMMUNITY CO	380.00
	00178050	US BANK CORP PAYMENT SYS	USPS 54387802335106756	108.89

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P88403	00177974	MI HARDWARE - UTILITY	MISC. HARDWARE FOR THE MONTH O	64.37
	00178050	US BANK CORP PAYMENT SYS	MALARKYS	54.57
P88407	00178010	SANDERSON SAFETY SUPPLY	4 GAS CAL BLEND	60.91
P88421	00178068	ZEE MEDICAL	FIRST AID SUPPLIES	11.19
<i>Org Key: MT3150 - Water Quality Event</i>				
P88364	00177970	LN CURTIS & SONS	4" X 25' FIRE HOSES	1,319.48
P88313	00178014	SEATTLE PUBLIC UTILITIES	WATER QUALITY SERVICE	638.00
P88398	00178051	USABlueBook	BRASS WYE WITH BALL VALVES, ST	686.50
<i>Org Key: MT3200 - Water Pumps</i>				
P88403	00177974	MI HARDWARE - UTILITY	MISC. HARDWARE FOR THE MONTH O	12.80
P88421	00178068	ZEE MEDICAL	FIRST AID SUPPLIES	9.59
<i>Org Key: MT3300 - Water Associated Costs</i>				
	00177947	DRUSCHBA, JOHN F	MILEAGE EXPENSE	39.10
	00177947	DRUSCHBA, JOHN F	MILEAGE EXPENSE	39.10
	00177954	GAVIGLIO, MIKE	MILEAGE EXPENSE	29.90
<i>Org Key: MT3400 - Sewer Collection</i>				
P86060	00177946	DRAIN-PRO INC	2015 SANITARY SEWER VIDEO INSP	7,429.58
P88407	00178010	SANDERSON SAFETY SUPPLY	4 GAS CAL BLEND	59.12
P88403	00177974	MI HARDWARE - UTILITY	MISC. HARDWARE FOR THE MONTH O	42.75
P88421	00178068	ZEE MEDICAL	FIRST AID SUPPLIES	11.19
<i>Org Key: MT3500 - Sewer Pumps</i>				
P88300	00178022	SME INC OF SEATTLE	PS SERVICE/REPAIR	312.08
P88397	00177957	H D FOWLER	PVC PIPE & FITTINGS	72.34
P88407	00178010	SANDERSON SAFETY SUPPLY	4 GAS CAL BLEND	59.12
P88403	00177974	MI HARDWARE - UTILITY	MISC. HARDWARE FOR THE MONTH O	14.88
P88421	00178068	ZEE MEDICAL	FIRST AID SUPPLIES	11.19
<i>Org Key: MT3600 - Sewer Associated Costs</i>				
P88447	00178064	WHISTLE WORKWEAR	MISC. WORK CLOTHES	153.28
<i>Org Key: MT3800 - Storm Drainage</i>				
	00177950	EVERSON'S ECONO-VAC INC	REPLACE WARRANT 177760	8,977.50
P88421	00178068	ZEE MEDICAL	FIRST AID SUPPLIES	11.19
<i>Org Key: MT4150 - Support Services - Clearing</i>				
	00178011	SANDINE, ASEA	OFFICE SUPPLIES	14.77
	00178050	US BANK CORP PAYMENT SYS	FRED-MEYER #0457	10.94
<i>Org Key: MT4200 - Building Services</i>				
P88374	00177983	PACIFIC AIR CONTROL INC	CITY HALL HVAC MAINT	1,580.09
P88344	00177983	PACIFIC AIR CONTROL INC	FS91 HVAC MAINT	414.46
P88345	00177983	PACIFIC AIR CONTROL INC	SHOP HVAC MAINT	301.13
P88455	00177962	INTERIOR FOLIAGE CO, THE	INDOOR PLANT CARE CITY HALL	271.34
P88316	00177948	EASTSIDE EXTERMINATORS	INSECT CONTROL CITY HALL	223.38
P88446	00178064	WHISTLE WORKWEAR	MISC. WORK CLOTHES	163.08
P88457	00177952	FIRE PROTECTION INC	FIRE ALARM MONITORING COMM CNT	84.75
P88404	00177971	MI HARDWARE - BLDG	MISC. HARDWARE FOR THE MONTH O	79.16
P88340	00178004	RODDA PAINT CO	CITY HALL PAINT	67.84

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PO #	Check #	Vendor:	Transaction Description	Check Amount
P88122	00177934	BUILDERS HARDWARE & SUPPLY CO.	CITY HALL FRONT DOOR GASKET	40.43
P88459	00178053	VERIZON WIRELESS	MARCY'S PHONE AUG 24- SEPT 23	16.63
P88421	00178068	ZEE MEDICAL	FIRST AID SUPPLIES	9.59
P88123	00177934	BUILDERS HARDWARE & SUPPLY CO.	CITY HALL FRONT DOOR GASKET	3.38
<i>Org Key: MT4300 - Fleet Services</i>				
P88301	00177982	OVERLAKE OIL	800 GAL UNLEADED DELIVERY - FI	1,688.16
P88290	00177982	OVERLAKE OIL	800 GAL UNLEADED DELIVERY - FI	1,645.84
P88301	00177982	OVERLAKE OIL	492 GAL UNLEADED DELIVERY - FI	1,038.22
P88290	00177982	OVERLAKE OIL	200 GAL. DIESEL DELIVERY -FIRE	442.25
	00178050	US BANK CORP PAYMENT SYS	Fuel for Detective Vehicle	66.27
P88421	00178068	ZEE MEDICAL	FIRST AID SUPPLIES	9.59
<i>Org Key: MT4450 - Cust Resp - Clearing Acct</i>				
	00177954	GAVIGLIO, MIKE	MILEAGE EXPENSE	29.90
	00177966	KELLEY, CHRIS M	MILEAGE EXPENSE	18.75
<i>Org Key: MT4501 - Water Administration</i>				
P88313	00178014	SEATTLE PUBLIC UTILITIES	WATER QUALITY SERVICE	468.00
<i>Org Key: PO1100 - Administration (PO)</i>				
	00178050	US BANK CORP PAYMENT SYS	SUPPLIES	331.94
	00178050	US BANK CORP PAYMENT SYS	Eastside Chief's lunch meeting	230.56
	00178050	US BANK CORP PAYMENT SYS	ALPEN ROSE	127.00
P88409	00178060	WASHINGTON AWARDS INC	Pete Erickson's retirement	43.80
	00178050	US BANK CORP PAYMENT SYS	Erickson shadow box	43.79
	00178050	US BANK CORP PAYMENT SYS	STARBUCKS #03330 MERCER I	32.74
	00178050	US BANK CORP PAYMENT SYS	Det. Canter name plate	20.86
	00178050	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	20.00
	00178050	US BANK CORP PAYMENT SYS	SAFEWAY FUEL 10015899	16.00
	00178050	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	15.00
	00178050	US BANK CORP PAYMENT SYS	Retirement gift cards	9.18
	00178050	US BANK CORP PAYMENT SYS	Maggard's shadowbox	7.11
<i>Org Key: PO1350 - Police Emergency Management</i>				
P87834	00177990	PUBLIC SAFETY SUPPORT SERVICES	Zone One Coordinator Services	8,333.33
P88461	00178021	SKYLINE COMMUNICATIONS INC	EOC INTERNET	192.55
	00178050	US BANK CORP PAYMENT SYS	First door tag order	117.34
	00178050	US BANK CORP PAYMENT SYS	Art setup for door tags	45.00
<i>Org Key: PO1700 - Records and Property</i>				
	00178050	US BANK CORP PAYMENT SYS	Yearly dues	140.00
P88387	00178068	ZEE MEDICAL	Medical supplies	95.71
P88392	00178034	TOP QUALITY GLOVE	Latex gloves	65.00
P88317	00177996	PURIFIED WATER TO GO	Bottled water for Records	33.00
<i>Org Key: PO1800 - Contract Dispatch Police</i>				
P88284	00177958	HEWLETT PACKARD COMPANY	Laptop MIPD	279.23
<i>Org Key: PO2100 - Patrol Division</i>				
P88441	00178061	WATAI	TA Inv Assoc dues	270.00
P88438	00178028	SURE BRANDS GROUP LLC	Forms	45.00

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PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: PO2200 - Marine Patrol</i>				
	00178050	US BANK CORP PAYMENT SYS	Marine Patrol Conference Lodgi	689.27
	00178050	US BANK CORP PAYMENT SYS	Marine Patrol Conference Lodgi	518.40
	00178050	US BANK CORP PAYMENT SYS	Marine Patrol Conference Lodgi	428.22
P88283	00177937	CDW GOVERNMENT INC	Lexmark MS315dn printer	320.04
	00177969	LEVINSON, GREGORY S	PER DIEM REIMB MARINE PATROL C	288.00
<i>Org Key: PO2201 - Dive Team</i>				
P88425	00178036	UNDERWATER SPORTS INC.	Dive glove	44.90
<i>Org Key: PO2400 - Special Operations Team (CJ)</i>				
	00178050	US BANK CORP PAYMENT SYS	SWAT School Lodging	919.50
	00177936	CANTER, DAVID	PER DIEM REIMB SWAT SCHOOL	416.00
	00177986	PARR, RYAN	IPMBA MEMBERSHIP	55.00
	00177945	DERR, TIMOTHY	FUEL FOR CITY VEHICLE	35.00
<i>Org Key: PO3100 - Investigation Division</i>				
	00178050	US BANK CORP PAYMENT SYS	Crime analysis conference - Sg	227.50
	00178050	US BANK CORP PAYMENT SYS	Print kits for detective vehic	203.12
	00178050	US BANK CORP PAYMENT SYS	ASIS International Membership	117.50
<i>Org Key: PO3200 - Alcohol & Drug Program</i>				
	00178055	VICKERS MICHAEL L	PER DIEM REIMB DEA COURSE	189.00
<i>Org Key: PO4200 - Training (CJ)</i>				
P88464	00177979	MILTON, CITY OF	Bike class-Ofc Derr	200.00
	00178050	US BANK CORP PAYMENT SYS	WA Traffic Safety Conference	117.04
P88391	00177944	CRIMINAL JUSTICE TRAINING COMM	Crime Scene Photo Course	50.00
<i>Org Key: PR0000 - Parks & Recreation-Revenue</i>				
P88298	00177999	REES, GENEVIEVE	First Place Prize in Juried Ar	300.00
P88299	00178002	ROAN, JUDITH GAY	Second place prize in Juried A	200.00
<i>Org Key: PR1100 - Administration (PR)</i>				
P88363	00178056	WA ST DEPT OF TRANS/T2	AA-1-10221 2015 I90 Airspac	3,828.60
P88363	00178056	WA ST DEPT OF TRANS/T2	AA-1-10265 2015 I90 Airspac	3,380.38
	00178050	US BANK CORP PAYMENT SYS	LOWES #00140*	255.04
	00178050	US BANK CORP PAYMENT SYS	LAMPS PLUS - 31	161.40
	00178050	US BANK CORP PAYMENT SYS	FONTS COM	153.30
	00178050	US BANK CORP PAYMENT SYS	SP * OILCLOTHBYTHEYARD	54.60
	00177938	CENTURYLINK	PHONE USE OCT 2015	47.29
	00178050	US BANK CORP PAYMENT SYS	AMAZON.COM	43.45
	00178050	US BANK CORP PAYMENT SYS	AMAZON.COM	39.41
	00178050	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	15.00
	00178050	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	15.00
	00178050	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	15.00
	00178050	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	15.00
<i>Org Key: PR1500 - Urban Forest Management</i>				
P88330	00177985	PACIFIC NORTHWEST CHAPTER ISA	Registration fee for Tree Risk	634.95
	00178050	US BANK CORP PAYMENT SYS	76 00435149	10.00
<i>Org Key: PR2100 - Recreation Programs</i>				

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PO #	Check #	Vendor:	Transaction Description	Check Amount
	00178050	US BANK CORP PAYMENT SYS	AVENUE SUITES	615.24
	00178050	US BANK CORP PAYMENT SYS	PNTA RETAIL	427.44
	00178050	US BANK CORP PAYMENT SYS	BLOEDEL RESERVE	130.00
	00178050	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	122.70
	00178050	US BANK CORP PAYMENT SYS	KING	120.77
	00178050	US BANK CORP PAYMENT SYS	WSFERRIES-COLMAN DOCK	105.10
	00178050	US BANK CORP PAYMENT SYS	SAHARA PIZZA	68.21
	00178050	US BANK CORP PAYMENT SYS	WSFERRIES-BREMERTON	53.10
	00178050	US BANK CORP PAYMENT SYS	CTC*CONSTANTCONTACT.COM	46.07
	00178050	US BANK CORP PAYMENT SYS	STAPLES 00113449	33.18
	00178050	US BANK CORP PAYMENT SYS	LAKESHORE LEARNING #09	6.44
<i>Org Key: PR2101 - Youth and Teen Camps</i>				
P88384	00178053	VERIZON WIRELESS	Parks cell phone use charges f	30.18
<i>Org Key: PR2104 - Special Events</i>				
P88326	00178008	SAIL SAND POINT	Sailing instruction services f	625.00
<i>Org Key: PR2108 - Health and Fitness</i>				
P88467	00178005	ROSENSTEIN, SUSIE	Personal training services for	300.00
	00178024	SPARROW, JEREMY	SR GOLF PROGRAM EXPENSE	63.00
<i>Org Key: PR3500 - Senior Services</i>				
	00178029	SYLVETSKY, LESLIE	SR SOCIAL SUPPLIES	338.17
	00178029	SYLVETSKY, LESLIE	SR SOCIAL SUPPLIES	334.25
	00178029	SYLVETSKY, LESLIE	SR SOCIAL SUPPLIES	237.83
	00178029	SYLVETSKY, LESLIE	SENIOR SOCIAL SUPPLIES	126.09
P88384	00178053	VERIZON WIRELESS	Parks cell phone use charges f	50.69
<i>Org Key: PR4100 - Community Center</i>				
P88431	00177942	COSTANERA CREATIVE	Marketing materials and brandi	2,460.00
P88375	00177983	PACIFIC AIR CONTROL INC	COMM CNTR HVAC MAINT	1,952.39
	00178050	US BANK CORP PAYMENT SYS	YELPINC*BIZSERVICES	350.00
P88458	00177984	PACIFIC MODULAR	CARPET SPOT CLEANING CCMV	300.00
	00178050	US BANK CORP PAYMENT SYS	WW GRAINGER	178.83
	00178050	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	152.69
P88422	00177973	MI HARDWARE - P&R	Custodial supplies for MICEC	113.63
	00178050	US BANK CORP PAYMENT SYS	CORT ABC SPECIAL EVENTS	87.68
P88457	00177952	FIRE PROTECTION INC	FIRE ALARM MONITORING COMM CNT	84.75
	00178050	US BANK CORP PAYMENT SYS	AMAZON.COM	63.04
	00178050	US BANK CORP PAYMENT SYS	AMAZON.COM	42.86
	00178050	US BANK CORP PAYMENT SYS	HVACSTORES.COM	34.90
P88384	00178053	VERIZON WIRELESS	Parks cell phone use charges f	32.60
	00178050	US BANK CORP PAYMENT SYS	WSCC PFD PARKING	17.00
	00178050	US BANK CORP PAYMENT SYS	AVCO KEYRINGS	16.98
	00178050	US BANK CORP PAYMENT SYS	AMAZON.COM	16.09
	00178050	US BANK CORP PAYMENT SYS	GOLDBERG'S TO GO	14.47
	00178050	US BANK CORP PAYMENT SYS	SQ *TACO DEL MAR	10.18
	00178050	US BANK CORP PAYMENT SYS	WSCC PFD PARKING	8.00
	00178050	US BANK CORP PAYMENT SYS	WSCC PFD PARKING	8.00
	00177998	RAASCH, JANA	REPLACE WARRANT 177917	7.30
	00178050	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	3.63

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PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: PR5900 - Summer Celebration</i>				
P88384	00178053	VERIZON WIRELESS	Parks cell phone use charges f	30.18
<i>Org Key: PR6100 - Park Maintenance</i>				
P88419	00177977	MI UTILITY BILLS	PAYMENT OF UTILITY BILLS FOR W	8,378.91
P88420	00177976	MI UTILITY BILLS	PAYMENT OF UTILITY BILLS FOR W	1,651.92
P88384	00178053	VERIZON WIRELESS	Parks cell phone use charges f	36.20
P88349	00177995	PUGET SOUND ENERGY	Power charges for Seafair 8/21	10.84
P88421	00178068	ZEE MEDICAL	FIRST AID SUPPLIES	11.19
<i>Org Key: PR6200 - Athletic Field Maintenance</i>				
P88419	00177977	MI UTILITY BILLS	PAYMENT OF UTILITY BILLS FOR W	15,942.93
P88420	00177976	MI UTILITY BILLS	PAYMENT OF UTILITY BILLS FOR W	1,100.77
P88440	00177959	HOME DEPOT CREDIT SERVICE	ORANGE BARRIER FENCES & POSTS	212.25
	00177938	CENTURYLINK	PHONE USE OCT 2015	86.32
P88384	00178053	VERIZON WIRELESS	Parks cell phone use charges f	56.32
P88421	00178068	ZEE MEDICAL	FIRST AID SUPPLIES	11.19
<i>Org Key: PR6500 - Luther Burbank Park Maint.</i>				
P88419	00177977	MI UTILITY BILLS	PAYMENT OF UTILITY BILLS FOR W	6,274.00
P88420	00177976	MI UTILITY BILLS	PAYMENT OF UTILITY BILLS FOR W	3,132.78
P88342	00177983	PACIFIC AIR CONTROL INC	LB HVAC MAINT	282.51
P88384	00178053	VERIZON WIRELESS	Parks cell phone use charges f	32.61
P88421	00178068	ZEE MEDICAL	FIRST AID SUPPLIES	11.19
<i>Org Key: PR6600 - Park Maint-School Related</i>				
P88384	00178053	VERIZON WIRELESS	Parks cell phone use charges f	28.37
P88421	00178068	ZEE MEDICAL	FIRST AID SUPPLIES	9.59
<i>Org Key: PR6700 - I90 Park Maintenance</i>				
P88419	00177977	MI UTILITY BILLS	PAYMENT OF UTILITY BILLS FOR W	23,592.18
P88420	00177976	MI UTILITY BILLS	PAYMENT OF UTILITY BILLS FOR W	3,058.48
P88277	00178066	WRPA	CPSI Program Registration fees	585.00
P85083	00177935	CAMDEN GARDENS	Aljoia & Aubrey Davis Park Sha	410.63
P85006	00178038	UNITED SITE SERVICES	2015 Portable toilet rental an	338.65
P88468	00177989	PROTECTION TECHNOLOGIES INC	Boat Launch ticket machine	332.72
P88395	00177959	HOME DEPOT CREDIT SERVICE	HOT WATER TANK	327.41
P85006	00178038	UNITED SITE SERVICES	2015 Portable toilet rentals a	151.20
P88134	00178031	T2 SYSTEMS CANADA INC	Printer paper for boat launch	70.28
P88384	00178053	VERIZON WIRELESS	Parks cell phone use charges f	70.19
P88421	00178068	ZEE MEDICAL	FIRST AID SUPPLIES	11.17
<i>Org Key: VCP432 - CIP Storm Drainage Salaries</i>				
	00178050	US BANK CORP PAYMENT SYS	THE SEMINAR GROUP	645.00
<i>Org Key: WG102R - Maintenance Building Repairs</i>				
P88371	00177983	PACIFIC AIR CONTROL INC	REPLACE 2 REZNOR HEATERS IN ME	5,842.92
<i>Org Key: WG105R - Community Center Bldg Repairs</i>				
	00178050	US BANK CORP PAYMENT SYS	SHIPWRECK BEADS	35.86
<i>Org Key: WG110T - Computer Equip Replacements</i>				
P88099	00178023	SOFTWAREONE INC	Windows 10 License	624.08

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PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: WG517T - Public Infrastructure Data</i>				
P88373	00178033	TERO CONSULTING LTD	WEB WORK UPDATES	600.00
<i>Org Key: WP122P - Open Space - Pioneer/Engstrom</i>				
P85006	00178038	UNITED SITE SERVICES	Portable toilet rental and ser	75.60
<i>Org Key: WP122R - Vegetation Management</i>				
P87268	00178000	RICH LANDSCAPING INC	2015-2016 Open Space Vegetatio	32,280.05
P87266	00178020	SIGNATURE LANDSCAPE SERVICES	2015-2016 Open Space Vegetatio	1,029.35
P85569	00178038	UNITED SITE SERVICES	Volunteer event portable toile	221.52
<i>Org Key: WP303R - Luther BB Shoreline Phase 2</i>				
P86983	00177931	ANCHOR QEA LLC	Shoreline Restoration Projects	622.10
<i>Org Key: WP310D - Street End - Calkins Landing</i>				
P87783	00178019	SIERRA PACIFIC CONSTRUCTION	Calkins Landing Park & Stormwa	105,626.70
P86983	00177931	ANCHOR QEA LLC	Shoreline Restoration Projects	1,454.18
<i>Org Key: WP503R - Luther Burbank Pk Major Impvt</i>				
	00178050	US BANK CORP PAYMENT SYS	THE HOME DEPOT #8944	211.09
	00178050	US BANK CORP PAYMENT SYS	SECOND USE BUILDING MATER	93.16
	00178050	US BANK CORP PAYMENT SYS	THE HOME DEPOT #8944	24.90
	00178050	US BANK CORP PAYMENT SYS	THE HOME DEPOT #8944	20.15
	00178050	US BANK CORP PAYMENT SYS	THE HOME DEPOT 4702	14.96
	00178050	US BANK CORP PAYMENT SYS	THE HOME DEPOT #8944	12.54
	00178050	US BANK CORP PAYMENT SYS	THE HOME DEPOT #8944	-11.64
<i>Org Key: WP720X - Clarke Beach Fishing Pier</i>				
P88418	00177956	GRATING PACIFIC	FIBERGRATE FIBERGLASS GRATING	4,144.58
P88308	00177940	COMPTON LUMBER & HARDWARE INC	MISC. TREATED LUMBER	135.54
P88321	00177955	GRAINGER	SPEEDBOR WOOD DRILL BITS	84.97
P88289	00178032	TACOMA SCREW PRODUCTS INC	MISC. HARDWARE	21.13
<i>Org Key: WW526R - Madrona Crest West Water Sys</i>				
P86755	00178026	STANTEC CONSULTING SRVS INC	MADRONA CREST WEST WATER	3,572.92
<i>Org Key: XG300R - Fire Station 92 Replacement</i>				
P83972	00178063	WETHERHOLT AND ASSOCIATES INC	FS 92 ROOF INSPECTION SERVICE	3,463.20
P88312	00178062	WAVE ELECTRICAL LLC	FS 92 ALARM RED LED FLASHER SY	3,293.76
P88312	00178062	WAVE ELECTRICAL LLC	FS 92 OVER/MICROWAVE CIRCUIT	1,883.40
<i>Org Key: XP520R - Recreational Trail Connections</i>				
	00178050	US BANK CORP PAYMENT SYS	THE HOME DEPOT 4711	71.50
	00178050	US BANK CORP PAYMENT SYS	THE HOME DEPOT 4711	57.45
	00178050	US BANK CORP PAYMENT SYS	BROWNPAPERTICKETS COM	32.04
	00178050	US BANK CORP PAYMENT SYS	MASONS SUPPLY CO 7	13.67
	00178050	US BANK CORP PAYMENT SYS	USPS 54060401935103944	5.95
<i>Org Key: XR541C - Safe Routes - Madrona Crest</i>				
P86755	00178026	STANTEC CONSULTING SRVS INC	MADRONA CREST WEST WATER	2,825.12
<i>Org Key: YF1100 - YFS General Services</i>				
	00178050	US BANK CORP PAYMENT SYS	CLB*VILLAGE TO VILLAGE	339.00
	00177933	BODMER, TAMMY M	open house supplies	214.14

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PO #	Check #	Vendor:	Transaction Description	Check Amount
	00178050	US BANK CORP PAYMENT SYS	CASCADE FRAMES	167.54
	00178050	US BANK CORP PAYMENT SYS	KELLY 60 - SEATTLE	112.60
	00178050	US BANK CORP PAYMENT SYS	KELLY 60 - SEATTLE	112.60
	00178050	US BANK CORP PAYMENT SYS	AMAZON.COM AMZN.COM/BILL	109.49
	00178050	US BANK CORP PAYMENT SYS	SAHARA PIZZA	100.89
	00178050	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	95.70
	00178050	US BANK CORP PAYMENT SYS	TME*PEOPLE MAGAZINE	89.00
	00178050	US BANK CORP PAYMENT SYS	MICHAELS STORES 8403	42.64
P85025	00178053	VERIZON WIRELESS	Monthly charge for mobile broa	40.01
	00178050	US BANK CORP PAYMENT SYS	QFC #5839	39.15
	00178050	US BANK CORP PAYMENT SYS	STARBUCKS #03330 MERCER I	32.74
	00178050	US BANK CORP PAYMENT SYS	BELLEVUE NURSERY	26.26
	00178050	US BANK CORP PAYMENT SYS	CORBISVEERSPLSH	25.00
	00178050	US BANK CORP PAYMENT SYS	EINSTEIN BROS BAGELS3410	21.98
	00178050	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	20.85
	00178050	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	20.00
	00178050	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	20.00
	00178050	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	19.90
	00178050	US BANK CORP PAYMENT SYS	REPUBLIC PARKING 30 529	17.00
	00178050	US BANK CORP PAYMENT SYS	SQ *LA CONNER FLATS	15.00
	00178050	US BANK CORP PAYMENT SYS	QFC #5839	15.00
	00178050	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	15.00
Org Key: YF1200 - Thrift Shop				
	00177938	CENTURYLINK	PHONE USE OCT 2015	475.28
P88456	00177984	PACIFIC MODULAR	CARPET CLEANING THRIFT SHOP	315.00
P88343	00177983	PACIFIC AIR CONTROL INC	THRIFT SHOP HVAC MAINT	309.61
P87871	00177997	QUENCH USA INC	Monthly water service for Thri	236.52
	00177938	CENTURYLINK	PHONE USE OCT 2015	150.39
	00178050	US BANK CORP PAYMENT SYS	AMAZON.COM AMZN.COM/BILL	85.16
	00178050	US BANK CORP PAYMENT SYS	SAFEWAY STORE00016246	62.76
	00178050	US BANK CORP PAYMENT SYS	STK*SHUTTERSTOCK, INC.	49.00
	00178050	US BANK CORP PAYMENT SYS	AMAZON.COM AMZN.COM/BILL	29.35
	00178050	US BANK CORP PAYMENT SYS	STK*SHUTTERSTOCK, INC.	29.00
	00178050	US BANK CORP PAYMENT SYS	MOS PIZZA	23.35
	00178050	US BANK CORP PAYMENT SYS	MICHAELS STORES 2038	18.60
	00178050	US BANK CORP PAYMENT SYS	RITE AID STORE 5197	18.03
	00178050	US BANK CORP PAYMENT SYS	MERCER ISLAND TRUE VALUE	12.80
	00178050	US BANK CORP PAYMENT SYS	FACEBOOK T49UG8EDP2	7.95
	00178050	US BANK CORP PAYMENT SYS	JINGJING ASIAN MARKET	6.53
	00178050	US BANK CORP PAYMENT SYS	FACEBOOK 8PULJ86DP2	3.60
Org Key: YF2300 - VOICE Program				
	00178050	US BANK CORP PAYMENT SYS	SP * SCHOOL'S OUT WASH	375.00
	00178050	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND AUTO SP	282.80
	00178050	US BANK CORP PAYMENT SYS	IN *SHIFTBOARD INC.	262.80
Org Key: YF2600 - Family Assistance				
P85077	00177987	PEBBLE @ MIPC, THE	Preschool scholarships and tui	612.00
	00178050	US BANK CORP PAYMENT SYS	WSBA.ORG	305.00
P85075	00177975	MI SCHOOL DISTRICT #400	Preschool scholarships for EA	244.88

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P88443	00177949	EMMANUEL DAY SCHOOL	Preschool scholarship for EA c	239.20
P85078	00177943	CREATIVE LEARNING CENTER	Preschool scholarships and tui	196.00
P87873	00177991	PUGET SOUND ENERGY	Utility Assistance for Emergen	124.01
	00178050	US BANK CORP PAYMENT SYS	QFC #5839	100.00
	00178050	US BANK CORP PAYMENT SYS	WSBA.ORG	100.00
	00178050	US BANK CORP PAYMENT SYS	TENNIS OUTREACH PROG	91.00
	00178050	US BANK CORP PAYMENT SYS	ACT*MERCER IS PARKS	62.00
	00178050	US BANK CORP PAYMENT SYS	INT*UNITEDCLE.COM	55.00
	00178050	US BANK CORP PAYMENT SYS	SHELL OIL 57424192508	50.00
P87873	00177993	PUGET SOUND ENERGY	Utility Assistance for Emergen	36.53
P87873	00177992	PUGET SOUND ENERGY	Utility Assistance for Emergen	24.27
<i>Org Key: YF2800 - Fed Drug Free Communities Gran</i>				
	00178050	US BANK CORP PAYMENT SYS	CROWNE PLAZA	568.83
	00178050	US BANK CORP PAYMENT SYS	CROWNE PLAZA	511.83
	00178050	US BANK CORP PAYMENT SYS	CTC*CONSTANTCONTACT.COM	79.87
	00178050	US BANK CORP PAYMENT SYS	EIG*HOMESTEAD	20.99
	00178050	US BANK CORP PAYMENT SYS	STARBUCKS #03310 MERCER I	16.37
Total				526,232.75



CITY OF MERCER ISLAND
CERTIFICATION OF PAYROLL

PAYROLL PERIOD ENDING

10/9/2015

PAYROLL DATED

10/16/2015

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

Description		Date	Amount
Payroll Checks	62872220-62872229		23,592.29
Direct Deposits			457,493.45
Void/Manual Adjustments			11,609.26
Tax & Benefit Obligations			252,292.67
Total Gross Payroll		10/16/15	744,987.67

**CITY OF MERCER ISLAND****PAYROLL SUMMARY**

PAYROLL PERIOD ENDING	10/9/2015
PAYROLL DATED	10/16/2015
Net Cash	481,085.74
Net Voids/Manuals	11,609.26
Federal Tax Deposit - Key Bank	89,912.71
Social Security and Medicare Taxes	38,420.04
Medicare Taxes Only (Fire Fighter Employees)	1,818.69
Public Employees Retirement System 1 (PERS 1)	153.89
Public Employees Retirement System 2 (PERS 2)	20,660.06
Public Employees Retirement System 3 (PERS 3)	4,728.83
Public Employees Retirement System (PERSJM)	597.36
Public Safety Employees Retirement System (PSERS)	161.27
Law Enforc. & Fire fighters System 2 (LEOFF 2)	24,912.31
Regence & LEOFF Trust - Medical Insurance	15,048.84
Domestic Partner/Overage Dependant - Insurance	1,133.70
Group Health Medical Insurance	1,211.38
Health Care - Flexible Spending Accounts	2,836.82
Dependent Care - Flexible Spending Accounts	1,606.84
United Way	131.07
ICMA Deferred Compensation	32,840.62
Fire 457 Nationwide	3,691.58
ROTH IRA	50.00
Child Support	1,753.60
Chapter 13/Garnishments	1,331.00
MI Employees' Association	141.25
Cities & Towns/AFSCME Union Dues	2,070.60
Police Union Dues	2,474.40
Fire Union Dues	1,939.17
Fire Union - Supplemental Dues	153.00
Standard - Supplemental Life Insurance	268.40
Unum - Long Term Care Insurance	1,121.40
AFLAC - Supplemental Insurance Plans	767.77
GET - Guarantee Education Tuition of WA	200.00
Coffee Fund	40.00
Transportation	116.07
Miscellaneous	0.00

TOTAL GROSS PAYROLL	\$ 744,987.67
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**BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND, WA**

**AB 5122
October 19, 2015
Regular Business**

**I-90 LOSS OF MOBILITY NEGOTIATIONS -
ISSUES LIST REVIEW**

Proposed Council Action:
Review proposed issues list.

DEPARTMENT OF	City Manager (Noel Treat)
COUNCIL LIAISON	n/a
EXHIBITS	1. Listening Tour Summary 2. I-90 Loss of Mobility Negotiations Guiding Principles
APPROVED BY CITY MANAGER	

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

SUMMARY

A status report will be provided by staff regarding the I-90 Loss of Mobility Negotiations. Items to be covered will include:

Listening Tour Summary

In September, Sound Transit held a Listening Tour to gather Mercer Islander input on East Link and transportation related issues. Attached as Exhibit 1 is the report cataloging the content of the input. Sound Transit will attend the Council meeting to provide a report on the Listening Tour and the comments received.

Guiding Principles

The City will vigorously seek to negotiate appropriate measures to address the Island's coming loss of mobility from closure of the I-90 center lanes and construction of East Link. To guide the negotiation effort, guiding principles have been developed. At its last meeting, the Council reviewed a draft of the guiding principles and provided input. A copy of the updated guiding principles is attached as Exhibit 2. The intent is for these principles to serve as the foundation of the City's negotiating position as the process moves forward.

Next Steps

Staff will provide a short update on the status of the negotiations and next steps.

RECOMMENDATION

City Manager

Receive status report.

The comments below reflect community input gathered during the Mercer Island listening tour from September 24 - October 9, 2015. Comments were collected online and in person at a public meeting and three drop-in sessions. Comments are grouped by subject.

DRAFT

Mercer Island Listening Tour

Integrated transit service (bus - light rail)

Regarding the Bus Turn-Around proposals -- Why bring more buses across the I-90 East Channel bridge (bridges are a choke point), rather than terminating that traffic on the Bellevue side?

I also am strongly opposed to the bus turn-around concept currently being proposed; as if I understand it correctly the plan is to send buses multiple times per hour to Mercer Island and have them turn-around there, which will create significant traffic, noise and pollution.

Bus turnaround on MI as suggested now will create unacceptable congestion for MI.

I am particularly concerned about the potentially destructive effects of handling any increase in the number of buses in the town center. It can be destructive of: 1. health of residents who have to cope with increased exhaust 2. Safety of pedestrians and vehicles and bicyclists 3. Commercial interests of businesses in town center. Increased bus traffic is NOT guaranteed to increase business revenues.

Does not like how ideas are floated. No bus turn-around!

Bus intercept is a good idea and Mercer Island should accommodate. But ST and Metro need to make firm commitments to limit bus traffic on MI streets.

No Bus Intercept on M.I. Given the daily, horrendous traffic congestion M.I. experiences through I-90 and on M.I. (N.End), this will become a traffic nightmare, should M.I. host a Transfer Station/Intercept(e.g. International District Station)/Bus Turnaround, instead of a simple Light Rail Stop. South Bellevue P&R has the parking capacity and is logistically suitable for Sound Transit's Light Link/Bus Intercept. Similarly, Eastgate P&R is more suited for a Light Link/Bus Intercept than M.I., for capturing all(originating East of Bellevue) commuter westbound traffic on I-90, rather than exacerbating the traffic bottlenecking M.I. experiences daily. I'm convinced that Sound Transit has not studied these traffic complications carefully; and, I would hope that the M.I. City officials will vigorously oppose Sound Transit's Bus Intercept proposal and direct their attention to an off-Mercer Island location for their purpose.

for this.

The proposed bus intercept should be located elsewhere as it will snarl traffic and overload our already crowded transit stops.

Any independent engineering flow dynamic analysis, queuing theory, or feed back control analysis of the ill-advised MI Train-Bus turnaround schema, for Eastsider's use on MI, will show that the idea is completely inappropriate, won't work, and will actually make transportation worse. And that's not just for normal operations, but the performance will be vastly even worse for rare-normal or non-normal operations. THE IDEA OF A BUS-TRAIN TURNAROUND ON MI NEEDS TO BE

The proposed bus turn around on mercer island is bad for mercer island due to traffic congestion. I live by the current park and ride and it's not easy merging onto i90. The local access streets are jammed with people cutting through on mercer now. Add lots of busses on the ramps and it will be gridlock. It is bad for commuters because it's not efficient to take three modes of transportation. Drive to bus, ride bus to train, take train to work and then maybe bus from there or walk a few blocks. Light rail needs to phased in if it is to be successful. People want an easier commute not a worse situation.

What does "integrated transit service" really mean? If those works are code words for "bus turnaround" then that concept has no place on Mercer Island. We are a residential community, not a commercial or industrial community, with very limited land next to I-90. There is plenty of space, and few conflicts for pedestrians, at the South Bellevue transit station. Mitigation for reduced wetlands can be accomplished almost anywhere. However, a nicely deigned, combination bus turn around / commuter / half day parking facility could be successfully constructed on a lid above I-90.

It seems bad design to collect buses from Issaquah (or any other eastside location) at a Mercer Island light rail station. It seems to make sense to collect those people on the Eastside (at Bellevue station). Even if it means making the Bellevue Avenue station 8x more robust than the planned 2,3, or 4 times. I doubt this more robust expansion would be wasted in future years. The 1st fuel, productivity and the extra emissions that a clogged east channel bridge seems to outweigh the costs of building a very robust (even over-built) Bellevue Station.

A bus intercept on Mercer Island will provide negative value to the island and should not be allowed, full stop.

I am against the bus intercept. Mercer island has a finite space and very few people on the island will benefit from it. The best thing is to bypass the island and go around through Renton and then to Seattle for the light rail.

I SOUNDLY oppose making Mercer Island the transit hub for connecting with light rail. It should NOT be a bus turn-around. Transit riders should get on light rail at the closest station to their home, not ride the bus to MI or drive their cars to MI.

I live on the north end of Mercer Island. I am pro Light Rail. I am against a bus intercept here - there is simply not enough space on the roads or otherwise to support this. I also worry about the increased air pollution in our small downtown area.

I am 100% against the imposition of a Sound Transit "bus turn-around" on Mercer Island. If Seattle wants increased urban density, light rail and bus turn-arounds, let Seattle host them. The Mercer Island Park and Ride lot on the north end of the island is already overrun with off-island commuters. Why should MI host transit development that benefits off-island residents who use lots in our community? Sound Transit, Leave our community alone!

Light rail riders should transfer from/to buses close to their points of origination.

Do it right even if it costs a lot more. Think about what our great-grandchildren will be using 100 years from now. Build a transit center at MI station. Start with a lid over the freeway between 77th and 80th avenues. Train station below, bus turn around on the lid, parking garage above the bus center. Include a pedestrian overpass to the city at 78th. All government entities must cooperate, MI city, Metro, Sound Transit, WSDOT, and federal government.

I need access to our own community without a regional bus turn around congesting our local streets.

Please don't bring all those buses here take them to BV. We want direct on and off access not winding through our poor little downtown

No bus intercept will help.

Why aren't buses ending at various points - why all at MI?

No bus turn around, don't increase traffic and pollution on 90.

Bus intercept and bus turnaround should be placed in Issaquah where there is land to handle it! MI cannot handle hundreds of buses the island traffic is already horrific!! Use the eastgate bus terminal to handle the bus turnaround and parking.

I think transit should be on the same level as I-90 traffic! Below MI streets anything other than pick up and drop off should be off island. Factoria is a good location or underground

Even if benefit across lake, no benefit to MI - Eastgate better.

At least lid the fwy

the opportunity!

Why use MI for the bus deadheads ? Why not S Belleue? Or Eastgate ? Or both?

Please do not use Mercer Island as a bus hub or "turn-around". I understand that you have a situation that requires coordination of bus routes that currently feed into South Bellevue and M.I. But to try to solve that problem by collecting buses on the small M.I. north end would endanger residents' health and the physical safety of pedestrians, cars, and bicycles. To think that running more buses through M.I. Town Center will increase business revenues makes no sense -- it will only make shopping there less attractive. Some other, off-island, solution for bus traffic can be found. PLEASE NO BUS TURNAROUND ON MERCER ISLAND.

However, my gravest concern of all relates to the Bus Intercept Proposal. To use our Island as the depository for cars and buses as riders catch light rail into Seattle is a ludicrous idea on several levels. For one, the additional buses, whether moving or idling would be highly detrimental to our Island's downtown. Traffic congestion would make downtown unattractive and non-negotiable for local residents. Most of all the logic of the plan is flawed in that commuters from the Eastside are going to be less inclined to take busses and then transfer to light rail, rather they will simply drive here and park adding to our already frustrating parking situation. We are upset that in your current plan, Sound Transit has even done away with the greenery and nice pedestrian path that connects downtown near Tully's to the Park & Ride. It would be a highly attractive scenario for Eastside residents to use our city as a staging ground, but it would be horrible for our community.

The majority of the people using light rail will be from off island. Most will probably be from Issaquah and Bellevue. Therefore, the bus turnaround station should be there.

*Please make sure that all cross-lake bus routes have a quick, smooth transfer at Mercer Island. Look at the painful bus/rail transfer at Mt. Baker station (and the soon-to-open Husky Stadium station) for examples of what *not* to do. 5 minutes wasted in bus red light time or passenger walk time will add up to thousands of hours each year.*

Lives on 78th - concerned about noise, congestion, pollution caused by increase in buses on MI

Place a lid over 76th and 80th for station and bus intercept

Another one of those details is the question of population growth throughout the whole region. I do not understand clearly how that is going to be managed together with a reasonable number of busses coming to Mercer Island. So I would think that one of those details could well be a projection of some space for the turnaround of those busses, the number of busses presumably increasing as the population grows, and the usage of light rail increases, so that those busses would not

Bus traffic will be a public hazard - asthma, etc. Lines will be too long with full buses.

Bus bar, that I call it, is silly.

Build the transit center under the train station at the bottom. Build a lid over Mercer Island --over the freeway between 77th and 80th. Build the bus turnaround on that, that's over the freeway; it isn't on any of the existing streets.

Don't understand bus intercept for Mercer Island, makes no logical sense.

Need to look at peak hour numbers. Bus intercept does not help. Makes life worse for islanders as you're taking away the middle lane and bringing thousands of people to the station.

Need clear drop-off points for all passengers. Concepts are out of proportion, need to be reduced in scale.

The idea of a bus intercept and rail station is incomprehensible.

Bus turnaround on the island will further increase congestion. This issue will remain as communities to the east along the I-90 corridor and south towards Renton will still have bus service that needs to be integrated in the system someplace.

I also cannot imagine putting a huge transportation hub here in the Mercer Island Town Center. That just doesn't make sense to me. I mean, I could see you putting it in some open space somewhere. That's, like, just inappropriate.

First, any independent engineering fluid dynamic analysis, queueing theory, feedback control analysis of the ill-advised Mercer Island train/bus turnaround scheme for east-siders use of Mercer Island will show that the idea is completely inappropriate, won't work, and will actually make the transportation problem worse, not better. And that's not just for normal operations, but performance will be vastly even worse for rare-normal or normal operations. The idea of a bus/train turnaround on Mercer Island needs to be completely scrapped, not tweaked.

Why are we having a listening tour now when the Sound Transit East Link bus LRT system integration study is more than two years old -- and probably older, but that was the latest date I saw in here -- and millions of dollars have been spent implementing it? Why have you planned a bus intercept on Mercer Island, which is the smallest and least sustainable piece of real estate on the east side? The biggest land mass is on the east side of the water, not on Mercer Island. What about increased busses in the future? How will they be integrated into the system you presently designed for the bus intercept?

How can you suggest that having hundreds of busses in a limited fiscal environment will not affect the air quality and consequently the quality of life on Mercer Island, included but not limited to our health and the ability to travel around the island and to leave the island?

I'd also like to say, if light rail is the solution, let's have a rail station, not a bus intercept. A bus intercept is something that is like -- it's a word to make it sexy and cool, but it's not. When we looked at the numbers, running 84 busses per hour through our Town Center is not increasing our quality of life. There are different scenarios back there. You can look at Scenario 3, Scenario 4, and all the left-hand turns that go through. It's not a good solution.

What's the increase in number of buses/as a result of bus intercept and increase in number of rides and hours of operation to understand impacts to island

And I suggest that light rail ends at Mercer Island doesn't go all the way across to downtown, and that the busses coming from Eastgate and Issaquah can pick people up at Mercer Island and take them all the way through. The parking can be further out. And I thought they could have nonstop busses now; they don't need to wait until light rail.

The -- the bus intercept increases traffic on Mercer Island. I think it's -- I know everybody keeps saying it's too late to change anything.

Being very near the station, I've been pretty involved with bus integration efforts in the past. I've communicated directly with Sound Transit staff in the past and found them well-informed and professional. I don't oppose the concept, however in general Sound Transit and KC Metro have done a very poor job communicating the benefits, costs, and tradeoffs of bus integration to the larger community. The approach to this has been focused on Mercer Island with no apparent attention paid to South Bellevue, and therefore no analysis of the tradeoffs between the two. Furthermore, Sound Transit and KC Metro need to be willing and able to compromise on the details. There need to be caps on the number of buses, on layover locations and practices, etc. Hopefully you can step back and start again with a higher level overview.

Parking/Access to light rail and park and ride

(1) Senior citizens residence of Mercer Island should have permanent, free parking pass to park in Mercer Island P&R (This comment is in regards to rumors that P&R parking would be restricted to frequent commuters due to limited P&R space. My suggestion is to accommodate those who are retired after contributing to society and want to use Sound Transit.) (2) P&R should have surveillance to monitor abusers (theft, cars abandoned, etc). Registration of cars whose owners are parking to take Light Rail to airport should be required so cars are not ticketed; system with the registration data should be secured so hackers cannot not access information such as address, length of vacation, etc; visible 'vacation' sticker on the car should not be required as that would tip off theft.

Sufficient Mercer Island-dedicated parking capacity at the Park & Ride and Town Center, with convenient shuttle, pedestrian, and bike access from all over the Island. I want to ride public transit when my company moves to Seattle. But I can only do this if I have a place to park my car.

Mercer Island should have a light rail station with parking for Mercer Island. Bellevue/Issaquah should park in their communities, Kent/Renton coming N of 405 will need appropriate parking too.

Sufficient, Mercer Island dedicated parking capacity at the Park & Ride and Town Center, with convenient shuttle, pedestrian and bike access from all over the Island.

Closing S. Bellevue Park and Ride Closing the South Bellevue Park and Ride is a HUGE MISTAKE!! I-90/Design/EIS as MI Staff, firm devoted to SEPA analysis of S. Bellevue transit route alternatives, closing the S. Bellevue park and ride will have a huge impact on Mercer Island! Sound Transit needs to 1) Find more above structure parking on Mercer Island and 2) Limit source/most parkers to Mercer Island residents/employees of Mercer Island businesses and City Staff.

I need available parking at the Park and Ride as a MI resident.

Mercer Island traffic to and from Seattle and I-405 should have permanent access to the new HOV lanes. Mercer Island traffic should be permanently exempt from any tolls or congestion pricing.

Due to effectively having infinite eastside demand compared to MI, the P&R IMMEDIATELY needs to be reallocated at least 90% MI PERMIT USE ONLY. And NOT Just for use of transit riders, but also for use of MI based carpools. It is completely inappropriate to be freezing out local use of our present facilities by OFF-ISLANDERS. Further, NO AMOUNT OF NEW P&R construction on MI will EVER solve the nearly infinite eastside demand source for cheap access to downtown.

Parking means to me both the ability for me to park and ride the train but also the ability for me to park in downtown Mercer Island to shop, eat, and enjoy the local parks and community events.

Sufficient, Mercer Island dedicated parking capacity at the Park & Ride and Town Center, with convenient shuttle, pedestrian and bike access from all over the Island.

Inasmuch as I'm, generally, favorable to Public Transportation, including Light Link Rail through Mercer Island, Island quality and way of life must be preserved. Consequently, with respect to the advent of Light Link Rail and its traffic implications in, around and through Mercer Island on I-90, I'm opposed to Sound Transit's traffic and parking designs for M.I., as follows: -No new or expanded commuter parking on M.I. -Park and Ride parking should remain free to all comers-no "taxes" or "properly authorized" fare increases, which is, effectively, what charging for parking here, amounts to.

Island only parking!

Parking should be available at every light rail station.

Sufficient, Mercer Island dedicated parking capacity at the Park & Ride and Town Center, with convenient shuttle, pedestrian and bike access across the entire Island

Mass transit should take cars off the road by encouraging drivers to park near their homes, then take trains or buses to their final destination. The current plan will result in many people driving to MI from the Eastside, then taking the light rail for the "last mile." The MI Park and Ride, already overcrowded, will be even worse

Sufficient, Mercer Island dedicated parking capacity at the Park & Ride and Town Center, with convenient shuttle, pedestrian and bike access from all over the Island.

I'd like the MI P & R to be limited to MI residents. I'm not in favor of a larger P & R because it'll just be used by more off island residents.

We need better ways to get commuters to and from the Park & Ride. The Park & Ride should be limited to Island residents and even more parking is needed. We need more bus capacity to and from Seattle immediately - the majority of my employees live off-island.

Please DO introduce paid permits for reserved pool of parking spots. Please ALSO consider charging for all parking, at least during times of congestion.

Sufficient, Mercer Island dedicated parking capacity at the Park & Ride and Town Center, with convenient shuttle, pedestrian and bike access from all over the island

Sufficient, Mercer Island dedicated parking capacity at the Park & Ride and Town Center, with convenient shuttle, pedestrian and bike access from all over the Island.

We feel residents of Mercer Island should have dedicated parking spots at our local Park & Ride as well as in our town center.

Sufficient, Mercer Island dedicated parking capacity at the Park & Ride and Town Center, with convenient shuttle, pedestrian and bike access from all over the island

I am pro more parking for the Park and Ride. Would support an expansion. I always wondered why they did not make the Park & Ride bigger as this was developed in the last 10 years. A wasted opportunity! Most definitely we need increased buses on Mercer Island to the Park and Ride to reduce on-island parking there.

Parking for Mercer Islanders only!

I need to be able to park and take one method to work on and off peak hours.

Should use shuttles - 550 & 554 to link with LRT in Bellevue

Big deal: Enough parking somewhere to mitigate the So. Bellevue closure!

Sufficient, Mercer Island dedicated parking capacity at the Park & Ride and Town Center, with convenient shuttle, pedestrian and bike access from all over the Island.

When Weyerhaeuser moves to Seattle, access to the Park and Ride will be equally important (to access to I-90)

We do know that for transit to be a viable option, our teachers need frequent connector service all over Mercer Island - not just to the Town Center. Our teachers do not work standard 9-5 hours, so without all-day connector service, transit would not be a viable option for our teachers traveling from off island. Sunnybeam's Board of Directors urges Sound Transit to work with its regional transit partners to provide funding in perpetuity for the operation of frequent and reliable connector service to the southern part of Mercer Island throughout the day.

Better parking at transit center.

Parking at MI P&R is crazy overcrowded. But it will be IMPOSSIBLE to build a P&R big enough. The bigger it is, the more off islanders will park there. The only viable solution is to make it expensive or illegal for off islanders to park there. They should be parking nearer to their homes anyway.

Sufficient Mercer Island-dedicated parking capacity at the Park & Ride and Town Center, with convenient shuttle, pedestrian, and bike access from all over the Island

Parking should be provided in key locations on the island e.g. possibly improved P&R facilities on Southend and Mid Island.

Need to have Mercer Island dedicated parking. Could place a garage south of 26th next to the existing wall. Existing park-and-ride should be controlled by the City.

There's currently no available parking spaces.

Can't park at the existing park-and-ride as it's full of non Mercer Island residents. No need for parking permit as its difficult with different hours of use.

Can't use the park-and-ride as it's full by 7:30. How are we supposed to use transit? Need Mercer Islander only parking. Mercer Islander only permits would be great.

Guaranteed parking spots at the park-and-ride is very important.

Finding parking at the existing park-and-ride is difficult. Doesn't seem like there is anywhere else to build.

Better pedestrian access from Town Center

Project must include much improved bus/shuttle service throughout MI to P&R. Hours/frequency must accommodate a band of 6:00am - 8:00pm.

The most important thing to me is for King County to provide quality service for islanders to get to the station. Something that's much better than the route 50 for getting to and from Columbia City Station.

I live on very south end and it is almost impossible to use public transport (unless I park at MICC and walk to Park and Ride--which is illegal). Im hopeful the shuttle idea will be feasible---call for shuttle? park S end QFC parking area ? How use public transport to get to and from airport if can't get to N end?

Transit service in the island should connect more of us to the station and the town center so less car parking is needed.

Other means that I have observed no commitment to provide a means for me to get to the light rail station except by private automobile.

Love to make sure there is higher frequency access to public transit for older (middle school++) kids going to activities around the island from the schools to the fields on ICW/south end, PEAK, community center, and town center. Additionally this could serve as capacity for adults to reach the light rail from all parts of the island including the south end.

I am thrilled to have light rail transit. I will definitely use it!

How do we get from the south end of the island to the station?

Need commitment from Metro to improve bus service, especially on the southern part of the island. Bring Metro to the table. Without them, access to the station will be difficult.

Interested in Metro's VanPool program. There should be more direct service to the park-and-ride, especially from the south end. Maybe people could park in the Starbucks lot to access increased bus service.

Bicycles need to be encouraged on I-90, including buses. Bus route 204 needs to be extended to south Mercer. Better signage and bike routes across north MI and EWMI

Cuts to Metro service on the south end of the island have and will continue to make it difficult to access the north end. There is no service on the weekends.

I am very excited for construction of a new light rail station on Mercer Island. We're very lucky to have easy access to a station, and I am ashamed of my neighbors who are trying to obtain special privileges for themselves.

I support sufficient Mercer Island dedicated parking capacity at the park-and-ride and Town Center, with convenient shuttle, pedestrian, and bike access from all over the island.

Sufficient dedicated parking at the park-and-ride

Should pay more for boarding further out

Build a parking garage that won't fall down like the other one did, above that (the suggested lid). Then, and also build a pedestrian overpass that goes into 78th St into the downtown.

We support sufficient Mercer Island dedicated parking capacity at the park-and-ride and Town Center, with shuttle access at pedestrian and bike access from all over the island.

The park-and-ride belongs to us. It may be somebody else's money at first. And the State, and certainly Sound Transit -- it answers to nobody -- has the ability to figure out a way to give us the park-and-ride for a dollar a year, and we'll even do the maintenance on it. And they can fix it if falls down. But that should be a parking lot that's here for the residents here. People should be parking at the park-and-ride where they live. One of the solutions back there is a permit, which spells greed. We don't need to pay for a permit to park in the parking lot here.

The areas that ought to be looked at are parking at the park-and-ride. It's tough to leave a bicycle out there. There's very limited spaces, and it can't -- doesn't serve the needs of the casual bicyclist. The current east-and-west bicycle path runs right through the bus stop in front of the park-and-ride. That should have never happened. The other thing is we're told that residents at Shorewood sometimes drive their car to the park-and-ride because the area between Shorewood Apartments and the park-and-ride is dark, narrow and there are a lot of cyclists on it. So pedestrians are worried about -- about walking that far. So again, that takes up more spaces in the park-and-ride that can't be used for people coming from different parts of the island. Anyway, I hope somebody will pay attention to some opportunities to enhance bicycle traffic across the island, to reduce the number of cars that are the obvious alternative.

The other thing I wanted to point out is how important it is to have adequate parking at the park-and-ride.

And everybody isn't going to take a bicycle. But right now, that's kind of what we have to do. There's very little transportation to and from this wonderful device that's coming in here, the light rail.

I don't want to see more parking. I actually would like to see better ways to get from the south end of the island to the north end of the island. And I've heard of creative solutions, like on-demand shuttles and things that make it possible for you to easily get from your home, when you want to get there, at whatever time of day that works for you. So yeah, I'd love to never touch my car all day. And I look forward to the results of light rail, but I, again, I think we need a way to get to But for me, the most important thing is, there's got to be a way to get to the train and to the busses, otherwise they're not worth anything to us. So anything that we can do to increase access to the park-and-ride -- whether that's capacity, whether that's permits -- you know, I think there's various options. I don't know what the best one is. But that's my primary concern.

connect.

When you talk about building a new park-and-ride for light rail and you talk about paving one of our parks, it's a bad thing. It's a bad thing for our community. Secondly, there's no reason why we can't get the north-end park-and-ride back. I've talked to Benson Wong on the city council. For six months I was pushing for an answer. And they -- there's no reason why we can't. I'm not saying it can be done, but there's no reason why we can't if we decouple the financial interest.

One of the issues -- I live on 76th Avenue, right off the Town Center. And most of my neighbors actually drive to the park-and-ride. They get up early to make sure they get one of the parking spots. And the reason is, it's challenging if you walk, especially in the wintertime. As we're looking at everything, I think it's really important to look at pedestrian access to the transit center. What that'll do is two things. One is, it'll get people out of the parking spots that don't need to be there, because I don't live but not even a mile away. And also it opens up access to other parking lots we have on the island so people have other Mercer-Island-only transit parking areas. So I want to emphasize that.

Potential solutions: Metro's TripPool program. Volunteer Driver/Metro Van/Parking at P & R

But what I cannot understand is how you can possibly advocate for light rail without parking. Oh, I know, you have busses. And then let me tell you what happened with the busses. I live on the north end of Mercer Island, so I've never been dependent on the busses. But I have a good friend who lives in Seward Park. She would get on the bus, ride to the light-rail station, go downtown Seattle to her job. Whoops. The busses were taken away. So she drives to the light-rail station. No parking. So she takes her car from home, drives to Seattle, and pays to park, to work.

And that's what happened to Mercer Island. How could you put a light-rail station here without parking? Oh, you don't need parking if you have busses. So I just don't get the equation.

There are three issues associated with I-90. One is the park-and-ride. In 2000, I told the council that they need to fight for Mercer Island parking spaces. They would not do it. They caved. The plan was to have the new parking south of I-90 and then we would get our park-and-ride. But the council caved. And I told them, if they'd been here in 1976, we wouldn't have gotten SOV access.

Light rail is going to happen. It has been planned. It has been studied. It's going to happen. And as islanders, our strategy should not be to oppose it. Our strategy should be to maximize the benefit that we can gain in terms of additional parking, in terms of compensation for the loss of mobility. And that is a far more productive strategy.

Need to evaluate parking needs for MI residents in context of higher ridership at MI P&R lot.

Second, due to effectively having infinite east-side demand compared to Mercer Island, the park-and-ride immediately needs to be reallocated at least 90 percent permit parking only, and not just for transit riders, but also for use of Mercer-Island-based car pools. It's completely inappropriate to be freezing out local use of our present facilities by off-islanders. Further, park-and-ride construction to Mercer Island will ever solve the nearly infinite east-side demand source for cheap access to downtown. We've found people, as another speaker said, from Cle Elum, Issaquah and Enumclaw and North Bend, even at the south-end parts of our lot.

Light rail station design

There is no need to build a palatial station. Please save time and mass by building as small a station as possible. Finally, please work to give walkers and bikers a safe, easy path to enter/exit the station or catch busses.

Even then, I do not believe you have allocated enough curb space to handle rush hours volumes, or short term parking spaces for cars waiting to pick up passengers.

The station needs to include restrooms. Need to have an increased police presence to address security concerns.

Keep minimal light rail design.

The station design is very unattractive and totally out of character with Mercer Island. B.V. Park and Ride station seems to blend in. Ours looks like a waste treatment plant especially with the big orange things on top-ours seems outside, way too big!-above ground.

Need better bike/ped amenities

Please provide the same access to kiss & ride and paratransit as you are providing at the South Bellevue Station.

I've expressed previous concerns about the 60% station design. The station headhouses have too much bulk and mass at the street level, and more ancillary functions need to be moved to the track level (e.g. the "FCC Room"). I will hold further comment until the 90% designs are shown.

Light rail construction

Closure of the 77th Ave SE reversible ramp will have a severe negative impact on Mercer Island Town Center access to I-90. The Island Crest Way ramps are of no use to anyone north of SE 40th St. This is of critical importance; the loss of the 77th Ave SE reversible ramp will have serious, permanent, negative impacts on I-90 access, and this is not being mitigated. Addition of an HOV bypass to the 76th Ave SE ramp is of no benefit since it puts you in the mainline, not the R8A HOV

Give us a break- I-90 construction.

On the north end, we will be impacted by a sewer replacement project in the near term. We will also be impacted by traffic closures in our neighborhood and on I-90 due to the Light Rail construction. We hope this is managed with thought and care so that we are able to get to work as well as to attend our sons to their off-island sports competition on the weekends.

I-90 construction closures limited to late nights to prioritize the needs of all I-90 commuters over contractor convenience.

I-90 construction closures isolated to late nights to prioritize the needs of all I-90 commuters over contractor convenience

I-90 construction closures should be limited to late nights instead of entire weekend.

I heard mention of the South Bellevue P&R being shut down for station construction. Please provide mitigation measures at Mercer Island P&R as it is very difficult to find parking there after 7:35am. Measures could include dedicated MI parking spots in the current lot or an expanded lot with some MI parking spots. I believe that many current SB P&R users will come over to MI P&R.

I-90 construction closures limited to late nights to prioritize the needs of all I-90 commuters over contractor convenience.

I-90 construction closures isolated to late nights to prioritize the needs of all I-90 commuters over contractor convenience

I-90 construction closures isolated to late nights to prioritize the needs of all I-90 commuters over contractor convenience

In some of the materials that I've read, there's going to be a period of time when the HOV would be taken out of service for nine months, but nothing would happen to it except weeds growing while we drove by it. The parking lot over at South Bellevue is the same situation, where they say they're going to close the park-and-ride, maybe put some parking lots in somewhere, and then all those folks want to come over here and park, and then later they'll put another park-and-ride in, another lot in. And I think that the sequence is wrong.

I-90 construction closures limited to late nights to prioritize the needs of all I-90 commuters over contractor convenience.

Some years ago, I heard that every time there is a transportation closure, it takes 20 years for people to regain the time that is lost during that closure. So what we are talking about is the next 20 years of our lives. A trivial matter to some of us, but perhaps a greater consideration to others.

Why did you close the South Mercer park-and-ride, which forces people to park on Mercer Island? Where are we supposed to park for five years?

Worse than that, it's going to be 14 years of construction, and that is going to make congestion across I-90 even worse. We've already accounted congestion due to 520 tolling. It's almost impossible to get to the freeway on 405 early in the morning or back late at night. So what do we do? We take Bellevue Way. Bellevue Way will be torn up for five years, and then they will reduce the number of lanes from four to two.

And on -- at West Mercer, it would be backed up south to 40th also. Those days are coming again. I see that. We're going to be stuck with that due to the construction that's going to hit. ride.

Your construction schedule is too long.

I-90 construction closures limited to late nights to prioritize the needs of all I-90 commuters over contractor convenience.

There is no clear message about construction impacts or project description.

Closing the center lane for years is not only a inconvenience; it doesn't make sense. It took only six years to build the transcontinental railroad.

I-90 construction closures isolated to late nights to prioritize the needs of all I-90 commuters over contractor convenience

I-90 construction closures limited to late nights to prioritize the needs of all I-90 commuters over contractor convenience.

Construction closures be limited to nighttime, when their impact on traffic is less significant.

Why is Sound Transit proceeding with Light Rail construction across I-90 when the critical underlying technology (rail based train service across a floating bridge) does not exist?

And, finally, I support I-90 construction closures isolated to nights. Why not do it late at night to prioritize the needs of all I-90 commuters over contractor convenience

I live close to the light rail station and am concerned about construction impacts and mitigation. My primary concerns are ensuring that transit service for Mercer Island is enhanced during construction, that station-area construction activities are structured to minimize impact and avoid long detours, and Sound Transit and its contractor(s) are responsive to concerns

On-island traffic circulation

Immediate reduction of I-90 cut-through traffic that clogs local streets and ramps and increases merging, worsening highway backups.

Immediate reduction of I-90 cut-through traffic that clogs local streets and ramps and increases merging, worsening highway backups.

Keep Island Crest Way and N. Mercer Way free flowing from 3pm to 7pm.

Immediate reduction of I-90 cut-through traffic that clogs local streets and ramps and increases merging, worsening highway backups.

"On-island traffic circulation" is very important for Mercer Island. We want to be a standalone town, where we can easily move around our downtown in cars or as pedestrians without fighting traffic not related to our downtown. "Traffic mitigation" seems to be a code word for adding more delays by adding traffic lights to slow traffic staying on Mercer Island. You are not mitigating island traffic impacted by I-90 oriented traffic at Island Crest Way and SE 27th SAT, or Island Crest Way at SE 26th St. I do not understand what "76th Ave SE ramp closed" is, or how something else nearby could be a "traffic mitigation commitment" (as shown on slide 9). Closing access ramps on 77th Ave SE is not traffic mitigation, but

Immediate reduction of I-90 cut-through traffic that clogs local streets and ramps and increases merging, worsening highway backups.

Immediate reduction of I-90 cut-through traffic that clogs local streets and ramps and increases merging, worsening highway backups.

And I guess I'd like to close with that. I want to see the engineering studies, the traffic-flow studies, the on-island traffic flow, the off-island traffic flow, and the through-island traffic flow. And I do not want to see our level of services degraded from Level C to Level D. That's a big issue to us.

I-90 cut-through traffic ties up our roads and needs to be stopped.

Immediate reduction of I-90 cut-through traffic that clogs local streets and ramps and increases merging, worsening highway backups

The cut-through traffic increases congestion on Mercer Island.

Immediate reduction of I-90 cut-through traffic that clogs local streets and ramps and increases merging, worsening highway backups.

And as you work with Sound Transit and we think about mitigation commitments, when I see traffic signals, I don't see that as consistent with 21st Century way of looking at it for all of our users and our roadway system. I'd like to see us take an approach that takes the thoroughfare aspect out of the Town Center and makes it a welcoming place for pedestrians and bicyclists and all users.

Does the EIS account for potentially higher population growth?

Immediate reduction of I-90 cut through traffic that clogs local streets and ramps and increases merging, worsening highway backups

And last, but not least, my concern is congestion on Mercer Island, both from the bus station, as I prefer to call it, and also from the redirection of the cars on and off of I-90.

Immediate reduction of I-90 cut-through traffic that clogs local streets and ramps and increases merging, worsening highway backups.

Already a problem is the immediate reduction of I-90 cut-through traffic that clogs local streets and ramps and increases merging, worsening highway backups.

Reduction of the I-90 cut-through. We live on 40th, so that's -- you see people cutting through going 50 miles an hour on 40th while my kids are riding their bikes in the driveway.

Immediate reduction of I-90 cut-through traffic that clogs local streets and ramps and increases merging, worsening highway backup.

Cut through traffic using North Mercer Way as express lanes. Drivers try to bypass gridlock on I-90 (especially during Mariner game nights) and speed down N. Mercer Way. They ignore bike riders walkers to a point of making it dangerous to be on N Mercer Way between Covenant Shores and Island Crest. It would be impossible to get out of our driveway if there were not signal @ E. Mercer off ramp and E Mercer on-ramp

Due to traffic congestion, access to Mercer Island is severely restricted during peak hours. This congestion also leads to some amount of cut-through traffic on local roads. I'm not sure what can be done about this, but it would be good to look at this. Also, we need pedestrian and bicycle safety improvements on North Mercer Way between East Mercer Way and 76th Ave SE, around the park and ride, and on SE 24th St between the MICEC and 78th Ave SE.

Access to I-90

Permanent access to I-90 HOV/HOT lanes for all Mercer Island traffic to or from Seattle and I-405 and sufficient direct access ramp capacity to minimize lane weaving. Permanent exemption of Mercer Island traffic from tolls and congestion pricing on our only route. Permanent exemption of Mercer Island traffic from tolls and congestion pricing on our only route on and off the Island on and off the Island.

I am very concerned about the negative impacts to I-90 access that the light rail project will create.

I am concerned about access to I90, both general lanes and HOV lanes that will not create traffic congestion and backups on MI streets--particularly on Island Crest Way. I feel MI needs more than one on and off ramp to the HOV lanes in order to spread and speed traffic.

Permanent access to I-90 HOV/HOT lanes for all Mercer Island traffic to or from Seattle and I-405 and sufficient direct access ramp capacity to minimize lane weaving. Permanent exemption of Mercer Island traffic from tolls and congestion pricing on our only route on and off the Island.

It is critical that Island residents and workers on the island have a toll free bridge plus easy access to I 90 and the HOV lane

I'm a bit sad to lose the privileges we have had in the past, but I believe it will be worth it to have a swift and complete form of mass transit. Thank you to all who are working so hard to gather information and make a thoughtful design and plan.

P&Rs ARE NOT MITIGATION for SOV/HOV lane Loss. Immediately, provisions need to be made for PERMANENT ISLANDER POV/SOV access both directions, for both west and east I-90 Bridges.

Because of the unique circumstances of Island living, we are forced to take the I-90 to access essential services, like hospitals. This makes our current preferential HOV treatment fair, and I think it is justified in asking for HOV access to Mercer Island residents to continue without tolls.

Please provide unrestricted egress and ingress to MI residents, MI employees, MI service workers, MI volunteers, and all other humans. We don't have a choice but to use I-90 or Mass Transit. Encourage MI access with traffic mitigation (eg. access to HOV) and discourage MI access for non-MI residents, workers, services, volunteers, students, etc.

HOV access - need access for island traffic

I would like to see MI residents continue to have access from on and off island to the HOV lanes. I also, do not want I-90 tolled, for the sake of the residents and those that work here.

My second biggest concern relates to this -- how do MI residents, get to a hospital in an emergency during a congested time? Then I'm concerned about teachers commuting to the island. We have a terrific school system because of our teachers. Don't impact that!! Finally I'm concerned about quality of lift -- MI ability to move around the area when our only access is across congested bridges. Please give us access.

We cannot lose HOV access ramp capacity.

Traffic on and off of Mercer Island is presently good, but it is getting progressively worse. Infrastructure is not keeping up with the population. The future looks even worse. Losing the middle lane of I-90 to light rail is a colossal mistake. Light rail should justify it's own infrastructure just like the traffic has. Integrating light rail into the new 520 bridge, or just building a new bridge close to I-90 would have served us much better.

I need access on and off the Island in a timely manner to make doctor appointments, etc.

Permanent access to I-90 HOV/HOT lanes for all Mercer Island traffic to or from Seattle and I-405 and sufficient direct access ramp capacity to minimize lane weaving. Permanent exemption of Mercer Island traffic from tolls and congestion pricing on our only route on and off the Island.

Permanent access to I-90 HOV/HOT lanes for all Mercer Island traffic to or from Seattle and I-405 and sufficient direct access ramp capacity to minimize lane weaving. Permanent exemption of Mercer Island traffic from tolls and congestion pricing on our only route on and off the Island.

We need to make it easy for MI residents to access I-90 since it is our only route off the island.

Since I-90 is our only way to get downtown, and you are removing the entire HOV lane section of the bridge for the light-rail, I believe you need to provide better options for islanders to travel to/from work. Without dedicated parking at the ParkandRide on the northend for islanders, we will all drive - and put an additional 10-thousand cars on I-90 daily. If you do designate an HOV lane across westbound I-90, I would expect to have access to this roadway too - otherwise traffic down island crest way will be gridlock each morning during the school year.

Concerned about access to I-90 and loss of mobility due to light rail. Mercer Island does not have many critical necessities such as a hospital and other services. Therefore residents need good access to I-90, the only way on/off the Island.

We also believe it important to our family's mobility to retain access to I-90 HOV/HOT lanes between Seattle and I-405. Residents of the Island have no option but to drive on I-90 so we should be exempt from congestion pricing in the form of tolls.

Maintaining Islander access to the future HOV lanes from an entrance on 77th Ave SE.

Permanent access to I-90 HOV/HOT lanes for all Mercer Island traffic to or from Seattle and I-405 and sufficient direct access ramp capacity to minimize lane weaving. Permanent exemption of Mercer Island traffic from tolls and congestion pricing on our on only route on and off the Island

Permanent access to I-90 HOV/HOT lanes for all Mercer Island traffic to or from Seattle and I-405 and sufficient direct access ramp capacity to minimize lane weaving. Permanent exemption of Mercer Island traffic from tolls and congestion pricing on our only route on and off the Island.

Very concerned about impact to family life and raising children with less access to I-90. It is already hard to get carpools on/off island.

I am very distressed to find out that, you are taking away the direct access to HOV lanes for Mercer Island based carpools who want to travel to Seattle. Not only are you reducing my access, and making me fight through regular traffic lanes to get to the HOV lane, but you are also requiring emergency first responders to do the same thing. Most accidents on the bridge will clog the regular lanes, delaying the prompt arrival of emergency medical and fire vehicles.

Permanent access to I-90 HOV/HOT lanes for all Mercer Island traffic to or from Seattle and I-405 and sufficient direct access ramp capacity to minimize lane weaving. Permanent exemption of Mercer Island traffic from tolls and congestion pricing on our only route on and off the Island

Permanent access to I-90 HOV/HOT lanes for all Mercer Island traffic to or from Seattle and I-405 and sufficient direct access ramp capacity to minimize lane weaving. Permanent exemption of Mercer Island traffic from tolls and congestion pricing on our only route on and off the Island.

Maintain easy access to HOV lanes.

My neighbors who demand continued free HOT lane access across the floating bridge are wrong. We have no greater need than south Bellevue and other eastside communities and it is long past time for the special privilege to cease.

Light rail will have a negative impact on Mercer Island residents due to the influx of commuters from off island, and from secondary impacts such as causing reduction in access from Mercer Island resident SOVs to I-90 HOV lanes. Mercer Island residents are stuck with I-90 as our only means of travel between our community and the rest of the state. Light rail decreases our access to that corridor in our personal vehicles while increasing the likelihood of additional unwanted

I live on Mercer Island and am concerned about access to medical facilities such as can an ambulance get to me or get me to a hospital if in the event of an emergency. I am afraid of all the closures on I-90 while things get reconfigured the last year when things were closed down to 1 lane I basically felt trapped on the island since leaving or coming back was so awful I couldn't justify leaving. Once every few weeks is bearable but if it is going to close every other week or so that starts to negatively impact my quality of life and events I can do with my family.

Critical access to I-90.

As one stuck on island need a decent way on and off- We have no alternative.

I see no credible reason to cut off westbound access to the HOV lanes on 77th Street. This eliminates practical access to those lanes from the town center and north Mercer Island

I hope to ride public transit in the future and reserve driving only for special days. Consequently, PLEASE consider the following: -Permanent access to I-90 HOV/HOT lanes for all Mercer Island traffic to or from Seattle and I-405 and sufficient direct access ramp capacity to minimize lane weaving. This is important for work purposes but also our children have activities in Bellevue and with I-90 being our only way to get to and from Mercer Island, this is tantamount.

Light rail construction and light rail system will disrupt HOV access of residents of Mercer Island. Light rail should of been put on 520 instead of I-90.90 since Mercer Islanders only have one access on and off the island

Finally I am very much opposed to any sort of tolling on I-90 for Mercer Island residents, and am concerned about the negative impacts it will create for non-residents who need to commute there such as teachers, business employees, etc.

No access for MI to use for express lanes, narrowed lanes, access for off island teachers and staff to get to the island

Need reasonable way to get on/off the island. Children attend school off the island.

This is a public health issue as people who have medical issues need access on and off. Don't have other alternatives, there is a total dependence on I-90. Have to be careful about what is done.

Don't want to lose HOV access. Traffic will not flow if HOV access is taken away.

You're taking away access for Mercer Islanders.

I support permanent access to I-90 HOV and HOT lanes for all Mercer Island traffic to or from Seattle and I-405, and sufficient direct access ramp capacity to minimize lane weaving. I support permanent exemption of Mercer Island traffic from tolls and congestion pricing on our only route on and off the island.

I support immediate availability of bus seats to Seattle for Mercer Island commuters. Then when light rail opens, minimize bus congestion on Mercer Island streets and the East Channel Bridge. I support immediate reduction of I-90 cut-through traffic that clogs local streets and ramps and increases merging, worsening highway backups and increasing the risk of accidents.

Permanent access to I-90 HOV, permanent exemption of Mercer Island from tolls and congestion pricing.

Getting on, off, and around Mercer Island is critical for our employees, suppliers, and perhaps more importantly our customers.

I'm also concerned about accidents. The accidents that are caused by overbudded traffic and the narrowing of lanes. Because I-90 is an intercontinental highway, because there are a lot of trucks, I would suggest that one of those details concern keeping one of the lanes at the existing width and restricting all truck traffic, with appropriate penalties of course, to that lane so that the trucks do not intermingle with cars and contribute to accidents.

We support current access to I-90 HOV lanes for all Mercer Island traffic. We support permanent exemption of Mercer Island traffic from tolls and congestion pricing.

Lid I-90 between 77th and 80th on MI for parking lot and integrated center. Turn over existing MI P & R to MI for MI residents only.

Lease the airspace above the Farmers parking lot and add several stories and continuous shuttle bus could take those people to I-90 to board buses

Potential solutions: Increase size and utility of South Bellevue P & R

I support Dr. Starnes' earlier comments on access to the various routes, HOV lanes. I dislike anybody getting to pay to ride in the HOV lanes. I think they should be opened to the general public and not available for people that can pay for it. Ensuring mobility on and off and around Mercer Island means we're keeping traffic flowing on I-90, which is a win for everybody. I would like to see, at the least, permanent access to I-90 HOV and HOT lanes for all Mercer Island traffic to and from Seattle and 405, and sufficient direct-access ramp to prevent wane leaving. I would like to see a permanent exemption for Mercer Island from tolls and congestion pricing on our only route on and off the island.

If we start having tolls and increasing commute times, it becomes cost-prohibitive for me to keep with this job. I want you to know that I particularly appreciate the idea of having permanent access for HOV lanes and for residents. I know, because I lived here, and being able to -- you have no other way on and off.

Permanent access to I-90 HOV/HOT lanes for all Mercer Island traffic to or from Seattle and I-405 and sufficient direct access ramp capacity to minimize lane weaving. Permanent exemption of Mercer Island traffic from tolls and congestion pricing on our only route on and off the island.

The other concern is, again, the loss of the access to the center lanes. That will be a big issue for all of us that live here on the island. The ability to get on and off the island is a major impact on the quality of life in all aspects of your life here on the island, because not everything's here.

Third, park-and-rides are not mitigation for HOV lane loss. No way. Immediately, provisions need to be made for permanent islander POV/SOV access both directions, both bridges, east and west. Further, the right-of-way needs to be preserved for future intelligent vehicles and not squandered on a train to nowhere that will never truly satisfy demand.

Preserving on- and off-island access is very important. And I also want to encourage WSDOT as I think about tolling -- and I had a chance to work on the tolling project a number of years ago and look at the option for Mercer Island -- to really consider the environmental justice aspects of tolling all on- and off-island traffic.

The second issue is access to HOV. The poison pill that nobody talks about: Now there are two lanes. We're going to be put into one lane, even if we get HOV access. The original agreement is that it goes below something like 40 miles per hour -- yeah, okay. If it goes below 40 miles per hour -- just let me finish this. If it goes below 40 miles an hour, we're going to get eliminated. Yes, there's only one lane. It's going to go. And we're going to be eliminated from the one lane.

Increased tolls and decreased access to and from Mercer Island will make it harder for us to attract, and most importantly, retain teachers in our classrooms. They'll have to spend more time on an already busy commute, and more expensive -- I'm sorry -- traffic is already bad, and I'm afraid obviously it's going to get worse for people in single-occupant vehicles. Two of the specific things I think that are imperative for the people commuting to the island -- our educators -- would be permanent access to the I-90 HOV lanes for all Mercer Island traffic to and from Seattle; and I-405, a sufficiently decrease access ramp capacity to minimize lane weaving.

How are these teachers going to get on and off the island if we increase tolls? Increased tolls and decreased access to and from Mercer Island make us -- make it harder for us to attract and keep these high-quality teachers in our classrooms teaching our children. Traffic is already bad, and I am convinced it's going to get worse.

Will Mercer Island residents still have access to HOV lanes as single occupants exiting or entering the Island?

Other

Immediate availability of bus seats to Seattle for Mercer Island commuters, then when Light Rail opens, minimized bus congestion on Mercer Island streets and the East Channel Bridge

SAFETY is concerning with increased lanes, narrowing lanes and decreased shoulder width. I can see increased accidents and decreased traffic flow across I90 in the future.

I-90 is critical to Mercer Island in every way. Light Rail across I-90 is a terrible solution: - it has lower capacity than BRT would have across I-90 (confirmed by Sound Transit) - it has no flexibility (for instance, it won't hit South Lake Union). - trains running every 8 minutes will be an insult to people driving across I-90. The rail will be empty almost all of the time. You cannot overestimate the importance of *driving* off of Mercer Island on I-90. This is our lifeline. The fact that I-90 light rail has dropped its capacity from the originally advertised 12000/hour/direction to ~5500/hour direction (again, data from Sound Transit) should be enough for Sound Transit to re-evaluate this project in its entirety.

I am worried about the loss of express lanes to car traffic. You need to find a way to move more people with busses than are moved with cars. Add trains. Make trains longer. Something.

Permanent exemption of Mercer Island traffic from tolls and congestion pricing on our only route on and off the Island. While the perception is that MI is very wealthy, there are many people who cannot afford tolls every time they leave the island, including our school teachers coming from off-island to work with our kids, plus store and restaurant workers.

No tolls for mi residents or those who work on mi.

Cross MI I-90 Bike/Ped pathway is in adequate & poorly routed. Both bridges are too narrow for safe passage.

We need to access our homes easily.

Maps need to be more clear with street names or numbers i.e. "East Link Light rail alignment"

You must leave access from Bellevue way to MI open during the weekend closures-why? Safety 911 issues that come from Bellevue. There is no construction on the designated lane to E. Mercer and Bellevue so it should be no big deal. It is the least that can be done for the horrible inconvenience M. Islanders will put up with for years.

Light rail makes absolutely no sense. 1. It's ridiculously expensive- at \$200 million/mile. You could buy about 1000 buses for what it would cost to build across MI. 2. It will never achieve a number of passengers that will allow it to break even the most promoted and advertised systems only transport about 5%. 3. It will result in cutbacks to all other transit services including buses. This will result in real hardships for poor people. 4. You don't know how to put a train over a floating live in Seattle.

Traffic on the nother end is at max. capacity. There is no room for these additions and there is no parking available currently and will be WORSE when this construction and at completion of projects. More buses are a better option than light rail. Losing center lane is a terrible idea. Has the rail over the bridge been engineered? This entire project will make the north end unlivable!

I heartedly support all of the conerns and goals articulated by Vision Mercer Island, as expressed by the first speaker (Ben) at tonight's meeting. I also support the comments made by Jim Stanton at tonight's meeting.

My biggest concern is safety. How will you get emergency vehicles to accidents given the reduced shoulder? How will accident risk go up given reduced lane width?

I also saw a flyer showing the new layout for traffic. It shows a 2" shoulder near the foot traffic (north side) of main line. I am concerned about this in regard it is already hard enough to run across the bridge with traffic. Why not shift the lanes so that there is a 7foot wide shoulder near the foot traffic and a 1 foot shoulder by the HOV lanes? That way if you have to pull over it is in the "slow" lane and there is room to get over if needed.

Immediate availability of bus seats to Seattle for Mercer Island commuters, then when Light Rail opens, minimized bus congestion on Mercer Island streets and the East Channel Bridge

Noise from I-90, construction and on-going It can be very noisy along I-90, especially when there is constuction. It's amplified when wet (much of the year) and when leaves are down (fall/winter). MORE NEEDS TO BE DONE WITH SOUND BARRIER!!! Tests need to happen all year, including winter and during construction. Solutions: Extend sound walls to the very ends of the island. Raise walls. Use materials on walls and the road that absorb noise (the newly invented materials). Plant more trees, that can act as a sound absorbers, evergreens are better since they don't lose leaves). BAN COMPRESSION BRAKES ACROSS MERCER ISLAND! Start all this sooner than later, so we don't have to hear construction for the next 10 years. I'm advocating for higher walls, more walls, to take into consideration the new pavement. They are coming up with a newer kind of pavement that reduces the noise. I suggest that they do a lot of those kind of solutions now while this \$20Billion spent and wasted if you remove transport capacity that we are currently using. This is our livlihood - access to hospitals and food! Why not build a new rail bridge? Closing the express lanes will hurt us!

Lack of trust. - Kite Hill was the tipping point.

A light rail on the bridge is not practical. Those who live on Mercer island are going to suffer an enormous amount of traffic for others who have alternate routes to get to Seattle. I90 is our lifeline.

We are vehemently opposed to light rail crossing the floating bridge from Mercer Island to Seattle. The bridge is a vital part of transportation between the Eastside, MI and Seattle. Risking untried techniques which may fail or may damage the bridge or shorten its life is a bad idea. Though the engineers mean well, we have to weigh unexpected consequences against benefits. Things don't always go as planned. But let's be totally optimistic and say that the engineers know what they're doing, they find viable solutions for the remaining construction and design issues, the design for light rail on the bridge works, and nothing goes wrong. We still end up with reduced capacity for autos, reduced passenger capacity vs. buses, narrower driving lanes, fewer and narrower shoulders, and shoulder width in the tunnel that would not be permitted in a new tunnel due to safety issues. Not to mention the possibility that there will be no room for Islanders by the time the trains get to us. Unless, of course, ridership on Eastlink is below what has been forecast, as is the case with the light rail to the airport.

And I90 will be more congested than ever, with the loss of the express lanes. The narrower lanes will make accidents more likely, and the aforementioned lack of space in the tunnel will be dangerous. There are too many bad consequences associated with the current plan to make it advisable to proceed. Reserve the middle express lanes for additional buses, which can travel closer together and carry more passengers. You will not need to spend many millions to install tracks nor risk damaging the bridge. If traffic patterns change, you will have much more flexibility. Locating the light rail farther east, ending in Bellevue, is a much better idea.

Everyone I know that visits from out of town thinks we are absolutely nuts for converting the two center highway lanes to light rail. Given UW and Microsoft connect over 520, the logical decision should have been to create light rail over the 520. Our politicians and process have been completely corrupted.

Transit oriented density should not be allowed on Mercer... GMA is simply being used as an excuse.

Light rail on I-90 is a waste of tax payer money. The impacts to I-90 traffic will not be offset by the capacity provided by light rail. The ability for a train to work on a floating bridge is unproven.

I am so excited for light rail to get here! For the next few years, it is going to be a bit rough, but after construction is complete, it is my hope that I can hop on a bus or park my car, grab a train and get to a major hub. It will be a perk to live close to a station, so I believe having a park and ride and a station on the island will be valuable for all residents.

I think the voters should be informed that the light rail system they voted for will cost the taxpayers of Seattle and WA far more than it will deliver. By going through with this there won't be the funds available for ANY other transportation projects. Further, even bus service that serves those who can't afford alternative ways means of transportation will suffer. Voters were not adequately informed of all the implications. Finally, we are installing century old systems of transport. The FHA indicates 11' lanes have 5% more accidents on freeways than 12' lanes. With the effective elimination of shoulders in the design, will this increase in accident rate result in increased congestion across the island and Bellevue? What is the likely increase in traffic congestion that should be expected? How will any increases in congestion be mitigated? The Link Rail will cause the increase in accident rate (although perhaps not directly any individual accident). How will Link Rail mitigate that increase in accident rate? Do the trains really need 14.5' each for their right of way? According to <http://seattletimes.nwsourc.com/ABPub/2009/07/10/2009450350.pdf> the trains are less than 9' wide. Is a 14.5' space for train needed more than 12' roadways? It would seem as though the total width could be reduced by 4', restoring 12' lane widths for traffic. What is the environmental impact of the increased accident rate resulting from the lane width reduction? Has this been addressed in the EIS? The links on the sound transit website for EIS documents are all broken with content not found.

Sound Transit are not telling us what they are going to do about the safety, the noise, what is going to happen to the buses coming through from Issaquah and Eastgate and need to tell us what is going to happen with the center lane closures, and how the traffic lights and closing down the 76th ramp will help with traffic congestion in the Town Center. These issues all need to be addressed asap before anymore work is done on the Eastlink Light Rail project.

Sound transit is on a seriously faulty, uneconomic, energy and environmentally wasteful, and inefficient path... for both Mercer Island and the region. Further, key right-of-way needs to be preserved for future "intelligent vehicles" and NOT squandered on a train to nowhere that can NEVER satisfy true O&D demand. An independent engineering assessment needs to be made IMMEDIATELY for a FHA, FMEA, and SSA for the light rail train across I-90's floating bridge, with a NON-ADVOCATE Review conducted, and the results published to the public. The safety of the light rail train across I-90 has NEVER YET been established by any comprehensive independent engineering analysis, and both the safety and economics of the train remain in serious doubt. In parallel, right-of-way for "intelligent vehicles" needs to be addressed. Intelligent vehicles are the future, NOT already obsolete trains and trollies.. 5th ST3 should be cancelled, being already obsolete, and having little or no benefit to really solving the region's transport needs, at least until and unless the safety and economic viability of the heavily subsidized train across I-90 is addressed. 6th - The heavily subsidized 630 bus and Islander's in Motion program needs to have full cost disclosure, and the full extent of the heavy subsidy disclosure, and then be put to an Island Wide Advisory vote. Both are likely an utter waste of tax money, providing heavy subsidies to those who can already afford it without that heavy subsidy. We live on a finite planet, and on a finite Island. There are limits to growth. Sound transit and the region need to recognize that fact, and substantially change course, before it's too late, and before you make matters even worse. On your present course, you are wasting our tax money, and NOT solving our fundamental transport needs, for the vast majority of users and businesses.

Adequate availability of bus seats to Seattle for Mercer Island commuters; when Light Rail opens, minimize bus congestion on Mercer Island streets and the East Channel Bridge

Very inflexible solutions. Centuries old technology - should be smarter

Concerned about reduction of lane widths and shoulder on I-90. Can we move the barrier to reduce the width of the center roadway or is that space necessary for maintenance of the light rail?

Enjoyed the recent presentation to the Mercer Island City Council about the track bridge engineering and testing

The value of my house decreases as my commute gets longer

Need to prove I-90 can accommodate light rail

Safety of bridge is the most important. Separately, concerned about the reduction in shoulder width on the bridge causing debris to get in bicyclists/pedestrians eyes on the current path.

Population on Mercer Island does not have a lot flexibility.

No tolling on I-90. We need shuttles that provide better service from the southern end of the island. Additionally, it's hard to walk with the sidewalk environment.

Project is planned poorly, need to go back to the drawing board. Ridership numbers are all wrong.

Self driving cars are coming, you're building the wrong thing. Need to go back to the drawing board.

Need to limit access to people from off of the island.

Immediate availability of seats on those busses

Immediate availability of bus seats to Seattle for Mercer Island commuters; and when Light Rail opens, minimized bus congestion on Mercer Island streets and the East Channel Bridge.

I would like to have more community involvement. I'd like to have it focused in the best way so that it can have real influence. What we really lack is an overall flowchart of which agencies are going to have the responsibility for making decisions on these issues, and as much as possible, a timeline moving forward. Otherwise we'll have more and more meetings, and people will express their opinions, but there's no chance of understanding where those opinions are directed and what they might be able to affect. So for those of -- all of you who are involved with the decision process, I'd sure like to see a good road map.

I support the efforts of Vision Mercer Island to ensure everyone is fully educated to decide on issues that will dramatically impact our mobility and the success of regional transit investments. I hope we can all find a way to work together to find the most viable solution.

Immediate availability of bus seats to Seattle for Mercer Island commuters; and when Light Rail opens, minimized bus congestion on Mercer Island streets and the East Channel Bridge.

Encouraging transit ridership, preventing gridlock, mitigating disruptions are goals shared by Mercer Island, transportation agencies, and the region. So whether we're talking about parking, HOV lanes, tolls, bus intercepts, direct access ramps, shuttle service, cut-throughs, or construction closures, or any other part of this integrated picture, let's all recognize that what is good for Mercer Island can also be good for regional transportation. Three, this must be a public process, but it can be a constructive one. If Sound Transit wrote Mercer Island a big check right now, we'd have beautiful parks and we would still have gridlock. We have to negotiate a comprehensive solution with appropriate public input.

Now Mercer Island has become a highly desirable place for families to live because of our ease of access to both Seattle and the east side. But upcoming transportation changes could set us back in time when mobility was a huge issue for islanders. Because we only have a handful -- and now we only have a handful of entries and exits to the island. The upcoming changes to transportation with the light-rail expansion will impact islanders dramatically.

Island Books is depending on the regional transportation investments to improve mobility for all, regardless of whether you use a bus, car, car pool, or bicycle.

First of all, all the government entities must cooperate. Mercer Island, City, Metro, Sound Transit, WSDOT. And the federal government's in there too: Interstate highway. They all need to cooperate. They can't say "You -- we'll do this, but you pay for it." They've got to cooperate. And we need to do it even if it costs a lot more.

We support immediate availability of bus seats to Seattle for Mercer Island commuters.

failed. Best headway of the system will be a train every seven and a half minutes in each direction. This is a capacity constraint based on the downtown Seattle transit tunnel, which is dictated by the life safety of the systems that -- or the life safety systems in that -- in that tunnel. And the utility of the train is less than a general-purpose lane. People just don't go from downtown core to Mercer Island or -- and people have alternate schedules, demands that they just can't go from A to B in that sort of a linear line as the train projects. When you factor in the penalties associated with the reduced lane width, the extra outer road lanes will not perform as well as existing ones. This will be especially true when we have off-normal conditions such as accidents or the occasional visiting dignitary. Technology is changing. Automatic and autonomous vehicles are coming and will increase capacity of our general-purpose lanes. It will look really silly at the ribbon cutting of East Link in 15 years when the vehicles have some level of automation, will support cooperative behaviors, and will increase beyond what we can expect today. Why not build our configuration and we can use the capacity today, and why not actually spend the money on a corridor along the east from Renton to Redmond.

So I'm hoping that your intent is to make transportation better in this area, and I'm hoping your intent is to make it better for Mercer Island. And that should be a goal. And to do this, I think, it's important to see what transportation conditions exist here now so that you have a baseline and then make it better.

results published and available to the public. The safety of the light-rail train across I-90 has never yet been established by an comprehensive independent engineering analysis, and both safety and economics of the train remain in serious doubt. Fifth, ST3 should be scrapped and canceled, being already obsolete and having little or no benefit, certainly for Mercer Island, to really solving the region's transport needs, at least until and unless the safety and economic viability of a subsidized train across I-90 is addressed.

Why was this route chosen before the engineering studies had been completed to ensure the safety of the train to use the Mercer Island I-90 bridge?

97. I'm sorry, between 89 and 97 decibels, whereas if you just come to the other side of the building where the parking lot is, on the same street as where Sound Transit put their monitoring equipment, it's at 70. Where Sound Transit put their original monitoring equipment, they've been placing them in very quiet areas where there's not much traffic. And not only that, but there's a big wall that acts as a buffer. And if there's not a wall, there's a whole forest between the freeway and the location of where the monitoring was. Washington State Department of Transport won an award for excellence in quieter-pavement research. And they were doing these tests using the onboard sound intensity measurement, but Sound Transit hadn't been using it. And the Department of Transport came up with asphalt tends to be quieter than concrete, but we've got concrete, and also that noise barriers have been the most effective method for reducing traffic noise. So we need to get the barriers up now before Sound Transit continue with anything more.

Immediate availability of bus seats to Seattle for Mercer Island commuters; and when Light Rail opens, minimized bus congestion on Mercer Island streets and the East Channel Bridge.

Could we move 405 up a little bit? Because I think that the section of 405 between Bellevue and Renton is really a key to regional mobility. And relieving congestion in that corridor as quickly as possible will relieve congestion on I-90. I'm quite sure, from looking at the models, that that will happen.

And so I'd also encourage Sound Transit to, as they've already done, looking at options to increase the availability of bus service to other park-and-rides to make them more convenient. And I see you're going to add service to the 554.

Immediate availability of bus seats to Seattle for Mercer Island commuters; and when Light Rail opens, minimized bus congestion on Mercer Island streets and the East Channel Bridge.

The point is, light rail doesn't make sense. We're five years away from having autonomous vehicles that can do this themselves instead of using technology that's 150 years old. Why don't we look ahead for once, look at something that's viable economically, that people are actually going to use, and that is a -- that is a step forward instead of a step back 150 years.

Cannot see any benefit of train across lake vs. busses

My second concern is the safety of I-90. I'm very concerned with the reduced lanes and the reduced -- the width of the lanes, the reduced shoulders. There are lots of trucks, as an earlier person said. They are very big.

First of all, the center roadway that was originally designed to increase the number of lanes from eight to ten for auto traffic and the center road would be -- it shared with busses, that's no more.

I think that the money to go will exceed what it would take to put light rail down 405 to Bellevue on the Burlington Northern Santa Fe route, and it'll do far more than reduce congestion. At the very least, it's a break-even proposition for a huge amount of money across Lake Washington. There should be enough money left over to build parking garages at East Lake -- Eastgate and Southeast Eighth, which was considered earlier and proposed by the City of Bellevue. And probably have enough left over to build the southeast Bellevue park-and-ride also. This has got to be the most expensive place to run a light rail across.

Why build light rail - busses should be able to accommodate future growth - more flexible and more economical

Potential solutions: Cross-lake BRT and run light rail from Renton to Redmond, build P&R along all routes

Before we have another monument to the stupidity of putting trains on I-90 consider the alternatives: Route the trains through Renton and up to the existing right of way on the Eastside. Build a new bridge dedicated to the trains. Either of these alternatives solve the following major problems: Inadequate park and ride capacity, adding HOV lanes and reducing lane widths on I-90 below federal standards, loss of mobility for Mercer Island, bus intercept on Mercer Island, construction delays on I-90, the major E-W route from Seattle, reduced capacity on I-90. Additionally the current I-90 reversible lanes could be converted to full time HOV lanes by adding a center divider.

Immediate availability of bus seats to Seattle for Mercer Island commuters, then when Light Rail opens, minimized bus congestion on Mercer Island streets and the East Channel Bridge

Until light rail comes online, I would like to see more buses on heavily used routes such as the ST 550.

Immediate availability of bus seats to Seattle for Mercer Island commuters; and when Light Rail opens, minimized bus congestion on Mercer Island streets and the East Channel Bridge.

3. Please rank the issues in order of importance to you

	Score*	Overall Rank
Access to I-90	496	1
On-island traffic circulation/traffic mitigation	428	2
Parking	390	3
Integrated transit service	332	4
Light rail construction	283	5
Light rail station design	244	6
Other	221	7

Total Respondents 95

*Score is a weighted calculation. Items ranked first are valued higher than the following ranks, the score is the sum of all weighted rank counts.

I-90 Loss of Mobility Negotiations Guiding Principles

What We Are For

1. Enhance the livability of our community, make for a better Mercer Island and contribute to the need for improved transportation throughout the Puget Sound area.
2. Ensuring reliable and dependable access to Mercer Island that addresses the uniquely vulnerable geography of our Island community, solely accessible via I-90.
3. Loss of mobility to, from and on Mercer Island needs to be addressed before the I-90 center roadway is closed.
4. Provide a multitude of transportation modes and opportunities for residents and others working on or visiting Mercer Island to travel to and from the Island, and within the Island.
5. Take full advantage of technology and public-private investments in order to make traffic run smoother, transit operate more efficiently, and get the full and fairest use of existing and future parking facilities.
6. Take all necessary actions to preserve and protect our Town Center so that Islanders enjoy living, shopping, working, dining, walking in and otherwise using this area. These actions include, for example, not permitting any change associated with light rail to occur that would increase congestion, jeopardize safety or reduce air quality.
7. Not accept any bus intercept proposal that does or could have any adverse impact whatsoever on Mercer Island.
8. All parties to stand by the agreements made under the 1976 I-90 Bridge MOU and subsequent amendments.

I-90 Loss of Mobility Negotiations Guiding Principles

What We Want*

1. Measures to mitigate the loss of mobility must be agreed to in a binding, written agreement signed by all necessary parties.
Example: That agreement will include a firm timetable for implementing mitigation measures including those that must be implemented prior to closure of the I-90 center roadway.
2. Maintaining mobility between I-5 and I-405, and within the Island. A new “loss of mobility” plan that causes traffic to back-up for hours in our Town Center, encourages frustrated travelers to cut-through neighborhoods, and leads to back-ups within the HOV lanes is not a win for Mercer Island or the region.
Example: A way to preserve mobility is to configure I-90 ramp and HOV lane design and operations to ensure smooth access to/from the Island.
3. Ensuring the availability of and access to light rail for all Islanders by providing adequate commuter parking.
Example: Provide dedicated Island resident parking at the current Mercer Island Park and Ride and at other nearby locations that are convenient or readily accessible to I-90 transit service.
4. Ensuring other modes of access to light rail for Island residents and use the latest in technology to supplement conventional park and ride facilities.
Example: Provide additional bus or shuttle services to and from the south-end of the Island and implement ride sharing apps.
5. Strong mitigation measures must be in place during construction in order to limit the pain on our community (e.g., congestion, traffic, noise and dust). We know and accept that there will be many challenges during the construction phase – construction challenges need to be fully vetted, freeway closures to occur only if they are truly needed, and solid mitigation plans in place to protect Islanders from bearing an excessive and punishing pain burden during construction.
Example: Provide dedicated Mercer Island bus service (with parking access) to Seattle during AM commute hours in order to prevent long lines of Islanders waiting to board buses that arrive full from the East Side.
6. Expanded, thoughtful and efficient bus service throughout Mercer Island and the region. Those buses should be on the move and not wastefully idling or sitting in Town Center or elsewhere on Mercer Island for several hours each day
Example: No parking of buses in or near Town Center. Provide bus service to activity nodes on the Island with convenient connections to I-90 transit service.
7. When construction is finished, and light rail is operating, we want our community to be stronger, more vibrant and able to participate in a better regional transportation system.
Example: Monitor seat availability on light rail cars when they reach Mercer Island to ensure space availability and address any shortages that are identified.

* Examples are intended to just be examples and will not be the only solutions sought to address the matters.

Updated: October 14, 2015



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

**AB 5119
October 19, 2015
Regular Business**

2014 MERCER ISLAND DASHBOARD REPORT

Proposed Council Action:

Receive report.

DEPARTMENT OF

Finance (Chip Corder)

COUNCIL LIAISON

n/a

EXHIBITS

1. 2014 Mercer Island Dashboard Report

APPROVED BY CITY MANAGER

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

SUMMARY

The 2014 Mercer Island Dashboard Report, which encompasses 35 “top tier” performance indicators, is attached as Exhibit 1. For a quick assessment of how the City did in 2014, review the “Report Card” Summary section, which begins on page 3.

RECOMMENDATION

Finance Director

Receive report.

2014 Mercer Island Dashboard Report

Introduction

The City's performance measurement model, called the Mercer Island Dashboard, was developed in 2007 with the following objectives in mind:

1. To identify "top tier" indicators which capture the "state of the City" in terms of what matters most to the management team and the City Council.
2. To collect meaningful information that impacts financial and human resource allocation decisions and ultimately organizational direction during the biennial budget/CIP process.
3. To select a manageable group of measures that has minimal impact on productive staff time in terms of data gathering.

The model is comprised of 35 "dashboard" indicators, which are organized around the City's 6 priorities of government and broken down into functional areas within each priority of government:

1. Community Safety & Security: **8 indicators**
 - Personal Security
 - Crime Prevention Effectiveness
 - Traffic Safety Effectiveness
 - Timely Crime Response
 - Fire Loss/Prevention Effectiveness
 - Emergency Medical Aid Effectiveness
 - Timely Fire & Emergency Medical Aid Responses
 - Emergency Preparedness
2. Effective & Efficient Public Service Delivery & Community Sustainability: **14 indicators**
 - Public Trust
 - Community Issues
 - Risk Management
 - Employee Retention & Morale
 - Development Permit Processing
 - Court Operations
 - Creditworthiness
 - Financial Management
 - Financial Condition
 - Environmental Stewardship (5 indicators)
3. Reliable Public Infrastructure: **4 indicators**
 - General Government Infrastructure Condition (2 indicators)
 - Water Utility Infrastructure Condition
 - Sewer Utility Infrastructure Condition

2014 Mercer Island Dashboard Report

4. Attractive Neighborhoods & Business Districts: **3 indicators**
 - Neighborhood & Downtown Attractiveness (2 indicators)
 - Economic Vitality

5. Recreational, Cultural, Health & Educational Opportunities: **5 indicators**
 - Recreation Programs & Facilities
 - Park Amenities
 - Youth Counseling & Intervention
 - Senior Outreach & Advocacy
 - Volunteerism & Human Services Funding

6. Public Communication & Community Involvement: **1 indicator**
 - Informed Citizenry

Finally, many of the “dashboard” indicators are further broken down into sub-indicators for the purpose of identifying important components and painting a clearer picture of performance.

“Report Card” Summary

One of six ratings (i.e. very good, good, improving, concerning, needs attention, or unknown), along with a brief comment, is provided for each of the 35 “dashboard” indicators below, which are organized by priority of government.

Community Safety & Security

#	Dashboard Indicator	Rating	Comment
1	Personal security	Very good	Per Apr 2014 survey, 87% of residents feel “very safe” or “completely safe” walking alone in neighborhood
2	Crime prevention effectiveness	Very good	2 nd lowest violent crime and property crime rates among 6 Eastside cities in 2014
3	Traffic safety effectiveness	Very good	2 nd lowest traffic accident rate among 6 Eastside cities in 2014
4	Timely crime response	Very good	Emergency calls: <ul style="list-style-type: none"> ▪ Average response time: <ul style="list-style-type: none"> - 4.3 min in 2014 vs. 5.3 min in 2010 ▪ Calls responded to within 6 min: <ul style="list-style-type: none"> - 75% in 2014 vs. 73% in 2010
5	Fire loss/prevention effectiveness	Concerning	2010-2014 avg annual \$ fire loss per 1,000 population: <ul style="list-style-type: none"> ▪ Mercer Island = \$34,135 ▪ Comparison jurisdiction avg = \$27,440 <p>Note: MI had 5 costly fires in 2014 amounting to \$3.0M, which was very unusual</p>

2014 Mercer Island Dashboard Report

Community Safety & Security (cont'd)

#	Dashboard Indicator	Rating	Comment
6	Emergency medical aid effectiveness	Very good	Cardiac arrest survival rate in 2014: <ul style="list-style-type: none"> ▪ Mercer Island (56%) vs. King County average (62%) ▪ King County has highest rate in U.S.
7	Timely fire & emergency medical aid responses	Very good	Fire calls: <ul style="list-style-type: none"> ▪ Average response time: <ul style="list-style-type: none"> - 5.5 min in 2014 vs. 6.5 min in 2010 ▪ Calls responded to within 6 min: <ul style="list-style-type: none"> - 58% in 2014 vs. 51% in 2010 EMS calls: <ul style="list-style-type: none"> ▪ Average response time: <ul style="list-style-type: none"> - 5.0 min in 2014 vs. 5.5 min in 2010 ▪ Calls responded to within 6 min: <ul style="list-style-type: none"> - 74% in 2014 vs. 68% in 2010
8	Emergency preparedness	Good	Per Apr 2014 survey, 59% believe they are “mostly prepared” or “completely prepared” for a 7 day event with disruption to power & water services

Effective/Efficient Public Service Delivery & Community Sustainability

#	Dashboard Indicator	Rating	Comment
9	Public trust	Good	Per Apr 2014 survey, % of residents who believe the City (vs. King County) is doing a “good” or “excellent” job of using tax dollars responsibly: <ul style="list-style-type: none"> ▪ City: 66% vs. 49% per Jun 2012 survey ▪ King County: 38% vs. 31% per Jun 2012 survey Note: The City began broadcasting Council study sessions in Oct 2012; began executing work plan to oppose state’s proposal to toll I-90 in Mar 2013; and hired Communications & Sustainability Manager in Mar 2013 to increase public outreach.
10	Community issues	Good	Per Apr 2014 survey, the most important problem facing Mercer Island is: <ul style="list-style-type: none"> ▪ Tolls on roads/bridges (23%) ▪ Education/school funding (19%) ▪ Traffic, transportation, parking (14%) ▪ Nothing (10%) ▪ Overcrowding/overdevelopment (10%)

2014 Mercer Island Dashboard Report

Effective/Efficient Public Service Delivery & Community Sustainability (cont'd)

#	Dashboard Indicator	Rating	Comment
11	Risk management	Good	2010-2014 total insurance claims filed: <ul style="list-style-type: none"> ▪ Mercer Island (135) vs. Group 4 cities' average (186) ▪ Street Maintenance, Police, and Sewer Utility claims are significantly below Group 4 cities' average ▪ Water Utility is significantly above Group 4 cities' average
12	Employee retention & morale	Very good	Employee longevity by department or department grouping in 2014: <ul style="list-style-type: none"> ▪ Police & Fire: <ul style="list-style-type: none"> - Highest % of employees who have been with the City 10 years or more (70%) ▪ Maintenance and Parks & Recreation: <ul style="list-style-type: none"> - 2nd highest % of employees who have been with the City 10 years or more (45%) - Good distribution among 3 longevity categories ▪ DSG: <ul style="list-style-type: none"> - Highest % of employees who have been with the City less than 5 years (39%) - Good distribution among 3 longevity categories ▪ All other departments: <ul style="list-style-type: none"> - Good distribution among 3 longevity categories
13	Development permit processing	Very good	Per DSG's Jan 2014 survey, 95% of DSG customers are "satisfied" or "very satisfied" with the processing of permits
14	Court operations	Very good	% of court-related revenues to expenditures: <ul style="list-style-type: none"> ▪ 109% in 2014 vs. 85% in 2013 due to 61% increase in # of cases filed
		Very good	RALJ appeals (measure of judicial effectiveness): <ul style="list-style-type: none"> ▪ No appeals in 2014 ▪ 0.8 average appeals per year in 2010-2014
15	Creditworthiness	Very good	Bond ratings per Moody's: <ul style="list-style-type: none"> ▪ Unlimited tax G.O. bonds (UTGO): Aa1 ▪ Limited tax G.O. bonds (LTGO): Aa1 ▪ Only Seattle and Bellevue have higher UTGO bond ratings in WA state ▪ Mercer Island's LTGO bond rating is the highest in WA state along with Seattle and Bellevue
16	Financial management	Very good	"Clean" audit opinion received annually on City's financial statements for past 20 years

2014 Mercer Island Dashboard Report

Effective/Efficient Public Service Delivery & Community Sustainability (cont'd)

#	Dashboard Indicator	Rating	Comment
17	Financial condition	Good	<p>Ratio of tax revenues to personnel costs in the General Fund was 0.98 in 2014 vs. 1.00 in 2013 (Finance Director's target is at least 1.00)</p> <p>Note: The 2014 ratio was below 1.00, because total tax revenues increased only 3.8% while total personnel costs increased 5.0%. The increase in total personnel costs included a \$330,200 increase in DSG contract staffing in 2014, which was fully funded by development fees. Backing out the \$330,200 cost, the 2014 ratio of tax revenues to personnel costs increases to 1.00.</p>
	Environmental stewardship:		
18	Fleet fuel usage	Good	4.9% reduction in gallons of gasoline and diesel used by the City's fleet in 2014 vs. 2013
19	Energy usage	Unknown	Since the City no longer participates in Puget Sound Energy's Resource Conservation program, this data is no longer readily available; the City's Communications & Sustainability Manager intends to hire a graduate intern to gather this data
20	Water consumption	Good	<p>% change in water consumption in 2014 vs. 2013:</p> <ul style="list-style-type: none"> ▪ Average single family residence: <ul style="list-style-type: none"> - Up 2.9% due to warm, dry weather in Jun-Jul ▪ City owned buildings/facilities: <ul style="list-style-type: none"> - Up 1.1% due to warm, dry weather in Jun-Jul ▪ City owned parks: <ul style="list-style-type: none"> - Down 12.5% due to staff's decision to reduce irrigation in Aug-Sep due to high water consumption in Jun-Jul
21	Residential solid waste diversion	Very good	<p>% diverted from landfill in 2014:</p> <ul style="list-style-type: none"> ▪ MI (65%) vs. King County average (55%)
22	Carbon footprint	Unknown	Staff was not able to gather Island-wide carbon footprint data for 2013-2014; the City's Communications & Sustainability Manager intends to hire a graduate intern to gather this data
		Good	<p>Puget Sound Energy's "green power" program:</p> <ul style="list-style-type: none"> ▪ 786 Island customers in 2014 vs. 758 Island customers in 2013 (3.7% increase)

2014 Mercer Island Dashboard Report

Reliable Public Infrastructure

#	Dashboard Indicator	Rating	Comment
	General government infrastructure condition:		
23	Street/sidewalk/path/park maintenance	Good Good Very good	Per Apr 2014 survey, % of residents who believe the City is doing a "good" or "excellent" job of maintaining: <ul style="list-style-type: none"> ▪ Streets: 75% vs. 67% per Jun 2012 survey ▪ Sidewalks & pedestrian/bicycle paths: 72% vs. 65% per Jun 2012 survey ▪ Parks, trails & open space: 88% vs. 86% per Jun 2012 survey
24	Street pavement condition	Very good Good	2014 pavement condition assessment of City streets that are in "satisfactory" or "good" condition: <ul style="list-style-type: none"> ▪ Arterial streets (79%) ▪ Residential streets (64%)
25	Water utility infrastructure condition	Needs attention	# of water main breaks per 1,000 service connections in 2014: <ul style="list-style-type: none"> ▪ Mercer Island (0.80) vs. 6 jurisdiction average (0.34) <p>Average # of water main breaks per 1,000 service connections per year in 2010-2014:</p> <ul style="list-style-type: none"> ▪ Mercer Island (0.77) vs. 6-7 jurisdiction average (0.33) <p>Note: About 40% of City's water mains are over 50 years old</p>
26	Sewer utility infrastructure condition	Very good Improving	# of sewer system backups per 1,000 service connections in 2014: <ul style="list-style-type: none"> ▪ Mercer Island (0.14) vs. 3 jurisdiction average (0.24) <p>Average # of sewer system backups per 1,000 service connections per year in 2010-2014:</p> <ul style="list-style-type: none"> ▪ Mercer Island (0.27) vs. 3-7 jurisdiction average (0.18)

2014 Mercer Island Dashboard Report

Attractive, High Quality Neighborhoods & Business Districts

#	Dashboard Indicator	Rating	Comment
	Neighborhood & downtown attractiveness:		
27	Annual development activity	Very good	<p># of permits issued by type in 2014 vs. 2013:</p> <ul style="list-style-type: none"> ▪ All permit types: Down 3.8% ▪ Single family residential: Down 1.5% <p>\$ valuation by permit type in 2014 vs. 2013:</p> <ul style="list-style-type: none"> ▪ All permit types: Up 21.9% due to mixed use redevelopment of True Value Hardware site ▪ Single family residential: Down 6.7% <p>Note: Development activity is still very high despite the 2014 declines in the number of permits issued</p>
28	Town Center	Concerning	<p>Per Apr 2014 survey, 71% are “somewhat satisfied” or “very satisfied” with the Town Center vs. 76% per Jun 2012 survey</p> <p>Per Apr 2014 survey, the one improvement needed in the Town Center is:</p> <ul style="list-style-type: none"> ▪ More parking (22%) ▪ Stop building/overdevelopment (11%) ▪ More businesses/stores (9%) ▪ More restaurants (8%) ▪ Increase pedestrian safety (7%)
29	Economic vitality	Very good	<p>Sales tax per capita in 2014 vs. 2013:</p> <ul style="list-style-type: none"> ▪ Total (all business sectors): Up 6.0% ▪ Construction: Up 4.7% ▪ Retail & Wholesale Trade: Up 6.8% ▪ All Other Sectors: Up 7.0%

Recreational, Cultural, Health & Educational Opportunities

#	Dashboard Indicator	Rating	Comment
30	Recreation programs & facilities	<p>Very good</p> <p>Good</p>	<p>Per Apr 2014 survey, % of residents who believe the City is doing a “good” or “excellent” job of:</p> <ul style="list-style-type: none"> ▪ Providing recreation programs: 81% vs. 81% per Jun 2012 survey ▪ Operating the Community Center: 74% vs. 75% per Jun 2012 survey

2014 Mercer Island Dashboard Report

Recreational, Cultural, Health & Educational Opportunities (cont'd)

#	Dashboard Indicator	Rating	Comment
31	Park amenities	Very good	Per Apr 2014 survey, 86% believe the City is doing a "good" or "excellent" job of providing amenities at City's parks vs. 85% per Jun 2012 survey
32	Youth counseling & intervention	Very good	Per 2014 Communities That Care (CTC) prevention program survey: <ul style="list-style-type: none"> Maintained 19% reduction in "past 30 day" alcohol use among 12th grade students (relative to 2013 survey) IMS Drug & Alcohol Prevention Specialist: <ul style="list-style-type: none"> Provided preventative education to 100% of IMS students in 2012, 2013, and 2014
33	Senior outreach & advocacy	Very good	# of seniors & adult children served: <ul style="list-style-type: none"> 278 in 2014 vs. 336 in 2013 because Geriatric Specialist provided mental health counseling services to 16 seniors and their families in 2014 vs. 5 seniors and their families each year on average 100% client satisfaction rating in 2014
34	Volunteerism & human services funding	Concerning	Thrift Shop activity in 2014 vs. 2013: <ul style="list-style-type: none"> Volunteer service hours: Down 9.4% Gross sales revenue: Up 0.4% Net income: Up 0.8% Gross sales have plateaued in 2013-2014 due to: <ul style="list-style-type: none"> Continuing decline in volunteer service hours Significant decrease in work study students in the summer No more space for processing donations and retail sales Shift in retail shopping patterns as disposable income has increased following the recession

2014 Mercer Island Dashboard Report

Public Communication & Community Involvement

#	Dashboard Indicator	Rating	Comment
35	Informed citizenry	<p>Good</p> <p>Good</p>	<p># of subscribers to MI Weekly:</p> <ul style="list-style-type: none"> ▪ 1,640 in 2014 vs. 1,480 in 2013 <p>Total # of City Facebook followers:</p> <ul style="list-style-type: none"> ▪ 2,000 in 2014 vs. 1,000 in 2013 <p>Per Apr 2014 survey, respondents identified the following ways the City could improve its communication efforts with residents:</p> <ul style="list-style-type: none"> ▪ Nothing or satisfied with current efforts (46%) ▪ Email (9%) ▪ Newsletter/newspaper (6%) ▪ Text messaging (5%) ▪ Direct mail (4%)

COMMUNITY SAFETY & SECURITY

Personal Security

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
1) % of residents who feel "very safe" or "completely safe" walking alone in their neighborhood:	N/A	85%	N/A	87%	N/A

Note: A citizen survey is conducted biennially. The most recent survey was conducted in April 2014 and reported as a 2013 result.

Commentary/Analysis

This indicator provides a simple, perception-based assessment of the Police Department's effectiveness relative to the current level of patrol service provided. On a scale of 1 to 7, in which 1 is completely unsafe and 7 is completely safe, 85-87% of respondents over the past five years have consistently rated their feelings of personal safety a 6 or 7 while walking alone in their neighborhood.

These high personal security ratings are consistent with the low crime rates that Mercer Island has enjoyed for many years relative to other Eastside cities, as noted below under "Crime Prevention Effectiveness".

Crime Prevention Effectiveness

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
2) Mercer Island's crime rate relative to other Eastside cities and the King County average (expressed as # of violent crimes per 1,000 population followed by # of property crimes per 1,000 population):					
▶ Sammamish (UCR system)	0.4 / 9.3	0.3 / 7.6	0.3 / 7.3	0.2 / 5.8	0.2 / 8.0
▶ Mercer Island (NIBRS system)	0.6 / 14.3	0.5 / 18.3	0.5 / 15.4	0.4 / 21.8	0.3 / 21.3
▶ Redmond (NIBRS system)	1.2 / 29.1	0.8 / 24.6	0.7 / 21.8	0.7 / 29.7	0.5 / 30.4
▶ Issaquah (NIBRS system)	1.1 / 27.1	0.8 / 24.0	0.6 / 24.0	0.6 / 25.6	0.5 / 33.3
▶ Kirkland (NIBRS system)	1.3 / 27.5	1.5 / 30.1	1.2 / 26.6	0.9 / 29.8	0.9 / 31.3
▶ Bellevue (UCR system)	1.1 / 30.9	1.1 / 28.9	1.3 / 28.3	0.9 / 30.1	1.1 / 34.4
▶ King County average	3.4 / 41.1	3.5 / 40.2	N/A / N/A	N/A / N/A	N/A / N/A

Commentary/Analysis

In 2012, the state began the process of transitioning to a new crime reporting system called NIBRS (National Incident-Based Reporting System), which is replacing the UCR (Uniform Crime Reporting) system. As a result, the 2012, 2013, and 2014 crime statistics gathered by WASPC (Washington Association of Sheriffs and Police Chiefs) contain a mixture of crime data by jurisdiction that is based on UCR, NIBRS, or both reporting methods. While this impacts the validity of the 2012, 2013, and 2014 comparisons among jurisdictions, the differences are generally minor, with a few exceptions. For example, Mercer Island's number of property crimes per 1,000 population increased from 15.4 in 2012 to 21.8 in 2013. However, this was less due to an increase in property crimes and more due to how the crimes are counted under NIBRS versus UCR. When a criminal incident involves multiple crimes, UCR uses a hierarchy rule, counting only the most serious crime. NIBRS, on the other hand, counts each offense.

COMMUNITY SAFETY & SECURITY

For the period 2010-2014, Mercer Island has consistently had the second lowest violent and property crime rates among six Eastside cities, which can be primarily attributed to a very small commercial sector, a road network consisting of very few arterials, and the demographics of this community (i.e. highly educated and high median household income). Sammamish is very comparable to Mercer Island in these respects. A significant factor that distinguishes Mercer Island from Sammamish is the presence of I-90, which runs through the City and invites a higher crime rate. There are no interstates running through or near Sammamish. In addition, the Police command staff believe that the department’s proactive approach to law enforcement and its educational outreach programs contribute to the City’s very low crime rates.

Traffic Safety Effectiveness

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
3) Mercer Island's traffic accident rate relative to other Eastside cities and the King County average (expressed as # of traffic accidents, excluding state routes, per 1,000 population):					
▶ Sammamish	4.39	3.73	4.83	4.20	5.03
▶ Mercer Island	4.76	4.98	4.85	3.83	5.19
▶ Issaquah	9.79	8.70	9.09	10.18	10.25
▶ King County average	10.59	10.43	10.13	10.03	10.84
▶ Bellevue	11.69	11.43	11.69	11.45	11.14
▶ Kirkland	11.13	12.10	9.71	10.12	11.28
▶ Redmond	10.05	10.84	11.71	11.98	11.89

Commentary/Analysis

Traffic accidents on state routes are excluded from the accident rates noted above. With fewer arterials and high volume intersections by comparison, Mercer Island consistently has had one of the lowest traffic accident rates among six Eastside cities, posting the second lowest rate in 2014. Relative to Sammamish, Mercer Island’s slightly higher traffic accident rate in 2010-2012 and 2014 can be pinpointed to the presence of I-90, which invites additional traffic on City streets. As noted above, Sammamish does not have any interstates running through or near it. The number of Mercer Island traffic accidents on City streets for the period 2010-2014 is noted in the table below.

Mercer Island Traffic Accidents	2010 Actual	2011 Actual	2012 Actual	2013 Actual	2014 Actual	Annual Average
City Streets	144	108	110	87	120	114

On average, there have been 114 accidents per year on Mercer Island streets.

COMMUNITY SAFETY & SECURITY

Timely Crime Response

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
4) Patrol officer response to priority calls:					
▶ # of priority calls	691	802	917	899	988
▶ Average response time	5.3 min	5.0 min	5.1 min	4.6 min	4.3 min
▶ % of priority calls responded to within 6 minutes	73%	68%	73%	76%	75%

Commentary/Analysis

Contrary to the data above, the number of priority calls did not really increase by 16.1% in 2011 and 14.3% in 2012. Rather, a new version of the software system utilized by NORCOM, which provides police and fire dispatching services to the City, was implemented in September 2011, impacting how priority call data is tracked and extracted. In 2014, the number of priority calls was up 9.9% primarily due to an increase in the number of officer initiated contacts, which was driven by the following: 1) the field training of two new patrol officers, which entails more proactive policing; and 2) the switch from an 8 hour to a 12 hour patrol shift on April 1, 2014, resulting in an increased police presence out in the field. The increase in officer initiated contacts was concentrated in the Town Center, the Park & Ride on North Mercer Way, and Aubrey Davis Park.

Looking at the five year period, Mercer Island's average response time has improved from 5.3 minutes in 2010 to 4.3 minutes in 2014, and the percentage of priority calls responded to within 6 minutes has improved from 68% in 2011 to 75% in 2014. There are three things that should be noted regarding response times. First, besides call volume, there are other factors that can significantly influence response times, such as patrol staffing levels and officer location when a call is received. Second, there are no generally accepted professional, national, or state standards for patrol response times. Finally, citizen complaints regarding response times or quality of service provided are a very rare occurrence.

Fire Loss/Prevention Effectiveness

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
5) Mercer Island's annual \$ fire loss per 1,000 population relative to other Eastside cities and fire districts:					
▶ Redmond	\$ 21,993	\$ 94,174	\$ 26,426	\$ 21,015	\$ 9,359
▶ Bellevue	\$ 6,466	\$ 43,491	\$ 48,957	\$ 32,647	\$ 19,612
▶ Average (excluding MI)	\$ 20,593	\$ 45,294	\$ 25,083	\$ 23,905	\$ 22,326
▶ Kirkland	\$ 31,003	\$ 16,773	\$ 16,757	\$ 18,054	\$ 38,008
▶ Mercer Island	\$ 3,472	\$ 25,076	\$ 540	\$ 7,959	\$ 133,629
▶ Bothell	\$ 29,521	\$ 38,125	\$ 8,194	N/A	N/A
▶ Eastside Fire & Rescue	\$ 13,983	\$ 33,907	N/A	N/A	N/A

Note: Eastside Fire & Rescue and Bothell stopped tracking fire losses in 2012 and 2013 respectively.

COMMUNITY SAFETY & SECURITY

Commentary/Analysis

Fire loss data is tracked and reported to the state by most jurisdictions. The primary concern around using fire loss data is the accuracy of the estimates made by firefighters in those instances in which insurance companies are not involved. However, such instances involve minor damages only. Keeping the fire loss per 1,000 population to a minimum is directly related to a timely fire suppression response, an effective fire prevention program, and good building codes. Of four Eastside cities, Mercer Island had the highest fire loss per 1,000 population in 2014 (\$133,629) due to five costly fires amounting to \$3.0 million, which was very unusual. Prior to 2014, the last major fire loss occurred in 2008, amounting to \$2.74 million. Fire losses of this magnitude occur about once every 5-6 years. Factoring out the \$3.0 million fire loss anomaly, Mercer Island's 2014 fire loss drops to \$4,929 per 1,000 population, which is more consistent with its fire loss experience in 2010-2013.

Looking across the most recent five year period (i.e. 2010-2014), the average annual fire loss for each jurisdiction is noted below.

Jurisdiction	2010-2014 Annual Avg
Kirkland	\$ 24,119
Average (excluding MI)	\$ 27,440
Bellevue	\$ 30,234
Mercer Island	\$ 34,135
Redmond	\$ 34,594
Bothell (2010-2012)	N/A
Eastside Fire & Rescue (2010-2011)	N/A

Mercer Island's average annual fire loss is \$34,135 per 1,000 population, which is the second highest fire loss among four Eastside cities. Excluding the \$3.0 million fire loss in 2014, Mercer Island's average annual fire loss drops to \$8,395 per 1,000 population.

Finally, it should be noted that Mercer Island's assessed valuation per square mile is the highest of any city in King County. As a result, fire losses are typically more costly on Mercer Island.

Emergency Medical Aid Effectiveness

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
6) Mercer Island's cardiac arrest survival rate relative to the King County average:					
▶ Mercer Island	50%	50%	50%	50%	56%
▶ King County average	48%	50%	52%	62%	62%

COMMUNITY SAFETY & SECURITY

Commentary/Analysis

This measure reflects the percentage of patients in cardiac arrest and ventricular fibrillation who were resuscitated and subsequently released from the hospital. It is based on the Utstein method and is the nationally accepted measure for successful resuscitation from cardiac events. For Mercer Island, this rate can vary significantly from year to year, because the number of incidents is so few (typically 4-8 per year). To provide some context for Mercer Island's annual results, King County's annual survival rate has averaged 55% for the period 2010-2014, which represents the highest rate of any county in the nation. Given this fact, Mercer Island's survival rate has been excellent.

Timely Fire & Emergency Medical Aid Responses

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
7) Fire Department response to:					
▶ Fire suppression calls:					
• # of calls	51	73	73	51	68
• Average response time	6.5 min	6.3 min	6.3 min	5.8 min	5.5 min
• % of calls responded to within 6 minutes	51%	53%	59%	57%	58%
▶ Emergency medical aid calls:					
• # of calls (excludes motor vehicle accidents)	1,556	1,357	1,543	1,400	1,627
• Average response time	5.5 min	5.8 min	5.9 min	5.5 min	5.0 min
• % of calls responded to within 6 minutes	68%	64%	61%	68%	74%

Commentary/Analysis

Over the past five years (2010-2014), the Fire Department has responded to 63 fire suppression calls per year on average, with significant variability from year to year. This equates to 1.2 calls per week and is consistent with the long-term call average since 2007. The average response time to fire suppression calls has improved significantly from 6.5 minutes in 2010 to 5.5 minutes in 2014. Also, the percentage of calls responded to within 6 minutes has improved significantly from 51% in 2010 to 58% in 2014.

The vast majority of the Fire Department's service calls are for emergency medical aid, with 1,497 calls per year on average in 2010-2014. This corresponds to 28.8 calls per week, or 4.1 calls per day, and is consistent with the long-term call average since 2007. The average response time to emergency medical aid calls has improved significantly from 5.5-5.9 minutes in 2010-2012 to 5.0 minutes in 2014. In addition, the percentage of calls responded to within 6 minutes has improved significantly from 61-68% in 2010-2012 to 74% in 2014. The significant regression in both the average response time and percentage of calls responded to within 6 minutes in 2011 and 2012 can be mostly attributed to the Fire Department's emphasis on "responsible" emergency response in 2011-2012, which was driven by legal cases in which other fire agencies were held liable for traffic accidents they were involved in while responding to a call. The subsequent improvement in both areas in 2013-2014 was primarily due to the implementation of a new records management system and the department's focus on improving response times.

COMMUNITY SAFETY & SECURITY

Finally, citizen complaints regarding response times or quality of service provided are a very rare occurrence.

Emergency Preparedness

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
8) % of households that believe they are "mostly prepared" or "completely prepared" for a 7 day emergency entailing disruption of power and water services	N/A	56%	N/A	59%	N/A

Note: A citizen survey is conducted biennially. The most recent survey was conducted in April 2014 and reported as a 2013 result.

Commentary/Analysis

This indicator is intended to provide a quick read on the effectiveness of the City's emergency preparedness program, the responsibility for which was moved from the Fire Department to the Police Department in January 2008. Of the 59% noted above in 2013, 12% claimed to be "completely prepared," and 47% claimed to be "mostly prepared".

EFFECTIVE/EFFICIENT PUBLIC SERVICE DELIVERY & COMMUNITY SUSTAINABILITY

Public Trust

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
9) % of residents who believe the City is doing a "good" or "excellent" job of using tax dollars responsibly	N/A	49%	N/A	66%	N/A

Note: A citizen survey is conducted biennially. The most recent survey was conducted in April 2014 and reported as a 2013 result.

Commentary/Analysis

To put the 2013 survey results in perspective, it is worth noting that only 38% of Island residents believe King County is doing a “good” or “excellent” job of using tax dollars responsibly. The significant jump from 49% in 2011 to 66% in 2013 might be related to the following: 1) the City began broadcasting Council study sessions in October 2012; 2) the City started executing its work plan to oppose the state’s proposed tolling of I-90 in March 2013; and 3) the City hired a Communications & Sustainability Manager in March 2013 to increase public outreach.

Community Issues

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
10) Most important problem facing Mercer Island today is (only top 5 results are listed):					
▶ Tolls on roads/bridges	N/A	0%	N/A	23%	N/A
▶ Education/school funding	N/A	29%	N/A	19%	N/A
▶ Traffic/transportation/parking	N/A	14%	N/A	14%	N/A
▶ Nothing	N/A	11%	N/A	10%	N/A
▶ Overcrowding/overdevelopment	N/A	5%	N/A	10%	N/A

Note: A citizen survey is conducted biennially. The most recent survey was conducted in April 2014 and reported as a 2013 result.

Commentary/Analysis

According to the most recent biennial citizen survey, the most important problem facing the City today is “tolls on roads/bridges” (23%). This is not surprising given the amount of press coverage this issue received in 2013 as well as the Council's decision in March 2013 to actively oppose the state’s proposal to toll I-90. The second most important problem facing the City is “education/school funding” (19%). Again, this is not surprising given the passage of the \$99 million school district bond levy in February 2014 and the failure of the \$196 million school district bond levy back in April 2012. The third most important problem facing the City is “traffic/transportation/parking” (13%), which was previously identified as the most important problem back in 2009 (26%) and 2007 (28%), primarily due to the extensive redevelopment of the Town Center from 2004 through 2009 and the corresponding increase in multi-family residential units, commercial space, and traffic congestion. The improvement in “traffic/transportation/parking” in 2011 (14%) and 2013 (13%) is most likely related to the completion of the 77 Central and 7800 Plaza projects in 2009 and to the installation of two traffic signals in the Town Center at the end of 2011.

EFFECTIVE/EFFICIENT PUBLIC SERVICE DELIVERY & COMMUNITY SUSTAINABILITY

Risk Management

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
11) Total # of insurance claims filed over the past 5 years relative to WCIA 5 year rolling average for Group 4 cities:					
▶ Mercer Island	146	126	124	129	135
▶ Group 4 cities' average	202	199	199	200	186

Commentary/Analysis

Mercer Island is a founding member of the Washington Cities Insurance Authority (WCIA), which is a statewide municipal insurance pool. The City's claims experience is tracked within a pool of 19 cities (identified as Group 4) that generate more than 400,000 worker hours annually. The annual liability assessment (i.e. insurance premium) for each member city is based on two factors: 1) actual claims experience (with a \$100,000 loss limit per claim) over the past 5 years; and 2) total number of worker hours over the past 5 years. Given that 98% of all WCIA claims are settled for \$100,000 or less, the effectiveness of the City's risk management practices is best captured by the "frequency" (i.e. total number) of claims rather than their "severity" (i.e. amount). In addition, it should be noted that there is a direct correlation between the total number of worker hours and the total number of claims. In other words, larger cities with more employees will have more claims.

For the most recent five year period (2010-2014), Mercer Island's total number of claims (135) was significantly below the Group 4 cities' average (186). This is consistent with previous rolling five year periods, because Mercer Island has one of the lowest total number of worker hours among Group 4 cities. Also, Mercer Island's five year rolling total has declined from 146 in 2006-2010 to 135 in 2010-2014. At the "big picture" level, that is a positive indicator.

A breakdown of the number of claims filed annually, along with the five year annual average, is summarized in the table below.

MI vs. Group 4 Avg	# of Insurance Claims Filed									5 Year Annual Average				
	2006	2007	2008	2009	2010	2011	2012	2013	2014	06-10	07-11	08-12	09-13	10-14
Mercer Island	46	20	30	16	34	26	18	35	22	29.2	25.2	24.8	25.8	27.0
Group 4 Avg	42	37	37	46	40	39	37	38	32	40.4	39.8	39.8	40.0	37.2

With the exception of 2006, Mercer Island's annual number of claims filed is consistently below the Group 4 average. Looking at the most recent five year period (2010-2014), Mercer Island averaged 27.0 annual claims versus the Group 4 average of 37.2 annual claims.

For the most recent five year period (2010-2014), the greatest number of claims filed against Group 4 cities was concentrated in the following 6 functional areas (presented in the table below in descending order), comprising about 87% of the total number of claims. For comparison purposes, Mercer Island's number of claims in these 6 functional areas is noted as well.

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Functional Area	2010-2014 # of Claims		Note
	Group 4 Avg	Mercer Island	
Street Maintenance	47.42	23	Significantly below average
Police	39.80	8	Significantly below average
Sewer Utility	29.50	15	Significantly below average
Water Utility	17.16	46	Significantly above average
Public Wks Engineering	17.00	13	Slightly below average
Parks Maintenance	10.74	14	Slightly above average

Mercer Island is significantly below the Group 4 average in Street Maintenance, Police, and Sewer Utility claims, which together comprise about 63% of the total number of Group 4 claims. The Water Utility functional area is the City's primary trouble spot, with 46 claims versus the Group 4 average of 17.16 claims. The underlying reasons for the City's high number of Water Utility claims are identified later in this report under "Water Utility Infrastructure Condition."

Employee Retention & Morale

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
12) Employee longevity by department or department grouping:					
▶ Police & Fire:					
• Less than 5 years	16%	16%	9%	12%	17%
• At least 5 years but less than 10 years	15%	14%	16%	15%	13%
• At least 10 years	69%	70%	75%	73%	70%
▶ Maintenance and Parks & Recreation:					
• Less than 5 years	27%	28%	27%	32%	31%
• At least 5 years but less than 10 years	35%	32%	27%	28%	24%
• At least 10 years	38%	40%	46%	40%	45%
▶ Development Services:					
• Less than 5 years	63%	30%	26%	26%	39%
• At least 5 years but less than 10 years	21%	45%	53%	52%	26%
• At least 10 years	16%	25%	21%	22%	35%
▶ All other departments:					
• Less than 5 years	38%	32%	42%	36%	36%
• At least 5 years but less than 10 years	13%	17%	15%	19%	23%
• At least 10 years	49%	51%	43%	45%	41%

EFFECTIVE/EFFICIENT PUBLIC SERVICE DELIVERY & COMMUNITY SUSTAINABILITY

Commentary/Analysis

This indicator captures the “flipside” of employee turnover by breaking down how long employees have been with specific departments or department groupings. As of the end of 2014, the following is noteworthy:

- **Police and Fire**, not surprisingly, have the highest proportion of employees (70%) who have been with the City for 10 years or more. This is very common in other cities as well, with police officers and firefighters typically starting and staying with the same city for their entire careers. However, having a high proportion of long-term employees creates two management challenges: 1) limited advancement opportunities for comparatively newer employees, and 2) succession planning as a significant number of employees approach retirement age.
- **Maintenance and Parks & Recreation** have the second highest proportion of employees (45%) who have been with the City for 10 years or more. This is also very common in other cities. The long-term employee concerns noted above under Police and Fire are comparatively less of an issue for Maintenance and Parks & Recreation, because they still have a good distribution among the three longevity categories.
- **Development Services (DSG)** has the highest proportion of employees (39%) who have been with the City less than 5 years, reflecting the addition of new positions as well as some turnover in 2014 amidst a high level of development activity on the Island. Overall, DSG still has a good distribution among the three longevity categories.
- **All other departments**, which comprise the City Manager’s Office, City Attorney’s Office, Human Resources, Finance, Youth & Family Services (YFS), and the Municipal Court, have a good distribution among the three longevity categories. As a result, they have a more balanced workforce in terms of experience and perspective, which tends to create the right mix of organizational stability and change. This group of employees, excluding YFS and the Municipal Court, makes up the administrative backbone of the City, providing support to other departments.

Development Permit Processing

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014

13) % of DSG customers "satisfied" or "very satisfied" with the helpfulness and responsiveness of DSG staff in processing single family residential and commercial/multi-family permits	N/A	91%	N/A	95%	N/A
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Note: A customer survey is conducted biennially. The next survey will be conducted in Jan 2016 and reported as a 2015 result.

EFFECTIVE/EFFICIENT PUBLIC SERVICE DELIVERY & COMMUNITY SUSTAINABILITY

Commentary/Analysis

The most recent survey conducted by DSG was in January 2014, mailing out 915 surveys to companies or individuals who obtained building-related permits from the City in 2013. The response rate was only 7.2%, but this is fairly typical for such a survey. The 95% satisfaction rating in 2013, which is up from 91% in 2011, can be primarily attributed to three things: 1) very knowledgeable, available, and customer focused staff; 2) the availability of MyBuildingPermit.com for simple permits; and 3) the implementation of an electronic plan review process in 2009, which eliminated paper plan sets and significantly improved turnaround times.

Court Operations

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
14) Annual Municipal Court activity:					
▶ # of cases filed (Mercer Island & Newcastle):					
• Parking	268	454	828	624	596
• Infractions	2,913	2,762	2,176	1,965	3,774
• Criminal charges	498	502	368	326	324
• Total # of cases filed	3,679	3,718	3,372	2,915	4,694
▶ Total court-related revenues:					
• Mercer Island	\$ 345,522	\$ 379,519	\$ 326,861	\$ 278,114	\$ 369,218
• Newcastle	\$ 34,861	\$ 28,245	\$ 27,102	\$ 23,758	\$ 29,488
• Total amount of court-related revenues	\$ 380,383	\$ 407,764	\$ 353,963	\$ 301,872	\$ 398,706
• % of court-related revenues to expenditures	95%	111%	94%	85%	109%
▶ # of RALJ appeals related to:					
• Infractions	0	0	0	0	0
• Criminal charges	2	0	1	1	0

Commentary/Analysis

Comparing 2014 to 2013, the total case filings increased 61.0% primarily due to a 92.1% increase in infractions. The 13.6% decline in total case filings in 2013 can be mostly attributed to a 24.6% decrease in parking citations and a 9.7% decrease in infractions, which were directly related to the following: 1) two police officer vacancies in the second half of 2013; 2) one police officer being confined to light duty work in the fourth quarter of 2013; and 3) greater compliance with parking restrictions on the Island according to the City's Police Support Officer (PSO). In 2012, there was an 82.4% increase in parking citations due to the following: 1) a new PSO, who started in October 2011; and 2) a reduction in prisoner transports, which allowed the PSO to do more parking enforcement.

The 61.0% increase noted above in total case filings in 2014 was the primary driver behind the 32.1% increase in Court-related revenues in 2014 and the increase in the Court's revenue to expenditure ratio from 85% in 2013 to 109% in 2014. Excluding its first year of operation (2005), the only years in which the Court has not paid for itself are 2010, 2012, and 2013.

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Finally, the number of RALJ (rules for appeal of decisions of courts of limited jurisdiction) appeals speaks to a court's judicial effectiveness. Simply put, the fewer the number of RALJ appeals the better a court's adjudication process is viewed. Mercer Island's RALJ appeal record is outstanding, given that it has averaged 0.8 RALJ appeals per year for the period 2010-2014.

Creditworthiness

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
15) City's bond rating (per Moody's):					
▶ Unlimited Tax General Obligation (UTGO) bonds	Aa1	Aa1	Aa1	Aa1	Aa1
▶ Limited Tax General Obligation (LTGO) bonds	Aa1	Aa1	Aa1	Aa1	Aa1

Commentary/Analysis

A city's bond rating can be likened unto an individual's credit rating. Because the City has very little debt, healthy fund balances, and various operating and capital reserves, Mercer Island enjoys excellent bond ratings from Moody's Investors Service, one of the nation's leading bond rating agencies. In April 2010, Moody's re-calibrated its bond ratings for all Washington state cities. As a result, Mercer Island's LTGO bond rating (for non-voted debt) was upgraded from Aa2 to Aa1. This re-calibration was confirmed in 2011 when the City issued \$1.5 million in LTGO bonds and again in 2013 when the City issued \$6.7 million in LTGO bonds. In addition, Moody's informed the City that its UTGO bond rating (for voter approved debt) was "unofficially" upgraded from Aa1 to Aaa, which is the highest possible bond rating. It was "unofficial" because the City did not have any outstanding UTGO bonds. Only Seattle and Bellevue have a higher, "official" UTGO bond rating from Moody's in the state. In terms of Moody's LTGO bond ratings, Seattle, Bellevue, and Mercer Island have the highest in the state (Aa1).

Financial Management

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
16) Receive unqualified (i.e. clean) audit opinion on prior year's financial statements	Yes	Yes	Yes	Yes	Yes

Commentary/Analysis

Since at least 1995 (i.e. the past 20 years), Mercer Island has received a "clean" (i.e. no findings) audit opinion from the Washington State Auditor's Office. Very few cities in the state can make this claim. The audit in 2011 is particularly noteworthy, because the City had no findings, no "management letter" items (which is a step down from a "finding"), and no "audit exit" items (which is a step down from a "management letter"). It was the City's first ever "perfect" audit. No other indicator provides a better measure of an organization's financial management practices.

**EFFECTIVE/EFFICIENT PUBLIC SERVICE DELIVERY
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Financial Condition

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
17) Ratio of tax revenues (i.e. property, sales, and utility taxes) to personnel costs (i.e. salaries, hourly wages, overtime, and benefits) in the General Fund	1.00	1.00	0.98	1.00	0.98

Commentary/Analysis

Maintaining an annual ratio of tax revenues to personnel costs of 1.00 or higher is considered a good financial condition indicator by the City’s Finance Director. Simply put, it means that tax revenue growth is keeping pace with personnel cost growth. Generally speaking, anything below 1.00 should be viewed as a financial warning indicator. Comparing 2014 to 2013, the ratio declined from 1.00 to 0.98, because total tax revenues increased only 3.8% while total personnel expenditures increased 5.0%. The modest increase in total tax revenues was impacted by the 14.2%, or \$369,778, increase in license, permit, and zoning fees, which contributed to the proportion of tax revenues to total revenues in the General Fund declining from 71.1% in 2013 to 70.3% in 2014. The increase in total personnel costs was significantly impacted by new DSG contract staffing that was approved in June 2013 and January 2014, resulting in a \$330,200 increase in DSG’s 2014 budget. These costs were fully funded by development fees. Backing out the \$330,200 cost, the 2014 ratio of tax revenues to personnel costs increases to 1.00.

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Environmental Stewardship

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
18) Gallons of gasoline and diesel used by department:					
▶ Development Services	N/A	N/A	952.80	937.61	1,037.75
▶ Fire	N/A	N/A	9,968.27	6,129.23	6,708.35
▶ Maintenance (Street, Water, Sewer, Stormwater & Facilities)	N/A	N/A	25,818.10	23,492.90	21,162.71
▶ Parks & Recreation	N/A	N/A	9,398.08	10,034.57	10,124.90
▶ Police	N/A	N/A	23,679.84	25,767.43	24,024.03
▶ Youth & Family Services	N/A	N/A	773.39	949.01	974.53
▶ Total gallons of gasoline and diesel used	N/A	N/A	70,590.48	67,310.75	64,032.27
Note: Development Services includes an unassigned vehicle for general staff use.					
19) % change in energy (electricity and natural gas) usage at all City owned buildings/facilities:					
▶ Occupied buildings	-10.8%	38.1%	-6.1%	N/A	N/A
▶ Park facilities (including lighting)	-16.4%	9.0%	0.3%	N/A	N/A
▶ Street lights	-0.9%	5.5%	3.9%	N/A	N/A
▶ Water & sewer facilities	-6.2%	10.3%	5.4%	N/A	N/A
▶ Total (all City owned buildings/facilities)	-10.1%	29.6%	-3.7%	N/A	N/A
20) % change in annual water consumption by:					
▶ Average single family residential customer	-14.1%	-0.9%	3.5%	-1.4%	2.9%
▶ City owned buildings/facilities	-39.9%	-7.7%	14.7%	-4.1%	1.1%
▶ City owned parks	-46.5%	19.0%	25.0%	9.3%	-12.5%
21) % of total Mercer Island residential solid waste stream diverted from landfill relative to King County average					
▶ Mercer Island	65%	69%	69%	68%	65%
▶ King County average	54%	55%	56%	55%	55%
22) % change in Island-wide carbon footprint (i.e. tons of carbon emissions)	-7.8%	3.9%	-4.7%	N/A	N/A

Commentary/Analysis

Beginning in 2013, at the request of the Council, the City's fleet fuel efficiency measure was changed from miles per gallon for each vehicle class to gallons of fuel (gasoline and diesel) used by each department. Because staff was not able to resolve data discrepancies in 2010-2011, gallons of fuel used is provided beginning in 2012. Fuel efficiency improvements are directly tied to the vehicle/equipment replacement schedule, with the greatest gains coming from downsizing to smaller vehicles and trucks, switching to "greener" vehicles/equipment, and replacing vehicles/equipment that are at least 8 years old. Because the City has averaged only 12 vehicle/equipment replacements each year in 2010-2014 (relative to a fleet of 131 vehicles/equipment), fuel efficiency improvements have been modest. Specifically, in 2013 and

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2014, the total gallons of gasoline and diesel used dropped 4.6% and 4.9% respectively.

Regarding energy usage at all City owned buildings/facilities, staff was not able to gather the 2013 and 2014 data in time for this report. Since the City no longer participates in Puget Sound Energy's Resource Conservation program, this data is no longer readily available. The City's Communications & Sustainability Manager intends to hire a graduate intern to gather this data. Looking at prior years, it should be noted that because of incorrect metering by Puget Sound Energy, which was not fixed until January 2011, the Community Center was excluded from "occupied buildings" for the period 2008-2010. Accordingly, the following analysis focuses on the 2011 and 2012 results. In 2012, total energy usage declined 3.7% across "all city owned buildings and facilities" primarily due to energy conservation efforts in "occupied buildings," whose total energy usage declined 6.1%. In 2011, the 29.6% increase in total energy usage was skewed by the addition of the Community Center to "occupied buildings". Excluding the Community Center, total energy usage in 2011 increased 12.4% across "all city owned buildings and facilities" and increased 13.8% for "occupied buildings," which can be mostly attributed to a colder than normal winter.

Looking next at annual water consumption, the "average single family residential customer" and "City owned buildings/facilities" were up 2.9% and 1.1% respectively in 2014. However, "City owned parks" was down 12.5% in 2014 due to the following: 1) staff's decision to significantly reduce irrigation in August-September 2014 as a result of unusually high water consumption in June-July 2014; and 2) significantly higher than average precipitation in August-October 2014. In 2012, "City owned buildings/facilities" were up 14.7%, and "City owned parks" were up 25.0% primarily due to warmer and drier weather compared to 2011, which was the third lowest water consumption year on record (since 1975). Finally, the significant across-the-board decreases in 2010 are noteworthy, because that was the lowest water consumption year on record. Of particular note, "City owned buildings/facilities" and "City owned parks" declined 39.9% and 46.5% respectively in 2010 due, in part, to the installation of irrigation smart clocks at Aubrey Davis Park, South Mercer Playfields, Island Crest Park, Homestead Park, Community Center, and City Hall.

In terms of residential solid waste, Mercer Island diverted 65% from the landfill in 2014 relative to the King County average of 55%, both of which are excellent. With the approval of a new solid waste contract in September 2009, Mercer Island residents and businesses have benefited or will benefit from the following changes:

- Increased yard waste collection during the winter months from once a month to every other week;
- Recycling education outreach to businesses, multi-family complexes, and schools; and
- Replacement of the six trucks that serve the Island over the 10 year term of the contract, with the first new truck arriving in 2011 and Mercer Island being first in line for receiving trucks that use alternative, clean technologies.

Finally, regarding the Island's total carbon footprint, staff was not able to gather the 2013 and 2014 data in time for this report. As noted above, the City's Communications & Sustainability Manager intends to hire a graduate intern to gather this data. In 2012, the Island's total carbon footprint declined 4.7% compared to 2011. As a sub-indicator, the City also tracks the number

Priority of Government #2

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of Mercer Island customers who participate in Puget Sound Energy's "Green Power" program. At the end of 2014, there were 786 customers enrolled, representing a 3.7% increase over 2013 (758 customers).

RELIABLE PUBLIC INFRASTRUCTURE

General Government Infrastructure Condition

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
23) % of residents who believe the City is doing a "good" or "excellent" job of maintaining the City's:					
▶ Streets	N/A	67%	N/A	75%	N/A
▶ Sidewalks & pedestrian/bicycle paths	N/A	65%	N/A	72%	N/A
▶ Parks, trails, and open space	N/A	86%	N/A	88%	N/A
Note: A citizen survey is conducted biennially. The most recent survey was conducted in April 2014 and reported as a 2013 result.					
24) Pavement condition index (PCI) rating breakdown for (noting centerline miles and % of total):					
▶ Arterial streets:					
● Failed (0-25 PCI)	N/A	N/A	N/A	0.0 mi / 0.0%	0.0 mi / 0.0%
● Very Poor (26-40 PCI)	N/A	N/A	N/A	0.0 mi / 0.0%	0.0 mi / 0.0%
● Poor (41-55 PCI)	N/A	N/A	N/A	0.9 mi / 3.6%	0.9 mi / 3.6%
● Fair (56-70 PCI)	N/A	N/A	N/A	4.7 mi / 18.5%	4.5 mi / 17.8%
● Satisfactory (71-85 PCI)	N/A	N/A	N/A	13.9 mi / 54.7%	13.9 mi / 54.7%
● Good (86-100 PCI)	N/A	N/A	N/A	5.9 mi / 23.2%	6.0 mi / 23.9%
▶ Residential streets:					
● Failed (0-25 PCI)	N/A	N/A	N/A	2.2 mi / 3.4%	2.2 mi / 3.4%
● Very Poor (26-40 PCI)	N/A	N/A	N/A	1.7 mi / 3.1%	1.4 mi / 2.4%
● Poor (41-55 PCI)	N/A	N/A	N/A	5.8 mi / 10.0%	5.6 mi / 9.6%
● Fair (56-70 PCI)	N/A	N/A	N/A	12.5 mi / 21.5%	12.2 mi / 21.0%
● Satisfactory (71-85 PCI)	N/A	N/A	N/A	15.7 mi / 27.0%	15.7 mi / 27.0%
● Good (86-100 PCI)	N/A	N/A	N/A	20.3 mi / 35.0%	21.2 mi / 36.6%

Commentary/Analysis

The street condition satisfaction rating improved significantly from 67% in 2011 to 75% in 2013. This can likely be traced to the reconfiguration and resurfacing of Island Crest Way from Merrimount Drive to SE 53rd Place in 2012, the chip-sealing of Mercerwood Drive in 2013, and the resurfacing of a block of SE 80th Street in the Town Center in 2013. In addition, the City's residential overlay program continues to improve neighborhood streets around the Island each year.

The sidewalk and pedestrian/bicycle path satisfaction rating improved significantly from 65% in 2011 to 72% in 2013. This is likely due to the 2011 hiring of two seasonal employees, who focused on Town Center beautification, in terms of maintaining planted medians, pressure washing and repairing sidewalks, and cleaning and painting streetlights and bike racks.

The parks, trails, and open space satisfaction rating improved slightly from 86% in 2011 to 88% in 2013. This may be reflective of trail improvement projects completed in 2012-2013 in Upper Luther Burbank Park, SE 53rd Open Space, Island Crest Way, and other locations throughout the parks system. Over the years, the satisfaction rating has consistently been 86-90%.

Pavement condition index (PCI) ratings represent a professional assessment of the overall

RELIABLE PUBLIC INFRASTRUCTURE

condition of the City's 83.5 mile roadway network, which is divided into arterial and residential streets. The PCI is based on collecting visual pavement distress data, which is then used to determine a numerical score for each of the 700 roadway segments in the network. In 2013, the City conducted a new pavement condition survey, which utilized different rating brackets and nomenclature, as part of the Mobile Asset Data Collection (MADC) project. Because of the rating bracket changes, the PCI ratings for all prior years (i.e. before 2013) have been removed. During the intervening years, the City's Street Engineer annually updates the PCI ratings primarily based on those streets that were repaved in the prior year. In addition, field checking occurs when areas of concern are brought to the Street Engineer's attention. Overall, 78.6% of the Island's arterial streets and 63.6% of the Island's residential streets were rated as "satisfactory" or "good" in 2014. A new set of PCI data is scheduled to be collected in 2016.

Water Utility Infrastructure Condition

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
25) # of water main breaks per 1,000 service connections relative to other Puget Sound cities and utility districts:					
▶ Issaquah	N/A	N/A	0.00	0.00	0.24
▶ Kirkland	0.08	0.08	0.16	0.16	0.24
▶ Cedar River Water & Sewer District	0.39	0.26	0.26	0.52	0.26
▶ Bellevue	0.59	0.42	0.39	0.49	0.32
▶ Average (excluding Mercer Island)	0.51	0.28	0.19	0.34	0.34
▶ Bothell	1.21	0.24	0.00	0.49	0.45
▶ Northshore Utility District	0.28	0.38	0.32	0.61	0.51
▶ Mercer Island	0.78	0.55	1.18	0.53	0.80
▶ Sammamish Plateau Water & Sewer District	N/A	N/A	0.18	0.11	N/A

Commentary/Analysis

Relative to a 0.34 average encompassing six jurisdictions, Mercer Island had 0.80 water main breaks per 1,000 service connections in 2014, which is up from 2013 (0.53). Looking at the past five years (2010-2014), Mercer Island has averaged 0.77 water main breaks per 1,000 service connections per year, which is significantly higher than the 0.33 annual average for the other jurisdictions. Mercer Island's higher incidence of water main breaks can be attributed primarily to the following: 1) the age of the City's water mains, with approximately 40% being over 50 years old; 2) the topography of the Island and weather related soil movement; 3) the decision to hold down water utility rate increases in 2007-2010 due to the impact of the \$24.2 million Sewer Lake Line project on sewer utility rates; and 4) the City's water main replacement policy through 2008, which was driven primarily by the City's street re-surfacing program (because the water mains are under the roadways) and the need to replace undersized mains throughout the Island. However, this policy was amended during the development of the 2009-2014 Water Utility CIP in 2008, with the condition, age, and material of the pipe being factored into the project priority ranking as well.

RELIABLE PUBLIC INFRASTRUCTURE

Sewer Utility Infrastructure Condition

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
26) # of sewer system backups per 1,000 service connections relative to other Puget Sound cities and utility districts:					
▶ Cedar River Water & Sewer District	0.00	0.00	0.00	0.00	0.00
▶ Northshore Utility District	0.00	0.00	0.00	0.05	0.09
▶ Mercer Island	0.27	0.39	0.41	0.14	0.14
▶ Average (excluding Mercer Island)	0.25	0.14	0.17	0.12	0.24
▶ Bothell	0.63	0.42	0.63	0.42	0.62
▶ Sammamish Plateau Water & Sewer District	N/A	N/A	0.00	0.00	N/A
▶ Issaquah	N/A	N/A	0.22	0.00	N/A
▶ Bellevue	0.32	0.27	0.22	0.16	N/A
▶ Kirkland	0.30	0.00	0.10	0.19	N/A

Commentary/Analysis

Relative to a 0.24 average encompassing only three jurisdictions, Mercer Island had 0.14 sewer system backups per 1,000 service connections in 2014, which is the same as 2013 (0.14). Looking at the past five years (2010-2014), Mercer Island has averaged 0.27 sewer system backups per 1,000 service connections per year, which is modestly higher than the 0.18 annual average for the other jurisdictions. Mercer Island's higher incidence of sewer system backups can be attributed primarily to the following: 1) the age of the City's sewer mains; and 2) the comparatively modest population growth on the Island over the past two decades versus these other jurisdictions, which have experienced significant growth requiring the installation of new sewer infrastructure.

Compared to a 0.68 annual average in 2006-2008, Mercer Island's sewer system backup history has improved significantly primarily due to the following: 1) the delivery of a new sewer jet truck in early 2008, which is used exclusively to clean sewer mains; and 2) the institution of an aggressive tree root treating program in 2006. Regarding the sewer jet truck, the equipment used previously by the sewer utility crew was a multi-purpose unit that had to be shared with the water utility crew and could not access certain places on the Island. Having a dedicated piece of equipment has enabled the sewer utility crew to significantly enhance its sewer cleaning program. Finally, about half of the sewer main backups on the Island are caused by tree roots, which can be effectively managed by applying a special product to sewer mains. The treatment results are not immediate, but the number of backups has clearly declined over time.

ATTRACTIVE, HIGH QUALITY NEIGHBORHOODS & BUSINESS DISTRICTS

Neighborhood & Downtown Attractiveness

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
27) Annual development activity:					
▶ # of permits issued by type:					
• Single family residential	271	268	248	337	332
• Multi-family, commercial, mixed use & public	64	62	77	74	62
• All other development permits	13	16	7	13	14
• Total # of permits	348	346	332	424	408
▶ \$ valuation by permit type:					
• Single family residential	\$25.62M	\$31.62M	\$32.63M	\$64.67M	\$60.35M
• Multi-family, commercial, mixed use & public	\$25.97M	\$28.94M	\$26.73M	\$9.34M	\$29.88M
• All other development permits	\$0.01M	\$0.00M	\$0.05M	\$0.00M	\$0.00M
• Total \$ valuation	\$51.60M	\$60.56M	\$59.41M	\$74.01M	\$90.23M
28) % of residents "somewhat satisfied" or "very satisfied" with the City's Town Center	N/A	76%	N/A	71%	N/A

Note: A citizen survey is conducted biennially. The most recent survey was conducted in April 2014 and reported as a 2013 result.

Commentary/Analysis

Comparing 2014 to 2013, the total number of permits issued decreased 3.8%, and the total valuation increased 21.9%. The primary driver of the total valuation increase was the mixed use redevelopment of the old True Value Hardware site. Single family residential development activity, while down 1.5% in permits issued and down 6.7% in building valuation, was still high in 2014.

Regarding the City's Town Center, the satisfaction rating declined from 76% in 2011 to 71% in 2013. To identify shortcomings with the redevelopment of the Town Center, all survey participants were asked the following question. If you could make one improvement to the City's Town Center, what would it be? The top five responses were: 1) increase parking (22%), 2) stop building/overdevelopment (11%), 3) add more businesses/stores (9%), 4) add more restaurants (8%), and 5) increase pedestrian safety/accommodations (7%).

Economic Vitality

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
29) Sales tax per capita (excluding significant, one-time receipts):					
▶ Construction sector	\$42.91	\$44.22	\$46.64	\$52.22	\$54.70
▶ Retail & wholesale trade sectors	\$30.93	\$33.34	\$34.30	\$37.57	\$40.12
▶ All other sectors	\$35.62	\$36.53	\$37.09	\$40.21	\$43.02
▶ Total (all business sectors)	\$109.46	\$114.09	\$118.03	\$130.00	\$137.84

Priority of Government #4

**ATTRACTIVE, HIGH QUALITY NEIGHBORHOODS
& BUSINESS DISTRICTS**

Commentary/Analysis

Relative to 2013, total sales tax per capita was up 6.0% in 2014, consisting of a 4.7% increase in the construction sector, a 6.8% increase in the retail & wholesale trade sectors, and a 7.0% increase in all other sectors. Together, the construction and retail & wholesale trade sectors comprised 69% of the City's total sales tax receipts in 2014.

RECREATIONAL, CULTURAL, HEALTH & EDUCATIONAL OPPORTUNITIES

Recreation Programs & Facilities

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014

30) % of residents who believe the City is doing a "good" or "excellent" job of:

▶ Providing recreation programs for youth, adults, and seniors	N/A	81%	N/A	81%	N/A
▶ Operating the Community Center	N/A	75%	N/A	74%	N/A

Note: A citizen survey is conducted biennially. The most recent survey was conducted in April 2014 and reported as a 2013 result.

Commentary/Analysis

Citizen satisfaction with the City's efforts to provide recreation programs for youth, adults, and seniors was unchanged in 2013 at 81%. Given the diversity of recreational interests on the Island, an 81% satisfaction rating is viewed as being very good. In addition, for the seventh consecutive year (2008-2014), Mercer Island was listed as a "Playful City USA" by KaBoom, a national, non-profit organization dedicated to saving play for America's children. In 2014, this honor was bestowed upon only 212 cities nationwide, with four of those cities being in Washington state.

Regarding the Mercer Island Community & Event Center (MICEC), which opened in December 2005, there was effectively no change in the 2013 satisfaction rating (74%) relative to 2011 (75%). Considering the high level of activity and overall popularity of the new facility compared to the old one, a mid-70's rating is surprising at first. However, MICEC staff must continually balance competing patron interests (individual, group, resident, and non-resident) for gym and room availability, departmental recreational program needs (which use the same rooms), and room rental revenue targets (which help reduce General Fund tax revenues required to support MICEC operating costs). Given these challenges, along with the facility's high level of use, there will always be a certain percentage of customers whose expectations cannot be fully met. Looking forward, there are two things that should help staff achieve a better balance among these competing interests and objectives: 1) the elimination of a MICEC specific cost recovery policy, which relied heavily on room rental revenue growth, and the adoption of a total cost recovery policy for the Parks & Recreation Department, beginning in 2015, in which 50-55% of the department's operating and maintenance costs are covered by park, recreation, and room rental fees; and 2) the upcoming master plan for the community center, which should help better define and balance the future uses of the MICEC.

Park Amenities

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014

31) % of residents who believe the City is doing a "good" or "excellent" job of providing amenities at the City's parks (e.g. sports fields, sports courts, playgrounds, and restrooms)

N/A	85%	N/A	86%	N/A
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Note: A citizen survey is conducted biennially. The most recent survey was conducted in April 2014 and reported as a 2013 result.

RECREATIONAL, CULTURAL, HEALTH & EDUCATIONAL OPPORTUNITIES

Commentary/Analysis

Citizen satisfaction with the City’s park amenities was essentially unchanged in 2013 (86%) versus 2011 (85%). It is worth noting that a parks bond levy went before Island voters in November 2008 to address community interest in improving parks, trails, and ballfields and in better maintaining shoreline, urban forests, and open spaces. However, it fell short of the 60% approval threshold, garnering only 53.9% amidst a worsening economic climate. In 2012-2013, the following significant parks capital projects were completed: Luther Burbank Playground Replacement, Island Crest Park North Field Improvements, and Luther Burbank Walkway Improvements.

Youth Counseling & Intervention

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
32) Counseling & intervention/prevention activities in middle & high schools:					
▶ Mental health counseling:					
• # of individual contacts	3,828	3,578	2,656	1,364	1,475
• # of parent consultations	449	518	392	142	190
• # of teacher consultations	768	707	568	430	452
▶ Substance abuse intervention/prevention:					
• # of individual contacts	N/A	N/A	N/A	1,808	1,735
• # of parent consultations	N/A	N/A	N/A	199	185
• # of teacher consultations	N/A	N/A	N/A	200	224
• # of drug/alcohol assessments	31	29	36	25	20

Commentary/Analysis

The City’s school-based counselors at Mercer Island High School, CREST Learning Center, and Islander Middle School provide professional mental health and drug and alcohol counseling, assessment, intervention, education, prevention, and referral services to adolescents and their parents. They also provide professional consultation to school staff and administrators.

In 2011, there was a staffing change at Islander Middle School (IMS), with a part-time Drug & Alcohol Prevention Specialist replacing a part-time Drug & Alcohol Counselor, who was also credentialed as a Mental Health Counselor. Accordingly, in 2012, there was a significant reduction in the number of individual contacts (-25.8%), the number of parent consultations (-24.3%), and the number of teacher consultations (-19.7%) under “mental health counseling”. The IMS staffing change was driven by budgetary constraints during the “Great Recession” and was implemented to align with YFS’ strategic focus on underage drug and alcohol prevention. Beginning in 2013, “substance abuse intervention/prevention,” which tracks the activities of Drug & Alcohol Prevention Specialists, was split out from “mental health counseling,” which tracks the activities of Mental Health Counselors. Comparing 2014 to 2013, there were no significant variances outside of what is typical from year to year.

RECREATIONAL, CULTURAL, HEALTH & EDUCATIONAL OPPORTUNITIES

In terms of outcomes, the survey data from the Communities That Care (CTC) prevention program found that the 19% reduction in “past 30 day” alcohol use among 12th grade students was sustained again in 2014. This is due, in part, to the school and community-based social norms marketing efforts and the increased focus on school-based prevention efforts. Regarding the latter, it is worth noting that the IMS Drug & Alcohol Prevention Specialist was able to contact, through preventative education, 100% of IMS students in 2012, 2013, and 2014. Prior to 2012, the Drug & Alcohol Counselor was only able to contact about one-third of the students at IMS. In addition, this staffing alignment accounts for the changing addictive substance marketplace that increases the availability of substances of abuse for youth while decreasing protective attitudes and beliefs about these substances. The statewide policy changes responsible for this shift are the privatization of spirits sales, the emergence of the e-cigarette and vaporizing market, the legalization of recreational marijuana, and a medical marijuana system that diverts substances of abuse to the youth market.

In prior years, two significant changes deserve explanation. First, the number of individual contacts hit a 5 year high in 2010, up 7.0% (or 251 contacts) from 2009, mostly due to the stresses caused by the economic recession on youth and their families. Second, the number of parent consultations hit a 5 year high in 2011, up 15.4% (or 69 consultations) from 2010, for the same reason that the number of individual contacts hit a 5 year high in 2010. Both spikes were accompanied by a return to normalcy in the following year.

Senior Outreach & Advocacy

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
33) # of seniors and adult children served by Geriatric Specialist	309	291	310	336	278

Commentary/Analysis

The City’s Geriatric Specialist provides geriatric assistance, counseling, referral, and in-home assessment services to Mercer Island senior adults as well as consultation services to their adult children. Senior services are tailored to address individual needs and offered without income eligibility requirements or restrictions on length of care. Services include active interdepartmental collaboration between Youth & Family Services and Police and Fire. The number of clients served annually can vary significantly depending on the amount of time spent per client. In 2014, the Geriatric Specialist served 278 seniors and adult children, which is down 17.3% from 2013 and down 8.8% from the 2010-2014 annual average of 305 clients served. These decreases are primarily due to the Geriatric Specialist providing mental health counseling services to 16 seniors and their families in 2014 versus 5 seniors and their families each year on average. Finally, 100% of the clients surveyed in 2014 rated services as “effective” or “highly effective”.

RECREATIONAL, CULTURAL, HEALTH & EDUCATIONAL OPPORTUNITIES

Volunteerism & Human Services Funding

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
34) Mercer Island Thrift Shop annual activity:					
▶ # of volunteer service hours	14,720	18,079	17,867	16,041	14,529
▶ Gross sales revenue	\$875,532	\$1,128,287	\$1,220,208	\$1,270,860	\$1,275,964
▶ Net income	\$558,139	\$768,531	\$802,688	\$799,577	\$805,937

Commentary/Analysis

The Thrift Shop provides job training opportunities for residents transitioning back into the workforce and community service opportunities for youth, adults, and seniors desiring to give back to their community. Also, internships are provided for youth with specific barriers to employment. The business model supports community sustainability through recycling surplus goods and dedicating 100% of store profits to funding human service programs for Mercer Island residents through the Youth & Family Services Department.

In 2013 and 2014, the number of volunteer service hours at the Thrift Shop declined 10.2% and 9.4% respectively, both of which are attributable to the loss of long-term volunteers that staff was not able to fully replace on an hour for hour basis. These declines are really part of a long-term trend in which long-term, experienced volunteers, who were able to work significant hours at the Thrift Shop, have been replaced with short-term, inexperienced volunteers, who work fewer hours by comparison. The temporary exceptions to this trend occurred in 2011 and 2012, when the Business Coordinator was able to spend more time on retaining and recruiting volunteers.

Gross sales revenue leveled off significantly beginning in 2013. Prior to 2013, gross sales revenue had increased from \$651,376 in 2008 to \$1,220,208 in 2012. In addition, net income leveled off beginning in 2012. The 2013-2014 gross sales revenue results can be attributed primarily to the following: 1) the declines in volunteer service hours noted above, which has created staffing issues; 2) a significant decrease in work study students during the summer, which impacts staff's ability to process donations and to keep shelves stocked; 3) the lack of additional space for processing donations and retail sales; and 4) a shift in retail shopping patterns as disposable income has increased following the Great Recession.

PUBLIC COMMUNICATION & COMMUNITY INVOLVEMENT

Informed Citizenry

Dashboard Indicator	Results				
	2010	2011	2012	2013	2014
35) Primary media for public outreach:					
▶ Total # of subscribers to MI Weekly (electronic newsletter)	843	1,476	1,459	1,480	1,640
▶ Total # of City Facebook followers	N/A	N/A	N/A	1,000	2,000

Commentary/Analysis

The total number of subscribers to MI Weekly, excluding City staff, increased 10.8% in 2014. Beginning in 2013, the City established a presence on Facebook, which has been added as a performance indicator. The total number of Facebook followers increased 100% in 2014. When asked how the City could improve its communication efforts with residents in April 2014, survey participants identified the following (only the top five responses are listed): 1) nothing or satisfied with current efforts (46%), 2) email (9%), 3) newsletter/newspaper (6%), 4) text message (5%), and 5) direct mail (4%).



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

**AB 5121
October 19, 2015
Regular Business**

**ORGANIZATIONAL PERFORMANCE AUDIT
PROPOSAL**

Proposed Council Action:

Appropriate \$90,000 for organizational performance audit, which would be funded by increasing 2015 sales budget by \$90,000.

DEPARTMENT OF Finance (Chip Corder)

COUNCIL LIAISON n/a

EXHIBITS n/a

APPROVED BY CITY MANAGER

AMOUNT OF EXPENDITURE	\$	90,000
AMOUNT BUDGETED	\$	0
APPROPRIATION REQUIRED	\$	90,000

SUMMARY

At its June 2015 Mini-Planning Session, the Council directed staff to prepare an organizational performance audit proposal for the Council's consideration in 2015. Following is a two-fold approach recommended by the City Manager:

1. Hire a local government consultant to determine the leanness and overall cost of the City of Mercer Island relative to other "full service" cities in the Seattle metropolitan area, as measured by the following:
 - 2015 FTEs per 1,000 population: Total & by department
 - 2015 operating budget expenditures per capita (i.e. excludes CIP and debt service): Total & by department
 - Other useful, high level metrics identified by the consultant: Total & by department

A "full service" city directly provides, rather than contracts for, the following services: police, fire/EMS, public works (including water, sewer, and storm water utilities), parks & recreation, and planning & community development. The comparison cities would likely include the following: Auburn, Bellevue, Bothell, Edmonds, Issaquah, Kirkland, Lynnwood, Redmond, and Renton. With the exception of Bellevue and Renton, these cities represent our "tier 1" market comparison cities for employee compensation. The estimated cost is \$15,000.

2. Have the selected consultant conduct a performance audit of the Maintenance Department, which has the largest operating budget in the City (\$14.7 million in 2015). The estimated audit cost varies greatly depending on the scope. A full blown performance audit, encompassing all activities within a

department, would cost \$100,000-\$150,000. Instead, what is envisioned is a more selective audit focused on the following:

- Comparing Mercer Island's 2015 staffing level, broken down by work team, to that of the "full service" comparison cities (note: CIP project management staff would be excluded, and the staffing comparison would be relative to infrastructure maintained or customers served);
- Making recommendations, based on industry best practices, on how the productivity of each work team could be improved, concentrating on each team's top 3-5 services or responsibilities; and
- Comparing Mercer Island's number of fleet vehicles/equipment in 2015, broken down by user department, to that of the "full service" comparison cities (note: the audit provides an opportunity to address this issue, which has been an ongoing concern for some Councilmembers).

Excluding CIP project management staff, the Maintenance Department's work teams include:

- Administration
- Right-of-Way (includes Storm Water Utility)
- Water Utility
- Sewer Utility
- Support Services (includes customer field response, fleet, inspection, and warehouse functions)

The estimated cost for a more selective audit of the Maintenance Department is \$50,000-\$75,000.

The total estimated cost of this proposal is \$65,000-\$90,000. To fund it, staff recommends increasing the 2015 sales tax budget in the General Fund by \$90,000. This is how the Council funded the \$100,000 appropriated for I-90 loss of mobility negotiations (AB 5102, 9/8/15). Taken together, the 2015 sales tax budget would be increased by \$190,000. Currently, staff is projecting total sales tax revenue of \$4,000,000 at the end of 2015, which is \$513,000 more than the \$3,487,000 currently budgeted.

Since the performance audit is of particular interest to the Council, staff recommends having two Councilmembers directly involved in detailing the scope of work and selecting the consultant. Assuming the consultant is selected by mid-November 2015, the high level comparison to other "full service" cities could be completed in time for the Council's January 2016 Planning Session, and the Maintenance Department performance audit could be completed by the end of March 2016, with a presentation to the Council in April 2016.

RECOMMENDATION

Finance Director

MOVE TO: Increase the 2015 sales tax budget in the General Fund by \$90,000 and appropriate \$90,000 for consultant services for the organizational performance audit.



CITY COUNCIL PLANNING SCHEDULE

All meetings are held in the City Hall Council Chambers unless otherwise noted.
 Special Meetings and Study Sessions begin at 6:00 pm. Regular Meetings begin at 7:00 pm.

OCTOBER 19 - 6:00 PM		
Item Type	Topic/Presenter	Time
6:00-7:00pm <i>MITBD Special Mtg</i>	Mercer Island Transportation Benefit District Board Special Meeting – C. Corder	60
<i>Special Business</i>	Recognition of Let’s Move Campaign Partners – D. Mortenson	10
<i>Regular Business</i>	I-90 Loss of Mobility Negotiations – Issues List Review – N. Treat	45
<i>Regular Business</i>	2014 Dashboard Report – C. Corder	45
<i>Regular Business</i>	Organizational Performance Audit Proposal – C. Corder	30

NOVEMBER 2 – 6:00 PM		
Item Type	Topic/Presenter	Time
<i>Study Session</i>	Emergency Management & Communities That Care Updates – J. Franklin & C. Goodwin	60
<i>Public Hearing</i>	Public Hearing on Moratorium Regarding Town Center Building Permits (1 st Reading) – K. Sand	60
<i>Regular Business</i>	Town Center Code Amendment Work Plan – S. Greenberg	30
<i>Executive Session</i>	To discuss planning or adopting the strategy or position to be taken by the governing body during the course of any collective bargaining, professional negotiations, or grievance or mediation proceedings, or reviewing the proposals made in the negotiations or proceedings while in progress pursuant to RCW 42.30.140 (4)(b)	30

NOVEMBER 16 – 6:00 PM		
Item Type	Topic/Presenter	Time
<i>Study Session</i>	King County North Mercer Interceptor Sewer Upgrade Project – A. Tonella-Howe	60
<i>Public Hearing</i>	Continuation of Public Hearing on Moratorium Regarding Town Center Building Permits (2 nd Reading) – K. Sand	30
<i>Public Hearing</i>	Mid-Biennial Budget Review (3 rd Quarter 2015 Financial Status Report, 2015-2016 budget adjustments, 2016 utility rates, and 2016 property tax levy) – C. Corder	60
<i>Regular Business</i>	Transportation and Parks Impact Fees (1 st Reading) - S. Greenberg	60

DECEMBER 7		
Item Type	Topic/Presenter	Time
<i>Consent Calendar</i>	Interlocal Agreement with Bellevue relating to Marine Patrol & other services – E. Holmes	-
<i>Regular Business</i>	Transportation and Parks Impact Fees (2 nd Reading & Adoption) - S. Greenberg	30

DECEMBER 21		
Item Type	Topic/Presenter	Time
	<i>Potentially Canceled</i>	

OTHER ITEMS TO BE SCHEDULED:

- CenturyLink Cable Franchise – K. Sand
- Clarke Beach Conversion Property – P. West/ J. Kintner
- Pioneer Park Off Leash Dog Policy – J. Kintner
- Interlocal Agreement for City of Kirkland Jail – L. Burns
- Town Center Visioning and Code Update – S. Greenberg
- Comprehensive Plan Update – S. Restall
- 6-year Sustainability Plan – R. Freeman
- Standards for Indigent Defense Adoption – K. Sand
- MICA Lease Discussion – K. Sand
- Community Solar Project Update and Lease Agreement – R. Freeman

COUNCILMEMBER ABSENCES:

- None