



CITY OF MERCER ISLAND

CITY COUNCIL MEETING AGENDA

Monday
August 4, 2014
6:00 PM

Mayor Bruce Bassett
Deputy Mayor Dan Grausz

**Councilmembers Debbie Bertlin, Jane Brahm,
Mike Cero, Tana Senn, 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

STUDY SESSION, 6:00 PM

- (1) AB 4991 Transportation Benefit District Briefing

CALL TO ORDER & ROLL CALL, 7:00 PM

APPEARANCES

MINUTES

- (2) Study Session & Regular Meeting Minutes of July 21, 2014

CONSENT CALENDAR

- (3) Payables: \$939,699.34 (07/17/14) & \$508,471.76 (07/22/14)
Payroll: \$837,039.45 (07/25/14)

REGULAR BUSINESS

- (4) AB 4996 Fire Station 92 Project Update
(5) AB 4995 Proposed Sound Transit Bus Integration and Parking Solutions Status Report

OTHER BUSINESS

Councilmember Absences
Planning Schedule
Board Appointments
Councilmember Reports

ADJOURNMENT



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

**AB 4991
August 4, 2014
Study Session**

**TRANSPORTATION BENEFIT DISTRICT
OVERVIEW**

Proposed Council Action:
Receive report.

DEPARTMENT OF	Finance (Francie Lake) and City Attorney (Christina Schuck)
COUNCIL LIAISON	n/a
EXHIBITS	n/a
APPROVED BY CITY MANAGER	

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

SUMMARY

The City of Mercer Island is evaluating the creation of a Transportation Benefit District (TBD) to provide needed funding for the City’s six-year Transportation Improvement Plan (TIP), which is updated annually.

Background

The Council has been briefed on the need for additional street funding starting with the 2010-2015 TIP, which was adopted June 2009. At that time Street Fund balances were projected to go negative in the last two years of the plan. Prior to 2009, adopted six year TIPs were balanced (expenditures did not exceed revenues). Because the resurfacing of Island Crest Way (SE 40th to 86th Ave) was postponed from 2014 to 2016 and other projects were modified, the Street Fund is not projected to go negative until 2017.

At the May 19, 2014 Council meeting, during the 2015-2020 TIP Preview and Public Hearing, the Council discussed the forecasted deficit in the Street Fund. Specifically, without additional revenue or significant cuts to the 2015-2020 TIP, it is projected that the Street Fund will have a negative balance of \$1.7 million by 2020. In response, the Council directed staff to “consider a transportation benefit district in the TIP for planning purposes (starting in 2015)”.

Following Council direction on the TIP, staff researched the requirements for creating a TBD and instituting a \$20 fee. In July, staff learned that the State does not start collecting vehicle fees until six months after the Council has passed an ordinance to create a TBD and the TBD Board has passed an ordinance implementing fees. So, if the fee ordinance is adopted in December 2014 when the 2015-2016 Budget is adopted, the annual vehicle fee would not take effect until July 1, 2015. In other words, the planned revenue increase in 2015 per the adopted 2015-2020 TIP would be reduced from \$350,000 to \$175,000. As a result, the projected ending fund balance in the Street fund would go negative in 2018.

The purposes of this study session are to provide background information on TBDs, to identify the steps required to create one, and to seek Council direction on creating a TBD in December 2014 (with the vehicle fee taking effect on July 1, 2015) versus September 2014 (with the vehicle fee taking effect on April 1, 2015).

Transportation Benefit District Background

In 1987, the Washington State Legislature created TBDs as an option for local governments to fund transportation improvements. In 2005, the Legislature amended the TBD statute to expand its uses and revenue authority. More recently, in 2007, the Legislature amended the TBD statute (ESHB 1858), providing further guidance regarding the imposition of fees by TBDs. See RCW 36.73 - Transportation Benefit Districts.

Purpose of Transportation Benefit District

State law allows a city to establish a TBD to acquire, construct, improve, provide or fund “transportation improvements” within the district. Transportation improvements must be (1) consistent with an existing state, regional or local transportation plan; and (2) necessitated by existing or reasonably foreseeable congestion levels. They must also be of statewide or regional significance. Specifically, state law defines a transportation improvement as a “project” contained in the transportation plan of the state, regional planning organization, city or county. A project is also specifically defined within the chapter to include investment in, operation, preservation and maintenance of new or existing:

- highways of statewide significance
- principal arterials of regional significance
- high capacity transportation
- public transportation
- other transportation projects of regional or statewide significance

State law also lists the following criteria to be considered by the TBD when selecting transportation improvements:

- reduced risk of transportation facility failure
- improved travel time
- improved air quality
- increases in daily and peak period trip capacity
- improved modal connectivity
- improved freight mobility
- cost-effectiveness of the investment
- optimal performance of the system through time
- improved accessibility

Accordingly, the TBD must be used to fund transportation improvements within Mercer Island that are tied to a state, regional or local transportation plan and are an investment in a highway or principal arterial that is of regional significance. The transportation improvements would be owned by the City and maintained as other public streets.

Revenue Options for Transportation Benefit Districts

A TBD is a quasi-municipal corporation and independent taxing district that can impose an array of taxes or fees either through a vote of the people or through Council action.

TBDs have four revenue options subject to voter approval:

1. Property taxes – a 1-year excess levy or an excess levy for capital purposes;
2. Up to 0.2% sales and use tax;
3. Up to \$100 annual vehicle fee per vehicle registered in the district; and
4. Vehicle tolls.

TBDs have two revenue options not subject to voter approval:

1. Annual vehicle fee up to \$20. This fee is collected at the time of vehicle renewal.
2. Transportation impact fees on commercial and industrial buildings. Residential buildings are excluded.

If a TBD chooses to exercise the tax authority that does not require a public vote (e.g. vehicle and impact fees), the boundaries of the TBD must be citywide.

The law requires TBDs to provide a credit for vehicle fees previously imposed by another TBD with overlapping boundaries. For example, if a city creates a TBD imposing a \$20 vehicle fee and then the county, which encompasses that city, creates a countywide TBD imposing a \$20 vehicle fee, the County TBD must provide a \$20 credit against its fee for vehicles registered in the City. As a result, no fee would be collected by the County TBD from vehicles registered in the City. However, if in the same example, the City TBD imposed only \$10 of the \$20 vehicle fee and the County TBD imposed a countywide \$20 vehicle fee, only a \$10 credit would be provided for vehicles registered in the City. The County TBD would collect \$10 from vehicles registered in the City.

The vehicle fee is administered by the Department of Licensing (DOL). The fee will start to be collected six months after the fee is authorized by voters or the TBD governing board. Several vehicles types (snowmobiles, farm equipment, etc.) are exempt from the fee. The fee is collected by DOL on vehicle renewals, remitted to the State Treasurer who will then remit the proceeds to the TBD monthly. See RCW 82.80.140 (Vehicle Fee – Transportation Benefit Districts - Exemptions).

Financial Impact of a \$20 Vehicle License Fee for Mercer Island

If the City were to implement an annual \$20 per vehicle license fee, the City could potentially receive \$350,000 per year. The DOL estimates the number of vehicles on Mercer Island to be 17,687 (based on information received from the DOL July 2014). The Department of Licensing (DOL) charges an administrative fee of 1%.

Two TBD creation options are summarized below:

TBD Adopts Fee Ordinance	DOL starts collecting revenue	Forecasted TBD Revenue for 2015
Sept. 2014	April 1, 2014	\$262,500
Dec. 2014	July 1, 2014	\$175,000

Establishment of the Transportation Benefit District

The City Council, as the legislative authority proposing to establish the TBD, creates the TBD with an ordinance. The ordinance must specify the functions of the district and the transportation improvements to be funded, and it must also establish the boundaries of the TBD.

Although a TBD has powers similar to that of a city (e.g., impose taxes, eminent domain powers, contracting, etc.), it is a separate taxing district. If the City wishes to form a TBD, the City Council will need to:

- Publish notice of a public hearing (at least once, ten days or more before the proposed hearing in a newspaper of general circulation within the proposed TBD).
- Hold a public hearing (the legislative authority of the jurisdiction must hear objections from any person affected by the creation of the TBD). A public hearing and a first reading of an ordinance enacting a TBD could be scheduled for September 2, 2014.
- Adopt an ordinance creating a TBD. The ordinance must include:
 - A finding that the creation of a TBD must be in the public's interest
 - The boundaries of the TBD
 - The functions and powers of the TBD
 - Description of the transportation improvements proposed by the district

Early Actions required of the Transportation Benefit District

A TBD is governed by the legislative authority (the City Council) of the jurisdiction proposing to create it. The legislative authority is acting ex officio and independently as the TBD governing body.

One of the first acts needing to be performed by the TBD Board is to adopt a charter and bylaws, which will lay a foundation for how the TBD is to function. The bylaws contain the rules that govern the TBD. The charter outlines operating procedures including the following:

- Purpose of the TBD
- Powers and indemnification
- Roles and responsibilities of its officers
- The time and place for regular meetings

The TBD Board may then elect TBD officers, as specified in the bylaws.

The TBD Board must adopt a material change policy, which will lay a foundation for how the TBD is to address major plan changes that affect project delivery or the ability to finance the plan.

The TBD Board will need to vote on an ordinance to authorize a vehicle license fee and fix the time when the fee shall be effective.

The TBD Board also will need to adopt three interlocal agreements between the TBD and:

- the City of Mercer Island for staff support services;
- the Washington State Department of Licensing for the collection of vehicle license fees; and
- the Washington Cities Insurance Authority for errors/omissions and liability insurance.

Accounting and Reporting Requirements for Transportation Benefit Districts

The TBD must issue an annual report to include the status of project costs, revenues, expenditures, and construction schedules. In addition, Governmental Accounting rules require that any public agency pay for its costs when provided by another public agency. Services provided by City Staff to the TBD will need to be reimbursed to the City's General Fund.

Timeline

If the Council wants the vehicle fee to take effect on April 1, 2015, the following actions would need to occur in September 2014:

<u>Date:</u>	<u>Actions to be taken:</u>
September 2	Hold public hearing and conduct first reading of City Ordinance to create a TBD
September 15	Conduct second reading and adopt City Ordinance to create a TBD
September 29	Hold first Transportation Benefit District Board meeting to discuss and potentially approve the TBD's charter and bylaws, a material change policy, elect board officers, adopt the proposed Fee Ordinance, and adopt interlocal agreements.

If the Council wants the vehicle fee to take effect on July 1, 2015, the actions noted above would need to be completed by December 2014.

RECOMMENDATION

Deputy Finance Director and Assistant City Attorney

Review the information and provide direction to City staff.



CITY COUNCIL MINUTES

STUDY SESSION & REGULAR MEETING

JULY 21, 2014

STUDY SESSION

Mayor Bruce Bassett called the Study Session to order at 6:00 pm in the Council Chambers of City Hall, 9611 SE 36th Street, Mercer Island, Washington.

Councilmembers Jane Brahm, Mike Cero, Tana Senn (arrived 6:08 pm), Benson Wong, Deputy Mayor Dan Grausz, and Mayor Bruce Bassett were present. Councilmember Debbie Bertlin was absent.

AB 4989 King County Metro Bus Service Reductions

Victor Obeso, Metro Transit Service Development Manager, discussed King County Metro's bus service reductions. He noted that Metro Transit is moving forward with service reductions, that the reductions are shaped by service guidelines, and that the service guidelines set the priority order for reductions. He mentioned that the current proposal is to reduce 550,000 annual service hours and discussed the phasing of the reduction package. He also reviewed the Mercer Island service reduction proposal and the Community Mobility Contracts program. He stated that King County Metro remains committed to looking for new ways to improve service and reduce costs.

The Council asked when the reductions will take effect, what Mercer Island residents can expect as far as bus service, what could be bought back and what the buyback costs would be, if there would be smaller bus or van options, what taxes residents will still pay to subsidize Metro, the possibility of adding additional park 'n ride lots, and, if the City bought their own buses, could those buses use the Park & Ride lot.

The Study Session adjourned at 6:53 pm.

CALL TO ORDER & ROLL CALL

Mayor Bruce Bassett called the Regular Meeting to order at 7:00 pm in the Council Chambers of City Hall, 9611 SE 36th Street, Mercer Island, Washington.

Councilmembers Jane Brahm, Mike Cero, Tana Senn, Benson Wong, Deputy Mayor Dan Grausz, and Mayor Bruce Bassett were present. Councilmember Debbie Bertlin was absent.

SPECIAL BUSINESS

Boards & Commissions Members Service Recognition

Mayor Bruce Bassett recognized the following past Boards & Commissions members for their service to the City of Mercer Island:

YFS Advisory Board (Youth):	Eli Phillips served 2 years
	Ellie Bernstein served 2 years
	Ellena Jones served 4 years
	Chris Goodwin served 4 years
	Peter Welch served 4 years
YFS Advisory Board (Adult):	Niki Ahrens served 3 years
	Rachel Reynolds served 3 years
	Kenneth Urman served 6 years
Utility Board:	Glynda Steiner served 5 years
Open Space Conservancy Trust:	Robert Thorpe served 4 years
Arts Council:	Jane Ditzler served 8 years
Planning Commission:	Adam Cooper served 9 years

REGULAR BUSINESS

AB 4987 Coval Closed Record Public Hearing for a Proposed Sixteen Lot Long Plat (SUB13-009)

Mayor Bassett read a statement regarding the process and ground rules for the closed record hearing for a proposed sixteen lot long plat (SUB13-009).

City Attorney Katie Knight asked questions of the Council regarding the appearance of fairness as the approval of the long plat is a quasi-judicial action. There were no objections to the answers provided by Councilmembers.

Senior Planner Shana Crick presented the Coval 16-Lot Preliminary Long Plat. She mentioned a correction to the agenda bill, noting that native growth protection areas should read tree conservation easements. She discussed the timeline, noted the comment opportunities, and reviewed the City Council findings and corresponding staff analysis.

The applicant Wes Giesbrecht provided information on the project.

The Council asked for feedback from staff and the applicant on the following issues:

- Easements and the Native Growth Protection Area
- Public Input Timeline
- Water Flow and Stormwater
- Ditch/Gravel Shoulder/Asphalt Area on 84th Avenue SE
- Setbacks on the North Side of the Plat
- Construction Hours
- Koi Pond

It was moved by Brahm; seconded by Wong to:

Grant preliminary approval to the Coval long plat as detailed in the Planning Commission's recommendation, and discussed in the City Council meeting of July 21, 2014, and to authorize the Mayor to sign the Findings of Facts and Conclusions of Law (as presented in Exhibit 1 of AB 4987) as modified, on behalf of the City Council.

Passed 5-1

FOR: 5 (Bassett, Brahm, Grausz, Senn, Wong)

AGAINST: 1 (Cero)

ABSENT: 1 (Bertlin)

APPEARANCES

Kendall Taylor, 3417 74th Avenue SE, commented on the 2015 Comprehensive Plan Update and Scope of Work.

She is concerned that current development is incompatible and inconsistent with the existing neighborhood character in terms of average lot size, yard size, and home size, quality of design, and orientation of neighboring homes. She would like an objective definition of neighborhood character added to the Comprehensive Plan so that the City can fulfill its stated promises and goals.

Eileen Mitchell, 2956 74th Avenue SE, would like to see the Planning Commission focus on the character of neighborhoods. She noted that the vegetation and green spaces are diminishing on Mercer Island. She spoke specifically about the development of the 3 homes on the corner of 74th Avenue SE and SE 32nd Street and stated that this development is inconsistent and incompatible with the existing character of her neighborhood.

Tami Szerlep, 7804 SE 40th Street, asked the Council not to lose focus on the library. She asked for assurances that the City is actively standing for and with the City's library community, and that the Council please find a way to stop the failed remodel process and start over.

Carv Zwingle, 6250 East Mercer Way, commented on the efforts made to save the library. He stated that the fate of the library lies in the Council's capable hands and those of staff. He noted that the 1994 Interlocal

Agreement provides a method to withdraw from KCLS and gain control of the library that was built with Mercer Island design, Mercer Island funds, and Mercer Island property.

Bob Still, 4011 93rd Avenue SE, spoke about the petition to separate from KCLS, mentioning the following:

- Mercer Island would gain control of the library building, retaining the drive up book drop, the small meeting room, the enclosed children's area, the vestibule, and the warm and welcoming atmosphere.
- This would prevent library closure of up to a year as unnecessary major renovations would be avoided.
- Residents would still have access to books through interlibrary loans and other contractual agreements.
- Mercer Island would gain control of our own library staff.

Marcia Dawson, 8812 SE 77th Place, mentioned the following in regards to the petition:

- Mercer Island would gain control of its own collection to meet the needs and wishes of the community.
- Mercer Island would gain control of the library hours so that more services could be provided on weekends.
- The City Council would contract with another library system, or a professional library management organization, to run the library.
- Mercer Island taxpayers would save money.

Eric Swenson, 8541 East Mercer Way, spoke about the steps to separate from KCLS, which include:

- Mercer Island votes in November to establish our own library.
- The City Council puts on the February 2015 ballot the opportunity for Mercer Island residents to vote to withdraw from KCLS.
- The appropriate changes in taxing authority would take place.
- Mercer Island residents would buy back the library building from KCLS.
- The City Council contracts to manage the library.

He stated that owning our own library is still the best option for excellence of library services, access to a wide range of library materials, and for lowered cost to Mercer Island taxpayers.

Jim Mitchell, 6925 96th Avenue SE, is concerned about the changing character of the Island. He mentioned that he has a new modular development in his backyard that clearly does not match the character of the neighborhood. He stated that he will have to spend thousands of dollars to block the view of it.

Bart Dawson, 8812 SE 77th Place, stated that the library deserves preservation. He supports a vote of de-annexation from KCLS for the following 3 reasons:

- provides an opportunity to negotiate a satisfactory agreement.
- could become a public newsworthy dispute leading KCLS to decide to improve their public image and finally work with the Mercer Island community.
- could financially be a great step forward.

Jane Eckels, 3413 72nd Place SE, spoke about the significant work that is required to improve and clarify the standards that have to be met to determine what constitutes the character and quality of neighborhoods.

Jim Horn, 9507 SE 61st Place, asked the City Council to direct the Planning Commission, in the updating of the Comprehensive Plan, to uphold the policies of the last 53 years and continue to limit the growth of Mercer Island.

Ira Appelman, 4436 Ferncroft Road, noted that the City must comply with the statute regarding the library petition. He stated that Mercer Island residents must organize to protect the Mercer Island library and Mercerdale Park.

Jerry Gropp, 7858 SE 28th Street, spoke about watching the library being built by two of his friends. He believes this is an opportunity to take back what the City unwisely gave King County. He would like the City of Mercer Island library board to take over control and put the library back together at minimal cost in order to get the best possible result for residents.

City Attorney Katie Knight noted that the City has received the library petition and spoke about the next steps that the City will take.

MINUTES

Regular Meeting Minutes of May 19, 2014

It was moved by Brahm; seconded by Senn to:

Adopt the Regular Meeting Minutes of May 19, 2014 as written.

Passed 6-0

FOR: 6 (Bassett, Brahm, Cero, Grausz, Senn, Wong)

ABSENT: 1 (Bertlin)

Study Session and Regular Meeting Minutes of July 7, 2014

It was moved by Brahm; seconded by Senn to:

Adopt the Study Session and Regular Meeting Minutes of July 7, 2014 as written.

Passed 6-0

FOR: 6 (Bassett, Brahm, Cero, Grausz, Senn, Wong)

ABSENT: 1 (Bertlin)

CONSENT CALENDAR

Payables: \$122,200.35 (07/02/14) & \$355,830.24 (07/10/14)

Recommendation: Certify that the materials or services hereinbefore specified have been received and that all warrant numbers listed are approved for payment.

Payroll: \$729,379.47 (07/11/14)

Recommendation: Certify that the materials or services specified have been received and that all fund warrants are approved for payment.

It was moved by Senn; seconded by Brahm to:

Approve the Consent Calendar and the recommendations contained therein.

Passed 6-0

FOR: 6 (Bassett, Brahm, Cero, Grausz, Senn, Wong)

ABSENT: 1 (Bertlin)

REGULAR BUSINESS (continued)

AB 4990 Mercer Island Center for the Arts (MICA) Presentation and Discussion

John Gordon Hill introduced the Mercer Island Center for the Arts (MICA) by reading the MICA mission statement. He noted what will take place at MICA, who will use MICA, and who MICA is for. He mentioned that MICA will be a focal point for Mercer Island, a destination for the region, will revitalize the Town Center, will provide a place to meet, learn, converse, and enjoy, and will be a beautiful amenity to Mercerdale Park. He noted the major spaces, presented a drawing of the concept design, and discussed the various spaces. He mentioned that this facility will fulfill a very strong and identifiable need on Mercer Island. He also spoke about the preliminary timeline for the approach to the project, mentioned that this will be the permanent home for Youth Theatre Northwest, and discussed the fundraising efforts. He noted that the design for MICA will require using a portion of the native planting area, which currently is not usable and a public nuisance.

City Manager Noel Treat noted that the area in question gets very little use and that the Parks and Recreation Department does not have concerns about this plan to utilize the property.

Council asked questions regarding how much additional space MICA is asking for, if the City currently spends any money on maintenance of the Native Garden, and expressed concerns over the vagueness of the request. It was also asked that some indemnification language be added.

It was moved by Senn; seconded by Wong to:

Authorize the City Manager to execute an amendment to the Letter of Understanding with the Mercer Island Center for the Arts to allow for potential use of a portion of the Native Garden area in

conjunction with the Recycling Center site for development of an arts facility.

Passed 5-0

FOR: 5 (Bassett, Brahm, Cero, Senn, Wong)

ABSENT: 1 (Bertlin)

ABSTAIN: 1 (Grausz)

AB 4984 2014 Planning Commission Work Plan

Principal Planner George Steirer presented the 2014 Planning Commission Work Plan, mentioning that everything in the plan was either approved by Council at the mini-planning session or is a mandated item under City Code. He noted that the work plan includes the minimum necessary to update the City's Comprehensive Plan, essentially to accept the required growth targets under the County wide planning policies. He stated that there should be no needed change in the zoning code or the zoning designations within the City to be able to accept those growth targets.

Council expressed their concern about maintaining language in the Comprehensive Plan and adding language in the City Code regarding preserving neighborhood character.

It was moved by Senn; seconded by Brahm to:

Accept the proposed 2014 Planning Commission Work Plan as presented in Exhibits 1 & 2.

Passed 6-0

FOR: 6 (Bassett, Brahm, Cero, Grausz, Senn, Wong)

ABSENT: 1 (Bertlin)

AB 4988 Grant and Sponsorship Request for Art UnCorked Event

Assistant City Manager Kirsten Taylor presented the Grant and Sponsorship Request for the Art UnCorked Event. She noted that the combination grant and sponsorship request is to be a major sponsor for \$2,500 and to provide in-kind activities and support.

Council asked questions about what the \$830 will buy the City, if the City could waive the permit fees, adding language that any City out of pocket expenses come out of the Beautification Fund, if the City has sponsored any other events where alcohol has been served, and what type of controls will be set-up to avoid serving underage attendees.

It was moved by Senn; seconded by Cero to:

Appropriate \$2,500 from the Beautification Fund for a local grant to cover costs associated with the promotion and support of the Mercer Island Chamber of Commerce and MIVAL sponsored Art UnCorked event as a Town Center Revitalization Program.

Passed 4-0

FOR: 4 (Cero, Grausz, Senn, Wong)

ABSENT: 1 (Bertlin)

ABSTAIN: 2 (Bassett, Brahm)

OTHER BUSINESS

Councilmember Absences

Councilmember Bertlin's absence was excused.

Planning Schedule

City Manager Treat noted that August 4 will be full and that the August 18 Council meeting is cancelled. Councilmember Senn asked that the City Council discuss the idea of endorsing Initiative 594 at the second meeting in September.

Board Appointments

There were no appointments.

Councilmember Reports

Councilmember Wong encouraged people to attend Shakespeare in the Park.

Councilmember Senn attended the Open Space Conservancy Trust meeting. She mentioned that Robert Thorpe will be helping to coordinate the Boy Scout and Girl Scout projects for the Trust and that they elected a new board chair, Joel Wachs. She also noted that she spoke with PSE regarding the tree cutting issue to increase voltage. She mentioned that the original 20 different route options have been reduced to 11, with only 3 having a lake component. If they do go along the lake, there could be a fairly large tree cutting component.

Councilmember Brahm attended the July 8 Sound Transit advisory group meeting. She mentioned that the group is gearing up to look at the design of and the art for the station on Mercer Island. She also attended the open house put on by Sound Transit and heard several negative comments on the red exhaust pipes. The Arts Council discussed Summer Celebration and all of the summer events, and that the Mostly Music in the Park concerts begin on Thursday. She also spoke about how to get the smart phone app for STQRY.

Councilmember Cero noted that the Clarke Beach dock is being used consistently. He mentioned that the south Luther Burbank parking lot is underutilized and could perhaps be a relief valve for the Park & Ride. He spoke about how the development at SE 68th Street and E Mercer Way happened in 8 hours, which talks to the technology and the finances of building.

Mayor Bassett spoke about the success of Summer Celebration. He mentioned that he and City Manager Treat met with Metro staff members and gave them a list of action items that the City would like feedback on.

ADJOURNMENT

The Regular Meeting adjourned at 11:24 pm.

Bruce Bassett, Mayor

Attest:

Karin Roberts, Deputy City Clerk

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	170760-170949	07/17/14	\$ 939,699.34
			\$ 939,699.34

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00170760	07/10/2014	BOETTCHER, GLENN FLEX SPEND REIMB		7JULY2014	06/13/2014	119.96
00170761	07/10/2014	BRZUSEK, DANIELLE FLEX SPEND REIMB		7JULY2014	06/13/2014	300.00
00170762	07/10/2014	LOO CHAN, PEGGY FLEX SPEND REIMB		7JULY2014	06/13/2014	117.79
00170763	07/10/2014	SANDINE, ASEA FLEX SPEND REIMB		7JULY2014	06/13/2014	192.31
00170764	07/10/2014	SPIETZ, ALLISON FLEX SPEND REIMB		7JULY2014	06/13/2014	16.85
00170765	07/10/2014	TAYLOR, KIRSTEN FLEX SPEND REIMB		7JULY2014	06/13/2014	798.95
00170766	07/10/2014	TIMM, JANELLE FLEX SPEND REIMB		7JULY2014	06/13/2014	192.31
00170767	07/10/2014	TREAT, NOEL FLEX SPEND REIMB		7JULY2014	06/13/2014	61.54
00170768	07/10/2014	TUTTLE, LAJUAN FLEX SPEND REIMB		7JULY2014	06/13/2014	192.31
00170769	07/15/2014	BALL, MADELEINE Pea Patch- withdrawing this ye	P82976	OH003150	07/09/2014	65.00
00170770	07/15/2014	BRIDENBAUGH, JOHN ROLLS EXTRICATION CAR STRETCH		OH003151	07/11/2014	48.09
00170771	07/15/2014	CHRISTIANSEN, ANNE Instruction services for Easts	P82939	OH003153	07/08/2014	388.50
00170772	07/15/2014	CORK, TAMBIA ROLLS EXTRICATION CAR STRETCH		OH003152	07/02/2014	137.44
00170773	07/15/2014	DAVIS, SUZANNA Instruction services for Belly	P82996	14663	07/10/2014	217.35
00170774	07/15/2014	DOTTIN, ALICIA Insufficient Registration	P82977	OH003154	07/09/2014	134.00
00170775	07/15/2014	FRANKLIN, DEREK AEA EVENT REGISTRATION		OH003155	06/02/2014	94.24
00170776	07/15/2014	KNOTT, KENNETH MILEAGE EXPENSE		OH003156	07/10/2014	441.73
00170777	07/15/2014	LIVINGSTON, MARGOT Insufficient Registration	P82975	OH003157	07/09/2014	12.00
00170778	07/15/2014	MARCROFT, MARC A SHOOTING GLASSES		OH003158	07/08/2014	23.85
00170779	07/15/2014	MEYMAND, DOLLY Instruction services for Art f	P83018	14602/14603	07/14/2014	2,184.00
00170780	07/15/2014	MILLER, KELLY contract 18918 completed, refu	P82961	18918	07/09/2014	25.00
00170781	07/15/2014	PAUL BUNYAN LUMBERJACK SHOW Entertainment services for Sum	P82785	OH003159	07/14/2014	9,600.00
00170782	07/15/2014	PAULETTO, MAUDE Instruction services for Yoga	P82841	14647/14652	06/30/2014	1,113.06
00170783	07/15/2014	SAIL SAND POINT Instruction services for Saili	P82958	14691/14823	07/09/2014	5,457.82
00170784	07/15/2014	SEATTLE CO-ARTS Gallery proceeds	P82752	OH003162	06/26/2014	1,748.00
00170785	07/15/2014	SEATTLE MARINERS Group tickets for camp	P82798	OH003163	06/26/2014	328.00

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00170786	07/15/2014	SHEA, KATIE instructor unavailable	P82963	OH003169	07/09/2014	99.00
00170787	07/15/2014	SHURE, CHARLES Contract 17726 complete. Depos	P82978	17726	07/09/2014	350.00
00170788	07/15/2014	SPARROW, JEREMY SENIOR GOLF PROGRAM		OH003165	07/09/2014	38.00
00170789	07/15/2014	SPENCER, FREDERICK E CBT Instructor - 6/26/2014	P82909	OH003167	07/03/2014	120.00
00170790	07/15/2014	SPIETZ, ALLISON AMAZON DVD-R 100 DISC SPINDLE		OH003161	07/11/2014	92.03
00170791	07/15/2014	SUNDSTROM, ROBERT Instruction services for Bird	P82924	OH003168	07/07/2014	1,150.60
00170792	07/15/2014	TOVAR, JOSEPH W Town Center Vision Report	P82922	14062	06/30/2014	825.00
00170793	07/15/2014	TRIFTS, EILEEN SUMMER CELEBRATION SUPPLIES		OH003170	07/14/2014	3.31
00170794	07/15/2014	TUBBS, CHRISTIAN ROTARY REIMBURSEMENT - TUBBS		OH003171	07/10/2014	5.00
00170795	07/15/2014	URBANIAK, ROGER Instruction services for Outdo	P82776	14737/14722	06/24/2014	263.20
00170796	07/15/2014	WIBLE, CONNIE M Instruction services for Music	P82842	14594	06/30/2014	3,123.75
00170797	07/15/2014	WILHELM, LIZ Training (Substance Abuse Ethi	P82903	201	06/19/2014	800.00
00170798	07/15/2014	WILSON, DANIELLE Model payment sculpture class	P82855	OH003172	06/30/2014	51.00
00170799	07/17/2014	AIRGAS USA LLC Oxygen/Fire	P83011	9029037901	06/27/2014	64.44
00170800	07/17/2014	AT&T MOBILITY ROW TEAM WIRELESS DATA SERVICE	P82935	2831338X07022014	06/24/2014	145.44
00170801	07/17/2014	AUTONATION REPAIR PARTS FOR FL 0361	P82941	OH003215	06/30/2014	242.82
00170802	07/17/2014	AXIS SURVEY & MAPPING Survey services for Luther Bur	P82562	7308	06/27/2014	2,240.00
00170803	07/17/2014	BUILDERS HARDWARE & SUPPLY CO. REPAIR POLICE DOOR LOCK	P82736	S3330605001	05/30/2014	233.24
00170804	07/17/2014	CADMAN INC 5/8"-MINUS ROCK (116.85 TONS)	P82973	5290363/2754/322	06/03/2014	4,765.15
00170805	07/17/2014	CARDNO ENTRIX 2014 WATER COURSE CONDITION	P81927	102296	06/27/2014	3,142.00
00170806	07/17/2014	CARQUEST AUTO PARTS STORES REPAIR PARTS/INVENTORY	P82947	OH003204	06/30/2014	318.94
00170807	07/17/2014	CASCADE MACHINERY & ELECTRIC PS 16 REPAIRS	P82953	414339	06/25/2014	3,013.44
00170808	07/17/2014	CENTURYLINK PHONE USE JULY 2014		OH003207	07/01/2014	3,605.24
00170809	07/17/2014	CLEANERS PLUS 1 Uniform cleaning	P82933	73643	07/01/2014	243.29
00170810	07/17/2014	COMPLETE OFFICE OFFICE SUPPLIES JUNE 2014		OH003138	06/30/2014	2,746.49
00170811	07/17/2014	COMPTON LUMBER & HARDWARE INC MISC. TREATED LUMBER	P82927	740301	06/26/2014	779.02

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Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00170812	07/17/2014	CONFIDENTIAL DATA DISPOSAL Shredding	P82985	74833	06/30/2014	100.00
00170813	07/17/2014	CRYSTAL AND SIERRA SPRINGS Monthly water service for LB	P80610	5277493070114	07/01/2014	181.25
00170814	07/17/2014	CULLIGAN Water Service/Fire	P83010	201407672721	06/30/2014	170.55
00170815	07/17/2014	CUMMINS NORTHWEST INC 2013-14 GENERATOR MAINTENANCE	P82993	00112359	06/19/2014	9,855.25
00170816	07/17/2014	DATAQUEST LLC EMAC volunteer backgrounds	P82896	CIMERCER20140630	06/30/2014	566.50
00170817	07/17/2014	DEPT OF ENTERPRISES SERVICES BUSINESS CARD PRINTING JUNE 20		73122056	07/01/2014	394.10
00170818	07/17/2014	DEPT OF LABOR & INDUSTRIES CASE#13-2-35970-7 M ANDERSON		OH003173	07/15/2014	2,106.61
00170819	07/17/2014	DIGITAL PAYMENT TECHONOLOGIES 2014 charges for Boat Launch t	P80774	201472	07/01/2014	82.13
00170820	07/17/2014	DRAIN-PRO INC 2014 SEWER VIDEO INSPECTION	P82095	34210/34209	05/22/2014	1,502.19
00170821	07/17/2014	EASTSIDE EXTERMINATORS CCMV PEST CONTROL	P82967	OH003208	05/03/2014	216.26
00170822	07/17/2014	EPSCA MONTHLY RADIO ACCESS FEES 44 R	P80645	7846	07/01/2014	3,730.13
00170823	07/17/2014	FALL CITY FIREARMS 80 boxes duty ammo	P83024	OH003209	07/10/2014	2,154.62
00170824	07/17/2014	GRAINGER INVENTORY PURCHASES	P82959	9481167337/7345	07/01/2014	225.43
00170825	07/17/2014	GRAYBAR Lights for MICEC lobby	P82964	97322238	06/18/2014	163.86
00170826	07/17/2014	HEALTHFORCE PARTNERS LLC Dive team physical/Kramp	P82982	20413	07/02/2014	174.00
00170827	07/17/2014	HONEYWELL, MATTHEW V Public Defender Inv#804	P83007	804	07/08/2014	600.00
00170828	07/17/2014	HORIZON REPLACEMENT BLADE FOR PARKS MO	P82848	3M125978	06/27/2014	327.56
00170829	07/17/2014	IPSWITCH INC License IPSWITCH renewal	P82833	IN527714	06/27/2014	540.00
00170830	07/17/2014	ISSAQUAH GLASS INC Adjust locking mechanism in	P82965	I153764	06/19/2014	1,018.35
00170831	07/17/2014	K-A GENERAL CONST CONTRACTOR 5% Retainage	P78589	OH003210	07/08/2014	3,586.95
00170832	07/17/2014	KC PET LICENSES KC PET LICENSE FEES COLLECTED	P83077	OH003213	06/30/2014	125.00
00170833	07/17/2014	KING CO PROSECUTING ATTORNEY COURT REMITTANCE KC CRIME VICT	P83075	OH003211	06/30/2014	387.28
00170834	07/17/2014	KING COUNTY FINANCE MONTHLY SEWER JAN-DEC 2014	P80629	30006514	07/01/2014	353,374.99
00170835	07/17/2014	KING COUNTY FINANCE I-NET MONTHLY SERVICES FROM	P81509	11002362	07/01/2014	1,623.00
00170836	07/17/2014	LN CURTIS & SONS Fire mask maintenance	P82980	722007900	06/27/2014	195.44
00170837	07/17/2014	M & M BALLOON CO 2014 Helium refills for MICEC	P81151	22266	07/01/2014	19.71

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00170838	07/17/2014	MAILFINANCE INC 2014 postage meter lease for L	P80618	H4766789	06/27/2014	178.84
00170839	07/17/2014	MASTERMARK Nameplates for B&C Members	P82790	0655803	06/16/2014	50.21
00170840	07/17/2014	METROPRESORT Printing and Mailing June 2014	P81666	463818	06/24/2014	2,235.46
00170841	07/17/2014	MI CHAMBER OF COMMERCE MONTHLY BILLING FOR SERVICES	P80628	OH003176	06/27/2014	1,200.00
00170842	07/17/2014	MI HARDWARE - BLDG MISC. HARDWARE FOR THE MONTH O	P82929	OH003180	06/30/2014	83.72
00170843	07/17/2014	MI HARDWARE - MAINT MISC. HARDWARE FOR THE MONTH O	P82938	OH003178	06/30/2014	1,326.28
00170844	07/17/2014	MI HARDWARE - P&R Misc hardware and supplies	P82957	OH003182	06/30/2014	20.91
00170845	07/17/2014	MI HARDWARE - UTILITY MISC. HARDWARE FOR THE MONTH O	P82928	OH003179	06/30/2014	84.50
00170846	07/17/2014	MI HARDWARE - YFS Thrift Shop operating supplies	P82988	OH003183	06/30/2014	14.77
00170847	07/17/2014	MI ROTARY CLUB Dues/Tubbs	P83076	OH003212	07/17/2014	1,180.00
00170848	07/17/2014	MI SCHOOL DISTRICT #400 2014 Mary Wayte Pool Agreement	P82883	OH003175	07/01/2014	25,119.42
00170849	07/17/2014	MI UTILITY BILLS PAYMENT OF UTILITY BILLS FOR W	P82968	OH003181	07/09/2014	227.16
00170850	07/17/2014	MICHAEL SKAGGS ASSOCIATES JANITORIAL SERVICES CITY HALL,	P82824	14323	06/30/2014	9,025.26
00170851	07/17/2014	MICROFLEX May 2014 Tax Audit Program	P82913	00021876	06/10/2014	415.77
00170852	07/17/2014	MIYFS FOUNDATION Leaf raffle ticket sales at Th	P82987	OH003184	07/10/2014	432.20
00170853	07/17/2014	MOBERLY AND ROBERTS Contract Prosecutor Inv #463	P83006	463	07/01/2014	5,000.00
00170854	07/17/2014	MORGAN SOUND COUNCIL CHAMBERS	P82770	MS177921	05/01/2014	93.08
00170855	07/17/2014	NATIONAL CONST RENTALS INC Temporary fencing for Adventur	P82753	3916719	06/11/2014	1,926.06
00170856	07/17/2014	NC MACHINERY CO WACKER JUMPING JACK RAMMER	P82506	X0200501	06/18/2014	3,066.00
00170857	07/17/2014	NORCOM 911 FIRE DISPATCH 2014	P80683	0000115/116	06/02/2014	44,557.25
00170858	07/17/2014	NORCOM 911 POLICE DISPATCH 2014	P80683	0000115/116	06/02/2014	102,647.00
00170859	07/17/2014	NORTH LAKE MARINA- MARINE PATROL FUEL	P82850	7697	06/23/2014	1,041.47
00170860	07/17/2014	NORTHEND TRUCK EQUPT INC EQUIPMENT FOR FL-0457	P82793	1029625	04/03/2014	22,554.81
00170861	07/17/2014	NORTHWEST SAFETY CLEAN Bunker Gear Cleaning	P83005	148298	06/26/2014	703.76
00170862	07/17/2014	NORWEST GRAPHICS LLC Summer Celebration! Tshirts	P82871	46821397	06/25/2014	2,012.06
00170863	07/17/2014	NW PLAYGROUND EQUIPMENT INC REPLACEMENT UMBRELLA RIBS	P78023	OH003185	07/10/2014	13,588.14

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00170864	07/17/2014	NW TREK WILDLIFE PARK Group tickets for Camp	P82861	15885	04/09/2014	491.25
00170865	07/17/2014	O'REILLY AUTOMOTIVE INC Misc. Apparatus Parts	P83009	2519110207	06/16/2014	32.12
00170866	07/17/2014	OAC SERVICES INC Mercer Island Parks Over-Water	P81672	128101	06/12/2014	3,850.00
00170867	07/17/2014	OMEGA CONTRACTORS PS 25 REPAIRS	P82956	OH003186	06/30/2014	87,027.25
00170868	07/17/2014	ONMERIT MARKETING LLC design services reorder button	P82858	16225/16226	06/22/2014	345.00
00170869	07/17/2014	OVERLAKE OIL 195 GAL DIESEL DELIVERY TO THE	P82951	0166740IN	06/26/2014	11,948.27
00170870	07/17/2014	PACIFIC AIR CONTROL INC COOLING TOWER REPAIR CITY HALL	P82777	173439	06/13/2014	918.71
00170871	07/17/2014	PACIFIC MODULAR Millcare Carpet Maintenance	P82826	I10783	06/12/2014	3,935.65
00170872	07/17/2014	PACIFIC NW NAGINATA FEDERATION Instruction services for Nagin	P82878	14706	07/01/2014	1,108.80
00170873	07/17/2014	PACIFIC POWER GROUP LLC REPAIR PARTS FOR FL-0409	P82818	673862000	06/13/2014	302.37
00170874	07/17/2014	PACIFIC RUBBER REPAIR PARTS	P82849	3017093	06/23/2014	57.30
00170875	07/17/2014	PARENTMAP Display Ad	P82897	714470/614634	06/30/2014	1,673.00
00170876	07/17/2014	POT O' GOLD INC 6/2014 Coffee Equipment Rental	P82831	247794	06/30/2014	27.38
00170877	07/17/2014	PRO-VAC SEWER LAKELINE CLEANING 14-15	P82952	140603017	06/24/2014	5,283.38
00170878	07/17/2014	PROJECT A INC Website Hosting 7/1-9/30	P80718	142339	07/01/2014	900.00
00170879	07/17/2014	PUBLIC SAFETY SUPPORT SERVICES Zone One Coordinator Services	P82820	MIFY1209	06/16/2014	10,000.00
00170880	07/17/2014	PUGET SOUND ENERGY Utility payment for EA client	P82901	OH003187	07/02/2014	59.75
00170881	07/17/2014	PUGET SOUND ENERGY ENERGY USE JULY 2014		OH003189	06/27/2014	8,424.36
00170882	07/17/2014	PUGET SOUND PROPERTIES switched locations no longer	P82962	OH003191	07/09/2014	6.65
00170883	07/17/2014	PURIFIED WATER TO GO MONTHLY WATER SERVICE JAN-DEC	P82979	0602014	06/30/2014	63.76
00170884	07/17/2014	R A BROWN BACKFLOW TESTING ROW BACKFLOW TESTING VARIOUS	P82774	14061701	06/17/2014	320.00
00170885	07/17/2014	REMOTE SATELLITE SYSTEMS INT'L Sat phone service	P82806	00065492	06/06/2014	48.95
00170886	07/17/2014	RENTON FISH & GAME CLUB INC Range Training Fees	P82812	OH003193	06/20/2014	300.00
00170887	07/17/2014	RENTON ICE ARENA Admission, skate rental and ta	P82853	100	06/25/2014	210.00
00170888	07/17/2014	RENTON, CITY OF Daycamp Reservation 8/8/14	P82840	OH003194	06/30/2014	656.00
00170889	07/17/2014	REPUBLIC SERVICES #172 25 YARD DISPOSAL/RECYCLING SER	P82706	172006097521/735	05/31/2014	2,567.20

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00170890	07/17/2014	RESULTS GROUP LTD, THE Executive Level Academy June 9	P82873	6250	06/11/2014	9,000.00
00170891	07/17/2014	RHOMAR INDUSTRIES INC NEUTRO-WASH & LUBRA-SEAL FOR S	P82720	79372	06/06/2014	628.00
00170892	07/17/2014	RODDA PAINT PAINT CITY HALL	P82766	OH003192	05/31/2014	568.64
00170893	07/17/2014	SANDERSON SAFETY SUPPLY 4 GAS CYLINDER	P82505	612808304	06/13/2014	487.48
00170894	07/17/2014	SEA WESTERN INC 5 Sets Bunker Gear	P82744	177293	06/09/2014	12,880.06
00170895	07/17/2014	SEATTLE AQUARIUM Tour 6/25/14	P82986	1393561	07/07/2014	522.00
00170896	07/17/2014	SEATTLE PUBLIC UTILITIES June 2014 SPU Retail Service	P82949	W0078349	07/01/2014	30,726.00
00170897	07/17/2014	SEATTLE PUMP WANDS, GUN & TURBO NOZZLES	P82747	142537	06/17/2014	1,174.34
00170898	07/17/2014	SEATTLE, CITY OF Hearing Examiner fees for VAR1	P82837	MI201401	06/18/2014	1,136.41
00170899	07/17/2014	SECURITY SAFE & LOCK INVENTORY PURCHASES	P82795	464122	06/13/2014	12.32
00170900	07/17/2014	SIGNATURE LANDSCAPE SERVICES 2014 Building Mowing, Landscap	P81184	83458/57/56/55	07/01/2014	2,901.61
00170901	07/17/2014	SINGLETRACK CYCLES Bike tune ups and equipment	P82846	OH003198	06/29/2014	1,293.96
00170902	07/17/2014	SOUND PUBLISHING INC MI Reporter annual edition	P82898	OH003197	05/31/2014	467.50
00170903	07/17/2014	SOUND SAFETY PRODUCTS MISC. WORK CLOTHES	P82759	503445201/5101	06/17/2014	164.54
00170904	07/17/2014	STANTEC CONSULTING SRVS INC 88TH AVE & 86TH AVE SE WATER S	P79784	803134	06/23/2014	32.09
00170905	07/17/2014	STERICYCLE INC On Call Services	P83008	3002691012	06/30/2014	10.36
00170906	07/17/2014	STERLING REFERENCE LAB Lab fees for C.Harnish clients	P82803	F2029098	06/16/2014	37.80
00170907	07/17/2014	SUNGARD PUBLIC SECTOR INC ONESOLUTION GLOBAL CORE IFAS	P82827	83659	06/16/2014	9,060.35
00170908	07/17/2014	SUPPLY SOURCE, THE INVENTORY PURCHASES	P82748	1402115	06/16/2014	929.51
00170909	07/17/2014	T AND T TRUCKING INC DUMPING FEES	P82852	66772/66774	06/20/2014	3,201.84
00170910	07/17/2014	TANNER, SUE VAR14-002 Norman Sandler trave	P83078	MI201401ST	06/18/2014	30.64
00170911	07/17/2014	THOMSON REUTERS - WEST CIS intel database service	P82805	829698516	06/01/2014	165.93
00170912	07/17/2014	TRUE NORTH LAND SURVEYING INC Land surveying services for Lu	P82582	4112	06/27/2014	1,771.81
00170913	07/17/2014	TUSCAN ENTERPRISES INC Lettering for Police lobby doo	P82886	542622/765946/76	02/21/2014	2,737.50
00170914	07/17/2014	U.S. CAVALRY SOT Gear	P82810	SI2402211	05/15/2014	93.62
00170915	07/17/2014	UNDERWATER SPORTS INC. Dive team equip repair/maint.	P83026	20007504/7624/72	06/03/2014	2,373.44

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00170916	07/17/2014	UNITED SITE SERVICES Portable toilet rental and ser	P80614	1142141574/75/76	07/02/2014	556.30
00170917	07/17/2014	UPS BACK SAFETY VIDEO RETURN TO WC	P82783	0000T6781T244	06/14/2014	12.08
00170930	07/17/2014	US BANK CORP PAYMENT SYS AMAZON.COM		2490641416100827	07/06/2014	21,234.92
00170931	07/17/2014	USA MOBILITY WIRELESS INC Pager fee	P82934	X3739542G	06/30/2014	78.81
00170932	07/17/2014	USABlueBook PUMP	P82515	346225	05/14/2014	329.45
00170933	07/17/2014	UTILITIES UNDERGROUND LOCATION EXCAVATION NOTIFICATIONS FOR J	P82942	4060159	06/30/2014	309.54
00170934	07/17/2014	VERIZON WIRELESS June 2014 VZ Billing/Kryss Seg	P82950	9727449491	06/23/2014	1,878.33
00170935	07/17/2014	VERIZON WIRELESS Inv #972449497 and Inv #972574	P80583	9727449496	06/23/2014	1,934.50
00170936	07/17/2014	WA CITIES INSURANCE AUTHORITY Van Driver Training for VOICE/	P82801	MI217	06/24/2014	269.00
00170937	07/17/2014	WA ST REVENUE 2ND QTR LEASEHOLD EXCISE TAX 2	P80759	OH003214	06/30/2014	2,956.76
00170938	07/17/2014	WA STUDENT ACHIEVEMENT COUNCIL Overpayment of work-study stud	P82900	OH003201	07/02/2014	65.85
00170939	07/17/2014	WASHINGTON STATE PATROL CPL background checks	P82981	I14009781	07/01/2014	247.50
00170940	07/17/2014	WATERFRONT CONSTRUCTION Barge for Summer Celebration	P82714	OH003200	06/24/2014	1,916.25
00170941	07/17/2014	WELLS FARGO ACCT#3632432377 FS 92 RETAINAGE	P80916	6	05/31/2014	6,422.81
00170942	07/17/2014	WHISTLE WORKWEAR SAFETY BOOTS & MISC. WORK CLOT	P82749	87299	06/13/2014	587.26
00170943	07/17/2014	WILSON BOHANNAN PADLOCK CO INVENTORY PURCHASES	P82509	0110326IN	06/10/2014	836.46
00170944	07/17/2014	WIMACTEL INC POLICE LOBBY PAY PHONE	P82768	000697075	06/01/2014	60.23
00170945	07/17/2014	WOODINVILLE AUTO PARTS INC REPAIR PARTS/INVENTORY	P82948	OH003202	06/30/2014	341.39
00170946	07/17/2014	WRPA Software Symposium registratio	P82997	200000402	05/14/2014	49.00
00170947	07/17/2014	X5 SOLUTIONS INC Telephone - Long Distance	P80621	OH003203	07/01/2014	280.86
00170948	07/17/2014	XEROX CORPORATION Copier Cost - May	P82762	074345240	06/01/2014	152.38
00170949	07/17/2014	XEROX CORPORATION JUNE 2014 Printer Supplies and	P82875	701759490	05/29/2014	1,538.97
					Total	939,699.34

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: 001000 - General Fund-Admin Key</i>				
P80759	00170937	WA ST REVENUE	2ND QTR LEASEHOLD EXCISE TAX 2	1,640.94
P83075	00170833	KING CO PROSECUTING ATTORNEY	COURT REMITTANCE KC CRIME VICT	387.28
P82978	00170787	SHURE, CHARLES	Contract 17726 complete. Depos	350.00
P82977	00170774	DOTTIN, ALICIA	Insufficient Registration	134.00
P83077	00170832	KC PET LICENSES	KC PET LICENSE FEES COLLECTED	125.00
P82963	00170786	SHEA, KATIE	instructor unavailable	99.00
P82976	00170769	BALL, MADELEINE	Pea Patch- withdrawing this ye	65.00
P82961	00170780	MILLER, KELLY	contract 18918 completed, refu	25.00
P82975	00170777	LIVINGSTON, MARGOT	Insufficient Registration	12.00
P82962	00170882	PUGET SOUND PROPERTIES	switched locations no longer	6.65
<i>Org Key: 402000 - Water Fund-Admin Key</i>				
P82799	00170896	SEATTLE PUBLIC UTILITIES	May 2014 SPU Retail Service	26,452.00
P82916	00170896	SEATTLE PUBLIC UTILITIES	June 2014 SPU Retail Service	4,180.00
P82748	00170908	SUPPLY SOURCE, THE	INVENTORY PURCHASES	929.51
P82509	00170943	WILSON BOHANNAN PADLOCK CO	INVENTORY PURCHASES	836.46
P82959	00170824	GRAINGER	INVENTORY PURCHASES	225.43
P82795	00170899	SECURITY SAFE & LOCK	INVENTORY PURCHASES	12.32
<i>Org Key: 814074 - Garnishments</i>				
	00170818	DEPT OF LABOR & INDUSTRIES	CASE#13-2-35970-7 M ANDERSON	2,106.61
<i>Org Key: CA1100 - Administration (CA)</i>				
P82873	00170890	RESULTS GROUP LTD, THE	Executive Level Academy June 9	900.00
P82888	00170935	VERIZON WIRELESS	Inv #972449497 and Inv #972574	84.06
P82874	00170949	XEROX CORPORATION	JUNE 2014 Printer Supplies and	46.20
P82875	00170949	XEROX CORPORATION	MAY 2014 Printer Supplies and	46.20
<i>Org Key: CA1200 - Prosecution & Criminal Mngmnt</i>				
P83006	00170853	MOBERLY AND ROBERTS	Contract Prosecutor Inv #463	5,000.00
P83007	00170827	HONEYWELL, MATTHEW V	Public Defender Inv#804	600.00
<i>Org Key: CM1100 - Administration (CM)</i>				
P82873	00170890	RESULTS GROUP LTD, THE	Executive Level Academy June 9	900.00
	00170930	US BANK CORP PAYMENT SYS	SUNCADIA	229.50
	00170810	COMPLETE OFFICE	OFFICE SUPPLIES JUNE 2014	131.04
	00170930	US BANK CORP PAYMENT SYS	ISLANDER	60.42
	00170930	US BANK CORP PAYMENT SYS	AMAZON.COM	27.60
	00170790	SPIETZ, ALLISON	AMAZON DVD-R 100 DISC SPINDLE	20.37
	00170930	US BANK CORP PAYMENT SYS	UNION STATION PARKING GAR	10.99
<i>Org Key: CM1400 - Communications</i>				
	00170930	US BANK CORP PAYMENT SYS	BACKUPIFY	4.99
<i>Org Key: CO6100 - City Council</i>				
	00170930	US BANK CORP PAYMENT SYS	PANERA BREAD #601413	204.36
	00170930	US BANK CORP PAYMENT SYS	GOURMONDO CATERING ONLIN	203.94
P82874	00170949	XEROX CORPORATION	JUNE 2014 Printer Supplies and	68.10
P82875	00170949	XEROX CORPORATION	MAY 2014 Printer Supplies and	68.10
P82790	00170839	MASTERMARK	Nameplates for B&C Members	50.21
	00170930	US BANK CORP PAYMENT SYS	QFC #5839	33.29

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PO #	Check #	Vendor:	Transaction Description	Check Amount
	00170930	US BANK CORP PAYMENT SYS	ALBERTSONS #450	10.00
<i>Org Key: CR1100 - CORe Admin and Human Resources</i>				
P82873	00170890	RESULTS GROUP LTD, THE	Executive Level Academy June 9	900.00
	00170930	US BANK CORP PAYMENT SYS	INGALLINA'S BOX LUNCH	731.88
	00170930	US BANK CORP PAYMENT SYS	TOP FOOD AND DRUG	559.16
	00170810	COMPLETE OFFICE	OFFICE SUPPLIES JUNE 2014	196.44
	00170930	US BANK CORP PAYMENT SYS	OMNICARE *PHARMACY	189.77
	00170930	US BANK CORP PAYMENT SYS	QFC #5839	155.95
	00170930	US BANK CORP PAYMENT SYS	CRAIGSLIST.ORG	75.00
	00170930	US BANK CORP PAYMENT SYS	CRAIGSLIST.ORG	75.00
	00170930	US BANK CORP PAYMENT SYS	TARGET 00011189	58.38
	00170930	US BANK CORP PAYMENT SYS	CRAIGSLIST.ORG	50.00
P82872	00170934	VERIZON WIRELESS	June 2014 VZ Billing/Kryss Seg	40.03
	00170930	US BANK CORP PAYMENT SYS	TARGET 00011189	26.96
	00170930	US BANK CORP PAYMENT SYS	QFC #5860	26.38
	00170930	US BANK CORP PAYMENT SYS	QFC #5839	18.95
	00170930	US BANK CORP PAYMENT SYS	QFC #5839	18.95
P82874	00170949	XEROX CORPORATION	JUNE 2014 Printer Supplies and	18.80
P82875	00170949	XEROX CORPORATION	MAY 2014 Printer Supplies and	18.80
	00170930	US BANK CORP PAYMENT SYS	QFC #5839	17.36
	00170930	US BANK CORP PAYMENT SYS	QFC #5839	11.87
	00170930	US BANK CORP PAYMENT SYS	QFC #5839	4.99
	00170930	US BANK CORP PAYMENT SYS	QFC #5839	-18.95
<i>Org Key: CT1100 - Municipal Court</i>				
P82762	00170948	XEROX CORPORATION	Copier Cost - May	152.38
<i>Org Key: DS1100 - Administration (DS)</i>				
P82873	00170890	RESULTS GROUP LTD, THE	Executive Level Academy June 9	900.00
P82922	00170792	TOVAR, JOSEPH W	Town Center Vision Report	825.00
P82833	00170829	IPSWITCH INC	License IPSWITCH renewal	540.00
P83076	00170847	MI ROTARY CLUB	Annual Membership Dues	295.00
P82917	00170934	VERIZON WIRELESS	Monthly DSG cellphone and data	256.47
	00170930	US BANK CORP PAYMENT SYS	MBP.COM MERCHANT FEE	54.10
P82874	00170949	XEROX CORPORATION	JUNE 2014 Printer Supplies and	46.20
P82875	00170949	XEROX CORPORATION	MAY 2014 Printer Supplies and	46.20
	00170930	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	25.07
	00170930	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	20.00
	00170930	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	20.00
<i>Org Key: DS1200 - Bldg Plan Review & Inspection</i>				
	00170930	US BANK CORP PAYMENT SYS	IN *AC SOFTWARE INC	271.90
	00170930	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	262.66
	00170930	US BANK CORP PAYMENT SYS	INT'L CODE COUNCIL INC	212.50
	00170930	US BANK CORP PAYMENT SYS	MIKE HOLT	183.17
	00170930	US BANK CORP PAYMENT SYS	AMAZON.COM	168.72
	00170930	US BANK CORP PAYMENT SYS	OREILLY AUTO 00037127	8.75
<i>Org Key: DS1300 - Land Use Planning Svc</i>				
P82837	00170898	SEATTLE, CITY OF	Hearing Examiner fees for VAR1	1,136.41
P83078	00170910	TANNER, SUE	VAR14-002 Norman Sandler trav	30.64

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PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: FN1100 - Administration (FN)</i>				
P82873	00170890	RESULTS GROUP LTD, THE	Executive Level Academy June 9	900.00
	00170810	COMPLETE OFFICE	OFFICE SUPPLIES JUNE 2014	229.16
P82875	00170949	XEROX CORPORATION	MAY 2014 Printer Supplies and	37.64
P82874	00170949	XEROX CORPORATION	JUNE 2014 Printer Supplies and	37.61
P80627	00170883	PURIFIED WATER TO GO	MONTHLY WATER SERVICE JAN-DEC	33.76
<i>Org Key: FN2100 - Data Processing</i>				
P82827	00170907	SUNGARD PUBLIC SECTOR INC	ONESOLUTION MAINTENANCE	9,013.81
P82769	00170907	SUNGARD PUBLIC SECTOR INC	ONESOLUTION GLOBAL CORE IFAS	46.54
<i>Org Key: FN4501 - Utility Billing (Water)</i>				
P81434	00170840	METROPRESORT	Printing and Mailing June 2014	400.58
P81434	00170840	METROPRESORT	Printing and Mailing June 2014	279.73
P82874	00170949	XEROX CORPORATION	JUNE 2014 Printer Supplies and	18.82
P82875	00170949	XEROX CORPORATION	MAY 2014 Printer Supplies and	18.82
<i>Org Key: FN4502 - Utility Billing (Sewer)</i>				
P81434	00170840	METROPRESORT	Printing and Mailing June 2014	400.57
P81434	00170840	METROPRESORT	Printing and Mailing June 2014	279.72
<i>Org Key: FN4503 - Utility Billing (Storm)</i>				
P81434	00170840	METROPRESORT	Printing and Mailing June 2014	400.57
P81434	00170840	METROPRESORT	Printing and Mailing June 2014	279.72
<i>Org Key: FNBE01 - Financial Services</i>				
P80628	00170841	MI CHAMBER OF COMMERCE	MONTHLY BILLING FOR SERVICES	1,200.00
P82913	00170851	MICROFLEX	May 2014 Tax Audit Program	415.77
P81666	00170840	METROPRESORT	2ND QUARTER 2014 PRINTING AND	136.28
P81666	00170840	METROPRESORT	2ND QUARTER 2014 PRINTING AND	58.29
<i>Org Key: FR1100 - Administration (FR)</i>				
P82873	00170890	RESULTS GROUP LTD, THE	Executive Level Academy June 9	900.00
	00170930	US BANK CORP PAYMENT SYS	FEDEXOFFICE 00051359	359.14
	00170930	US BANK CORP PAYMENT SYS	AMERICANFLAGSCOM	349.99
P82910	00170847	MI ROTARY CLUB	Dues/Tubbs	295.00
	00170930	US BANK CORP PAYMENT SYS	THE HOME DEPOT 4711	210.94
P83010	00170814	CULLIGAN	Water Service/Fire	170.55
	00170808	CENTURYLINK	PHONE USE JULY 2014	146.11
	00170930	US BANK CORP PAYMENT SYS	MICHAELS STORES 8403	131.09
	00170930	US BANK CORP PAYMENT SYS	EXXONMOBIL 47906060	93.01
	00170930	US BANK CORP PAYMENT SYS	MICHAELS STORES 2038	84.73
	00170930	US BANK CORP PAYMENT SYS	RITE AID STORE 5197	55.16
	00170930	US BANK CORP PAYMENT SYS	STARBUCKS #03383 MOSES LA	40.79
	00170930	US BANK CORP PAYMENT SYS	RITE AID STORE 5197	29.55
	00170930	US BANK CORP PAYMENT SYS	SEARS ROEBUCK 7936	24.79
	00170930	US BANK CORP PAYMENT SYS	QDOBA MEXICAN GRILL-390	21.90
	00170930	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	20.00
	00170930	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	20.00
	00170930	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	20.00
	00170930	US BANK CORP PAYMENT SYS	RITE AID STORE 5197	7.65
	00170794	TUBBS, CHRISTIAN	ROTARY REIMBURSEMENT - TUBBS	5.00

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PO #	Check #	Vendor:	Transaction Description	Check Amount
	00170930	US BANK CORP PAYMENT SYS	USPS 54530602535107903	1.19
<i>Org Key: FR2100 - Fire Operations</i>				
P80684	00170857	NORCOM 911	FIRE DISPATCH 2014	37,478.00
P82791	00170894	SEA WESTERN INC	5 Sets Bunker Gear	11,997.44
P80645	00170822	EPSCA	MONTHLY RADIO ACCESS FEES 44 R	1,452.44
P82744	00170894	SEA WESTERN INC	Calibration of POSI Chk III	882.62
P83005	00170861	NORTHWEST SAFETY CLEAN	Bunker Gear Cleaning	703.76
P82911	00170934	VERIZON WIRELESS	MDT Charges/Fire	680.25
P82874	00170949	XEROX CORPORATION	JUNE 2014 Printer Supplies and	83.84
P82875	00170949	XEROX CORPORATION	MAY 2014 Printer Supplies and	83.84
	00170930	US BANK CORP PAYMENT SYS	ONLINESTORES.COM	70.00
P83009	00170865	O'REILLY AUTOMOTIVE INC	Misc. Apparatus Parts	32.12
	00170930	US BANK CORP PAYMENT SYS	UPS*1ZY54T850390891053	15.44
	00170930	US BANK CORP PAYMENT SYS	UPS*2935B433B7Q	7.20
<i>Org Key: FR2400 - Fire Suppression</i>				
	00170930	US BANK CORP PAYMENT SYS	L N CURTIS AND SONS	714.60
<i>Org Key: FR2500 - Fire Emergency Medical Svcs</i>				
P83011	00170799	AIRGAS USA LLC	Oxygen/Fire	64.44
P83008	00170905	STERICYCLE INC	On Call Services	10.36
<i>Org Key: FR4100 - Training</i>				
	00170776	KNOTT, KENNETH	MILEAGE EXPENSE	441.73
P82909	00170789	SPENCER, FREDERICK E	CBT Instructor - 6/26/2014	120.00
	00170770	BRIDENBAUGH, JOHN	ROLLS EXTRICATION CAR STRETCH	48.09
<i>Org Key: FR5100 - Community Risk Reduction</i>				
	00170930	US BANK CORP PAYMENT SYS	EDUCATION SPECIALTY PUBLI	220.00
	00170930	US BANK CORP PAYMENT SYS	WA STATE ASSOC OF FIRE MA	50.00
<i>Org Key: GGM001 - General Government-Misc</i>				
P80718	00170878	PROJECT A INC	Website Hosting 7/1-9/30	900.00
	00170790	SPIETZ, ALLISON	CITY HALL KITCHEN SUPPLIES	71.66
P82831	00170876	POT O' GOLD INC	6/2014 Coffee Equipment Rental	27.38
<i>Org Key: GGM004 - Gen Govt-Office Support</i>				
	00170810	COMPLETE OFFICE	OFFICE SUPPLIES JUNE 2014	936.35
	00170810	COMPLETE OFFICE	OFFICE SUPPLIES JUNE 2014	235.98
P80618	00170838	MAILFINANCE INC	2014 postage meter lease for L	178.84
	00170810	COMPLETE OFFICE	OFFICE SUPPLIES JUNE 2014	52.22
<i>Org Key: IGBE01 - MI Pool Operation Subsidy</i>				
P80616	00170848	MI SCHOOL DISTRICT #400	2014 Mary Wayte Pool Agreement	10,416.67
<i>Org Key: IS2100 - IGS Network Administration</i>				
P81509	00170835	KING COUNTY FINANCE	I-NET MONTHLY SERVICES FROM	1,623.00
	00170930	US BANK CORP PAYMENT SYS	ESRI INC	1,395.00
	00170808	CENTURYLINK	PHONE USE JULY 2014	484.75
P80621	00170947	X5 SOLUTIONS INC	Telephone - Long Distance	280.86
P82966	00170935	VERIZON WIRELESS	IGS WIFI, IGS LOANER AND ALFRE	135.55
	00170930	US BANK CORP PAYMENT SYS	MINITool SOLUTION	129.00

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PO #	Check #	Vendor:	Transaction Description	Check Amount
	00170808	CENTURYLINK	PHONE USE JUNE 2014	73.98
P82768	00170944	WIMACTEL INC	POLICE LOBBY PAY PHONE	60.23
	00170930	US BANK CORP PAYMENT SYS	REGISTER.COM*127410A0J	38.00
	00170930	US BANK CORP PAYMENT SYS	QDOBA MEXICAN GRILL-390	26.28
	00170930	US BANK CORP PAYMENT SYS	THE UPS STORE 1081	20.93
P82874	00170949	XEROX CORPORATION	JUNE 2014 Printer Supplies and	18.82
P82875	00170949	XEROX CORPORATION	MAY 2014 Printer Supplies and	18.82
	00170930	US BANK CORP PAYMENT SYS	QDOBA MEXICAN GRILL-390	17.08
	00170930	US BANK CORP PAYMENT SYS	REGISTER.COM*1273D918J	14.00
	00170930	US BANK CORP PAYMENT SYS	THE UPS STORE 1081	12.54
	00170930	US BANK CORP PAYMENT SYS	STARBUCKS #03393 MERCER I	10.68
Org Key: MT2100 - Roadway Maintenance				
	00170881	PUGET SOUND ENERGY	ENERGY USE JULY 2014	3,047.27
P82720	00170891	RHOMAR INDUSTRIES INC	NEUTRO-WASH & LUBRA-SEAL FOR S	628.00
	00170881	PUGET SOUND ENERGY	PHONE USE JULY 2014	13.88
Org Key: MT2300 - Planter Bed Maintenance				
P82968	00170849	MI UTILITY BILLS	PAYMENT OF UTILITY BILLS FOR W	147.84
Org Key: MT2500 - ROW Administration				
P82706	00170889	REPUBLIC SERVICES #172	12 YARD DISPOSAL/RECYCLING SER	1,180.82
P82706	00170889	REPUBLIC SERVICES #172	25 YARD DISPOSAL/RECYCLING SER	623.87
P82774	00170884	R A BROWN BACKFLOW TESTING	ROW BACKFLOW TESTING VARIOUS	320.00
P82940	00170800	AT&T MOBILITY	ROW TEAM WIRELESS DATA SERVICE	37.50
Org Key: MT3000 - Water Service Upsizes and New				
P82973	00170804	CADMAN INC	5/8"-MINUS ROCK (116.85 TONS)	753.59
Org Key: MT3100 - Water Distribution				
P82506	00170856	NC MACHINERY CO	WACKER JUMPING JACK RAMMER	3,066.00
P82973	00170804	CADMAN INC	5/8"-MINUS ROCK (116.85 TONS)	753.59
P82747	00170897	SEATTLE PUMP	WANDS, GUN & TURBO NOZZLES	698.18
P82515	00170932	USABlueBook	PUMP	151.91
P82949	00170896	SEATTLE PUBLIC UTILITIES	WATER SAMPLING - ROANOKE	94.00
P82786	00170893	SANDERSON SAFETY SUPPLY	4 GAS CYLINDER	57.40
P82874	00170949	XEROX CORPORATION	JUNE 2014 Printer Supplies and	18.82
P82875	00170949	XEROX CORPORATION	MAY 2014 Printer Supplies and	18.82
P82928	00170845	MI HARDWARE - UTILITY	MISC. HARDWARE FOR THE MONTH O	15.93
Org Key: MT3200 - Water Pumps				
P82092	00170815	CUMMINS NORTHWEST INC	2013-14 GENERATOR MAINTENANCE	811.21
	00170808	CENTURYLINK	PHONE USE JULY 2014	237.68
Org Key: MT3300 - Water Associated Costs				
P82778	00170909	T AND T TRUCKING INC	DUMPING FEES	1,411.20
P82852	00170909	T AND T TRUCKING INC	HAULING FOR WATER SPOILS	1,058.40
P82759	00170903	SOUND SAFETY PRODUCTS	MISC. WORK CLOTHES	164.54
P82706	00170889	REPUBLIC SERVICES #172	25 YARD DISPOSAL/RECYCLING SER	69.32
	00170810	COMPLETE OFFICE	OFFICE SUPPLIES JUNE 2014	45.75
P82940	00170800	AT&T MOBILITY	WIRELESS DATA CHARGES FOR WATE	30.98
Org Key: MT3400 - Sewer Collection				

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P82782	00170877	PRO-VAC	SEWER LAKELINE CLEANING 14-15	3,148.13
P82095	00170820	DRAIN-PRO INC	2014 SEWER VIDEO INSPECTION	1,502.19
P82782	00170877	PRO-VAC	SEWER LAKELINE CLEANING	1,204.50
P82952	00170877	PRO-VAC	SEWER COLLECTION CLEANING	930.75
P82747	00170897	SEATTLE PUMP	WAND, GUN & TURBO NOZZLES	476.16
P82515	00170932	USABlueBook	PART F COUPLING	126.91
P82786	00170893	SANDERSON SAFETY SUPPLY	4 GAS CYLINDER	57.41
P82928	00170845	MI HARDWARE - UTILITY	MISC. HARDWARE FOR THE MONTH O	38.27
<i>Org Key: MT3500 - Sewer Pumps</i>				
P82092	00170815	CUMMINS NORTHWEST INC	2013-14 GENERATOR MAINTENANCE	5,704.11
P82956	00170867	OMEGA CONTRACTORS	PS 25 REPAIRS	3,021.11
P82953	00170807	CASCADE MACHINERY & ELECTRIC	PS 16 REPAIRS	3,013.44
	00170808	CENTURYLINK	PHONE USE JULY 2014	2,405.22
P82956	00170867	OMEGA CONTRACTORS	PS 16 REPAIRS	534.36
P82786	00170893	SANDERSON SAFETY SUPPLY	4 GAS CYLINDER	59.14
P82928	00170845	MI HARDWARE - UTILITY	MISC. HARDWARE FOR THE MONTH O	30.30
P82968	00170849	MI UTILITY BILLS	PAYMENT OF UTILITY BILLS FOR W	24.64
<i>Org Key: MT3600 - Sewer Associated Costs</i>				
P82706	00170889	REPUBLIC SERVICES #172	25 YARD DISPOSAL/RECYCLING SER	69.31
P82940	00170800	AT&T MOBILITY	WIRELESS DATA CHARGES FOR SEWE	30.98
<i>Org Key: MT3800 - Storm Drainage</i>				
P82505	00170893	SANDERSON SAFETY SUPPLY	LED LANTERN (PELICAN)	313.53
<i>Org Key: MT4101 - Support Services - General Fd</i>				
	00170810	COMPLETE OFFICE	OFFICE SUPPLIES JUNE 2014	11.72
<i>Org Key: MT4150 - Support Services - Clearing</i>				
P82950	00170934	VERIZON WIRELESS	MAINT. WIRELESS SERVICE FOR MA	901.58
P82873	00170890	RESULTS GROUP LTD, THE	Executive Level Academy June 9	900.00
P82942	00170933	UTILITIES UNDERGROUND LOCATION	EXCAVATION NOTIFICATIONS FOR J	309.54
P82874	00170949	XEROX CORPORATION	JUNE 2014 Printer Supplies and	75.24
P82875	00170949	XEROX CORPORATION	MAY 2014 Printer Supplies and	75.24
P80645	00170822	EPSCA	MONTHLY RADIO ACCESS FEES 1 RA	33.01
P82783	00170917	UPS	BACK SAFETY VIDEO RETURN TO WC	12.08
<i>Org Key: MT4200 - Building Services</i>				
P82824	00170850	MICHAEL SKAGGS ASSOCIATES	JANITORIAL SERVICES CITY HALL,	4,022.27
P82834	00170871	PACIFIC MODULAR	Millcare Carpet Maintenance	3,048.15
P82777	00170870	PACIFIC AIR CONTROL INC	COOLING TOWER REPAIR CITY HALL	618.68
P82992	00170815	CUMMINS NORTHWEST INC	GENERATOR MAINT EMERGENCY	527.86
P82994	00170815	CUMMINS NORTHWEST INC	GENERATOR MAINT FS91	519.37
P82970	00170815	CUMMINS NORTHWEST INC	GENERATOR MAINT CITY HALL	476.69
P82972	00170815	CUMMINS NORTHWEST INC	GENERATOR MAINT PROPANE	390.67
P82969	00170815	CUMMINS NORTHWEST INC	GENERATOR MAINT SHOP	387.20
P82971	00170815	CUMMINS NORTHWEST INC	GENERATOR MAINT FIRE PORTABLE	361.62
P82767	00170870	PACIFIC AIR CONTROL INC	COOLING TOWER REPAIR CITY HALL	300.03
P82736	00170803	BUILDERS HARDWARE & SUPPLY CO.	REPAIR POLICE DOOR LOCK	233.24
P82929	00170842	MI HARDWARE - BLDG	MISC. HARDWARE FOR THE MONTH O	83.72
	00170930	US BANK CORP PAYMENT SYS	THE HOME DEPOT 4711	73.17

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PO #	Check #	Vendor:	Transaction Description	Check Amount
P82968	00170849	MI UTILITY BILLS	PAYMENT OF UTILITY BILLS FOR W	54.68
	00170930	US BANK CORP PAYMENT SYS	THE HOME DEPOT 4711	53.01
	00170930	US BANK CORP PAYMENT SYS	THE HOME DEPOT 4711	45.69
	00170930	US BANK CORP PAYMENT SYS	LOWES #00040*	40.49
	00170930	US BANK CORP PAYMENT SYS	LOWES #00040*	40.49
<i>Org Key: MT4210 - Building Landscaping</i>				
P81184	00170900	SIGNATURE LANDSCAPE SERVICES	2014 Building Mowing, Landscap	1,633.74
P82706	00170889	REPUBLIC SERVICES #172	25 YARD DISPOSAL/RECYCLING SER	69.32
<i>Org Key: MT4300 - Fleet Services</i>				
P82951	00170869	OVERLAKE OIL	800 GAL. UNLEADED DELIVERY	3,014.32
P82819	00170869	OVERLAKE OIL	800 GAL UNLEADED DELIVERY TO F	2,999.04
P82819	00170869	OVERLAKE OIL	800 UNLEADED DELIVERY TO FIRE	2,975.84
P82819	00170869	OVERLAKE OIL	410 GAL UNLEADED DELIVERY TO M	1,521.92
P82951	00170869	OVERLAKE OIL	200 GAL. DIESEL DELLIVERY	731.18
P82830	00170869	OVERLAKE OIL	195 GAL DIESEL DELIVERY TO THE	705.97
P82780	00170859	NORTH LAKE MARINA-	MARINE PATROL FUEL	560.55
P82850	00170859	NORTH LAKE MARINA-	MARINE PATROL - BATTERY TESTIN	480.92
P82948	00170945	WOODINVILLE AUTO PARTS INC	REPAIR PARTS/INVENTORY	341.39
P82947	00170806	CARQUEST AUTO PARTS STORES	REPAIR PARTS/INVENTORY	318.94
P82818	00170873	PACIFIC POWER GROUP LLC	REPAIR PARTS FOR FL-0409	291.47
P82941	00170801	AUTONATION	REPAIR PARTS FOR FL 0361	242.82
P82620	00170828	HORIZON	REPLACEMENT BLADE FOR PARKS MO	220.49
P82848	00170828	HORIZON	EXMARK REPAIR PARTS	107.07
P82854	00170791	SUNDSTROM, ROBERT	Instruction services for Bird	85.07
P82924	00170791	SUNDSTROM, ROBERT	Instruction services for Bird	76.27
P82849	00170874	PACIFIC RUBBER	REPAIR PARTS	57.30
P82818	00170873	PACIFIC POWER GROUP LLC	SHORT PAY FROM P82485 CHECK #1	10.90
<i>Org Key: MT4502 - Sewer Administration</i>				
P80629	00170834	KING COUNTY FINANCE	MONTHLY SEWER JAN-DEC 2014	353,374.99
<i>Org Key: PO1100 - Administration (PO)</i>				
P82937	00170935	VERIZON WIRELESS	Cell phones	1,190.73
P82811	00170847	MI ROTARY CLUB	Chief's Rotary Dues	295.00
	00170930	US BANK CORP PAYMENT SYS	Working lunch for supervisors	95.66
	00170930	US BANK CORP PAYMENT SYS	Banners for Summer Cel & NNO	82.54
P82934	00170931	USA MOBILITY WIRELESS INC	Pager fee	78.81
	00170930	US BANK CORP PAYMENT SYS	QFC #5874	31.74
P82874	00170949	XEROX CORPORATION	JUNE 2014 Printer Supplies and	27.38
P82875	00170949	XEROX CORPORATION	MAY 2014 Printer Supplies and	27.38
	00170930	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	20.00
	00170930	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	20.00
	00170930	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	20.00
	00170930	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	20.00
<i>Org Key: PO1350 - Police Emergency Management</i>				
P82820	00170879	PUBLIC SAFETY SUPPORT SERVICES	Zone One Coordinator Services	10,000.00
P80645	00170822	EPSCA	MONTHLY RADIO ACCESS FEES 13 R	429.13
	00170930	US BANK CORP PAYMENT SYS	Records/EMAC clock	79.99
	00170930	US BANK CORP PAYMENT SYS	Display boards for NNO and Sum	50.97

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PO #	Check #	Vendor:	Transaction Description	Check Amount
P82806	00170885	REMOTE SATELLITE SYSTEMS INT'L	Sat phone service	48.95
P82984	00170816	DATAQUEST LLC	EMAC volunteer backgrounds	43.00
	00170930	US BANK CORP PAYMENT SYS	Supplies for display boards	34.83
<i>Org Key: PO1600 - Regional Radio Operations (CJ)</i>				
P80645	00170822	EPSCA	MONTHLY RADIO ACCESS FEES 55 R	1,815.55
<i>Org Key: PO1700 - Records and Property</i>				
P82845	00170913	TUSCAN ENTERPRISES INC	Lettering for Police lobby doo	383.25
P82985	00170812	CONFIDENTIAL DATA DISPOSAL	Shredding	100.00
P82979	00170883	PURIFIED WATER TO GO	Bottled water for Records	30.00
P82874	00170949	XEROX CORPORATION	JUNE 2014 Printer Supplies and	18.82
P82875	00170949	XEROX CORPORATION	MAY 2014 Printer Supplies and	18.82
<i>Org Key: PO1800 - Contract Dispatch Police</i>				
P80683	00170858	NORCOM 911	POLICE DISPATCH 2014	102,647.00
P80683	00170857	NORCOM 911	POLICE DISPATCH ADD'L ASSESSME	7,079.25
P82981	00170939	WASHINGTON STATE PATROL	CPL background checks	247.50
<i>Org Key: PO2100 - Patrol Division</i>				
P82886	00170913	TUSCAN ENTERPRISES INC	POLICE - GRAPHICS INSTALLATION	1,289.91
P82933	00170809	CLEANERS PLUS 1	Uniform cleaning	243.29
	00170817	DEPT OF ENTERPRISES SERVICES	BUSINESS CARD PRINTING JUNE 20	151.60
P82874	00170949	XEROX CORPORATION	JUNE 2014 Printer Supplies and	102.66
P82875	00170949	XEROX CORPORATION	MAY 2014 Printer Supplies and	102.66
<i>Org Key: PO2200 - Marine Patrol</i>				
P82980	00170836	LN CURTIS & SONS	Fire mask maintenance	195.44
<i>Org Key: PO2201 - Dive Team</i>				
P83026	00170915	UNDERWATER SPORTS INC.	Dry suit repair/maint	988.79
P83026	00170915	UNDERWATER SPORTS INC.	Dive team lights	722.50
P83026	00170915	UNDERWATER SPORTS INC.	Dive team equip repair/maint.	409.42
P83026	00170915	UNDERWATER SPORTS INC.	Dive team equip repair	252.73
P82982	00170826	HEALTHFORCE PARTNERS LLC	Dive team physical/Kramp	174.00
<i>Org Key: PO2300 - Bike Patrol (CJ)</i>				
P82846	00170901	SINGLETRACK CYCLES	Bike tune ups and equipment	1,293.96
<i>Org Key: PO2400 - Special Operations Team (CJ)</i>				
P82810	00170914	U.S. CAVALRY	SOT Gear	93.62
<i>Org Key: PO3100 - Investigation Division</i>				
P82805	00170911	THOMSON REUTERS - WEST	CIS intel database service	165.93
	00170930	US BANK CORP PAYMENT SYS	LEED	61.05
P82935	00170800	AT&T MOBILITY	CIS aircard	45.98
P82874	00170949	XEROX CORPORATION	JUNE 2014 Printer Supplies and	37.62
P82875	00170949	XEROX CORPORATION	MAY 2014 Printer Supplies and	37.62
	00170930	US BANK CORP PAYMENT SYS	USPS 54530602535107903	12.98
	00170930	US BANK CORP PAYMENT SYS	Meals for suspects who were be	8.74
<i>Org Key: PO4100 - Training</i>				
P83024	00170823	FALL CITY FIREARMS	80 boxes duty ammo	2,154.62
P82812	00170886	RENTON FISH & GAME CLUB INC	Range Training Fees	300.00

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PO #	Check #	Vendor:	Transaction Description	Check Amount
	00170930	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	102.96
	00170778	MARCROFT, MARC A	SHOOTING GLASSES	23.85
<i>Org Key: PO4200 - Training (CJ)</i>				
P82873	00170890	RESULTS GROUP LTD, THE	Executive Level Academy June 9	900.00
<i>Org Key: PR0000 - Parks & Recreation-Revenue</i>				
P82883	00170848	MI SCHOOL DISTRICT #400	Remit 2014 First Half High Sch	14,702.75
P82752	00170784	SEATTLE CO-ARTS	Gallery proceeds	1,748.00
P80759	00170937	WA ST REVENUE	2ND QTR LEASEHOLD EXCISE TAX 2	1,315.82
<i>Org Key: PR1100 - Administration (PR)</i>				
P82873	00170890	RESULTS GROUP LTD, THE	Executive Level Academy June 9	900.00
	00170810	COMPLETE OFFICE	OFFICE SUPPLIES JUNE 2014	763.78
	00170930	US BANK CORP PAYMENT SYS	CASCADE A & E SUPPLIES	344.93
	00170930	US BANK CORP PAYMENT SYS	CASCADE A & E SUPPLIES	240.47
	00170930	US BANK CORP PAYMENT SYS	ISTOCK *INTERNATIONAL	239.99
P82858	00170868	ONMERIT MARKETING LLC	design services reorder button	115.00
P80610	00170813	CRYSTAL AND SIERRA SPRINGS	Monthly water service for LB	90.63
	00170817	DEPT OF ENTERPRISES SERVICES	BUSINESS CARD PRINTING JUNE 20	60.58
	00170930	US BANK CORP PAYMENT SYS	ISTOCK *INTERNATIONAL	54.90
P82997	00170946	WRPA	Software Symposium registratio	49.00
	00170808	CENTURYLINK	PHONE USE JULY 2014	44.51
	00170930	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	20.00
	00170930	US BANK CORP PAYMENT SYS	ISTOCK *INTERNATIONAL	19.99
	00170930	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	15.00
<i>Org Key: PR2100 - Recreation Programs</i>				
P82897	00170875	PARENTMAP	Small Rectangle Ad and Camp	975.00
P82897	00170875	PARENTMAP	Display Ad	698.00
P82924	00170791	SUNDSTROM, ROBERT	Instruction services for Bird	550.64
	00170930	US BANK CORP PAYMENT SYS	QDOBA MEXICAN GRILL-390	469.76
P82854	00170791	SUNDSTROM, ROBERT	Instruction services for Bird	438.62
	00170930	US BANK CORP PAYMENT SYS	FGA*LA CHARTCNTR-22009	415.00
	00170930	US BANK CORP PAYMENT SYS	ISTOCK *INTERNATIONAL	239.99
	00170930	US BANK CORP PAYMENT SYS	THEO FACTORY STORE	90.00
	00170930	US BANK CORP PAYMENT SYS	CTC*CONSTANTCONTACT.COM	41.06
	00170930	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	33.39
	00170930	US BANK CORP PAYMENT SYS	ISTOCK *INTERNATIONAL	28.00
P82874	00170949	XEROX CORPORATION	JUNE 2014 Printer Supplies and	18.82
P82875	00170949	XEROX CORPORATION	MAY 2014 Printer Supplies and	18.82
<i>Org Key: PR2101 - Youth and Teen Camps</i>				
P82842	00170796	WIBLE, CONNIE M	Instruction services for Music	3,123.75
P83018	00170779	MEYMAND, DOLLY	Instruction services for Art f	1,176.00
P83018	00170779	MEYMAND, DOLLY	Instruction services for Art f	1,008.00
P82753	00170855	NATIONAL CONST RENTALS INC	Temporary fencing for Adventur	926.06
P82840	00170888	RENTON, CITY OF	Daycamp Reservation 8/8/14	656.00
P82986	00170895	SEATTLE AQUARIUM	Tour 6/25/14	522.00
P82861	00170864	NW TREK WILDLIFE PARK	Group tickets for Camp	491.25
	00170930	US BANK CORP PAYMENT SYS	S&S WORLDWIDE	397.33
P82939	00170771	CHRISTIANSEN, ANNE	Instruction services for Easts	388.50

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PO #	Check #	Vendor:	Transaction Description	Check Amount
P82798	00170785	SEATTLE MARINERS	Group tickets for camp	328.00
P82853	00170887	RENTON ICE ARENA	Admission, skate rental and ta	210.00
P82880	00170816	DATAQUEST LLC	Background checks for June	185.50
	00170930	US BANK CORP PAYMENT SYS	S&S WORLDWIDE	82.78
	00170930	US BANK CORP PAYMENT SYS	WA PARKSRESERVATIONSWEB	73.84
	00170930	US BANK CORP PAYMENT SYS	LAKESHORE LEARNING #09	68.15
	00170930	US BANK CORP PAYMENT SYS	OFFICE DEPOT #975	59.62
	00170930	US BANK CORP PAYMENT SYS	WAL-MART #3098	56.71
	00170930	US BANK CORP PAYMENT SYS	WHENTOWORK	51.00
	00170930	US BANK CORP PAYMENT SYS	OFFICE DEPOT #975	40.82
	00170930	US BANK CORP PAYMENT SYS	MERCER ISLAND TRUE VALUE	37.20
	00170930	US BANK CORP PAYMENT SYS	MICHAELS STORES 2038	36.05
	00170930	US BANK CORP PAYMENT SYS	WAL-MART #5939	35.02
	00170930	US BANK CORP PAYMENT SYS	FRED MEYER #0664	32.99
	00170930	US BANK CORP PAYMENT SYS	QFC #5806	32.96
	00170930	US BANK CORP PAYMENT SYS	MERCER ISLAND TRUE VALUE	32.32
	00170930	US BANK CORP PAYMENT SYS	SUNSET MARKET PLACE	31.51
	00170930	US BANK CORP PAYMENT SYS	QFC #5839	21.02
	00170930	US BANK CORP PAYMENT SYS	SPACE NEEDLE VALET	19.00
P82921	00170935	VERIZON WIRELESS	Parks cell phone use charges 5	17.08
	00170930	US BANK CORP PAYMENT SYS	QFC #5824	15.96
	00170930	US BANK CORP PAYMENT SYS	MERCER ISLAND TRUE VALUE	15.30
	00170930	US BANK CORP PAYMENT SYS	OFFICE DEPOT #906	-16.37
<i>Org Key: PR2103 - Aquatics Programs</i>				
P82958	00170783	SAIL SAND POINT	Instruction services for Saili	1,755.00
P83021	00170783	SAIL SAND POINT	Instruction services for Saili	1,462.50
P83021	00170783	SAIL SAND POINT	Instruction services for Saili	1,170.00
P82958	00170783	SAIL SAND POINT	Instruction services for Saili	1,070.32
P82776	00170795	URBANIAC, ROGER	Instruction services for Lets	221.20
	00170930	US BANK CORP PAYMENT SYS	THE HOME DEPOT 4711	65.63
P82880	00170816	DATAQUEST LLC	Background checks for June	58.00
	00170930	US BANK CORP PAYMENT SYS	DICK'S SPORTING GOODS	54.74
P82776	00170795	URBANIAC, ROGER	Instruction services for Outdo	42.00
<i>Org Key: PR2104 - Special Events</i>				
P82753	00170855	NATIONAL CONST RENTALS INC	Temporary fencing for Adventur	1,000.00
	00170930	US BANK CORP PAYMENT SYS	THE HOME DEPOT 4711	150.68
	00170930	US BANK CORP PAYMENT SYS	DRI*PRINTING SERVICES	72.17
	00170930	US BANK CORP PAYMENT SYS	STAPLES 00113449	62.13
	00170930	US BANK CORP PAYMENT SYS	THE HOME DEPOT 4711	55.46
	00170930	US BANK CORP PAYMENT SYS	THE HOME DEPOT #4723	34.71
P81151	00170837	M & M BALLOON CO	2014 Helium refills for MICEC	19.71
	00170930	US BANK CORP PAYMENT SYS	WAL-MART #5939	9.76
<i>Org Key: PR2108 - Health and Fitness</i>				
P82878	00170872	PACIFIC NW NAGINATA FEDERATION	Instruction services for Nagin	1,108.80
P82841	00170782	PAULETTO, MAUDE	Instruction services for Yoga	673.93
P82841	00170782	PAULETTO, MAUDE	Instruction services for Yoga	439.13
P82996	00170773	DAVIS, SUZANNA	Instruction services for Belly	217.35
	00170930	US BANK CORP PAYMENT SYS	STAPLES 00114389	79.00

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PO #	Check #	Vendor:	Transaction Description	Check Amount
	00170930	US BANK CORP PAYMENT SYS	QFC #5839	35.23
	00170930	US BANK CORP PAYMENT SYS	MOUNT SI GOLF COURSE -	26.00
	00170788	SPARROW, JEREMY	SENIOR GOLF PROGRAM	20.00
	00170930	US BANK CORP PAYMENT SYS	TWIN RIVERS GOLF COURSE	20.00
	00170788	SPARROW, JEREMY	SENIOR GOLF PORGRAM	18.00
	00170930	US BANK CORP PAYMENT SYS	CASCADE GOLF COURSE	16.00
	00170930	US BANK CORP PAYMENT SYS	LOWES #02420*	13.45
	00170930	US BANK CORP PAYMENT SYS	STAPLES 00114389	6.56
	00170930	US BANK CORP PAYMENT SYS	WALGREENS #3733	6.56
	00170930	US BANK CORP PAYMENT SYS	DOLRTREE 2563 00025635	3.29
Org Key: PR3500 - Senior Services				
	00170930	US BANK CORP PAYMENT SYS	CASHNCARRY583 52105830	113.00
P82921	00170935	VERIZON WIRELESS	Parks cell phone use charges 5	50.63
	00170930	US BANK CORP PAYMENT SYS	QFC #5839	35.10
	00170930	US BANK CORP PAYMENT SYS	CASHNCARRY556 52105566	27.87
	00170930	US BANK CORP PAYMENT SYS	QFC #5839	24.16
P82874	00170949	XEROX CORPORATION	JUNE 2014 Printer Supplies and	18.82
P82875	00170949	XEROX CORPORATION	MAY 2014 Printer Supplies and	18.82
Org Key: PR4100 - Community Center				
	00170881	PUGET SOUND ENERGY	PHONE USE JULY 2014	4,570.00
P82825	00170850	MICHAEL SKAGGS ASSOCIATES	JANITORIAL SERVICE FOR CCMV	1,559.25
P81184	00170900	SIGNATURE LANDSCAPE SERVICES	2014 Building Mowing, Landscap	950.46
P82965	00170830	ISSAQUAH GLASS INC	Adjust locking mechanism in	1,018.35
P82993	00170815	CUMMINS NORTHWEST INC	GENERATOR MAINT COMM CNTR	676.52
P82858	00170868	ONMERIT MARKETING LLC	Design services create intro a	230.00
P82967	00170821	EASTSIDE EXTERMINATORS	CCMV PEST CONTROL	216.26
P82964	00170825	GRAYBAR	Lights for MICEC lobby	163.86
	00170930	US BANK CORP PAYMENT SYS	WASHINGTON RECREATION AND	156.00
P82855	00170798	WILSON, DANIELLE	Model payment sculpture class	51.00
	00170810	COMPLETE OFFICE	OFFICE SUPPLIES JUNE 2014	48.00
	00170930	US BANK CORP PAYMENT SYS	AMAZON.COM	39.40
P82874	00170949	XEROX CORPORATION	JUNE 2014 Printer Supplies and	37.64
P82875	00170949	XEROX CORPORATION	MAY 2014 Printer Supplies and	37.64
P82921	00170935	VERIZON WIRELESS	Parks cell phone use charges 5	32.55
	00170930	US BANK CORP PAYMENT SYS	GODADDY.COM	30.47
	00170930	US BANK CORP PAYMENT SYS	POND5 INC	30.00
	00170930	US BANK CORP PAYMENT SYS	BATTERIESPLUS.COM	27.86
P82957	00170844	MI HARDWARE - P&R	Misc hardware and supplies	10.99
P82957	00170844	MI HARDWARE - P&R	Misc hardware and supplies	3.24
Org Key: PR5300 - Community Arts Support				
	00170930	US BANK CORP PAYMENT SYS	DOLRTREE 4208 00042085	21.90
Org Key: PR5400 - Gallery Program				
	00170930	US BANK CORP PAYMENT SYS	QFC #5839	43.30
Org Key: PR5700 - Special Programs				
	00170930	US BANK CORP PAYMENT SYS	KUSAKS CUT GLASS WORKS IN	208.05
	00170930	US BANK CORP PAYMENT SYS	QFC #5839	27.36
	00170930	US BANK CORP PAYMENT SYS	ALBERTSONS #450	6.99

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PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: PR5900 - Summer Celebration</i>				
P82785	00170781	PAUL BUNYAN LUMBERJACK SHOW	Entertainment services for Sum	9,600.00
P82871	00170862	NORWEST GRAPHICS LLC	Summer Celebration! Tshirts	2,012.06
P82714	00170940	WATERFRONT CONSTRUCTION	Barge for Summer Celebration	1,916.25
	00170930	US BANK CORP PAYMENT SYS	HIEX HOTEL & SUITES	505.79
	00170930	US BANK CORP PAYMENT SYS	HIEX HOTEL & SUITES	505.79
	00170930	US BANK CORP PAYMENT SYS	NAMIFY LLC	175.00
P82921	00170935	VERIZON WIRELESS	Parks cell phone use charges 5	32.55
	00170793	TRIFTS, EILEEN	SUMMER CELEBRATION SUPPLIES	3.31
<i>Org Key: PR6100 - Park Maintenance</i>				
P82938	00170843	MI HARDWARE - MAINT	MISC. HARDWARE FOR THE MONTH O	1,106.45
P82852	00170909	T AND T TRUCKING INC	HAULING - PARKS BROKEN CONCRET	379.44
P82706	00170889	REPUBLIC SERVICES #172	25 YARD DISPOSAL/RECYCLING SER	277.28
	00170930	US BANK CORP PAYMENT SYS	QDOBA MEXICAN GRILL-390	77.71
P82880	00170816	DATAQUEST LLC	Background checks for June	64.50
P82921	00170935	VERIZON WIRELESS	Parks cell phone use charges 5	60.28
P82515	00170932	USABlueBook	PUMP	50.63
P82874	00170949	XEROX CORPORATION	JUNE 2014 Printer Supplies and	18.82
P82875	00170949	XEROX CORPORATION	MAY 2014 Printer Supplies and	18.82
<i>Org Key: PR6200 - Athletic Field Maintenance</i>				
	00170808	CENTURYLINK	PHONE USE JULY 2014	85.32
P82921	00170935	VERIZON WIRELESS	Parks cell phone use charges 5	80.40
	00170930	US BANK CORP PAYMENT SYS	QDOBA MEXICAN GRILL-390	77.72
<i>Org Key: PR6500 - Luther Burbank Park Maint.</i>				
P82824	00170850	MICHAEL SKAGGS ASSOCIATES	JANITORIAL SERVICES CITY HALL,	1,969.09
P82826	00170871	PACIFIC MODULAR	LB CARPET CLEAN	887.50
	00170881	PUGET SOUND ENERGY	ENERGY USE JUNE 2014	793.21
P82836	00170942	WHISTLE WORKWEAR	SAFETY BOOTS & MISC. WORK CLOT	291.66
P82880	00170816	DATAQUEST LLC	Background checks for June	136.00
P82938	00170843	MI HARDWARE - MAINT	MISC. HARDWARE FOR THE MONTH O	98.08
	00170930	US BANK CORP PAYMENT SYS	QDOBA MEXICAN GRILL-390	77.72
P82754	00170863	NW PLAYGROUND EQUIPMENT INC	REPLACEMENT UMBRELLA RIBS	98.11
P82921	00170935	VERIZON WIRELESS	Parks cell phone use charges 5	32.55
<i>Org Key: PR6600 - Park Maint-School Related</i>				
	00170930	US BANK CORP PAYMENT SYS	QDOBA MEXICAN GRILL-390	77.72
P82921	00170935	VERIZON WIRELESS	Parks cell phone use charges 5	28.33
<i>Org Key: PR6700 - I90 Park Maintenance</i>				
	00170930	US BANK CORP PAYMENT SYS	RAINMASTER	388.70
	00170930	US BANK CORP PAYMENT SYS	RAINMASTER	388.70
P82852	00170909	T AND T TRUCKING INC	HAULING - MIXED SOILS	352.80
P80614	00170916	UNITED SITE SERVICES	Portable toilet rental and ser	338.65
P82706	00170889	REPUBLIC SERVICES #172	25 YARD DISPOSAL/RECYCLING SER	277.28
P80614	00170916	UNITED SITE SERVICES	Portable toilet rental and ser	142.05
P82921	00170935	VERIZON WIRELESS	Parks cell phone use charges 5	94.25
P80774	00170819	DIGITAL PAYMENT TECHONOLOGIES	2014 charges for Boat Launch t	82.13
<i>Org Key: PR6800 - Trails Maintenance</i>				

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PO #	Check #	Vendor:	Transaction Description	Check Amount
P82749	00170942	WHISTLE WORKWEAR	SAFETY BOOTS & MISC. WORK CLOT	295.60
	00170930	US BANK CORP PAYMENT SYS	BILL WATERS SPIRIT	26.71
	00170930	US BANK CORP PAYMENT SYS	QFC #5806	9.84
<i>Org Key: PY4614 - Flex Spending Admin</i>				
	00170765	TAYLOR, KIRSTEN	FLEX SPEND REIMB	798.95
	00170761	BRZUSEK, DANIELLE	FLEX SPEND REIMB	300.00
	00170763	SANDINE, ASEA	FLEX SPEND REIMB	192.31
	00170766	TIMM, JANELLE	FLEX SPEND REIMB	192.31
	00170768	TUTTLE, LAJUAN	FLEX SPEND REIMB	192.31
	00170760	BOETTCHER, GLENN	FLEX SPEND REIMB	119.96
	00170762	LOO CHAN, PEGGY	FLEX SPEND REIMB	117.79
	00170767	TREAT, NOEL	FLEX SPEND REIMB	61.54
	00170764	SPIETZ, ALLISON	FLEX SPEND REIMB	16.85
<i>Org Key: WD104D - Watercourse Condition Assess</i>				
P81927	00170805	CARDNO ENTRIX	2014 WATER COURSE CONDITION	3,142.00
<i>Org Key: WG101R - City Hall Building Repairs</i>				
P82766	00170892	RODDA PAINT	PAINT CITY HALL	568.64
<i>Org Key: WG130E - Equipment Rental Vehicle Repl</i>				
P82793	00170860	NORTHEND TRUCK EQUIPT INC	EQUIPMENT FOR FL-0457	22,554.81
P82886	00170913	TUSCAN ENTERPRISES INC	POLICE - GRAPHICS INSTALLATION	354.78
P82886	00170913	TUSCAN ENTERPRISES INC	POLICE - GRAPHIC INSTALLATION	354.78
P82886	00170913	TUSCAN ENTERPRISES INC	POLICE - GRAPHICS INSTALATION	354.78
<i>Org Key: WG921T - Server Software Upgrades</i>				
	00170930	US BANK CORP PAYMENT SYS	FASTSPRINGSOFTWARE.COM	300.00
<i>Org Key: WP122R - Vegetation Management</i>				
	00170930	US BANK CORP PAYMENT SYS	PAYPAL *SOCIETYFORE	347.00
P80614	00170916	UNITED SITE SERVICES	Portable toilet rental and ser	75.60
P82957	00170844	MI HARDWARE - P&R	Misc hardware and supplies	6.68
<i>Org Key: WP302R - Luther BB Playground Repl</i>				
P78023	00170863	NW PLAYGROUND EQUIPMENT INC	5% Retainage	13,430.73
P78023	00170863	NW PLAYGROUND EQUIPMENT INC	5% Retainage on Freight charge	59.30
<i>Org Key: WP720R - Recurring Park Projects</i>				
P81672	00170866	OAC SERVICES INC	Mercer Island Parks Over-Water	3,850.00
P82927	00170811	COMPTON LUMBER & HARDWARE INC	MISC. TREATED LUMBER	779.02
<i>Org Key: WS320R - Pump Sta 14 Modernization</i>				
P81028	00170867	OMEGA CONTRACTORS	PS #14 MODERNIZATION	82,368.57
<i>Org Key: WW311R - 88th Ave and 86th Ave Water</i>				
P79784	00170904	STANTEC CONSULTING SRVS INC	88TH AVE & 86TH AVE SE WATER S	32.09
<i>Org Key: XD312C - Street Related Drainage</i>				
P82973	00170804	CADMAN INC	5/8"-MINUS ROCK (113.27 TONS)	2,334.21
<i>Org Key: XG150T - Small Tech/Equipment</i>				
P82770	00170854	MORGAN SOUND	COUNCIL CHAMBERS	93.08

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: XG300R - Fire Station 92 Replacement</i>				
P80916	00170941	WELLS FARGO ACCT#3632432377	FS 92 RETAINAGE	6,422.81
P82956	00170867	OMEGA CONTRACTORS	FS 92 -ARTIFACT STRUCTURAL OFF	1,103.21
<i>Org Key: XP710R - Luther Burbank Minor Improvem</i>				
P78589	00170831	K-A GENERAL CONST CONTRACTOR	5% Retainage	2,744.80
P78589	00170831	K-A GENERAL CONST CONTRACTOR	5% Retainage on Change Order #	450.00
P78589	00170831	K-A GENERAL CONST CONTRACTOR	5% Retainage on Change Order #	209.25
P78589	00170831	K-A GENERAL CONST CONTRACTOR	5% Retainage on Change Order #	182.90
<i>Org Key: XP720R - KC Levy Projects</i>				
P82562	00170802	AXIS SURVEY & MAPPING	Survey services for Luther Bur	2,240.00
P82582	00170912	TRUE NORTH LAND SURVEYING INC	Land surveying services for Lu	1,771.81
P82973	00170804	CADMAN INC	5/8"-MINUS ROCK (116.85 TONS)	923.76
P82938	00170843	MI HARDWARE - MAINT	MISC. HARDWARE FOR THE MONTH O	121.75
	00170930	US BANK CORP PAYMENT SYS	AMERICAN TRAILS	55.00
<i>Org Key: YF0000 - Youth & Family Services Rev</i>				
P82987	00170852	MIYFS FOUNDATION	Leaf raffle ticket sales at Th	432.20
<i>Org Key: YF1100 - YFS General Services</i>				
P82873	00170890	RESULTS GROUP LTD, THE	Executive Level Academy June 9	900.00
P82898	00170902	SOUND PUBLISHING INC	MI Reporter annual edition	467.50
P82804	00170847	MI ROTARY CLUB	annual membership dues	295.00
	00170817	DEPT OF ENTERPRISES SERVICES	BUSINESS CARD PRINTING JUNE 20	181.92
	00170930	US BANK CORP PAYMENT SYS	BELLEVUE NURSERY INC	110.53
	00170810	COMPLETE OFFICE	OFFICE SUPPLIES JUNE 2014	96.05
	00170930	US BANK CORP PAYMENT SYS	BUYGREEN.COM	96.00
P80583	00170935	VERIZON WIRELESS	Monthly charge for Mobile Broa	95.54
	00170775	FRANKLIN, DEREK	AEA EVENT REGISTRATION	94.24
P80610	00170813	CRYSTAL AND SIERRA SPRINGS	Monthly water service for LB	90.62
	00170930	US BANK CORP PAYMENT SYS	SAHARA PIZZA	55.88
	00170930	US BANK CORP PAYMENT SYS	SHIFTBOARD INC.	54.75
	00170930	US BANK CORP PAYMENT SYS	AMAZON.COM	54.70
	00170930	US BANK CORP PAYMENT SYS	IN *THE FUNDRAISING AUTHO	47.00
P82896	00170816	DATAQUEST LLC	Background check J. Armour & I	43.00
P82896	00170816	DATAQUEST LLC	Background check L. Stewart	36.50
	00170930	US BANK CORP PAYMENT SYS	MERCER ISLAND TRUE VALUE	32.55
	00170930	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	20.00
P82874	00170949	XEROX CORPORATION	JUNE 2014 Printer Supplies and	18.82
P82875	00170949	XEROX CORPORATION	MAY 2014 Printer Supplies and	18.82
	00170930	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	18.00
	00170930	US BANK CORP PAYMENT SYS	WPCHRG.COM	13.00
	00170930	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	11.03
	00170930	US BANK CORP PAYMENT SYS	TPC ONLINE FOOD CARDS	10.00
	00170930	US BANK CORP PAYMENT SYS	TPC ONLINE FOOD CARDS	10.00
	00170930	US BANK CORP PAYMENT SYS	TPC ONLINE FOOD CARDS	10.00
<i>Org Key: YF1200 - Thrift Shop</i>				
P82824	00170850	MICHAEL SKAGGS ASSOCIATES	JANITORIAL SERVICES CITY HALL,	1,474.65
	00170930	US BANK CORP PAYMENT SYS	COSTCO *BUS DELIV 115	459.97
P81184	00170900	SIGNATURE LANDSCAPE SERVICES	2014 Building Mowing, Landscap	317.41

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00170930	US BANK CORP PAYMENT SYS	SOUND PUBLISHING	215.00
	00170808	CENTURYLINK	PHONE USE JULY 2014	127.67
P82900	00170938	WA STUDENT ACHIEVEMENT COUNCIL	Overpayment of work-study stud	65.85
P82874	00170949	XEROX CORPORATION	JUNE 2014 Printer Supplies and	37.62
P82875	00170949	XEROX CORPORATION	MAY 2014 Printer Supplies and	37.62
P82988	00170846	MI HARDWARE - YFS	Thrift Shop operating supplies	14.77
<i>Org Key: YF2100 - School/City Partnership</i>				
P82902	00170906	STERLING REFERENCE LAB	Lab fees for C.Harnish clients	18.90
P82803	00170906	STERLING REFERENCE LAB	Lab fees for C.Harnish clients	18.90
<i>Org Key: YF2300 - VOICE Program</i>				
	00170930	US BANK CORP PAYMENT SYS	FGA*LA CHARTCNTR-22009	490.00
	00170930	US BANK CORP PAYMENT SYS	FGA*LA CHARTCNTR-22009	415.00
P82801	00170936	WA CITIES INSURANCE AUTHORITY	Van Driver Training for VOICE/	269.00
	00170930	US BANK CORP PAYMENT SYS	SHIFTBOARD INC.	262.80
	00170772	CORK, TAMBI A	ROLLS EXTRICATION CAR STRETCH	137.44
	00170930	US BANK CORP PAYMENT SYS	QFC #5839	99.16
	00170930	US BANK CORP PAYMENT SYS	RITE AID STORE 5197	45.80
	00170930	US BANK CORP PAYMENT SYS	AMPCO - SECOND & JAMES GA	20.00
	00170930	US BANK CORP PAYMENT SYS	DIAMOND PARKING A035	18.00
	00170930	US BANK CORP PAYMENT SYS	U-PARK SYSTEM (LOT #42	10.00
	00170930	US BANK CORP PAYMENT SYS	U-PARK SYSTEM (LOT #42	10.00
	00170930	US BANK CORP PAYMENT SYS	SEATTLE 684-PARK	8.00
	00170930	US BANK CORP PAYMENT SYS	SEATTLE 684-PARK	6.00
	00170930	US BANK CORP PAYMENT SYS	SEATTLE 684-PARK	6.00
	00170930	US BANK CORP PAYMENT SYS	SEATTLE 684-PARK	6.00
	00170930	US BANK CORP PAYMENT SYS	SEATTLE 684-PARK	5.00
	00170930	US BANK CORP PAYMENT SYS	DIAMOND PARKING A271	4.88
	00170930	US BANK CORP PAYMENT SYS	REPUBLIC PARKING 30 32	3.00
	00170930	US BANK CORP PAYMENT SYS	REPUBLIC PARKING 30 32	3.00
	00170930	US BANK CORP PAYMENT SYS	REPUBLIC PARKING 30 32	3.00
	00170930	US BANK CORP PAYMENT SYS	REPUBLIC PARKING 30 32	3.00
	00170930	US BANK CORP PAYMENT SYS	DIAMOND PARKING A271	2.44
<i>Org Key: YF2600 - Family Assistance</i>				
	00170930	US BANK CORP PAYMENT SYS	ACT*OLYMPICCASCADEAQUA	300.00
	00170930	US BANK CORP PAYMENT SYS	QFC #5839	200.00
	00170930	US BANK CORP PAYMENT SYS	STROUM JEWISH COMM CENTER	150.00
	00170930	US BANK CORP PAYMENT SYS	BOYS AND GIRLS CLUBS MERC	150.00
	00170930	US BANK CORP PAYMENT SYS	ACT*OLYMPICCASCADEAQUA	150.00
	00170930	US BANK CORP PAYMENT SYS	QFC #5839	145.00
	00170930	US BANK CORP PAYMENT SYS	ACT*MERCER IS PARKS	134.00
	00170930	US BANK CORP PAYMENT SYS	ACT*MERCER IS PARKS	129.00
	00170930	US BANK CORP PAYMENT SYS	ACT*MERCER IS PARKS	127.00
	00170930	US BANK CORP PAYMENT SYS	ACT*MERCER IS PARKS	64.00
P82901	00170880	PUGET SOUND ENERGY	Utility payment for EA client	59.75
	00170930	US BANK CORP PAYMENT SYS	SHELL OIL 57424192508	50.00
	00170930	US BANK CORP PAYMENT SYS	SHELL OIL 57424192508	25.00
	00170930	US BANK CORP PAYMENT SYS	TPC ONLINE FOOD CARDS	10.00
	00170930	US BANK CORP PAYMENT SYS	ACT*MERCER IS PARKS	-143.00

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: YF2800 - Fed Drug Free Communities Gran</i>				
P82903	00170797	WILHELM, LIZ	Training (Substance Abuse Ethi	800.00
	00170930	US BANK CORP PAYMENT SYS	CTC*CONSTANTCONTACT.COM	73.92
	00170930	US BANK CORP PAYMENT SYS	EIG*HOMESTEAD	19.99
Total				<u>939,699.34</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	170950-171072	07/22/14	\$ 508,471.76
			\$ 508,471.76

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00170950	07/23/2014	ACCESS DATA ENTRY, STORAGE, PU AND DE	P83091	14061492	06/30/2014	230.00
00170951	07/23/2014	AIRGAS USA LLC Oxygen Tank Rental	P83053	9919619321	06/30/2014	35.81
00170952	07/23/2014	ALKI DIVING SERVICES Eurasian milfoil removal servi	P82727	OH003242	06/17/2014	6,022.50
00170953	07/23/2014	ARC - PACIFIC NORTHWEST June 2014 DSG printing charges	P83058	OH003217	06/02/2014	80.89
00170954	07/23/2014	ARSCENTIA "Let's Move" sign	P83100	201405621	07/09/2014	183.96
00170955	07/23/2014	BARK TIME Playground surfacing for multi	P82851	13256	07/01/2014	5,040.00
00170956	07/23/2014	BRAHM, JANE AWC Annual Conference	P83127	26498807	07/18/2014	473.04
00170957	07/23/2014	BRIM TRACTOR COMPANY INC REPAIR PARTS FOR FL-0431	P83112	IL57385	06/26/2014	508.99
00170958	07/23/2014	CANTERBURY INTERNATIONAL TRASH RECEPTACLES	P83116	00009084	06/25/2014	238.00
00170959	07/23/2014	CASCADE ELITE GYMNASTICS Instructor payment	P83102	OH003243	07/21/2014	1,561.00
00170960	07/23/2014	CASNE ENGINEERING INC PUMP STATION 14 MODERNIZATION	P79028	24419	07/07/2014	528.00
00170961	07/23/2014	CDW GOVERNMENT INC Cisco CSU/DSU - PumpStation 14	P82700	MW95901	07/07/2014	498.23
00170962	07/23/2014	CINTAS CORPORATION #460 CITY HALL DOOR MATS	P83082	OH003221	06/30/2014	109.64
00170963	07/23/2014	CLIFTON, CURTIS MILEAGE EXPENSE		OH003220	07/15/2014	22.40
00170964	07/23/2014	COMCAST Internet Charges/Fire	P83052	OH003219	07/04/2014	64.54
00170965	07/23/2014	COMMERCIAL LANDSC SUPPLY INC INVENTORY PURCHASES	P83000	187224	07/07/2014	230.01
00170966	07/23/2014	CRYSTAL AND SIERRA SPRINGS Monthly water service to Thrif	P80611	5279422070614	07/06/2014	161.25
00170967	07/23/2014	DATAQUEST LLC Background checks for WS stude	P83106	CMIYOUTH201406	06/30/2014	545.00
00170968	07/23/2014	DATEC INC. INSTALL NETWORK SWITCH	P83089	31437	06/23/2014	492.75
00170969	07/23/2014	DEDOMINICIS, AMY E FS 92 Project Management	P76634	501401	07/03/2014	4,050.00
00170970	07/23/2014	DEEDS, EDWARD G LEOFF1 Retiree Medical Expense	P83125	OH003223	07/21/2014	323.88
00170971	07/23/2014	DEPT OF ENTERPRISE SERVICES Graphic design changes on P&R	P82995	73122450	07/07/2014	18.79
00170972	07/23/2014	DEPT OF ENTERPRISES SERVICES Window Envelops	P83062	73121733	06/24/2014	201.15
00170973	07/23/2014	DITCH WITCH NORTHWEST HOSE FOR HOLE HOG	P83041	175581	07/09/2014	336.17
00170974	07/23/2014	DRUSCHBA, JOHN F SAFETY GLASSES		OH003244	07/18/2014	295.00
00170975	07/23/2014	DUNBAR ARMORED July 2014 Armored Car Service	P83110	3429979	07/01/2014	1,476.68

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00170976	07/23/2014	EVERSON'S ECONO-VAC INC ON CALL WORK TO CLEAN PONDS	P83030	072994/073170	05/19/2014	9,285.35
00170977	07/23/2014	FAMILYLIFE SERVICES Monthly consultations for clin	P80809	2411	07/08/2014	80.00
00170978	07/23/2014	FIRE PROTECTION INC COMM CENTR SMOKE DET	P83085	19305	07/01/2014	155.93
00170979	07/23/2014	FITTINGS INC. 3/4" COUPLINGS	P83043	00151912	07/09/2014	25.75
00170980	07/23/2014	G&K SERVICES COVERALL/LAUNDRY SERVICES FOR	P83117	OH003245	06/30/2014	558.92
00170981	07/23/2014	GOODYEAR COMMERCIAL TIRE TIRE INVENTORY	P83013	1951117223	06/23/2014	507.41
00170982	07/23/2014	GRAINGER INVENTORY PURCHASES	P83020	9484561767	07/07/2014	1,085.72
00170983	07/23/2014	HART, DAVID R MILEAGE EXPENSE		OH003224	07/15/2014	22.40
00170984	07/23/2014	HEALTHFORCE PARTNERS LLC MAINT. 2014 BLOODBORNE PATHOG	P83115	20566	07/15/2014	250.00
00170985	07/23/2014	HONEYWELL, MATTHEW V Public Defender Inv #805	P83074	805	07/15/2014	450.00
00170986	07/23/2014	IBSEN TOWING CO BELLEVUE Evidence Impound	P83131	B104452	06/17/2014	292.37
00170987	07/23/2014	INTERCOM LANGUAGE SERVICES INC Interpreting Services	P83060	14151	06/25/2014	100.00
00170988	07/23/2014	INTERIOR FOLIAGE CO, THE CITY HALL PLANTS	P83086	32715	07/01/2014	271.34
00170989	07/23/2014	ISSAQUAH CITY JAIL April Jail Beds	P82990	0450007688	07/02/2014	8,190.00
00170990	07/23/2014	J T NEWS Music in the Park ad	P83022	12042	07/11/2014	207.30
00170991	07/23/2014	JOHNSON, CURTIS FRLEOFF1 Retiree Medical Expen	P83123	OH003225	07/21/2014	190.00
00170992	07/23/2014	KC FINANCE 1ST TRIMESTER OF 2014 WRIA8	P83034	44744	05/01/2014	3,706.67
00170993	07/23/2014	KC RECORDS RECORDING FEES JULY 2014	P83120	OH003247	07/21/2014	752.00
00170994	07/23/2014	KC RECORDS RECORDING FEES JUNE/JULY 2014	P83121	OH003248	07/21/2014	753.00
00170995	07/23/2014	KC RECORDS RECORDING FEES JULY 2014	P83119	OH003249	07/21/2014	455.00
00170996	07/23/2014	KC SUPERIOR COURT CLERK REPLACE WARRANT 170818		OH003216	07/17/2014	2,106.61
00170997	07/23/2014	KCFCA MIFD 2014 Dues	P83056	OH003226	07/16/2014	300.00
00170998	07/23/2014	KENT FINANCE, CITY OF Annual contract for Sharelapp	P83128	RI32020	07/01/2014	500.00
00170999	07/23/2014	KIDS COMPANY Campership for EA client JC/KC	P83107	OH003246	07/21/2014	300.00
00171000	07/23/2014	KING COUNTY FINANCE SEWER CATCH BASIN DISPOSAL	P83035	31486	06/30/2014	561.57
00171001	07/23/2014	KRAZAN & ASSOCIATES INC FS 92 CONSTRUCTION TESTING AND	P80956	I6049555832	06/30/2014	877.00

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00171002	07/23/2014	KUSAK CUT GLASS WORKS 2013 COTY Award	P83079	41796	06/27/2014	614.84
00171003	07/23/2014	LANGUAGE LINE SERVICES Language Line Services	P83072	3409582	06/30/2014	63.00
00171004	07/23/2014	LEITHE, JUDY Veteran's Appreciation Supplie	P83101	OH003250	07/21/2014	113.94
00171005	07/23/2014	LN CURTIS & SONS 16" Electric Fan	P83036	211460701	06/30/2014	870.53
00171006	07/23/2014	LOISEAU, LERI M LEOFF1 Retiree Medical Expense	P83126	OH003227	07/21/2014	243.78
00171007	07/23/2014	MCBRIDE CONSTRUCTION OVERPAYMENT REFUND		840537	07/14/2014	30.00
00171008	07/23/2014	MERCER ISLAND CHEVRON JUNE 13 FUEL	P83016	OH003229	07/11/2014	65.01
00171009	07/23/2014	MI SCHOOL DISTRICT #400 SCHOOL DISTRICT SITE FUEL FOR	P83098	2014520	07/09/2014	2,832.64
00171010	07/23/2014	MI UTILITY BILLS PAYMENT FOR UTILITY BILLS FOR	P83048	OH003228	07/16/2014	49,488.43
00171011	07/23/2014	MICHAEL & ALEXANDER PLLC Legal Services Inv #12668	P83073	12668	06/25/2014	520.00
00171012	07/23/2014	MILESTONE PRODUCTS Enameled lapel pins for Summer	P83017	5597	07/08/2014	425.00
00171013	07/23/2014	MILLER HULL PARTNERSHIP LLC FIRE STATION 92 - DESIGN	P77577	0000018	06/11/2014	5,540.19
00171014	07/23/2014	MISD FOOD SERVICE 2014 senior meals	P82809	OH003174	06/26/2014	3,138.50
00171015	07/23/2014	MOLTZ, ERIC MILEAE EXPENSE		OH003230	07/18/2014	29.12
00171016	07/23/2014	MORGAN SOUND Replacement of projector in ro	P83099	MSI78721	07/08/2014	1,489.20
00171017	07/23/2014	NATURAL SYSTEMS DESIGN SUB-BASIN 6 PHASE II DRAINAGE	P80435	2014193/2014235	06/03/2014	9,631.05
00171018	07/23/2014	NDIAYE, ELHADJI Interpretation Services	P83064	1/2	06/28/2014	200.00
00171019	07/23/2014	NOEL, BRIAN W RANE BUILDING SUPPLIES		OH003251	07/19/2014	66.92
00171020	07/23/2014	NORTH LAKE MARINA- MARINE PATROL FUEL	P83012	073549/4091/4233	06/05/2014	6,713.57
00171021	07/23/2014	NOWLAND PREMIER SOCCER ACADEMY Campership for EA client BR	P83104	OH003252	07/21/2014	300.00
00171022	07/23/2014	OGDEN MURPHY WALLACE PLLC Legal Services Inv #713416	P83096	713416	07/14/2014	244.29
00171023	07/23/2014	OMEGA CONTRACTORS PS 19 TELEMTRY	P83028	OH003233	07/03/2014	8,654.28
00171024	07/23/2014	OVERLAKE OIL 800 GAL UNLEADED DELIVERY TO F	P83097	0166821/894/820	07/03/2014	7,389.70
00171025	07/23/2014	PACIFIC AIR CONTROL INC CARPET CLEANING FS91	P83088	I10872	06/26/2014	330.75
00171026	07/23/2014	PACIFIC MODULAR TRANSITION STRIP COMM CENTER	P83083	I10925	06/30/2014	200.38
00171027	07/23/2014	PACIFIC POWER GROUP LLC REPAIR PARTS FOR GREENSGROOMER	P83003	673913400	06/30/2014	760.92

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00171028	07/23/2014	PACIFIC RIM EQUIPMENT RENTAL TRACK LOADER RENTAL	P82998	6760	07/03/2014	317.93
00171029	07/23/2014	POT O' GOLD INC July 2014 Coffee supply orders	P83057	248853	07/14/2014	248.25
00171030	07/23/2014	POWERPLAN - OIB REPAIR PARTS FOR FL-0305	P82944	9052607	07/09/2014	206.66
00171031	07/23/2014	PRAXAIR DISTRIBUTION INC ACETYLENE & OXYGEN CYLINDER RE	P83033	49793257	06/27/2014	515.43
00171032	07/23/2014	PUBLIC SAFETY SUPPORT SERVICES Zone One Coordinator Services	P83111	10	07/07/2014	10,000.00
00171033	07/23/2014	PUGET SOUND ENERGY ENERGY USE JULY 2014		OH003234	07/12/2014	3,953.40
00171034	07/23/2014	REMOTE SATELLITE SYSTEMS INT'L Sat phone fee	P83025	00066371	07/06/2014	48.95
00171035	07/23/2014	RENTON FISH & GAME CLUB INC Firearms range/Amici training	P82983	OH003195	07/04/2014	50.00
00171036	07/23/2014	REPUBLIC SERVICES #172 12 YARD DISPOSAL/RECYCLING SER	P83031	6123680/6123891	06/30/2014	2,988.09
00171037	07/23/2014	REYNOLDS, ANN E MMIP PERFORMANCE		OH003218	07/22/2014	800.00
00171038	07/23/2014	RICOH USA INC Cost Per Copy/Fire	P83055	5031488333	07/02/2014	265.13
00171039	07/23/2014	RICOH USA INC (FIRE) Copier Rental/Fire	P83054	92745890	07/04/2014	319.42
00171040	07/23/2014	SCORE June bill 5 days	P83070	834	07/14/2014	675.00
00171041	07/23/2014	SEATTLE BOAT COMPANY MARINE FUEL 6/4 TO 7/1	P83032	OH003236	07/01/2014	5,956.43
00171042	07/23/2014	SEATTLE UNIVERSITY Leadership Academy	P83068	OH003235	07/16/2014	1,000.00
00171043	07/23/2014	SEATTLE, CITY OF Jun 14 Water Purchases	P83027	OH003237	06/27/2014	261,401.76
00171044	07/23/2014	SECURITY SAFE & LOCK REPAIR DOOR LOCK	P83081	464858	06/30/2014	153.57
00171045	07/23/2014	SEIFERT, MIKE FIREARMS CLEANING SUPPLIES		OH003253	07/20/2014	139.25
00171046	07/23/2014	SME CORPORATION ANNUAL TANK MONITOR AND TESTIN	P83015	516327	06/30/2014	385.00
00171047	07/23/2014	STORAGE COURT OF MERCER ISLAND FS 92 APPARATUS STORAGE THRU S	P80331	OH003238	07/10/2014	2,250.00
00171048	07/23/2014	SUPPLY SOURCE, THE INVENTORY PURCHASES	P83040	1402395	07/10/2014	1,241.88
00171049	07/23/2014	T AND T TRUCKING INC HAUL AWAY OF ASPHALT AND VACTO	P83004	66775/66773	06/20/2014	982.24
00171050	07/23/2014	TACHER, ROBERT OVERPAYMENT REFUND		005709900	07/14/2014	739.11
00171051	07/23/2014	THOMSON REUTERS - WEST CIS intel database	P83069	829891444	07/01/2014	165.93
00171052	07/23/2014	TOTAL LANDSCAPE CORP ON CALL VEGETATION WORK	P83001	59079/9286/9485	04/30/2014	9,739.21
00171053	07/23/2014	TRAFFIC SAFETY SUPPLY INVENTORY PURCHASES	P83038	984776	07/08/2014	1,275.43

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00171054	07/23/2014	VERIZON WIRELESS Cell Charges/Fire	P83051	9728178060	07/06/2014	17.47
00171055	07/23/2014	WA ST TREASURER'S OFFICE Remit NC June 14 Court Transmi	P83108	OH003240	06/30/2014	1,087.00
00171056	07/23/2014	WA ST TREASURER'S OFFICE Remit MI June 14 Court Transmi	P83109	OH003241	06/30/2014	32,172.37
00171057	07/23/2014	WACD PLANT MATERIAL CENTER Plants for LB West Hill	P82974	15034/15033	07/03/2014	468.00
00171058	07/23/2014	WALKER JR, RUDY MILEAGE EXPENSE		OH003254	07/20/2014	29.12
00171059	07/23/2014	WIMACTEL INC POLICE LOBBY PAY PHONE	P83090	000710944	07/01/2014	60.23
00171060	07/23/2014	WORKSAFE SERVICE INC, A Pre-Employment Drug & Alcohol	P83124	193533	06/30/2014	87.00
00171061	07/23/2014	XEROX CORPORATION Monthly Mail Room copier charg	P83063	074782690	07/01/2014	3,726.51
00171062	07/23/2014	XEROX CORPORATION Monthly charges for DSG Copier	P82936	074782693/2691	07/01/2014	748.52
00171063	07/23/2014	AWC AUGUST 2014		OH003256	07/23/2014	224.40
00171064	07/23/2014	GET Program PAYROLL EARLY WARRANTS		OH003261	07/25/2014	884.50
00171065	07/23/2014	LIN, RONA V ESRI CONFERENCE EXPENSES		OH003258	07/22/2014	1,158.55
00171066	07/23/2014	MI EMPLOYEES ASSOC PAYROLL EARLY WARRANTS		OH003260	07/25/2014	137.50
00171067	07/23/2014	MICHAEL SKAGGS ASSOCIATES COMM CNTR WAX MERCER ROOM	P83138	14363	07/01/2014	540.00
00171068	07/23/2014	PLATT ELECTRIC 7591 EXTERIOR LIGHTS	P83139	E123595	06/13/2014	762.12
00171069	07/23/2014	POLICE ASSOCIATION PAYROLL EARLY WARRANT		OH003262	07/25/2014	2,541.01
00171070	07/23/2014	TEXAS CHILD SUPPORT SDU 70060312518910521S/JAMES BLAIR		OH003255	07/25/2014	225.00
00171071	07/23/2014	UNITED WAY OF KING CO PAYROLL EARLY WARRANTS		OH003263	07/25/2014	146.00
00171072	07/23/2014	WSCCCE AFSCME AFL-CIO PAYROLL EARLY WARRANTS		OH003259	07/25/2014	1,970.33
					Total	<u>508,471.76</u>

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: 001000 - General Fund-Admin Key</i>				
P83109	00171056	WA ST TREASURER'S OFFICE	Remit MI June 14 Court Transmi	13,327.02
P83109	00171056	WA ST TREASURER'S OFFICE	Remit MI June 14 Court Transmi	7,157.85
P83109	00171056	WA ST TREASURER'S OFFICE	Remit MI June 14 Court Transmi	5,503.43
P83109	00171056	WA ST TREASURER'S OFFICE	Remit MI June 14 Court Transmi	2,695.02
P83109	00171056	WA ST TREASURER'S OFFICE	Remit MI June 14 Court Transmi	1,366.55
P83109	00171056	WA ST TREASURER'S OFFICE	Remit MI June 14 Court Transmi	1,229.17
P83109	00171056	WA ST TREASURER'S OFFICE	Remit MI June 14 Court Transmi	530.38
P83108	00171055	WA ST TREASURER'S OFFICE	Remit NC June 14 Court Transmi	486.45
P83108	00171055	WA ST TREASURER'S OFFICE	Remit NC June 14 Court Transmi	275.86
P83108	00171055	WA ST TREASURER'S OFFICE	Remit NC June 14 Court Transmi	150.11
P83109	00171056	WA ST TREASURER'S OFFICE	Remit MI June 14 Court Transmi	124.38
P83108	00171055	WA ST TREASURER'S OFFICE	Remit NC June 14 Court Transmi	83.04
P83109	00171056	WA ST TREASURER'S OFFICE	Remit MI June 14 Court Transmi	63.83
P83109	00171056	WA ST TREASURER'S OFFICE	Remit MI June 14 Court Transmi	59.01
P83109	00171056	WA ST TREASURER'S OFFICE	Remit MI June 14 Court Transmi	58.98
P83108	00171055	WA ST TREASURER'S OFFICE	Remit NC June 14 Court Transmi	44.51
P83109	00171056	WA ST TREASURER'S OFFICE	Remit MI June 14 Court Transmi	34.81
P83109	00171056	WA ST TREASURER'S OFFICE	Remit MI June 14 Court Transmi	21.94
P83108	00171055	WA ST TREASURER'S OFFICE	Remit NC June 14 Court Transmi	16.59
P83108	00171055	WA ST TREASURER'S OFFICE	Remit NC June 14 Court Transmi	10.44
P83108	00171055	WA ST TREASURER'S OFFICE	Remit NC June 14 Court Transmi	10.01
P83108	00171055	WA ST TREASURER'S OFFICE	Remit NC June 14 Court Transmi	9.99
<i>Org Key: 402000 - Water Fund-Admin Key</i>				
P83040	00171048	SUPPLY SOURCE, THE	INVENTORY PURCHASES	1,241.88
P83038	00171053	TRAFFIC SAFETY SUPPLY	INVENTORY PURCHASES	1,275.43
	00171050	TACHER, ROBERT	OVERPAYMENT REFUND	739.11
P83042	00170982	GRAINGER	INVENTORY PURCHASES	307.61
P83000	00170965	COMMERCIAL LANDSC SUPPLY INC	INVENTORY PURCHASES	230.01
<i>Org Key: 814072 - United Way</i>				
	00171071	UNITED WAY OF KING CO	PAYROLL EARLY WARRANTS	146.00
<i>Org Key: 814074 - Garnishments</i>				
	00170996	KC SUPERIOR COURT CLERK	REPLACE WARRANT 170818	2,106.61
	00171070	TEXAS CHILD SUPPORT SDU	70060312518910521S/JAMES BLAIR	225.00
<i>Org Key: 814075 - Mercer Island Emp Association</i>				
	00171066	MI EMPLOYEES ASSOC	PAYROLL EARLY WARRANTS	137.50
<i>Org Key: 814076 - City & Counties Local 21M</i>				
	00171072	WSCCCE AFSCME AFL-CIO	PAYROLL EARLY WARRANTS	1,970.33
<i>Org Key: 814077 - Police Association</i>				
	00171069	POLICE ASSOCIATION	PAYROLL EARLY WARRANT	2,541.01
<i>Org Key: 814083 - Vol Life Ins - States West Lif</i>				
	00171063	AWC	AUGUST 2014	224.40
<i>Org Key: 814085 - GET Program Deductions</i>				
	00171064	GET Program	PAYROLL EARLY WARRANTS	884.50

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: CA1100 - Administration (CA)</i>				
P83073	00171011	MICHAEL & ALEXANDER PLLC	Legal Services Inv #12668	520.00
P83096	00171022	OGDEN MURPHY WALLACE PLLC	Legal Services Inv #713416	244.29
<i>Org Key: CA1200 - Prosecution & Criminal Mngmnt</i>				
P83074	00170985	HONEYWELL, MATTHEW V	Public Defender Inv #805	450.00
<i>Org Key: CO6100 - City Council</i>				
P83079	00171002	KUSAK CUT GLASS WORKS	Paperweights for B&C members	529.84
P83127	00170956	BRAHM, JANE	AWC Annual Conference	473.04
P83079	00171002	KUSAK CUT GLASS WORKS	2013 COTY Award	85.00
<i>Org Key: CT1100 - Municipal Court</i>				
P83061	00171061	XEROX CORPORATION	June Copier Costs	150.42
P83062	00170972	DEPT OF ENTERPRISES SERVICES	Window Envelops	102.85
P83060	00170987	INTERCOM LANGUAGE SERVICES INC	Interpreting Services	100.00
P83064	00171018	NDIAYE, ELHADJI	Interpretation Services	100.00
P83064	00171018	NDIAYE, ELHADJI	Interpretation Services	100.00
P83062	00170972	DEPT OF ENTERPRISES SERVICES	Regular Envelops	98.30
P83059	00171003	LANGUAGE LINE SERVICES	Language Line Services	60.56
<i>Org Key: DS0000 - Development Services-Revenue</i>				
P83121	00170994	KC RECORDS	RECORDING FEES JUNE/JULY 2014	753.00
P83120	00170993	KC RECORDS	RECORDING FEES JULY 2014	752.00
P83119	00170995	KC RECORDS	RECORDING FEES JULY 2014	455.00
<i>Org Key: DS1100 - Administration (DS)</i>				
P83058	00170953	ARC - PACIFIC NORTHWEST	June 2014 DSG printing charges	80.89
<i>Org Key: FN0000 - Finance Department-Revenue</i>				
	00171007	MCBRIDE CONSTRUCTION	OVERPAYMENT REFUND	30.00
<i>Org Key: FR1100 - Administration (FR)</i>				
P83089	00170968	DATEC INC.	INSTALL NETWORK SWITCH	492.75
P83054	00171039	RICOH USA INC (FIRE)	Copier Rental/Fire	319.42
P83056	00170997	KCFCFA	MIFD 2014 Dues	300.00
P83055	00171038	RICOH USA INC	Cost Per Copy/Fire	265.13
P83052	00170964	COMCAST	Internet Charges/Fire	64.54
<i>Org Key: FR2100 - Fire Operations</i>				
P83051	00171054	VERIZON WIRELESS	Cell Charges/Fire	17.47
<i>Org Key: FR2500 - Fire Emergency Medical Svcs</i>				
P83053	00170951	AIRGAS USA LLC	Oxygen Tank Rental	35.81
<i>Org Key: GGM001 - General Government-Misc</i>				
P83110	00170975	DUNBAR ARMORED	July 2014 Armored Car Service	421.05
P83057	00171029	POT O' GOLD INC	July 2014 Coffee supply orders	248.25
<i>Org Key: GGM004 - Gen Govt-Office Support</i>				
P83063	00171061	XEROX CORPORATION	Monthly City Manager Copier ch	767.03
P82925	00171061	XEROX CORPORATION	Monthly Mail Room copier charg	681.94
P82918	00171062	XEROX CORPORATION	Monthly charges for DSG Copier	174.61

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: GGM005 - Genera Govt-LI Retiree Costs</i>				
P83125	00170970	DEEDS, EDWARD G	LEOFF1 Retiree Medical Expense	323.88
P83126	00171006	LOISEAU, LERI M	LEOFF1 Retiree Medical Expense	243.78
P83123	00170991	JOHNSON, CURTIS	FRLEOFF1 Retiree Medical Expens	190.00
<i>Org Key: GX9998 - Employee Benefits-Maintenance</i>				
	00170974	DRUSCHBA, JOHN F	SAFETY GLASSES	295.00
<i>Org Key: IS2100 - IGS Network Administration</i>				
P83091	00170950	ACCESS	DATA ENTRY, STORAGE, PU AND DE	230.00
P83090	00171059	WIMACTEL INC	POLICE LOBBY PAY PHONE	60.23
<i>Org Key: MT2200 - Vegetation Maintenance</i>				
P83001	00171052	TOTAL LANDSCAPE CORP	ON CALL VEGETATION WORK	3,397.79
P83001	00171052	TOTAL LANDSCAPE CORP	VEGETATION CONTRACT WORK	3,280.62
<i>Org Key: MT2500 - ROW Administration</i>				
P83031	00171036	REPUBLIC SERVICES #172	25 YRD DISPOSAL /RECYCLING SER	1,280.97
P83031	00171036	REPUBLIC SERVICES #172	12 YARD DISPOSAL/RECYCLING SER	141.50
P83124	00171060	WORKSAFE SERVICE INC, A	Pre-Employment Drug & Alcohol	87.00
<i>Org Key: MT3100 - Water Distribution</i>				
P83041	00170973	DITCH WITCH NORTHWEST	HOSE FOR HOLE HOG	336.17
P83043	00170979	FITTINGS INC.	3/4" COUPLINGS	25.75
<i>Org Key: MT3300 - Water Associated Costs</i>				
P83031	00171036	REPUBLIC SERVICES #172	25 YRD DISPOSAL /RECYCLING SER	142.33
	00171015	MOLTZ, ERIC	MILEAE EXPENSE	29.12
	00170963	CLIFTON, CURTIS	MILEAGE EXPENSE	22.40
<i>Org Key: MT3400 - Sewer Collection</i>				
P83035	00171000	KING COUNTY FINANCE	SEWER CATCH BASIN DISPOSAL	561.57
<i>Org Key: MT3600 - Sewer Associated Costs</i>				
P83031	00171036	REPUBLIC SERVICES #172	25 YRD DISPOSAL /RECYCLING SER	142.33
	00171058	WALKER JR, RUDY	MILEAGE EXPENSE	29.12
<i>Org Key: MT3800 - Storm Drainage</i>				
P83030	00170976	EVERSON'S ECONO-VAC INC	ON CALL WORK TO CLEAN PONDS	4,124.00
P83004	00171049	T AND T TRUCKING INC	HAUL AWAY OF ASPHALT AND	629.44
<i>Org Key: MT4150 - Support Services - Clearing</i>				
P83117	00170980	G&K SERVICES	COVERALL/LAUNDRY SERVICES FOR	558.92
P82946	00171061	XEROX CORPORATION	MAINT. METER AND BASE COPIER	345.05
P83115	00170984	HEALTHFORCE PARTNERS LLC	MAINT. 2014 BLOODBORNE PATHOG	250.00
<i>Org Key: MT4200 - Building Services</i>				
	00171033	PUGET SOUND ENERGY	ENERGY USE JULY 2014	3,953.40
P83088	00171025	PACIFIC AIR CONTROL INC	CARPET CLEANING FS91	330.75
P83086	00170988	INTERIOR FOLIAGE CO, THE	CITY HALL PLANTS	271.34
P83082	00170962	CINTAS CORPORATION #460	CITY HALL DOOR MATS	109.64
<i>Org Key: MT4210 - Building Landscaping</i>				
P83031	00171036	REPUBLIC SERVICES #172	25 YRD DISPOSAL /RECYCLING SER	142.32

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: MT4300 - Fleet Services</i>				
P83032	00171041	SEATTLE BOAT COMPANY	MARINE FUEL 6/4 TO 7/1	5,956.43
P83012	00171020	NORTH LAKE MARINA-	PATROL 11 REPAIRS	5,768.61
P83098	00171009	MI SCHOOL DISTRICT #400	SCHOOL DISTRICT SITE FUEL FOR	2,832.64
P83097	00171024	OVERLAKE OIL	800 GAL UNLEADED DELIVERY TO F	2,879.04
P83097	00171024	OVERLAKE OIL	800 GAL UNLEADED DELIVERY TO F	2,759.84
P83012	00171020	NORTH LAKE MARINA-	MARINE PATROL FUEL	944.96
P83097	00171024	OVERLAKE OIL	275 GAL DIESEL DELIVERY TO THE	962.95
P83020	00170982	GRAINGER	DRUM PUMP, AIR OPERATED	778.11
P83097	00171024	OVERLAKE OIL	225 GAL UNLEADED DELIVERY TO F	787.87
P83013	00170981	GOODYEAR COMMERCIAL TIRE	TIRE INVENTORY	507.41
P83112	00170957	BRIM TRACTOR COMPANY INC	REPAIR PARTS FOR FL-0431	499.04
P83015	00171046	SME CORPORATION	ANNUAL TANK MONITOR AND TESTIN	385.00
P82944	00171030	POWERPLAN - OIB	REPAIR PARTS FOR FL-0305	206.66
P83016	00171008	MERCER ISLAND CHEVRON	JUNE 13 FUEL	65.01
P83033	00171031	PRAXAIR DISTRIBUTION INC	ACETYLENE & OXYGEN CYLINDER RE	49.65
P83112	00170957	BRIM TRACTOR COMPANY INC	FREIGHT	9.95
<i>Org Key: MT4450 - Cust Resp - Clearing Acct</i>				
	00170983	HART, DAVID R	MILEAGE EXPENSE	22.40
<i>Org Key: MT4501 - Water Administration</i>				
P83027	00171043	SEATTLE, CITY OF	Jun 14 Water Purchases	261,401.76
<i>Org Key: MT4503 - Storm Water Administration</i>				
P83034	00170992	KC FINANCE	1ST TRIMESTER OF 2014 WRIA8	3,706.67
<i>Org Key: MTBE01 - Maint of Medians & Planters</i>				
P83116	00170958	CANTERBURY INTERNATIONAL	TRASH RECEPTACLES	238.00
<i>Org Key: PO1350 - Police Emergency Management</i>				
P83111	00171032	PUBLIC SAFETY SUPPORT SERVICES	Zone One Coordinator Services	10,000.00
P83025	00171034	REMOTE SATELLITE SYSTEMS INT'L	Sat phone fee	48.95
<i>Org Key: PO1700 - Records and Property</i>				
P82936	00171062	XEROX CORPORATION	Records copier	358.70
P82936	00171062	XEROX CORPORATION	Admin copier	215.21
<i>Org Key: PO1900 - Jail/Home Monitoring</i>				
P82990	00170989	ISSAQUAH CITY JAIL	May Jail beds	5,040.00
P82991	00170989	ISSAQUAH CITY JAIL	April Jail Beds	3,150.00
P83070	00171040	SCORE	June bill 5 days	675.00
<i>Org Key: PO2100 - Patrol Division</i>				
P83131	00170986	IBSEN TOWING CO BELLEVUE	Evidence Impound	292.37
P83072	00171003	LANGUAGE LINE SERVICES	Phone interpreter	2.44
<i>Org Key: PO3100 - Investigation Division</i>				
P83068	00171042	SEATTLE UNIVERSITY	Leadership Academy	1,000.00
P83069	00171051	THOMSON REUTERS - WEST	CIS intel database	165.93
<i>Org Key: PO4100 - Training</i>				
	00171045	SEIFERT, MIKE	WSLEFIA CONF/FIREARMS SUPPLIES	93.19
	00171019	NOEL, BRIAN W	RANE BUILDING SUPPLIES	66.92

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P82983	00171035	RENTON FISH & GAME CLUB INC	Firearms range/Amici training	50.00
	00171045	SEIFERT, MIKE	FIREARMS CLEANING SUPPLIES	46.06
<i>Org Key: PR1100 - Administration (PR)</i>				
P81183	00171061	XEROX CORPORATION	Use charges for 5/21/14 to 6/2	438.02
P81183	00171061	XEROX CORPORATION	2014 Lease Charges for Color X	160.26
P81100	00171061	XEROX CORPORATION	2014 Lease Charges for Upstair	143.64
P82995	00170971	DEPT OF ENTERPRISE SERVICES	Graphic design changes on P&R	18.79
P81100	00171061	XEROX CORPORATION	Use charges for 5/21/14 to 6/2	17.69
<i>Org Key: PR2101 - Youth and Teen Camps</i>				
P83102	00170959	CASCADE ELITE GYMNASTICS	Instructor payment	931.00
P83102	00170959	CASCADE ELITE GYMNASTICS	Instructor payment	630.00
<i>Org Key: PR2104 - Special Events</i>				
P83100	00170954	ARSCENTIA	"Let's Move" sign	183.96
<i>Org Key: PR3500 - Senior Services</i>				
P82809	00171014	MISD FOOD SERVICE	2014 senior meals	3,138.50
P81105	00171061	XEROX CORPORATION	Use charges for 5/20/14 to 6/2	10.56
<i>Org Key: PR4100 - Community Center</i>				
P83138	00171067	MICHAEL SKAGGS ASSOCIATES	COMM CNTR WAX MERCER ROOM	540.00
P83110	00170975	DUNBAR ARMORED	July 2014 Armored Car Service	421.05
P81105	00171061	XEROX CORPORATION	2014 Lease Charges for Copier	311.12
P83083	00171026	PACIFIC MODULAR	TRANSITION STRIP COMM CENTER	200.38
P81105	00171061	XEROX CORPORATION	Use charges for 5/20/14 to 6/2	160.72
P83085	00170978	FIRE PROTECTION INC	COMM CNTR FIRE MONITORING	84.75
P83084	00170978	FIRE PROTECTION INC	COMM CENTR SMOKE DET	71.18
<i>Org Key: PR5300 - Community Arts Support</i>				
P83022	00170990	J T NEWS	Music in the Park ad	207.30
<i>Org Key: PR5600 - Cultural & Performing Arts</i>				
	00171037	REYNOLDS, ANN E	MMIP PERFORMANCE	800.00
<i>Org Key: PR5900 - Summer Celebration</i>				
P83017	00171012	MILESTONE PRODUCTS	Enameled lapel pins for Summer	425.00
P83101	00171004	LEITHE, JUDY	Veteran's Appreciation Supplie	113.94
<i>Org Key: PR6100 - Park Maintenance</i>				
P83048	00171010	MI UTILITY BILLS	PAYMENT FOR UTILITY BILLS FOR	3,257.51
P83031	00171036	REPUBLIC SERVICES #172	25 YRD DISPOSAL /RECYCLING SER	569.32
P83081	00171044	SECURITY SAFE & LOCK	REPAIR DOOR LOCK	153.57
<i>Org Key: PR6200 - Athletic Field Maintenance</i>				
P83048	00171010	MI UTILITY BILLS	PAYMENT FOR UTILITY BILLS FOR	12,335.72
<i>Org Key: PR6500 - Luther Burbank Park Maint.</i>				
P83048	00171010	MI UTILITY BILLS	PAYMENT FOR UTILITY BILLS FOR	3,804.47
<i>Org Key: PR6600 - Park Maint-School Related</i>				
P83003	00171027	PACIFIC POWER GROUP LLC	REPAIR PARTS FOR GREENSGROOMER	722.65
P83003	00171027	PACIFIC POWER GROUP LLC	S/H	38.27

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: PR6700 - I90 Park Maintenance</i>				
P83048	00171010	MI UTILITY BILLS	PAYMENT FOR UTILITY BILLS FOR	30,090.73
P83031	00171036	REPUBLIC SERVICES #172	25 YRD DISPOSAL /RECYCLING SER	569.32
<i>Org Key: WD101C - Neighborhood Stmwtr Improvemnt</i>				
P83004	00171049	T AND T TRUCKING INC	NEIGHBORHOOD DRAINAGE HAUL	352.80
<i>Org Key: WD312C - Sub Basin 6 Watercour Ph 2</i>				
P80435	00171017	NATURAL SYSTEMS DESIGN	SUB-BASIN 6 PHASE II DRAINAGE	9,631.05
<i>Org Key: WD321R - Drainage System Video Insp</i>				
P83030	00170976	EVERSON'S ECONO-VAC INC	SE 52ND /DAWN TERRACE STORMWAT	5,161.35
<i>Org Key: WG106R - North Fire Station Repairs</i>				
P83139	00171068	PLATT ELECTRIC	7591 EXTERIOR LIGHTS	762.12
<i>Org Key: WG141E - CCMV Equipment Replacement</i>				
P83099	00171016	MORGAN SOUND	Replacement of projector in ro	1,489.20
<i>Org Key: WG315T - Utility Billing System Upgr</i>				
	00171065	LIN, RONA V	ESRI CONFERENCE EXPENSES	804.35
	00171065	LIN, RONA V	ESRI CONFERENCE PER DIEM	354.20
<i>Org Key: WP122R - Vegetation Management</i>				
P82998	00171028	PACIFIC RIM EQUIPMENT RENTAL	TRACK LOADER RENTAL	317.93
P82974	00171057	WACD PLANT MATERIAL CENTER	Plants for nursery	249.00
P82974	00171057	WACD PLANT MATERIAL CENTER	Plants for LB West Hill	219.00
<i>Org Key: WP720R - Recurring Park Projects</i>				
P82727	00170952	ALKI DIVING SERVICES	Eurasian milfoil removal servi	6,022.50
P82851	00170955	BARK TIME	Playground surfacing for multi	5,040.00
<i>Org Key: WR101V - Residential Street Imprv 2014</i>				
P83001	00171052	TOTAL LANDSCAPE CORP	2014 RESIDENTIAL OVERLAYS -	3,060.80
<i>Org Key: WS320R - Pump Sta 14 Modernization</i>				
P79028	00170960	CASNE ENGINEERING INC	PUMP STATION 14 MODERNIZATION	528.00
P82700	00170961	CDW GOVERNMENT INC	Cisco CSU/DSU - PumpStation 14	498.23
<i>Org Key: WS330T - Sewer Telemetry Improvements</i>				
P83028	00171023	OMEGA CONTRACTORS	PS 19 TELEMETRY	8,654.28
<i>Org Key: WW120C - Meter Replacement Program</i>				
P83033	00171031	PRAXAIR DISTRIBUTION INC	METER REPLACEMENT PROGRAM	465.78
<i>Org Key: XG300R - Fire Station 92 Replacement</i>				
P77577	00171013	MILLER HULL PARTNERSHIP LLC	FIRE STATION 92 - DESIGN	5,540.19
P76634	00170969	DEDOMINICIS, AMY E	FS 92 Project Management	4,050.00
P80331	00171047	STORAGE COURT OF MERCER ISLAND	FS 92 APPARATUS STORAGE THRU S	2,250.00
P80956	00171001	KRAZAN & ASSOCIATES INC	FS 92 CONSTRUCTION TESTING AND	877.00
<i>Org Key: XG710F - Fire Fleet Update</i>				
P83036	00171005	LN CURTIS & SONS	16" Electric Fan	870.53
<i>Org Key: YF1100 - YFS General Services</i>				

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P83106	00170967	DATAQUEST LLC	Background checks for WS stude	545.00
P83128	00170998	KENT FINANCE, CITY OF	Annual contract for Sharelapp	500.00
P83110	00170975	DUNBAR ARMORED	July 2014 Armored Car Service	212.21
P81183	00171061	XEROX CORPORATION	Use charges for 5/21/14 to 6/2	204.03
P80808	00171061	XEROX CORPORATION	Month lease charges and usage	175.77
P81183	00171061	XEROX CORPORATION	2014 Lease Charges for Color X	160.26
P80809	00170977	FAMILYLIFE SERVICES	Monthly consultations for clin	80.00
<i>Org Key: YF1200 - Thrift Shop</i>				
P83110	00170975	DUNBAR ARMORED	July 2014 Armored Car Service	422.37
P80611	00170966	CRYSTAL AND SIERRA SPRINGS	Monthly water service to Thrif	161.25
<i>Org Key: YF2600 - Family Assistance</i>				
P83107	00170999	KIDS COMPANY	Campership for EA client JC/KC	300.00
P83104	00171021	NOWLAND PREMIER SOCCER ACADEMY	Campership for EA client BR	300.00
Total				508,471.76



CITY OF MERCER ISLAND
CERTIFICATION OF PAYROLL

PAYROLL PERIOD ENDING

7/18/2014

PAYROLL DATED

7/25/2014

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		17,354.53
Direct Deposits		466,842.24
Void/Manual Adjustments		88,497.98
Tax & Benefit Obligations		264,344.70
Total Gross Payroll	7/25/14	837,039.45



CITY OF MERCER ISLAND PAYROLL SUMMARY

PAYROLL PERIOD ENDING	7/18/2014
PAYROLL DATED	7/25/2014
Net Cash	484,196.77
Net Voids/Manuals	88,497.98
Federal Tax Deposit - Key Bank	95,457.31
Social Security and Medicare Taxes	51,493.80
Medicare Taxes Only (Fire Fighter Employees)	1,544.48
Public Employees Retirement System 1 (PERS 1)	361.49
Public Employees Retirement System 2 (PERS 2)	20,358.84
Public Employees Retirement System 3 (PERS 3)	3,910.29
Public Employees Retirement System 2 (PERSJBM)	471.76
Public Safety Employees Retirement System (PSERS)	152.59
Law Enforc. & Fire fighters System 2 (LEOFF 2)	23,452.58
Regence & LEOFF Trust - Medical Insurance	12,513.16
Domestic Partner/Overage Dependant - Insurance	1,616.72
Group Health Medical Insurance	1,129.88
Health Care - Flexible Spending Accounts	3,407.55
Dependant Care - Flexible Spending Accounts	1,330.77
United Way	146.00
ICMA Deferred Compensation	36,157.96
ROTH IRA	262.00
Child Support/Garnishment Payments	1,175.48
MI Employees' Association	137.50
Cities & Towns/AFSCME Union Dues	1,970.33
Police Union Dues	2,541.01
Fire Union Dues	1,678.12
Fire Union - Supplemental Dues	133.00
AWC - Voluntary Life Insurance	224.40
Unum - Long Term Care Insurance	1,030.45
AFLAC - Supplemental Insurance Plans	737.73
GET - Guarantee Education Tuition of WA	884.50
Coffee Fund	40.00
Transportation	25.00
Miscellaneous	0.00

TOTAL GROSS PAYROLL	\$ 837,039.45
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**BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND, WA**

**AB 4996
August 4, 2014
Regular Business**

FIRE STATION 92 UPDATE	Proposed Council Action: Receive update. No action necessary.
-------------------------------	---

DEPARTMENT OF	Maintenance (Glenn Boettcher)
COUNCIL LIAISON	n/a
EXHIBITS	1. Joist Rejection Letter 2. Schedule Update Letter
APPROVED BY CITY MANAGER	

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

SUMMARY

When Fire Station 92 construction began last January, the project team began providing regular updates in the City Manager’s Report. The update at Monday’s meeting is intended to give the City Council new information about changes to the project schedule.

Non-Conforming Roof Joists

The steel roof joists for the apparatus bay in the new Station were rejected as non-conforming on May 16 (Exhibit 1). This development was first shared with the City Council in the City Manager’s Report on May 22. The Fire Station contractor, Corp Inc., did not comply a few weeks later when asked to update the project schedule by July 4 to reflect the impact of having to replace the steel joists on the completion date for the project.

On July 24, a letter (Exhibit 2) was sent to Corp Inc. setting a new deadline of July 29 for providing the schedule update. The letter also stated that the City was prepared to withhold the next scheduled payment to Corp as allowed by contract if Corp did not comply. A rough draft of the revised schedule was received on the evening of the 29th, but it was not complete enough for details to be included in this agenda bill.

The installation of replacement joists began on the 28th.

Impact of Joist Delay

The project team was not able to evaluate whether the rejection of the roof joists will delay completion of the Station before the deadline for this agenda bill. That information will be presented at Monday’s meeting. If the project’s completion date is moved out, one budget impact would be the cost for additional time in temporary quarters, which totals about \$5,000 a month.

RECOMMENDATION

Maintenance Director

Receive update. No action necessary.



TACOMA DESIGN
COLLABORATIVE PLLC

May 16, 2014

To: Don Annotti
Corp Inc.
PO Box 12606
Salem, OR 97309-0606

Project: Fire Station 92 Redevelopment – Notice of Non-Conformance- Structural steel joists

May 15, 2014

Don Annotti
Corp Inc Construction
PO Box 12606
Salem, OR 97309-0606
don@corpincconstruction.com

Re: Fire Station 92 Redevelopment – Notice of rejection- noncompliant work - steel joists

Dear Mr. Annotti,

Having received the non-Conformance report from Miller/Hull NCR-002 dated 5-15-14, The City is issuing this Notice of Rejection to you so that you can begin the correction process without further delay.

The City has been advised by the Miller Hull Partnership that portion of the steel joist package delivered on-site as well as all steel joists installed over at the app bay as of May 14, 2014 do not conform to the contract documents. The City accepts the recommendation of rejecting such work as outlined in the enclosed non-conforming report by Miller Hull, dated May 15th, 2014.

Based on the report and field inspection by Miller/Hull and Seattle Structural this work is non-compliant. The material and installation do not meet the Contract document requirements.

The City requests that Corp Inc Construction proceed to correct the non-compliant work according to the Contract and with the proper approval process. Progress payments on all areas related to this correction process will be withheld until the work is installed and reviewed in the manner specified in the construction documents. Please advise us of the schedule impact if any to correct this work.

Sincerely,

Amy E. DeDominicis, AIA, LEED BD +C
cc: Glenn Boettcher; Fred Gu; Marcy Olson; Adam Loughry



TACOMA DESIGN
COLLABORATIVE PLLC

July 24, 2014

To: Don Annotti
Corp Inc Construction
PO Box 12606
Salem, OR 97309-0606
don@corpincconstruction.com

Project: Fire Station 92 Redevelopment – Schedule Update Notice

Dear Don-

This letter serves as a formal request to remind you that the need for a schedule update is critical at this time. The City requested a revised schedule at our June 16th, 2014 weekly meeting and to date still has not received the update. In the opinion of The City it is apparent that the correction of the non-conforming roof joists has impacted the original project schedule. The City has agreements tied to the schedule and will need to make adjustments if necessary. The City needs to discuss the revised schedule with you in order to move the project forward.

Please review Contract requirements in sections identified below:

1. **General Conditions (pg. 23) Section 4.3, (particularly paragraphs B,C,E,F,G & H)**
2. **General Conditions (pg. 46) Section 7.2, (particularly paragraphs A.1,A.5)**

Per paragraph **4.3.E** listed above The City can and will enforce the non-payment clause next month if the schedule is not revised by July 29th as per the agreed upon date identified at the July 23rd weekly meeting. It is The City's position that we must protect our investment in the new fire station. The City needs to have the assurance that the funds paid out are in line with the work that has been completed according to the schedule.

On a positive note The City appreciates the onsite efforts by CORP Inc. to correct and supervise work installed incorrectly. The improved effort to provide the required level of General Contractor coordination and involvement to deliver properly reviewed submittals and samples to Miller/Hull has helped tremendously as well. Please continue these efforts to make sure all sub-contractors continue to achieve the level of quality outlined in the construction documents.

The City will need to review the updated schedule and see where the project stands in relation to the originally projected completion date. Please provide the completed schedule by July 29th as noted above.

Sincerely,

Amy E. DeDomincis, AIA, LEED BD +C
cc: Glenn Boettcher; Fred Gu; Marcy Olson; Adam Loughry



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

**AB 4995
August 4, 2014
Regular Business**

**PROPOSED SOUND TRANSIT BUS
INTEGRATION AND PARKING SOLUTIONS
STATUS REPORT**

Proposed Council Action:
Recive status report. No action necessary.

DEPARTMENT OF	City Manager (Noel Treat)
COUNCIL LIAISON	n/a
EXHIBITS	1. Sound Transit East Link: Bus/LRT System Integration Study
APPROVED BY CITY MANAGER	

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

SUMMARY

Background

The City has been working with Sound Transit for several years to identify options for new commuter parking in the vicinity of the future East Link Light Rail station. During the course of those discussions, Sound Transit also proposed creating a bus and light rail integration (“Bus Integration”) on Mercer Island. Under the proposed Bus Integration, after East Link Light Rail operations begin, many I-90 bus routes would turn around on Mercer Island instead of continuing to Seattle and turning around there. This would allow bus service to be integrated with East Link with passengers transferring between bus and Light Rail on the Island rather than in Seattle. The Bus Integration could provide Sound Transit with approximately \$2 million in construction savings for the East Link project (a joint light rail/bus on-ramp would no longer be needed from Seattle to I-90) and would also provide possibly significant operational savings over time (reduced bus travel times/miles).

Bus Integration Study

Sound Transit recently conducted a study to analyze the Bus Integration proposal and the resulting impacts to the community. A copy of the Study is attached as Exhibit 1.

According to the Study, the number of buses traveling onto the Island is currently 350 per day. If the Bus Intercept is not implemented, this would drop to 200 buses per day (many bus routes are being eliminated once East Link begins operations). If the Bus Integration were implemented, the Study indicates that 340 buses would travel onto the Island each day.

Four scenarios for routing buses on the Island were developed and evaluated as part of the Study. A graphic depiction of each scenario is included as Appendix A to the Study. The Council has not yet taken a position on any specific scenario. The scenarios present a variety of concerns including infringing on the

Sculpture Park property, the taking of private homes to accommodate bus turnarounds, impacts to the Town Center, and increased traffic congestion.

Council and Public Briefings

Sound Transit provided public briefings on the proposed Bus Integration at Council Study Sessions on January 21 and again on June 16 of this year. Sound Transit also held an open house at the Mercer Island Community and Event Center on July 10 at which it presented the Bus Integration Study to the public for feedback.

Council previously discussed the Bus Integration concept at its January 24 Planning Session. Council expressed significant concern about the concept and its impacts on the community. The Council concluded that unless Sound Transit provides dedicated parking for Mercer Island residents, the City would not even consider supporting the Bus Integration.

Parking Proposal

Sound Transit has not yet made a formal parking proposal to the City. The City and Sound Transit are continuing discussions about addressing the Island's parking needs. In addition to exploring new parking options, the City has continued to seek ownership of the existing Sound Transit park and ride lot. If ownership could be acquired, the City could dedicate the parking to Island residents or create priority systems of parking and payment. Sound Transit has thus far not agreed to this approach and continues to cite policy and legal concerns.

Sound Transit has recently contracted with a consultant to analyze building additional parking (at Sound Transit expense) at the Mercer Island Community and Event Center. Under this concept, the new parking would be available for all transit users in the near term while the South Bellevue Park and Ride lot is closed for construction. The additional parking would then convert to City control (allowing for Island resident only parking, etc.). Sound Transit estimates that the parking analysis of this concept will be complete by September.

Next Steps

Once the parking analysis is complete it will be shared with Council and the public. In addition, discussions continue with Sound Transit and King County Metro about alternative Bus Integration scenarios that would have fewer negative impacts. Future Council agenda items are planned in September/October to provide opportunities for public input, to update Council on any new developments, and for Council to take any action it deems appropriate regarding the parking or Bus Integration proposals.

RECOMMENDATION

City Manager

Receive status report. No action necessary.

Sound Transit East Link: Bus/LRT System Integration Study

Prepared For:

Sound Transit
King County Metro
Mercer Island
WSDOT

Prepared By:

CH2M HILL

July, 2014

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Appendices

Appendix A: Conceptual Design Drawings

Appendix B: Analysis Results to Support Evaluation Framework

Appendix C: Methods and Assumptions Memorandum

Appendix D: King County Metro: *Mercer Island Bus Route Truncation with East Link* White Paper

Appendix E: Noise Analysis Memorandum

Appendix F: Agency Comments

1. Introduction

The East Link Bus/LRT System Integration study developed and evaluated scenarios of an integrated King County Metro (Metro) and Sound Transit (ST) bus system with Sound Transit's East Link LRT system at the Mercer Island Station. The objective of this effort is to identify opportunities when East Link service is operating that modify the transit service along I-90 to ensure long-term reliability and an opportunity increase transit service within the corridor. This report provides an overview of the potential changes to the transit operations associated with the bus/LRT integration, a description of the bus/LRT integration scenarios, a list of evaluation criteria associated with transportation level of service and potential impacts to the environment, and the findings.

Previous work related to transit operations along I-90 and Mercer Island was completed as part of Sound Transit's *East Link Project Final Environmental Impact Statement* (East Link FEIS). For the purposes of this study, the East Link FEIS preferred alternative will represent the baseline future condition. All of the findings associated with the bus/LRT integration scenarios are compared back to this baseline future condition.

As part of this study, conceptual plans were developed for each of the scenarios. In addition, several other concepts that were considered but not analyzed or evaluated are also presented in this study. It is expected that the results of this study will provide the agencies an opportunity to identify a preferred facility and operating plan that could be refined. Through the East Link's outreach program, the public will have an opportunity to comment in July 2014.

2. Bus/LRT System Integration Operations

2.1. Transit Operations Background

Integrating the transit routes along I-90 with the East Link LRT system will occur by creating a transit hub on Mercer Island that allows bus riders to transfer to the East Link LRT system and vice-versa. Inherent to this integration is that bus routes traveling on I-90 to and from the eastside communities would terminate at the Mercer Island Station and not continue west into downtown Seattle. Therefore the intent of the bus/LRT integration is to optimize and integrate the light rail and bus operations between Seattle and the communities east of Lake Washington.

Under the East Link FEIS preferred alternative, eastbound routes traveling along I-90 would use downtown Seattle surface streets and access I-90 via the I-90 D2 roadway. Westbound routes would not have access to the I-90 D2 roadway and use the I-90 general purpose lanes and ramps. Compared to the East Link FEIS, all I-90 bus routes that are under consideration in the bus/LRT systems integration scenarios would stop at Mercer Island. Metro routes that will be affected include 210, 212, 214, 215, 216, 218, and 219. Each of those routes would either be deleted, re-routed to other eastside communities or modified to terminate at Mercer Island so riders can transfer to the regional LRT system.

The most critical operations of the East Link bus/LRT integration occur for routes in the westbound direction during the AM peak period and routes traveling in the eastbound direction during the PM peak period. The AM peak period occurs from approximately 6:00

AM to 9:00 AM in the morning and the PM peak occurs from approximately 3:30 PM to 6:30 PM in the afternoon. Depending on the peak period there are different considerations for bus operations. In the PM peak period, a key consideration is to facilitate an easy transfer from LRT to routes ready for pick-up while in the AM peak period, bus riders need to be dropped-off prior to an arriving LRT train. In all of the scenarios, East Link trains would operate with an 8-minute headway during the peak periods.

With all of the proposed bus/LRT system integration scenarios, I-90 bus routes serving Mercer Island would use the 80th Avenue HOV ramps. While in each scenario routes would have a different routing scheme and bus stop/layover locations, routes would travel only on 80th Avenue SE, SE 27th Street, 77th Avenue SE, and North Mercer Way.

The bus routing schemes are further described in the Scenario Description section. Additional information on the conceptual bus service and frequencies used in this study is located in Appendix D which includes a white paper prepared by King County Metro in November, 2013.

2.2. Study Assumptions

2.2.1. Study Area

The geographic focus of this study is on Mercer Island in the vicinity of the proposed East Link LRT station. To capture the effects of the bus/LRT integration on Mercer Island the extents of the study area are based on the bus operating concepts presented in the King County white paper included in Appendix D. Therefore, the study area is bound by North Mercer Way, SE 27th Street, 77th Avenue SE, and 80th Avenue SE. Within this study area, eight intersections were analyzed and are listed below and identified in Figure 1:

- 80th Avenue SE/North Mercer Way
- 80th Avenue SE/I-90 WB HOV off-ramp
- 80th Avenue SE/I-90 EB HOV on-ramp
- 80th Avenue SE/SE 27th Street
- 77th Avenue SE/North Mercer Way
- 77th Avenue SE/I-90 EB off-ramp
- 77th Avenue SE/Sunset Way
- 77th Avenue SE/SE 27th Street



Figure 1. East Link Bus/LRT System Integration Study Area & Intersections

While some evaluation measures provide information beyond the Mercer Island study area (such as ridership and travel times) no further analysis of I-90 conditions beyond what was documented in the East Link FEIS was conducted for this study. No additional impacts are expected along I-90 as the total number of buses using I-90 are expected to stay the same east of Mercer Island and are expected to be reduced to the west of Mercer Island.

2.2.2. Analysis Year and Periods

Consistent with the East Link FEIS, the scenarios were evaluated in the 2030 year and include information for the AM and PM peak periods, where appropriate.

2.2.3. Traffic Analysis and Ridership Forecasting

The traffic analysis and ridership forecasting is based on the models that were developed for the East Link FEIS. The traffic analysis and transit ridership forecasts were updated based on the FEIS estimates and preliminary transit integration plan that was developed as part of the King County Metro white paper.

2.2.4. Bus Service Analysis

Bus service schedules and routing were based on the conceptual transit integration plan from the East Link FEIS (included in the appendices in the Transportation Technical Report) and King County’s white paper. The routes provided in Table 1 summarize the bus service assumptions depending on the condition.

Table 1. I-90 Bus Service Summary

Route	Existing	East Link FEIS ¹	Bus/LRT Systems Integration Service ²
111	I-90 Only	I-90 Only	Rerouted to Downtown Bellevue
114	I-90 Only	I-90 Only	Rerouted to Downtown Bellevue
201	I-90 w/stops on Mercer Island	I-90 w/stops on Mercer Island	I-90 w/stops on Mercer Island
202	Mercer Island Only	Deleted	Deleted

Table 1. I-90 Bus Service Summary

Route	Existing	East Link FEIS ¹	Bus/LRT Systems Integration Service ²
203	Mercer Island Only	I-90 w/stops on Mercer Island	Mercer Island Only
204	Mercer Island Only	I-90 w/stops on Mercer Island	Mercer Island Only
205	Mercer Island/I-90	Mercer Island/I-90	Deleted
210	I-90 Only	I-90 Only	Deleted
211	I-90 w/stops on Mercer Island	Deleted	Deleted
212	I-90 Only	I-90 Only	I-90 Routes to serve Eastgate
213	I-90 w/stops on Mercer Island	I-90 w/stops on Mercer Island	Mercer Island Only
214	I-90 Only	I-90 Only	I-90 w/Mercer Island Truncation
215	I-90 Only	Deleted	I-90 w/Mercer Island Truncation
216	I-90 w/stops on Mercer Island	I-90 w/stops on Mercer Island	replaced by 219
217	I-90 Only	Deleted	Deleted
218	I-90 Only	I-90 Only	I-90 w/Mercer Island Truncation
219	I-90 Only	I-90 Only	I-90 w/Mercer Island Truncation
550	I-90 w/stops on Mercer Island	replaced by LRT	replaced by LRT
554	I-90 w/stops on Mercer Island	I-90 w/stops on Mercer Island	Rerouted to Downtown Bellevue

Black shading represents a change from existing conditions

¹ Routes modified based on the East Link FEIS Conceptual Bus Integration Plan

² Routes modified based on *Mercer Island Bus Route Truncation with East Link* white paper

For bus stop and layover sizing a range of spaces is provided in this report. The lower range represents the approximate number of buses that can be accommodated with fully independent operations and the upper number represents the approximate number of buses that can be accommodated with dependent operations. Each bus space has been assumed to accommodate an articulated bus.

3. Scenario Descriptions

Four scenarios were developed and evaluated as part of this study. Each of these scenarios is based on concepts discussed between the affected agencies: Sound Transit, King County Metro, City of Mercer Island and WSDOT. A description of each scenario is provided in this section and conceptual design drawings are provided in Appendix A. Potential roadway improvements, bus routing schemes and bus stop and layover locations are indicated on these drawings.

3.1. Scenario 1: East Link FEIS (Baseline)

Scenario 1 represents the preferred alternative from the East Link FEIS document. It serves as the baseline and provides a comparison point for the other scenarios. A conceptual layout of Scenario 1 is included in Figure 2.

Road Network and Intersections

Scenario 1 includes all network and roadway assumptions within the Mercer Island study area that are documented in the East Link FEIS. The main network differences that are

present in this scenario over existing conditions include the closures of the I-90 center roadway and the 77th Avenue ramp to vehicle traffic and permitting left turns from the westbound 80th Avenue off-ramp. Scenario 1 includes signal mitigation at the 77th Avenue/North Mercer Way and 80th Avenue/27th Street intersections. Both of those intersections are analyzed as traffic signals for this study.

Bus Service

Bus service for Scenario 1 is based on the East Link FEIS conceptual integration plan. Key bus routes serving Mercer Island with this scenario include Metro route 216 and ST route 554. In addition, five Metro bus routes, 201, 203, 204, and 213 are also operating as routes exclusively on Mercer Island.

As part of this scenario, Sound Transit route 554 would be modified and truncate at Mercer Island and loop around the station area via 80th Avenue, 27th Street, 77th Avenue, and North Mercer Way in a clockwise direction and return to I-90 traveling Eastbound. Metro route 216 would remain unchanged from today and continue to use 80th Avenue and North Mercer Way in the westbound direction and 77th Avenue, North Mercer Way, and 80th Avenue in the eastbound direction to access bus pick-up and drop-off locations. In addition to the bus routes that serve Mercer Island, several Metro bus routes would travel on I-90 to and from downtown Seattle, but do not stop at Mercer Island. Those include Metro routes 111, 114, 210, 212, 214, 218, and 219.

A summary of the 2030 peak hour bus volumes and routes serving I-90 and Mercer Island are included in Appendix B.1.

Bus Stop and Layover Locations

With Scenario 1, a combined bus drop-off/pick-up stop will be located on the north side of North Mercer Way just to the west of 80th Avenue. This stop is expected to accommodate up to two articulated buses and will serve westbound routes from I-90 as well as the local Mercer Island bus routes.

In the eastbound direction, one combined bus drop-off/pick-up area will be located on the south side of North Mercer Way to the west of 80th Avenue and one combined bus drop-off/pick-up area will be located on the west side of 80th Avenue to the south of North Mercer Way. Both of the eastbound stop areas are expected to accommodate up to two articulated buses each.

In addition, bus layover space will be included along the east side of 77th Avenue and along the south side of North Mercer Way, to the east of 77th Avenue. The layover areas are expected to accommodate up to six articulated buses during layover times.

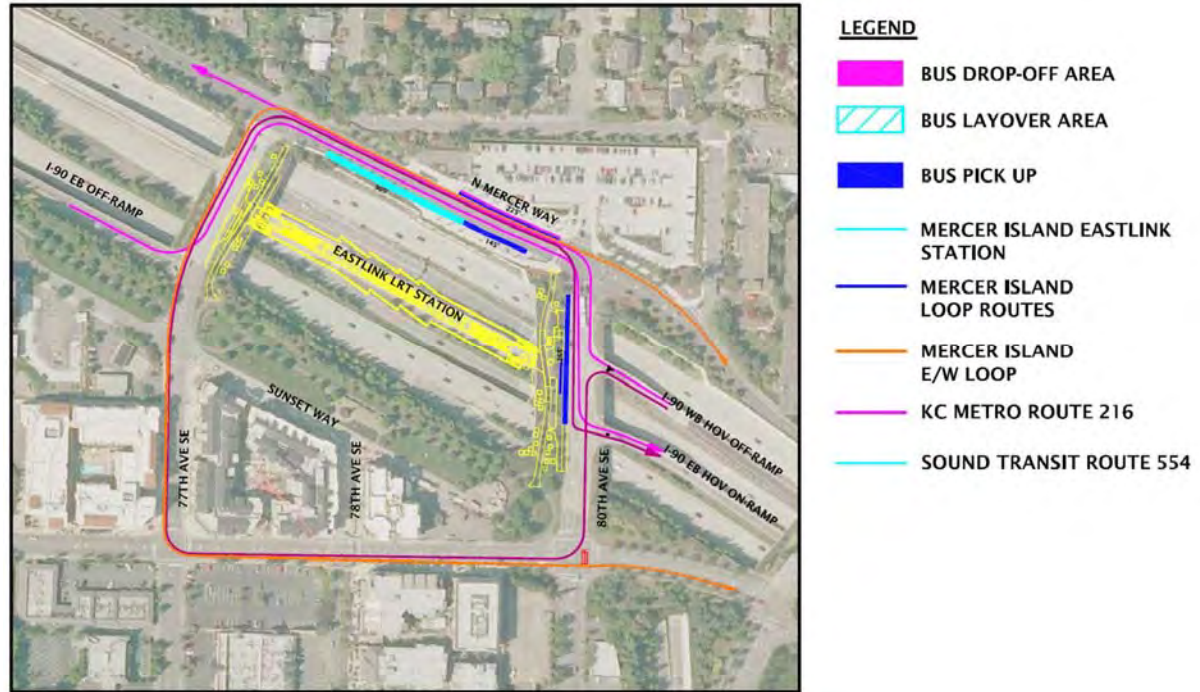


Figure 2. Scenario 1: East Link FEIS Concept

3.2. Scenario 2: Clockwise Bus Operations

Scenario 2 represents a bus operating scheme that operates in a clockwise direction from the westbound 80th Avenue HOV off-ramp to the 80th Avenue HOV on-ramp. A conceptual layout of Scenario 2 is included in Figure 3.

Road Network and Intersections

Scenario 2 includes all network and roadway assumptions within the Mercer Island study area that are documented in the East Link FEIS (Scenario 1).

Bus Service

Bus service for Scenario 2 is based on the conceptual integration plan that was developed by King County Metro and was included in the *Mercer Island Bus Route Truncation with East Link* white paper. As part of the system integration study developed by Metro, a total of five Metro bus routes would serve Mercer Island, one Metro bus route (204) circulating on Mercer Island, and four Metro bus routes, 214, 215, 218 and 219, serving Mercer Island and other east side communities; such as; Eastgate, Issaquah, Issaquah-Highlands, Sammamish and North Bend. Metro bus routes 111 and 114 would be re-structured to service downtown Bellevue.

Under Scenario 2, Metro routes 214, 215, 218, and 219 stop at Mercer Island and on 80th Avenue, 27th Street, 77th Avenue, and North Mercer Way in a clockwise direction to access the station's bus pick-up and drop-off locations. The local bus route that serves Mercer Island (204) would operate in a counter-clockwise direction.

In general, the four Metro routes stopping at Mercer Island would have increased frequencies based on low-end volume estimates in the *Mercer Island Bus Route Truncation*

with East Link white paper. A summary of the bus peak hour bus frequencies and volumes for Scenario 2 are included in Appendix B.1.

Bus Stop and Layover Locations

Under Scenario 2, a combined bus drop-off/pick-up stop will be located on the north side of North Mercer Way just to the west of 80th Avenue. This stop is expected to accommodate up to two articulated buses and will likely serve local Mercer Island bus routes.

For bus routes to and from the eastside, a bus drop-off area will be located on the west side of 80th Avenue to the north of 27th Street to allow for the drop off and transfer of passengers to the LRT station. This drop-off bus stop area will be able to accommodate up to two articulated buses. A bus pick-up area will be located on the south side of North Mercer Way between 77th Avenue and 80th Avenue to allow for the pick-up of passengers transferring from the LRT station. This pick-up bus stop area will be able to accommodate up to four articulated buses.

Potential layover space will be included along the north side of Sunset Way between 78th Avenue and 77th Avenue and along the east side of 77th Avenue between Sunset Way and North Mercer Way. The layover areas are expected to accommodate up to four routes.

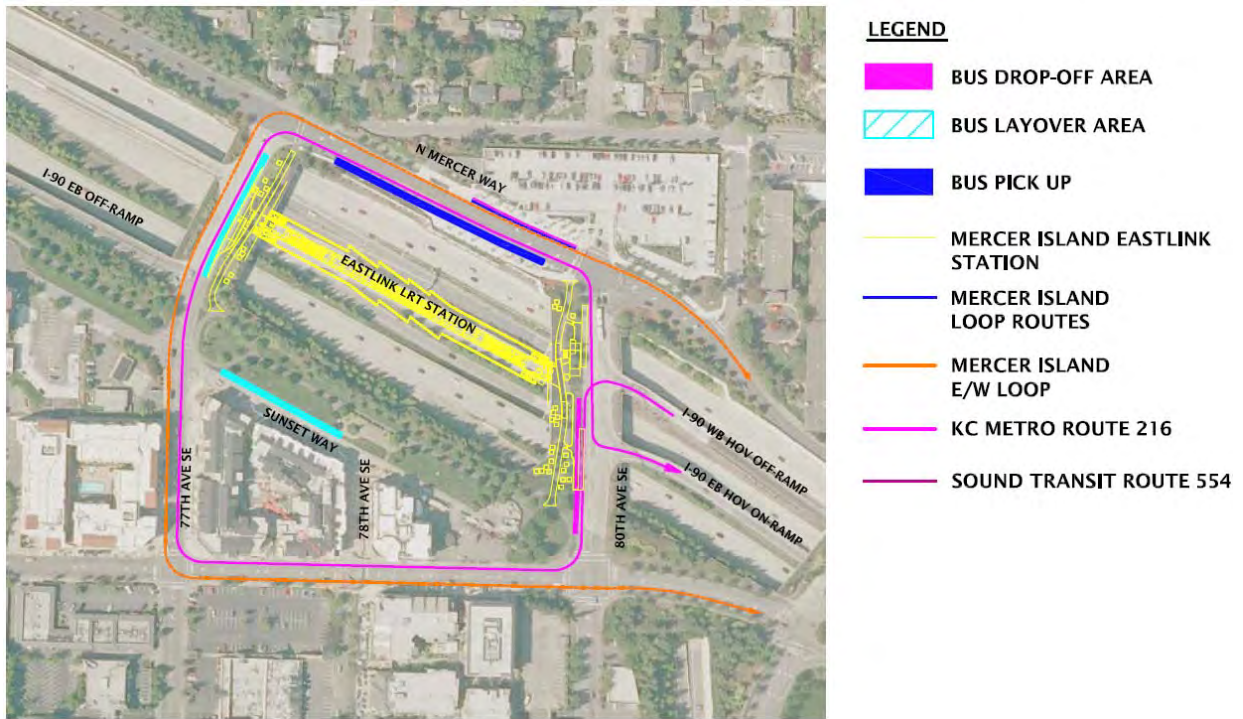


Figure 3. Scenario 2: Clockwise Operations Concept

3.3. Scenario 3: Counter-Clockwise Bus Operations: Sunset Way Roundabout

Scenario 3 represents a bus operating scheme that operates in a counter-clockwise direction from the westbound 80th Avenue HOV off-ramp to the 80th Avenue HOV on-ramp. A conceptual layout of Scenario 3 is included in Figure 4.

Road Network and Intersections

Scenario 3 includes network and roadway assumptions within the Mercer Island study area that are documented in the East Link FEIS (Scenario 1) with the exception of the intersections of 77th Avenue/Sunset Way and 77th Avenue/I-90 off-ramp. With Scenario 3, a roundabout is proposed that combines those two intersections into one roundabout near the existing 77th Avenue/Sunset Way intersection.

Bus Service

Bus service for Scenario 3 is based on the conceptual integration plan that was developed by KCM and documented in the *Mercer Island Bus Route Truncation with East Link* white paper. Similar to Scenario 2, a total of eight Metro routes would serve Mercer Island, four local routes and four routes originating or destined for communities on the east side.

Under Scenario 3, Metro routes 214, 215, 218, and 219 stop at Mercer Island and utilize 80th Avenue, North Mercer Way, and 77th Avenue in a counter-clockwise pattern. Under this operating plan, buses will use the proposed 77th Avenue/Sunset Way roundabout to turn around and proceed back along 77th Avenue, North Mercer Way, and 80th Avenue and access I-90 via the HOV on-ramp. By having bus routes turnaround at 77th Avenue/Sunset Way, buses will not travel on 27th Street and through the Mercer Island town center. In general, the four Metro routes stopping at Mercer Island would have increased frequencies.

Local bus routes in Scenario 3 that serve Mercer Island (routes 201, 203, 204, and 213) will continue to follow a similar route that they use today. A summary of the bus peak hour bus frequencies and volumes for Scenario 3 are included in Appendix B.1.

Bus Stop and Layover Locations

Under Scenario 3, a combined bus drop-off/pick-up stop will be located on the north side of North Mercer Way just to the west of 80th Avenue. This stop is expected to accommodate up to two articulated buses and could serve local Mercer Island bus routes as well as some routes from I-90.

For bus routes to and from the eastside, a combined pick-up/drop-off bus stop area will be located on the east side of 77th Avenue to the north of Sunset Way to allow for the drop off and transfer of passengers to the LRT station. This drop-off bus stop area will be able to accommodate up to two articulated buses.

A pick-up bus stop area will be located on the west side of 80th Avenue south of North Mercer Way to allow for the pick-up of passengers transferring from the LRT station. This pick-up bus stop area will be able to accommodate up to two articulated buses.

As part of Scenario 3, bus layover space will be included along the south side of North Mercer Way between 77th Avenue and 80th Avenue. The layover areas are expected to accommodate up to four routes during layover times and could also be used for pick-up area, if necessary.

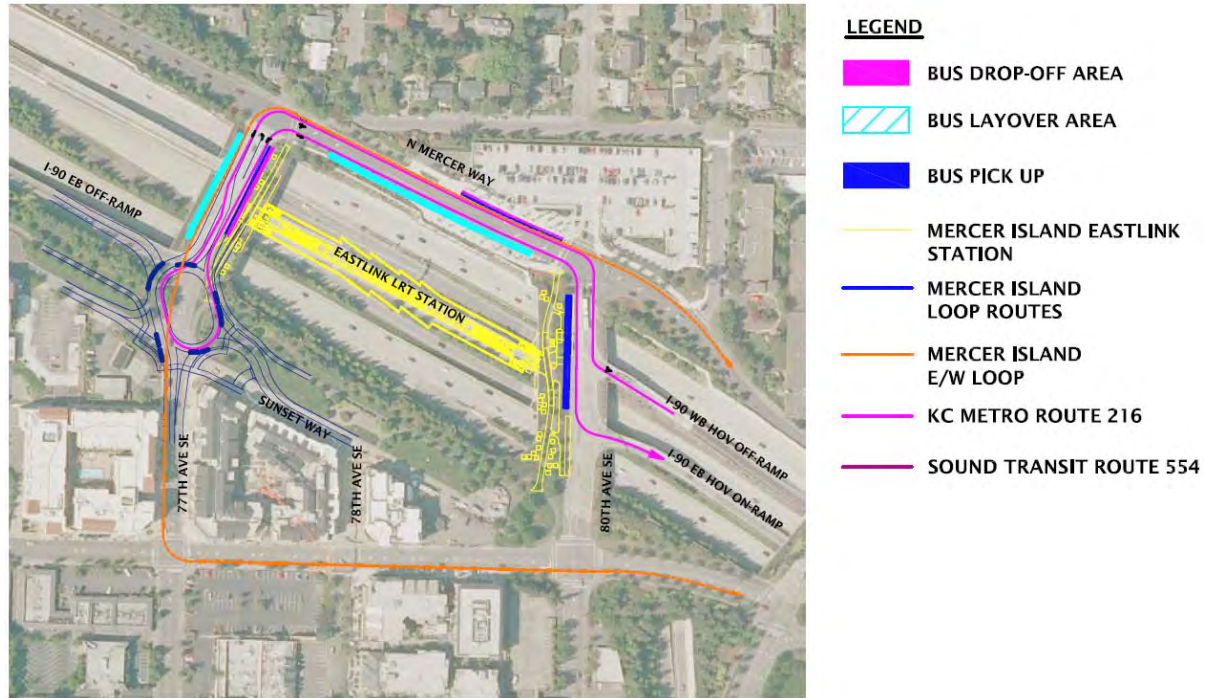


Figure 4. Scenario 3: Counter-clockwise with Sunset Roundabout Concept

3.4. Scenario 4: Counter-Clockwise Bus Operations: N. Mercer Way Roundabout

Scenario 4 represents a bus operating scheme that operates in a counter-clockwise direction from the westbound 80th Avenue HOV off-ramp to the 80th Avenue HOV on-ramp. A conceptual layout of Scenario 4 is included in Figure 5.

Road Network and Intersections

Scenario 4 includes network and roadway assumptions within the Mercer Island study area that are documented in the East Link FEIS (Scenario 1) with the exception of the intersection of 77th Avenue/North Mercer Way where a roundabout is proposed.

Bus Service

Bus service for Scenario 4 is based on the conceptual integration plan that was developed by KCM and documented in the *Mercer Island Bus Route Truncation with East Link* white paper. Similar to Scenario 2, a total of eight Metro routes would serve Mercer Island, four local routes and four routes originating or destined for communities on the east side.

Under Scenario 4, Metro routes 214, 215, 218, and 219 stop at Mercer Island and utilize 80th Avenue and North Mercer Way in a counter-clockwise pattern. Under this operating plan, bus routes will turnaround at the proposed 77th Avenue/North Mercer Way roundabout and proceed back along North Mercer Way and 80th Avenue and access I-90 via the HOV on-ramp. By having bus routes turnaround at 77th Avenue/North Mercer Way, routes will not travel on 27th Street and through the Mercer Island town center. In general, the four Metro routes stopping at Mercer Island would have increased frequencies.

Local bus routes in Scenario 3 that serve Mercer Island (routes 201, 203, 204, and 213) will continue to follow a similar route that they use today. A summary of the bus peak hour bus frequencies and volumes for Scenario 4 are included in Appendix B.1.

Bus Stop and Layover Locations

Under Scenario 4, a combined bus drop-off/pick-up stop will be located on the north side of North Mercer Way just to the west of 80th Avenue. This stop is expected to accommodate up to two articulated buses and will likely serve routes terminating at Mercer Island from the eastside from I-90 as well as local Mercer Island bus routes. Passengers at this stop that are transferring to/from LRT would cross North Mercer Way.

A bus pick-up area will be located on the south side of North Mercer Way to the west of 80th Avenue and a bus pick-up area will also be located on the west side of 80th Avenue to the south of North Mercer Way. Both of the eastbound stop areas are expected to accommodate up to two buses each.

Bus layover space would be along the south side of North Mercer Way between 77th Avenue and 80th Avenue and along the north side of Mercer Way, east of 77th Avenue. The combined layover areas are expected to accommodate up to three articulated buses.

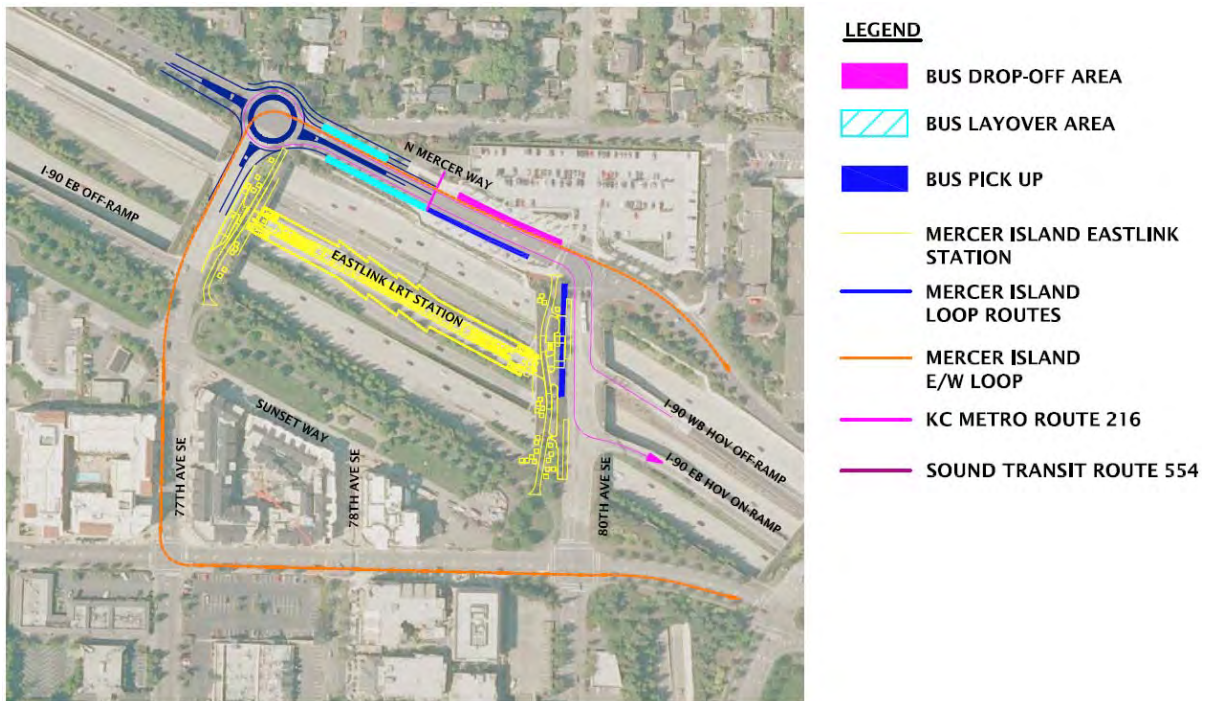


Figure 5. Scenario 4: Counter-clockwise with N. Mercer Way Roundabout Concept

4. Scenarios Evaluation

4.1. Overview of Evaluation Process

An evaluation framework was developed to compare the four scenarios. The four criteria that were used for this evaluated were:

- Environmental
- Transportation
- Design Considerations
- Transit Operations

For each key criterion, several measures were created to assess each of the scenarios. A description of each criterion as well as definitions for each measure is described in this section. For more detail refer to the Methods and Assumptions Memorandum provided in Appendix C.

Environmental

The environmental criterion was used to assess potential environmental impacts, including air and noise impacts, property acquisitions, Section 4(f) requirements, and Section 106 resources (i.e. historic buildings).

Air Impacts - The number of intersections that would operate at LOS D or worse was identified.

Noise Impacts - The number of receivers impacted before mitigation, if applicable, were identified.

Acquisitions - The number of residential properties displaced was identified.

Section 4f/Parks - The potential for impacts to Section 4(f) properties (i.e. parks) was identified.

Section 106 Resources - The number of National Register of Historic Places (NRHP) eligible buildings affected was identified.

Transportation

The transportation impacts criterion was used to assess transportation conditions within the City of Mercer Island. Measures used within the transportation impacts evaluation include bus activity and intersection level-of-service.

Bus Activity - The number of buses that would travel on Mercer Island streets surrounding the LRT station was identified.

Intersection Level-of-Service - The intersection LOS at key Mercer Island intersections in the study area was identified. If applicable, potential mitigation strategies were identified.

Design Considerations

The design considerations criterion was used to assess the design of the intersections and transit facilities for each scenario. Measures developed under design considerations include right-of-way, design standards, bus stops and layover space, and costs.

Right-of-Way - The roadway right-of-way (in square feet) that would need to be acquired was calculated.

Design Standards - The ability for each scenario to meet WSDOT limited access guidelines and/or other jurisdictional roadway design guidelines was assessed.

Bus Stops and Layover Space - The number of buses that could be accommodated at each bus stop area and bus layover area was assessed. This measure indicated a range for the number of buses that can use each stop area or layover area.

Capital Costs - A conceptual planning-level cost associated with the construction of each scenario was developed.

Transit Operations

The transit operations criterion assessed transit operations and ridership characteristics for each scenario. Measures developed under transit operations included transit ridership, transit travel times, bus and LRT proximity, and pedestrian crossing locations.

Transit Ridership - A year 2035 forecast of the transit (bus and rail) ridership along I-90 at the floating bridge (west of Mercer Island) and East Channel (east of Mercer Island) was developed. This forecast reflects the most recent projected land use data from PSRC.

Year 2030 Transit Riders Travel Time - The transit rider’s travel time between the Eastgate P&R and the University Street Station area was calculated. The travel times produced for this measure were based on the I-90 freeway analysis documented in the East Link FEIS. A figure representing the travel time path is included in Appendix B.

Bus and LRT Proximity - The distance and time for a transit rider to walk between their bus stop on Mercer Island and the Mercer Island Station LRT platforms was calculated.

I-90 Bus Route Rider Crossing Volume - The number of bus riders that would cross a street to access the Mercer Island LRT station area for bus routes using I-90 was estimated.

4.2. Evaluation Findings

As part of the evaluation process, each scenario was compared to one another for the four key criteria discussed in the previous section. The sections below provide a summary of the findings for each key criterion. Supporting analysis documents and the complete table for the evaluation process are referenced in the sections and are provided in Appendix B.

Environmental

The environmental criteria primarily measures impacts within the study area related to air quality, noise, acquisitions, Section 4(f)/ parks, and historic resources. An overall summary of the environmental evaluation is provided in Table 2.

Table 2 Preliminary Environmental Impacts Evaluation Criteria

Measure	Scenario 1: Baseline (FEIS)	Scenario 2: Clockwise Bus Operations	Scenario 3: Counter-Clockwise Sunset Roundabout	Scenario 4: Counter-Clockwise N. Mercer Roundabout
Air	No impacts	No impacts	No impacts	No impacts
Noise	No Impacts	No Impacts	No Impacts	No Impacts

Table 2 Preliminary Environmental Impacts Evaluation Criteria

Measure	Scenario 1: Baseline (FEIS)	Scenario 2: Clockwise Bus Operations	Scenario 3: Counter-Clockwise Sunset Roundabout	Scenario 4: Counter-Clockwise N. Mercer Roundabout
Acquisitions	No impacts	No impacts	No impacts	2 Single Family Residences
Section 4(f)/Parks	No impacts	No impacts	0.6 acre	No impacts
Historical	None	None	None	None anticipated, must be confirmed with DAHP

Air Quality:

Under Scenario 1, 80th Ave SE and the I-90 HOV off ramp would operate at LOS D, and the same intersection would operate at LOS E for scenarios 2, 3 and 4. However, because this intersection is not signalized, a hotspot analysis is not needed. No adverse impacts to air quality are expected.

Noise:

All four scenarios were evaluated using the Federal Transit Administration (FTA) noise analysis because of the changes in bus layover locations (see Appendix E).

Scenarios 1, 2 and 3 do not require a Federal Highway Administration (FHWA) noise analysis because they would not shift a roadway closer to any sensitive receptors. Scenario 4 would require a FHWA noise analysis because the proposed roundabout would shift travel lanes closer to residences on the north side of North Mercer Way. In addition, construction of the roundabout would remove existing residences that serve as barriers to roadway noise for the residences behind them.

These analyses were completed and no impacts were identified. Under the FTA evaluation, none of the 7 modeled receivers would experience noise levels that exceed the FTA criteria. Under the FHWA evaluation, two of the four locations modeled experienced a decrease in noise levels, one experienced no change and one experienced a 1 dBA increase. All locations remained below the FHWA criteria.

Acquisitions:

Scenarios 1 and 2 would not require acquisition of any private or public property. Scenario 3 would use WSDOT right-of-way. Scenario 4 would require partial or full acquisition of two single-family residences for construction of a roundabout at 77th Avenue and North Mercer Way. These residences may need to be displaced and would require relocation.

Section 4(f)/Parks:

Scenarios 1, 2 and 4 would not affect any parks or Section 4(f) resources. Scenario 3 would directly impact the Mercer Island Lid Sculpture Garden. The Mercer Island Lid Sculpture Garden was determined to be a Section 4(f) resource during the EIS process, through

consultation with the City of Mercer Island. This park is primarily open space with public art sculptures.

Scenario 3 would directly impact approximately 0.6 acre of this park, displacing some existing sculptures. There would be approximately 0.3 acre available in the roundabout and approximately 0.1 acre on the south side of Sunset Way for relocation of displaced sculptures, and the trail that currently runs through this area would be maintained. It is expected this would qualify as a de minimis impact, which would be dependent on concurrence from the City of Mercer Island. Temporary closure of part of this park would occur, and the trail would be temporarily detoured during the construction period.

Historic Resources:

The two residences displaced by Scenario 3 are more than 50 years old, as are two of the residences directly behind them. The two homes displaced would be directly impacted, and the two behind them could be indirectly impacted by the change in setting. All four were evaluated to determine if they are eligible for listing on the National Register of Historic Places, which would trigger compliance with Section 106 of the National Historic Preservation Act. Based on a preliminary assessment by CH2M HILL's architectural historian, none of these homes is potentially eligible. If this scenario is selected, then Sound Transit would request concurrence from the state Department of Archaeology and Historic Preservation.

Transportation Impacts

Transportation/traffic criteria measured the amount of total bus activity that occurs near the Mercer Island station as well as on specific streets and the intersection level-of-service (LOS) at the study intersections. The summary of the Transportation Impacts evaluation is provided in Table 3.

Table 3. Transportation Evaluation Criteria

Measure	Existing Conditions	Scenario 1: Baseline (FEIS)	Scenario 2: Clockwise Bus Operations	Scenario 3: Counter-Clockwise Sunset Roundabout	Scenario 4: Counter-Clockwise N. Mercer Roundabout
Bus Activity on Mercer Island	<p><u>AM peak hour:</u> 33 buses</p> <p><u>PM peak hour:</u> 31 buses</p> <p><u>Daily:</u> 350 buses</p>	<p><u>AM peak hour:</u> 18 buses</p> <p><u>PM peak hour:</u> 19 buses</p> <p><u>Daily:</u> 200 buses</p>	<p><u>AM peak hour:</u> 45 buses</p> <p><u>PM peak hour:</u> 45 buses</p> <p><u>Daily:</u> 340 buses</p>	<p><u>AM peak hour:</u> 45 buses</p> <p><u>PM peak hour:</u> 45 buses</p> <p><u>Daily:</u> 340 buses</p>	<p><u>AM peak hour:</u> 45 buses</p> <p><u>PM peak hour:</u> 45 buses</p> <p><u>Daily:</u> 340 buses</p>
Intersection LOS	<p><u>AM Peak Hour:</u> -7 intersections better than LOS C -1 Mercer Island int. at LOS worse than D</p> <p><u>PM Peak Hour:</u> -7 intersections better than LOS C -1 Mercer Island int. at LOS worse than D</p>	<p><u>AM Peak Hour:</u> -All 8 study int. operate better than LOS C</p> <p><u>PM Peak Hour:</u> -7 intersections better than LOS C -1 WSDOT int. at LOS D -All intersections meet standards</p>	<p><u>AM Peak Hour:</u> -All 8 study int. operate better than LOS C</p> <p><u>PM Peak Hour:</u> -7 intersections better than LOS C -1 WSDOT int. at LOS E -All intersections meet standards</p>	<p><u>AM Peak Hour:</u> -All 8 study int. operate better than LOS C</p> <p><u>PM Peak Hour:</u> -7 Intersections better than LOS C -1 WSDOT int. at LOS E -All intersections meet standards</p>	<p><u>AM Peak Hour:</u> -All 8 study int. operate better than LOS C</p> <p><u>PM Peak Hour:</u> -7 Intersections better than LOS C -1 WSDOT int. at LOS E -All intersections meet standards</p>

Mercer Island Station Bus Activity

Currently there are approximately 63 buses on I-90 during the peak hour in the peak direction and approximately 500 daily buses on I-90. Over half of these buses, approximately 33 in the peak hour and 350 of the daily buses, stop on Mercer Island within the study area.

In the future condition under Scenario 1: Baseline East Link FEIS, the bus activity on I-90 will consist of approximately 48 buses during the peak hour and 350 daily buses. Approximately 18 of the peak hour buses and 200 of the daily buses would stop on Mercer Island within the study area. Fewer routes are expected to stop on Mercer Island in Scenario 1 than in the existing conditions as KCM and Sound Transit would eliminate bus routes or change the bus route's service area.

In Scenarios 2 through 4 there would be a similar number of buses traveling on Mercer Island. Each of these scenarios will utilize the system integration study operating plan that is described in the KCM white paper. In each of these scenarios, the bus activity on I-90 will consist of approximately 45 buses during the peak hour and 340 daily buses. All of these buses would access Mercer Island as the routes would stop at this station and riders would transfer between LRT. Compared to existing conditions, this is slightly more buses during the peak hour but overall is a similar amount of buses over the day.

A summary table of total bus activity by route and peak hour is provided in Appendix B.1.

While not included in Table 3, bus volumes were developed for each street within the study area. This includes the following four segments:

- 80th Avenue SE between North Mercer Way and 27th Street,
- 27th Street between 77th Avenue and 80th Avenue,
- 77th Avenue between 27th Street and North Mercer Way, and
- North Mercer Way between 77th Avenue and 80th Avenue.

Under current conditions, most bus routes traveling on Mercer Island streets use 80th Avenue SE and North Mercer Way. These roadway segments carry more than 60 buses during the peak hour. The 27th Street and 77th Avenue segments carry fewer vehicles since they are not the main routes for bus routes serving regional trips.

With Scenario 1, there would be fewer than 20 buses during the peak hour on any of the streets in the study area. This scenario experiences the lowest number of buses when compared to the other scenarios as many routes would not stop on Mercer Island.

In Scenario 2, all of the study area streets carry approximately 40-45 buses during the peak hour. This scenario experiences a consistent bus volume on each of the streets as the majority of bus routes that stop on Mercer Island utilize a clockwise routing scheme that uses each study area street. This amount of bus activity is less than the existing conditions on 80th Avenue SE and North Mercer Way but more on 27th Street and 77th Avenue SE.

In Scenario 3, most bus routes on Mercer Island would use 80th Avenue, North Mercer Way, and 77th Avenue. Each of those roadways is expected to carry a volume of 80 buses in the

peak hour. 27th Street is expected to carry less than 10 buses during the peak hour. 80th Avenue, North Mercer Way, and 77th Avenue experience higher bus volumes because they represent the turnaround route that bus routes from/to I-90 would use.

In Scenario 4, most bus routes on Mercer Island would use 80th Avenue and North Mercer Way. Each of those roadways is expected to carry a volume of about 80 buses in the peak hour. 27th Street and 77th Avenue are both expected to carry less than 10 buses during the peak hour. 80th Avenue and North Mercer Way experience higher bus volumes because they represent the turnaround route that the bus routes from/to I-90 would use.

Table 4 provides a summary of the peak hour bus volumes for key Mercer Island roadway segments.

Table 4. Peak Hour Bus Volumes on Mercer Island

Street	Existing Conditions	Scenario 1	Scenario 2	Scenario 3	Scenario 4
		East Link FEIS	Clockwise Bus Operations	Counter-Clockwise: Sunset Roundabout	Counter-Clockwise: North Mercer Roundabout
80th Avenue	63	9	41	77	77
27th Street	2	15	45	9	9
77th Avenue	27	10	45	81	9
North Mercer Way	66	16	45	81	81

Notes:

- Peak hour bus volumes are based on the worst operating peak hour condition during the day

Intersection Level-of-Service

An intersection LOS analysis was prepared for the study area intersections listed in section 2.2. A LOS standard of LOS 'C' or better was used for all intersections within the City of Mercer Island and a LOS standard of LOS 'E' or better was used for WSDOT intersections.

Under all of the scenarios, each intersection meets the LOS standards for their jurisdiction. This assumes the 77th Avenue/North Mercer Way and 80th Avenue/27th Street intersection mitigation documented in the East Link FEIS. All intersections operations are expected to be similar between the scenarios. The only intersection that is expected to see a change in LOS when compared to Scenario 1 is the intersection of the 80th Avenue/I-90 westbound HOV off-ramp, which drops from an LOS 'D' to an LOS 'E' for Scenarios 2 through 4. This is due to the increase in bus volume on and off Mercer Island.

Although mobility standards on Mercer Island would be met, potential signal design considerations to reduce bus delay and improve service to the station could be considered. These could include modifying the signals to include transit signal priority and/or provide a traffic signal at the 80th Avenue and the I-90 ramp interchange. These signal design considerations were not included in the intersection analysis but could be considered as the design advances.

A summary table of the intersection level-of-service analysis results is provided in Appendix B.2.

Design Considerations

The design considerations criterion considers key design elements for each scenario. This included limited access and design guidance, right-of-way impacts, capital costs, and the quantity of bus spaces. An overall summary of the Design Considerations evaluation is provided in Table 5.

Design Standards

Design standards were considered for two different elements; if the concept meets WSDOT limited access and relevant agency design guidelines. Scenarios 1 and 2 both meet all limited access guidelines set forth by WSDOT. Scenarios 3 and 4 will both require that the limited access be adjusted per WSDOT design criteria due to the construction of roundabouts along 77th Avenue SE at either Sunset Way or North Mercer Way. Based on the conceptual design, no known deviations from agency design guidelines have been identified.

Right-of-Way

For Scenarios 1 and 2, no right-of-way will be taken since the existing roadways will be utilized for both scenarios. No right-of-way impacts are expected for either of these scenarios.

For Scenario 3, approximately 17,700 square of right-of-way will need to be acquired in the proximity of the existing 77th Avenue/Sunset Way intersection to acquire the necessary land to construct the proposed roundabout.

For Scenario 4, approximately 900 square of right-of-way from the acquired parcels north of North Mercer Way near the 77th Avenue intersection will be needed to construct the proposed roundabout

Capital Costs

Capital costs include roadway and utility modification, traffic signal installation, environmental mitigation, hazardous material removal cost, demolition cost, and professional services in addition to right-of-way costs.

For Scenario 1, the estimated capital costs associated with transit stop improvements and construction is estimated to be between \$5.0-\$6.0 million dollars.

Total capital costs associated with Scenario 2 are expected to be between \$6.0-\$7.0 million dollars.

For Scenario 3, an order of magnitude construction cost range of \$13.0 -\$18.0 million dollars is estimated. A large portion of the costs associated with this scenario include the right-of-way required to construct the roundabout at 77th Avenue/Sunset Way.

For Scenario 4, a capital cost range of \$8.0 -\$11.0 million dollars is estimated. A large portion of the costs associated with this scenario include the right-of-way required to construct the roundabout at 77th Avenue/North Mercer Way.

A summary of the capital cost calculations are provided in Appendix B.3.

Number of Bus Spaces at Stop/Layover Areas

The number of bus spaces, drop-off, pick-up and layover, was calculated for each scenario. The number of bus spaces per stop or layover area was calculated based on the linear feet proposed as part of design. These are indicated in the conceptual design drawings located in Appendix A.

Based on bus space information provided by KCM, a low and high estimate of the number of bus spaces that could be accommodated with each scenario is provided. These estimates assumed an initial bus entering a stop requires 145 feet of linear bus stop length. Each additional bus, if it is dependent adds 65 feet of stop distance while a bus requiring full independence adds 120 feet of stop distance. The low bus space value indicated in Table 4 represents the number of buses that would be accommodated with full independence and the high bus space number value represents the number of buses that would be accommodated with dependent operations.

Based on the calculations described above, Scenario 1 provides 1-2 articulated bus spaces that can be used for picking up or dropping off passengers, 3-5 articulated bus spaces that can be used for drop-off only, and an additional 4-7 articulated bus spaces at layover areas.

Scenario 2 provides 1-2 bus spaces that can be used for picking up or dropping off passengers, 2-3 articulated bus spaces that can be used for pick-up only, 4-7 articulated bus spaces that can be used for drop-off only, and an additional 4-7 articulated bus spaces at layover areas. The layover space in Scenario 2 is sufficient to meet the requirement of 5-7 layover articulated bus spaces that was documented in the Metro white paper that discussed bus operations on Mercer Island.

Scenario 3 provides 3-5 bus articulated bus spaces that can be used for picking up or dropping off passengers, 1-2 articulated bus spaces that can be used for pick-up only, and an additional 5-9 articulated bus spaces at layover areas. The layover space in Scenario 3 is sufficient to meet the requirement of 5-7 layover articulated bus spaces that was documented in the Metro white paper that discussed bus operations on Mercer Island.

Scenario 4 provides 1-2 articulated bus spaces that can be used for picking up or dropping off passengers, 3-5 articulated bus spaces that can be used for pick-up only, and an additional 3-4 articulated bus spaces at layover areas. The layover space in Scenario 4 is not sufficient to meet the requirement of 5-7 layover articulated bus spaces that was documented in the Metro white paper that discussed bus operations on Mercer Island.

Table 5. Design Criteria Evaluation Criteria

Measure	Scenario 1: Baseline (FEIS)	Scenario 2: Clockwise Bus Operations	Scenario 3: Counter-Clockwise Sunset Roundabout	Scenario 4: Counter-Clockwise North Mercer Roundabout
Design Standards: WSDOT Limited Access	No change to WSDOT limited access	No change to WSDOT limited access	Existing limited access will be adjusted per WSDOT design criteria	Existing limited access will be adjusted per WSDOT design criteria
Design Standards: Agency Roadway Guidelines	Met WSDOT Design Guideline except the left- turn pocket on 80th to EB I- 90 which matches existing conditions	Met WSDOT Design Guideline except the left- turn pocket on 80th to EB I- 90 which matches existing conditions	Met WSDOT Design Guideline except the left- turn pocket on 80th to EB I- 90 which matches existing conditions	Met WSDOT Design Guideline except the left- turn pocket on 80th to EB I- 90 which matches existing conditions
Right-of-way Taken	0 Square Feet	0 Square Feet	17,700 Square Feet	900 Square Feet
Capital Costs	\$5.0 to \$6.0 million	\$6.0 to \$7.0 million	\$13.0 to \$18.0 million	\$8.0 to 11.0 million
# of Bus Spaces ¹	<u>Pick-up/drop-off:</u> 1-2 spaces <u>Drop-off:</u> 3-5 spaces <u>Layover:</u> 4-7 spaces	<u>Pick-up/drop-off:</u> 1-2 spaces <u>Pick-up:</u> 2-3 spaces <u>Drop-off:</u> 4-7 spaces <u>Layover:</u> 4-7 spaces	<u>Pick-up/drop-off:</u> 3-5 spaces <u>Pick-up:</u> 1-2 spaces <u>Layover:</u> 5-9 spaces	<u>Pick-up/drop-off:</u> 1-2 spaces <u>Pick-up:</u> 3-5 spaces <u>Layover:</u> 3-4 spaces

Notes:

1 - The number of spaces is stated as a range. The lower range represents the approximate number of bus spaces that can be accommodated with fully independent bus operations and the upper number represents the approximate number of bus spaces that can be accommodated with dependent bus operations. Each bus space is designed to accommodate an articulated bus.

Transit Operations

The transit operations criterion considers how the scenarios affect transit ridership and transit passenger travel times, the proximity of bus stops to the LRT station, including an estimate of number of street crossings between a bus and LRT transfer. The evaluation summary of the Transit Operations criteria is provided in Table 6.

Table 6. Transit Operations Impacts Evaluation Criteria

Measure	Scenario 1: Baseline (FEIS)	Scenario 2: Clockwise Bus Operations	Scenario 3: Counter-Clockwise Sunset Roundabout	Scenario 4: Counter-Clockwise N. Mercer Roundabout
Transit Ridership ¹ :	<u>I-90 Floating Bridge</u> Eastbound: 7,750 Westbound: 6,000 Total: 13,750 <u>East Channel Bridge:</u> Eastbound: 7,350 Westbound: 5,800 Total: 13,150	<u>I-90 Floating Bridge</u> Eastbound: 7,650 Westbound: 6,250 Total: 13,900 <u>East Channel Bridge:</u> Eastbound: 7,350 Westbound: 6,250 Total: 13,600	<u>I-90 Floating Bridge</u> Eastbound: 7,650 Westbound: 6,250 Total: 13,900 <u>East Channel Bridge:</u> Eastbound: 7,350 Westbound: 6,250 Total: 13,600	<u>I-90 Floating Bridge</u> Eastbound: 7,650 Westbound: 6,250 Total: 13,900 <u>East Channel Bridge:</u> Eastbound: 7,350 Westbound: 6,250 Total: 13,600
Year 2030 Transit Riders Travel Time ²	<u>AM Peak Hour/WB:</u> 24.1 Minutes <u>PM Peak Hour/EB:</u> 22.6 Minutes	<u>AM Peak Hour/WB:</u> 23.4 Minutes <u>PM Peak Hour/EB:</u> 19.5 Minutes	<u>AM Peak Hour/WB:</u> 23.8 Minutes <u>PM Peak Hour/EB:</u> 19.4 Minutes	<u>AM Peak Hour/WB:</u> 24.4 Minutes <u>PM Peak Hour/EB:</u> 19.5 Minutes
Bus Stop and LRT Station Proximity	<u>Walk time:</u> 1.0 - 1.9 Minutes <u>Walk Distance</u> 250 - 450 feet	<u>Walk time:</u> 1.0 - 1.9 Minutes <u>Walk Distance</u> 250 - 450 feet	<u>Walk time:</u> 1.0 - 1.9 Minutes <u>Walk Distance</u> 250 - 450 feet	<u>Walk time:</u> 1.0 - 2.6 Minutes <u>Walk Distance</u> 250 - 500 feet
I-90 Bus Route Rider Crossing Volume	250 pedestrians	0 pedestrians	0 pedestrians	1300 pedestrians

Notes:

1 - Transit ridership provided in this table represents the 3-hour PM peak period. The AM peak period is the same total number of transit riders, but occurs in the opposite directions.

2 - Measured between Eastgate P&R and the University Street Station

Transit Ridership

The year 2035 transit ridership forecasts were developed using Sound Transit's ridership model. For each scenario, the transit ridership was forecasted at two screenlines; 1) the I-90 floating bridge, and 2) the I-90 East Channel bridge located to the east of Mercer Island. Each of the transit forecasts provided both bus and LRT ridership estimates.

Scenario 1 transit ridership was based on forecasts provided in the East Link FEIS. Scenarios 2, 3, and 4 all utilized updated forecasts with the bus/LRT systems integration operating plan (with bus routes stopping at Mercer Island).

In Scenario 1, an estimated 13,750 transit riders would cross the I-90 bridge and 13,150 transit riders would cross the East Channel bridge during the 3-hour peak period. In

Scenarios, 2, 3 and 4, an estimated 13,900 transit riders would cross the I-90 bridge and 13,600 transit riders would cross the East Channel bridge during the 3-hour peak period.

The results of the transit ridership forecasts indicate that integrating the bus and LRT operations at Mercer Island would have little to no effect on the transit ridership across I-90 and results between any of the scenarios are similar.

Under the bus/LRT system integration operating plan, Metro routes 214, 215, 218, and 219 are expected to have sufficient capacity to accommodate the ridership demand Metro route 214 is expected to utilize 25% of its 2035 capacity, Metro route 215 is expected to utilize 66% of its 2035 capacity, and the combine capacity to the Issaquah Highland Park and Ride (Metro routes 218 and 219) is expected to utilize 87% of its 2035 capacity using the low integration plan estimate outlined in Metro's white paper. In addition, the East Link LRT system is expected to operate at 45-55% of its capacity in the peak hour in the peak direction by year 2035.

A summary table of total transit ridership by mode and a summary of bus capacities are provided in Appendix B.4 and B.5.

Regional Transit Riders Travel Time

A transit passengers travel time between the Eastgate Park and Ride and University Station in downtown Seattle was calculated for each scenario. Year 2030 travel times were based on information provided within the East Link FEIS, the East Link D2 roadway study (joint study between King County Metro and Sound Transit), and from the analysis that was conducted as part of this study. Travel times were reported for both the AM and PM peak direction, which is the westbound direction in the AM peak and the eastbound direction in the PM peak.

Year 2030 travel times for Scenario 1 during the AM westbound peak direction between Eastgate and University Station are expected to be 24.1 minutes and during the PM eastbound peak direction are 22.6 minutes. For Scenario 2, the AM westbound travel time is reduced to 23.4 minutes and the PM eastbound travel time is reduced to 19.5 minutes. For Scenario 3, the AM westbound travel time is 23.8 minutes and had similar travel time as Scenario 2 for the PM eastbound travel time, 19.4 minutes. For Scenario 4, the AM westbound travel time is 24.4 minutes and had the same travel time as Scenario 2 for the PM eastbound travel time, 19.5 minutes.

Overall, a transit rider in Scenarios 2 through 4 would experience up to 1.5 minutes of travel time savings in the AM peak period and up to 4 minutes of travel time savings in the PM peak period. Even though a bus-rail transfer is required at Mercer Island in Scenarios 2 through 4, the travel time savings by using LRT between Mercer Island and the University Station more than accounted for the slower travel times associated with routes in Scenario 1 travelling on surface streets in downtown Seattle.

Although mobility standards on Mercer Island would be met, potential signal design considerations to reduce bus delay and improve service to the station could be considered. These could include modifying the signals to include transit signal priority and/or provide a traffic signal at the 80th Avenue and the I-90 ramp interchange. These signal design considerations were not included in the intersection analysis but could be considered as the design advances.

A summary table of the transit rider travel times is provided in Appendix B.6.

Bus Stop and LRT Station Proximity

Pedestrian access and transfers between bus and LRT were assessed by calculating the walk distances and times between each bus stop (pick-up or drop-off) location and the LRT Station platform area. Since all of the scenarios generally have stops in the same or similar locations, no noticeable differences are found between the four scenarios.

For scenarios 1-3, the walk distance between the bus stops and LRT station platform area ranged between 250-450 feet. The corresponding walk time ranged between 1.0-1.9 minutes. Under scenario 4, the walk distance between the bus stops and LRT station platform area ranged between 250-500 feet. The corresponding walk time ranged between 1.0-2.6 minutes. The longer walk time for scenario 4 is due to pedestrians crossing N. Mercer Way and having to wait at the traffic signal.

This assessment did not include the layover areas as those are not active stops used by transit riders. A summary of the bus stop and LRT station walk distances and walk times are provided in Appendix B.7.

Additional Pedestrian Crossings from Bus/LRT Transfers

In order to assess the pedestrian's exposure to vehicle conflicts and pedestrian capacities, the number of pedestrian crossing a street due to the bus/LRT transfer were calculated for each scenario. A high number of pedestrian crossings could indicate a need for improvements at those locations.

For the purposes of this task, estimating pedestrians that would already cross North Mercer Way to/from the park-and-ride or riders transferring from a local Mercer Island bus route (stops on the north side of North Mercer Way) are not included since those pedestrians occur in every scenario. Only the pedestrians associated with a bus/LRT transfer from an I-90 route were included in this assessment.

For Scenario 1, it was determined that approximately 250 pedestrians in the peak hour would cross North Mercer Way between the I-90 bus routes stops and the LRT station. The majority of those passengers would be transferring from either Metro route 216 or ST route 554.

For Scenarios 2 and 3, it was determined that no pedestrians to/from an I-90 bus route would cross a Mercer Island public roadway to access LRT. The bus stop locations for I-90 bus routes are located on the same side of the street as the Mercer Island station plaza areas.

For Scenario 4, approximately 1,300 pedestrians in the peak hour would be required to cross North Mercer Way between the I-90 bus route stops and the LRT station. In this scenario, all transit riders transferring from a bus to an LRT in the AM peak period would be dropped off on the north side of North Mercer Way and thus would be required to cross North Mercer Way at the 80th Avenue intersection.

With such a high number of pedestrians present, potential improvements that could be considered to increase safety and capacity include creating a pedestrian "scramble" phase at North Mercer Way/80th Avenue intersection or provide wider crosswalk and larger waiting areas at the intersection corners to accommodate pedestrian's bunching and waiting for a walk signal.

5. Other Concepts Considered

In addition to the four scenarios that were evaluated as part of this study, several other concepts were discussed between the agencies. The sections below describe some of the other concepts that were considered, but not evaluated, as part of the East Link Bus/LRT Integration Study.

5.1. 80th Avenue Transit Center

The concept of a transit center located to the west of 80th Avenue between North Mercer Way and 27th Street was considered. The concept includes the creation of transit stops and layover space along 80th Avenue that is currently a roadway crossing connecting North Mercer island with the Town Center as well as designated park space.

The original 80th Avenue transit center concept outlined by King County Metro included right-turn only access to eastbound I-90 and right-turn only access from westbound I-90 and would also eliminate northbound and southbound through traffic along 80th Avenue. Because of potential concerns the City of Mercer Island, WSDOT and FHWA would have regarding the traffic volume impacts at this overcrossing as well as nearby intersections and freeway ramps associated with this concept, a modified version of this concept was developed to determine the footprint of the transit center, the number of bus bays that could be accommodated and any potential impacts to the signals at North Mercer Way and 27th Street.

With the revised concept, routes would utilize the 80th Avenue transit center from the westbound I-90 off-ramp to 80th Avenue by turning north on 80th Avenue and making a u-turn at the North Mercer Way intersection into the transit center. Bus routes would then have two lanes to drop-off and pick-up passengers as well as layover. After picking up passengers from the LRT station, buses would then proceed southbound through the transit center and make a u-turn to northbound 80th Avenue at the intersection of 27th Street. After making the u-turn, buses would then proceed eastbound to I-90 using the HOV on-ramp. Figure 6 shows a conceptual depiction of how the transit center operations could function.

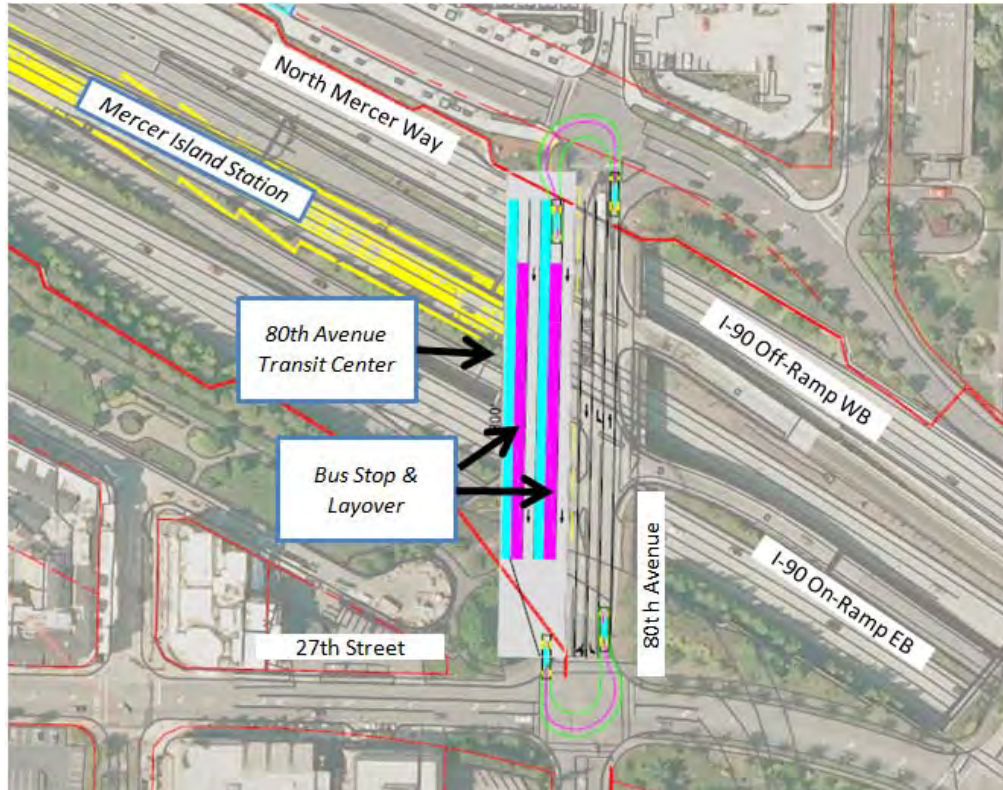


Figure 6. 80th Avenue Transit Center Concept

This concept was not incorporated into the evaluation for several reasons. Since the length of the two lanes could only accommodate up to three articulated buses each, it was determined that the total number of pick-up, drop-off, and layover spaces would be similar to or less than the amount provided in the scenarios already under evaluation. In conjunction, removing traffic lanes from 80th Avenue to accommodate more bus stop and layover spaces in the transit center would lead to traffic diversion from 80th Avenue to other parallel roadways such as 77th Avenue and Island Crest Way which would increase traffic volumes on those roads.

Other operational issues associated with this concept include the need to add a transit only signal at 80th Avenue and 27th Street and North Mercer Way to accommodate for bus u-turns and the potential for narrow travel lanes on 80th Avenue.

5.2. 76th Avenue/North Mercer Way Roundabout

Another concept that was considered was to create a roundabout at the intersection of 76th Avenue/North Mercer Way. Under this concept, buses would travel from the westbound I-90 HOV off-ramp to northbound 80th Avenue and turn left on North Mercer Way.

Buses could drop-off passengers along the north side of Mercer Way and then travel westbound on North Mercer Way until reaching 76th Avenue and then using the proposed roundabout to return back to the Mercer Island station area to layover or pick-up along the south side of North Mercer Way near the LRT station. After picking up passengers, bus routes would then travel along 80th Avenue and access I-90 via the eastbound HOV on-ramp.

Advantages of this concept could include an increased number of layover and bus stop spaces that can be used along North Mercer Way between 77th Avenue and 76th Avenue. Disadvantages of this concept include longer travel times for routes traveling on Mercer Island, potential design and grade issues for the roundabout at 76th Avenue, and the potential for a large number of passengers crossing North Mercer Way to access the LRT station from the north side of the street.

5.3. I-90 Off-Ramp Drop-Off Bus Stop

Under this concept, a bus drop-off area would be located along the westbound I-90 HOV off-ramp that would allow passengers to alight and access the LRT station by traveling under 80th Avenue in a new pedestrian underpass/walkway. This concept would require additional improvements on Mercer Island streets to allow for the turnaround of westbound routes in the opposite eastbound direction.

Advantages of this concept include eliminating pedestrian conflicts with vehicles and additional space for bus layover and pick-up stops for passengers transferring from LRT. With this concept, additional area on North Mercer Way could be used for layover or pick-up areas.

A disadvantage of this concept is the feasibility of constructing a pedestrian underpass from the westbound I-90 HOV off-ramp to the LRT station. There is limited clearance between the I-90 freeway mainline and the westbound HOV off-ramp, which would cause the construction of the undercrossing to be costly and/or infeasible. If this concept were to be considered it is expected that modifications to the freeway and/or the HOV ramps would be necessary to locate a pedestrian underpass beneath 80th Avenue.

5.4. Dual Roundabouts

This option could provide dual roundabouts along 77th Avenue at Sunset Way and North Mercer Way or provide dual roundabouts along North Mercer Way at 77th and 80th Avenue SE. This option could be included with Scenarios 3 or 4 if it is determined that the additional bus operations flexibility is necessary. An advantage of constructing dual roundabouts is the bus flexibility it provides bus routes and routing schemes. For the dual roundabout option along 77th Avenue SE, during the AM peak hour, routes can turnaround at the North Mercer Way roundabout, creating a shorter trip on Mercer Island streets. During the PM peak hour, routes could use the Sunset Way roundabout, which provides them with additional layover space on 77th Avenue. The disadvantage of this dual roundabout option is the extra costs and impacts associated with building two roundabouts within the study area.

With the dual roundabouts along North Mercer Way, routes will be allowed to pick-up and drop-off on the south side of North Mercer Way, while lying over on the north side of North Mercer Way. This additional flexibility may alleviate the need to use 77th Avenue as a stop or layover space. Potential disadvantages of dual roundabouts at 77th Avenue and 80th Avenue include increased congestion along North Mercer Way between 77th Avenue and 80th Avenue, potential impacts to the existing park and ride lot with the construction of a roundabout at the 80th Avenue SE, and pedestrian access from the park and ride lot to the LRT station.

6. Summary of Evaluation

Based on the evaluation results for the environmental criteria, Scenarios 1 and 2 have no additional impacts over what is presented in the East Link FEIS. Scenario 3 is expected to have some 4f impacts associated with the proposed roundabout at 77th Avenue/Sunset Way. Scenario 4 will require the acquisition of two single family residences to construct the proposed roundabout at 77th Avenue/North Mercer Way.

The transportation criterion shows that the amount of bus activity on Mercer Island streets is expected to increase for each of the systems integration plan scenarios (2, 3, and 4). Each of those scenarios is expected to have up to 45 buses during the peak hour and 340 buses throughout the day using Mercer Island streets. Scenario 1 is expected to have up to 19 buses during the peak hour and 200 buses throughout the day using Mercer Island streets. In terms of intersection operations, all scenarios are expected to have a similar level-of-service for the 8 intersections that were studied.

The design considerations criteria results show that Scenarios 1 and 2 are the lowest cost options and take the least amount of right-of-way. Scenario 3 is the highest cost option, but also provides the most amount of space that can be allocated to the bus drop-off, pick-up, and layover areas. Scenario 4 is the next highest cost option, but provides the least amount of bus drop-off, pick-up, and layover space.

The transit operations criteria results show that all scenarios are expected to have similar transit ridership across I-90 and similar walking times and distances between the bus stops and the LRT station platforms. In terms of regional transit travel times, Scenario 1 is expected to have the highest travel times (24.1 minutes during AM peak and 22.6 minutes during PM peak) while Scenario 2 is expected to have the lowest transit travel times. (23.4 minutes during the AM peak and 19.5 minutes during the PM peak). Scenarios 3 and 4 are expected to have similar regional travel times to Scenario 2.

In terms of pedestrian safety and level-of-service, Scenarios 2 and 3 are not expected to have any pedestrians crossing a Mercer Island public roadway to access the LRT from non-Mercer Island loop routes. Scenario 1 is expected to have approximately 250 pedestrians crossing a Mercer Island roadway, while Scenario 4 is expected to have the highest number of pedestrians, approximately 1300, crossing Mercer Island roadways.

Further, based on the results of evaluation presented in this report, the potential environmental impacts of all the scenarios are within the range of impacts that were disclosed in the Final EIS.

7. Next Steps

As this analysis is being completed there will continue to be discussion with the partnering agencies to identify a preferred concept for further engineering and design. As part of the evaluation a review was done by agencies and their comments are located in Appendix F. The expectation is to develop a memorandum of understanding between the partnering agencies to work together on a preferred solution. Any additional environmental review would be provided as necessary. Additionally a public open house is scheduled in July 2014 that would provide an opportunity for the community to comment on the scenarios and analysis documented in this study.

Appendix A:

Conceptual Design Drawings

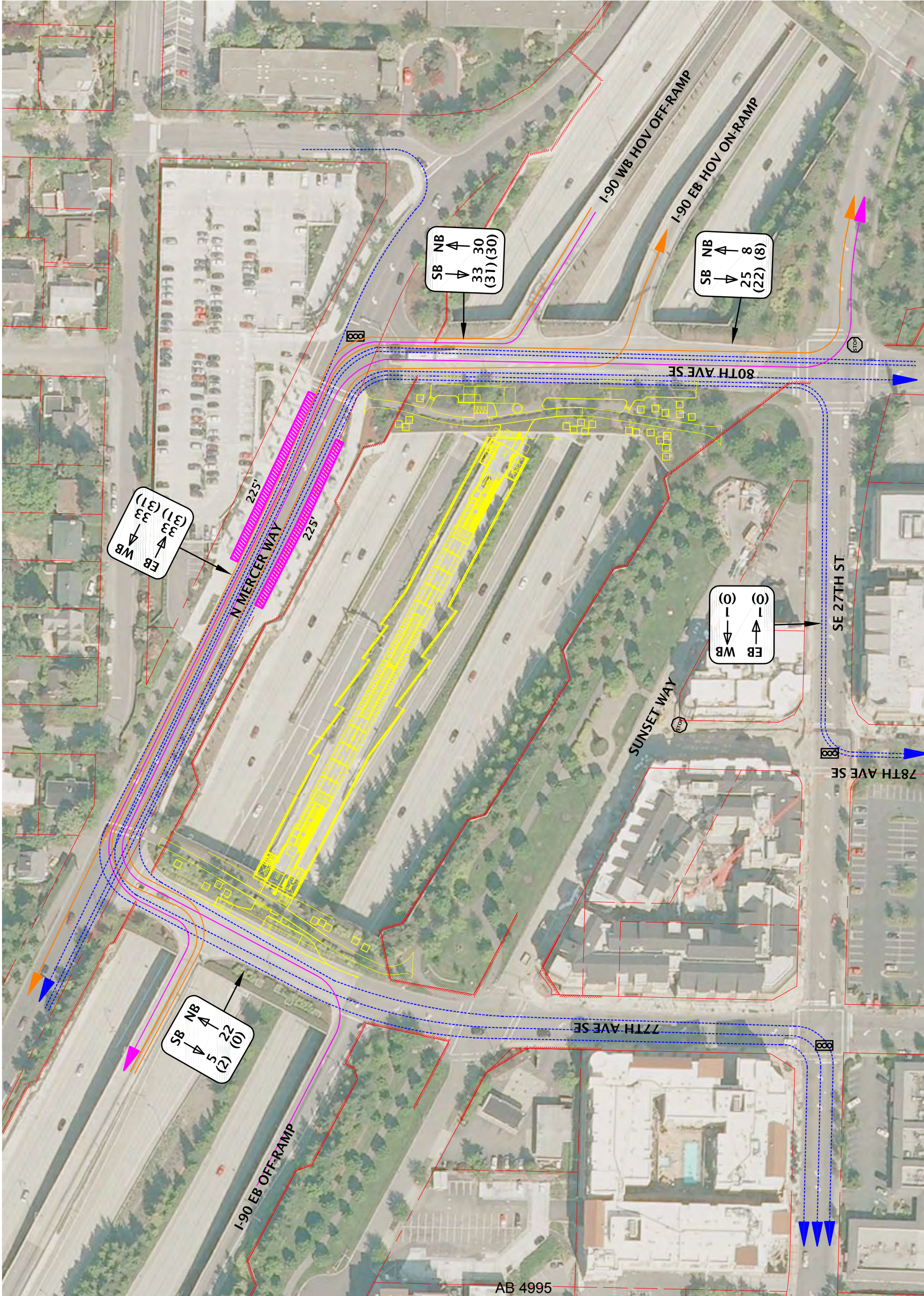
Scenario 0: Existing Conditions

Scenario 1: East Link FEIS - Baseline

Scenario 2: Clockwise Bus Operations

Scenario 3: Counter-Clockwise Operations – Sunset Roundabout

Scenario 4: Counter-Clockwise Operations – North Mercer Way Roundabout



LEGEND

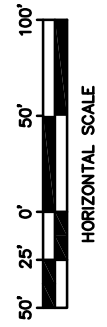
- EXISTING BUS STOP
- MERCER ISLAND EASTLINK STATION
- MERCER ISLAND LOOP ROUTES
- I-90/MERCER ISLAND ROUTES - AM PEAK HOUR
- I-90/MERCER ISLAND ROUTES - PM PEAK HOUR
- WSDOT ROW
- CITY ROW

- PEAK HOUR BUS VOLUMES
- EXISTING SIGNAL CONTROL
- EXISTING STOP CONTROL

NOTES:

1. Bus Volumes are:
 X - AM Peak Hour
 (X) - PM Peak Hour

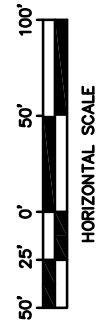
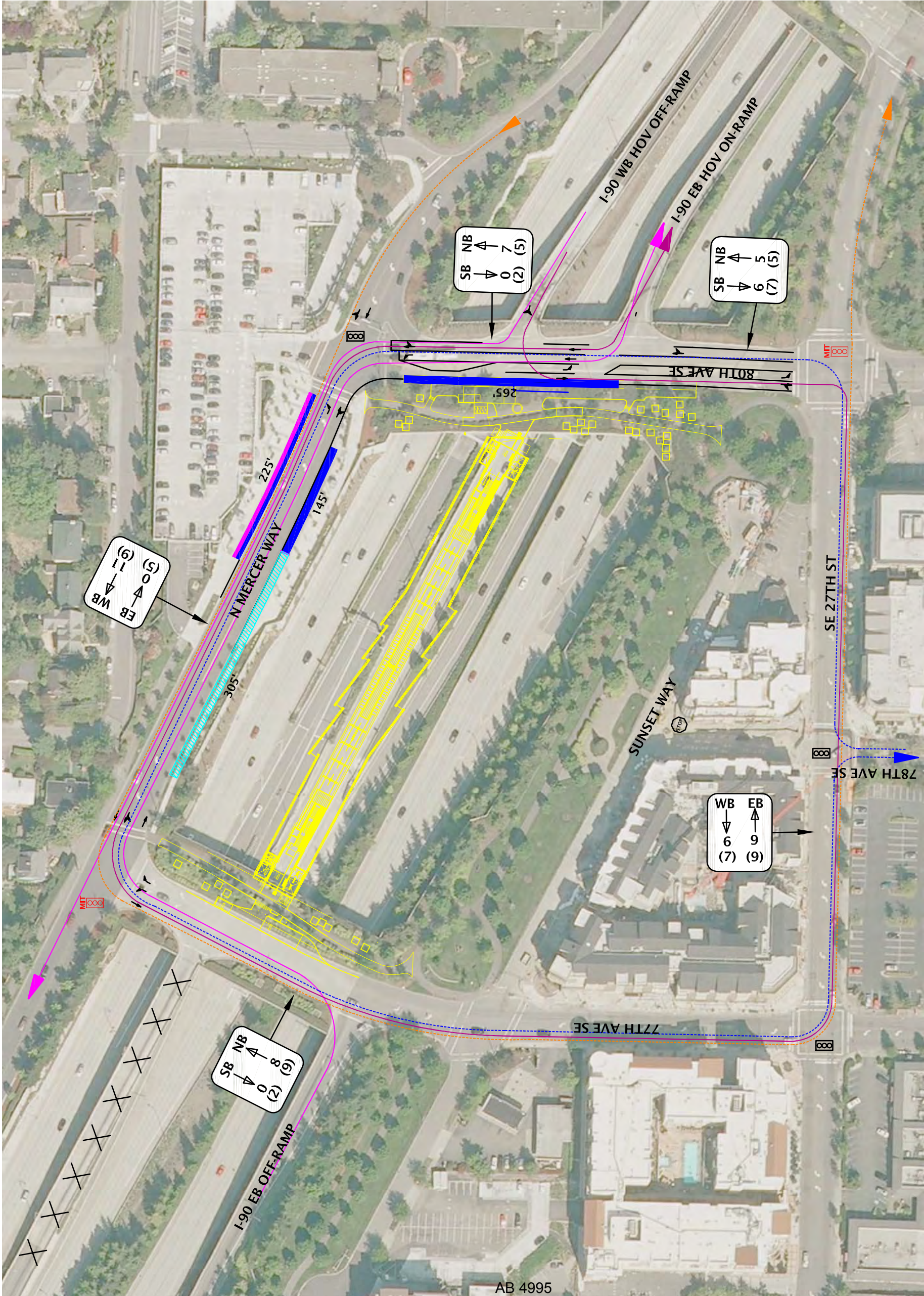
EASTLINK BUS/RAIL SYSTEMS INTEGRATION STUDY
 Scenario 0 - Existing Conditions



- LEGEND**
- BUS DROP-OFF AREA
 - BUS LAYOVER AREA
 - BUS PICK UP
 - MERCER ISLAND EASTLINK STATION
 - MERCER ISLAND LOOP ROUTES
 - MERCER ISLAND E/W LOOP
 - KC METRO ROUTE 216
 - SOUND TRANSIT ROUTE 554
 - WSDOT ROW
 - CITY ROW
 - PEAK HOUR BUS VOLUMES
 - EASTLINK FEIS PROPOSED MITIGATION
 - EXISTING SIGNAL CONTROL
 - EXISTING STOP CONTROL

NOTES:

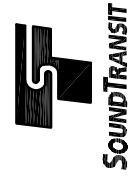
1. Bus Volumes are:
 - X - AM Peak Hour
 - (X) - PM Peak Hour



EASTLINK BUS/RAIL SYSTEMS INTEGRATION STUDY
Scenario 1 - Baseline Eastlink FEIS



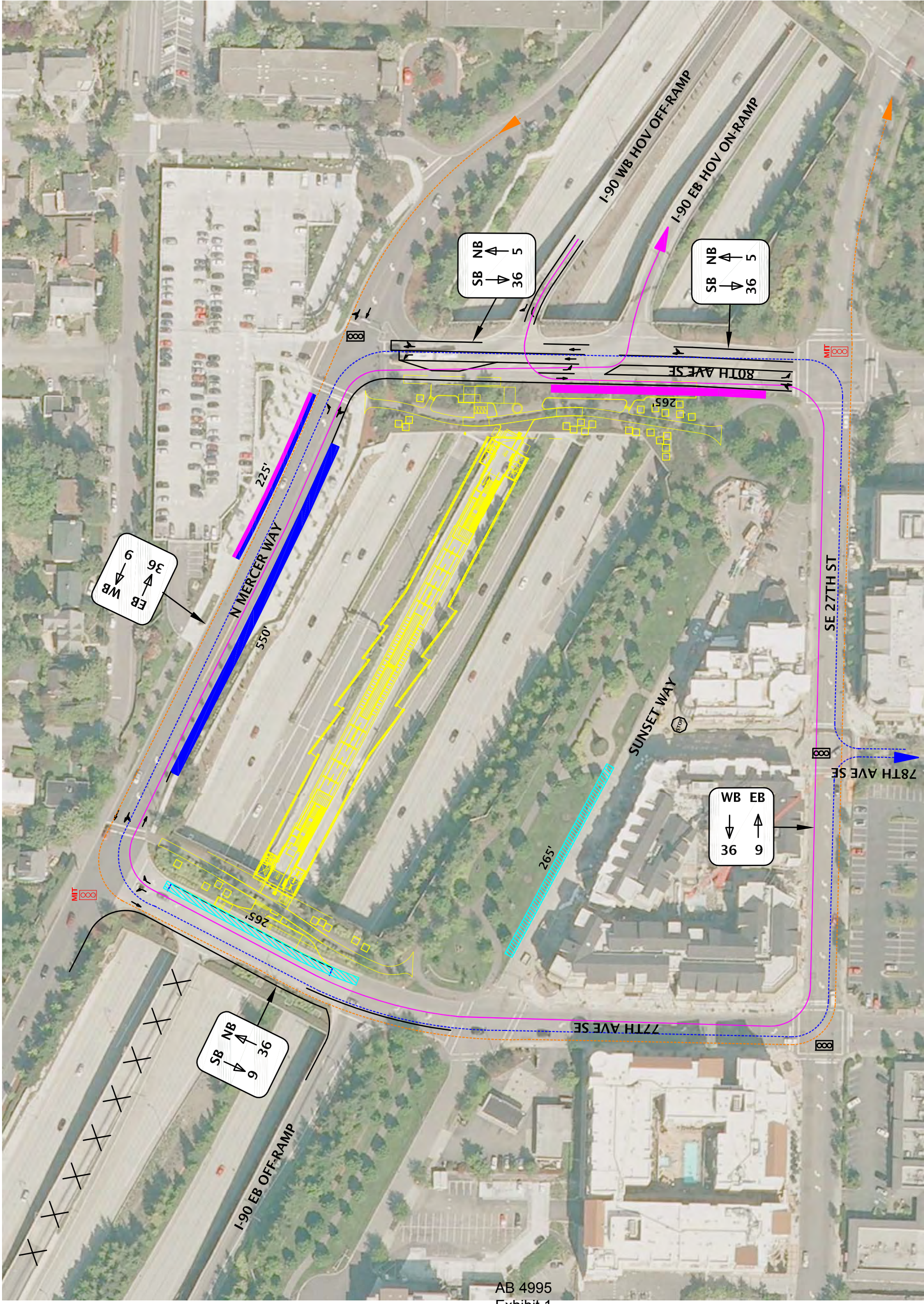
EASTLINK BUS/RAIL SYSTEMS INTEGRATION STUDY
Scenario 2 - Clockwise Bus Operations

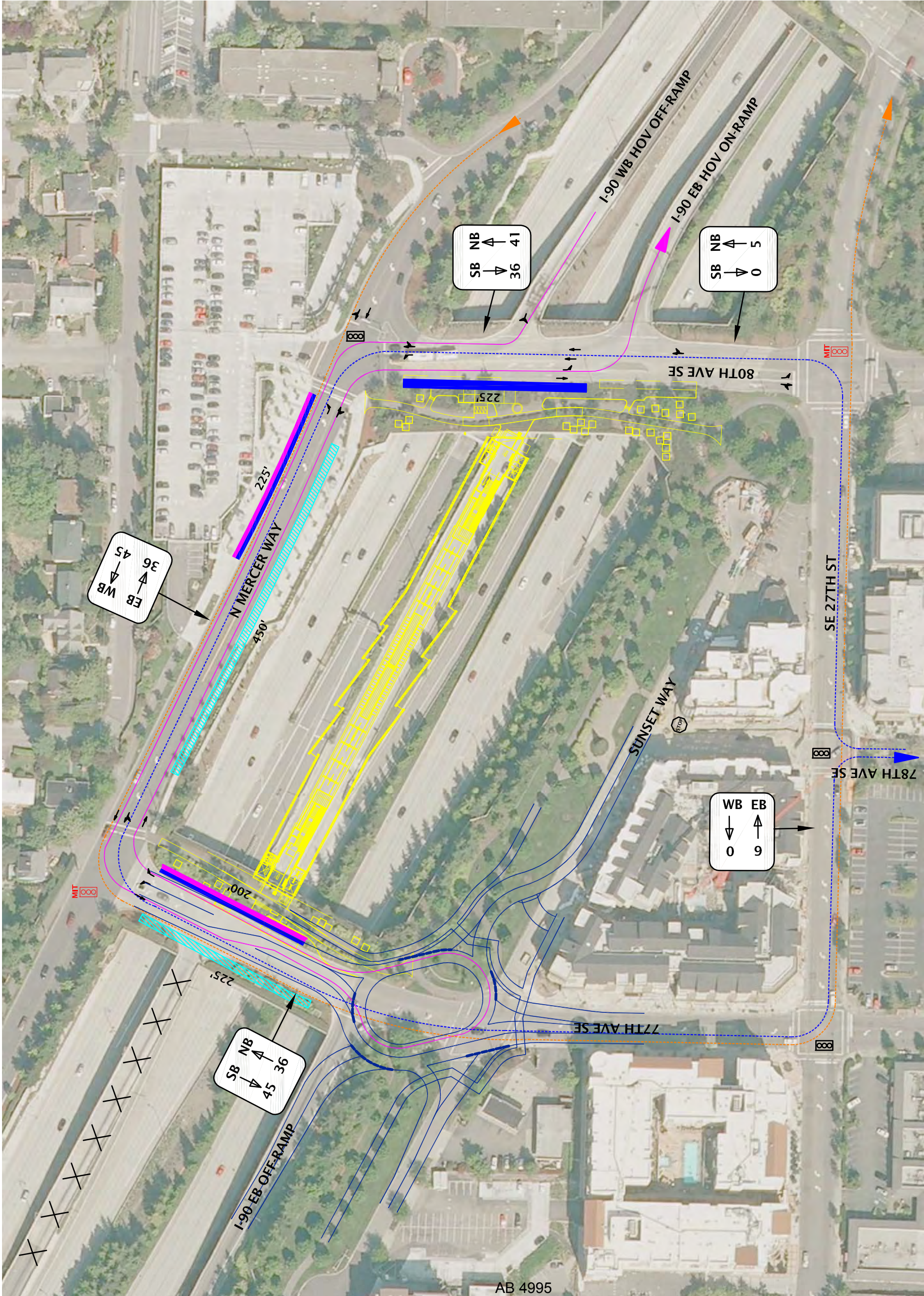


- LEGEND**
- BUS DROP-OFF AREA
 - BUS LAYOVER AREA
 - BUS PICK UP
 - MERCER ISLAND EASTLINK STATION
 - MERCER ISLAND LOOP ROUTES
 - MERCER ISLAND E/W LOOP
 - KC METRO ROUTE 216
 - SOUND TRANSIT ROUTE 554
 - WSDOT ROW
 - CITY ROW
 - PEAK HOUR BUS VOLUMES
 - EASTLINK FEIS PROPOSED MITIGATION
 - EXISTING SIGNAL CONTROL
 - EXISTING STOP CONTROL

NOTES:

1. Bus Volumes are the same for AM and PM Peak Hours





LEGEND

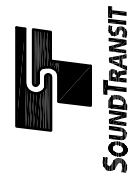
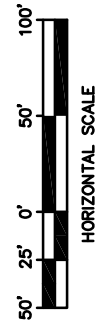
- BUS DROP-OFF AREA
- BUS LAYOVER AREA
- BUS PICK UP
- MERCER ISLAND EASTLINK STATION
- MERCER ISLAND LOOP ROUTES
- MERCER ISLAND E/W LOOP
- KC METRO ROUTE 216
- SOUND TRANSIT ROUTE 554
- WSDOT ROW
- CITY ROW

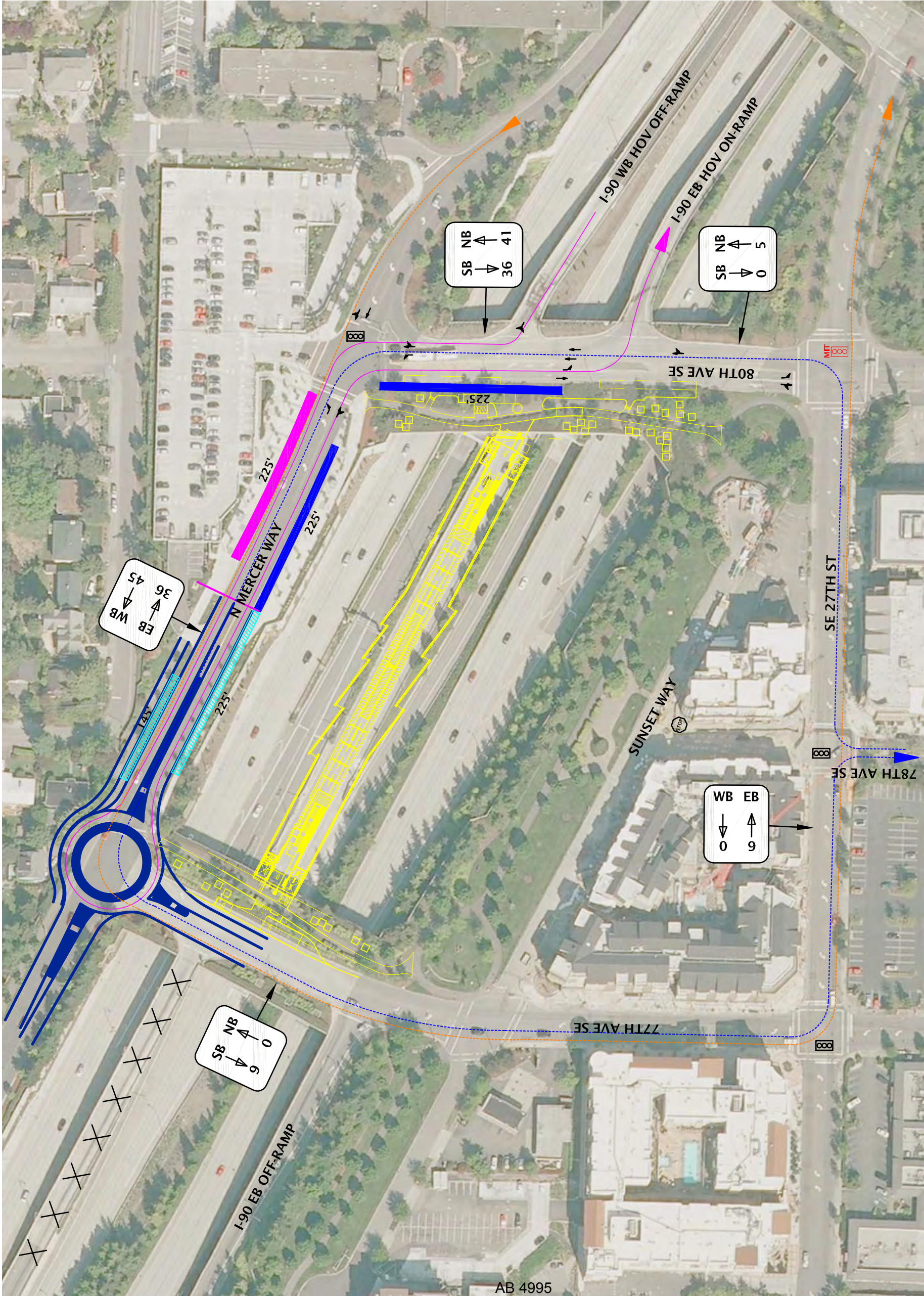
- PEAK HOUR BUS VOLUMES
- EASTLINK FEIS PROPOSED MITIGATION
- EXISTING SIGNAL CONTROL
- EXISTING STOP CONTROL
- PROPOSED ROUNDABOUT

NOTES:

1. Bus Volumes are the same for AM and PM Peak Hours

EASTLINK BUS/RAIL SYSTEMS INTEGRATION STUDY
Scenario 3 - Counter-Clockwise Bus Operations
Sunset Way Roundabout





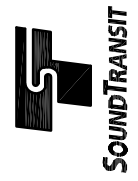
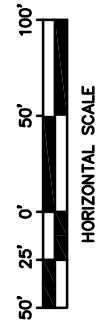
LEGEND

- BUS DROP-OFF AREA
- BUS LAYOVER AREA
- BUS PICK UP
- MERCER ISLAND EASTLINK STATION
- MERCER ISLAND LOOP ROUTES
- MERCER ISLAND E/W LOOP
- KC METRO ROUTE 216
- SOUND TRANSIT ROUTE 554
- WSDOT ROW
- CITY ROW
- PEAK HOUR BUS VOLUMES
- EASTLINK FEIS PROPOSED MITIGATION
- EXISTING SIGNAL CONTROL
- EXISTING STOP CONTROL
- PROPOSED ROUNDABOUT

NOTES:

1. Bus Volumes are the same for AM and PM Peak Hours

EASTLINK BUS/RAIL SYSTEMS INTEGRATION STUDY
Scenario 4 - Counter-Clockwise Bus Operations
North Mercer Way Roundabout



Appendix B:

Analysis Results to Support Evaluation Framework

- Appendix B.1 – Bus Volume Summary
- Appendix B.2 – Intersection Level-of-Service
- Appendix B.3 – Capital Cost Estimates
- Appendix B.4 – Ridership Summary
- Appendix B.5 – Bus Capacity Calculations
- Appendix B.6 – Transit Rider Travel Time Summary
- Appendix B.7 – Pedestrian Access
- Appendix B.8 – Evaluation Criteria Table

Appendix B.1 - Eastlink Bus/LRT Systems Integration Study
Mercer Island and I-90 Peak Hour and Daily Bus Volumes

Route	Service	Existing				2030 East Link FEIS				2030 Bus/LRT Systems Integration			
		Stops on MI	AM Peak Volume	PM Peak Volume	Daily Volume	Stops on MI	AM Peak Volume	PM Peak Volume	Daily Volume	Stops on MI	AM Peak Volume	PM Peak Volume	Daily Volume
111	Renton/Newcastle	No	3	2	16	No	3	2	16				
114	Renton/Newcastle	No	2	2	9	No	2	2	9				
201	Mercer Island	Yes	1	0	2	Yes	1	1	2				
202	Mercer Island	Yes	2	2	12			Deleted					
203	Mercer Island	Yes	3	1	9	Yes	2	2	9	Yes	2	2	9
204	Mercer Island	Yes	0	0	30	Yes	4	4	30	Yes	4	4	30
205	Mercer Island	Yes	1	1	7	Yes	1	1	7				
210	Issaquah	No	2	2	8	No	1	2	8				
211	Issaquah	Yes	2	2	14			Deleted					
212	Eastgate	No	9	7	44	No	10	10	55				
213	Mercer Island	Yes	0	0	0	Yes	2	2	9	Yes	2	2	9
214	Issaquah	No	3	4	24	No	3	4	24	Yes	16	16	128
215	Snoqualmie/N. Bend	No	2	2	10			Deleted		Yes	4	4	32
216	Issaquah/Sammish	Yes	2	3	12	Yes	2	2	12				
217	Issaquah	No	3	0	6			Deleted					
218	Issaquah/Sammish	No	4	6	20	No	9	4	26	Yes	8	8	64
219	Issaquah/Sammish	No	2	4	10	No	2	0	10	Yes	8	8	64
550	Bellevue	Yes	18	18	181			Replaced by Eastlink					
554	Issaquah/Sammish	Yes	4	4	85	Yes	6	7	128				
Total			63	60	499		48	43	345		45	45	338
Buses that Stop on Mercer Island			33	31	352		18	19	197		45	45	338
Buses that Do Not Stop on Mercer Island			30	29	147		30	24	148		0	0	0

Appendix B.2 - Eastlink Bus/LRT Systems Integration Study
2030 Intersection Level-of-Service for AM/PM Peak Hour

Intersection	Scenario 1				Scenario 2				Scenario 3				Scenario 4			
	East Link FEIS		Clockwise Bus Operations		Counter-Clockwise: Sunset Roundabout		Counter-Clockwise: North Mercer Roundabout									
	Traffic Control	AM LOS	PM LOS	Traffic Control	AM LOS	PM LOS	Traffic Control	AM LOS	PM LOS	Traffic Control	AM LOS	PM LOS	Traffic Control	AM LOS	PM LOS	
80th Ave and I-90 HOV Off-ramp	Stop	B	D	Stop	B	E	Stop	C	C	Stop	C	E	Stop	C	E	
80th Ave and I-90 HOV On-ramp	Stop	A	A	Stop	A	A	Stop	A	A	Stop	A	A	Stop	A	A	
80th Ave and SE 27th St	Signal	A	B	Signal	A	B	Signal	A	B	Signal	A	B	Signal	A	B	
SE 27th St and 77th Ave	Signal	A	B	Signal	A	B	Signal	A	B	Signal	A	B	Signal	A	B	
77th Ave and Sunset Hwy	Stop	C	C	Stop	C	C	Roundabout	A	B	Roundabout	A	B	Stop	C	C	
77th Ave and I-90 Eastbound Off-ramp	Stop	B	C	Stop	B	C	Stop	B	C	Stop	B	C	Stop	B	C	
77th Ave and N Mercer Way	Signal	A	B	Signal	A	B	Signal	A	B	Signal	A	B	Roundabout	A	B	
N Mercer Way and 80th Ave	Signal	B	B	Signal	B	B	Signal	B	B	Signal	B	B	Signal	B	C	

Notes:

- HCM 2000 methodology used for analysis procedures to be consistent with Eastlink FEIS methodologies
- WSDOT Level-of-Service Standard is LOS E
- City of Mercer Island Level-of-Service Standard is LOS C
- All scenarios assume Eastlink FEIS mitigation, including signal at 77th/North Mercer for Scenarios 1-3 and signal at 27th/80th for all scenarios
- Additional channelization improvements assumed at 80th and I-90 HOV off-ramp to facilitate westbound left turn bus movements (shaded)

Appendix B.3 - Eastlink Bus/LRT Systems Integration Study

Capital Costs Calculation per Scenario

Alternative Summary	Construction Subtotal	"Grand" Subtotal	ROW Cost		Reported Cost Range	
			Low	High	Low	High
Scenario 1	\$3,322,856	\$5,183,655	\$0	\$0	\$5,000,000	\$6,000,000
Subtotal	\$3,322,856	\$5,183,655	\$0	\$0	\$5.00	\$6.00 (Million)
Scenario 2	\$3,856,749	\$6,016,528	\$0	\$0	\$6,000,000	\$7,000,000
Subtotal	\$3,856,749	\$6,016,528	\$0	\$0	\$6.00	\$7.00 (Million)
Scenario 3	\$7,696,036	\$12,005,817	\$2,575,204	\$3,484,100	\$13,000,000	\$18,000,000
Subtotal	\$7,696,036	\$12,005,817	\$2,575,204	\$3,484,100	\$13.00	\$18.00 (Million)
Scenario 4	\$4,789,685	\$7,471,908	\$1,488,053	\$2,013,248	\$8,000,000	\$11,000,000
Subtotal	\$4,789,685	\$7,471,908	\$1,488,053	\$2,013,248	\$8.00	\$11.00 (Million)

Appendix B.4 - Eastlink Bus/LRT Systems Integration Study
Transit Ridership Summary: PM Peak 3-Hour Period

Screenline: I-90 Floating Bridge

Mode	2011	2035	2035	[Bus/LRT Integration] - [Eastlink Preferred]	
	Existing ST Ridership Model	ST Ridership Eastlink FEIS Preferred	ST Ridership Eastlink Bus/LRT Integration	Absolute	%
LRT-EB	0	6307	7635	1328	21%
LRT-WB	0	5792	6250	458	8%
LRT-Total	0	12099	13885	1786	15%
Bus-EB	3426	1454	0	-1454	n/a
Bus-WB	865	175	0	-175	n/a
Bus-Total	4291	1629	0	-1629	n/a
Total-EB	3426	7761	7635	-126	-2%
Total-WB	865	5967	6250	283	5%
Total-Summary	4291	13728	13885	157	1%

Screenline: I-90 East Channel

Mode	2011	2035	2035	[Bus/LRT Integration] - [Eastlink Preferred]	
	Existing ST Ridership Model	ST Ridership Eastlink FEIS Preferred	ST Ridership Eastlink Bus/LRT Integration	Absolute	%
LRT-EB	0	5882	5405	-477	-8%
LRT-WB	0	5626	5428	-198	-4%
LRT-Total	0	11508	10833	-675	-6%
Bus-EB	3018	1456	1954	498	n/a
Bus-WB	808	175	827	652	373%
Bus-Total	3826	1631	2781	1150	71%
Total-EB	3018	7338	7359	21	0%
Total-WB	808	5801	6255	454	8%
Total-Summary	3826	13139	13614	475	4%

Appendix B.5 - Eastlink Bus/LRT Systems Integration Study Bus Capacity and Ridership Summary: Peak 3-Hour Direction

Peak Direction 3 Hour Summary

Route Number	Service	Seats Per Bus	Headway	Peak Direction Bus Volume	Peak Direction Capacity (seats)	2035 Sound Transit Ridership Model	
						Peak Demand	% Utilization
204	Mercer I.	42	1 bus @15 min	12	504	n/a	n/a
214	Issaquah	63	2 buses @ 8 min	48	3024	755	25.0%
215	Snoqualmie/N. Bend	60	1 bus @15 min	12	720	475	66.0%
218	Issaquah/Sammish	63	1 bus @ 8 min	24	1512	1663	110.0%
219	Issaquah/Sammish	60	1 bus @ 8 min	24	1440	899	62.4%
				Total	7200	3792	52.7%

Ridership By Market		Issaquah Highlands P&R	2952	2562	86.8%
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Notes:

- A Ridership forecasts includes % adjustment based on King County Metro existing field data
- B Peak direction corresponds to Westbound AM Peak period and Eastbound PM Peak period

Appendix B.6 - Eastlink Bus/LRT Systems Integration Study
2030 Transit Rider Peak Direction Travel Times: University Station to Eastgate



Westbound: AM Peak Hour

Scenario 1: WB Bus Only (FEIS)

Section	Start	End	Source	Time (min)	
A&B	Eastgate	Mercer Island Station (approx)	Eastlink FEIS	5.2	No Stops on Mercer Island
C&D	Mercer Island Station (approx)	University Station	D2 Study	18.9	via Rainier/Dearborn - at surface streets
Total				24.1	

Scenario 2: Clockwise Bus Operations

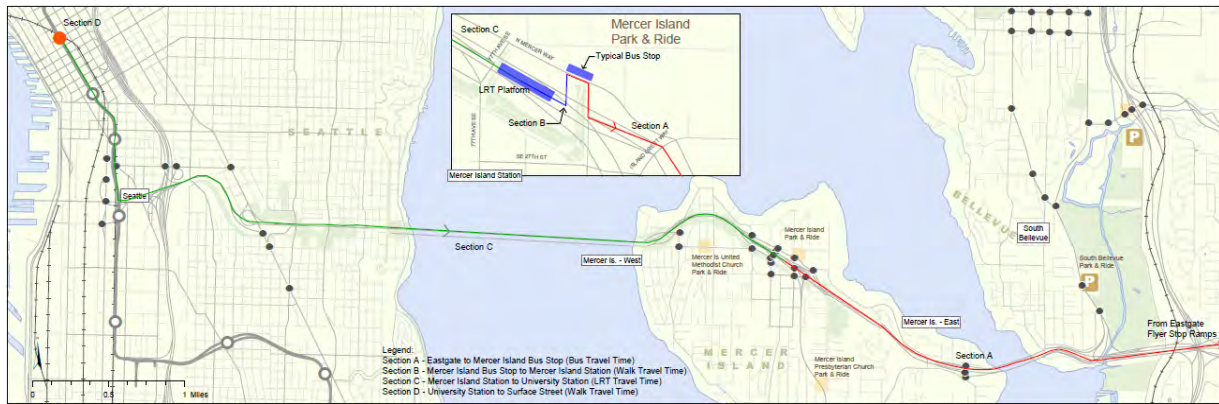
Section	Start	End	Source	Time (min)	
A	Eastgate	Mercer Island Bus Stop	Eastlink FEIS	6.4	Assumes stop on west side of 80th Avenue
B	Mercer Island Bus Stop	Mercer Island Station	D2 Study	5.0	Transfer Time (includes walk and waiting time)
C	Mercer Island Station	University Station	D2 Study	11.0	Via LRT
D	University Station	Surface Streets	Calculated	1.0	Via Walk
Total				23.4	

Scenario 3: Counterclockwise - 77th/Sunset Roundabout

Section	Start	End	Source	Time (min)	
A	Eastgate	Mercer Island Bus Stop	Eastlink FEIS	6.8	Assumes stop at north side of N. Mercer Way
B	Mercer Island Bus Stop	Mercer Island Station	D2 Study	5.0	Transfer Time (includes walk and waiting time)
C	Mercer Island Station	University Station	D2 Study	11.0	Via LRT
D	University Station	Surface Streets	Calculated	1.0	Via Walk
Total				23.8	

Scenario 4: Counterclockwise - 77th/North Mercer Roundabout

Section	Start	End	Source	Time (min)	
A	Eastgate	Mercer Island Bus Stop	Eastlink FEIS	7.4	Assumes stop at east side of 77th Avenue
B	Mercer Island Bus Stop	Mercer Island Station	D2 Study	5.0	Transfer Time (includes walk and waiting time)
C	Mercer Island Station	University Station	D2 Study	11.0	Via LRT
D	University Station	Surface Streets	Calculated	1.0	Via Walk
Total				24.4	



Eastbound: PM Peak Hour

Scenario 1: EB Bus Only (FEIS)

Section	Start	End	Source	Time (min)
A&B	University Station	Mercer Island Station (approx)	D2 Study	17.0
C&D	Mercer Island Station (approx)	Eastgate	Eastlink FEIS	5.6
Total				22.6

Scenario 2: Clockwise Bus Operations

Section	Start	End	Source	Time (min)
A	Surface Street	University Station	Calculated	1.0
B	University Station	Mercer Island Station	D2 Study	10.5
C	Mercer Island Station	Mercer Island Bus Stop	D2 Study	2.5
D	Mercer Island Bus Stop	Eastgate	Eastlink FEIS	5.5
Total				19.5

Scenario 3: Counterclockwise - 77th/Sunset Roundabout

Section	Start	End	Source	Time (min)
A	Surface Street	University Station	Calculated	1.0
B	University Station	Mercer Island Station	D2 Study	10.5
C	Mercer Island Station	Mercer Island Bus Stop	D2 Study	2.5
D	Mercer Island Bus Stop	Eastgate	Eastlink FEIS	5.4
Total				19.4

Scenario 4: Counterclockwise - 77th/North Mercer Roundabout

Section	Start	End	Source	Time (min)
A	Surface Street	University Station	Calculated	1.0
B	University Station	Mercer Island Station	D2 Study	10.5
C	Mercer Island Station	Mercer Island Bus Stop	D2 Study	2.5
D	Mercer Island Bus Stop	Eastgate	Eastlink FEIS	5.5
Total				19.5

Appendix B.7 - Eastlink Bus/LRT Systems Integration Study

Bus Stop Location and Rider Accessibility



	Distance to LRT Plaza (feet)	Number of Street Crossings	Walk Time (min)
Bus Stop A	500	1	2.6
Bus Stop B	450	0	1.9
Bus Stop C	250	0	1.0
Bus Stop D	250	0	1.0

Notes:
 - Assumes walking speed of 4 feet/second

Appendix B.8 - Eastlink Bus/LRT Systems Integration Study: Evaluation Criteria Table

Criteria	Measure	Scenario 1: Baseline (FEIS)	Scenario 2: Clockwise Bus Operations	Scenario 3: Counter-Clockwise Sunset Roundabout	Scenario 4: Counter-Clockwise N. Mercer Roundabout
Environmental	Air	No impacts	No impacts	No impacts	No impacts
	Noise	No Impacts	No Impacts	No Impacts	No Impacts
	Acquisitions	No impacts	No impacts	No impacts	2 Single Family Residences
	Section 4f/Parks	No impacts	No impacts	0.6 acre	No impacts
	Historical	None	None	None	None anticipated, must be confirmed with DAHP
	Bus Activity on Mercer Island	<u>AM peak hour:</u> 18 buses <u>PM peak hour:</u> 19 buses <u>Daily:</u> 200 buses	<u>AM peak hour:</u> 45 buses <u>PM peak hour:</u> 45 buses <u>Daily:</u> 340 buses	<u>AM peak hour:</u> 45 buses <u>PM peak hour:</u> 45 buses <u>Daily:</u> 340 buses	<u>AM peak hour:</u> 45 buses <u>PM peak hour:</u> 45 buses <u>Daily:</u> 340 buses
Transportation Impacts	Intersection LOS	<u>AM Peak Hour:</u> -All 8 study int. operate better than LOS C <u>PM Peak Hour:</u> -7 intersections better than LOS C -1 WSDOT int. at LOS D -All intersections meet standards	<u>AM Peak Hour:</u> -All 8 study int. operate better than LOS C <u>PM Peak Hour:</u> -7 intersections better than LOS C -1 WSDOT Int. at LOS E -All intersections meet standards	<u>AM Peak Hour:</u> -All 8 study int. operate better than LOS C <u>PM Peak Hour:</u> -7 Intersections better than LOS C -1 WSDOT Int. at LOS E -All intersections meet standards	<u>AM Peak Hour:</u> -All 8 study int. operate better than LOS C <u>PM Peak Hour:</u> -7 Intersections better than LOS C -1 WSDOT Int. at LOS E -All intersections meet standards
		<u>AM Peak Hour:</u> -All 8 study int. operate better than LOS C <u>PM Peak Hour:</u> -7 intersections better than LOS C -1 WSDOT int. at LOS D -All intersections meet standards	<u>AM Peak Hour:</u> -All 8 study int. operate better than LOS C <u>PM Peak Hour:</u> -7 Intersections better than LOS C -1 WSDOT Int. at LOS E -All intersections meet standards	<u>AM Peak Hour:</u> -All 8 study int. operate better than LOS C <u>PM Peak Hour:</u> -7 Intersections better than LOS C -1 WSDOT Int. at LOS E -All intersections meet standards	<u>AM Peak Hour:</u> -All 8 study int. operate better than LOS C <u>PM Peak Hour:</u> -7 Intersections better than LOS C -1 WSDOT Int. at LOS E -All intersections meet standards

Appendix B.8 - Eastlink Bus/LRT Systems Integration Study: Evaluation Criteria Table

Criteria	Scenario 1: Baseline (FEIS)	Scenario 2: Clockwise Bus Operations	Scenario 3: Counter-Clockwise Sunset Roundabout	Scenario 4: Counter-Clockwise N. Mercer Roundabout
Measure				
Design Standards: WSDOT Limited Access	No change to WSDOT limited access	No change to WSDOT limited access	Existing limited access will be adjusted per WSDOT design criteria	Existing limited access will be adjusted per WSDOT design criteria
Design Standards: Agency Roadway Guidelines	Met WSDOT Design Guideline except the left- turn pocket on 80th to EB I- 90 which matches existing conditions	Met WSDOT Design Guideline except the left- turn pocket on 80th to EB I- 90 which matches existing conditions	Met WSDOT Design Guideline except the left- turn pocket on 80th to EB I- 90 which matches existing conditions	Met WSDOT Design Guideline except the left- turn pocket on 80th to EB I- 90 which matches existing conditions
Right-of-way Taken	0 Square Feet	0 Square Feet	17,700 Square Feet	900 Square Feet
Capital Costs	\$5.0 to \$6.0 million	\$6.0 to \$7.0 million	\$13.0 to \$18.0 million	\$8.0 to 11.0 million
# of Bus Spaces ¹	<u>Pick-up/drop-off:</u> 1-2 spaces <u>Drop-off:</u> 3-5 spaces <u>Layover:</u> 4-7 spaces	<u>Pick-up/drop-off:</u> 1-2 spaces <u>Pick-up:</u> 2-3 spaces <u>Drop-off:</u> 4-7 spaces <u>Layover:</u> 4-7 spaces	<u>Pick-up/drop-off:</u> 3-5 spaces <u>Pick-up:</u> 1-2 spaces <u>Layover:</u> 5-9 spaces	<u>Pick-up/drop-off:</u> 1-2 spaces <u>Pick-up:</u> 3-5 spaces <u>Layover:</u> 3-4 spaces

Appendix B.8 - Eastlink Bus/LRT Systems Integration Study: Evaluation Criteria Table

Criteria	Scenario 1: Baseline (FEIS)	Scenario 2: Clockwise Bus Operations	Scenario 3: Counter-Clockwise Sunset Roundabout	Scenario 4: Counter-Clockwise N. Mercer Roundabout
Measure				
Transit Ridership ¹ :	<u>I-90 Floating Bridge</u> Eastbound: 7,750 Westbound: 6,000 Total: 13,750 <u>East Channel Bridge:</u> Eastbound: 7,350 Westbound: 5,800 Total: 13,150	<u>I-90 Floating Bridge</u> Eastbound: 7,650 Westbound: 6,250 Total: 13,900 <u>East Channel Bridge:</u> Eastbound: 7,350 Westbound: 6,250 Total: 13,600	<u>I-90 Floating Bridge</u> Eastbound: 7,650 Westbound: 6,250 Total: 13,900 <u>East Channel Bridge:</u> Eastbound: 7,350 Westbound: 6,250 Total: 13,600	<u>I-90 Floating Bridge</u> Eastbound: 7,650 Westbound: 6,250 Total: 13,900 <u>East Channel Bridge:</u> Eastbound: 7,350 Westbound: 6,250 Total: 13,600
Transit Travel Time: Regional ²	<u>AM Peak Hour/WB:</u> 24.1 Minutes <u>PM Peak Hour/EB:</u> 22.6 Minutes	<u>AM Peak Hour/WB:</u> 23.4 Minutes <u>PM Peak Hour/EB:</u> 19.5 Minutes	<u>AM Peak Hour/WB:</u> 23.8 Minutes <u>PM Peak Hour/EB:</u> 19.4 Minutes	<u>AM Peak Hour/WB:</u> 24.4 Minutes <u>PM Peak Hour/EB:</u> 19.5 Minutes
Bus Stop and LRT Station Proximity	<u>Walk time:</u> 1.0 - 1.9 Minutes <u>Walk Distance</u> 250 - 450 feet	<u>Walk time:</u> 1.0 - 1.9 Minutes <u>Walk Distance</u> 250 - 450 feet	<u>Walk time:</u> 1.0 - 1.9 Minutes <u>Walk Distance</u> 250 - 450 feet	<u>Walk time:</u> 1.0 - 2.6 Minutes <u>Walk Distance</u> 250 - 500 feet
Additional Peds. Crossing from Bus/LRT Transfers	250 pedestrians	0 pedestrians	0 pedestrians	1300 pedestrians

Notes:

1 - The number of spaces is stated as a range. The lower range represents the approximate number of buses that can be accommodated with fully independent operations and the upper number represents the approximate number of buses that can be accommodated with dependent operations. Each bus space is designed to accommodate an articulated bus.

Appendix C:

Methods and Assumptions Memorandum

Sound Transit Eastlink Project: Mercer Island Bus Route Truncation Analysis Methods & Assumptions

PREPARED FOR: Sound Transit
 PREPARED BY: Tony Woody/CH2M HILL
 Craig Grandstrom/CH2M HILL
 DATE: February 17th, 2014

Memorandum Overview

This memorandum outlines the methods and assumptions of the transportation and environmental analysis and evaluation associated with the Mercer Island Bus Route Truncation task. The purpose of this task order is to assess any additional impacts associated with the truncation of King County Metro buses at Mercer Island that may occur over what has been previously stated in the Eastlink FEIS.

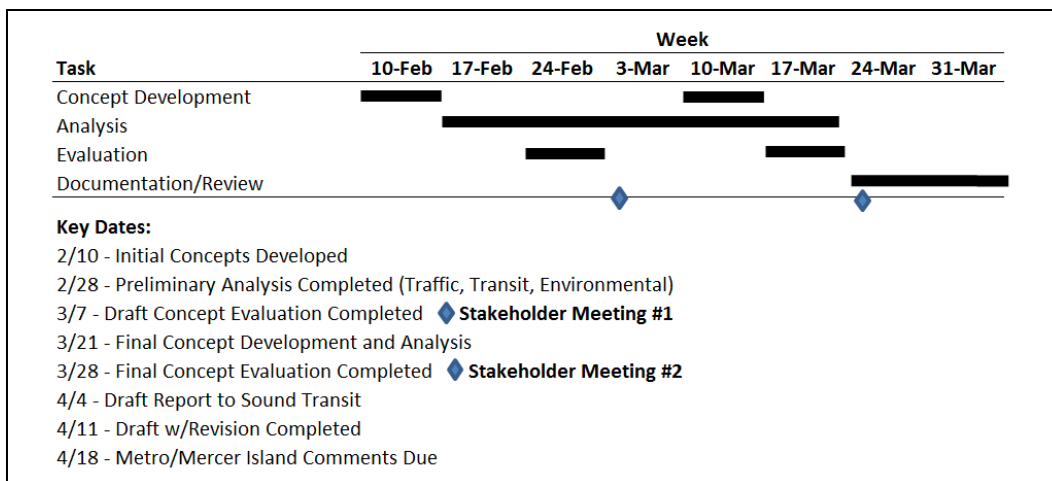
A task outline and schedule, analysis assumptions, initial concepts and the evaluation framework are provided within this memo.

Task Outline and Schedule

The three main tasks associated with this task order are:

- 1) Concept Development: Develop network and operating concepts that address the needs of Sound Transit and other stakeholders (King County Metro, City of Mercer Island, and WSDOT).
- 2) Analysis: Analyze traffic impacts, transit operations and ridership and environmental impacts for each concept developed.
- 3) Evaluation: Conduct an evaluation that compares impacts between each of the concepts developed.

The schedule for the task order is shown in the figure below.



Mercer Island Truncation Task Order Schedule/Dates

Analysis Scenarios

Based upon previous work completed and additional comments from King County Metro and the City of Mercer Island, six base concepts were developed for the truncation study. Each concept includes two elements; the 'Bus Operating Condition' which details which routes the buses will take on Mercer Island, where the truncation will occur, and any details around staging and stop locations and the 'Mercer Island Network' element which includes any changes to the Mercer Island road network that differs from what is stated in the Eastlink FEIS.

Table 1 provides a summary of the initial concepts developed. Figures 1-4 provides graphical representations of each of the initial concepts.

Table 1. Mercer Island Bus Truncation: Initial Concepts

Scenario	Bus Operating Condition	Mercer Island Network
1: Baseline	<ul style="list-style-type: none"> Per FEIS 	<ul style="list-style-type: none"> Per FEIS
2: Truncation Option A: Clockwise Operations	<ul style="list-style-type: none"> Truncation at Mercer Island Clockwise Operations 80th-27th-77th-N.Mercer Route 	<ul style="list-style-type: none"> Intersection Mitigation where Required
3: Truncation Option B: 77th/Sunset Roundabout	<ul style="list-style-type: none"> Truncation at Mercer Island Counter-Clockwise operations 80th-N. Mercer-77th w/Turnaround 77th/Sunset Turnaround 	<ul style="list-style-type: none"> Roundabout at 77th/Sunset Intersection Mitigation where Required
4: Truncation: Option C: 77th/N. Mercer Way Roundabout	<ul style="list-style-type: none"> Truncation at Mercer Island Counter-Clockwise operations 80th-N. Mercer w/Turnaround 77th/N. Mercer Turnaround 	<ul style="list-style-type: none"> Roundabout at 77th/North Mercer Intersection Mitigation where Required

Notes:

- Up to 2 additional concepts may be defined as part of this task

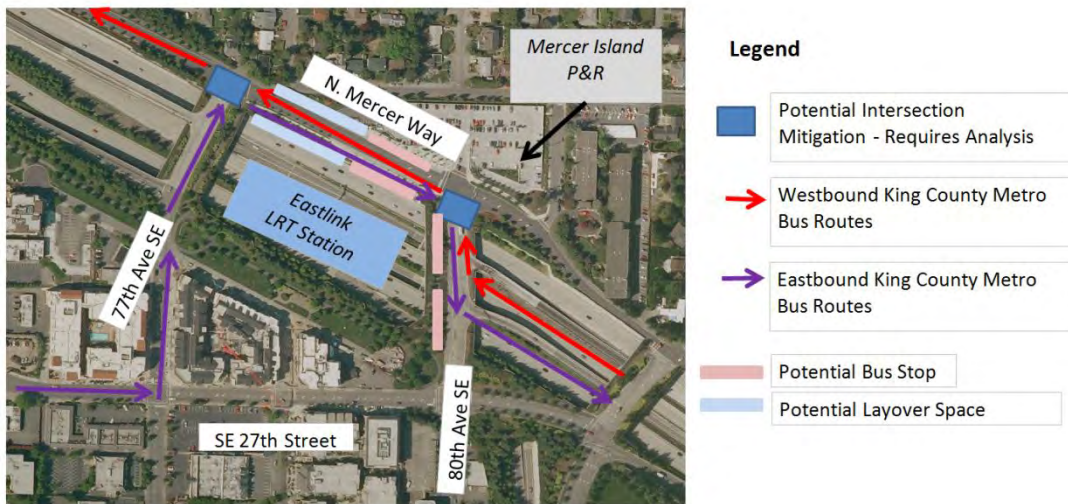


Figure 1. Scenario 1: Eastlink FEIS Bus Routing

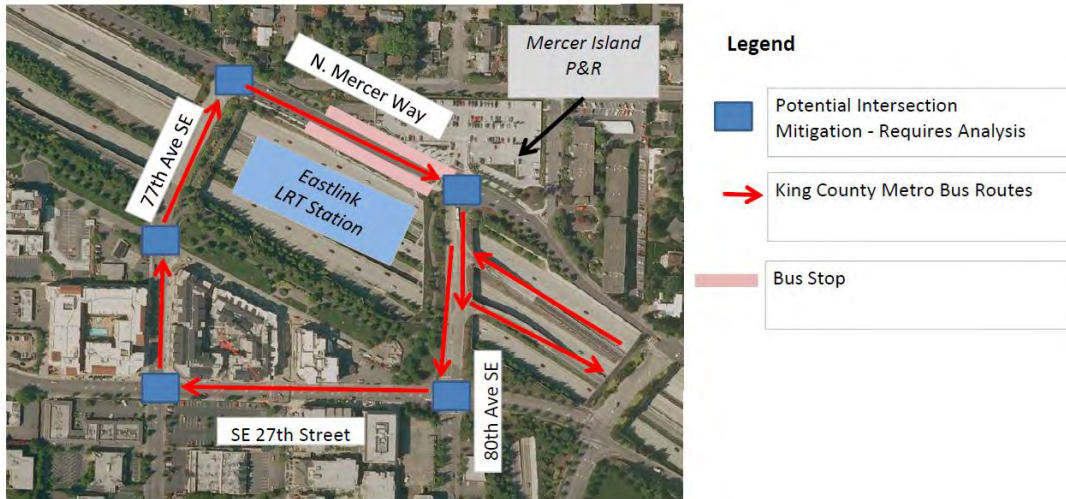


Figure 2. Scenario 2: Mercer Island Truncation: Option A

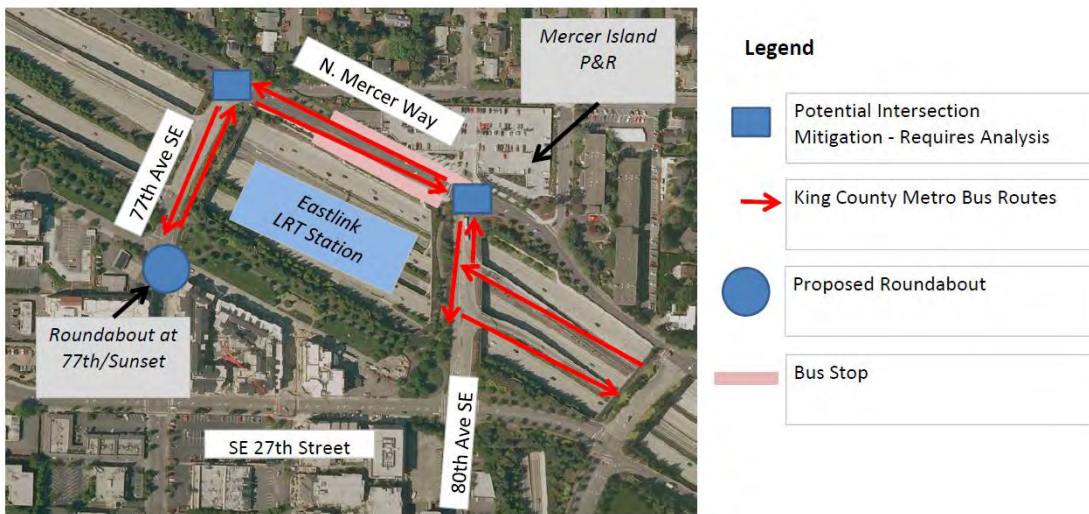


Figure 3. Scenario 3: Mercer Island Truncation: Option B

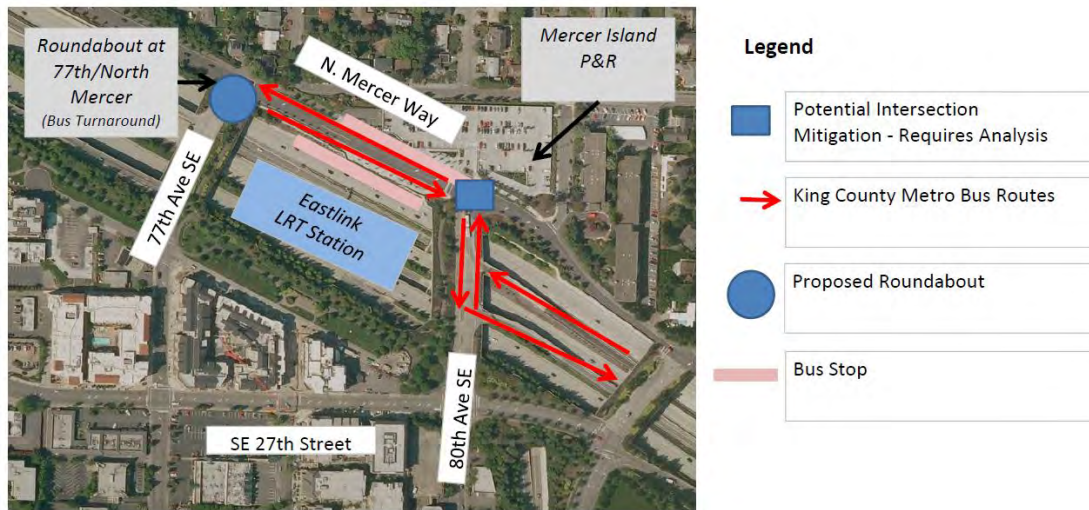


Figure 4. Scenario 3: Mercer Island Truncation: Option C

Analysis Assumptions

Traffic, transit and environmental data from the Eastlink FEIS will be used as the basis for this study. Year 2030 traffic and transit volumes and assumptions will be used in this study.

For all intersection related traffic analysis on Mercer Island, Synchro traffic analysis software will be used. For transit (bus and LRT) travel times along I-90, VISSIM traffic analysis software will be used. Base AM and PM peak volumes and traffic demands will be used from the FEIS. In addition, transit ridership forecasts for this effort will be based on model used in the Eastlink FEIS.

Future bus routing will be based on what was reported in the Eastlink FEIS as well as from bus routing and headway data that was provided by King County Metro.

Evaluation Framework

A draft evaluation criteria form has been developed to compare the concepts to one another. Seven main criteria were included as part of the evaluation form. The six main criteria (and sub-criteria) are listed below.

- Environmental Impacts
 - Air/Noise
 - Acquisitions
 - Section 4f
 - Historical
- Community Impacts
 - Bus Activity
 - Intersection Level-of-Service & Delay
- Design Considerations
 - Right-of-Way
 - Design Standards Met
 - Number of Bus and Layover Stops
- Transit Operations
 - Ridership
 - Bus Travel Time
- Rider Experience
 - Average Distance to Bus Stop
 - Bus Stop Location
- Construction Costs

Appendix D:

King County Metro White Paper:

Mercer Island Bus Route Truncation with East Link – Bus Intercept Concept Paper

DRAFT

Mercer Island Bus Route Truncation with East Link--Bus Intercept Concept Paper

Prepared by King County Metro

November 18, 2013

Background

With East Link targeted for service in 2023, Sound Transit requested that Metro Transit examine the truncation of I-90 peak-only routes at Mercer Island to eliminate the need to provide bus lane(s) beside Link on the D-2 roadway and to improve service frequency in the corridor. This is a “high level” conceptual look into what a service plan might entail for an “intercept” facility on Mercer Island: under the intercept concept, I-90 corridor buses would meet at the Mercer Island Link Station enabling passengers to transfer to/from light rail and continue their trip to Seattle. More detailed analysis concerning roadway engineering, signal design, layover availability, ridership impacts and other critical issues would still be required to determine operational feasibility and potential fatal flaws. The intent of this paper is not to advocate for or against, but rather to initially explore and describe what a potential service and facility intercept concept might look like.

The paper describes current I-90 routes and bus volumes and anticipated future routes and volumes-- followed by a rough, high and low estimate of the peak hour bus trips that an intercept facility would need to accommodate. The paper also describes a potential facility operation and design scheme for the intercept facility.

Current Routes/Volumes

As of Fall 2013, Metro and Sound Transit presently provide the following routes in the I-90 corridor and on Mercer Island: 111, 114, 201, 202, 203, 204, 205, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 550 and 554. Route 550 will be replaced by East Link. The all-day Sound Transit Route 554 provides the heaviest all-day volumes: 42 trips. The popular Route 212 to Eastgate produces the heaviest coach volumes during the peak periods, with trips every eight minutes 9 trips during the a.m. peak hour.

The 2007 East Link Draft Environmental Impact Statement assumed that transit volumes for Metro Routes 212, 214, 215, 216 and 218 would provide 21 vehicles per hour. Presently, there are 24 trips among these routes between 7:00 and 8:00 a.m.

In regards to passenger loads, the table below shows approaching passenger loads from the east. Routes 212 and 218 are averaging the heaviest loads coming from Eastgate and Issaquah Highlands, respectively.

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Mercer Island Bus Route Truncation with East Link--Bus Intercept Concept Paper

Prepared by King County Metro

November 18, 2013

Average Passenger Loads Approaching Mercer Island P&R from the East

Route	AAM	AM	MID	PM	XEV	XNT	Grand Total
111		420					420
114	20	170					190
202		30					30
205		30					30
210		80					80
211	10	60					70
212		920	150				1,070
214		370					370
215	30	190					220
216		240					240
217				80			80
218/219		770	70				840
554	70	220	580	220	130	20	1,240
TOTAL	130	3,500	800	300	130	20	4,880

Future Routes/Volumes

Upon the completion of East Link, there will continue to be three major destinations east of Mercer Island: Eastgate, Issaquah Transit Center, and the Issaquah Highlands. Other destinations include Sammamish, Snoqualmie and North Bend. As described below, these destinations would be served by multiple peak commuter routes, all of which would serve the Eastgate Freeway station and terminate at Mercer Island.

This planning effort assumed that all-day service (current ST Route 554) in the I-90 corridor would be reoriented to Downtown Bellevue via South Bellevue Station Link Station, consistent with the network design concept developed for the City of Bellevue’s Transit Master Plan. Similarly, I-90 routes from I-405 and South King County (current Metro routes 111 and 114), would be reoriented to Downtown Bellevue via the South Bellevue Link Station.

Based on these assumptions, the Mercer Island station would be served by five routes, the 204, 214, 215, 218 and 219. The table below describes a future scenario of the routes that would serve the Mercer Island station and their respective trips per hour. Also listed are the current routes that would either be re-oriented to Bellevue, or would no longer operate under the future scenario.

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Mercer Island Bus Route Truncation with East Link--Bus Intercept Concept Paper

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November 18, 2013

Forecast Routes/Volumes in I-90 Corridor

Routes to be re-oriented to Bellevue

Route	Destination	Current AM Peak Hr. Trips	Low-End Estimate		High-End Estimate		Comment
			AM Peak Hour Trips	Frequency	AM Peak Hour Trips	Frequency	
111	Seattle/Renton	4	--	--	--	--	re-oriented to downtown Bellevue
114	Seattle/Renton	2	--	--	--	--	re-oriented to downtown Bellevue
554	Seattle/Renton	2	--	--	--	--	ST routes combined/re-oriented to Bellevue
Subtotal		8					

Routes to be deleted

202	Seattle/Mercer Island	3	--	--	--	--	deleted
205	Univ. Dist./Mercer Island	1	--	--	--	--	deleted
210	Seattle/Issaquah	1	--	--	--	--	deleted
211	First Hill/Issaquah Highlands	2	--	--	--	--	deleted
212	Seattle/Eastgate	9	--	--	--	--	deleted; all I-90 routes to serve Eastgate Frwy Station
216	Seattle/Bear Creek P&R	1	--	--	--	--	deleted; see Route 219
217	Seattle/North Issaquah	0	--	--	--	--	deleted; remaining routes would provide reverse peak service
Subtotal		17					

Remaining Future Routes serving Mercer Island Station

204	Mercer Island	0	4	1 bus every 15 min.	4	1 bus every 15 min.	
214	Issaquah TC via Eastgate FS	5	16	2 buses every 8 min.	24	3 buses every 8 min.	
215	North Bend via Eastgate FS	2	4	1 bus every 15 min.	4	1 bus every 15 min.	
218	Issaquah Highlands via Eastgate FS	5	8	1 bus every 8 min.	16	2 buses every 8 min.	
219	Sammamish via Eastgate FS	2	8	1 bus every 8 min.	8	1 bus every 8 min.	
Subtotal		14	40		56		

TOTAL 39 40 3 56

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Mercer Island Bus Route Truncation with East Link--Bus Intercept Concept Paper

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November 18, 2013

The high-end estimate assumes 56 trips in the AM peak hour for the five routes (204, 214, 215, 218 and 219). The current average a.m. ridership or demand for these routes approaching Mercer Island is 2,630. Planning for 56 trips would provide a total capacity of 10,480, so this high-end estimate would have room to accommodate significant growth.

The low-end estimate assumes 40 trips per hour, which provides a total ridership capacity of 7,260. To get an idea of when demand might meet or exceed this capacity, one could apply the annual growth rate of 2.25% used by the Puget Sound Regional Council in their 2040 Transportation Plan to the current demand for these routes. Using this methodology, the demand would meet the low-end estimate of 40 trips in 2058, while the high-end estimate of 56 trips would meet capacity in 2075, or 52 years after the estimated start of East Link. It should be noted however that the existing park-and-ride facilities in the I-90 corridor are currently over 85% occupied on an average weekday. Without a significant commitment to develop new park and rides, or increase the capacity at the existing ones, transit demand in the corridor will be somewhat limited. However, other changes in the corridor, such as future I-90 tolling, residential and commercial development or increased transit service, could have a positive effect on ridership. For example, with transit service increases and tolling on SR520, ridership there has grown 40% in three years.

The total number of weekday bus trips on Mercer Island would be about 550, assuming the provision of 56 trips per hour during peak hours (8 hours) and 16 trips per hour during off-peak and evening hours (6 hours).

Given the high-level, conceptual nature of the work to assess the possibility of truncating service on Mercer Island, the operational costs associated with the two scenarios described above have yet to be quantified and should therefore not be viewed as a commitment of any kind by Metro. The level of service ultimately provided will be determined by a number of factors, including the availability of operating resources at any given point in time.

Facility Operation and Design Concept

Under one potential facility operation and design concept, buses would access Mercer Island from the I-90 HOV lanes at 80th Avenue SE. Buses would then operate in a clockwise circulation pattern as shown

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Prepared by King County Metro

November 18, 2013

opportunity for riders to alight and transfer to Link. Boardings could occur at Bays 1-3 on North Mercer Way.

An alternative circulation pattern could run the buses along 78th Ave SE/ Sunset Highway. Sunset Highway is an east-west running street just south of I-90. This pattern is slightly more circuitous with extra turns, but provides access to a potential layover location on Sunset Highway.

The I-90 routes would operate with 60-foot articulated coaches. Inbound AM trips would be scheduled to meet, or “pulse” with inbound Link trains, while outbound PM trips would do the same with the outbound Link trains. In order to ensure that passenger connections are reliable and efficient, buses will need to have adequate space to layover between trips, at least in the PM peak. Ideally, layover space would be located along on 77th Ave SE and/or Sunset Highway, in order to maximize operational efficiency and reduce impacts to surrounding neighborhoods.

During the AM peak, the concept of “live-looping” the buses could be considered. Given that buses would be timed to meet the peak direction Link trains - inbound in the morning, outbound in the afternoon - the buses could, upon dropping of riders on 80th Ave SE, immediately proceed to North Mercer Way and board the outbound passengers. The viability of this approach would depend on the frequency of reverse peak service; the need for reliability (and therefore recovery/layover time) increases as headway increases. Live-looping in the AM peak would not, however, eliminate the need for layover space, as live-looping the PM peak has been ruled out as a feasible option.

With the majority of the routes operating one-way service today, consideration should be given to operating in both directions, if the routes are truncated at Mercer Island. With growing employment in areas east of Mercer Island, and given that the trips would be deadheading east regardless, there would be an opportunity to expand service in a relatively cost-effective manner. In addition, with the truncation of routes at Mercer Island at “low-end” frequency, Metro would realize a savings of hours, all else equal, which could potentially be re-invested in additional service frequency and/or span in the I-90 corridor or anywhere in the Metro system.

Buses that serve the local market on Mercer Island would operate in a counter-clockwise loop serving Bay 4. These customers would have to cross North Mercer Way to access the Link station and regional I-90 bus service. There is currently a signalized pedestrian crosswalk at this location.

I-90 routes (214, 215, 218 and 219) would board passengers at three bays headed eastbound on North Mercer Way, numbered 1 to 3 starting at the eastern most bay. The bays would be separated by 60 feet, allowing coaches to pull in and out independently of on another.

Specific routes would be assigned as follows:

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- **Bay 1** - Routes 214 and 218. These buses would be located nearest to the eastern entrance and would be expected to fill first. They would depart as soon as the applicable loading threshold was reached, an operating procedure not currently employed at Metro.
- **Bay 2** - Routes 214 and 218. These buses would provide overflow capacity for buses in Bay 1 and would depart later.
- **Bay 3** - Routes 214, 215 and 219. These buses would be located furthest from the east entrance to “protect” them from being overloaded by Eastgate riders.
- **Bay 4** - Route 204 would layover, board and alight riders at a westbound zone on North Mercer Way (the current westbound zone near the P&R).

Bays 1-3 would accommodate seven coaches at any given time. However, assuming the coaches operating I-90 routes will be on Mercer Island for more than eight minutes– the assumed peak hour headway for buses and trains - additional space for layover would be needed to accommodate an additional seven coaches (aside from the bays on North Mercer Way) in the high-end frequency scenario. Potential layover space could be the east side of 77th Ave SE or the north side of Sunset Highway west of 78th Ave. SE. No boardings would occur on 80th Ave SE.

A more in depth analysis regarding traffic engineering issues such as roadway configuration, signal coordination/timing and safety-related concerns would be needed to determine the feasibility of the facility operations and design concept. Ultimately, the facilities and operations plan would require the full agreement and permitting of the City of Mercer Island. Potential issues include, but are not limited to the following:

1. The current westbound I-90 exit from the I-90 westbound HOV lanes to 80th Avenue SE is a right turn only. A left-turn lane for buses would be needed to enable the clockwise loop.
2. 80th Avenue SE would likely need to be re-channelized and/or signalized to prevent conflicts between the southbound buses turning left onto the I-90 eastbound ramp and the buses coming off of the westbound off ramp, turning left onto 80th Avenue SE
3. Preliminary estimates suggest that the southern half of 80th Avenue SE could accommodate up to three 60 foot coaches for drop off. Given the number of peak hour buses estimated under the high-end scenario, there is the possibility of buses queuing on the westbound I-90 HOV ramp. The bus-only left turn lane would need to be designed to handle potential queuing on the ramp and prevent buses from blocking cars turning right onto 80th Avenue SE.
4. Adequate capacity would need to be provided to accommodate the volume of riders waiting at, and moving between the bus and rail platforms to connect between modes.
5. Pullouts may be required in some locations depending on planned roadway configuration. The layover location on Sunset Highway may be problematic, as it is located adjacent to a park and across the street from a multi-family housing complex. A critical question is if the City of Mercer Island will allow expansion for drop off/pick up bays and layover locations.

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6. The high volume of buses traveling on the identified roadways will likely impact general purpose traffic on Mercer Island. Such impacts should be quantified and evaluated.
7. The alternate routing pattern along 78th Avenue SE and Sunset Highway SE involves a turning movement not made by transit today – the west-to-north right turn from SE 27th Street to 78th Avenue SE. Physical modifications, potentially including changes to curb radii, channelization or stop bar placement may be needed to accommodate these turning movements.
8. To ensure efficient operation, intelligent transportation systems (ITS) technologies, such as signal prioritization and/or queue jumps at traffic signals should be considered.

Cost Projections for Future Service

Metro has estimated the future service hours that would be required for three different peak-period service scenarios: 1) existing service levels, 2) low-end service levels (40 a.m. peak trips) and 3) high-end service levels (56 a.m. peak trips). Cost estimates are summarized in the table below. Truncating Metro existing service at Mercer Island would save approximately 36,000 annual service hours (approximately \$5.4 Million in 2013 dollars¹) over the existing service levels due to the shorter routing. Even under the future low-end service level scenario, there would be savings from existing levels of almost 13,000 hours (\$1.9 Million in 2013 dollars). However, the high-end service level scenario would require approximately 12,000 additional service hours over existing hours (\$1.8 Million in 2013 dollars).

Metro also estimated the cost to provide weekday off-peak and evening bus service on I-90 east of Mercer Island. The Route 218 to Issaquah Highlands was assumed to be the only route operating during this time. Service would operate in both directions with 15-minute frequency during the mid-day and 15-30 minutes during the evening and night. The estimated cost to provide this level of off-peak and night service was 11,500 annual hours. This cost would be the direct result of a Sound Transit decision to redirect its all-day service to South Bellevue instead of Mercer Island.

Based on this analysis, it appears that Metro could afford to provide peak period service specified in the low-end service scenario with weekday midday/night service in both directions on the Route 218 without exceeding current service hours.

¹ Costs were estimated based on the fully-allocated hourly rate for 60-foot buses in 2013

Appendix E:

Noise Analysis Memorandum



June 19, 2014

To: Elma Borbe/Sound Transit
From: Michael Minor/Michael Minor & Associates
Project: East Link Bus/LRT System Integration Study
Subject: Noise Analysis

1.0 Summary

As part of the East Link Bus/Light Rail Transit (LRT) System Integration study, this noise analysis has been prepared. The intent of the study to develop and evaluate a range of scenarios of an integrated King County Metro (Metro), Sound Transit (ST) bus system, and East Link Extension service at the Mercer Island Station. The objective is to ensure long-term reliability and an opportunity to increase transit service within the corridor.

Potential noise levels from revised transit operations for the different scenarios at the Mercer Island Station were evaluated using the methods from the Federal Transit Administration (FTA) to assure compliance with applicable noise regulations. The evaluation found that future noise levels under the four different scenarios are similar to the existing noise levels in the area. The day-night sound levels (L_{dn}) are not predicted to increase by more than 0 to 1 A-weighted decibels (dBA) L_{dn} . Given that no noise impacts were identified, no project-related noise mitigation is required.

2.0 Introduction

This memorandum summarizes the noise analysis performed for the bus operational scenarios evaluated at Mercer Island.. Two types of analysis were completed:

- Analysis of changes in bus traffic using FTA and state criteria
- Analysis of changes in roadway alignments using FHWA criteria

The analysis follows the FTA general assessment for a transit system analysis (FTA, 2006) and FHWA and WSDOT regulations for traffic analysis (23 Code of Federal Regulations [CFR] 772 and Washington State Department of Transportation [WSDOT], 2011).

3.0 Project Description

The objective of the project is to integrate the transit routes along I-90 with the East Link LRT system by creating an area on Mercer Island that allows bus riders to transfer to the East Link Station and vice-versa. Inherent to this integration is that bus routes traveling on I-90 to and from the eastside communities would terminate at the Mercer Island Station and not continue west into downtown Seattle.

As part of this, new transit circulation patterns are proposed. There are three different patterns under review in this analysis which are compared to maintaining bus service between the eastside and Seattle, which is what was analyzed in the East Link Final Environmental Impact Statement. The four circulation scenarios and associated roadway improvements are provided on Figures 1 through 4.

Figure 1. Bus Circulation Scenario 1

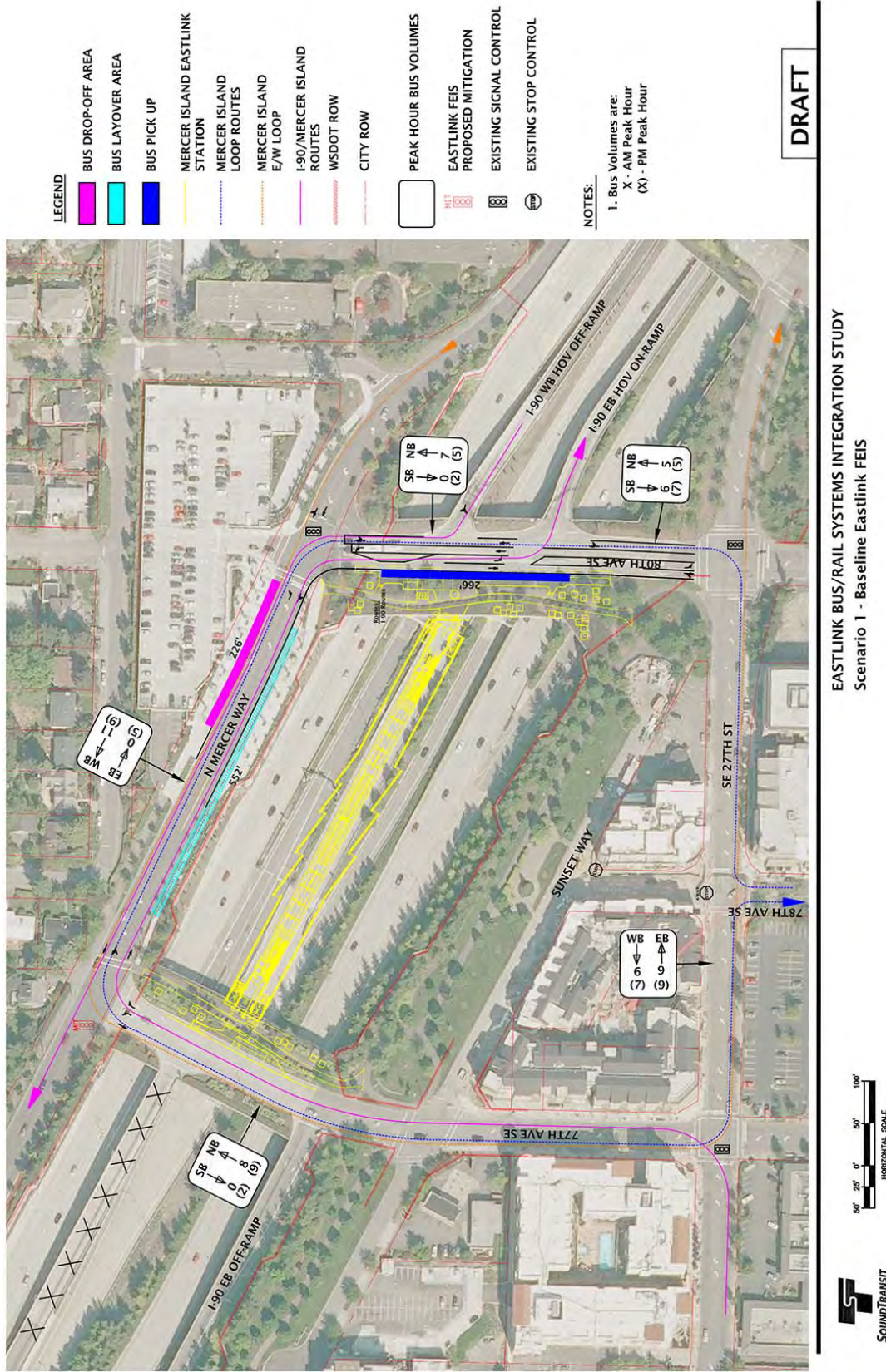


Figure 2. Bus Circulation Scenario 2

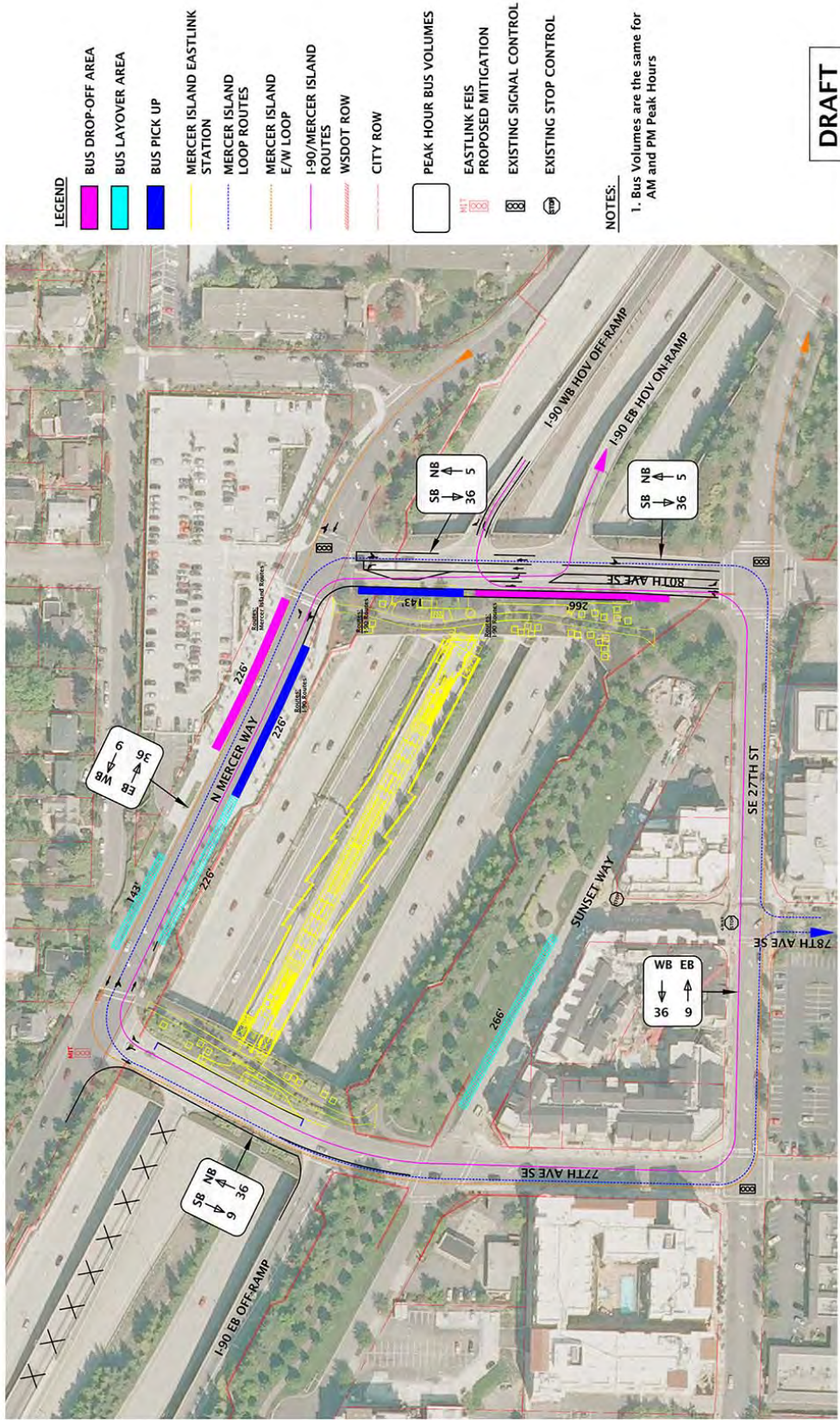
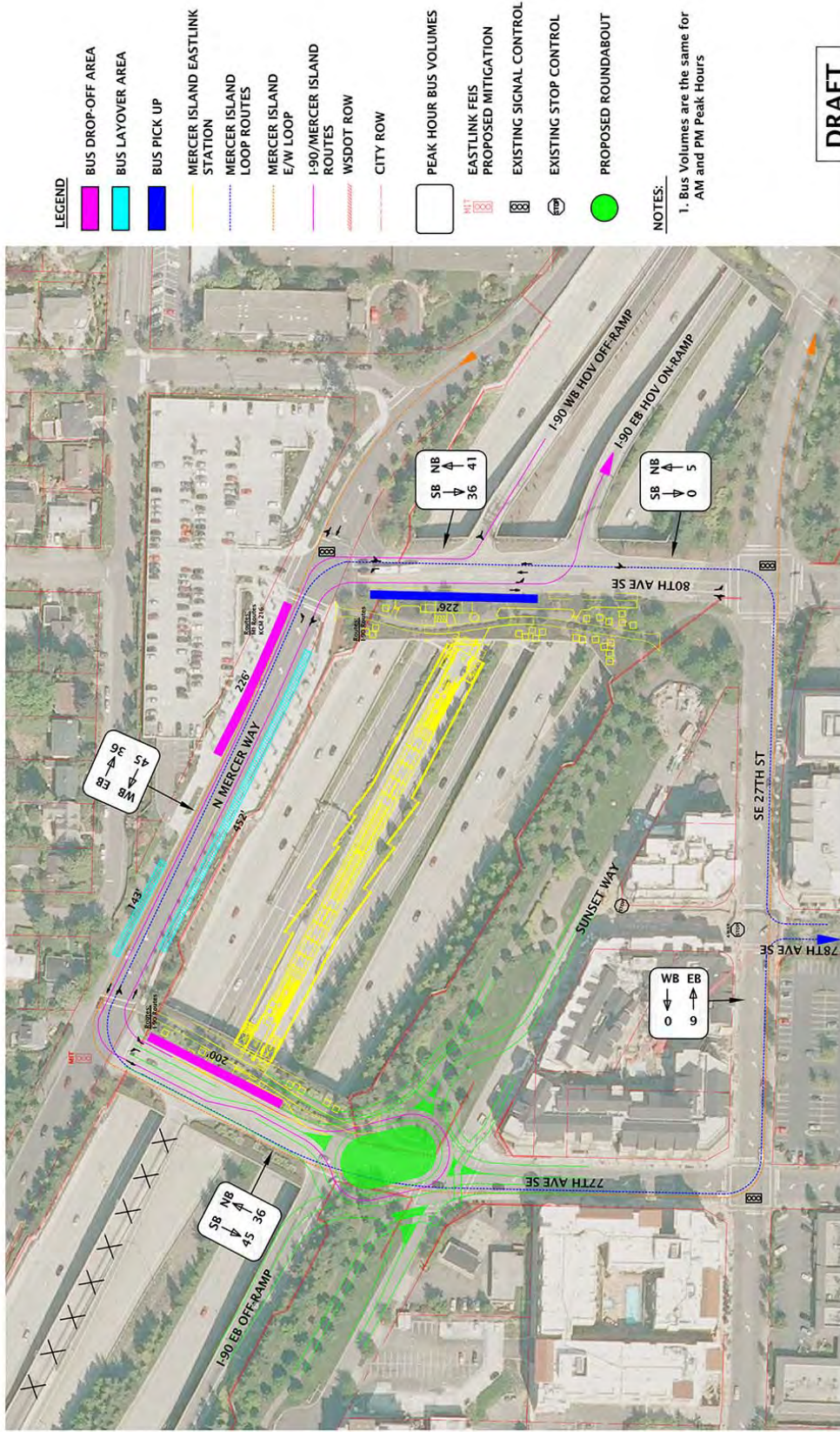
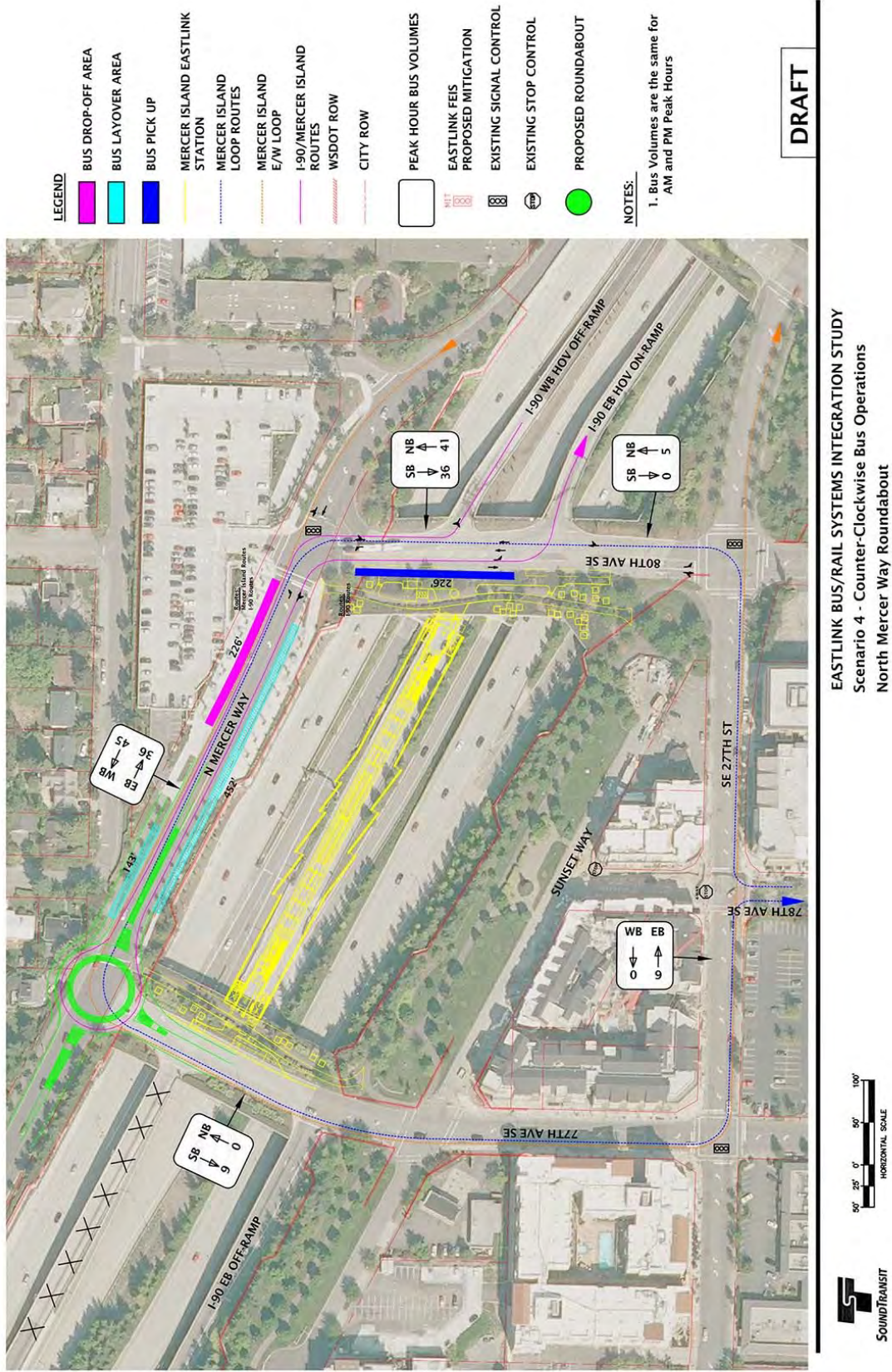


Figure 3. Bus Circulation Scenario 3



EASTLINK BUS/RAIL SYSTEMS INTEGRATION STUDY
 Scenario 3 - Counter-Clockwise Bus Operations
 Sunset Way Roundabout

Figure 4. Bus Circulation Scenario 4

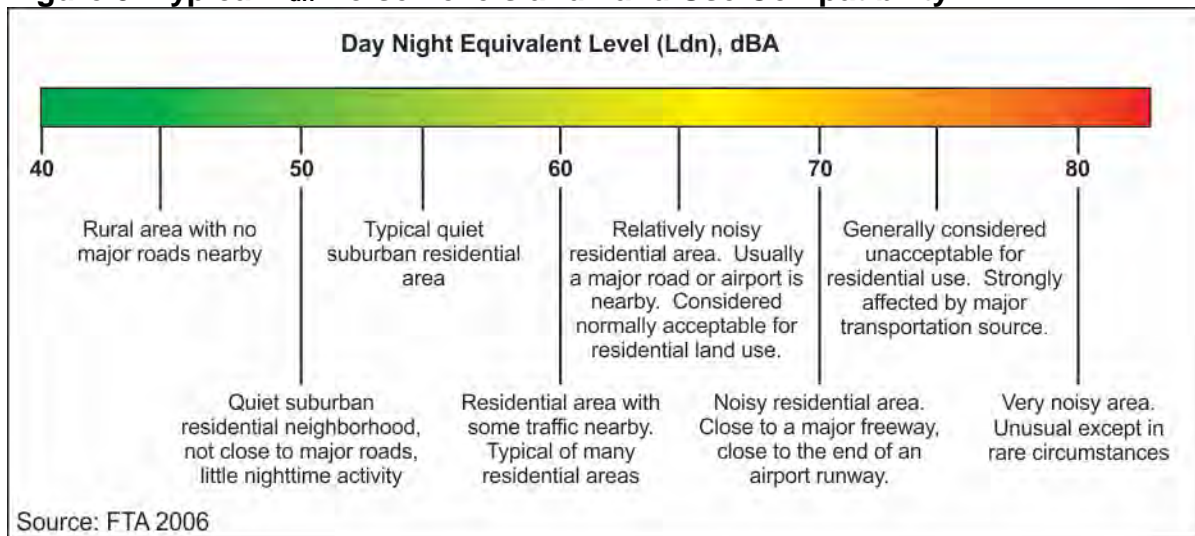


4.0 Introduction to Noise

Noise is defined as unwanted sound; it is measured in terms of sound pressure level and is usually expressed in decibels (dB), a conversion of the air pressure to a unit of measurement that represents the way humans hear sounds. The human ear is less sensitive to higher and lower frequencies than it is to midrange frequencies. To provide a measurement meaningful to humans, a weighting system was developed that reduces the sound level of higher and lower frequency sounds, similar to what the human ear does. This filtering system is used in virtually all noise ordinances. Measurements taken with this “A weighted” filter are referred to as “dBA” readings. There are two primary noise measurement descriptors that are used to assess noise impacts from traffic and transit projects, the L_{eq} and the L_{dn} , described below:

- L_{eq} : The equivalent sound level (L_{eq}) is the level of a constant sound for a specified period of time that has the same sound energy as an actual fluctuating noise over the same period of time. The peak-hour L_{eq} is used for all traffic noise analyses and for light rail noise analyses at locations with daytime use, such as schools and libraries.
- L_{dn} : The day-night sound level (L_{dn}) is an L_{eq} over a 24-hour period, with 10 dBA added to nighttime sound levels (between 10 p.m. and 7 a.m.) as a penalty to account for the greater sensitivity and lower background sound levels during this time. The L_{dn} is the primary noise-level descriptor for light rail noise at residential land uses. Figure 5 is a graph of typical L_{dn} noise levels and residential land use compatibility.

Figure 5. Typical L_{dn} Noise Levels and Land Use Compatibility



5.0 Method of Analysis

This proposed project is an FTA project and therefore follows the methods provided by the FTA (2006). As required by the FTA, other federal, state, and local noise regulations and ordinances were reviewed for relevance to this project. Under the FTA analysis, operational noise levels from buses and vehicles were predicted using measured data and followed the methods outlined by the FTA, (2006).

5.1 Traffic Noise Regulations

Consistent with the FTA guidance manual, Sound Transit used FHWA methodology and criteria to evaluate traffic noise impacts. Areas with major roadway modifications, which could increase traffic noise by 3 dBA or more, require a traffic noise analysis using the FHWA methods for a Type 1 Project. The traffic noise regulations from FHWA are found in *Traffic Noise and Construction Noise*, Title 23 CFR Subchapter H, Section 772. WSDOT is responsible for implementing FHWA regulations in Washington, and the criteria can be found in the *WSDOT Traffic Noise Policy and Procedure Manual* (WSDOT, 2011).

5.2 State and Local Noise Regulations

Both state and local noise regulations and ordinances were reviewed for applicability to this part of the project. The State of Washington has a noise control ordinance that can be found in the Washington State Administrative Code (WAC), Chapter 173-60, Maximum Environmental Noise Levels, and specifies residential, commercial, and industrial noise limits, along with noise limits for construction activities. However, the WAC exempts public transportation operating within public right-of-way, and therefore is not applicable to this project.

The City of Mercer Island has a community nuisance control code in Chapter 8, Section 24, of its municipal code; however, this code does not provide performance standards that could be used to evaluate noise from transit operations. Therefore, the nuisance code is not applicable to this project. There are no other noise regulations that are applicable to the proposed operations.

5.3 Source Data

Data used for the noise study included computer drafting files, plan and profile drawings, operational hours, and bus volumes. The data used in the analysis were obtained from CH2M HILL and Sound Transit. Measured noise levels of typical buses in normal operation from the FTA were used as reference noise levels in the noise models.

A noise analysis for this type of project is typically performed in three distinct steps:

1. Noise impact criteria are determined: using existing measured noise levels, and the land use of potentially affected properties, the FTA noise impact criteria are determined. FHWA and WSDOT traffic noise impact criteria are determined by land use type.
2. Future operational noise levels are calculated for nearby noise-sensitive receivers using methods to accommodate the different criteria, as needed. Potential noise impacts are then identified.
3. If impacts are identified, noise mitigation is examined.

5.4 Impact Criteria

This memorandum has been prepared to meet the requirements of the FTA Manual. Under the FTA guidance for Federally Funded High Capacity Transportation Projects, the noise analysis must be performed in accordance with the FTA guidelines as stated in the FTA Manual. Therefore, in addition to meeting FTA noise impact criteria, the regulations from FHWA and WSDOT are considered in this analysis for scenarios where modifications to the existing roadways could increase traffic noise by 3 dB or more.

5.4.1 FTA Noise Regulations

The criteria in the FTA Manual are founded on well-documented research on community reaction to noise and are based on change in noise exposure using a sliding scale. The amount that a transit project is allowed to change the overall noise environment is reduced as levels of existing noise increase. The FTA noise impact criteria group noise-sensitive land uses into the following three categories:

- **FTA Category 1:** Tracts of land where quiet is an essential element in the intended purpose. This category includes lands set aside for serenity and quiet and such land uses as outdoor amphitheaters and concert pavilions, as well as National Historic Landmarks with significant outdoor use. Also included in this category are recording studios and concert halls. There are no Category 1 uses in this study area.
- **FTA Category 2:** Residences and buildings where people normally sleep. This category includes homes, hospitals, and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.
- **FTA Category 3:** Institutional land uses with primarily daytime and evening use. This category includes schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material. Places for meditation or study associated with cemeteries, monuments, museums, campgrounds, and recreational facilities are also considered to be in this category. Certain historical sites and parks are also included, but their sensitivity to noise must be related to their defining characteristics, and generally parks with active recreational facilities are not considered noise sensitive.

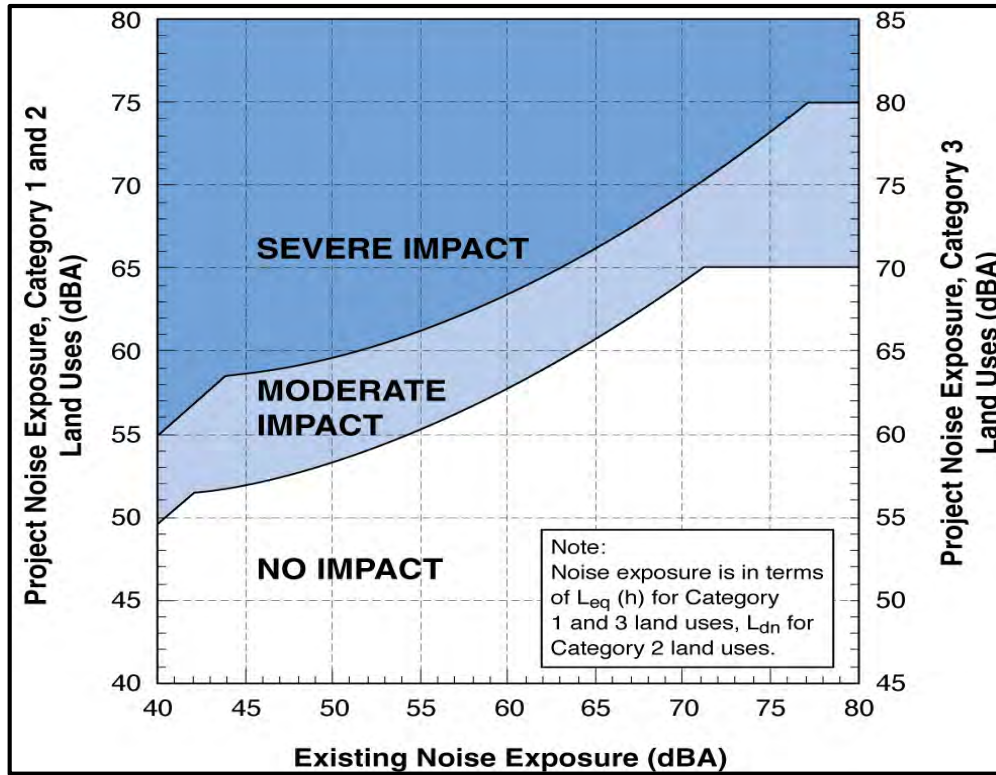
The L_{dn} is used to characterize noise exposure for residential areas (Category 2), and maximum 1-hour L_{eq} during the period that the facility is being used is used for other noise sensitive land uses such as school buildings (Category 3). There are no Category 1 land uses in the project corridor.

There are two levels of impact included in the FTA criteria. The interpretations of these two levels of impact are summarized below:

- **Severe Impact:** Project-generated noise in the severe impact range can be expected to cause a substantial percentage of people to be highly annoyed by the new noise and represents the most compelling need for mitigation. Noise mitigation will normally be specified for severe impact areas unless there are extenuating circumstances that prevent it from being applied.
- **Moderate Impact.** In this range of noise impact, the change in the cumulative noise level is noticeable to most people but might not be sufficient to cause strong, adverse reactions from the community. In this transitional area, other project-specific factors must be considered to determine the magnitude of the impact and the need for mitigation. These factors include the existing noise level, the predicted level of increase over existing noise levels, the types and numbers of noise-sensitive land uses affected, the noise sensitivity of the properties, the effectiveness of the mitigation measures, community views, and the cost of mitigating noise to more acceptable levels.

Figure 6 summarizes the noise impact criteria for transit operations.

Figure 6: FTA Noise Impact Criteria



Under the FTA criteria, as the existing noise exposure increases, the amount of the allowable increase in the overall noise exposure caused by a project decreases. For example, a residence (FTA Category 2) with an existing L_{dn} of 65 dBA would have an impact if project noise levels equaled or were greater than 61 dBA L_{dn} , and the impact would be considered severe if the project L_{dn} were greater than 66 dBA L_{dn} .

5.4.2 Federal Highway Traffic Noise Criteria

The FHWA traffic noise abatement criteria, against which the project traffic noise levels are evaluated, are taken from 23 CFR 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise. The FHWA exterior approach level criterion applicable for residential uses is an exterior hourly equivalent sound level (L_{eq}) that approaches or exceeds 67 dBA. The criterion applicable for hotels, motels, offices, restaurants/bars, and other developed lands is an exterior L_{eq} that approaches or exceeds 72 dBA. There are no FHWA traffic noise impact criteria for retail facilities; agricultural, industrial, and warehousing uses; undeveloped lands that are not permitted; or construction noise. No analysis of traffic noise impacts is required for those uses for which no criteria exist.

Table 1 summarizes FHWA and WSDOT traffic noise abatement criteria. For purposes of this study, unless indicated otherwise, any reference to “noise abatement criteria” refers to the WSDOT approach level and substantial increase noise abatement criteria (NAC).

Table 1. Noise Abatement Criteria (NAC) by Land Use Category

Activity Category	Activity Criteria in hourly L_{eq} (dBA)		Evaluation Location	Activity Description
	FHWA NAC	WSDOT NAC		
A	57	56	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B ¹	67	66	Exterior	Residential (single-family and multifamily units)
C ¹	67	66	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings
D	52	51	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios
E ¹	72	71	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A – D or F
F	--	--	--	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing
G	--	--	--	Undeveloped lands that are not permitted
<ol style="list-style-type: none"> 1. Includes undeveloped lands permitted for this activity category. 2. “—” Indicates that there is no noise impact criteria for these land use activity categories 				

WSDOT considers a predicted sound level of 1 dBA below the FHWA noise abatement criteria as sufficient to satisfy the condition of “approach,” or approaching, the noise abatement criteria required by FHWA for all land use categories. For example, where the noise abatement criteria is 67 dBA L_{eq} for residential uses (FHWA Activity Category B properties), a noise level of 66 dBA L_{eq} would be considered an impact. Receivers would also be considered affected when the worst hourly traffic noise is predicted to increase 10 dB (“substantial increase”) or more between the existing and build conditions. Hotel/motel, office building, and restaurant/bar impacts (FHWA Activity Category E property) occur at 71 dBA L_{eq} or higher.

6.0 Area Land Use and Existing Noise Levels

The current land use is used to determine the noise analysis category. Land use in the project area includes single-family residential to the north of I-90 and the existing Mercer Island park and ride, with mixed multifamily and commercial uses located to the south of I-90. There is a large condominium complex east of the park and ride, and there are paths and green space on the I-90 lid, along with the Mercer Island Community and Event Center located to the northeast of the park and ride.

I-90 runs in the middle of the study area and is depressed in a cut approximately 30 to 40 feet below grade, reducing noise from the highway at most residences in the area. Figure 7 provides an overview of the project area and shows the closest noise-sensitive land uses.

6.1 Ambient Noise Monitoring

The detailed noise analysis under the FTA Manual (FTA, 2006) requires existing noise level measurements in the study area. Noise levels were measured at site M1, 2257 80th Avenue SE, a single-family residence directly north of the existing park and ride facility. Supplemental noise measurements at West Mercer Way Park and near the east end of Mercer Island at 3700 East Mercer Way were also reviewed and used to establish the existing noise levels in the project area.

All noise measurements were taken in accordance with the American National Standards Institute (ANSI) procedures for community noise measurements. The sound level meters were calibrated before and after each measurement period using a sound level calibrator. System calibration is traceable to the National Institute of Standards and Testing (NIST). The systems meet or exceed the requirements for an ANSI Type 1 noise measurement system.

The measured existing noise environment was dominated by traffic noise from North Mercer Way and other nearby arterial roadways. Noise from I-90 was audible but not generally a major contributor. Noise levels at homes to the west of the bus layover area are predicted to be slightly higher than those at site M1 due to traffic noise from the I-90 ramps, North Mercer Way, and the commercial activities along SE 27th Street. Noise levels at residences located south of I-90 are also predicted to have slightly higher noise levels due to the added traffic related to the commercial activities in the city center.

The L_{dn} noise level at measurement site M1 was 54 dBA, with peak hour noise levels of 51 dBA L_{eq} . Noise levels for homes directly adjacent to North Mercer Way, and along Sunset Highway SE are predicted to be 65 dBA L_{dn} , with peak hour L_{eq} noise levels of 65 dBA.

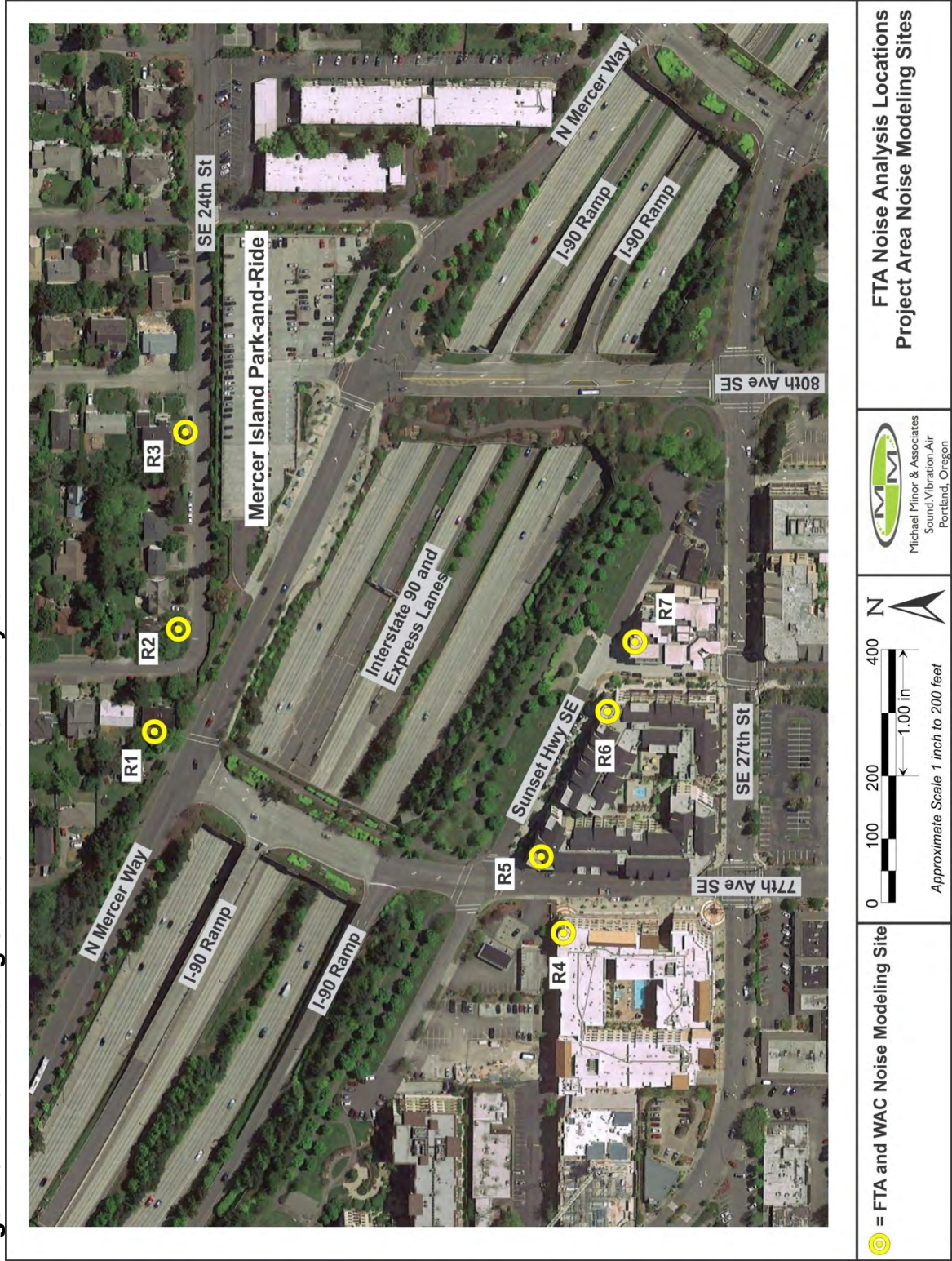
7.0 Noise Modeling Receiver Locations

Seven representative noise-sensitive receivers near the proposed bus layovers and travel routes were selected for the noise analysis under FTA criteria. These are the closest receivers to those areas with added noise that would have the potential for noise impacts under FTA criteria. Receiver R1 represents the residences located north of the project area near the intersection of 77th Avenue SE and North Mercer Way. Receivers R2 and R3 represent residences behind the existing park and ride lot on SE 24th Street. Receiver R3 is the same site as the monitoring site M1. Receivers R4 through R7 represent the multifamily residences located south of I-90, along Sunset Highway SE. These receivers are shown on Figure 8.

Figure 7. Project Area Overview and Land Use



Figure 8. Noise Modeling Sites for FTA Noise Analysis



Using the data from the onsite noise measurements and standard acoustical formulas, the existing noise levels were projected for the seven representative receiver locations. Table 4 provides the results of the existing noise level projections.

Rec¹	Description²	24-hour L_{dn}⁴
R1	2297 78th Ave	65
R2	2290 78th Ave	63
R3	2257 80th Ave	54
R4	7650 SE 27th St	64
R5	7705 Sunset Hwy	65
R6	7725 Sunset Hwy	62
R7	7800 SE 27th St	61

1. Receiver locations are shown in Figure 8.
2. Addresses taken from Google Earth Pro Image dated 5-4-2013
3. Peak-hour L_{eq}.
4. 24-hour L_{dn} noise levels, nighttime noise dominated by background traffic on I-90.

8.0 Noise Impact Analysis

Operational noise levels were projected for impact analysis under FTA criteria. The typical 24-hour L_{dn} was used for compliance with the FTA regulations. The 24-hour L_{dn} was projected using the methods described by the FTA (FTA, 2006). For this evaluation, the sources of potential transit noise impacts are at the bus layover areas.

For the scenarios with modified roadways that meet FHWA Type 1 requirements, a traffic noise review was performed to determine if the roadway improvements result in a 3 dB increase in noise levels. Scenarios that are predicted to have a 3 dB or more increase due roadway modifications would be analyzed using the methods from the FHWA and WSDOT. This requirement is fully clarified in Section 8.3, Highway Traffic Noise Analysis.

The following sections describe the methods and results.

8.1 FTA Noise Level Impact Analysis

The 24-hour L_{dn} noise levels were projected using the methods given in the FTA manual. The analysis uses the number of buses accessing the site during daytime and nighttime hours to project a single-site L_{dn} for each receiver of interest. Input to the model assumes 329 buses per day, with 287 buses during daytime hours and 42 buses during nighttime hours. The resulting noise levels were compared with the FTA impact criteria, and no exceedance of the criteria was identified. Tables 5 through 8 provide the results of the FTA projections for the four scenarios and compare the operational projections with the existing L_{dn} values from Table 4 and the FTA noise impact criteria.

Note that under the FTA criteria, it is possible to have a noise impact even when project levels are lower than the existing noise levels. For example, the criterion for R1 is 61 dBA L_{dn} for a moderate impact even though the existing noise levels are higher at 65 dBA L_{dn}. Also note that the “Station Level (dBA L_{dn})” in Table 5 is the noise from transit operations only and does not include other noise sources. The project noise levels are compared to the FTA criteria (which are based on the existing noise levels), and if the project criteria meet or exceed the FTA criteria, noise impacts would be

identified and mitigation would need to be investigated. As stated above, no noise impacts predicted under the FTA criteria for any of the proposed operational scenarios shown on Figures 1 through 4.

Table 5. FTA Operational Noise Level Impact Analysis: Scenario 1 (Figure 1)
(24-hour L_{dn} and peak-hour L_{eq} impact analysis)

Rec Num ¹	Existing Level (dBA L_{dn}) ²	Project Level (dBA L_{dn}) ³	FTA Criteria (dBA) ⁴		Impact ⁵
			Moderate	Severe	
R1	65	50	61	65	No
R2	63	48	60	64	No
R3	54	45	55	62	No
R4	64	47	61	65	No
R5	65	48	61	65	No
R6	62	48	59	64	No
R7	61	49	59	64	No

- Receiver locations are shown on Figure 8.
- Predicted 24-hour L_{dn} dBA.
- Calculated 24-hour L_{dn} from transit operations only.
- FTA impact criteria from Figure 6.
- Impacts identified using FTA criteria.
- Total future noise levels: existing noise + transit noise.
- Change in noise levels: total future noise – existing noise.

Table 6. FTA Operational Noise Level Impact Analysis: Scenario 2 (Figure 2)
(24-hour L_{dn} and peak-hour L_{eq} impact analysis)

Rec Num ¹	Existing Level (dBA L_{dn}) ²	Project Level (dBA L_{dn}) ³	FTA Criteria (dBA) ⁴		Impact ⁵
			Moderate	Severe	
R1	65	50	61	65	No
R2	63	48	60	64	No
R3	54	45	55	62	No
R4	64	49	61	65	No
R5	65	51	61	65	No
R6	62	51	59	64	No
R7	61	50	59	64	No

- Receiver locations are shown in Figure 8.
- Predicted 24-hour L_{dn} dBA.
- Calculated 24-hour L_{dn} from transit operations only.
- FTA impact criteria from Figure 6.
- Impacts identified using FTA criteria.
- Total future noise levels: existing noise + transit noise.
- Change in noise levels: total future noise – existing noise.

Table 7. FTA Operational Noise Level Impact Analysis: Scenario 3 (Figure 3) (24-hour L_{dn} and peak-hour L_{eq} impact analysis)					
Rec Num ¹	Existing Level (dBA L_{dn}) ²	Project Level (dBA L_{dn}) ³	FTA Criteria (dBA) ⁴		Impact ⁵
			Moderate	Severe	
R1	65	51	61	65	No
R2	63	48	60	64	No
R3	54	45	55	62	No
R4	64	48	61	65	No
R5	65	49	61	65	No
R6	62	48	59	64	No
R7	61	48	59	64	No

1. Receiver locations are shown in Figure 8.
2. Predicted 24-hour L_{dn} dBA.
3. Calculated 24-hour L_{dn} from transit operations only.
4. FTA impact criteria from Figure 6.
5. Impacts identified using FTA criteria.
6. Total future noise levels: existing noise + transit noise.
7. Change in noise levels: total future noise – existing noise.

Table 8. FTA Operational Noise Level Impact Analysis: Scenario 4 (Figure 4) (24-hour L_{dn} and peak-hour L_{eq} impact analysis)					
Rec Num ¹	Existing Level (dBA L_{dn}) ²	Project Level (dBA L_{dn}) ³	FTA Criteria (dBA) ⁴		Impact ⁵
			Moderate	Severe	
R1	65	51	61	65	No
R2	63	50	60	64	No
R3	54	46	55	62	No
R4	64	47	61	65	No
R5	65	47	61	65	No
R6	62	48	59	64	No
R7	61	48	59	64	No

1. Receiver locations are shown in Figure 8.
2. Predicted 24-hour L_{dn} dBA.
3. Calculated 24-hour L_{dn} from transit operations only.
4. FTA impact criteria from Figure 6.
5. Impacts identified using FTA criteria.
6. Total future noise levels: existing noise + transit noise.
7. Change in noise levels: total future noise – existing noise.

8.2 Highway Traffic Noise Analysis

A highway traffic noise analysis using the FHWA and WSDOT methodology is required whenever a new roadway is planned, an existing roadway is widened with new through lanes, or the horizontal or vertical alignment of a roadway is changed such that an increase of 3 dB or more can be expected at a noise-sensitive property. In general, to have an increase of 3 dB in traffic noise, the distance between the roadway and receivers must be reduced by half. For example, moving a roadway that is 50 feet from a house to 25 feet from the same house would cause an increase of 3 dB. In addition, if a project removes existing shielding that results in a 3 dB change in noise levels, that is also considered a change in the horizontal or vertical alignment and a traffic noise study would be required.

The four bus circulation scenarios (see Figures 1 through 4) were reviewed for improvements that meet the criteria, and Scenarios 3 and 4 were found to meet the criteria for a change in the horizontal or vertical alignment. Scenarios 1 and 2 would not change the horizontal or vertical alignment of any

roadways and would not add new through lanes; therefore, no traffic study was required for Scenarios 1 or 2.

Under Scenario 3, there would be a large roundabout located north of Sunset Highway along 77th Avenue SE. This scenario would result move some traffic farther from the residences on Sunset Highway and some traffic closer. The overall change in traffic patterns would not increase noise levels by 3 dB, and, in fact, due to the movement of the stop at the intersection of Sunset Highway and 77th Avenue SE, noise levels could actually be reduced slightly at the nearest receivers. Therefore, no traffic noise analysis was required for this improvement.

Under Scenario 4, the new roundabout would remove two residences near the intersection of North Mercer Way and 77th Avenue SE. This combination of moving the roadway and removing two homes that provide acoustical shielding to the residences behind them made this scenario an FHWA Type 1 project, which requires a traffic noise study.

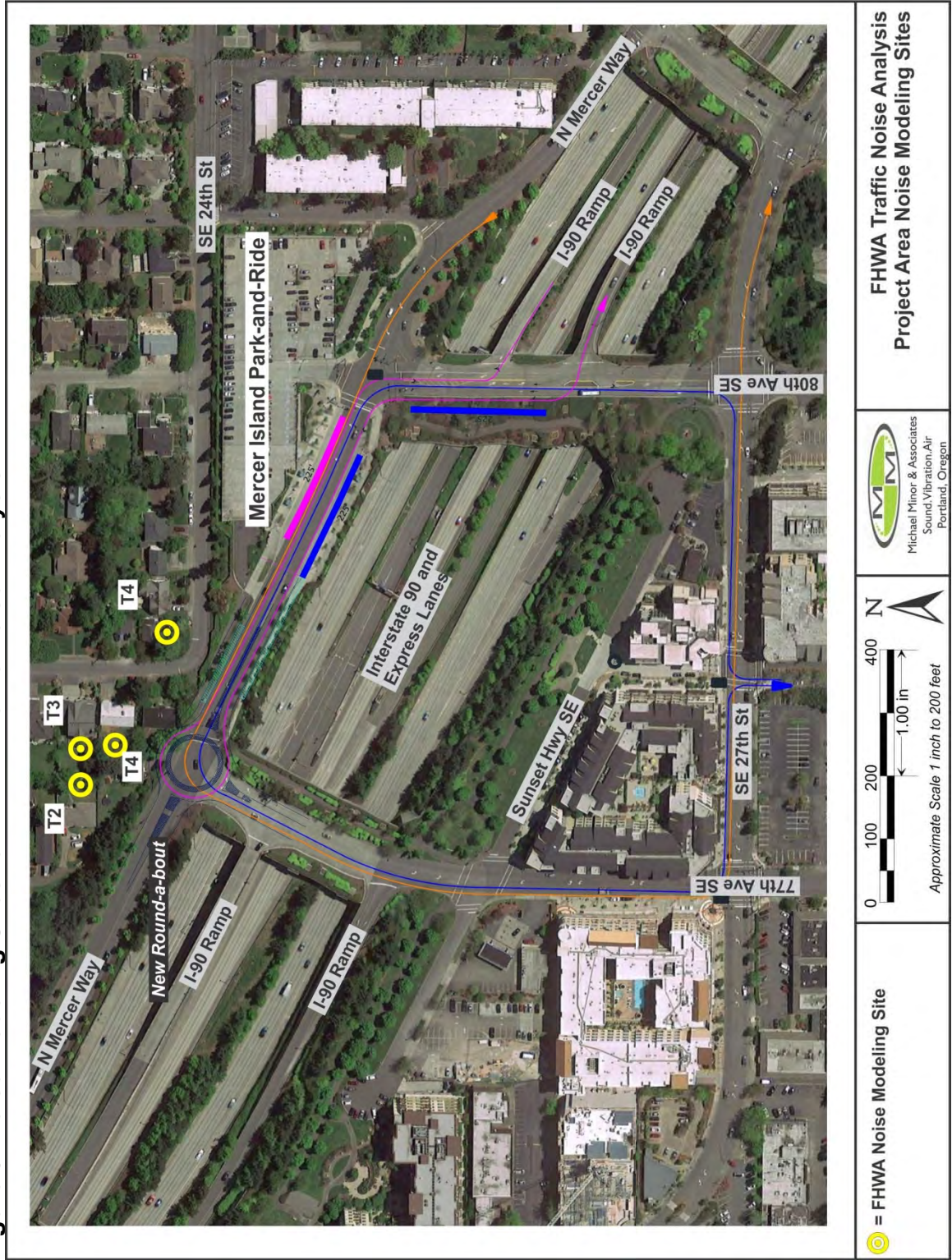
For this study, the four nearest homes that would remain under Scenario 4 were evaluated. The homes are identified as T1 through T4 in order to prevent confusion with the FTA modeling sites. Two noise models were run for this area using the FHWA Traffic Noise Model (TNM) version 2.5. The first is a model of the existing conditions, using existing bus and vehicle traffic, and the second is a model of the future traffic and bus volumes along with the new roadway configuration. In order to calculate the change in noise from the installation of the roundabout, the noise model did not include I-90, because the background noise from I-90 would have masked the overall change in noise related to the traffic on Mercer Island. Figure 9 provides an aerial view of the receivers used in the modeling along with the proposed roadway configuration, and Table 17 provides the results of the modeling.

As is shown in Table 17, there are no residences that have an increase of 3 dB because of the proposed project, and therefore no traffic noise study is required. It is also important to note that none of the residences evaluated are predicted to meet or exceed the FHWA criteria as a result of operations at the new roundabout. Local traffic noise levels currently range from 55 to 57 dBA, and with the roundabout, the noise levels would increase by up to 1 dB at one receiver, from 57 to 58 dBA L_{eq} . All noise levels are well below the FHWA criteria.

Table 17. Summary of Traffic Noise Levels						
Rec Num ¹	Land Use ²	WSDOT Noise Criteria (dBA L _{eq}) ³	Existing Conditions	Build Scenario 4		
			Traffic Noise (L _{eq} dBA) ⁴	Traffic Noise (L _{eq} dBA) ⁵	No. of Impacts ⁶	Vs. Existing (in dB) ⁷
T1	B	66	56	55	0	-1
T2	B	66	55	54	0	-1
T3	B	66	57	57	0	0
T4	B	66	57	58	0	+1
Summary	Minimum		55	54		-1
	Maximum		57	58		+1
	Receivers Meeting NAC		0	0	0	

1. All receivers are shown in Figure 9.
2. FHWA land use activity category designation from Table 1.
3. WSDOT traffic noise abatement criteria from Table 1.
4. Calculated existing peak-hour noise levels in dBA L_{eq} from TNM version 2.5, with **Bold-Red** typeface used to indicate noise levels that are equal to or greater than the NAC of 66 dBA L_{eq} for Category B uses.
5. Calculated future build peak noise hour levels in dBA L_{eq} from TNM version 2.5, with **Bold-Red** typeface used to indicate noise levels that are equal to or greater than the NAC of 66 dBA L_{eq} for category B uses.
6. Number of traffic noise impacts.
7. Change in noise, build alternative compared to existing.

Figure 9. Noise Modeling Sites for FHWA Traffic Noise Analysis



8.3 Construction Noise

Construction noise levels for the Mercer Island operational improvements would result from normal construction activities. Noise levels for these activities can be expected to range from 70 to 95 dBA at sites 50 feet from the activities. These noise levels, although temporary in nature, can be annoying. Sound Transit's Light Rail Noise Mitigation Policy indicates that construction noise levels and impacts should meet applicable noise regulations and ordinances. Most daytime construction noise activities would be exempt from the local noise control ordinance. When required, Sound Transit or its contractor would seek the appropriate noise variance from the local jurisdiction. Typical mitigation measures that could be applied are presented below and contractors would be required to meet the criteria in the city noise ordinance.

Noise-control mitigation might include the following measures, as necessary, to meet required noise limits:

- During nighttime work, use smart back-up alarms that automatically adjusts or lowers the alarm level or tone based on the background noise level, or switch off back-up alarms and replace with spotters.
- Use low-noise emission equipment.
- Conduct monitoring and maintenance of equipment to meet noise limits.
- Use acoustic enclosures, shields, or shrouds for equipment and facilities.
- Minimize the use of generators or use whisper quiet generators to power equipment.
- Implement noise-deadening measures for truck loading and operations.
- Prohibit aboveground jack-hammering and impact pile driving during nighttime hours.
- Minimize the use of generators or use whisper quiet generators to power equipment.
- Limit use of public address systems.
- Limit or avoid certain noisy activities during nighttime hours.

9.0 Conclusion

The proposed operational improvements are not predicted to result in noise impacts at any of the nearby noise-sensitive land uses. Because of the moderate to low volumes and limited nighttime use, transit operations are predicted to be in compliance with all applicable noise regulations and ordinances, regardless of the scenario selected.

APPENDIX A

References

23 CFR 772. *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, U.S. Department of Transportation.

FTA. 2006. *Transit Noise and Vibration Impact Assessment*. Federal Transit Administration, U.S. Department of Transportation.

WSDOT. 2011. *Traffic Noise Policy and Procedure Manual*.

Appendix F:

Agency Comments

Comments from Metro regarding the East Link Bus/Rail Systems Integration Study—March 13, 2014

- Metro has concerns that the concepts in the recent drawings are not in sync with the general operating scheme of each alternative. Areas for layover, staging (pick-up), and drop-off should be clearly identified, with the number of 60' buses that the zone can accommodate--assuming the following scenarios: independent pull-in and out, independent pull-out, and no independency. Some of the locations identified for bus stops (pick-up and drop-off) and/or layover may not be fully usable.
- While existing and potential zones and layover spots are identified and measured on each alternative map, analysis needs to be done to identify how many 60 ft. coaches each area can accommodate and whether it would be sufficient in relation to the high and low bus volumes forecast in the KCM white paper. In the paper, room for coaches would be required along 80th Ave. SE. for passenger drop-off (for an estimated 2 -3 buses). Under the high scenario, a total of 8 "pick-up" spaces would be required along N. Mercer Way (7 EB) and 1 (WB). An additional 7 spaces would be required for layover. Under the low scenario, a total of 6 would be required for passenger "pick-up" along N. Mercer Way (5 EB) and (1 WB), with 5 additional spaces needed for layover.
- Potential layover on 77th Ave SE., as identified in the KCM white paper are no longer identified on the map alternatives. Has this been ruled out? If so, there would be no need to consider Alternative 3 (roundabout at Sunset Way), unless the taking of the two homes under Alternative 4 is a fatal flaw.
- Recommend evaluating the east side of 77th Ave. SE and/or the south side of N. Mercer Way for passenger drop-off in Scenarios 3 and 4 (so riders do not have to cross the street).
- The **Bus Capacity and Ridership Summary: Peak 3-Hour Direction** table shows a total ridership projection of 2,882 in comparison to 2,690 existing (Fall 2013, Routes 202, 205, 210, 211, 212, 214, 215, 216, 218 and 219), a growth rate of only x% per year. Tony Woody said at the last meeting that he would verify the model's assumptions in regards to the projection.
- Although this analysis is attempting to model various routing alternatives, Metro will need to see further design details of bus stop facilities, traffic signal operations, bus turning movements at intersections and into and out bus stops to verify the following:

- Left turns on 80th from the off-ramp and from the bus stop onto the ramp with potential delays and conflicts from buses and cars for each alternative that propose left turns (physically making the stops and turns, as well as what are the delays for those movements with and without signals)
- What the analysis for delays and travel time would be if new signals or special signal on 80th to make left turns would be
- What if 80th was made a transit only facility except for right ons (going to the ramp) and right offs getting off the ramp for HOV's? How would this impact traffic circulation?
- Will you be analyzing/simulating the peak pedestrian loads that would be getting off the buses to access the train, assuming some grouping of buses arriving at the same time, and vice versa for trains alighting peak passenger loads to buses staged to leave? What are these projected passenger loads and how do they compare with other existing facilities?
- The transit operations for serving an intercept concept of this magnitude has not been done before locally, so there are concerns about how buses would be staged and leave the facility with a large number of passengers alighting the train. We may need to work out details to somehow use both east and west station entrances to board buses.
- We would like to see a bus stop capacity analysis for each of the bus stops to determine if they are sufficient for the highest proposed peak hour of buses and would like to know what parameters were assumed for the analysis (see latest TCRP Transit Capacity and Quality of Service Manual). The capacity should be based on the number of buses that can service the stop, probably assuming all 60' coaches that can actually serve the stop with independent pull-in and pull-out. There may be some stops that don't require independent pull-in and pull-out, but these need to be stated in the assumptions.
- The study should consider potential ADA issues
- How will the implementation of the Mercer Island intercept concept impact passenger loading LOS on Link? Will Link provide adequate capacity to accommodate the projected demand?

Potential New Concepts

Metro has a few new potential concepts that the group may want to explore further:

80th Ave. SE Transit Center Concept

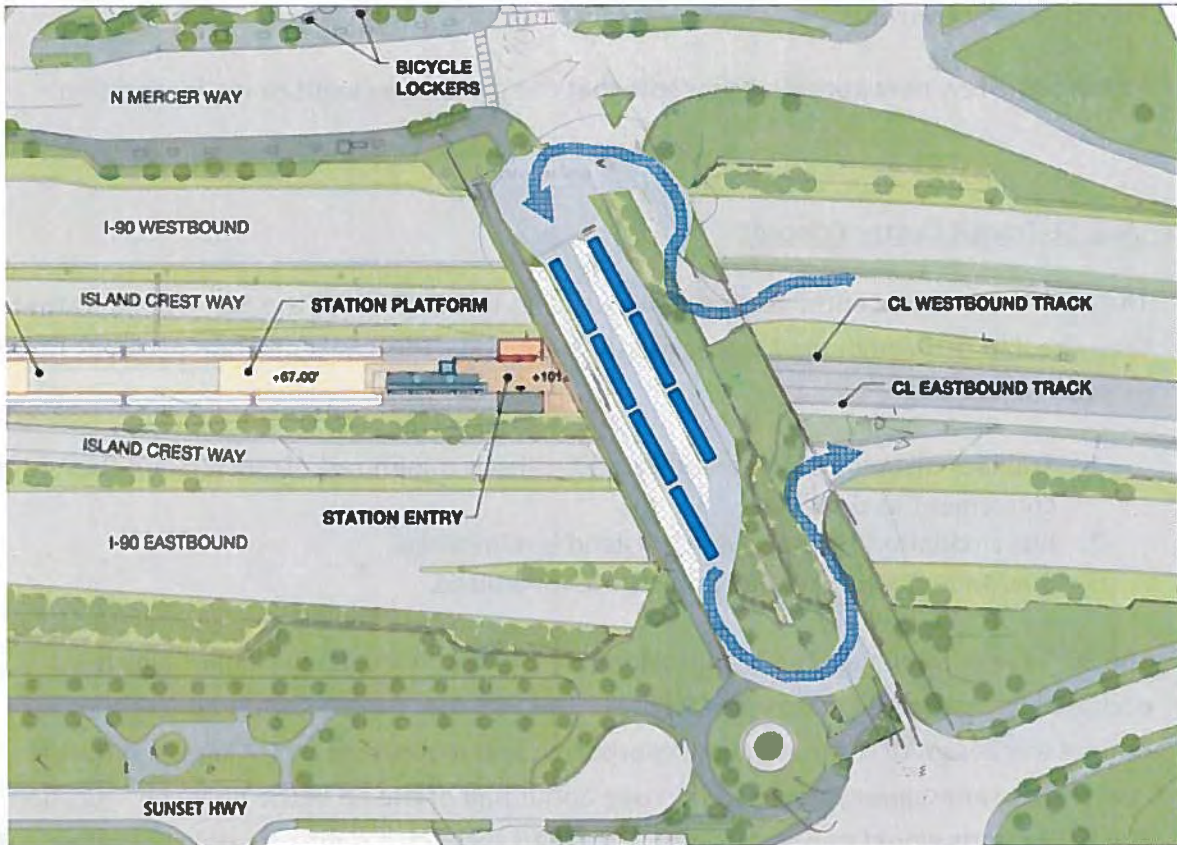
The 80th Ave Transit Center concept concentrates bus activity on the 80th Ave lid, rather than circulating through the Mercer Island street grid. This concentration achieves three primary objectives:

1. Transfer distance between buses and trains is minimized. Transfers are therefore as convenient as possible.
2. Bus circulation through Mercer Island is minimized.
3. Bus/pedestrian/bike/GP conflicts are minimized.

The 80th Ave overpass and lid is approximately 140 feet wide, about half of which is occupied by landscaping and bike facilities. The 80th Ave Transit Center concept would require a redesign of this overpass, repurposing space occupied by GP lanes for transit center use. Landscaping would still occupy about half of the lid in the final configuration. The HOV ramps would remain accessible to HOVs through a right-turn only operation. The bike facility would be relocated to the western edge of the lid. GP traffic would be accommodated by the nearby 77th Ave and Island Crest Way overpasses.

As stated in the East Link FEIS, the I-90 Parks on the Lid are determined to be a part of the I-90 freeway and not Section 4(f) resources—would need to confirm not a fatal flaw.

What, if any WSDOT and/or FHWA involvement/approvals may be required?



Double Round-About Concept

It would appear that under Alternative 4 (round-about at N. Mercer Way), there is inadequate space for layover to accommodate the number of spaces required for an intercept operation. Under this scenario, both round-abouts (at N. Mercer Way and Sunset Way) would be constructed. The Sunset Way round-about would allow access to potential layover spots on either side of 77th Ave. SE. In addition, the east side of 77th could be used for drop-off. In the AM, when the buses are “live-looping” and taking layover elsewhere, the N. Mercer Way round-about would be used. In the PM however, when layover space is required on Mercer Island, the Sunset Way round-about would be used.

Passenger Drop-Off with Pedestrian Ramp on I-90 Off-Ramp Concept

Under this scenario, passengers would alight along the westbound HOV off-ramp then access the Link station via a pedestrian access ramp under 80th Ave. New passenger facilities would be constructed along the north side of the off-ramp. This would allow riders to alight in close proximity to the station and would not require crossing at grade. This facility could be

incorporated with any of the specified scenarios. With a clockwise pattern, a signal with a queue jump would likely be necessary to allow an unimpeded left turn, while a counter-clockwise pattern would require a round-about to turn around and board riders.

What, if any WSDOT and/or FHWA involvement/approvals may be required.

Clarifications Needed

1. Could we get definition clarification on terms like 'PM peak volume' and 'PM peak hour'? Specifically which hours are considered peak hours for both AM and PM peak volume.
2. Regarding the LOS table, what are the current LOS at those intersections?
3. Regarding the 'transit ridership summary: PM Peak 3-hour period', is it correct that it is predicting essentially no change in ridership on the floating bridge and a 3% increase in ridership on the east channel bridge?

Scenario Maps

1. Regarding the scenario maps, it appears that the peak hour bus volume box in the lower right corner is misplaced or incorrect. eg on scenario 4, it shows SB 36 and NB 41, yet there should be only local buses at that point. Please clarify.
2. Regarding 'Mercer Island and I-90 Peak Hour and Daily Bus Volumes', it appears under the FEIS, our peak volume and daily total would drop significantly, while under the intercept plan our peak would increase 50% and while our daily total would drop a little. True?
3. It would be helpful to have a scenario 0 map that would show existing movements...including perhaps an I-90 screen for buses passing by but not stopping. Scenario 1 could benefit from the I-90 screen too.
4. Scenario 1-4
 - a. Shows a 4-way stop at SE 27th St./78th Ave. SE. There is a traffic signal there today so it should be shown that way in all scenarios.
 - b. It would be helpful for staff and lay persons to be able to see on the scenario graphics or a separate map,
 - i. All buses by route and frequency/time of day on MI surface streets currently and proposed, highlighting the peak hour trips. Identify which ones will dead end on MI, which buses could turn around elsewhere on the eastside, and which must turn around on MI because it's the first/last stop.
 - ii. Show graphically, the bus routes that use the streets shown on the scenario maps.
 - iii. The purpose of this request is so the pertinent data is easy to understand so there is less confusion.
5. Scenario 3 (CCW with Sunset Highway/77th Ave. SE roundabout)
 - a. Since bus layover is only needed during the pm peak hour(s), a roundabout at Sunset Highway results in all of the buses having to go down to Sunset before they can turn around. I'd suggest constructing an additional roundabout at NMW/77th Ave. SE to provide a shorter off-peak route so buses can turn around at that location during the other 21 hours of the day when buses don't need to layover.
 - b. This scenario directs more buses through the NMW/77th Ave. SE intersection than contemplated in the EIS. These additional trips need to be mitigated. This might mean that Sound Transit either constructs the required traffic signal or a roundabout in this location at the same time as a roundabout at Sunset Highway.
 - c. I am concerned that this roundabout will result in buses stopping along 77th Ave. SE, resulting in impacting potential emergency vehicle access to the sidewalk area at the top of the escalators as well as blocking access to kiss-n-ride spaces on 77th Ave. SE.

Bus Staging

There's nothing in writing/on the scenario maps about number of buses staging on MI at any given time...is that not a part of the study? Please include the linear space needed to accommodate them. Also include information about idle time and/or noise.

Bus Trips

In previous material, there was a sizeable range of bus trips, dependent on whether Metro had funding or not and other factors. It would be good to understand the underlying assumptions in this analysis. Please provide information with assumptions based on the higher range of bus trips as well.

Bus Routes

1. What exactly is going on with the internal MI routes:
 - a. According to the Metro website, it looks like the 203 and 213 run the same route (from the Park and Ride to EMW and Shorewood) and that there are 18 runs of the 203 and 6 runs of the 213 every day. That does not square with the numbers in the "Mercer Island and I-90 Peak Hour and Daily Bus Volumes" chart which show 9 as the Daily Volume for the 203 and 0 for the 213.
 - b. As to the 204 (ICW), it looks like they plan on significantly increasing Peak Hour service on this route. They now say there are no buses during the Peak Hour. Unless the AM Peak Hour ends before 9am, this does not seem correct based on the website.
 - c. Similarly as to the 201 (also ICW), according to the website there are currently 2 AM Peak Volume runs.
2. Why would Routes 111 and 114 be reoriented to Downtown Bellevue if they are coming up from Renton/Newcastle. They now go across I-90 without stopping on MI. Same as to 554 which now goes on I-90. Would make no sense to run that into Downtown Bellevue.

Financial Analysis

Is there any financial analysis planned? Value to Metro of reduced route lengths? Cost of mitigation improvements on MI? Savings on the D2 roadway? etc.

Eastlink Bus/LRT Systems Integration Study

Response to comments from CH2M HILL/Sound Transit

April 4th, 2014

King County Metro:

1st Bullet: Comment on graphic

- Will update where drop-off, pick-up and layover will be located at on drawings
- Will address how many buses can be accommodated in terms of dependency of buses at stops/layovers

2nd bullet: Comment on # of spaces for pickup, layover

- An assessment of the number of required spaces vs. spaces available will be assessed in evaluation criteria for each alternative

3rd bullet: Layover space on 77th Ave.

- 77th Layover space has been included back into the alternatives and will be documented in the final evaluation and report

4th bullet: 77th Avenue drop-off space

- Drop off space on 77th Avenue is being evaluated in the final evaluation and report

5th bullet: Comment on ridership

- This was a result of not all buses stopping at Eastgate. This problem has been fixed in the model and show an increase for the routes mentioned in the 25%-35% range.

6th bullet: Comment on transit left turns, signal timings

- This level of detail will not be addressed in final design

7th bullet: Comment on 80th Avenue Transit center

- 80th Avenue Transit Center concept is being rejected to do limited space available and effects on traffic flow

8th bullet: Passenger load

- Passenger loads will be assessed for the different scenarios in the evaluation

9th bullet: Comment on loading areas

- Will note in final evaluation/report

10th bullet: Bus stop capacity analysis

- Initial calculations show that stop capacity will be sufficient with 2 or 3, but the TRCP manual does not take into account the type of loading that is occurring at this location (multiple buses being loaded at the same time and leaving at the same approximate time)

11th bullet: ADA issues

- ADA issues will be covered in the design stage

12th bullet: Passenger loading LOS

- This will be addressed in the final evaluation and report.

Other concepts presented in comments from KCM

- Will address and discuss in final report

Mercer Island Comments:

{Clarification:}

1. We will clarify this in the final report and graphics. In general, PM Peak Period represents a 2-4 hour period and peak hour only represents a 1 hour period
2. Current LOS is documented in Eastlink FEIS
3. Correct - 3% total transit ridership on east channel bridge

{Scenario Maps}

1. Fixed
2. Under FEIS, many I-90 routes will not stop on Mercer Island. Under the systems integration scenario, all buses will have to stop on Mercer Island for the LRT transfer. Thus the increase of ~ 50% for peak hour systems integration
3. Will try and add existing condition map (Scen 0)
4. Will attempt to add additional graphics/details for better explanation
5. Comments on Scenario 3
 - a. Suggestion to create additional roundabout at 77th/NMW for shorter routes during off-peak
 - b. Impacts at 77th/NMW will be noted in final report. It is assumed that 77th/NMW will be signalized as part of this project
 - c. Concerns with EV access on 77th

{Bus Staging}

1. Request to include linear space for bus staging on MI at any given time. Information about idle time and noise → Will address in environmental evaluation

{BusTrips}

1. Please refer to KCM white paper on underlying assumptions about # of buses

{Bus Routes}

1. 203/213 become the 204 routes – the routes are integrated together
2. Routes 111/114 will go to Bellevue and use Eastlink to travel to Seattle

{Financial Analysis}

1. Not being addressed in this study



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.

AUGUST 4		
Item Type	Topic/Presenter	Time
<i>Study Session</i>	Transportation Benefit District Briefing – F. Lake & C. Schuck	60
<i>Regular Business</i>	Fire Station 92 Project Update – G. Boettcher	20
<i>Regular Business</i>	Status Report - Sound Transit Bus Integration and Parking Solutions – N. Treat	30

AUGUST 18		
	Meeting Canceled	

SEPTEMBER 2		
Item Type	Topic/Presenter	Time
<i>Special Business</i>	2014 Flash Family Award Recognition – C. Goodwin	10
<i>Special Business</i>	2014 National Recovery Month Proclamation – C. Goodwin	5
<i>Consent Calendar</i>	2014-2015 Interlocal Agreement with MISD for Counseling Services – C. Goodwin	20
<i>Public Hearing</i>	Public Hearing Establishment of a Transportation Benefit District (1 st Reading) – F. Lake & C. Schuck	45
<i>Regular Business</i>	Trellis Long Plat Easement – C. Schuck & P. Yamashita	30
<i>Regular Business</i>	2nd Quarter 2014 Financial Status Report & Budget Adjustments—C. Corder	45
<i>Regular Business</i>	Actuarial Valuation of City’s Firemen’s Pension Fund & LEOFF I Retiree Medical and Long-Term Care Benefits—L. Tuttle	45
<i>Regular Business</i>	Lakeridge Elementary P Zone Code Text Amendment – S. Greenberg	30
<i>Regular Business</i>	Lakeridge Elementary P Zone Rezone – S. Greenberg	10

SEPTEMBER 15		
Item Type	Topic/Presenter	Time
<i>Executive Session</i>	To consider the minimum price at which real estate will be offered for sale or lease when public knowledge regarding such consideration would cause a likelihood of decreased price for approximately 20 minutes pursuant to RCW 42.30.110(1)(c) – P. West	20
<i>Regular Business</i>	Ordinance to Establish the Mercer Island Transportation Benefit District (2 nd Reading) – F. Lake & C. Schuck	30
<i>Regular Business</i>	Authorize the City Manager to Enter into a Purchase and Sale Agreement for a Portion of Clarke Beach Park – P. West	10
<i>Regular Business</i>	Electrical Code Adoption – D. Cole	30
<i>Regular Business</i>	Initiative 594 – K. Taylor	30

OCTOBER 6		
Item Type	Topic/Presenter	Time
<i>Study Session</i>	Communities That Care update – C. Goodwin, Emergency Management Update – J. Franklin	60
<i>Regular Business</i>	2015-2016 Preliminary Budget Presentation & Distribution—N. Treat & C. Corder	45

OCTOBER 16 – SPECIAL JOINT MEETING - 5:00-7:00 PM		
	Joint Meeting with the Mercer Island School District Board (Council Chambers)	

OCTOBER 20 - 6:00 PM		
Item Type	Topic/Presenter	Time
<i>Public Hearing</i>	2015-2016 Preliminary Budget (Operating Budget Review by Selected Funds: Major Revenue Estimates by Fund, Summary Level Expenditures by Fund, Budget Analysis by Fund, Significant Operating Budget Policy Changes/Issues, Service Reduction & Enhancement Packages, and 2015-2016 Proposed Utility Rates)—C. Corder	210

NOVEMBER 3 - 6:00 PM		
Item Type	Topic/Presenter	Time
<i>Public Hearing</i>	2015-2016 Preliminary Budget (CIP Budget Review: Updated REET Forecast, Changes to CIP “Preview” by Council & Staff, CIP Project Review by Exception, 2015-2020 Projected Fund Balance for CIP-Related Funds, Significant CIP Budget Policy Changes/Issues)—C. Corder	180

NOVEMBER 17		
Item Type	Topic/Presenter	Time
<i>Public Hearing</i>	2015-2016 Preliminary Budget (Finalize Changes to Operating & CIP Budget, 2015 NORCOM Budget Resolution, 2015 Utility Rate Resolutions, and 2015 Property Tax Ordinances)—C. Corder	60
<i>Regular Business</i>	Shoreline Master Program Update--S. Greenberg	60

DECEMBER 1		
Item Type	Topic/Presenter	Time
<i>Regular Business</i>	3rd Quarter 2014 Financial Status Report & Budget Adjustments—C. Corder	30
<i>Public Hearing</i>	2015-2016 Final Budget Adoption—C. Corder	15

DECEMBER 15		
	Potentially Canceled	

OTHER ITEMS TO BE SCHEDULED:

- Comcast Franchise – K. Knight
- PSE Electric Franchise – K. Knight
- Joint Meeting with MISD – April 30, 2015
- Comprehensive Plan Update (in 2015) – G. Steirer

COUNCILMEMBER ABSENCES:

None