CITY OF MERCER ISLAND
CITY COUNCIL MEETING AGENDA

Tuesday
December 5, 2017
5:00 PM

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

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

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

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

REGULAR MEETING

CALL TO ORDER & ROLL CALL, 5:00 PM

AGENDA APPROVAL

EXECUTIVE SESSION

Executive Session to discuss (with legal counsel) pending or potential litigation pursuant to RCW 42.30.110(1)(i) for one hour

RECEPTION, 6:00 PM

Reception for Councilmember Dan Grausz

SPECIAL BUSINESS, 7:00 PM

Swearing-In of Councilmember Tom Acker

(1) Recognition of Councilmember Grausz' Service to the Mercer Island Community

CITY MANAGER REPORT

APPEARANCES

CONSENT CALENDAR

(2) Payables: $378,956.73 (11/16/2017), $445,139.37 (11/21/2017), & $1,333,462.42 (11/30/2017)

Payroll: $822,040.35 (11/09/2017) & $839,633.40 (11/22/2017)

Minutes: November 6, 2017 Special Meeting Minutes & November 21, 2017 Regular Meeting Minutes

AB 5366 Roadside Shoulder Improvements, East Mercer Way Phase 10 Bid Award

AB 5369 Public Sewer Easement Terminations in Exchange for Access Easement to Sewer Pump Station No. 1

AB 5371 AFSCME 2018-2019 Collective Bargaining Agreement

AB 5365 2017 Comprehensive Plan Amendments (2nd Reading & Adoption)

AB 5367 Code Amendment to Update School Impact Fees (2nd Reading & Adoption)

REGULAR BUSINESS

(3) AB 5370 Sound Transit Settlement Agreement Implementation: Traffic & Safety Mitigation; Last-First Mile Solutions; Short-term Parking

(4) AB 5368 2018 Legislative Priorities

OTHER BUSINESS

Councilmember Absences
Planning Schedule
Board Appointments
Councilmember Reports

ADJOURNMENT

RESOLUTION OF ACKNOWLEDGEMENT AND COMMENDATION FOR DAN GRAUSZ' SERVICE TO THE CITIZENS OF MERCER ISLAND

WHEREAS, Dan Grausz has served the citizens of Mercer Island with distinction in public office as a member of the Mercer Island City Council since January 2000, specifically as a Councilmember from 2000 to 2011, as Deputy Mayor from 2012 to 2015 and again as Councilmember from 2016 to present.

During Dan's four and a half terms in office, the City Council has met 494 times, adopted 325 Ordinances and 292 Resolutions, and reviewed over 2,000 Agenda Bills on a wide variety of subjects. Over the course of the past 18 years, the Council has accomplished much. Dan has been influential on every issue the Council faced. On many issues, he was not just influential, but instrumental, in reaching the final result. These are a few highlights from his tenure on the Council:

PARKS AND OPEN SPACE

- Luther Burbank Park Acquisition and Funding
- Significantly Increasing Funding for Pioneer Park
- Voter Approval for Parks Operating Levies
- Maintaining Vegetation Management Funding for Parks and Open Space

KEY PUBLIC FACILITIES

- MI Community and Event Center Construction
- PEAK Project Agreement with Neighbors and City Funding
- Mercer Island Center for the Arts MOU
- 2004 and 2017 Agreements Relating to I-90 Center Roadway Conversion to Light Rail and Mitigation

FINANCIAL MATTERS

- Withdrawal of City from Cascade Water Alliance and Entry into Long-term Water Supply Contract with City of Seattle
- Significant Cost Reductions/Revenue Gains Including:
  - Reducing Scope of Sewer Lake Line Project
  - Changing SE 40th/86th Ave. Intersection Project
  - Eliminating Criminal Justice Fund to Free Up Resources
  - Instituting Ambulance Service by Fire Department
  - Saving Cost of Transporting Fill by Instead Creating Grausz Mountain (aka Kite Hill)

PUBLIC SAFETY

- South End Fire Station Construction and Financing
- Fire Equipment Reserve Fund Creation and Supplemental Funding
- Creation of New Emergency Operations Center
- Emergency Water Supply Project

RECREATIONAL AND OTHER FACILITY IMPROVEMENTS

- East, West and North Mercer Ways Bike and Pedestrian Shoulders
- Funding for South Mercer Playfield Turf Projects
- Turf Field Reserve Policy to Ensure Funding Available for Turf Replacement
- Pedestrian Shoulders on a Portion of SE 72nd St. on First Hill

LAND USE AND DEVELOPMENT ISSUES

- Residential Development Code Rewrite Including Significant Tree and Neighborhood Protections
- Town Center Development Code Amendments (3 different sets of changes)
- Adoption of Development Impact Fees

COMMUNITY SERVICES

- Increased Financial Support for ARCH Programs
- City Start-Up Funding for MI Farmers Market
- Arts Council Funding for Youth Theatre Northwest
- Regular Updates to Islanders on City Issues

Dan has served as a City Council liaison for every City Board and Commission but one (the Utility Board), spending four years each on the Design Commission and Open Space Conservancy Trust. Notably, he was a member and/or chair of the City Council Parks & Recreation Subcommittee for 10 of his 18 years on the Council. More recently, he has focused regionally, serving on the Sound Cities Association Public Issues Committee, the King County Regional Policy Committee, the King County Consortium Joint Recommendations Committee, and the Puget Sound Clean Air Agency Advisory Committee.

Dan will be remembered most for the impressive political skills he brought to bear in his tireless advocacy for maintaining and advancing Mercer Island's quality of life. His eloquence, his persuasiveness, his unmatched ability to quickly synthesize and capture thoughts in writing — these skills have set Dan apart. And in coupling these skills with a willingness to dive deeply into the issues, to question assumptions, to seek creative solutions, to willingly devote long hours to the task, Dan has served Mercer Island well and truly.

With his new-found freedom, Dan is sure to enjoy more time at his vacation home in the San Juan Islands, working to preserve regional land with Forterra, traveling with his wife, and visiting his children and grandson, although we have a strong suspicion we will continue to hear from him on a regular basis.

BE IT RESOLVED by the City Council of the City of Mercer Island, on behalf of its citizens, the City Council commends Dan Grausz for his long-tenured and distinguished public service and extends its sincerest thanks and appreciation for his time and many significant contributions to Mercer Island over the past 18 years.

APPROVED this 5th day of December 2017.

_____
Bruce Bassett, Mayor

ATTEST:

_____
Allison Spietz, 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.

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 _____

Report	Warrants	Date	Amount
Check Register	189854 -190015	11/16/2017	$ 378,956.73
			$ 378,956.73

S:\FINANCE\NICKIE\LISTS & WORKSHEETS\COUNCIL.DOC

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00189854	11/16/2017	ABBOTT, RICHARD LEOFF1 Medicare Reimb		DEC2017B	11/14/2017	104.90
00189855	11/16/2017	ADAMS, RONALD E LEOFF1 Medicare Reimb		DEC2017B	11/14/2017	109.00
00189856	11/16/2017	ADT LLC PERMIT REFUND		1707031	11/01/2017	100.54
00189857	11/16/2017	AIRGAS USA LLC Oxygen/Fire	P0097097	9068981219/99491	10/20/2017	254.43
00189858	11/16/2017	AMICI, DOMINIC TRAINING SUPPLIES		OH009014	10/30/2017	44.92
00189859	11/16/2017	APPLIED ECOLOGY LLC 50% Retainage	P0095444	RETAINAGE	11/07/2017	11,344.06
00189860	11/16/2017	ASPECT SOFTWARE INC Telestaff Maintenance Fee	P0097141	ASI032735/033620	10/05/2017	330.00
00189861	11/16/2017	AUGUSTSON, THOR LEOFF1 Medicare Reimb		DEC2017B	11/14/2017	110.00
00189862	11/16/2017	AWC NOVEMBER 2017		OH009005	11/10/2017	335.50
00189863	11/16/2017	BARNES, WILLIAM LEOFF1 Medicare Reimb		DEC2017A	11/14/2017	1,768.01
00189864	11/16/2017	BETTER INVESTING rental contract #23899 complet	P0097071	23899	11/07/2017	34.50
00189865	11/16/2017	BOB'S HEATING AND A/C PERMIT REFUND		1709191	11/01/2017	100.54
00189866	11/16/2017	BOOTH, GLENDON D LEOFF1 Medicare Reimb		DEC2017B	11/14/2017	104.90
00189867	11/16/2017	BRAKE AND CLUTCH SUPPLY NORTH Parts for 8610/8613	P0097104	66479/581/075	10/02/2017	193.62
00189868	11/16/2017	CALLAGHAN, MICHAEL LEOFF1 Medicare Reimb		DEC2017B	11/14/2017	110.00
00189869	11/16/2017	CARLSON, LARRY LEOFF1 Medicare Reimb Qtr'ly		DEC17-FEB18	11/14/2017	402.00
00189870	11/16/2017	CEDAR GROVE COMPOSTING INC Organic Waste Service October	P0097118	0000362235	10/31/2017	53.40
00189871	11/16/2017	CENTURYLINK PHONE USE NOV 2017		OH009002	11/01/2017	1,213.71
00189872	11/16/2017	CHAPTER 13 TRUSTEE PAYROLL EARLY WARRANTS		29SEPT2017	09/29/2017	3,993.00
00189873	11/16/2017	CHIANG, FRIEDA PERMIT REFUND		1709005	11/01/2017	100.54
00189874	11/16/2017	CHIN & AKIKO SHIMAMURA,MICHAEL OVERPAYMENT REFUND		OH009021	11/07/2017	270.83
00189875	11/16/2017	COLORED PENCIL SOCIETY OF Art of Colored Pencil Gallery	P0097084	OH009025	11/08/2017	637.50
00189876	11/16/2017	COMCAST Internet Charges/FIre	P0097094	OH009026	10/18/2017	116.35
00189877	11/16/2017	COMPLETE OFFICE OFFICE SUPPLIES OCT 2017		OH009004	10/31/2017	2,703.15
00189878	11/16/2017	CONFIDENTIAL DATA DISPOSAL Shredding Bill for Entire City	P0097126	96103	10/31/2017	200.00
00189879	11/16/2017	COOPER, ROBERT LEOFF1 Excess Benefit		DEC2017A	11/14/2017	1,566.16

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00189880	11/16/2017	CRYSTAL AND SIERRA SPRINGS Monthly water service delivery	P93566	5277493110117	11/01/2017	97.96
00189881	11/16/2017	CULLIGAN Water Service/Fire	P0097096	201711672721	10/30/2017	228.43
00189882	11/16/2017	DATAQUEST LLC Background Check M. Giddings	P93568	3808	10/31/2017	183.50
00189883	11/16/2017	DEEDS, EDWARD G LEOFF1 Medicare Reimb		DEC2017B	11/14/2017	111.00
00189884	11/16/2017	DEPARTMENT OF ECOLOGY MUNICIPAL STORMWATER PH 2 PERM	P0097047	OH009027	11/06/2017	17,481.33
00189885	11/16/2017	DEVENY, JAN P LEOFF1 Medicare Reimb		DEC2017B	11/14/2017	111.00
00189886	11/16/2017	DOWD, PAUL LEOFF1 Medicare Reimb		DEC2017B	11/14/2017	111.00
00189887	11/16/2017	ELSOE, RONALD LEOFF1 Medicare Reimb		DEC2017B	11/14/2017	108.00
00189888	11/16/2017	EVANS JR, WILLIAM R Tactical Assessor for BC Promo	P0097168	OH009028	09/22/2017	750.00
00189889	11/16/2017	FIELD, HILARY Instructor fees - Course #1731	P0097107	17311	11/08/2017	237.30
00189890	11/16/2017	FIRE PROTECTION INC SECURITY/FIRE ALARM MONITORING	P0097086	41233	11/01/2017	888.15
00189891	11/16/2017	FIRST RESPONSE EMERGENCY EQUPT 5 Impact Gloves	P0097093	5164	10/26/2017	285.95
00189892	11/16/2017	FOREST CLOUDS Luther Burbank Park Vegetation	P0095484	OH009029	11/07/2017	1,920.00
00189893	11/16/2017	FORSMAN, LOWELL LEOFF1 Medicare Reimb		DEC2017B	11/14/2017	104.90
00189894	11/16/2017	GARDNER, BRENT WORK PANTS		OH009019	09/21/2017	68.00
00189895	11/16/2017	GENTINO, CATHERINE L CASCADIA TRAINING		OH009015	10/17/2017	155.00
00189896	11/16/2017	GOODMAN, J C LEOFF1 Medicare Reimb		DEC2017B	11/14/2017	110.00
00189897	11/16/2017	GRAINGER INVENTORY PURCHASES	P0097006	9600589411	10/30/2017	185.05
00189898	11/16/2017	GRAINGER dimming ballast, 120-277V, 45-	P0097035	9603591679	11/01/2017	487.79
00189899	11/16/2017	HAGSTROM, JAMES LEOFF1 Medicare Reimb		DEC2017B	11/14/2017	124.60
00189900	11/16/2017	HAHM & RORY REICH, SUE OVERPAYMENT REFUND		OH009024	10/31/2017	252.69
00189901	11/16/2017	HEALTHFORCE PARTNERS LLC Health Screen for Pre Hire -	P0097135	11796	10/31/2017	750.00
00189902	11/16/2017	HONEYWELL, MATTHEW V Professional Services - Invoic	P0097082	1000	11/07/2017	1,200.00
00189903	11/16/2017	IDAX DATA SOULTIONS INV 17381 OCT 2017 COUNTS	P0097048	17381	10/26/2017	10,980.00
00189904	11/16/2017	INNOVATIVE COMFORT SYSTEM INC PERMIT REFUND		1709129	11/01/2017	100.54
00189905	11/16/2017	INTERIOR FOLIAGE CO, THE CITY HALL INTERIOR LANDSCAPING	P0097115	38443	10/29/2017	643.28

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00189906	11/16/2017	ISSAQUAH CITY JAIL Jail Bill for September - Invo	P0097136	0450008501	10/19/2017	2,910.00
00189907	11/16/2017	JAYMARC MANOR LLC REFUND 3622 86TH AVE SE		155551	11/02/2017	1,577.04
00189908	11/16/2017	JEFFRIES, TRACY L REIMBURSEMENT FOR COURT ADMIN	P0097117	OH009034	11/08/2017	1,000.00
00189909	11/16/2017	JIRA, ROBERT PER DIEM REIMBURSEMENT		OH009010	10/19/2017	663.95
00189910	11/16/2017	JOHNSON, CURTIS LEOFF1 Medicare Reimb		DEC2017A	11/14/2017	980.58
00189911	11/16/2017	KELLEY, CHRIS M MILEAGE EXPENSES		OH009009	09/27/2017	17.44
00189912	11/16/2017	KING COUNTY FINANCE I-NET MONTHLY SERVICES FROM	P94044	11006324	10/31/2017	1,122.00
00189913	11/16/2017	KING COUNTY FINANCE Jail Booking Fees - Invoice #	P0097131	3001914	10/13/2017	7,123.52
00189914	11/16/2017	KROESENS UNIFORM COMPANY Uniform Boot/Bastrom	P0097128	47108/47113	10/24/2017	765.40
00189915	11/16/2017	KUHN, DAVID LEOFF1 Medicare Reimb		DEC2017B	11/14/2017	110.00
00189916	11/16/2017	LANGUAGE LINE SERVICES Language Line #4185457	P0097058	4185457	10/31/2017	26.94
00189917	11/16/2017	LEEPER, MICHAEL Instructor fees - course #1733	P0097076	17336	11/07/2017	135.80
00189918	11/16/2017	LEOFF HEALTH & WELFARE TRUST FIRE RETIREES		DEC2017FA	11/14/2017	57,892.92
00189919	11/16/2017	LEON, ANDREW PER DIEM REIMBURSEMENT		OH009016	11/07/2017	267.05
00189920	11/16/2017	LEOPOLD, FREDERIC LEOFF1 Medicare Reimb		DEC2017B	11/14/2017	146.90
00189921	11/16/2017	LOISEAU, LERI M LEOFF1 Medicare Reimb		DEC2017B	11/14/2017	107.00
00189922	11/16/2017	LYONS, STEVEN LEOFF1 Medicare Reimb		DEC2017B	11/14/2017	135.60
00189923	11/16/2017	M & M BALLOON CO Helium tank rental & helium fo	P93826	32574	11/01/2017	23.65
00189924	11/16/2017	MARENAKOS ROCK CENTER WHITE RIVER BASALT ROCK	P0097043	1017974IN	10/31/2017	320.42
00189925	11/16/2017	MCKEE APPRAISAL REAL ESTATE Appraisal (McKee Reference	P0097081	37237	11/01/2017	6,000.00
00189926	11/16/2017	MERCER BUILDERS LLC REFUND 3057 70TH AVE SE		157130	11/02/2017	254.99
00189927	11/16/2017	MI 84TH LIMITED PARTNERSHIP OVERPAYMENT REFUND		OH009020	11/14/2017	1,019.90
00189928	11/16/2017	MI EMPLOYEES ASSOC PAYROLL EARLY WARRANTS		29SEPT2017	09/29/2017	443.75
00189929	11/16/2017	MI HARDWARE - FIRE Station/Grounds Supplies	P0097091	OH009030	10/31/2017	84.32
00189930	11/16/2017	MI HARDWARE - POLICE CERT Fire Ext - Invoice # 1371	P0097121	OH009035	10/31/2017	136.22
00189931	11/16/2017	MICHAEL SKAGGS ASSOCIATES JANITORIAL SERVICE OCTOBER 201	P0097046	17773	10/31/2017	10,720.98

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00189932	11/16/2017	MOBERLY AND ROBERTS Professional services - Invoic	P0097077	709	11/01/2017	6,150.00
00189933	11/16/2017	MORGAN SOUND INC COUNCIL CHAMBERS A/V	P0097119	MSI092766	10/19/2017	236.50
00189934	11/16/2017	MYERS, JAMES S LEOFF1 Medicare Reimb		DEC2017B	11/14/2017	104.90
00189935	11/16/2017	NELSON GEOTECHNICAL ASSOC INC MATERIALS AND GEOTECHNICAL SER	P0096751	1011017	10/12/2017	5,359.61
00189936	11/16/2017	O'REILLY AUTOMOTIVE INC Apparatus Parts - 8610	P0097102	2519405719	10/19/2017	13.17
00189937	11/16/2017	OBOT ELECTRIC LLC PERMIT REFUND		1710230	11/01/2017	100.54
00189938	11/16/2017	OVERLAKE OIL 2017 UNLEADED AND DIESEL FUEL	P93482	0185937IN	11/13/2017	9,898.40
00189939	11/16/2017	PACIFIC MODULAR FS92 CARPET CLEAN 10/27/17	P0097116	4427	10/31/2017	900.75
00189940	11/16/2017	PACIFIC POWER GROUP LLC Transmission Fault - E91 (Vin	P0097098	647148400	10/20/2017	1,313.07
00189941	11/16/2017	PAULETTO, MAUDE Instructor fees course #17266	P0097124	17266	11/13/2017	277.20
00189942	11/16/2017	PERFECTMIND INC Software Configuration & Repor	P0097112	MER20171108	11/08/2017	5,000.00
00189943	11/16/2017	PITNEY BOWES Quarterly lease charges for Po	P0097073	3304530884/86	09/26/2017	1,808.94
00189944	11/16/2017	POLICE ASSOCIATION PAYROLL EARLY WARRANTS		29SEPT2017	09/29/2017	2,279.81
00189945	11/16/2017	POTTERF, MARK WORK PANTS		OH009018	10/20/2017	279.93
00189946	11/16/2017	PROVOST, ALAN LEOFF1 Excess Benefit		DEC2017A	11/14/2017	1,449.36
00189947	11/16/2017	PUGET SOUND ENERGY Utility Assistance for Emerenc	P93578	OH009038	11/09/2017	73.25
00189948	11/16/2017	PUGET SOUND ENERGY Utility Assistance for Emerenc	P93578	OH009037	11/09/2017	101.21
00189949	11/16/2017	PUGET SOUND ENERGY Utility Assistance for Emerenc	P93578	OH009036	11/09/2017	25.22
00189950	11/16/2017	PUGET SOUND ENERGY ENERGY USE NOV 2017		OH009003	11/03/2017	3,584.72
00189951	11/16/2017	RAINIER BUILDING SERVICES MERCER ROOM WAXING	P0097021	17790	10/31/2017	540.00
00189952	11/16/2017	RAMSAY, JON LEOFF1 Medicare Reimb		DEC2017A	11/14/2017	584.61
00189953	11/16/2017	REDMOND, CITY OF App Maint from 2016 (MISSED	P0097103	00002126	10/31/2017	9,176.99
00189954	11/16/2017	RELX INC DBA LEXISNEXIS Library Subscriptions - Invoic	P0097079	3091161374	10/31/2017	317.90
00189955	11/16/2017	REMOTE SATELLITE SYSTEMS INT'L Sat Phone for EMAC - Invoice #	P0097137	0009090983	10/18/2017	48.95
00189956	11/16/2017	RENTON FISH & GAME CLUB INC Range Fees - September 2017	P0097129	OH009039	10/20/2017	400.00
00189957	11/16/2017	RESERVE ACCOUNT Postage reserve refill	P0097074	OH009031	11/07/2017	2,500.00

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00189958	11/16/2017	RICOH USA INC Cost Per Copy/Fire	P0096965	5050935216	10/24/2017	154.75
00189959	11/16/2017	ROKKA SKI SCHOOL rental contract # 24977 comple	P0097138	24977	11/13/2017	150.00
00189960	11/16/2017	ROSENSTEIN, SUSIE Bryce Bogar 2nd - 4 session pa	P0097088	130	11/02/2017	450.00
00189961	11/16/2017	RUCKER, MANORD J LEOFF1 Medicare Reimb		DEC2017B	11/14/2017	127.00
00189962	11/16/2017	SCAN VENTURES LLC REFUND 4237 91ST AVE SE		152475	11/01/2017	176.80
00189963	11/16/2017	SCHOENTRUP, WILLIAM LEOFF1 Medicare Reimb		DEC2017A	11/14/2017	1,004.89
00189964	11/16/2017	SEATTLE AUTOMOTIVE DIST INC Apparatus Parts - 8610	P0097100	SI2624957	10/20/2017	35.38
00189965	11/16/2017	SEATTLE, CITY OF Oct 2017 Water Purchases	P0097148	OH009040	10/24/2017	114,464.00
00189966	11/16/2017	SERFLING, JIMMI L WACE TRAINING CONF EXPENSES		OH009017	10/09/2017	211.66
00189967	11/16/2017	SHOOP, JOHN REFUND 7230 W RIDGE RD		154662	10/30/2017	76.44
00189968	11/16/2017	SIGNATURE LANDSCAPE SERVICES 2017 City Hall, FS 91 & 92,	P93726	3507035073	11/01/2017	4,136.99
00189969	11/16/2017	SMITH, RICHARD LEOFF1 Medicare Reimb		DEC2017B	11/14/2017	200.80
00189970	11/16/2017	SNYERSPEC REFUND 2457 60TH AVE SE		151154	11/02/2007	130.97
00189971	11/16/2017	SOUND SAFETY PRODUCTS MISC. WORK CLOTHES	P0097005	283795	10/24/2017	141.66
00189972	11/16/2017	SPENCER, FREDERICK E CBT Instructor	P0097105	OH009032	11/08/2017	450.00
00189973	11/16/2017	STERICYCLE INC On-Call Charges/Fire	P0097106	3004038898	10/31/2017	10.36
00189974	11/16/2017	STEVEN JENSEN LTD OVERPAYMENT REFUND		OH009022	10/31/2017	860.99
00189975	11/16/2017	TANKS BY DALLAS PERMIT REFUND		1709028	11/01/2017	128.54
00189976	11/16/2017	TAYLOR, KIRSTEN PER DIEM REIMBURSEMENT		OH009011	11/09/2017	351.09
00189977	11/16/2017	TEC EQUIPMENT INC Apparatus Parts - 8610	P0097101	237501S/239117S	10/02/2017	433.77
00189978	11/16/2017	TEUFEL, SANDRA L OVERPAYMENT REFUND		OH009023	10/31/2017	289.95
00189979	11/16/2017	THOMPSON, JAMES LEOFF1 Medicare Reimb		DEC2017B	11/14/2017	123.30
00189980	11/16/2017	THOMSON REUTERS - WEST Library Subscriptions - 2018 C	P0097070	836987803	10/04/2017	710.60
00189981	11/16/2017	TOOLEY, NORMAN LEOFF1 Medicare Reimb		DEC2017B	11/14/2017	107.00
00189982	11/16/2017	TRENCHLESS RESOURCES INT'L LLC TRAINING FOR E. MOLTZ/M.JONES/	P0096952	20171103	11/03/2017	3,015.00
00189983	11/16/2017	UNDERWATER SPORTS INC. Dive Team Supplies - Invoice(s	P0097122	20014829	10/31/2017	226.38

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00189984	11/16/2017	UNITED WAY OF KING CO PAYROLL EARLY WARRANTS		29SEPT2017	09/29/2017	660.00
00189998	11/16/2017	US BANK CORP PAYMENT SYS SUNCADIA		2490641728304540	11/06/2017	25,971.25
00189999	11/16/2017	VERIZON WIRELESS VZ Billing J. Underwood	P0097080	9795038375	10/23/2017	137.97
00190000	11/16/2017	VERIZON WIRELESS MDC Charges/Fire	P93565	OH009041	11/09/2017	2,172.83
00190001	11/16/2017	VICKERS MICHAEL L CERT CLASS SUPPLIES		OH009013	10/23/2017	113.24
00190002	11/16/2017	WALLACE, THOMAS LEOFF1 Medicare Reimb		DEC2017B	11/14/2017	109.00
00190003	11/16/2017	WALTER E NELSON CO 6 Cases of Paper Towels	P0097092	623170	10/27/2017	480.60
00190004	11/16/2017	WASHINGTON STATE PATROL Volunteer Background for EMAC	P0097127	I18002890	11/02/2017	96.00
00190005	11/16/2017	WCIA Notary Bond (Matsuda)	P0097032	14016	11/02/2017	80.00
00190006	11/16/2017	WEGNER, KEN LEOFF1 Medicare Reimb		DEC2017B	11/14/2017	104.90
00190007	11/16/2017	WEST MARINE PRO Marine Patrol Supplies - Invoi	P0097132	3385	11/13/2017	57.16
00190008	11/16/2017	WHEELER, DENNIS LEOFF1 Medicare Reimb		DEC2017B	11/14/2017	104.90
00190009	11/16/2017	WIMACTEL INC PAYPHONE IN POLICE LOBBY	P0097146	000169589	11/01/2017	60.50
00190010	11/16/2017	WOO, GINLIN Consultant services for Health	P0097083	OH009033	09/26/2017	400.00
00190011	11/16/2017	WOOD, JULIE D Clinical consults for 2017	P93567	OH009042	10/20/2017	600.00
00190012	11/16/2017	WSCCCE AFSCME AFL-CIO PAYROLL EARLY WARRANTS		29SEPT2017	09/29/2017	2,515.07
00190013	11/16/2017	XEROX CORPORATION 2017 - Lease Charges for LB Ad	P93563	091170397	11/01/2017	1,462.25
00190014	11/16/2017	XEROX CORPORATION PRINTER SUPPLIES	P0097125	091170401/399	11/01/2017	4,966.96
00190015	11/16/2017	ZEE MEDICAL First Aid replenishment for LB	P93529	68345138	11/06/2017	207.35
					Total	378,956.73

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
Org Key: ***001000 - General Fund-Admin Key***				
P0097138	00189959	ROKKA SKI SCHOOL	rental contract # 24977 comple	150.00
P0097071	00189864	BETTER INVESTING	rental contract #23899 complet	34.50
Org Key: ***402000 - Water Fund-Admin Key***				
	00189907	JAYMARC MANOR LLC	REFUND 3622 86TH AVE SE	1,577.04
	00189927	MI 84TH LIMITED PARTNERSHIP	OVERPAYMENT REFUND	1,019.90
	00189974	STEVEN JENSEN LTD	OVERPAYMENT REFUND	860.99
	00189978	TEUFEL, SANDRA L	OVERPAYMENT REFUND	289.95
	00189874	CHIN & AKIKO SHIMAMURA,MICHAEL	OVERPAYMENT REFUND	270.83
	00189926	MERCER BUILDERS LLC	REFUND 3057 70TH AVE SE	254.99
	00189900	HAHM & RORY REICH, SUE	OVERPAYMENT REFUND	252.69
	00189962	SCAN VENTURES LLC	REFUND 4237 91ST AVE SE	176.80
P0097006	00189897	GRAINGER	INVENTORY PURCHASES	185.05
	00189970	SNYERSPEC	REFUND 2457 60TH AVE SE	130.97
	00189967	SHOOP, JOHN	REFUND 7230 W RIDGE RD	76.44
Org Key: ***814072 - United Way***				
	00189984	UNITED WAY OF KING CO	PAYROLL EARLY WARRANTS	220.00
	00189984	UNITED WAY OF KING CO	PAYROLL EARLY WARRANTS	220.00
	00189984	UNITED WAY OF KING CO	PAYROLL EARLY WARRANTS	220.00
Org Key: ***814074 - Garnishments***				
	00189872	CHAPTER 13 TRUSTEE	PAYROLL EARLY WARRANTS	1,331.00
	00189872	CHAPTER 13 TRUSTEE	PAYROLL EARLY WARRANTS	1,331.00
	00189872	CHAPTER 13 TRUSTEE	PAYROLL EARLY WARRANTS	1,331.00
Org Key: ***814075 - Mercer Island Emp Association***				
	00189928	MI EMPLOYEES ASSOC	PAYROLL EARLY WARRANTS	148.75
	00189928	MI EMPLOYEES ASSOC	PAYROLL EARLY WARRANTS	148.75
	00189928	MI EMPLOYEES ASSOC	PAYROLL EARLY WARRANTS	146.25
Org Key: ***814076 - City & Counties Local 21M***				
	00190012	WSCCCE AFSCME AFL-CIO	PAYROLL EARLY WARRANTS	2,515.07
	00190012	WSCCCE AFSCME AFL-CIO	PAYROLL EARLY WARRANTS	0.00
	00190012	WSCCCE AFSCME AFL-CIO	PAYROLL EARLY WARRANTS	0.00
Org Key: ***814077 - Police Association***				
	00189944	POLICE ASSOCIATION	PAYROLL EARLY WARRANTS	2,211.13
	00189944	POLICE ASSOCIATION	PAYROLL EARLY WARRANTS	68.68
	00189944	POLICE ASSOCIATION	PAYROLL EARLY WARRANTS	0.00
Org Key: ***814083 - Vol Life Ins - States West Lif***				
	00189862	AWC	NOVEMBER 2017	335.50
Org Key: ***CA1100 - Administration (CA)***				
P0097070	00189980	THOMSON REUTERS - WEST	Library Subscriptions - 2018 C	710.60
	00189998	US BANK CORP PAYMENT SYS	WSBA	479.00
P0097079	00189954	RELX INC DBA LEXISNEXIS	Library Subscriptions - Invoic	317.90
	00189998	US BANK CORP PAYMENT SYS	SUNCADIA	223.82
	00189877	COMPLETE OFFICE	OFFICE SUPPLIES OCT 2017	82.65
	00189998	US BANK CORP PAYMENT SYS	AMAZON.COM	63.95
	00190014	XEROX CORPORATION	PRINTER SUPPLIES	38.68

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00189998	US BANK CORP PAYMENT SYS	WF4WASBASSOC*SERVICE FEE	11.98
Org Key:	***CA1200 - Prosecution & Criminal Mngmnt***			
P0097077	00189932	MOBERLY AND ROBERTS	Professional services - Invoic	6,150.00
P0097078	00189902	HONEYWELL, MATTHEW V	Professional Services - Invoic	600.00
P0097082	00189902	HONEYWELL, MATTHEW V	Professional services - Invoic	600.00
Org Key:	***CM1100 - Administration (CM)***			
	00189998	US BANK CORP PAYMENT SYS	LA QUINTA INNS 0501	869.80
	00189998	US BANK CORP PAYMENT SYS	LA QUINTA INNS 0501	695.84
	00189976	TAYLOR, KIRSTEN	PER DIEM REIMBURSEMENT	242.05
	00189998	US BANK CORP PAYMENT SYS	WWW.LORMAN.COM	218.90
	00189998	US BANK CORP PAYMENT SYS	PAGLIACCI MERCER ISLAND	200.67
	00189976	TAYLOR, KIRSTEN	ICMA CONFERENCE EXPENSE	109.04
P0097080	00189999	VERIZON WIRELESS	VZ Billing J. Underwood	57.95
	00189998	US BANK CORP PAYMENT SYS	RIO RIO CANTINA	45.51
	00189998	US BANK CORP PAYMENT SYS	MIOPOSTO MERCER ISLAND	33.02
	00189998	US BANK CORP PAYMENT SYS	ALASKA AIR 0272154380836	25.00
	00189998	US BANK CORP PAYMENT SYS	ALASKA AIR 0272154714710	25.00
	00189998	US BANK CORP PAYMENT SYS	TST* HOMEGROWN 1008	21.88
	00189998	US BANK CORP PAYMENT SYS	THE RK CULINARY GROUP LLC	12.50
	00189998	US BANK CORP PAYMENT SYS	GABB N SAT SEA	9.89
	00189998	US BANK CORP PAYMENT SYS	THE RK CULINARY GROUP LLC	8.50
Org Key:	***CM1200 - City Clerk***			
	00189998	US BANK CORP PAYMENT SYS	RED LION HOTELS/INNS	216.36
	00189998	US BANK CORP PAYMENT SYS	WAPRO	50.00
	00189998	US BANK CORP PAYMENT SYS	WAPRO	25.00
	00189998	US BANK CORP PAYMENT SYS	RED LION HOTELS/INNS	4.24
Org Key:	***CM1300 - Sustainability***			
P0097118	00189870	CEDAR GROVE COMPOSTING INC	Organic Waste Service October	26.70
P0097118	00189870	CEDAR GROVE COMPOSTING INC	Organic Waste Service October	26.70
Org Key:	***CM1400 - Communications***			
	00189998	US BANK CORP PAYMENT SYS	CTC*CONSTANTCONTACT.COM	461.88
	00189998	US BANK CORP PAYMENT SYS	SMK*SURVEYMONKEY.COM	360.00
	00189998	US BANK CORP PAYMENT SYS	CM FB ad	50.00
Org Key:	***CO6100 - City Council***			
	00189998	US BANK CORP PAYMENT SYS	ASSOC OF WA CITIES	50.00
Org Key:	***CR1100 - CORe Admin and Human Resources***			
P0097135	00189901	HEALTHFORCE PARTNERS LLC	Health Screen for Pre Hire -	750.00
	00189998	US BANK CORP PAYMENT SYS	CRAIGSLIST.ORG	135.00
	00189998	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	101.28
	00189998	US BANK CORP PAYMENT SYS	AMAZON.COM AMZN.COM/BILL	100.00
	00189998	US BANK CORP PAYMENT SYS	CFS PRODUCTS	85.00
	00189998	US BANK CORP PAYMENT SYS	ASSOC OF WA CITIES	75.00
	00189998	US BANK CORP PAYMENT SYS	AMAZON.COM	75.00
	00189998	US BANK CORP PAYMENT SYS	ASSOC OF WA CITIES	75.00
P0097080	00189999	VERIZON WIRELESS	VZ Billing L. Tawney	40.01
P0097080	00189999	VERIZON WIRELESS	VZ Billing K. Segle	40.01

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00190014	XEROX CORPORATION	PRINTER SUPPLIES	12.00
Org Key:	***CT1100 - Municipal Court***			
P0097117	00189908	JEFFRIES, TRACY L	REIMBURSEMENT FOR COURT ADMIN	1,000.00
P0097059	00190014	XEROX CORPORATION	Copier Cost - October #0911704	149.99
	00189877	COMPLETE OFFICE	OFFICE SUPPLIES OCT 2017	108.20
P0097058	00189916	LANGUAGE LINE SERVICES	Language Line #4185457	26.94
Org Key:	***DS0000 - Development Services-Revenue***			
	00189975	TANKS BY DALLAS	PERMIT REFUND	124.80
	00189856	ADT LLC	PERMIT REFUND	96.80
	00189865	BOB'S HEATING AND A/C	PERMIT REFUND	96.80
	00189873	CHIANG, FRIEDA	PERMIT REFUND	96.80
	00189904	INNOVATIVE COMFORT SYSTEM INC	PERMIT REFUND	96.80
	00189937	OBOT ELECTRIC LLC	PERMIT REFUND	96.80
	00189856	ADT LLC	PERMIT REFUND	3.74
	00189865	BOB'S HEATING AND A/C	PERMIT REFUND	3.74
	00189873	CHIANG, FRIEDA	PERMIT REFUND	3.74
	00189904	INNOVATIVE COMFORT SYSTEM INC	PERMIT REFUND	3.74
	00189937	OBOT ELECTRIC LLC	PERMIT REFUND	3.74
	00189975	TANKS BY DALLAS	PERMIT REFUND	3.74
Org Key:	***DS1100 - Administration (DS)***			
	00189998	US BANK CORP PAYMENT SYS	ALASKA AIR 0272155042114	266.41
	00189998	US BANK CORP PAYMENT SYS	TRAKIT Conference	245.00
	00189998	US BANK CORP PAYMENT SYS	SUGA	175.00
	00189998	US BANK CORP PAYMENT SYS	TRAKIT CONFERENCE	175.00
	00189998	US BANK CORP PAYMENT SYS	AMAZON.COM	135.66
	00189998	US BANK CORP PAYMENT SYS	HOMEGROWN MOTO	79.81
	00189998	US BANK CORP PAYMENT SYS	MBP Fees	54.10
P0097032	00190005	WCIA	Notary Bond (Matsuda)	40.00
P0097032	00190005	WCIA	Notary Bond (Mercier)	40.00
	00189998	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	39.83
	00190014	XEROX CORPORATION	PRINTER SUPPLIES	38.70
	00189877	COMPLETE OFFICE	OFFICE SUPPLIES OCT 2017	16.94
	00189998	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND R	15.00
Org Key:	***DS1200 - Bldg Plan Review & Inspection***			
	00189945	POTTERF, MARK	WORK PANTS	279.93
	00189998	US BANK CORP PAYMENT SYS	INT'L CODE COUNCIL INC	203.50
	00189894	GARDNER, BRENT	WORK PANTS	68.00
	00189998	US BANK CORP PAYMENT SYS	PAYPAL *CODE CHECK	46.90
Org Key:	***DS1300 - Land Use Planning Svc***			
	00189998	US BANK CORP PAYMENT SYS	LAW SEMINARS INTERNATIONA	595.00
	00189998	US BANK CORP PAYMENT SYS	HILTON GARDEN YAKIMA	379.86
	00189966	SERFLING, JIMMI L	WACE TRAINING CONF EXPENSES	211.66
	00189998	US BANK CORP PAYMENT SYS	OLIVE GARDEN 00013185	150.00
	00189919	LEON, ANDREW	MILEAGE EXPENSE	149.80
	00189919	LEON, ANDREW	PER DIEM REIMBURSEMENT	117.25
Org Key:	***FN1100 - Administration (FN)***			

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00189998	US BANK CORP PAYMENT SYS	WWU EMARKETS	395.00
	00189998	US BANK CORP PAYMENT SYS	PSFOA Meeting	25.00
	00190014	XEROX CORPORATION	PRINTER SUPPLIES	24.00
Org Key: ***FR1100 - Administration (FR)***				
P0097092	00190003	WALTER E NELSON CO	6 Cases of Paper Towels	480.60
P0097141	00189860	ASPECT SOFTWARE INC	Telestaff Maintenance Fee	330.00
	00189998	US BANK CORP PAYMENT SYS	SQ *NORTHWEST LEADERSHIP	295.00
P0097096	00189881	CULLIGAN	Water Service/Fire	228.43
	00189877	COMPLETE OFFICE	OFFICE SUPPLIES OCT 2017	207.04
	00189871	CENTURYLINK	PHONE USE NOV 2017	169.72
P0096965	00189958	RICOH USA INC	Cost Per Copy/Fire	154.75
P0097094	00189876	COMCAST	Internet Charges/FIre	116.35
P0097091	00189929	MI HARDWARE - FIRE	Station/Grounds Supplies	84.32
	00190014	XEROX CORPORATION	PRINTER SUPPLIES	50.69
	00189998	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	49.17
	00189998	US BANK CORP PAYMENT SYS	UPS*1ZL09TV0P227905039	39.17
	00189998	US BANK CORP PAYMENT SYS	RITE AID STORE - 5197	32.99
	00189998	US BANK CORP PAYMENT SYS	RITE AID STORE - 5197	17.46
	00189998	US BANK CORP PAYMENT SYS	IPM USPG	17.16
	00189998	US BANK CORP PAYMENT SYS	CORRYS TOXIN FREE DRY	13.09
	00189998	US BANK CORP PAYMENT SYS	CORRYS TOXIN FREE DRY	12.32
	00189998	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND R	10.00
	00189998	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND R	10.00
	00189998	US BANK CORP PAYMENT SYS	USPS PO 5453060253	9.55
	00189998	US BANK CORP PAYMENT SYS	UPS*294AA46F97R	6.90
Org Key: ***FR2100 - Fire Operations***				
P0097103	00189953	REDMOND, CITY OF	App Maint from 2016 (MISSED	9,176.99
P0097098	00189940	PACIFIC POWER GROUP LLC	Transmission Fault - E91 (Vin	1,313.07
P0097099	00190000	VERIZON WIRELESS	MDC Charges/Fire	926.67
P0097101	00189977	TEC EQUIPMENT INC	Apparatus Parts - 8610	433.77
P0097093	00189891	FIRST RESPONSE EMERGENCY EQUPT	5 Impact Gloves	285.95
P0097104	00189867	BRAKE AND CLUTCH SUPPLY NORTH	Parts for 8610/8613	193.62
P0097095	00189914	KROESENS UNIFORM COMPANY	Uniform Boot/Bastrom	170.66
P0097100	00189964	SEATTLE AUTOMOTIVE DIST INC	Apparatus Parts - 8610	35.38
P0097102	00189936	O'REILLY AUTOMOTIVE INC	Apparatus Parts - 8610	13.17
	00189998	US BANK CORP PAYMENT SYS	QFC #5839	11.28
Org Key: ***FR2400 - Fire Suppression***				
	00189998	US BANK CORP PAYMENT SYS	COSTCO WHSE #0110	411.87
Org Key: ***FR2500 - Fire Emergency Medical Svcs***				
P0097097	00189857	AIRGAS USA LLC	Oxygen/Fire	254.43
	00189998	US BANK CORP PAYMENT SYS	UPS*1ZL09TV01220021010	93.46
	00189998	US BANK CORP PAYMENT SYS	UPS*1ZL09TV01229456026	43.34
P0097106	00189973	STERICYCLE INC	On-Call Charges/Fire	10.36
	00189998	US BANK CORP PAYMENT SYS	UPS*2949S0QR370	6.90
Org Key: ***FR4100 - Training***				
P0097168	00189888	EVANS JR, WILLIAM R	Tactical Assessor for BC Promo	750.00
P0097105	00189972	SPENCER, FREDERICK E	CBT Instructor	450.00

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00189998	US BANK CORP PAYMENT SYS	INGALLINA'S BOX LUNCH	246.78
	00189998	US BANK CORP PAYMENT SYS	INGALLINA'S BOX LUNCH	105.49
Org Key:	***FR5100 - Community Risk Reduction***			
	00189998	US BANK CORP PAYMENT SYS	CAMPBELLS LODGE	413.68
	00189998	US BANK CORP PAYMENT SYS	INT'L CODE COUNCIL INC	199.00
	00189998	US BANK CORP PAYMENT SYS	WASHINGTON AWARDS	29.15
Org Key:	***GGM001 - General Government-Misc***			
P0097081	00189925	MCKEE APPRAISAL REAL ESTATE	Appraisal (McKee Reference	6,000.00
P0097075	00190014	XEROX CORPORATION	Print & copy charges for CM co	1,029.79
P0097075	00190014	XEROX CORPORATION	Print & copy charges for CM pr	1,024.34
P0097075	00190014	XEROX CORPORATION	Print & copy charges for Mailr	552.49
P0097075	00190014	XEROX CORPORATION	Print & copy charges for Mailr	522.39
P93529	00190015	ZEE MEDICAL	First Aid replenishment for LB	207.35
P0097075	00190014	XEROX CORPORATION	Print & copy charges for DSG c	195.86
P0097075	00190014	XEROX CORPORATION	Print & copy charges for DSG c	178.99
Org Key:	***GGM004 - Gen Govt-Office Support***			
P0097074	00189957	RESERVE ACCOUNT	Postage reserve refill	2,500.00
P0097073	00189943	PITNEY BOWES	Quarterly lease charges for Po	904.47
P0097073	00189943	PITNEY BOWES	Quarterly lease charges for Po	904.47
	00189877	COMPLETE OFFICE	OFFICE SUPPLIES OCT 2017	871.01
P0097126	00189878	CONFIDENTIAL DATA DISPOSAL	Shredding Bill for Entire City	200.00
	00189877	COMPLETE OFFICE	OFFICE SUPPLIES OCT 2017	187.76
	00189877	COMPLETE OFFICE	OFFICE SUPPLIES OCT 2017	120.23
	00189877	COMPLETE OFFICE	OFFICE SUPPLIES OCT 2017	76.94
	00190014	XEROX CORPORATION	PRINTER SUPPLIES	50.70
Org Key:	***GGM005 - Genera Govt-L1 Retiree Costs***			
	00189918	LEOFF HEALTH & WELFARE TRUST	FIRE RETIREES	3,512.76
	00189869	CARLSON, LARRY	LEOFF1 Medicare Reimb Qtr'ly	402.00
	00189969	SMITH, RICHARD	LEOFF1 Medicare Reimb	200.80
	00189963	SCHOENTRUP, WILLIAM	LEOFF1 Medicare Reimb	180.70
	00189863	BARNES, WILLIAM	LEOFF1 Medicare Reimb	163.70
	00189920	LEOPOLD, FREDERIC	LEOFF1 Medicare Reimb	146.90
	00189910	JOHNSON, CURTIS	LEOFF1 Medicare Reimb	143.30
	00189952	RAMSAY, JON	LEOFF1 Medicare Reimb	136.20
	00189922	LYONS, STEVEN	LEOFF1 Medicare Reimb	135.60
	00189961	RUCKER, MANORD J	LEOFF1 Medicare Reimb	127.00
	00189899	HAGSTROM, JAMES	LEOFF1 Medicare Reimb	124.60
	00189979	THOMPSON, JAMES	LEOFF1 Medicare Reimb	123.30
	00189883	DEEDS, EDWARD G	LEOFF1 Medicare Reimb	111.00
	00189885	DEVENY, JAN P	LEOFF1 Medicare Reimb	111.00
	00189886	DOWD, PAUL	LEOFF1 Medicare Reimb	111.00
	00189861	AUGUSTSON, THOR	LEOFF1 Medicare Reimb	110.00
	00189868	CALLAGHAN, MICHAEL	LEOFF1 Medicare Reimb	110.00
	00189896	GOODMAN, J C	LEOFF1 Medicare Reimb	110.00
	00189915	KUHN, DAVID	LEOFF1 Medicare Reimb	110.00
	00189855	ADAMS, RONALD E	LEOFF1 Medicare Reimb	109.00
	00190002	WALLACE, THOMAS	LEOFF1 Medicare Reimb	109.00
	00189887	ELSOE, RONALD	LEOFF1 Medicare Reimb	108.00

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00189921	LOISEAU, LERI M	LEOFF1 Medicare Reimb	107.00
	00189981	TOOLEY, NORMAN	LEOFF1 Medicare Reimb	107.00
	00189854	ABBOTT, RICHARD	LEOFF1 Medicare Reimb	104.90
	00189866	BOOTH, GLENDON D	LEOFF1 Medicare Reimb	104.90
	00189893	FORSMAN, LOWELL	LEOFF1 Medicare Reimb	104.90
	00189934	MYERS, JAMES S	LEOFF1 Medicare Reimb	104.90
	00190006	WEGNER, KEN	LEOFF1 Medicare Reimb	104.90
	00190008	WHEELER, DENNIS	LEOFF1 Medicare Reimb	104.90
Org Key:	***GGM606 - Excess Retirement-Fire***			
	00189863	BARNES, WILLIAM	LEOFF1 Excess Benefit	1,604.31
	00189879	COOPER, ROBERT	LEOFF1 Excess Benefit	1,566.16
	00189946	PROVOST, ALAN	LEOFF1 Excess Benefit	1,449.36
	00189910	JOHNSON, CURTIS	LEOFF1 Excess Benefit	837.28
	00189963	SCHOENTRUP, WILLIAM	LEOFF1 Excess Benefit	824.19
	00189952	RAMSAY, JON	LEOFF1 Excess Benefit	448.41
Org Key:	***GX9997 - Employee Benefits-Fire***			
	00189918	LEOFF HEALTH & WELFARE TRUST	FIRE ACTIVE	54,380.16
Org Key:	***IS1100 - IGS Mapping***			
	00189998	US BANK CORP PAYMENT SYS	QFC #5806	21.47
	00189998	US BANK CORP PAYMENT SYS	DIAMOND PARKING A005	16.00
Org Key:	***IS2100 - IGS Network Administration***			
P94044	00189912	KING COUNTY FINANCE	I-NET MONTHLY SERVICES FROM	1,122.00
	00189998	US BANK CORP PAYMENT SYS	HILTON VANCOUVER WA	624.27
	00189871	CENTURYLINK	PHONE USE NOV 2017	501.40
	00189998	US BANK CORP PAYMENT SYS	AMAZON.COM	242.50
	00189998	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	197.94
	00189998	US BANK CORP PAYMENT SYS	PAYPAL *DTX MOBILE	100.00
P0097146	00190009	WIMACTEL INC	PAYPHONE IN POLICE LOBBY	60.50
	00189998	US BANK CORP PAYMENT SYS	REGISTER.COM*135A905CJ	48.00
	00189998	US BANK CORP PAYMENT SYS	LOGMEIN*GOTOMEETING	34.11
	00189998	US BANK CORP PAYMENT SYS	EINSTEIN BROS BAGELS3410	14.78
	00189998	US BANK CORP PAYMENT SYS	THE UPS STORE 1081	14.46
	00189998	US BANK CORP PAYMENT SYS	REGISTER.COM*1359CC77J	14.00
	00189998	US BANK CORP PAYMENT SYS	REGISTER.COM*135A6EADJ	14.00
	00190014	XEROX CORPORATION	PRINTER SUPPLIES	12.00
	00189998	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	10.87
	00189998	US BANK CORP PAYMENT SYS	EINSTEIN BROS BAGELS3410	10.29
	00189998	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	7.98
	00189998	US BANK CORP PAYMENT SYS	AMAZON WEB SERVICES	0.56
Org Key:	***MT2100 - Roadway Maintenance***			
	00189950	PUGET SOUND ENERGY	ENERGY USE NOV 2017	3,584.72
	00189998	US BANK CORP PAYMENT SYS	CHEMETRICS.COM	78.31
	00189998	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	37.32
Org Key:	***MT2500 - ROW Administration***			
	00189877	COMPLETE OFFICE	OFFICE SUPPLIES OCT 2017	849.20
Org Key:	***MT3100 - Water Distribution***			

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00189998	US BANK CORP PAYMENT SYS	OWPSACSTATE	-25.91
Org Key: ***MT3200 - Water Pumps***				
	00189871	CENTURYLINK	PHONE USE NOV 2017	238.76
Org Key: ***MT3600 - Sewer Associated Costs***				
P0096952	00189982	TRENCHLESS RESOURCES INT'L LLC	TRAINING FOR E. MOLTZ/M.JONES/	1,507.50
P0096952	00189982	TRENCHLESS RESOURCES INT'L LLC	TRAINING FOR E. MOLTZ/M.JONES/	1,507.50
Org Key: ***MT3800 - Storm Drainage***				
P0097056	00189882	DATAQUEST LLC	Background Check M. Giddings	11.50
Org Key: ***MT3805 - Slide Repair 8410 WMW***				
P0096751	00189935	NELSON GEOTECHNICAL ASSOC INC	MATERIALS AND GEOTECHNICAL SER	5,359.61
P0097043	00189924	MARENAKOS ROCK CENTER	WHITE RIVER BASALT ROCK	320.42
Org Key: ***MT4150 - Support Services - Clearing***				
	00189998	US BANK CORP PAYMENT SYS	POGACHA RESTAURANT	155.71
	00190014	XEROX CORPORATION	PRINTER SUPPLIES	141.24
	00189998	US BANK CORP PAYMENT SYS	POGACHA RESTAURANT	133.82
	00189998	US BANK CORP PAYMENT SYS	QFC #5819	25.98
	00189998	US BANK CORP PAYMENT SYS	HOMEGOODS # 0759	15.40
	00189998	US BANK CORP PAYMENT SYS	QFC #5819	14.81
Org Key: ***MT4200 - Building Services***				
P0097069	00189931	MICHAEL SKAGGS ASSOCIATES	JANITORIAL SERVICE OCTOBER 201	4,205.66
P0097116	00189939	PACIFIC MODULAR	FS91 CARPET CLEAN 10/27/17	750.75
P0097086	00189890	FIRE PROTECTION INC	SECURITY/FIRE ALARM MONITORING	399.00
P0097115	00189905	INTERIOR FOLIAGE CO, THE	CITY HALL INTERIOR LANDSCAPING	370.70
P0097108	00189905	INTERIOR FOLIAGE CO, THE	CITY HALL INTERIOR LANDSCAPING	272.58
P0097109	00189939	PACIFIC MODULAR	FS92 CARPET CLEAN 10/27/17	150.00
	00189998	US BANK CORP PAYMENT SYS	GREEN RIVER COMMUNITY CO	25.00
	00189998	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	12.99
	00189998	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	11.82
Org Key: ***MT4210 - Building Landscaping***				
P93726	00189968	SIGNATURE LANDSCAPE SERVICES	2017 City Hall, FS 91 & 92,	2,546.73
Org Key: ***MT4300 - Fleet Services***				
P93482	00189938	OVERLAKE OIL	2017 UNLEADED AND DIESEL FUEL	7,547.28
P93482	00189938	OVERLAKE OIL	2017 UNLEADED AND DIESEL FUEL	2,351.12
Org Key: ***MT4403 - Customer Response - Water***				
	00189911	KELLEY, CHRIS M	MILEAGE EXPENSES	17.44
Org Key: ***MT4450 - Cust Resp - Clearing Acct***				
P0097005	00189971	SOUND SAFETY PRODUCTS	MISC. WORK CLOTHES	141.66
Org Key: ***MT4501 - Water Administration***				
P0097148	00189965	SEATTLE, CITY OF	Oct 2017 Water Purchases	114,464.00
Org Key: ***MT4503 - Storm Water Administration***				
P0097047	00189884	DEPARTMENT OF ECOLOGY	MUNICIPAL STORMWATER PH 2 PERM	17,481.33
Org Key: ***PO1100 - Administration (PO)***				

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P0097120	00190000	VERIZON WIRELESS	Cell Phone Bill for September	1,206.15
	00190014	XEROX CORPORATION	PRINTER SUPPLIES	145.31
	00189877	COMPLETE OFFICE	OFFICE SUPPLIES OCT 2017	27.15
	00189998	US BANK CORP PAYMENT SYS	LAKEVIEW PLUS DRY CLEANER	21.73
	00189998	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND R	10.00
	00189998	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND R	10.00
	00189998	US BANK CORP PAYMENT SYS	Change in tax from previously	0.03
Org Key: ***PO1350 - Police Emergency Management***				
P0097121	00189930	MI HARDWARE - POLICE	CERT Fire Ext - Invoice # 1371	118.77
P0097127	00190004	WASHINGTON STATE PATROL	Volunteer Background for EMAC	96.00
	00190001	VICKERS MICHAEL L	CERT CLASS SUPPLIES	66.80
P0097137	00189955	REMOTE SATELLITE SYSTEMS INT'L	Sat Phone for EMAC - Invoice #	48.95
	00190001	VICKERS MICHAEL L	CERT CLASS SUPPLIES	46.44
Org Key: ***PO1700 - Records and Property***				
P0097125	00190014	XEROX CORPORATION	Admin Copier - Monthly Bill -	401.91
	00189998	US BANK CORP PAYMENT SYS	Desk Chair for Courtney Meyer	267.50
P0097125	00190014	XEROX CORPORATION	Records Copier - Invoice #	208.65
	00190014	XEROX CORPORATION	PRINTER SUPPLIES	12.00
Org Key: ***PO1900 - Jail/Home Monitoring***				
P0097131	00189913	KING COUNTY FINANCE	Jail Booking Fees - Invoice #	7,123.52
P0097136	00189906	ISSAQUAH CITY JAIL	Jail Bill for September - Invo	2,910.00
Org Key: ***PO2100 - Patrol Division***				
	00189998	US BANK CORP PAYMENT SYS	Patrol Supplies	739.25
P0097128	00189914	KROESENS UNIFORM COMPANY	Uniforms for Lum - Invoice # 4	404.49
	00189998	US BANK CORP PAYMENT SYS	Uniform pants for new officers	309.97
P0097133	00189914	KROESENS UNIFORM COMPANY	Uniform Supplies - Lum - Invoi	176.50
	00189998	US BANK CORP PAYMENT SYS	Replacement uniform pants	104.99
P0097121	00189930	MI HARDWARE - POLICE	Patrol Supplies - Invoice(s) -	17.45
Org Key: ***PO2200 - Marine Patrol***				
	00189998	US BANK CORP PAYMENT SYS	Marine Patrol Conference	275.40
P0097132	00190007	WEST MARINE PRO	Marine Patrol Supplies - Invoi	57.16
	00189858	AMICI, DOMINIC	TRAINING SUPPLIES	44.92
Org Key: ***PO2201 - Dive Team***				
P0097122	00189983	UNDERWATER SPORTS INC.	Hydro certify dive tanks - inv	176.00
P0097134	00189983	UNDERWATER SPORTS INC.	Dive Team Supplies - Invoice(s	50.38
Org Key: ***PO2450 - Special Operations Team***				
	00189998	US BANK CORP PAYMENT SYS	Hotel for NTOA training	596.20
	00189998	US BANK CORP PAYMENT SYS	SOT/CDU equipment	80.95
	00189998	US BANK CORP PAYMENT SYS	SOT/CDU equipment	35.97
	00189998	US BANK CORP PAYMENT SYS	Fuel for NTOA training travel	35.13
Org Key: ***PO3100 - Investigation Division***				
	00189909	JIRA, ROBERT	TRAINING EXPENSE	536.45
	00189909	JIRA, ROBERT	PER DIEM REIMBURSEMENT	127.50
	00189998	US BANK CORP PAYMENT SYS	case #2017-9032 (search warran	48.90
P0097128	00189914	KROESENS UNIFORM COMPANY	Uniform Detective Morris - Inv	13.75

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
Org Key: ***PO4100 - Firearms Training***				
P0097129	00189956	RENTON FISH & GAME CLUB INC	Range Fees - September 2017	400.00
	00189998	US BANK CORP PAYMENT SYS	Magazine pouches for new offic	93.45
	00189998	US BANK CORP PAYMENT SYS	Taser holsters for new officer	71.20
	00189998	US BANK CORP PAYMENT SYS	Firearms Eye, Ear protection f	26.39
Org Key: ***PR0000 - Parks & Recreation-Revenue***				
P0097084	00189875	COLORED PENCIL SOCIETY OF	Art of Colored Pencil Gallery	637.50
Org Key: ***PR1100 - Administration (PR)***				
	00189998	US BANK CORP PAYMENT SYS	AMAZON.COM AMZN.COM/BILL	561.00
	00189998	US BANK CORP PAYMENT SYS	Premier membership upgrade	225.00
P93571	00190013	XEROX CORPORATION	Lease and print charges for NE	144.50
P93829	00190013	XEROX CORPORATION	2017 - Lease Charges for LB Ad	144.30
	00189998	US BANK CORP PAYMENT SYS	Calendars - 2018	65.89
	00189998	US BANK CORP PAYMENT SYS	REGISTER.COM*1358E011J	62.00
	00189871	CENTURYLINK	PHONE USE NOV 2017	51.74
	00189998	US BANK CORP PAYMENT SYS	monthly newsletter	50.60
P93566	00189880	CRYSTAL AND SIERRA SPRINGS	Monthly water service delivery	48.98
	00189998	US BANK CORP PAYMENT SYS	Floor mat & tape	47.55
	00189998	US BANK CORP PAYMENT SYS	Floor mat	43.95
	00189877	COMPLETE OFFICE	OFFICE SUPPLIES OCT 2017	38.38
	00189998	US BANK CORP PAYMENT SYS	Dept. survey	35.00
P93829	00190013	XEROX CORPORATION	Use Charge 9-22-17 to 10/21/17	11.88
	00189998	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND R	10.00
	00189998	US BANK CORP PAYMENT SYS	Refund as they overcharged for	-170.00
Org Key: ***PR2100 - Recreation Programs***				
P0097107	00189889	FIELD, HILARY	Instructor fees - Course #1731	237.30
	00189998	US BANK CORP PAYMENT SYS	Pizza for Parents Night Out Ha	105.10
	00189998	US BANK CORP PAYMENT SYS	Parents Night Out	32.37
	00189998	US BANK CORP PAYMENT SYS	ANIMOTO INC	30.00
	00189998	US BANK CORP PAYMENT SYS	Decorations for Parent's Night	26.98
	00189998	US BANK CORP PAYMENT SYS	Craft supplies for Parent's Ni	23.62
	00190014	XEROX CORPORATION	PRINTER SUPPLIES	11.99
	00189998	US BANK CORP PAYMENT SYS	Parent Night Out	3.29
Org Key: ***PR2108 - Health and Fitness***				
	00189998	US BANK CORP PAYMENT SYS	Golf Banquet (paid for total,	436.23
P0097124	00189941	PAULETTO, MAUDE	Instructor fees course #17266	277.20
P0097090	00189960	ROSENSTEIN, SUSIE	Bryce Bogar 2nd - 4 session pa	150.00
P0097089	00189960	ROSENSTEIN, SUSIE	Gerry Ormiston 3rd - 4 session	150.00
P0097088	00189960	ROSENSTEIN, SUSIE	Sydney Elston 2nd - 4 session	150.00
P0097076	00189917	LEEPER, MICHAEL	Instructor fees - course #1733	135.80
	00189998	US BANK CORP PAYMENT SYS	Golf Banquet prizes	28.36
	00189998	US BANK CORP PAYMENT SYS	FOSTER GOLF LINKS	28.13
	00189998	US BANK CORP PAYMENT SYS	Golf Banquet Prizes	24.75
	00189998	US BANK CORP PAYMENT SYS	Senior Golf Driver	19.09
Org Key: ***PR3500 - Senior Services***				
	00189998	US BANK CORP PAYMENT SYS	SP * MI FAMILY KITCHEN	365.50
	00189998	US BANK CORP PAYMENT SYS	SP * MI FAMILY KITCHEN	348.50

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00189998	US BANK CORP PAYMENT SYS	SP * MI FAMILY KITCHEN	340.00
	00189998	US BANK CORP PAYMENT SYS	SP * MI FAMILY KITCHEN	238.00
	00189998	US BANK CORP PAYMENT SYS	Tickets for Holiday Gift Festi	166.83
	00189998	US BANK CORP PAYMENT SYS	Parents Night Out	137.02
	00189998	US BANK CORP PAYMENT SYS	COSTCO WHSE #0001	130.19
	00189998	US BANK CORP PAYMENT SYS	SP * MI FAMILY KITCHEN	127.50
	00189998	US BANK CORP PAYMENT SYS	Tickets for Wolf Haven Int. tr	110.00
	00189998	US BANK CORP PAYMENT SYS	COSTCO WHSE #0001	103.46
	00189998	US BANK CORP PAYMENT SYS	Senior Trip; lunch for chapero	74.64
	00189998	US BANK CORP PAYMENT SYS	meals for Senior Trip.	40.00
	00189998	US BANK CORP PAYMENT SYS	QFC #5839	29.11
	00189998	US BANK CORP PAYMENT SYS	Wolf Haven Int. trip.	28.57
	00189998	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	23.81
P93826	00189923	M & M BALLOON CO	Helium tank rental & helium fo	23.65
	00189998	US BANK CORP PAYMENT SYS	RITE AID STORE - 5197	14.61
	00189998	US BANK CORP PAYMENT SYS	RITE AID STORE - 5197	12.63
	00189998	US BANK CORP PAYMENT SYS	WALGREENS #3733	11.99
	00189998	US BANK CORP PAYMENT SYS	Tacoma Holiday Gift Festival T	11.50
	00189998	US BANK CORP PAYMENT SYS	QFC #5839	10.97
	00189998	US BANK CORP PAYMENT SYS	SP * MI FAMILY KITCHEN	8.50
	00189998	US BANK CORP PAYMENT SYS	SP * MI FAMILY KITCHEN	8.50
	00189998	US BANK CORP PAYMENT SYS	Parking for Tacoma Holiday Gif	5.80
	00189998	US BANK CORP PAYMENT SYS	AMAZON.COM AMZN.COM/BILL	5.19
	00189998	US BANK CORP PAYMENT SYS	WALGREENS #3733	1.79
Org Key: ***PR4100 - Community Center***				
P0097046	00189931	MICHAEL SKAGGS ASSOCIATES	JANITORIAL SERVICE OCTOBER 201	2,426.58
P93726	00189968	SIGNATURE LANDSCAPE SERVICES	2017 MICEC Landscape Maintenan	1,343.39
P0097021	00189951	RAINIER BUILDING SERVICES	MERCER ROOM WAXING	540.00
P0097035	00189898	GRAINGER	dimming ballast, 120-277V, 45-	487.79
	00189998	US BANK CORP PAYMENT SYS	YELPINC*BIZSERVICES	350.00
	00189998	US BANK CORP PAYMENT SYS	SQ *WWW.SIGNCOVERS.COM	347.72
	00189998	US BANK CORP PAYMENT SYS	QDOBA 2390	333.50
	00189998	US BANK CORP PAYMENT SYS	AMAZON.COM AMZN.COM/BILL	313.33
P93831	00190013	XEROX CORPORATION	Use Charge 9/21/17 to 10/21/17	275.52
P93831	00190013	XEROX CORPORATION	2017 Lease charges for MICEC C	267.20
	00189998	US BANK CORP PAYMENT SYS	MOS PIZZA - WA	157.55
P0097086	00189890	FIRE PROTECTION INC	SECURITY/FIRE ALARM MONITORING	150.15
	00189998	US BANK CORP PAYMENT SYS	ALBERTSONS #0485	97.29
	00190014	XEROX CORPORATION	PRINTER SUPPLIES	70.62
	00189998	US BANK CORP PAYMENT SYS	SOUND CIRCULATION	59.00
	00189998	US BANK CORP PAYMENT SYS	AMAZON.COM AMZN.COM/BILL	53.34
	00189877	COMPLETE OFFICE	OFFICE SUPPLIES OCT 2017	50.18
	00189998	US BANK CORP PAYMENT SYS	AMAZON.COM AMZN.COM/BILL	43.99
	00189998	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	41.53
	00189998	US BANK CORP PAYMENT SYS	MOS PIZZA - WA	40.45
	00189998	US BANK CORP PAYMENT SYS	QFC #5839	34.96
	00189998	US BANK CORP PAYMENT SYS	WALGREENS #3733	34.41
	00189998	US BANK CORP PAYMENT SYS	ALBERTSONS #0485	33.74
	00189998	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	29.70
	00189998	US BANK CORP PAYMENT SYS	SQ *I LUV PHO	29.64

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00189998	US BANK CORP PAYMENT SYS	AMAZON.COM AMZN.COM/BILL	25.26
	00189998	US BANK CORP PAYMENT SYS	AMAZON.COM AMZN.COM/BILL	24.54
	00189998	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	23.95
	00189998	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	23.90
	00189998	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	19.97
	00189998	US BANK CORP PAYMENT SYS	DOLLAR TREE	18.77
	00189998	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	18.55
	00189998	US BANK CORP PAYMENT SYS	AMAZON.COM AMZN.COM/BILL	3.86
Org Key: ***PR5300 - Community Arts Support***				
	00189998	US BANK CORP PAYMENT SYS	Lunch & Conversation	41.48
	00189998	US BANK CORP PAYMENT SYS	Lunch & Conversation	17.98
Org Key: ***PR5400 - Gallery Program***				
	00189998	US BANK CORP PAYMENT SYS	INGALLINA'S BOX LUNCH	64.39
	00189998	US BANK CORP PAYMENT SYS	TRADER JOE'S #157 QPS	24.14
Org Key: ***PR5900 - Summer Celebration***				
	00189998	US BANK CORP PAYMENT SYS	IPM MET TOWER	11.03
Org Key: ***PR6100 - Park Maintenance***				
	00189998	US BANK CORP PAYMENT SYS	RAINMASTER	299.46
	00189998	US BANK CORP PAYMENT SYS	LAKEVIEW PLUS DRY CLEANER	211.20
	00189998	US BANK CORP PAYMENT SYS	PACIFIC NAIL AND STAPLE	74.65
	00190014	XEROX CORPORATION	PRINTER SUPPLIES	12.00
Org Key: ***PR6200 - Athletic Field Maintenance***				
	00189871	CENTURYLINK	PHONE USE NOV 2017	86.34
Org Key: ***PR6500 - Luther Burbank Park Maint.***				
P0097069	00189931	MICHAEL SKAGGS ASSOCIATES	JANITORIAL SERVICE OCTOBER 201	2,148.09
P0097086	00189890	FIRE PROTECTION INC	SECURITY/FIRE ALARM MONITORING	169.50
Org Key: ***ST0001 - ST Traffic Safety Enhancements***				
P0097048	00189903	IDAX DATA SOULTIONS	INV 17381 OCT 2017 COUNTS	10,980.00
Org Key: ***VCP426 - CIP Sewer Salaries***				
	00189998	US BANK CORP PAYMENT SYS	PACIFIC NORTHWEST CLEAN W	250.00
	00189998	US BANK CORP PAYMENT SYS	HILTON VANCOUVER WA	189.43
Org Key: ***WG105R - Community Center Bldg Repairs***				
	00189998	US BANK CORP PAYMENT SYS	FARWEST GOLF CARS OF WA	-300.00
Org Key: ***WG513T - Rec & Facility Booking System***				
P0097112	00189942	PERFECTMIND INC	Software Configuration & Repor	5,000.00
Org Key: ***WP122R - Vegetation Management***				
P0095444	00189859	APPLIED ECOLOGY LLC	50% Retainage	11,344.06
P0095484	00189892	FOREST CLOUDS	Luther Burbank Park Vegetation	1,920.00
	00189998	US BANK CORP PAYMENT SYS	PAYPAL *PLANITGEOLL	25.00
Org Key: ***XG150T - Small Tech/Equipment***				
P0097119	00189933	MORGAN SOUND INC	COUNCIL CHAMBERS A/V	236.50
Org Key: ***YF1100 - YFS General Services***				

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P93571	00190013	XEROX CORPORATION	Lease and print/copy charges f	447.10
P93568	00189882	DATAQUEST LLC	Background checks for voluntee	172.00
P93563	00190013	XEROX CORPORATION	Lease and overage charges for	171.75
	00189877	COMPLETE OFFICE	OFFICE SUPPLIES OCT 2017	67.47
P93566	00189880	CRYSTAL AND SIERRA SPRINGS	Monthly water service for LB	48.98
P93565	00190000	VERIZON WIRELESS	Mobile broadband services for	40.01
	00189998	US BANK CORP PAYMENT SYS	EIG*HOMESTEAD	21.99
	00189998	US BANK CORP PAYMENT SYS	FACEBK X7ZYNDJG42	21.42
	00189998	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	21.25
	00189998	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND R	15.00
	00189998	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND R	15.00
	00190014	XEROX CORPORATION	PRINTER SUPPLIES	12.00
	00189998	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	10.95
Org Key: ***YF1200 - Thrift Shop***				
P0097069	00189931	MICHAEL SKAGGS ASSOCIATES	JANITORIAL SERVICE OCTOBER 201	1,940.65
	00189998	US BANK CORP PAYMENT SYS	COSTCO *BUS DELIV 115	343.18
P93726	00189968	SIGNATURE LANDSCAPE SERVICES	2017 Thrift Shop Landscape	246.87
	00189998	US BANK CORP PAYMENT SYS	ULINE *SHIP SUPPLIES	172.51
P0097086	00189890	FIRE PROTECTION INC	SECURITY/FIRE ALARM MONITORING	169.50
	00189871	CENTURYLINK	PHONE USE NOV 2017	165.75
	00189998	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	137.00
	00189998	US BANK CORP PAYMENT SYS	AMAZONPRIME MEMBERSHIP	108.90
	00190014	XEROX CORPORATION	PRINTER SUPPLIES	70.62
	00189998	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	47.99
	00189998	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	35.56
	00189998	US BANK CORP PAYMENT SYS	MUZAK DBA MOOD MEDIA	25.42
	00189998	US BANK CORP PAYMENT SYS	USPS PO 5453060253	3.00
Org Key: ***YF2100 - School/City Partnership***				
	00189998	US BANK CORP PAYMENT SYS	PESI INC	199.99
	00189895	GENTINO, CATHERINE L	CASCADIA TRAINING	155.00
	00189998	US BANK CORP PAYMENT SYS	WWW.NASW-WA.ORG	-175.00
Org Key: ***YF2300 - VOICE Program***				
	00189998	US BANK CORP PAYMENT SYS	COSTCO WHSE #0110	825.59
Org Key: ***YF2500 - Family Counseling***				
P93567	00190011	WOOD, JULIE D	Clinical consults for 2017	600.00
	00189998	US BANK CORP PAYMENT SYS	PESI	269.97
Org Key: ***YF2600 - Family Assistance***				
	00189998	US BANK CORP PAYMENT SYS	QFC #5998	1,960.00
	00189998	US BANK CORP PAYMENT SYS	CLB MERCER ISLAND	277.00
P93578	00189948	PUGET SOUND ENERGY	Utility Assistance for Emerenc	101.21
P93578	00189947	PUGET SOUND ENERGY	Utility Assistance for Emerenc	73.25
P93578	00189949	PUGET SOUND ENERGY	Utility Assistance for Emerenc	25.22
Org Key: ***YF2800 - Fed Drug Free Communities Gran***				
P0097083	00190010	WOO, GINLIN	Consultant services for Health	400.00
	00189998	US BANK CORP PAYMENT SYS	monthly newsletter	75.91

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
			Total	378,956.73

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 _____

Report	Warrants	Date	Amount
Check Register	190016 -190036	11/21/2017	$ 445,139.37
			$ 445,139.37

S:\FINANCE\NICKIE\LISTS & WORKSHEETS\COUNCIL.DOC

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00190016	11/21/2017	ANDERSON, MOLLY ART GROUP SUPPLIES		OH009046	11/06/2017	101.69
00190017	11/21/2017	CENTURYLINK BUSINESS SERVICES PHONE USE NOV 2018		1424281923	11/03/2017	3,570.95
00190018	11/21/2017	CENTURYLINK-ACCESS BILL PHONE USE NOV 2017		OH009043	11/08/2017	648.86
00190019	11/21/2017	DEPT OF ENTERPRISES SERVICES PRINTING REGULAR ENVELOPES		73168843	11/03/2017	180.83
00190020	11/21/2017	FALSGRAF NELSON, LAURA LICENSE RENEWAL		OH009047	11/14/2017	106.00
00190021	11/21/2017	HAMPTON, RICHARD PERMIT REFUND		IF017018	11/15/2017	483.07
00190022	11/21/2017	HOLMES, EDWARD J PER DIEM REIMB		OH009051	11/21/2017	104.90
00190023	11/21/2017	JORGENSEN, LAWRENCE M FUEL FOR SMALL EQUIPMENT		OH009049	11/16/2017	93.34
00190024	11/21/2017	KC FINANCE Remit Q3 2017 Liquor Profits	P0097225	2095602	11/09/2017	1,616.02
00190025	11/21/2017	KC PET LICENSES KC PET LICENSE FEES COLLECTED	P93440	OH009054	10/30/2017	60.00
00190026	11/21/2017	KIA MOTORS FINANCE DSG 2016 KIA SOUL LEASE	P88915	OH009053	11/14/2017	263.96
00190027	11/21/2017	KING CO PROSECUTING ATTORNEY COURT REMITTANCE KC CRIME VICT	P93441	OH009055	10/31/2017	300.99
00190028	11/21/2017	KING COUNTY FINANCE MONTHLY SEWER JAN-DEC 2017	P93436	30020670	11/01/2017	401,517.60
00190029	11/21/2017	KING COUNTY FINANCE 3RD QUARTER ALT TRANSIT FUNDIN	P0096550	2093875	09/27/2017	19,496.00
00190030	11/21/2017	LEYDE, CASEY MILEAGE EXPENSES		OH009050	11/16/2017	39.06
00190031	11/21/2017	LUBITZ, FANGZHUANG PERMIT REFUND		1612085	11/14/2017	183.69
00190032	11/21/2017	MI SCHOOL DISTRICT #400 PERMIT REFUND		1705044	11/20/2017	8,138.47
00190033	11/21/2017	NOEL, BRIAN W PARKING FEE		OH009045	11/16/2017	27.00
00190034	11/21/2017	PIERCE PHD INC P S, MAUREEN THRIVE Training/Dr. Pierce	P0097207	OH009052	11/06/2017	7,200.00
00190035	11/21/2017	RICHARDS, KIMBERLY HOLIDAY SHOWCASE SUPPLIES		OH009048	11/13/2017	605.95
00190036	11/21/2017	SEGLE, KRYSS BENEFITS FAIR SUPPLIES		OH009044	11/14/2017	400.99
					Total	445,139.37

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
Org Key: ***001000 - General Fund-Admin Key***				
P93441	00190027	KING CO PROSECUTING ATTORNEY	COURT REMITTANCE KC CRIME VICT	300.99
P93440	00190025	KC PET LICENSES	KC PET LICENSE FEES COLLECTED	60.00
Org Key: ***402000 - Water Fund-Admin Key***				
	00190032	MI SCHOOL DISTRICT #400	PERMIT REFUND	5,838.00
	00190032	MI SCHOOL DISTRICT #400	PERMIT REFUND	936.00
	00190032	MI SCHOOL DISTRICT #400	PERMIT REFUND	750.00
	00190031	LUBITZ, FANGZHUANG	PERMIT REFUND	183.69
Org Key: ***CR1100 - CORe Admin and Human Resources***				
	00190036	SEGLE, KRYSS	BENEFITS FAIR SUPPLIES	400.99
Org Key: ***DS0000 - Development Services-Revenue***				
	00190032	MI SCHOOL DISTRICT #400	PERMIT REFUND	581.00
	00190021	HAMPTON, RICHARD	PERMIT REFUND	469.00
	00190032	MI SCHOOL DISTRICT #400	PERMIT REFUND	32.21
	00190021	HAMPTON, RICHARD	PERMIT REFUND	14.07
	00190032	MI SCHOOL DISTRICT #400	PERMIT REFUND	1.26
Org Key: ***FR2400 - Fire Suppression***				
	00190023	JORGENSEN, LAWRENCE M	FUEL FOR SMALL EQUIPMENT	93.34
Org Key: ***FR4100 - Training***				
P0097207	00190034	PIERCE PHD INC P S, MAUREEN	THRIVE Training/Dr. Pierce	7,200.00
Org Key: ***GGM004 - Gen Govt-Office Support***				
	00190019	DEPT OF ENTERPRISES SERVICES	PRINTING REGULAR ENVELOPES	75.56
Org Key: ***IGMA02 - Alcoholism Program***				
P0097225	00190024	KC FINANCE	Remit Q3 2017 Liquor Profits	1,616.02
Org Key: ***MT3500 - Sewer Pumps***				
	00190017	CENTURYLINK BUSINESS SERVICES	PHONE USE NOV 2018	3,570.95
	00190018	CENTURYLINK-ACCESS BILL	PHONE USE NOV 2017	648.86
Org Key: ***MT4300 - Fleet Services***				
P88915	00190026	KIA MOTORS FINANCE	DSG 2016 KIA SOUL LEASE	263.96
Org Key: ***MT4450 - Cust Resp - Clearing Acct***				
	00190030	LEYDE, CASEY	MILEAGE EXPENSES	39.06
Org Key: ***MT4502 - Sewer Administration***				
P93436	00190028	KING COUNTY FINANCE	MONTHLY SEWER JAN-DEC 2017	401,517.60
Org Key: ***PO1100 - Administration (PO)***				
	00190022	HOLMES, EDWARD J	PER DIEM REIMB	104.90
Org Key: ***PO2100 - Patrol Division***				
	00190019	DEPT OF ENTERPRISES SERVICES	BUSINESS CARD PRINTING	105.27
Org Key: ***PO2200 - Marine Patrol***				
	00190033	NOEL, BRIAN W	PARKING FEE	27.00
Org Key: ***VCP105 - Transit Funding Placeholder***				

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P0096550	00190029	KING COUNTY FINANCE	3RD QUARTER ALT TRANSIT FUNDIN	19,496.00
Org Key:	***YF1100 - YFS General Services***			
	00190020	FALSGRAF NELSON, LAURA	LICENSE RENEWAL	106.00
	00190016	ANDERSON, MOLLY	ART GROUP SUPPLIES	101.69
Org Key:	***YF1200 - Thrift Shop***			
	00190035	RICHARDS, KIMBERLY	HOLIDAY SHOWCASE SUPPLIES	605.95
			Total	445,139.37

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

Report	Warrants	Date	Amount
Check Register	190036 -190194	11/30/2017	$ 1,333,462.42
			$ 1,333,462.42

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Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00190037	11/30/2017	AA ASPHALTING INC 2017 UTILITY PAVING AND CONCRE	P0095459	0089452IN	08/31/2017	12,074.00
00190038	11/30/2017	ABRA AUTO BODY & GLASS - RO #15199FL-0476 AUTO BODY REP	P0096979	15199	10/18/2017	2,944.72
00190039	11/30/2017	ACCESS DATA ENTRY, STORAGE, BLACK BOX	P0097182	2304059	10/31/2017	405.78
00190040	11/30/2017	ALTUS TRAFFIC MANAGEMENT LLC 2017 ROW FLAGGING	P0096452	NW053303	09/24/2017	4,125.86
00190041	11/30/2017	AM TEST INC INV 101793 WATER QUALITY TESTI	P0097176	101436	10/20/2017	485.00
00190042	11/30/2017	AMERICAN LEAK DETECTION INV 42567 MAP PG C-6 AND E-5 L	P0097198	42567	11/10/2017	795.00
00190043	11/30/2017	ANCHOR QEA LLC Luther Burbank South Shoreline	P0096212	54508	11/01/2017	5,227.20
00190044	11/30/2017	ARSCENTIA Mercerdale sign production for	P0097211	201704381	11/09/2017	184.80
00190045	11/30/2017	ARTSITELTD LLC 2017 Public Art Cleaning	P0096636	1449	10/13/2017	4,044.70
00190046	11/30/2017	ASTRAL COMMUNICATIONS INC Shipping Charge	P0097257	171355	09/30/2017	22.00
00190047	11/30/2017	AWC DECEMBER 2017		OH009063	12/10/2017	335.50
00190048	11/30/2017	BEST PARKING LOT CLEANING INC INV V161276	P0097177	V161276	09/18/2017	2,024.45
00190049	11/30/2017	BLACK KNIGHT EMBLEM & Arm Patches - SOT	P0097259	170	10/06/2017	430.65
00190050	11/30/2017	BLUELINE GROUP INV 13957 FREEMAN AVE ROADWAY	P0096152	14123	11/02/2017	493.00
00190051	11/30/2017	BRAUN NORTHWEST INC. Fans for Dive Rescue to Dry We	P0097261	21787	11/08/2017	3,773.00
00190052	11/30/2017	CADMAN INC 2" X 4" ROCK (31.76 TONS)	P0097145	5464000	10/12/2017	506.24
00190053	11/30/2017	CARDINAL ARCHITECTURE PC LBP Boiler Building Drainage &	P0095040	17108	11/08/2017	5,060.00
00190054	11/30/2017	CAROLLO ENGINEERS INC GENERAL SEWER PLAN UPDATE	P86399	0161740	11/15/2017	3,866.10
00190055	11/30/2017	CASCADE KENDO-KAI Instructor fees - course #1728	P0097302	17282/83/84	11/28/2017	2,905.40
00190056	11/30/2017	CDW GOVERNMENT INC Cisco Meraki MR33 Cloud Manage	P0097061	KTL9569	11/10/2017	2,654.34
00190057	11/30/2017	CENTURYLINK PHONE USE NOV 2017		OH009059	11/16/2017	59.69
00190058	11/30/2017	CHAPTER 13 TRUSTEE PAYROLL EARLY WARRANTS		22NOV2017	11/22/2017	1,331.00
00190059	11/30/2017	CHIEF SUPPLY CORP Patrol Supplies - Gloves and L	P0097163	288329	11/08/2017	331.78
00190060	11/30/2017	CHS ENGINEERING INC 81st Ave SE Backyard Side Sewe	P0095489	8017031710	10/27/2017	21,471.93
00190061	11/30/2017	CINTAS CORPORATION #460 2017 Rug cleaning services for	P93815	460247525/460252	11/06/2017	123.00
00190062	11/30/2017	CLAYBURN CAPITAL INC REFUND 8275 SE 31ST ST		1701247	11/15/2017	104.19

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00190063	11/30/2017	CODE PUBLISHING CO Codification	P0097230	58296	11/16/2017	3,708.38
00190064	11/30/2017	COLLIER, BARRY FLEX SPEND REIMB		24NOV17	11/24/2017	2,500.54
00190065	11/30/2017	COMCAST Internet Charges/Fire	P93827	OH009067	11/11/2017	550.98
00190066	11/30/2017	COMCAST OCT-NOV 2017 ANNUAL PW WI-FI S	P93757	OH009066	11/07/2017	86.40
00190067	11/30/2017	CONFLUENCE ENGINEERING GRP LLC INV 04-817 PHASE 3 MICROBIAL	P91202	061017MIWQP3	11/16/2017	10,777.00
00190068	11/30/2017	CONNER HOMES LLC REFUND 2946 76TH PL SE #102		1509199	11/22/2017	1,471.82
00190069	11/30/2017	CONTRACT HARDWARE COURT DOOR WINDOWS	P0097181	SPI041087	11/09/2017	442.20
00190070	11/30/2017	CORDER, CHARLES FLEX SPEND REIMB		24NOV17	11/24/2017	1,052.00
00190071	11/30/2017	CORRECTIONAL INDUSTRIES ACCTG Logo'd clothing for DSG staff	P0097296	T058794	10/25/2017	1,239.54
00190072	11/30/2017	CRAWFORD DOOR COMPANY Station 92 Auto Door Repairs	P0097213	99501/99505	10/31/2017	1,104.92
00190073	11/30/2017	CRIMINAL JUSTICE TRAINING COMM SWAT Basic training - Officer	P0097252	201129249	11/14/2017	600.00
00190074	11/30/2017	CRYSTAL AND SIERRA SPRINGS INV 14555831-100717 2017 ANNUA	P94425	14555831110417	11/04/2017	253.55
00190075	11/30/2017	DALY, RYAN FLEX SPEND REIMB		24NOV17	11/24/2017	1,000.00
00190076	11/30/2017	DATAQUEST LLC Background Check J. Matsuda	P0097312	3548	09/30/2017	41.50
00190077	11/30/2017	DAY WIRELESS SYSTEMS Radio power supply	P0097161	449714	11/07/2017	336.20
00190078	11/30/2017	DELASHMUTT, ROBERT SPACE HEATER FOR PATROL		OH009058	11/21/2017	61.59
00190079	11/30/2017	DMD & ASSOCIATES LTD Island Crest Park Lighting	P93542	OH009071	11/15/2017	984.50
00190080	11/30/2017	DRAIN-PRO INC 2017 SANITARY SEWER SCB AND WE	P0094882	64449	08/18/2017	18,821.00
00190081	11/30/2017	DUKE'S ROOT CONTROL INC INV 13207 SEWER ROOT CONTROL	P0097242	13207	09/13/2017	6,391.80
00190082	11/30/2017	DUNBAR ARMORED NOV17 Armored Car Service	P0097204	4085174	11/01/2017	1,919.70
00190083	11/30/2017	DUNN LUMBER COMPANY LUMBER FOR GUARD RAIL	P0097144	5147931/5149232	11/03/2017	593.94
00190084	11/30/2017	EARTHCORPS INC 2017 - 2018 EarthCorps Volunt	P93946	6725	10/31/2017	4,023.53
00190085	11/30/2017	EISEN, CHLOE L Instructor fees - course #1725	P0097255	17251/17253	11/27/2017	823.67
00190086	11/30/2017	ELSOE, RONALD LEOFF1 Retiree Medical Expense	P0097315	OH009085	11/29/2017	55.52
00190087	11/30/2017	EPSCA MONTHLY RADIO ACCESS FEES 44 R	P0096306	9122	11/01/2017	2,903.75
00190088	11/30/2017	EXCEL SUPPLY COMPANY INVENTORY PURCHASES	P0097130	90379/90669	10/26/2017	425.68

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00190089	11/30/2017	FARALLON CONSULTING LLC TECHNICAL SERVICES FOR SOIL	P0095191	0027274A	10/17/2017	49,469.87
00190090	11/30/2017	FASTSIGNS ISSAQUAH Station Moveup Signage for Res	P0097209	I91097	10/10/2017	80.03
00190091	11/30/2017	FASTSIGNS BELLEVUE Landuse Action Signs	P0097291	B91454	11/08/2017	1,578.50
00190092	11/30/2017	FEI - SEATTLE WW #1539 2017-2018 Autoread Software Sy	P0097167	0573861	10/24/2017	2,359.43
00190093	11/30/2017	FIDALGO PAVING & CONST LLC 2017 Park Pathway Repairs	P0096614	2240	10/11/2017	34,944.25
00190094	11/30/2017	FIRST AMERICAN TITLE INSURANCE Title Report (File No.2429005)	P0097239	8744209103172	10/02/2017	2,141.45
00190095	11/30/2017	FORESTRY SUPPLIERS INC INVENTORY PURCHASES	P0097194	26514700	10/18/2017	87.35
00190096	11/30/2017	GARDEN CYCLES City Shop Vegetation Managemen	P0096097	1008	11/22/2017	11,301.99
00190097	11/30/2017	GOODSELL POWER EQUIPMENT REPAIR HONDA BLOWER	P0097158	722511	10/03/2017	243.82
00190098	11/30/2017	GOODYEAR TIRE & RUBBER CO, THE INV 195-1141077 TIRE INVENTORY	P0097179	1951141102	10/30/2017	4,240.31
00190099	11/30/2017	GRAINGER INVENTORY PURCHASES	P0097139	9607506863/96058	11/03/2017	815.63
00190100	11/30/2017	GRAINGER wastebaskets for MICEC JJ	P0097185	9607506855	11/06/2017	35.98
00190101	11/30/2017	GRAY, KATY S. Instructor fees - course #1752	P0097303	17523	11/28/2017	146.65
00190102	11/30/2017	GREER, J SCOTT pro tem services 11/21/17 (2.	P0097248	OH009072	11/21/2017	125.00
00190103	11/30/2017	GROSCOST, CURTIS E FLEX SPEND REIMB		24NOV17	11/24/2017	500.00
00190104	11/30/2017	H D FOWLER INVENTORY PURCHASES	P0097184	I4661619/620	10/12/2017	4,214.43
00190105	11/30/2017	HALMAR ASSOCIATES LLC Rental assistance for EA clien	P0097266	OH009060	11/27/2017	1,000.00
00190106	11/30/2017	HDR ENGINEERING INC INV 1200069151 & 1200079152 SE	P0095189	1200086433	11/14/2017	1,254.31
00190107	11/30/2017	HERC RENTALS INC LIGHT TOWER RENTALS FOR MI FIE	P0097233	29564019002/2959	11/14/2017	4,521.80
00190108	11/30/2017	HERRERA ENVIRONMENTAL CONSULT NPDES Ph. 2 permit implementat	P94214	41159	10/18/2017	8,234.67
00190109	11/30/2017	HILLIS CLARK MARTIN & Professional Services - Invoic	P0097229	220259	11/07/2017	945.00
00190110	11/30/2017	HOME DEPOT CREDIT SERVICE INVENTORY PURCHASES	P0097270	0275602016242	11/27/2017	92.44
00190111	11/30/2017	HONEYWELL, MATTHEW V Professional Services - Court	P0097247	1002	11/21/2017	900.00
00190112	11/30/2017	HONG, KENNETH REFUND 3318 WEST MERCER WAY		1410090	11/08/2017	44.79
00190113	11/30/2017	HOOMAN, ELLIE FLEX SPEND REIMB		24NOV17	11/24/2017	434.78
00190114	11/30/2017	HORIZON INV 3M252244 REPAIR PARTS	P0097236	3M252244	11/14/2017	241.56

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00190115	11/30/2017	HORSCHMAN, BRENT FLEX SPEND REIMB		24NOV17	11/24/2017	384.62
00190116	11/30/2017	HOWSE, WOODY SUPPLIES FOR RADIO ROOM		OH009057	11/09/2017	331.31
00190117	11/30/2017	HUTCHINSON, LISA K CART services for PC meetings	P0097292	3570	11/14/2017	713.80
00190118	11/30/2017	IBSEN TOWING CO BELLEVUE Impound fee for case number	P0097300	B11038	11/24/2017	240.63
00190119	11/30/2017	IDAX DATA SOULTIONS INV 17233 WIFI AND VIDEO COLLE	P0097243	17233	08/11/2017	62,300.00
00190120	11/30/2017	IIMC AS Membership Dues 2018	P0097237	OH009073	11/21/2017	200.00
00190121	11/30/2017	INTERCOM LANGUAGE SERVICES INC interpreter service: 17-402	P0097219	17402	11/17/2017	240.00
00190122	11/30/2017	JOHNSON, CURTIS FRLEOFF1 Retiree Medical Expen	P0097313	OH009086	11/29/2017	309.78
00190123	11/30/2017	KC RECORDS Pre-payment of recording fees	P0097290	OH009087	11/28/2017	2,000.00
00190124	11/30/2017	KCDA PURCHASING COOPERATIVE ISLAND CREST PARK BASEBALL NOR	P0095836	300229134	11/06/2017	806,959.65
00190125	11/30/2017	KEMP WEST INC RETAINAGE	P0095393	18606RET	11/21/2017	1,199.00
00190126	11/30/2017	KENT D BRUCE CO LLC Headlight/8610	P0097263	2899	11/16/2017	123.68
00190127	11/30/2017	KENYON DISEND PLLC Professional Services - Invoic	P0097226	186195	10/31/2017	4,294.05
00190128	11/30/2017	KIA MOTORS FINANCE DSG 2016 KIA SOUL LEASE	P94483	OH009074	11/16/2017	211.36
00190129	11/30/2017	KING COUNTY FINANCE 2017 Primary Election Voters	P0097200	73408	10/31/2017	1,307.37
00190130	11/30/2017	KRAZAN & ASSOCIATES INC Concrete testing for ICP pole	P0096766	I60945324007	10/31/2017	582.50
00190131	11/30/2017	KROESENS UNIFORM COMPANY Patrol uniform shirt Invoice #	P0097287	47444	11/16/2017	61.30
00190132	11/30/2017	LATITUDE GEOGRAPHICS GROUP LTD MERCER ISLAND HTML5 UPGRADE	P0097258	INV0007017	09/30/2017	8,591.25
00190133	11/30/2017	LIFE ASSIST INC Organizer for Dive Cases	P0097206	824788	10/31/2017	98.17
00190134	11/30/2017	LIFTOFF LLC Office 365 G3 Licenses	P0097149	2423	10/17/2017	680.00
00190135	11/30/2017	LN CURTIS & SONS Police Patrol Flares - Invoice	P0097164	INV136911	10/30/2017	482.99
00190136	11/30/2017	METROPRESORT Printing and Mailing of Octobe	P94122	497020/496858/49	10/20/2017	1,855.68
00190137	11/30/2017	MI 84TH LIMITED PARTNERSHIP REFUND 3051 84TH AVE SE		1408201	11/15/2017	249.99
00190138	11/30/2017	MI EMPLOYEES ASSOC PAYROLL EARLY WARRANTS		22NOV2017	11/22/2017	160.00
00190139	11/30/2017	MI HARDWARE - BLDG MISC. HARDWARE FOR THE MONTH O	P0097153	OH009078	10/31/2017	26.45
00190140	11/30/2017	MI HARDWARE - MAINT MISC. HARDWARE FOR THE MONTH O	P0097155	OH009076	10/31/2017	378.05

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00190141	11/30/2017	MI HARDWARE - P&R Misc MICEC supplies	P0097169	OH009079	10/31/2017	35.49
00190142	11/30/2017	MI HARDWARE - ROW MISC. HARDWARE FOR THE MONTH O	P0097156	OH009075	10/31/2017	37.57
00190143	11/30/2017	MI HARDWARE - UTILITY MISC. HARDWARE FOR THE MONTH O	P0097154	OH009077	10/31/2017	91.10
00190144	11/30/2017	MI HARDWARE - YFS Operating supplies for Tshop a	P93530	OH009080	10/31/2017	52.46
00190145	11/30/2017	MICROFLEX October 2017 Tax Audit Program	P0097240	00022704	11/15/2017	144.84
00190146	11/30/2017	MIRACLE ISLAND PLLC Instructor fees - course #1727	P0097301	17278/17279	11/28/2017	2,529.50
00190147	11/30/2017	MORGAN SOUND INC EOC A/V	P0097190	MSI092137	09/05/2017	681.18
00190148	11/30/2017	MOSBRUCKER EXCAVATING INC DRAINAGE AND ASPHALT REPAIR CC	P0096727	217122	11/01/2017	38,394.22
00190149	11/30/2017	MOTT MACDONALD GROUP INC Groveland Beach Wave Attenuato	P0096563	3903042	11/09/2017	2,585.60
00190150	11/30/2017	NAPA AUTO PARTS 2017 FLEET REPAIR PARTS AND	P93483	OH009081	10/31/2017	767.16
00190151	11/30/2017	NATIONAL CONST RENTALS INC Temporary fence panels S Merce	P0097173	4868395	10/25/2017	1,526.18
00190152	11/30/2017	NELSON, CASEY FLEX SPEND REIMB		24NOV17	11/24/2017	400.00
00190153	11/30/2017	NEW FINISHES INC PREP. PRIME AND PAINTING OF PA	P0097143	14668	11/07/2017	1,849.68
00190154	11/30/2017	NW LININGS & GEOTEXTILE NONWOVEN GEOTEXTILE 15' X 300'	P0097147	0069036/0069205/	10/18/2017	577.50
00190155	11/30/2017	PACIFIC NW CONSTRUXION INC INV 1711091 MIXED MATERIAL HAU	P0097195	1711091	11/06/2017	2,760.88
00190156	11/30/2017	PACIFIC NW NAGINATA FEDERATION Instructor fees - course #1724	P0097305	17246	11/28/2017	1,484.00
00190157	11/30/2017	PACIFIC PLANTS INC Luther Burbank for trees	P0097232	82224	11/02/2017	1,805.10
00190158	11/30/2017	PACIFIC RIM EQUIPMENT RENTAL EXCAVATOR RENTAL	P0097187	21751	11/10/2017	2,767.64
00190159	11/30/2017	PALERMO, THOMAS J REFUND BUSINESS LICENSE		OH009056	11/28/2017	30.00
00190160	11/30/2017	PERKINS GLASS & MIRROR CO INC REPAIR/REPLACE KITCHEN WINDOW	P0097191	123612	11/10/2017	1,529.00
00190161	11/30/2017	POLICE ASSOCIATION PAYROLL EARLY WARRANTS		22NOV2017	11/22/2017	2,289.90
00190162	11/30/2017	POLICE EXEC RESEARCH FORUM PERF member dues for 2018 - Ch	P0097253	4126	11/20/2017	200.00
00190163	11/30/2017	PONDEROSA PACIFIC INC RETAINAGE	P91931	RETAINAGE INV1/2	11/15/2017	3,190.95
00190164	11/30/2017	POT O' GOLD INC Coffee supplies	P0097294	0133479/0131265/	11/02/2017	658.78
00190165	11/30/2017	PRAXAIR DISTRIBUTION INC 2017 ANNUAL ACETYLENE	P94560	79689058	10/31/2017	49.92
00190166	11/30/2017	PUGET SOUND ENERGY Utility Assistance for Emerenc	P93578	OH009082	11/17/2017	234.00

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00190167	11/30/2017	PUGET SOUND SPECIALTIES INC. VIP II 3-WAY RYE GRASS SEED (1	P0097160	25966	11/08/2017	2,640.00
00190168	11/30/2017	REMOTE SATELLITE SYSTEMS INT'L EMAC/City Sat Phone	P0097201	00091525	11/15/2017	48.95
00190169	11/30/2017	REPUBLIC SERVICES #172 INV 172-00955561 5500 ICW	P0097241	17200955561	10/31/2017	446.55
00190170	11/30/2017	RICOH USA INC (FIRE) Copier Rental/Fire	P0097208	99644078	11/03/2017	320.87
00190171	11/30/2017	ROOT CAUSE LLC Pioneer Park Vegetation Work 2	P0095446	318	11/15/2017	25,788.00
00190172	11/30/2017	RYDIN DECAL 300 - ADDITIONAL TOWN CENTER P	P0095637	338258	11/06/2017	630.32
00190173	11/30/2017	SAFE BOATS MP Boat supplies - Invoice #	P0097254	I0025575	11/16/2017	64.89
00190174	11/30/2017	SALZETTI, ERIC Instructor fees - course #1723	P0097202	17239/17235	11/16/2017	1,121.34
00190175	11/30/2017	SCHUMACHER, CHAD C FLEX SPEND REIMB		24NOV17	11/24/2017	264.50
00190176	11/30/2017	SCORE SCORE Billing October 2017	P0097165	2809	11/09/2017	7,807.20
00190177	11/30/2017	SEA WESTERN INC MSA Galaxy GX2 System (Paid fo	P0096879	201866/202421	10/23/2017	8,485.62
00190178	11/30/2017	SEATTLE, CITY OF Hearing Examiner for Sub16-007	P0097288	MI201702	11/06/2017	1,068.30
00190179	11/30/2017	SERFLING, JIMMI L FLEX SPEND ACCT REIMB		OH009062	11/24/2017	100.00
00190180	11/30/2017	SHOREWOOD HEIGHTS Rental assistance for Emergenc	P93580	OH009083	11/11/2017	1,000.00
00190181	11/30/2017	SITEWISE DESIGN PLLC Civil Engineering Design for M	P0095230	17105	11/08/2017	780.00
00190182	11/30/2017	SOLOMON, MEARA FLEX SPEND REIMB		24NOV17	11/24/2017	1,005.44
00190183	11/30/2017	SOREANO'S PLUMBING INC INV 40626 H20 ANALYZER UTILITI	P0097196	40626	10/26/2017	3,649.80
00190184	11/30/2017	SOUND PUBLISHING INC Ntc: Joint Meeting 189246 (10/	P0097212	7800026	10/31/2017	398.72
00190185	11/30/2017	SPORTS IMPORTS black heavy duty net ratchet a	P0097197	31062	11/09/2017	13,862.33
00190186	11/30/2017	SPRINGER, JAMIE REFUND 2946 76TH PL SE #101		OH009061	11/27/2017	32.00
00190187	11/30/2017	STARBUCK'S TOWING INV 32892 TOWING OF FL-0462	P0097170	32892	11/01/2017	187.00
00190188	11/30/2017	STATE AUDITOR'S OFFICE FYE16 Audit Costs	P0097224	L122382	11/14/2017	22,340.55
00190189	11/30/2017	STORM LAKE GROWERS INC INV 17-939 ROW TREE	P0097175	17939	10/26/2017	914.11
00190190	11/30/2017	STOWE DEVELOPMENT & STRATEGIES TC Vision Implementation Oct 2	P0097044	004MI	11/01/2017	4,050.00
00190191	11/30/2017	STRANGER, THE Advertising for Thrift Shop -	P0094817	101738401/70509	10/12/2017	800.00
00190192	11/30/2017	STREAMLINE AUTOMATION SYSTEMS Fire Marshal/Inspections Softw	P0097234	2017195	11/03/2017	5,555.00

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00190193	11/30/2017	STRIVERS rental contract #25033 complet	P0097166	25033	11/14/2017	50.00
00190194	11/30/2017	SUPPLY SOURCE INC,THE INVENTORY PURCHASES	P0097152	1703974	11/08/2017	1,493.57
					Total	1,333,462.42

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
Org Key: ***001000 - General Fund-Admin Key***				
P0097166	00190193	STRIVERS	rental contract #25033 complet	50.00
Org Key: ***402000 - Water Fund-Admin Key***				
P0097193	00190104	H D FOWLER	INVENTORY PURCHASES	3,536.64
P0097152	00190194	SUPPLY SOURCE INC,THE	INVENTORY PURCHASES	1,493.57
	00190068	CONNER HOMES LLC	REFUND 2952 76TH PL SE #102	560.74
P0097220	00190099	GRAINGER	INVENTORY PURCHASES	598.30
P0097130	00190088	EXCEL SUPPLY COMPANY	INVENTORY PURCHASES	425.68
	00190068	CONNER HOMES LLC	REFUND 2953 76TH PL SE #101	310.74
	00190068	CONNER HOMES LLC	REFUND 2946 76TH PL SE #101	310.74
	00190068	CONNER HOMES LLC	REFUND 2958 76TH PL SE	255.62
	00190137	MI 84TH LIMITED PARTNERSHIP	REFUND 3051 84TH AVE SE	249.99
	00190068	CONNER HOMES LLC	REFUND 2946 76TH PL SE #102	141.99
	00190062	CLAYBURN CAPITAL INC	REFUND 8275 SE 31ST ST	104.19
P0097270	00190110	HOME DEPOT CREDIT SERVICE	INVENTORY PURCHASES	92.44
	00190112	HONG, KENNETH	REFUND 3318 WEST MERCER WAY	44.79
P0097194	00190095	FORESTRY SUPPLIERS INC	INVENTORY PURCHASES	36.75
	00190068	CONNER HOMES LLC	AMT DUE 2952 76TH PL SE #103	-108.01
Org Key: ***814074 - Garnishments***				
	00190058	CHAPTER 13 TRUSTEE	PAYROLL EARLY WARRANTS	1,331.00
Org Key: ***814075 - Mercer Island Emp Association***				
	00190138	MI EMPLOYEES ASSOC	PAYROLL EARLY WARRANTS	160.00
Org Key: ***814077 - Police Association***				
	00190161	POLICE ASSOCIATION	PAYROLL EARLY WARRANTS	2,289.90
Org Key: ***814083 - Vol Life Ins - States West Lif***				
	00190047	AWC	DECEMBER 2017	335.50
Org Key: ***CA1100 - Administration (CA)***				
P0097226	00190127	KENYON DISEND PLLC	Professional Services - Invoic	4,294.05
P0097229	00190109	HILLIS CLARK MARTIN &	Professional Services - Invoic	945.00
Org Key: ***CA1200 - Prosecution & Criminal Mngmnt***				
P0097247	00190111	HONEYWELL, MATTHEW V	Professional services - Invoic	600.00
P0097228	00190111	HONEYWELL, MATTHEW V	Professional Services - Court	300.00
Org Key: ***CM11SP - Special Projects-City Mgr***				
P0097243	00190119	IDAX DATA SOULTIONS	INV 17233 WIFI AND VIDEO COLLE	62,300.00
Org Key: ***CM1200 - City Clerk***				
P0097223	00190063	CODE PUBLISHING CO	Codification	3,082.48
P0097238	00190129	KING COUNTY FINANCE	2017 Primary Election Voters	586.97
P0097230	00190063	CODE PUBLISHING CO	Codification	336.05
P0097171	00190063	CODE PUBLISHING CO	Codification	289.85
P0097237	00190120	IIMC	AS Membership Dues 2018	200.00
P0097231	00190184	SOUND PUBLISHING INC	Ntc: Ord No. 17C-25 1986444	57.30
P0097231	00190184	SOUND PUBLISHING INC	Ntc: Joint Meeting 189246 (10/	44.33
Org Key: ***CT1100 - Municipal Court***				
P0097219	00190121	INTERCOM LANGUAGE SERVICES INC	interpreter service: 17-402	240.00

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P0097248	00190102	GREER, J SCOTT	pro tem services 11/21/17 (2.	125.00
Org Key: ***DS1100 - Administration (DS)***				
P0097290	00190123	KC RECORDS	Pre-payment of recording fees	2,000.00
P0097292	00190117	HUTCHINSON, LISA K	CART services for PC meetings	713.80
P0097293	00190071	CORRECTIONAL INDUSTRIES ACCTG	Logo'd clothing for DSG staff	477.79
P0097293	00190071	CORRECTIONAL INDUSTRIES ACCTG	Logo'd clothing for DSG staff	409.51
P0097149	00190134	LIFTOFF LLC	Office 365 G3 Licenses	85.00
P0097312	00190076	DATAQUEST LLC	Background Check J. Matsuda	41.50
Org Key: ***DS1200 - Bldg Plan Review & Inspection***				
P0097139	00190099	GRAINGER	WINDOW SQUEEGEES	32.52
Org Key: ***DS1300 - Land Use Planning Svc***				
P0097291	00190091	FASTSIGNS BELLEVUE	Landuse Action Signs	1,578.50
P0097288	00190178	SEATTLE, CITY OF	Hearing Examiner for Sub16-007	1,068.30
Org Key: ***DS1400 - Development Engineering***				
P94214	00190108	HERRERA ENVIRONMENTAL CONSULT	NPDES Ph. 2 permit implementat	8,234.67
Org Key: ***FN0000 - Finance Department-Revenue***				
	00190159	PALERMO, THOMAS J	REFUND BUSINESS LICENSE	30.00
Org Key: ***FN1100 - Administration (FN)***				
P0097224	00190188	STATE AUDITOR'S OFFICE	FYE16 Audit Costs	11,170.35
Org Key: ***FN4501 - Utility Billing (Water)***				
P0097167	00190092	FEI - SEATTLE WW #1539	2017-2018 Autoread Software Sy	1,179.72
P94122	00190136	METROPRESORT	Printing and Mailing of Octobe	350.24
P94122	00190136	METROPRESORT	Printing and Mailing of Octobe	268.32
Org Key: ***FN4502 - Utility Billing (Sewer)***				
P0097167	00190092	FEI - SEATTLE WW #1539	2017-2018 Autoread Software Sy	1,179.71
P94122	00190136	METROPRESORT	Printing and Mailing of Octobe	350.25
P94122	00190136	METROPRESORT	Printing and Mailing of Octobe	268.31
Org Key: ***FN4503 - Utility Billing (Storm)***				
P94122	00190136	METROPRESORT	Printing and Mailing of Octobe	350.25
P94122	00190136	METROPRESORT	Printing and Mailing of Octobe	268.31
Org Key: ***FNBE01 - Financial Services***				
P0095637	00190172	RYDIN DECAL	300 - ADDITIONAL TOWN CENTER P	334.32
P0095637	00190172	RYDIN DECAL	200 - ADDITIONAL RESTRICTED PA	296.00
P0097240	00190145	MICROFLEX	October 2017 Tax Audit Program	144.84
Org Key: ***FR1100 - Administration (FR)***				
P0097208	00190170	RICOH USA INC (FIRE)	Copier Rental/Fire	320.87
P0097268	00190065	COMCAST	Internet Charges/Fire	116.35
P0097267	00190065	COMCAST	Internet Charges/Fire	86.40
P0097210	00190065	COMCAST	Internet Charges/Fire	62.40
P0097264	00190065	COMCAST	Internet Charges/Fire	11.38
Org Key: ***FR2100 - Fire Operations***				
P0096879	00190177	SEA WESTERN INC	MSA Galaxy GX2 System (Paid fo	9,475.62
P0096306	00190087	EPSCA	MONTHLY RADIO ACCESS FEES 44 R	1,111.00

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P0097263	00190126	KENT D BRUCE CO LLC	Headlight/8610	123.68
P0097209	00190090	FASTSIGNS ISSAQUAH	Station Moveup Signage for Res	80.03
P0096879	00190177	SEA WESTERN INC	Credit fofr MSA Link Software	-990.00
Org Key: ***FR2500 - Fire Emergency Medical Svcs***				
P0097206	00190133	LIFE ASSIST INC	Organizer for Dive Cases	98.17
Org Key: ***GGM001 - General Government-Misc***				
P0097044	00190190	STOWE DEVELOPMENT & STRATEGIES	TC Vision Implementation Oct 2	4,050.00
P0097239	00190094	FIRST AMERICAN TITLE INSURANCE	Title Report (File No.2429005)	2,141.45
P0097294	00190164	POT O' GOLD INC	Coffee supplies	572.75
P0097204	00190082	DUNBAR ARMORED	NOV17 Armored Car Service	551.04
P93439	00190065	COMCAST	CITY HALL HIGH SPEED INTERNET	111.45
P0097294	00190164	POT O' GOLD INC	Coffee supplies	31.24
P0097294	00190164	POT O' GOLD INC	Water cooler	27.50
P0097294	00190164	POT O' GOLD INC	Coffee supplies	27.29
Org Key: ***GGM005 - Genera Govt-L1 Retiree Costs***				
P0097313	00190122	JOHNSON, CURTIS	FRLEOFF1 Retiree Medical Expen	309.78
P0097315	00190086	ELSOE, RONALD	LEOFF1 Retiree Medical Expense	55.52
Org Key: ***IS1100 - IGS Mapping***				
P0097258	00190132	LATITUDE GEOGRAPHICS GROUP LTD	TECHNICAL SUPPORT PAY AS YOU G	201.25
Org Key: ***IS2100 - IGS Network Administration***				
P0097149	00190134	LIFTOFF LLC	Office 365 G3 Licenses	425.00
P0097182	00190039	ACCESS	DATA ENTRY, STORAGE, BLACK BOX	405.78
P0097257	00190046	ASTRAL COMMUNICATIONS INC	Shipping Charge	22.00
Org Key: ***MT2100 - Roadway Maintenance***				
P0096452	00190040	ALTUS TRAFFIC MANAGEMENT LLC	2017 ROW FLAGGING	4,125.86
P0097156	00190142	MI HARDWARE - ROW	MISC. HARDWARE FOR THE MONTH O	37.57
Org Key: ***MT2255 - Urban Forest Management (ROW)***				
P0095393	00190125	KEMP WEST INC	RETAINAGE	1,199.00
P0097175	00190189	STORM LAKE GROWERS INC	INV 17-939 ROW TREE	914.11
Org Key: ***MT3000 - Water Service Upsizes and New***				
P0095459	00190037	AA ASPHALTING INC	2017 UTILITY PAVING AND CONCRE	12,074.00
P0097192	00190104	H D FOWLER	PILOT DRILLS & HOLESAW ARBORS	703.49
P0097192	00190104	H D FOWLER	CREDIT-RETURNED PILOT DRILLS	-201.52
Org Key: ***MT3100 - Water Distribution***				
P0097198	00190042	AMERICAN LEAK DETECTION	INV 42567 MAP PG C-6 AND E-5 L	795.00
P0097184	00190104	H D FOWLER	SADDLE BODY (WARRANTY) & FCT	175.82
P0097215	00190099	GRAINGER	LED FLASHLIGHT	92.41
Org Key: ***MT3150 - Water Quality Event***				
P91202	00190067	CONFLUENCE ENGINEERING GRP LLC	INV 04-817 PHASE 3 MICROBIAL	10,777.00
P0097196	00190183	SOREANO'S PLUMBING INC	INV 40626 H20 ANALYZER UTILITI	3,649.80
P0097172	00190041	AM TEST INC	INV 101793 WATER QUALITY TESTI	100.00
P0097245	00190041	AM TEST INC	INV 101889 WATER QUALITY	20.00
P0097154	00190143	MI HARDWARE - UTILITY	MISC. HARDWARE FOR THE MONTH O	21.04

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
Org Key: ***MT3200 - Water Pumps***				
	00190057	CENTURYLINK	PHONE USE NOV 2017	59.69
Org Key: ***MT3400 - Sewer Collection***				
P0094882	00190080	DRAIN-PRO INC	2017 SANITARY SEWER SCB AND WE	18,821.00
P0097242	00190081	DUKE'S ROOT CONTROL INC	INV 13207 SEWER ROOT CONTROL	6,391.80
P0097200	00190129	KING COUNTY FINANCE	INV 73408 OCT	720.40
Org Key: ***MT3500 - Sewer Pumps***				
P0097139	00190099	GRAINGER	LED FLASHLIGHT	92.40
P0097173	00190151	NATIONAL CONST RENTALS INC	INV 4868395 PS 18 EMERGENCY RE	80.78
P0097154	00190143	MI HARDWARE - UTILITY	MISC. HARDWARE FOR THE MONTH O	70.06
Org Key: ***MT3800 - Storm Drainage***				
P0097177	00190048	BEST PARKING LOT CLEANING INC	INV V161276	2,024.45
P0097176	00190041	AM TEST INC	INV 101436 DECANT FACILITY TES	365.00
Org Key: ***MT3805 - Slide Repair 8410 WMW***				
P0097195	00190155	PACIFIC NW CONSTRUXION INC	INV 1711091 MIXED MATERIAL HAU	2,760.88
P0097147	00190154	NW LININGS & GEOTEXTILE	NONWOVEN GEOTEXTILE 15' X 300'	1,023.00
P0097144	00190083	DUNN LUMBER COMPANY	LUMBER FOR GUARD RAIL	593.94
P0097145	00190052	CADMAN INC	2" X 4" ROCK (31.76 TONS)	506.24
P0097147	00190154	NW LININGS & GEOTEXTILE	PERMEAGRID ROLL 12' X 150'	495.00
P0097147	00190154	NW LININGS & GEOTEXTILE	CREDIT- RETURNED PERMEAGRID RO	-940.50
Org Key: ***MT4150 - Support Services - Clearing***				
P0097224	00190188	STATE AUDITOR'S OFFICE	FYE16 Audit Costs	11,170.20
P93757	00190066	COMCAST	OCT-NOV 2017 ANNUAL PW WI-FI S	86.40
P0097149	00190134	LIFTOFF LLC	Office 365 G3 Licenses	85.00
P94425	00190074	CRYSTAL AND SIERRA SPRINGS	INV 14555831-100717 2017 ANNUA	84.88
P0096306	00190087	EPSCA	MONTHLY RADIO ACCESS FEES 1 RA	25.25
Org Key: ***MT4200 - Building Services***				
P0097181	00190069	CONTRACT HARDWARE	COURT DOOR WINDOWS	442.20
P0097153	00190139	MI HARDWARE - BLDG	MISC. HARDWARE FOR THE MONTH O	26.45
Org Key: ***MT4210 - Building Landscaping***				
P0096954	00190096	GARDEN CYCLES	City Shop Vegetation Managemen	5,733.15
Org Key: ***MT4300 - Fleet Services***				
P0096979	00190038	ABRA AUTO BODY & GLASS -	RO #15199FL-0476 AUTO BODY REP	2,944.72
P0097179	00190098	GOODYEAR TIRE & RUBBER CO, THE	INV 1141102 FL-0457 TIRE	1,854.73
P0097150	00190098	GOODYEAR TIRE & RUBBER CO, THE	INV 195-1141077 TIRE INVENTORY	1,823.09
P93483	00190150	NAPA AUTO PARTS	2017 FLEET REPAIR PARTS AND	767.16
P0097174	00190098	GOODYEAR TIRE & RUBBER CO, THE	INV 1141222 FL-0437 TIRE REPAI	562.49
P0097236	00190114	HORIZON	INV 3M252244 REPAIR PARTS	241.56
P0097170	00190187	STARBUCK'S TOWING	INV 32892 TOWING OF FL-0462	187.00
P94560	00190165	PRAXAIR DISTRIBUTION INC	2017 ANNUAL ACETYLENE	49.92
Org Key: ***PO0000 - Police-Revenue***				
	00190186	SPRINGER, JAMIE	REFUND 2946 76TH PL SE #101	32.00
Org Key: ***PO1100 - Administration (PO)***				
P0097253	00190162	POLICE EXEC RESEARCH FORUM	PERF member dues for 2018 - Ch	200.00

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
Org Key: ***PO1350 - Police Emergency Management***				
P0097190	00190147	MORGAN SOUND INC	EOC A/V	681.18
	00190116	HOWSE, WOODY	SUPPLIES FOR RADIO ROOM	331.31
P0096306	00190087	EPSCA	MONTHLY RADIO ACCESS FEES 13 R	328.25
P0097201	00190168	REMOTE SATELLITE SYSTEMS INT'L	EMAC/City Sat Phone	48.95
Org Key: ***PO1650 - Regional Radio Operations***				
P0096306	00190087	EPSCA	MONTHLY RADIO ACCESS FEES 57 R	1,439.25
Org Key: ***PO1900 - Jail/Home Monitoring***				
P0097165	00190176	SCORE	SCORE Billing October 2017	7,807.20
Org Key: ***PO2100 - Patrol Division***				
P0097164	00190135	LN CURTIS & SONS	Police Patrol Flares - Invoice	482.99
P0097161	00190077	DAY WIRELESS SYSTEMS	Radio power supply	336.20
P0097163	00190059	CHIEF SUPPLY CORP	SemperGuard gloves, Flashlight	179.90
P0097250	00190059	CHIEF SUPPLY CORP	Patrol Supplies - Gloves and L	151.88
	00190078	DELASHMUTT, ROBERT	SPACE HEATER FOR PATROL	61.59
P0097287	00190131	KROESENS UNIFORM COMPANY	Patrol uniform shirt Invoice #	61.30
Org Key: ***PO2200 - Marine Patrol***				
P0097254	00190173	SAFE BOATS	MP Boat supplies - Invoice #	64.89
Org Key: ***PO2450 - Special Operations Team***				
P0097252	00190073	CRIMINAL JUSTICE TRAINING COMM	SWAT Basic training - Officer	600.00
P0097259	00190049	BLACK KNIGHT EMBLEM &	Arm Patches - SOT	430.65
Org Key: ***PO3100 - Investigation Division***				
P0097300	00190118	IBSEN TOWING CO BELLEVUE	Impound fee for case number	240.63
Org Key: ***PR1100 - Administration (PR)***				
P0097232	00190157	PACIFIC PLANTS INC	Luther Burbank for trees	220.00
P0097149	00190134	LIFTOFF LLC	Office 365 G3 Licenses	85.00
Org Key: ***PR2100 - Recreation Programs***				
P0097255	00190085	EISEN, CHLOE L	Instructor fees - course #1725	430.97
P0097255	00190085	EISEN, CHLOE L	Instructor fees - course #1725	392.70
Org Key: ***PR2108 - Health and Fitness***				
P0097302	00190055	CASCADE KENDO-KAI	Instructor fees - course #1728	1,646.40
P0097305	00190156	PACIFIC NW NAGINATA FEDERATION	Instructor fees - course #1724	1,484.00
P0097301	00190146	MIRACLE ISLAND PLLC	Instructor fees - course #1727	1,444.50
P0097301	00190146	MIRACLE ISLAND PLLC	Instructor fees - course #1727	1,085.00
P0097302	00190055	CASCADE KENDO-KAI	Instructor fees - course #1728	774.20
P0097202	00190174	SALZETTI, ERIC	Instructor fees - Course #1723	665.70
P0097302	00190055	CASCADE KENDO-KAI	Instructor fees - course #1728	484.80
P0097202	00190174	SALZETTI, ERIC	Instructor fees - course #1723	455.64
P0097241	00190169	REPUBLIC SERVICES #172	INV 172-00955561 5500 ICW	446.55
P0097303	00190101	GRAY, KATY S.	Instructor fees - course #1752	146.65
Org Key: ***PR4100 - Community Center***				
P0097204	00190082	DUNBAR ARMORED	NOV17 Armored Car Service	549.59
P0097296	00190071	CORRECTIONAL INDUSTRIES ACCTG	staff clothing	352.24

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P93827	00190065	COMCAST	2017 High speed connection cha	163.00
P0097185	00190100	GRAINGER	wastebaskets for MICEC JJ	35.98
P0097169	00190141	MI HARDWARE - P&R	Misc MICEC supplies	35.49
Org Key: ***PR6100 - Park Maintenance***				
P94425	00190074	CRYSTAL AND SIERRA SPRINGS	INV 14555831-100717 2017 ANNUA	168.67
P0097159	00190097	GOODSELL POWER EQUIPMENT	REPAIR HONDA BLOWER	180.03
P0097155	00190140	MI HARDWARE - MAINT	MISC. HARDWARE FOR THE MONTH O	93.19
Org Key: ***PR6200 - Athletic Field Maintenance***				
P0097160	00190167	PUGET SOUND SPECIALTIES INC.	VIP II 3-WAY RYE GRASS SEED (1	897.60
P0097155	00190140	MI HARDWARE - MAINT	MISC. HARDWARE FOR THE MONTH O	20.76
Org Key: ***PR6500 - Luther Burbank Park Maint.***				
P93815	00190061	CINTAS CORPORATION #460	2017 Rug cleaning services for	123.00
P0097194	00190095	FORESTRY SUPPLIERS INC	CHAINSAW WRENCHES	50.60
Org Key: ***PR6600 - Park Maint-School Related***				
P0097160	00190167	PUGET SOUND SPECIALTIES INC.	VIP II 3-WAY RYE GRASS SEED (1	871.20
Org Key: ***PR6700 - I90 Park Maintenance***				
P0097160	00190167	PUGET SOUND SPECIALTIES INC.	VIP II 3-WAY RYE GRASS SEED (1	871.20
P0097158	00190097	GOODSELL POWER EQUIPMENT	CARBURETOR	63.79
Org Key: ***PRAT40 - Ongoing Art Programs***				
P0096636	00190045	ARTSITELTD LLC	2017 Public Art Cleaning	4,044.70
Org Key: ***PY4616 - Flex Admin 2016***				
	00190179	SERFLING, JIMMI L	FLEX SPEND ACCT REIMB	100.00
Org Key: ***PY4617 - Flex Spending Admin 2017***				
	00190064	COLLIER, BARRY	FLEX SPEND REIMB	2,500.54
	00190070	CORDER, CHARLES	FLEX SPEND REIMB	1,052.00
	00190182	SOLOMON, MEARA	FLEX SPEND REIMB	1,005.44
	00190075	DALY, RYAN	FLEX SPEND REIMB	1,000.00
	00190103	GROSCOST, CURTIS E	FLEX SPEND REIMB	500.00
	00190113	HOOMAN, ELLIE	FLEX SPEND REIMB	434.78
	00190152	NELSON, CASEY	FLEX SPEND REIMB	400.00
	00190115	HORSCHMAN, BRENT	FLEX SPEND REIMB	384.62
	00190175	SCHUMACHER, CHAD C	FLEX SPEND REIMB	264.50
Org Key: ***WD532C - Sub Basin 27a Culvert***				
P91931	00190163	PONDEROSA PACIFIC INC	RETAINAGE	3,190.95
Org Key: ***WG103R - South Fire Station Repairs***				
P0097191	00190160	PERKINS GLASS & MIRROR CO INC	REPAIR/REPLACE KITCHEN WINDOW	1,529.00
P0097213	00190072	CRAWFORD DOOR COMPANY	Station 92 Auto Door Repairs	830.49
P0097213	00190072	CRAWFORD DOOR COMPANY	Station 92 Auto Door Repairs	274.43
Org Key: ***WG105R - Community Center Bldg Repairs***				
P0096727	00190148	MOSBRUCKER EXCAVATING INC	DRAINAGE AND ASPHALT REPAIR CC	38,394.22
P0095230	00190181	SITEWISE DESIGN PLLC	Civil Engineering Design for M	780.00
Org Key: ***WG110T - Computer Equip Replacements***				
P0097061	00190056	CDW GOVERNMENT INC	Cisco Meraki MR33 Cloud Manage	1,856.14

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P0097061	00190056	CDW GOVERNMENT INC	Meraki Enterprise Cloud Contro	798.20
Org Key: ***WG130E - Equipment Rental Vehicle Repl***				
P94483	00190128	KIA MOTORS FINANCE	DSG 2016 KIA SOUL LEASE	211.36
Org Key: ***WG131E - Fire Equipment***				
P0097234	00190192	STREAMLINE AUTOMATION SYSTEMS	Fire Marshal/Inspections Softw	5,555.00
P0097261	00190051	BRAUN NORTHWEST INC.	Fans for Dive Rescue to Dry We	3,773.00
Org Key: ***WG141E - MICEC Equipment Replacement***				
P0097197	00190185	SPORTS IMPORTS	black heavy duty net ratchet a	13,862.33
Org Key: ***WG550R - Fuel Clean Up***				
P0096833	00190089	FARALLON CONSULTING LLC	TECHNICAL SERVICES FOR SOIL	34,535.17
P0096833	00190089	FARALLON CONSULTING LLC	TECHNICAL SERVICES FOR SOIL	8,254.00
P0095191	00190089	FARALLON CONSULTING LLC	TECHNICAL SERVICES FOR SOIL	6,680.70
Org Key: ***WG926T - Web Based GIS Information***				
P0097306	00190132	LATITUDE GEOGRAPHICS GROUP LTD	MERCER ISLAND HTML5 UPGRADE	8,390.00
Org Key: ***WP106R - Homestead Park Repairs***				
P0096614	00190093	FIDALGO PAVING & CONST LLC	2017 Park Pathway Repairs	8,000.00
Org Key: ***WP107R - Island Crest Park Repairs***				
P93542	00190079	DMD & ASSOCIATES LTD	Island Crest Park Lighting	984.50
Org Key: ***WP113R - South Mercer Playfields***				
P0097111	00190151	NATIONAL CONST RENTALS INC	Temporary fence panels S Merce	1,445.40
Org Key: ***WP115S - ICP South Synthetic Field***				
P0095836	00190124	KCDA PURCHASING COOPERATIVE	ISLAND CREST PARK BASEBALL NOR	806,959.65
P0097233	00190107	HERC RENTALS INC	LIGHT TOWER RENTALS FOR MI FIE	2,660.88
P0097142	00190107	HERC RENTALS INC	LIGHT TOWER RENTALS FOR MI FIE	1,860.92
P0096766	00190130	KRAZAN & ASSOCIATES INC	Concrete testing for ICP pole	582.50
Org Key: ***WP122P - Open Space - Pioneer/Engstrom***				
P0095446	00190171	ROOT CAUSE LLC	Pioneer Park Vegetation Work 2	25,788.00
Org Key: ***WP122R - Vegetation Management***				
P0096097	00190096	GARDEN CYCLES	SE 50th Open Space Vegetation	5,568.84
P93946	00190084	EARTHCORPS INC	2017 - 2018 EarthCorps Volunt	4,023.53
P0097232	00190157	PACIFIC PLANTS INC	Luther Burbank for trees	759.00
P0097216	00190157	PACIFIC PLANTS INC	Luther Burbank for trees	440.00
Org Key: ***WP503R - Luther Burbank Pk Minor Impvt***				
P0095040	00190053	CARDINAL ARCHITECTURE PC	LBP Boiler Building Drainage &	5,060.00
Org Key: ***WP506R - Swim Beach Repair at Groveland***				
P0096563	00190149	MOTT MACDONALD GROUP INC	Groveland Beach Wave Attenuato	2,585.60
Org Key: ***WP720R - Recurring Park Projects***				
P0096614	00190093	FIDALGO PAVING & CONST LLC	2017 Park Pathway Repairs	20,784.25
P0097143	00190153	NEW FINISHES INC	PREP. PRIME AND PAINTING OF PA	1,849.68
P0097186	00190158	PACIFIC RIM EQUIPMENT RENTAL	EXCAVATOR RENTAL	1,211.10
P0097155	00190140	MI HARDWARE - MAINT	MISC. HARDWARE FOR THE MONTH O	264.10

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P0097232	00190157	PACIFIC PLANTS INC	Luther Burbank for trees	72.60
Org Key: ***WR103F - Emer Repair - Freeman Landing***				
P0096152	00190050	BLUELINE GROUP	INV 13957 FREEMAN AVE ROADWAY	493.00
Org Key: ***WR140J - Homestead 80th Ave Path***				
P0096614	00190093	FIDALGO PAVING & CONST LLC	2017 Park Pathway Repairs	6,160.00
Org Key: ***WS101U - Backyard Sewer System Impvt***				
P0096341	00190060	CHS ENGINEERING INC	81st Ave SE Backyard Side Sewe	393.74
Org Key: ***WS103P - Sewer 20 yr CIP Plan***				
P86399	00190054	CAROLLO ENGINEERS INC	GENERAL SEWER PLAN UPDATE	3,866.10
Org Key: ***WS511R - Sewer Special Catch Basins***				
P0095189	00190106	HDR ENGINEERING INC	INV 1200069151 & 1200079152 SE	1,254.31
Org Key: ***WS901D - Sewer Sys Pump Sta Repairs***				
P0095489	00190060	CHS ENGINEERING INC	INV 801703-1708 PS 18 EQUIPMEN	21,078.19
Org Key: ***XP520R - Recreational Trail Connections***				
P0097187	00190158	PACIFIC RIM EQUIPMENT RENTAL	EXCAVATOR & TRACK LOADER	1,556.54
Org Key: ***XP710R - Luther BB Minor Capital LEVY***				
P0096212	00190043	ANCHOR QEA LLC	Luther Burbank South Shoreline	5,227.20
P0097232	00190157	PACIFIC PLANTS INC	Luther Burbank for trees	313.50
Org Key: ***YF1100 - YFS General Services***				
P0097204	00190082	DUNBAR ARMORED	NOV17 Armored Car Service	265.15
P93530	00190144	MI HARDWARE - YFS	Operating supplies for Tshop a	52.46
Org Key: ***YF1200 - Thrift Shop***				
P0094817	00190191	STRANGER, THE	Advertising for Thrift Shop -	800.00
P0097204	00190082	DUNBAR ARMORED	NOV17 Armored Car Service	553.92
P0097211	00190044	ARSCENTIA	Mercerdale sign production for	184.80
Org Key: ***YF2600 - Family Assistance***				
P0097266	00190105	HALMAR ASSOCIATES LLC	Rental assistance for EA clien	1,000.00
P93580	00190180	SHOREWOOD HEIGHTS	Rental assistance for Emergenc	1,000.00
P93578	00190166	PUGET SOUND ENERGY	Utility Assistance for Emerenc	234.00
Org Key: ***YF2800 - Fed Drug Free Communities Gran***				
P0097212	00190184	SOUND PUBLISHING INC	Printed ad for Med Take Back D	297.09
			Total	1,333,462.42

CITY OF MERCER ISLAND CERTIFICATION OF PAYROLL

PAYROLL PERIOD ENDING		**11.3.17**
PAYROLL DATED		**11.9.17**
Net Cash	$	520,377.11
Net Voids/Manuals	$	12,082.51
Net Total	**$**	**532,459.62**
Federal Tax Deposit - Key Bank	$	101,873.56
Social Security and Medicare Taxes	$	41,695.54
Medicare Taxes Only (Fire Fighter Employees)	$	2,422.25
Public Employees Retirement System 1 (PERS 1)	$	-
Public Employees Retirement System 2 (PERS 2)	$	27,744.61
Public Employees Retirement System 3 (PERS 3)	$	6,004.45
Public Employees Retirement System (PERSJM)	$	742.87
Public Safety Employees Retirement System (PSERS)	$	183.26
Law Enforc. & Fire fighters System 2 (LEOFF 2)	$	28,852.19
Regence & LEOFF Trust - Medical Insurance	$	14,248.31
Domestic Partner/Overage Dependant - Insurance	$	1,604.33
Group Health Medical Insurance	$	1,357.98
Health Care - Flexible Spending Accounts	$	3,020.30
Dependent Care - Flexible Spending Accounts	$	2,359.17
United Way	$	220.00
ICMA Deferred Compensation	$	37,508.24
Nationwide 457 (Fire)	$	6,963.39
Roth - ICMA	$	50.00
Roth - Nationwide	$	310.00
401K Deferred Comp	$	-
Garnishments (Chapter 13)	$	1,331.00
Child Support	$	842.29
Mercer Island Employee Associationa	$	148.75
Cities & Towns/AFSCME Union Dues	$	-
Police Union Dues	$	68.68
Fire Union Dues	$	1,997.26
Fire Union - Supplemental Dues	$	161.00
Standard - Supplemental Life Insurance	$	-
Unum - Long Term Care Insurance	$	772.20
AFLAC - Supplemental Insurance Plans	$	848.93
Coffee Fund	$	96.00
Transportation	$	105.00
HRA - VEBA	$	4,549.17
Miscellaneous	$	-
Nationwide - Xtra (50+) - Fire	$	1,500.00
Tax & Benefit Obligations Total	**$**	**289,580.73**

TOTAL GROSS PAYROLL	**$ 822,040.35**

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

CITY OF MERCER ISLAND CERTIFICATION OF PAYROLL

PAYROLL PERIOD ENDING		**11.17.17**
PAYROLL DATED		**11.22.17**
Net Cash	$	504,943.16
Net Voids/Manuals	$	44,782.52
Net Total	**$**	**549,725.68**
Federal Tax Deposit - Key Bank	$	101,132.05
Social Security and Medicare Taxes	$	43,627.09
Medicare Taxes Only (Fire Fighter Employees)	$	2,240.99
Public Employees Retirement System 1 (PERS 1)	$	-
Public Employees Retirement System 2 (PERS 2)	$	29,363.75
Public Employees Retirement System 3 (PERS 3)	$	6,074.52
Public Employees Retirement System (PERSJM)	$	742.87
Public Safety Employees Retirement System (PSERS)	$	183.26
Law Enforc. & Fire fighters System 2 (LEOFF 2)	$	26,588.60
Regence & LEOFF Trust - Medical Insurance	$	14,283.94
Domestic Partner/Overage Dependant - Insurance	$	1,604.33
Group Health Medical Insurance	$	1,357.98
Health Care - Flexible Spending Accounts	$	2,981.84
Dependent Care - Flexible Spending Accounts	$	2,359.17
United Way	$	220.00
ICMA Deferred Compensation	$	33,368.33
Fire 457 Nationwide	$	6,122.62
Roth - ICMA	$	50.00
Roth - Nationwide	$	310.00
401K Deferred Comp	$	-
Garnishments (Chapter 13)	$	1,331.00
Child Support	$	842.29
Mercer Island Employee Associationa	$	160.00
Cities & Towns/AFSCME Union Dues	$	2,651.67
Police Union Dues	$	2,289.90
Fire Union Dues	$	1,870.34
Fire Union - Supplemental Dues	$	155.00
Standard - Supplemental Life Insurance	$	335.50
Unum - Long Term Care Insurance	$	754.50
AFLAC - Supplemental Insurance Plans	$	848.93
Coffee Fund	$	96.00
Transportation	$	105.00
HRA - VEBA	$	4,356.25
Miscellaneous	$	-
Nationwide Extra	$	1,500.00
Tax & Benefit Obligations Total	**$**	**289,907.72**

TOTAL GROSS PAYROLL	**$ 839,633.40**

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

CITY COUNCIL MINUTES
SPECIAL MEETING
NOVEMBER 6, 2017

CALL TO ORDER & ROLL CALL

Mayor Bruce Bassett called the meeting to order at 5:00 pm in the Council Chambers of City Hall, 9611 SE 36th Street, Mercer Island, Washington.

Mayor Bruce Bassett, Deputy Mayor Debbie Bertlin (arrived at 5:06 pm), and Councilmembers Dan Grausz, Salim Nice, David Wisenteiner, Wendy Weiker (joined executive session by phone at 5:02 pm, disconnected from call at 5:15 pm and arrived in person at 6:10 pm), and Benson Wong were present.

AGENDA APPROVAL

It was moved by Wong; seconded by Nice to:
Approve the Agenda as presented.
Passed 5-0
FOR: 5 (Bassett, Grausz, Nice, Wisenteiner, Wong)
ABSENT: 2 (Bertlin, Weiker)

EXECUTIVE SESSION

Executive Session to discuss (with legal counsel) pending or potential litigation pursuant to RCW 42.30.110(1)(i) for 90 minutes.

At 5:02pm, Mayor Bassett convened the Executive Session to discuss (with legal counsel) pending or potential litigation pursuant to RCW 42.30.110(1)(i) for 90 minutes.

At 6:33pm, Mayor Bassett extended the Executive Session for 20 minutes.

At 6:50pm, Mayor Bassett adjourned the Executive Session. The Council recessed until 7:00pm.

SPECIAL BUSINESS

Youth Leadership Award Recognition

YFS Admin Services Manager Derek Franklin spoke about a youth leadership award received by local high school student Hannah Stewart for her work with the Healthy Youth Initiative and MIHS Safe Club. Councilmember Wong commended Ms. Stewart's prevention efforts and encouraged her to keep up the great work.

CITY MANAGER REPORT

City Manager Julie Underwood reported on the following:

- Medicare Open Enrollment
- ACA Open Enrollment
- Residential Code Effective Date & Info Sessions
- Fall Recycling Event
- Parks Projects - Island Crest North Field, South Mercer Playground, Clarke Beach
- Island Crest Way & 32nd St - Pedestrian Signal (Waiting for delivery of signal equipment) Time estimate is 18-20 weeks.
- 630 Shuttle Buses Being Upgraded - Should be on the Road in the next week or two

- City Manager Underwood asked the community to help the City prevent blockages by keeping storm drains clear

APPEARANCES

Rich Hill, 701 5th Ave Seattle, spoke in support of the proposed Comprehensive Plan Amendment Docket item number 8. Property owners at Stroum Jewish Community Center & The French American School are hoping to work with each other and the City to plan future development and improvement of their properties. Proposed designation private community facilities. Asked Council to put this proposal on the Planning Commission's workplan for 2018.

Lloyd Gilman, 7217 80th Ave SE, spoke about using lake water for irrigation purposes in the community.

Suzanne Skone, 2834 60th Ave SE, spoke about Island parking issues. Handed a parking map to the Council. Asked the Council to study what the needs are for parking in Town Center.

Biz Gilman, 7217 80th Ave SE, presented photos of two large Douglas Fir trees which are located on private property to the Council. Expressed concern that was shared by City staff with road damaging trees on adjacent private property. She asked Council to reject Hearing Examiner's recommendations regarding Pratt Preliminary Long Platt.

Marty Gail, 9404 SE 54th St, spoke about construction on the East Channel Bridge. She questioned whether information will be put out regarding how large of an impact this project will have on traffic heading east on I-90.

Al Lippert, 4052 94th Ave SE, made campaign related comments and was asked to stop by the Mayor.

Rob Dunbabin, 2745 73rd Ave SE, made campaign related comments and was asked to stop by the Mayor.

Robert Thorpe, 5800 West Mercer Way, spoke about future vision for the City. Encouraged the Council to support mixed use zoning, and keep focusing on the future vision of the City and stay positive.

CONSENT CALENDAR

Payables: $134,755.10 (10/18/2017) & $942,018.77 (10/26/2017)
Recommendation: Certify that the materials or services hereinbefore specified have been received and that all warrant numbers listed are approved for payment.

Payroll: $869, 908.66 (10/13/2017) & $800,128.57 (10/27/2017)
Recommendation: Certify that the materials or services specified have been received and that all fund warrants are approved for payment.

Minutes: October 3, 2017 Regular Meeting Minutes & October 17, 2017 Regular Meeting Minutes
Recommendation: Adopt the October 3, 2017 Regular Meeting Minutes & October 17, 2017 Regular Meeting Minutes as written.

AB 5354 East Link Light Rail Seismic Retrofitting and Construction Staging at the Mercer Island Boat Launch for the I-90 East Channel Bridge
Recommendation: Authorize the City Manager to execute the following: (1) Amendment Number 1 to Airspace Lease with WSDOT and (2) a Boat Launch Sublease Agreement with Sound Transit for construction staging at the Mercer Island Boat Launch to retrofit the I-90 East Channel Bridge to current seismic standards for Sound Transit's East Link Light Rail Project.

AB 5358 Set Date for Public Meeting to Consider the Hearing Examiner's Recommendation to Approve the Pratt Preliminary Long Plat (SUB16-007)
Recommendation: Set the public meeting for November 21, 2017 to consider the Hearing Examiner's recommendation and take action on the proposed Pratt Preliminary Long Plat (SUB16-007).

AB 5356 2018-2021 Eastside Transportation Partnership (ETP) Interlocal Agreement

Recommendation: Authorize the City Manager to execute the 2018-2021 Eastside Transportation Partnership agreement.

It was moved by Bertlin; seconded by Weiker to:
Approve the Consent Calendar and the recommendations contained therein.
Passed 7-0
FOR: 7 (Bassett, Bertlin, Grausz, Nice, Weiker, Wisenteiner, Wong)

REGULAR BUSINESS

AB 5359 2018 Comprehensive Plan Amendment Final Docket

Planning Manager Evan Maxim presented a brief process overview of the 2018 preliminary docket for comprehensive plan amendments.

The Council proposed the following additions

1. Add a green incentive for single-family residential new construction projects
2. Include adoption of the STAR Communities overlay in comprehensive amendment docket.
3. Develop goals and policies that would more closely tie Town Center height allowances to the encouragement of public amenities including an expedited procedure that would enable property owners/developers to get tentative approval of additional height allowances based on proposed amenities.
4. Develop goals and policies that would support Planned Unit Development (PUD) proposals for new subdivisions in order to facilitate lot sizes that would encourage less expensive housing options.

It was moved by Bertlin; seconded by Wong to:
Adopt Resolution No. 1534 adopting the 2018 Comprehensive Plan amendment final docket as amended.
Passed 6-1
FOR: 6 (Bassett, Bertlin, Grausz, Nice, Weiker, Wong)
AGAINST: 1 (Wisenteiner)

OTHER BUSINESS

Councilmember Absences
There were no absences.

Planning Schedule
City Manager Underwood advised she will be absent at the November 21 meeting. She noted the following upcoming additions to the planning schedule:

- An agenda bill that will be presented by Human Resources Director Kryss Segel recommending the re-appointment of Judge Wayne Stewart.
- December 5th reception from 6 - 7 pm celebrating Dan Grausz' service on the Council.
- Last and First Mile solutions will be presented on December 5th. Lift and Uber representatives will be present to answer the Council's questions.

Councilmember Nice advised that he might be absent at the November 28, 2017 Special Meeting.
The Council canceled the December 19, 2017 Regular Council meeting.

Board Appointments
There were no appointments.

Councilmember Reports
Councilmember Wong noted that it's not too late to make a tax deductible donation to the MIYFS Foundation.
Councilmember Weiker encouraged her fellow Councilmembers and citizens to support the MIYFS Annual Breakfast fundraiser on February 7, 2018.
Councilmember Nice noted that if citizens are curious about how the City came up with $10,000 for Sound Transit's use of the area under the bridge known as the "Boat Launch", they could make a public records

request on the City's website for his November 6th email regarding AB 5354.

Councilmember Wong requested that the City Manager add information to the City's website regarding any plans for closures relating to the boat launch construction.

Councilmember Grausz asked citizens to ensure that they vote before tomorrow. He noted a conversation at the Sound Cities Association surrounding housing funds associated to the Human Services Levy.

Mayor Bassett noted that it is time to apply for boards and committees representation on the Sound Cities Association. He asked Councilmembers to consider what boards or committees they might be able to serve on and coordinate with each other to ensure only one councilmember applies to each committee.

ADJOURNMENT

The Regular Meeting adjourned at 8:40 pm.

_____
Bruce Bassett, Mayor

Attest:

_____
Ellie Hooman, Deputy City Clerk

CITY COUNCIL MINUTES
REGULAR MEETING
NOVEMBER 21, 2017

CALL TO ORDER & ROLL CALL

Mayor Bruce Bassett called the meeting to order at 5:00 pm in the Council Chambers of City Hall, 9611 SE 36th Street, Mercer Island, Washington.

Mayor Bruce Bassett, Deputy Mayor Debbie Bertlin, and Councilmembers Dan Grausz (arrived at 5:02 pm), Salim Nice (arrived at 5:02 pm), Wendy Weiker, and Benson Wong were present. Councilmember David Wisenteiner was absent.

AGENDA APPROVAL

It was moved by Wong; seconded by Weiker to:
Approve the Agenda as presented.
Passed 6-0
FOR: 6 (Bassett, Bertlin, Grausz, Nice, Weiker, Wong)
ABSENT: 1 (Wisenteiner)

EXECUTIVE SESSION

Executive Session #1: Executive Session for planning or adopting the strategy or position to be taken by the City Council during the course of any collective bargaining, professional negotiations, or grievance or mediation proceedings, or reviewing the proposals made in the negotiations or proceedings while in progress pursuant to RCW 42.30.140(4)(b) for approximately 15 minutes.

At 5:02pm, Mayor Bassett convened Executive Session #1 for planning or adopting the strategy or position to be taken by the City Council during the course of any collective bargaining, professional negotiations, or grievance or mediation proceedings, or reviewing the proposals made in the negotiations or proceedings while in progress pursuant to RCW 42.30.140(4)(b) for approximately 10 minutes.

At 5:12 pm, Mayor Bassett adjourned Executive Session #1.

Executive Session #2: Executive Session to discuss (with legal counsel) pending or potential litigation pursuant to RCW 42.30.110(1)(i) for 45 minutes.

At 5:13 pm, Mayor Bassett convened Executive Session #2 to discuss (with legal counsel) pending or potential litigation pursuant to RCW 42.30.110(1)(i) for 45 minutes.

At 5:52 pm, Mayor Bassett announced that Executive Session #2 would continue after the Regular Meeting. The Council recessed until 6:00 pm.

STUDY SESSION

AB 5357 Aubrey Davis Park Master Plan

Parks Superintendent Paul West reviewed the general framework of a proposed master plan process for Aubrey Davis Park and noted the unique challenges and ownership obligations this park presents. The process will need to be coordinated with representatives from WSDOT, who owns portions of the park.

The Council provided the following recommendations for the draft master plan:

- Provide more details on public engagement process
- Have consultant review and design to address bus/bicycle/pedestrian conflicts in the plaza
- Define maintenance needs and capital improvements, and clarify each stakeholders financial commitment

CITY MANAGER REPORT

Assistant City Manager Kirsten Taylor reported on the following:

- November 13 Windstorm
- New Code Enforcement Staff
- November 15 CAG Kick-Off Meeting
- Legislative Priorities Special Meeting - November 28 (6:00-7:30 pm)
- Transportation and Mobility Open House - November 29 (Council Chambers, 6:30 pm)
- Reception for Councilmember Grausz - December 5 (Council Chambers, 6:00-7:00 pm)

APPEARANCES

Mayor Bassett noted that comments for the 2017-2018 Mid-Biennial Budget Review should be held until the public hearing and that no comments regarding the Pratt Preliminary Long Plat could be taken as the record is closed.

There were no appearances.

CONSENT CALENDAR

Councilmember Grausz requested removing AB 5353: Confirmation of Municipal Court Judge Reappointment from the Consent Calendar. Mayor Bassett moved it to the first item of Regular Business.

Payables: $413,011.15 (11/02/2017), $226,782.78 (11/08/2017)

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

Minutes: October 26, 2017 Special Meeting Minutes

Recommendation: Adopt the October 26, 2017 Special Meeting Minutes as written.

It was moved by Wong; seconded by Bertlin to:
Approve the Consent Calendar and the recommendations contained therein.
Passed 6-0
FOR: 6 (Nice, Bassett, Bertlin, Grausz, Weiker, Wong)
ABSENT: 1 (Wisenteiner)

REGULAR BUSINESS

AB 5353 Confirmation of Municipal Court Judge Reappointment

Councilmember Grausz thanked Judge Wayne Stewart for his service to the Mercer Island community. Judge Stewart thanked the Council for the opportunity to serve Mercer Island for 34 years.

It was moved by Grausz; seconded by Nice to:
Adopt Resolution No. 1540 confirming the reappointment of Judge Wayne Stewart to continue as Mercer Island Municipal Court Judge for a four-year term beginning January 1, 2018 through December 31, 2021, and authorizing the City Manager to sign the Municipal Court Judge Employment Agreement in substantially the form attached as Exhibit A thereto.
Passed 6-0
FOR: 6 (Nice, Bassett, Bertlin, Grausz, Weiker, Wong)
ABSENT: 1 (Wisenteiner)

AB 5363 Public Meeting to Consider the Hearing Examiner's Recommendation for the Pratt Preliminary Long Plat (SUB16-007)

Mayor Bassett opened the public meeting, stating that pursuant to state law, specifically RCW 58.17.100, the purpose of the meeting was for the City Council to consider the Hearing Examiner's recommendation and either:

1. Adopt the recommendation with conditions granting approval of the preliminary long plat,
2. Remand it back to the Hearing Examiner for further review, or
3. Reject the recommendation and deny the preliminary long plat based on the record established at the open record public hearing held on October 19, 2017.

He stated that the record is closed, meaning no new information or evidence would be received or considered.

He reviewed the ground rules for the closed record meeting and the process as follows:

- Appearance of Fairness questioning, conducted by the City Attorney;
- Clarifying questions of City staff, if any;
- Discussion/deliberation by Council; and
- Final decision by Council to (1) Adopt, (2) Modify or (3) Reject the Hearing Examiner's recommendation.

City Attorney Kari Sand addressed the appearance of fairness doctrine for this project by asking if any Councilmembers have a personal or financial interest in the Platt project or if they have had any ex parte (off the record) contacts with the applicant or the citizens of record. All Councilmember responded that they did not have a personal or financial interest in the Platt project. Mayor Bruce Bassett, Councilmember Grausz, Councilmember Wong, and Councilmember Nice noted ex parte contacts, mostly asking clarifications of City staff, and all stated that the contact did not affect their ability to be fair and impartial. City Attorney Sand asked if there are any challenges to the contacts that Mayor Bassett, and Councilmembers Grausz, Wong, and Nice disclosed. There were no challenges.

Council asked questions about the following:

- Scrivener's error in the Hearing Examiner's recommendation: reference to Condition 3 should be to Condition 4.
- Scrivener's error in the Staff Recommend Conditions of Approval, Engineering, 8. Easements: change "extend" to "extent"
- Pedestrian gravel trail within the existing 5 foot pedestrian easement on The Lakes subdivision adjacent to the east side of the subject property

It was moved by Weiker; seconded by Wong to:
Adopt the Hearing Examiner's recommendation and grant preliminary approval of the Pratt Long Plat (SUB16-007) as amended.
Passed 6-0
FOR: 6 (Nice, Bassett, Bertlin, Grausz, Weiker, Wong)
ABSENT: 1 (Wisenteiner)

It was moved by Bertlin; seconded by Grausz to:
Amend the previous motion as follows:
Include the following amendments to the Hearing Examiner's recommendation:

- **AB 5363, Exhibit 1, Page 5 (Hearing Examiner's recommendation):**
  "The long subdivision application is recommended for preliminary approval subject to the conditions listed in Section V of the Staff Report~~, with the exception of Condition 3, which duplicates Condition 8~~."
- **AB 5363, Exhibit 1, Page 27 (Staff Recommend Conditions of Approval, Engineering, 8. Easements):**
  "III. All new public utility easements shall be exclusive and not shared with private utilities except to the ~~extend~~ extent approved by the City Engineer."

Passed 6-0
FOR: 6 (Nice, Bassett, Bertlin, Grausz, Weiker, Wong)
ABSENT: 1 (Wisenteiner)

It was moved by Grausz; seconded by Bertlin to:
Amend the previous motion as follows:
Add the following sentence to AB 5363, Exhibit 1, Page 27, Staff Recommend Conditions of Approval,

Engineering, 7(g) Pedestrian Facilities:
"Enter into and record an agreement with the owner of property to the east of the plat providing for a minimum 5 foot pedestrian walkway, open to the public, extending from the existing pedestrian walkway next to the SE portion of the plat and extending to SE 72nd."
Passed 5-1
FOR: 5 (Nice, Bassett, Bertlin, Grausz, Wong)
AGAINST: 1 (Weiker)
ABSENT: 1 (Wisenteiner)

AB 5361 Code Amendment to Update School Impact Fees (1st Reading)

Assistant City Attorney Bio Park presented an ordinance regarding the codification of school impact fees in the Mercer Island City Code.

Councilmember Nice requested information from MISD about why the new impact fees are lower.

It was moved by Weiker; seconded by Bertlin to:
Set Ordinance No. 17C-29 to December 5, 2017 for second reading and adoption.
Passed 6-0
FOR: 6 (Nice, Bassett, Bertlin, Grausz, Weiker, Wong)
ABSENT: 1 (Wisenteiner)

AB 5362 Public Hearing: 2017-2018 Mid-Biennial Budget Review

Finance Director Chip Corder reviewed RCW 35.34.130 which requires the City to conduct a mid-biennial review and public hearing of the City's adopted budget before the end of the first year.

The Mayor opened the public hearing at 9:00 pm.

Ira Appelman, 9039 E. Shorewood Drive, believes the City needs to average past unexpected revenues and add a line item to the budget.

The Mayor closed the public hearing at 9:01 pm

Director Corder reviewed the following:

- Third Quarter 2017 Financial Status Report, including:
  - General Fund revenues
  - General sales tax
  - Utility tax
  - Development activity
  - General Fund expenditures
  - Real estate excise tax
  - 2017-2018 Budget amending ordinance
- 2018 NORCOM budget resolution
- 2018 utility rate resolutions for water, sewer, storm water, and EMS.
- 2018 property tax ordinances

Utility Board Vice-Chair Tim O'Connell spoke about the proposed utility rate increases. He noted the recommendations are supported by the majority of the Utility Board. The Utility Board gave consideration to the aging infrastructure of both the water and sewer systems, and aimed to conservatively raise rates to spread the impending replacement costs over time.

Public Works Director Jason Kintner advised the City has experienced several major utility emergency disasters over the year and staffing levels are a limiting factor for how aggressive water and sewer replacement projects can be taken on.

Finance Director Corder reviewed the proposed 2018 Property Tax Levy rate increase which is capped by state law at the implicit price deflator or 1%, whichever is less. He noted the Seattle area CPI-W for the first half of 2017 was 3.2% which is how labor contract COLAs are formulated. This imbalance will further deepen projected deficits

if the 1% levy rate increase is not passed.

It was moved by Wong; seconded by Bertlin to:
Pass Resolution No. 1539, which approves NORCOM's 2018 budget allocation to the City of Mercer Island.
Passed 6-0
FOR: 6 (Nice, Bassett, Bertlin, Grausz, Weiker, Wong)
ABSENT: 1 (Wisenteiner)

It was moved by Wong; seconded by Bertlin to:
Pass Resolution No. 1535, which establishes classifications of water users and a schedule of charges for water usage, a schedule of rates for fire service, a schedule of special service charges, meter and service installation charges, and connection charges effective January 1, 2018 and thereafter.
Passed 6-0
FOR: 6 (Nice, Bassett, Bertlin, Grausz, Weiker, Wong)
ABSENT: 1 (Wisenteiner)

It was moved by Wong; seconded by Bertlin to:
Pass Resolution No. 1536, which establishes rates and connection charges for sewerage disposal services provided by the City of Mercer Island effective January 1, 2018 and thereafter.
Passed 6-0
FOR: 6 (Nice, Bassett, Bertlin, Grausz, Weiker, Wong)
ABSENT: 1 (Wisenteiner)

It was moved by Wong; seconded by Bertlin to:
Pass Resolution No. 1537, which establishes the bi-monthly service charge for storm and surface water services provided by the City of Mercer Island effective January 1, 2018 and thereafter.
Passed 6-0
FOR: 6 (Nice, Bassett, Bertlin, Grausz, Weiker, Wong)
ABSENT: 1 (Wisenteiner)

It was moved by Wong; seconded by Bertlin to:
Pass Resolution No. 1538, which establishes the bi-monthly utility fee for the emergency medical and ambulance services supplied by the City of Mercer Island effective January 1, 2018 and thereafter.
Passed 6-0
FOR: 6 (Nice, Bassett, Bertlin, Grausz, Weiker, Wong)
ABSENT: 1 (Wisenteiner)

It was moved by Wong; seconded by Bertlin to:
Suspend the City Council Rules of Procedure 6.3, requiring a second reading for an ordinance.
Passed 6-0
FOR: 6 (Nice, Bassett, Bertlin, Grausz, Weiker, Wong)
ABSENT: 1 (Wisenteiner)

It was moved by Wong; seconded by Bertlin to:
Adopt Ordinance No. 17-26, amending the 2017-2018 Budget.
Passed 6-0
FOR: 6 (Nice, Bassett, Bertlin, Grausz, Weiker, Wong)
ABSENT: 1 (Wisenteiner)

It was moved by Wong; seconded by Bertlin to:
Adopt Ordinance No. 17-27, which establishes the amount of property taxes to be levied for the year 2018.
Passed 6-0
FOR: 6 (Nice, Bassett, Bertlin, Grausz, Weiker, Wong)
ABSENT: 1 (Wisenteiner)

It was moved by Wong; seconded by Bertlin to:
Adopt Ordinance No. 17-28, which identifies the dollar amount and percentage increases of the regular property tax levy and the levy lid lifts for the year 2018.

Passed 6-0
FOR: 6 (Nice, Bassett, Bertlin, Grausz, Weiker, Wong)
ABSENT: 1 (Wisenteiner)

OTHER BUSINESS

Councilmember Absences
Councilmember Wisenteiner's absence was excused.
Councilmember Nice will be absent on November 28.

Planning Schedule
Assistant City Manager Kirsten Taylor spoke about the Special Meeting on November 28 from 6:00-7:30 pm to discuss Legislative Priorities. She reviewed the agenda for the December 5 Regular Meeting and noted that the January 2018 Council meetings will be on January 9 and January 22 (2nd and 4th Tuesdays).

Board Appointments
There were no appointments.

Councilmember Reports
Deputy Mayor Bertlin spoke about the Eastside Transportation Partnership meeting.
Councilmember Weiker spoke about the King County Conservation District meeting and tree canopy assessment.
Mayor Bassett spoke about the King County Regional Transportation Committee meeting and the process for the City Manager's annual performance review. He also read a statement about not seeking the Mayor position in 2018-2019, but instead serving the last two years of his third term as a Councilmember.

EXECUTIVE SESSION

At 10:06 pm, Mayor Bassett reconvened Executive Session #2 to discuss (with legal counsel) pending or potential litigation pursuant to RCW 42.30.110(1)(i) for 30 minutes.

At 10:36 pm, Mayor Bassett extended the Executive Session for 20 minutes.

At 10:56 pm, Mayor Bassett adjourned Executive Session #2.

ADJOURNMENT

The Regular Meeting adjourned at 10:56 pm.

_____
Bruce Bassett, Mayor

Attest:

_____
Allison Spietz, City Clerk

BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND, WA

AB 5366
December 5, 2017
Consent Calendar

ROADSIDE SHOULDER IMPROVEMENTS EAST MERCER WAY PHASE 10 BID AWARD	**Proposed Council Action:** Award the project.

DEPARTMENT OF	Public Works (Clint Morris)
COUNCIL LIAISON	n/a
EXHIBITS	1. Project Location Map 2. Construction Bids Summary
2017-2018 CITY COUNCIL GOAL	n/a
APPROVED BY CITY MANAGER	

AMOUNT OF EXPENDITURE	$	354,804
AMOUNT BUDGETED	$	449,000
APPROPRIATION REQUIRED	$	0

SUMMARY

BACKGROUND

The Roadside Shoulder Development Program was established in 2002 to create paved shoulders suitable for pedestrian and bicycle uses on the Mercer Ways. Since then, the City of Mercer Island has constructed numerous shoulder improvement projects, primarily along East Mercer Way, but also along North and West Mercer Ways. Recent shoulder projects include East Mercer Way Phase 9, completed in spring 2016 (6600 block to SE 71st Street) and West Mercer Way Phase 1, completed in spring of 2017 (7400 to 8100 blocks). Currently, paved shoulders exist along 76% of East Mercer Way's 4.8-mile length and along 72% of West Mercer Way's 6.0-mile length. Since 2003, the City has constructed at least one new shoulder project per biennium, for a total investment of over $2.9 million.

The East Mercer Way Phase 10 project was approved as part of the Six-Year Transportation Plan adopted by the Council in June 2017. Design work on Phase 10 began in early fall of 2017. Staff chose to bid this project in late 2017, rather than during the busy spring and summer construction season, in hopes of attracting more bidders seeking work during the traditionally slower winter months. Final plans, specifications, and cost estimates were completed at the end of October and the project was advertised for public bids in early November. Thirteen contractor bids were received and staff is now ready to award a construction contract for the Roadside Shoulder Improvements, East Mercer Way Phase 10 project.

PROJECT DESCRIPTION

The East Mercer Way Phase 10 shoulder improvement project will construct a new asphalt paved shoulder from SE 71st Street to the 7900 block. Work includes installation of over 500 linear feet of new storm drainage pipe and construction of 1750 linear feet of new continuous 5-foot wide asphalt paved shoulder along the southbound lane edge. A significant portion of the new paved shoulder will be built over existing gravel

shoulder areas. In addition, this project will connect up with two short segments of existing asphalt shoulder in the 7400 and 7900 blocks built in the early 1990's. As designed, the project is broken into three schedules of work: Schedules A and B will construct new paved shoulder from SE 71st Street to the 7900 block and Schedule C will construct new storm drainage improvements at various locations between SE 71st Street and the 7900 block.

The storm drainage work in Schedule C is being funded through the City's Neighborhood Spot Drainage Improvements program within the storm water utility. At completion of design work, the total estimated construction cost of all three work schedules was $243,590.

BID RESULTS AND AWARD RECOMMENDATION

Thirteen construction bids for the project were received and opened on November 17, 2017. Two bids were below the engineer's estimate of $243,590. The lowest bid was received from RRJ Company, LLC for $229,211.94, which is $14,378 (6%) below the engineer's construction cost estimate. Staff has reviewed the bid submittals and completed reference checks on past RRJ Company projects of similar scope. The RRJ Company has constructed comparable roadway, pedestrian, and storm drainage improvement projects for several cities in King and Snohomish counties in recent years. Additionally, review of the Labor and Industries (L&I) website confirms RRJ Company is a contractor in good standing, with no license violations, outstanding lawsuits, or L&I tax debt. Staff's review of the bid submittals and reference checks, as required by State law and outlined in the bidding documents, confirms staff's recommendation to award all three schedules of the Roadside Shoulder Improvements, East Mercer Way Phase 10 contract to RRJ Company. The bid results for the project are shown in Exhibit 2.

Adding amounts for construction contingency, design, inspection services, project management, and 1% for the Arts, brings the total estimated cost of the East Mercer Way Phase 10 project to $354,804. The following table summarizes the overall project costs and available budget amounts.

ROADSIDE SHOULDER IMPROVEMENTS, EAST MERCER WAY PHASE 10
PROJECT BUDGET

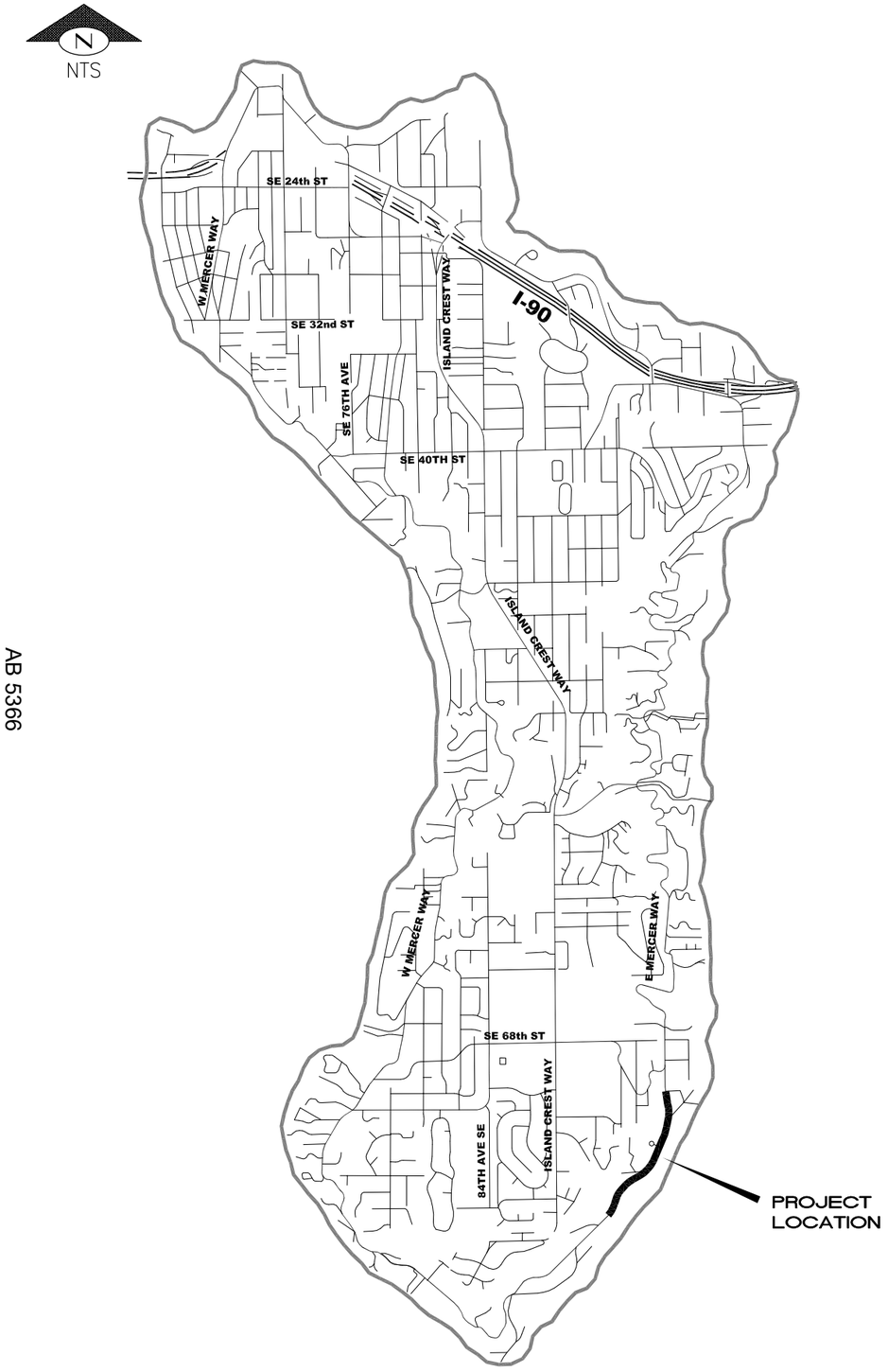
Description	Schedule A Schedule B New Shoulders	Schedule C Storm Drainage	TOTAL
Construction Contract			**Award to RRJ Company, LLC**
Schedule A - New Shoulder	$149,193		$149,193
Schedule B - New Shoulder	$24,521		$24,521
Schedule C - Storm Drainage		$55,497	$55,497
Total Construction Contract	**$173,714**	**$55,497**	**$229,212**
Construction Contingency @ 10% for shoulders	$17,371		$17,371
Construction Contingency @ 15% for storm drainage		$8,325	$8,325
Project Design - consultant	$45,159	$0	$45,159
Inspection Services - consultant	$23,000	$0	$23,000
Other Design and Inspection Costs	$9,000	$1,000	$10,000
Contract Administration / Project Management	$17,000	$3,000	$20,000
1% for the Arts	$1,737	$0	$1,737
Total Project Budget	**$286,983**	**$67,822**	**$354,804**
2017-2018 Budget - EMW Shoulders Phase 10	$309,000		$309,000
2017-2018 Budget - Neighborhood Spot Drainage		$140,000	$140,000
Total Budget Available for Project	**$309,000**	**$140,000**	**$449,000**
Budget Remaining	**$22,017**	**$72,178**	**$94,196**

Construction activities on the East Mercer Way Phase 10 project are scheduled to begin in January 2018 and should be finished by April 1st. The completion of Phase 10 will bring the total distance of paved shoulders along East Mercer Way to 3.9 miles, or 80% of its total length.

RECOMMENDATION

Street Engineer

MOVE TO: Award the Roadside Shoulder Improvements, East Mercer Way Phase 10 project to RRJ Company, LLC in the amount of $229,211.94. Set the project budget to $354,804, and direct the City Manager to execute the construction contract.



CITY OF MERCER ISLAND

KING COUNTY WASHINGTON

ROADSIDE SHOULDER IMPROVEMENTS
EAST MERCER WAY
PHASE 10

7100 BLOCK TO 7900 BLOCK

PROJECT NO. XR310R

BID DOCUMENT

NOVEMBER 2017

SHEET INDEX

CITY OF MERCER ISLAND

Roadside Shoulder Improvements, East Mercer Way Phase 10, SE 71st Street to 7900 Block
Bid Summary

Bid Opening: November 17, 2017, 2:00 PM

13 bids received

		Schedule A	Schedule B	Schedule C	Total Bid Amount
	Engineer's Estimate	$149,930.00	$22,590.00	$71,070.00	$243,590.00
Lowest	**RRJ Company, LLC**	$149,193.43	$24,521.06	$55,497.45	$229,211.94
2nd	**Earthwork Enterprises, Inc**	$141,059.00	$23,565.00	$72,950.00	$237,574.00
3rd	**McCann Construction Enterprises**	$162,677.00	$24,587.00	$81,246.00	$268,510.00
4th	**B&B Utilities & Excavating, LLC**	$137,975.00	$39,865.00	$92,520.00	$270,360.00
5th	**Mike McClung Construction Co.**	$168,199.00	$26,786.00	$78,592.00	$273,577.00
6th	**Kamins Construction, Inc.**	$163,967.95	$24,973.15	$101,682.37	$290,623.47
7th	**Welwest Construction, Inc.**	$183,105.00	$29,590.00	$88,946.00	$301,641.00
8th	**Thomco Construction, Inc.**	$184,251.50	$36,919.75	$82,646.00	$303,817.25
9th	**NPM Construction, Inc.**	$183,171.00	$34,228.00	$97,118.00	$314,517.00
10th	**SCI Infrastructure, LLC**	$184,015.00	$29,820.00	$101,452.00	$315,287.00
11th	**Fury Site Works, Inc.**	$177,799.29	$40,741.09	$103,694.25	$322,234.63
12th	**Oceanside Construction, Inc.**	$202,205.00	$30,313.00	$94,918.00	$327,436.00
13th	**TITAN Earthwork, LLC**	$200,112.06	$46,640.96	$83,518.52	$330,271.54

BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND, WA

AB 5369
December 5, 2017
Consent Calendar

PUBLIC SEWER EASEMENT TERMINATIONS IN EXCHANGE FOR ACCESS EASEMENT TO SEWER PUMP STATION NO. 1	**Proposed Council Action:** Approve termination of sewer easements in exchange for access easement to Sewer Pump Station No. 1.

DEPARTMENT OF	City Attorney (Bio Park)
COUNCIL LIAISON	n/a
EXHIBITS	1. Sewer Easements Termination Document 2. Access Easement Grant Document
2017-2018 CITY COUNCIL GOAL	n/a
APPROVED BY CITY MANAGER	

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

SUMMARY

Wells Fargo Bank, N.C., as Trustee of the Title Holding Trust Dated 10-06-99 ("Property Owner") is asking the City to terminate three recorded sewer easements on its property in order to rebuild a Single-Family Residence over the easements. In exchange for the easement terminations, the Property Owner is proposing to grant the City a new permanent easement across its property to access the City's Sewer Pump Station No. 1.

Securing reliable, long-term access to Pump Station No. 1 is extremely important for the City. Although legally the City has an easement to reach the Pump Station across a neighboring property to the east, practically the easement is currently unusable because of various obstacles. City utility maintenance crews have been relying on the goodwill of various neighbors who have been allowing them onto their properties in order to reach the Pump Station. The easement proposed by the Property Owner would secure legal and practical access to the Pump Station for the City utility maintenance crews.

The Property Owner has provided verification in the form of professional reports demonstrating that the sewer easements that it seeks to terminate are either not being used or will no longer be needed after the proposed Single-Family Residence is constructed. The City Engineer, on behalf of the Public Works Department, has reviewed the reports and has taken no exceptions to the findings and conclusions in the reports. A new easement securing access to Pump Station No. 1 would be more valuable to the City than retaining the surplus sewer easements that the Property Owner is asking the City to terminate.

Because the existing sewer easements are unused and unnecessary, the Public Works Department fully supports exchanging their termination for a new access easement to Pump Station No. 1. The exchange would truly be a “win-win” transaction for both the Property Owner and the City.

RECOMMENDATION

Assistant City Attorney

MOVE TO: Authorize the City Manager to sign the Sewer Easements Termination Document (substantially in the form of Exhibit 1) in exchange for a new access easement on parcels 545230-2218 and 5454230-2216 to access Pump Station No. 1 (substantially in the form of Exhibit 2)

WHEN RECORDED, RETURN TO:

Foster Pepper PLLC
1111 Third Avenue, Suite 3000
Seattle, Washington 98101
Attn: Joe Brogan

Reference Nos. of Documents Released or Assigned:	4655648; 4691123; 4803213
Grantor:	Wells Fargo Bank, N.C., as Trustee of the Title Holding Trust Dated 10-06-99
Grantee:	City of Mercer Island, a municipal corporation
Legal Description:	See Exhibit A
Abbrev. Legal:	Lot B of SPN 8406269002 and ptns of GL 1, sn 01-24-04
Assessor's Tax Parcel Number(s):	545230-2216; 545230-2218

SEWER EASEMENTS TERMINATION

THIS SEWER EASEMENTS TERMINATION (this "**Agreement**") is made this ____ day of _____, 2017, ("**Effective Date**") by and between Wells Fargo Bank, N.A., as Trustee of the Title Holding Trust Dated 10-06-99 ("**Grantor**"), and the City of Mercer Island, a Washington municipal corporation ("**Grantee**"). Grantor and Grantee may be referred to in this Agreement collectively as the "Parties."

RECITALS:

A. Grantor, as the current owner of the real property located in King County, Washington and legally described on the attached **Exhibit A** (the "**Grantor Property**") is the Grantor under that certain Easement for Sewer recorded January 18, 1956 in the official records of King County ("**Official Records**") as Instrument No. 4655648, that certain Easement for Sewer recorded May 9, 1956 in the Official Records as Instrument No. 4691123, and that certain Easement for Sewer recorded June 5, 1957 in the Official Records as Instrument No. 4803213 (collectively, the "**Easements**" or "**Subject Easements**").

B. The City of Mercer Island is successor in interest to the Mercer Island Sewer District and thus the Grantee to the Subject Easements.

C. The Parties now desire to terminate the Subject Easements.

AGREEMENT

NOW THEREFORE, for good and valuable consideration, the sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. Termination. As of the Effective Date, the Grantor's Property described herein is hereby released from the Easements, and the Easements terminated in their entirety and of no further force or effect.

2. Counterparts. This instrument may be executed in any number of counterparts, all of which taken together shall constitute one and the same instrument.

GRANTOR: WELLS FARGO BANK, N.A., AS TRUSTEE OF THE TITLE HOLDING TRUST DATED 10-06-99

By: _____
Name: _____
Its: _____
Date: _____

GRANTEE: CITY OF MERCER ISLAND, a municipal corporation

By: _____
Name: Julie Underwood, City Manager
Date: _____

STATE OF WASHINGTON)
) ss.
County of King)

On this day personally appeared before me _____, to me known to be the _____of Wells Fargo Bank, N.A., the Trustee of the Title Holding Trust dated 10-06-99, that executed the foregoing instrument, and acknowledged such instrument to be the free and voluntary act and deed of such entity, for the uses and purposes therein mentioned, and on oath stated that [he/she] was duly authorized to execute such instrument.

_____
Printed name:_____
NOTARY PUBLIC in and for the State of Washington residing in _____
My Commission expires:_____

STATE OF WASHINGTON)
) ss.
County of King)

On this day personally appeared before me Julie Underwood, to me known to be the City Manager of the City of Mercer Island who executed the foregoing instrument, and acknowledged such instrument to be the free and voluntary act and deed for the uses and purposes therein mentioned, and on oath stated that she was duly authorized to execute such instrument.

_____
Printed name: _____
NOTARY PUBLIC in and for the State of Washington residing in _____
My Commission expires: _____

EXHIBIT A

LEGAL DESCRIPTION OF GRANTOR'S PROPERTY

Parcel B:

Lot B of City of Mercer Island Short Plat Number MI84-01-02, recorded under recording number 8406269002, said short plat being a subdivision of the West 90 feet of that portion of Government Lot 1, Section 1, Township 24 North, Range 4 East, Willamette Meridian, in King County, Washington, lying North of a line which is 1,374.15 feet North of and parallel to the South line of said Government Lot 1, being a portion of Mercer Park, heretofore vacated by order of King County Commissioner, according to the plat thereof, recorded in volume 8 of plats, page 27, in King County, Washington;

Together with second class shorelands adjoining;

Together with an undivided one-Half interest in Tract X of said short plat.

Parcel C:

The East 105 feet of West 195 feet of that portion of Government Lot 1 of Section 1, Township 24 North, Range 4 East, Willamette Meridian, in King County, Washington, lying North of North margin of Southeast 20th Street as said street is platted in the plat of Mercer Beach Park, according to the plat thereof, recorded in volume 46 of plats, page(s) 7, in King County, Washington (being part of vacated plat of Mercer Park, according to the plat thereof, recorded in volume 8 of plats, page(s) 27, in King County, Washington);

Together with second class shorelands adjoining and abutting thereon lying between the East and West boundary lines of the above described Tract produced and extended.

RECORDED AT THE REQUEST OF:
AND AFTER RECORDING RETURN TO:

Joseph Brogan
Foster Pepper PLLC
1111 Third Avenue, Suite 3000
Seattle, WA 98101

ACCESS EASEMENT

Grantor:	WELLS FARGO BANK, N.A., AS TRUSTEE OF THE TITLE HOLDING TRUST DATED 10-06-99
Grantee:	CITY OF MERCER ISLAND, WASHINGTON
Legal Description:	Ptns of GL 1, sn 01-24-04 Complete legal description on Exhibit A
Assessor's Tax Parcel ID#:	545230-2218
Reference # (If applicable):	N/A

ACCESS EASEMENT

This Access Easement (this "Easement Agreement") is dated this ____ day of _____, 2017 by and between WELLS FARGO BANK, N.A., AS TRUSTEE OF THE TITLE HOLDING TRUST DATED 10-06-99 ("Grantor"), and CITY OF MERCER ISLAND, WASHINGTON ("Grantee") (Collectively, "the Parties").

RECITALS

A. Grantor is the current owner of that certain property located in Mercer Island, Washington which is more particularly described in the attached Exhibit A (the "Grantor Property").

B. Grantee operates and maintains a pump station (the "Pump Station") located on a portion of that certain real property located at 8004 SE 20th Street, Mercer Island, Washington and identified by Tax Parcel Number 545230-2217 (the "Pump Station Location"), which Pump Station Location is adjacent to the Grantor Property.

C. Grantor desires to grant to Grantee a permanent, non-exclusive easement over and upon a portion of the Grantor Property legally described on Exhibit B and depicted in Exhibit C (the "Easement Area") for purposes of pedestrian access to the Pump Station, pursuant to the terms of this Easement Agreement.

NOW, THEREFORE, for and in consideration of the mutual covenants contained herein, the Parties agree as follows:

AGREEMENT

1. Recitals. The foregoing recitals are true and correct and hereby incorporated as though fully set forth herein.

2. Access Easement. Effective as of the date hereof, Grantor hereby grants to Grantee a permanent, non-exclusive easement for pedestrian ingress and egress and to use, inspect, design, construct, reconstruct, repair and replace the Pump Station (the "**Access Easement**") over and upon the Easement Area. The Access Easement granted hereunder is for pedestrian and hand-push equipment access only, and Grantee shall not operate motor vehicles or heavy equipment in the Easement Area. Grantee shall have the right, without prior notice to Grantor, at such times as deemed necessary by Grantee, to enter upon the Easement Area to use, inspect, design, construct, reconstruct, repair and replace the Pump Station and all necessary or convenient appurtenances.

3. Construction of Easement Area. Grantor shall be solely responsible for the construction of the Easement Area in connection with Grantor's development of Grantor's Property and in accordance with such standards and requirements as may be imposed by

applicable governmental agencies. The construction of the Easement Area including the pedestrian path width, surface material, grades and all construction details must meet the conditions specified in the Building Permit 1705-086.

4. Maintenance of Easement Area. Grantor shall be solely responsible for the maintenance of the Easement Area, as required under applicable rules and regulations.

5. Reasonable Use. Grantee, in exercising its rights granted herein, shall not unreasonably interfere with Grantor's use and enjoyment of the Easement Area and shall promptly repair any damage it causes to Easement Area due to the repair, maintenance and use of the Pump Station. Grantor hereby reserves the right to use the Easement Area so long as such use does not impede the rights granted to Grantee hereunder, and in no event shall Grantor construct any structures, improvements, fences, gates, stairs, walls or barriers or plant vegetation within the Easement Area which have the effect of blocking access to or from the Pump Station Location.

6. Indemnification. Except to the extent that the accident, injury, loss, or damage is caused by, or attributable to, Grantor's negligence, Grantee shall indemnify and hold Grantor harmless from and against all claims, liens, liabilities and expenses (including attorneys' fees) relating to accidents, injuries, loss, or damage of or to any employee, contractor, or agent or any other person acting on behalf of Grantee occurring in the Easement Area or otherwise related to Grantee's exercise of its rights under this Agreement.

Except to the extent that the claim, demand, loss, action, or liability is caused by , or attributable to, Grantee's negligence, Grantor agrees to indemnify and hold the Grantee, its elected officials, officers, employees, agents, and volunteers harmless from any and all claims, demands, losses, actions and liabilities (including costs and all attorney fees) to or by any and all persons or entities, including, without limitation, their respective agents, licensees, or representatives, arising from, resulting from, or connected with the negligence or intentional misconduct of Grantor or Grantor's agents or invitees within or with respect to the Easement.

7. Binding Effect. The benefits and burdens of this Easement Agreement shall run with the land and shall be binding upon the heirs, executors, administrators, personal representatives, transferees, or successors in interest or assigns of the Parties. The rights and obligations set forth herein shall not be extinguished by nonuse or abandonment, by the doctrine of merger, or by transfer of any interest in the affected properties.

8. Amendment. This Easement Agreement may not be modified or amended without the prior written approval of the Parties, or their respective successors and assigns.

IN WITNESS WHEREOF, Grantor and Grantee have caused this Access Easement to be executed effective as of the day and year first written above.

GRANTOR:

WELLS FARGO BANK, N.A.,
AS TRUSTEE OF THE TITLE
HOLDING TRUST DATED 10-06-99

By: _____
Name: _____
Its: _____

STATE OF WASHINGTON | ss.

COUNTY OF KING

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that said person signed this instrument, on oath stated that said person was authorized to execute the instrument and acknowledged it as the _____ of Wells Fargo Bank, N.A., the Trustee of the Title Holding Trust dated 10-06-99, to be the free and voluntary act of such entity for the uses and purposes mentioned in the instrument.

Dated this _____ day of _____, 2017.

_____
(Signature of Notary)

_____
(Legibly Print or Stamp Name of Notary)

Notary public in and for the state of Washington,
residing at _____

My appointment expires _____

GRANTEE:

CITY OF MERCER ISLAND, WASHINGTON

By: _____
Name: Julie Underwood
Its: City Manager

STATE OF WASHINGTON
ss.
COUNTY OF KING

I certify that I know or have satisfactory evidence that Julie Underwood is the person who appeared before me, and said person acknowledged that said person signed this instrument, on oath stated that said person was authorized to execute the instrument and acknowledged it as the City Manager of the City of Mercer Island, Washington, to be the free and voluntary act of such entity for the uses and purposes mentioned in the instrument.

Dated this _____ day of _____, 2017.

_____
(Signature of Notary)

_____
(Legibly Print or Stamp Name of Notary)

Notary public in and for the state of Washington, residing at _____

My appointment expires _____

Exhibit A
Legal Description of Grantor Property

THE EAST 105 FEET OF THE WEST 195 FEET OF THAT PORTION OF GOVERNMENT LOT 1 OF SECTION 1, TOWNSHIP 24 NORTH, RANGE 4 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING NORTH OF NORTH MARGIN OF SOUTHEAST 20TH STREET AS SAID STREET IS PLATTED IN THE PLAT OF MERCER BEACH PARK, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 46 OF PLATS, PAGE 7, IN KING COUNTY, WASHINGTON (BEING PART OF VACATED PLAT OF MERCER PARK, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 8 OF PLATS, PAGE 27, IN KING COUNTY, WASHINGTON); TOGETHER WITH SECOND CLASS SHORELANDS ADJOINING AND ABUTTING THEREON LYING BETWEEN THE EAST AND WEST BOUNDARY LINES OF THE ABOVE TRACT PRODUCED AND EXTENDED.

Exhibit B
Legal Description of Easement Area

THAT PORTION OF THE FOLLOWING DESCRIBED PARCEL C DESCRIBED AS FOLLOWS:

COMMENCING AT SOUTHEAST CORNER OF SAID PARCEL C;
THENCE NORTH 90°00’00” WEST ALONG THE SOUTH LINE OF SAID PARCEL C, 18.40 FEET TO THE TRUE POINT OF BEGINNING;

THENCE NORTH 15°06'39” EAST, 39.07 FEET;
THENCE NORTH 03°13'50” WEST, 219.21 FEET;
THENCE NORTH 90°00'00” EAST, 8.88 FEET TO THE EAST LINE OF SAID PARCEL C;
THENCE NORTH 00°03'00” WEST ALONG SAID EAST LINE, 7.50 FEET;
THENCE NORTH 90°00'00” WEST, 16.37 FEET;
THENCE SOUTH 03°13'21” EAST, 225.73 FEET;
THENCE SOUTH 15°06'39” WEST, 31.74 FEET;
THENCE SOUTH 89°59'27” WEST, 7.90 FEET;
THENCE SOUTH 00°00'00” EAST, 8.05 FEET TO SAID SOUTH LINE;
THENCE NORTH 90°00'00” EAST ALONG SAID SOUTH LINE, 13.50 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL C:

THE EAST 105 FEET OF THE WEST 195 FEET OF THAT PORTION OF GOVERNMENT LOT 1 OF SECTION 1, TOWNSHIP 24 NORTH, RANGE 4 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING NORTH OF NORTH MARGIN OF SOUTHEAST 20TH STREET AS SAID STREET IS PLATTED IN THE PLAT OF MERCER BEACH PARK, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 46 OF PLATS, PAGE 7, IN KING COUNTY, WASHINGTON (BEING PART OF VACATED PLAT OF MERCER PARK, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 8 OF PLATS, PAGE 27, IN KING COUNTY, WASHINGTON); TOGETHER WITH SECOND CLASS SHORELANDS ADJOINING AND ABUTTING THEREON LYING BETWEEN THE EAST AND WEST BOUNDARY LINES OF THE ABOVE TRACT PRODUCED AND EXTENDED.

Exhibit C
Depiction of Easement Area

BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND, WA

AB 5371
December 5, 2017
Consent Calendar

AFSCME 2018-2019 COLLECTIVE BARGAINING AGREEMENT	**Proposed Council Action:** Approve the 2018-2019 Collective Bargaining Agreement for the AFSCME Bargaining Unit

DEPARTMENT OF	Human Resources (Kryss Segle)
COUNCIL LIAISON	n/a
EXHIBITS	1. Proposed AFSCME Collective Bargaining Agreement for January 1, 2018 to December 31, 2019
2017-2018 CITY COUNCIL GOAL	n/a
APPROVED BY CITY MANAGER	

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

SUMMARY

For the past several months, a City bargaining team has been meeting with members of the AFSCME (American Federation of State, City & Municipal Employees) bargaining team and their business agent to discuss a successor labor agreement. The City's team included Human Resources Director Kryss Segle, Public Works Director Jason Kintner, Development Services Group Director Scott Greenberg, and Parks & Recreation Director Bruce Fletcher. The current AFSCME collective bargaining agreement (CBA) is set to expire on December 31, 2017.

The primary focus for both parties was to identify replacement medical insurance options due to the elimination of the two non-deductible medical insurance plans currently offered to the AFSCME bargaining unit employees. The City provides insurance coverage to most of its employees through the Association of Washington Cities' (AWC) Benefits Trust (Trust). The Trust offers several medical plans to its membership cities through Regence Blue Shield (Regence) and Kaiser Permanente (Kaiser). Effective January 1, 2018, the Trust eliminated its two most expensive health insurance plans offered through Regence and Kaiser. Therefore, employers who insured their union-affiliated employees on these plans were obligated to negotiate substantially similar replacement plans to take effect January 1, 2018.

The AFSCME bargaining unit is comprised of 48 union members, working primarily in the Public Works Department but also includes some employees working in the Development Services Group, the Parks & Recreation Department, and the Finance Department. Total salaries and benefits in 2017 for these represented employees equal approximately $4,483,132.

Through the negotiation process, the parties agreed to continue providing health insurance coverage through the AWC Trust. The Trust offers a menu of insurance plans through Regence and Kaiser.

Effective January 1, 2018, AFSCME Union employees will have the choice between four separate medical insurance plans (each new provider offers both a low and high deductible plan):

- Regence Blue Shield $250 Deductible Plan (Regence 250 Plan)
- Regence Blue Shield High Deductible Health Plan (Regence HDHP)
- Kaiser Permanente $200 Deductible Plan (Kaiser 200 Plan)
- Kaiser Permanente High Deductible Health Plan (Kaiser HDHP)

The 2018 premiums for the four medical plans listed above are less expensive than the 2017 premiums for the medical plans currently offered to AFSCME Union employees. To offset the additional out-of-pocket expenses employees will incur on these new plans, all of which require a deductible, the parties agreed to accompany the insurance plans with a Health Retirement Savings (HRA) VEBA account in an annual amount of $1,200 for employees who choose the Regence 250 Plan or the Kaiser 200 Plan. Employees who choose either Regence HDHP or Kaiser HDHP will receive a HRA VEBA account in an annual amount of $3,600.

The approved 2018 budget for medical, dental, and vision insurance for the City's AFSCME employees is $768,912. The projected cost for providing the tentatively agreed upon insurance benefits described above is $754,236, **a savings of $14,676 in 2018**.

The total financial impact of the CBA in 2018 equals $101,226, or a 2.26% increase (including roll-up benefits costs) over 2017 AFSCME salaries and benefits costs, the details of which are outlined below.

2018 Budget Impacts

- 2.9% COLA effective 1/1/2018 (*CBA includes a COLA provision that provides 90% of the semi-annual CPI-W with a floor of 1.5% and a ceiling of 6%. The CPI-W, published in August 2017, was 3.17%.*). Cost: $96,304
- Move to less expensive medical insurance plan options. Cost (savings): $-14,676

The costs outlined above were built into the approved 2017/2018 Biennial Budget.

2019 Additional Budget Impacts

- *CBA includes a COLA provision that provides 90% of the semi-annual CPI-W with a floor of 1.5% and a ceiling of 6%. This index will be published in August 2018.*

The costs outlined above will be built into the 2019/2020 Preliminary Budget.

This is a two-year contract, effective January 1, 2018 through December 31, 2019. The tentatively agreed upon changes have been incorporated in the attached CBA.

RECOMMENDATION

Human Resources Director

MOVE TO: Authorize the City Manager to sign the AFSCME Collective Bargaining Agreement with the AFSCME Bargaining Unit for the period of January 1, 2018 through December 31, 2019, in substantially the form attached hereto as Exhibit 1.

AGREEMENT

BY AND BETWEEN

THE CITY OF MERCER ISLAND

AND

WASHINGTON STATE COUNCIL OF COUNTY AND CITY EMPLOYEES, AFSCME, AFL-CIO, LOCAL #21-M

2018-2019

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AGREEMENT

BY AND BETWEEN

THE CITY OF MERCER ISLAND

AND

WASHINGTON STATE COUNCIL OF COUNTY AND CITY EMPLOYEES, AFSCME, AFL-CIO, LOCAL #21-M

2018-2019

ARTICLE I - JOINT MISSION

Our joint mission is to prepare the organization, its employees, citizens, and elected and appointed officials for successful competition in the delivery of public services of the future. We must prepare as a premier service delivery, planning and regulatory organization adhering to the principles of a free democratic society. The economic health of the City government, and thus the security and well-being of us all, depends on the success of our joint commitment to prepare for the future. Only when our citizens know they are receiving quality service and competitive rates do we enjoy true employment security.

The principal goal for this partnership is that we learn together to manage beneficially the inevitable issues of change. That is the difference between this partnership and Agreements that have preceded it. With this partnership we are embracing a dynamic relationship. This recognizes the need for continual employee involvement in adapting to change and secures employee participation in the institutions which manage change.

The method we have chosen to pursue these goals is an employee management partnership - a relationship of mutual respect, open communication, shared success, mutual aid and innovative problem solving. Our intent is for each employee to become a more capable, confident, committed and secure person so that they may benefit our organization, themselves and the broader community.

ARTICLE II - MANAGEMENT AND UNION

This Agreement is not intended to alter the functions of the Union and the Management or limit the use of joint labor management panels.

Management and Union - the Union, the management and the employee will all promote improved service to the citizens of Mercer Island, work-life harmony, mutual trust and responsible issue resolution.

A. Management - Management will define, communicate and implement the objectives and goals of the organization. It will lead and direct the employees. It will provide resources and equipment for safe and efficient work. It will accomplish these things through the exercise of

all the rights and prerogatives associated with management and exercised by it. This section does not abrogate other provisions of this Agreement.

The Union recognizes that the Employer has the obligation of serving the public with the highest quality service, efficiently and economically. The Union further recognizes the Employer's right to operate and manage its operations including but not limited to require standards of performance and to maintain order and efficiency, to direct employees and determine job assignments and working schedules; to determine the materials and equipment procedures; to determine staffing requirements; to determine the kind and location of facilities; to select and hire employees; to promote and transfer employees; to discipline, demote or discharge employees for just cause; to require reasonable overtime work of employees; and to promulgate rules, regulations and personnel policies, including but not limited to such matters as conduct, performance, dress and attendance, provided that such rights shall not be exercised so as to violate any of the specific provisions of this Agreement. The parties recognize that the above statement of management responsibilities is for illustrative purposes only and should not be construed as restrictive or interpreted so as to exclude those prerogatives not mentioned which are inherent to the management function. All matters not covered by the language of this Agreement shall be administered by the Employer on a unilateral basis in accordance with such policies and procedures as it from time to time shall determine.

B. The Employer hereby recognizes the Union as the sole, exclusive collective bargaining representative for those regular, full-time and part-time employees for the Employer whose job classifications are set forth in Appendix A and who work in the Maintenance Development Services, Finance, and Fire Administration Departments. All temporary and other part-time employees, working, on average, less than twenty (20) hours per week, including those hired through a recognized training program approved by an entity or branch of government for less than eighteen months, supervisors, confidential and professional employees, Planners and Engineers shall be excluded from the bargaining unit.

The Union shall provide the Employer a list of Union Officers and Shop Stewards and maintain such list in a current status.

The City agrees to notify the Union at least ten (10) days in advance whenever an AFSCME represented position is created, eliminated or reconstructed. The City agrees to notify the Union of any new hire in the bargaining unit. The City will allow fifteen (15) minutes during the new hire orientation process for a Union designee to discuss the rights and responsibilities of Union membership to new employees.

ARTICLE III - NONDISCRIMINATION

A. We agree that we will abide by all state and federal laws regarding nondiscrimination against any employee.

B. Where the masculine or feminine gender has been applied in any job classification or in any provision of this Agreement it is applied solely for the purpose of illustration and shall not in any way be used to designate the sex of the employee eligible for the position or the benefits of any other provisions.

C. No employee covered by this Agreement shall be discriminated against, by either the Union or the employer, because of membership in the Union or lawful activities on behalf of the Union as long as these activities do not interfere with the normal work processes of the Employer.

ARTICLE IV - UNION MEMBERSHIP AND DUES DEDUCTION

A. During the term of this Agreement, the Employer shall deduct uniformly required Union dues from the pay of each member of the Union who voluntarily executes a wage assignment form. When filed with the Employer, the authorization form will be honored in accordance with its terms. Deductions will be transmitted each month to the Union by check payable to its order. Upon issuance and transmission of a check to the Union, the Employer's responsibility shall cease with respect to such deduction. The Union hereby undertakes to indemnify and hold the Employer harmless from all claims, demands, suits or other forms of liability that may arise against the Employer from the application of this Article.

B. All Regular full-time employees in the recognized bargaining unit will abide by the following:

1. All employees within the bargaining unit shall remain members of the Union as a condition of employment.

2. All newly hired employees of the bargaining unit shall within thirty-one (31) days become and remain members of the Union as a condition of employment.

3. In accordance with RCW 41.56.122 employees covered by this Agreement who for bona fide religious tenets or teachings of a church or religious body are forbidden from joining a union or association, shall contribute an amount equivalent to regular union dues to a non-religious charity or to another charitable organization mutually agreed upon by the Employee and Union. The Employee shall furnish written proof to the Union that such payment has been made.

4. The Union agrees to indemnify and hold harmless the City against all costs and fees (including attorney fees) incurred by the City as a result of compliance with this Article.

C. Newly hired employees shall be considered probationary employees for a period of twelve (12) months following their hire date. Employees promoted to a new position shall be on probation for a period of three (3) months following their promotion. Any employee failing their promotional probationary period shall be returned to the position held prior to their promotion.

The probationary period can be extended by the City for any time loss during the probationary period, up to the amount of actual time lost. Management may choose to extend a probation period of any employee for a maximum of an additional six (6) months. The probationary employee and the local union president will be notified of such extension, including the duration of the extension, no later than ten (10) working days prior to the end date of his/her initial twelve (12) month probationary period.

D. Seasonal, extended seasonal, and temporary employees working less than twelve (12) consecutive months shall not be considered members of the bargaining unit and shall not be required to become members of the Union while they are seasonal, extended seasonal, or temporary employee. Seasonal, extended seasonal, and temporary employees are not entitled to the benefits of Union membership as described in this Agreement. For the purposes of determining whether an employee is required to join the Union under the existing Agreement, the following definitions shall apply:

1. Seasonal - Non-regular City employees who work up to 40 hours per week for a period not to exceed six months from initial hire date. Work hours and schedule may vary depending on work assignment. This position is not eligible for benefits or routine overtime. April 1 through September 30 is the established period for Seasonal employee, except the City may hire up to two (2) seasonal positions for the Parks Maintenance Team and two (2) seasonal positions for the Public Works Department with an established employment period of June 1 through November 30.

2. Extended Seasonal - Non-regular City employees who work up to 40 hours per week for a period not to exceed nine months from initial hire date. Work hours and schedule may vary depending on work assignment. This position is not eligible for benefits or routine overtime. February 1 through October 31 is the established period for Extended Seasonal employees. For the four extended seasonal employee positions, the City will contribute a work permit fee of $125.00, payable within thirty (30) calendar days of hire, to a fund managed by the Union.

3. Temporary Employees - Non-regular employees or contracted employees provided by a Temporary Company. These employees are brought in to serve a specific period or job assignment with an identified completion date not to exceed six (6) consecutive months. This position is not eligible for benefits or routine overtime. Use of temporary employees will be limited to use for filling vacancies caused by employees on leave, or for an identified short-term project.

4. Routine Overtime - All scheduled overtime and any other overtime caused for reasons other than emergency or unforeseen circumstances. Documentation shall be provided to the Union for any Seasonal overtime. Routine overtime shall be posted at least (3) working days in advance, or earlier if possible, on the Union Board and also will be announced through email and voicemail. The posting will include a sign-up sheet, brief description of the work to be done, and the Team Leader supervising the work. The Department Director or designee will determine which employees on the sign-up sheet possess the skills and experience required with preference given to the Team performing the work followed by seniority. Emergency and unforeseen circumstances resulting in overtime shall be addressed by assigning staff based on seniority among the available employees possessing the required skills and experience to perform the work.

5. Notification - Notification to the local shall be provided by a copy of the payroll action form (or copy of time sheet for Temporary Agency Employees), being delivered to the Union mail box within ten (10) days of the seasonal hire date.

Temporary full-time employees performing unit work and working twelve (12) consecutive months or more shall be considered members of the bargaining unit and shall be required to become members of the Union while they are a temporary employee. Such employees are entitled to the benefits of Union membership as described in this Agreement.

ARTICLE V - THE BASIC AGREEMENT

A. The Union and employer will jointly support the mission as defined in Article 1, and attendant objectives and goals.

The Union and Management agree to establish and maintain a joint labor/management committee, consisting of up to five Union representatives appointed by the Union and up to five Management representatives appointed by Management. Meetings of this committee may be conducted at the request of either party and participants shall be known ahead of time. Meetings, shall be informal and for the mutual exchange of ideas and problem solving.

The purpose of this committee is to provide a forum for the ongoing discussion of matters of interest to either party. Provided however, the committee is not to be used as a substitute for formal negotiations. The committee will not discuss any concerns which the Union or City assert must be taken through the established channels of authority, but will refer these matters first through the proper channels. No decisions in this forum shall supersede any provisions of the contract unless formally ratified by the Union and the City.

B. There will be no terminations without just cause. There will be no lockouts, strikes, slow downs, or other interruptions of work. The parties will pursue productive flexibility in the design and staffing of jobs and services. This Agreement supports employees in becoming more professional and versatile in their daily work responsibilities.

C. If the City decides to contract out bargaining unit work not previously contracted out, which would result in the layoff of regular employees in the bargaining unit, then the City will comply with the following procedures. The City shall inform the Union President and Staff Representative of its intention to contract out. The Union President or Staff Representative will give the City notification within ten (10) working days of its desire to negotiate the effects of the said contracting out. Thereafter, the Union and the City shall negotiate in good faith on these issues. If, thirty (30) calendar days after the request from the Union, the City still decides to go ahead with the decision to contract out the work, it may do so. The parties shall continue to negotiate and seek resolution of any effects/issues which have not yet been resolved at that time. If the City decides to contract out the work resulting in a layoff, the layoff shall be based strictly on seniority within the impacted work group. Layoffs shall be in accordance with Article XII.

D. Union Business: The City shall afford Union Officers or Stewards a reasonable amount of time while on-duty to consult with appropriate management officials, Union Representatives or Counsel, and/or aggrieved employees, provided that the Union Officers or Stewards and or aggrieved employees contact their immediate supervisors, indicate the general nature of the business to be conducted, and request the necessary time. Such time will not be allowed if the City reasonably determines it will substantially impair City operations. Union Officers and Stewards will not use excessive time in handling such responsibilities. The Union shall give the City as much advance notice as reasonably possible of such time requests. The limitations

of this section shall not apply to meetings called at the request of the City or regularly scheduled meetings between the Union and City such as Joint Labor/Management Committee meetings.

ARTICLE VI - EMPLOYEE BILL OF RIGHTS

It is the right of every employee:

to be treated with respect;
to expect cooperation in improving safety;
to be informed of organizational objectives and goals; to be evaluated regularly and constructively;
to participate in improving work methods;
to participate in issue resolution procedures; and to share in the gains of the City.

The following code of ethics has been adopted by the employees:

As employees of the City of Mercer Island, we recognize that our first responsibility and obligation is to our employer and the citizens of Mercer Island. We further recognize that decisions and policies are made through proper team structure, so that the public has full confidence in our integrity and as employees. We recognize the need to work with a positive attitude, cooperate both within and outside our respective teams, and perform in a professional manner. We will perform our assigned tasks with both quality and quantity being taken into account. Punctuality, appearance, and attitude are priorities for us as City of Mercer Island employees.

ARTICLE VIII - TRAINING OPPORTUNITIES

Training is critical to the maintenance of an efficient competitive and quality work force and to employee advancement. Employees will be assigned by skills and experience to a variety of functions and services; they will be able to demonstrate maintenance of these service levels. Employees will be provided training opportunities adapted to local circumstances. We are committed to encouraging and allowing the employees the opportunity to voluntarily gain additional skills.

ARTICLE IX - ISSUE RESOLUTION/GRIEVANCE PROCEDURE

The success of our mutual relations under this Agreement depends on our commitment to address issues in a fair and responsible way. This is a matter of trust and is the method we have chosen to avoid an agreement of rigid and unnecessary detail which hinders both management freedom and employment opportunity. Through mutual pledges to approach concerns in a problem-solving manner, we have established the following procedures for all issues which may arise among us. We recognize that we can mutually agree to extend the time frames. The parties also recognize their responsibility to resolve any matter presented as expeditiously as possible in any step of the issue resolution process. The City and Union agree that issues are best resolved at the lowest level possible.

A grievance shall be defined as any formally submitted dispute involving application or interpretation of the Collective Bargaining Agreement. Failure by the Grievant or Union to timely file or process a grievance shall result in the grievance being waived. Failure by the City to timely process a grievance shall result in the grievance being moved automatically to the next step in the procedure. Time limits may be extended by mutual agreement between the parties. Employees will be paid scheduled rates for work time required for grievance resolution.

Step 1. A grievance shall be presented in writing by the aggrieved employee and/or his/her Union Representative within ten (10) working days of the alleged violation to the employee's Team Leader. The Team Leader should consult and/or arrange a meeting if necessary to resolve the grievance. The parties agree to make every effort to settle the grievance at this stage promptly. The Team Leader shall answer the grievance within ten (10) working days after receipt of the grievance.

Step 2. If not resolved above, the written grievance shall be submitted to the Department Director by the aggrieved employee and/or the Union within ten (10) working days following completion of Step 1. The written grievance shall include a statement of the issue, facts of the case, section(s) of the Agreement violated and remedy sought. A meeting may be arranged within ten (10) working days with the City and representatives of the Union. Following that meeting, the party responding to the grievance shall give his/her written response within ten (10) working days of the completion of the meeting.

Step 3. If not resolved above, the grievance shall be submitted to the City Manager in writing within ten (10) working days of the Step 2 response. A meeting shall be arranged within ten (10) working days between the City, grievant and Union. The City Manager or his/her designee shall then submit a decision, in writing, on the grievance within ten (10) working days from the completion of the Step 3 meeting. Copies of the decision shall be provided to the grievant and the Union. If resolved, the basis for resolution shall be reduced to writing and signed by both parties.

Step 4. In the event the Union is not satisfied with the decision of the City Manager the grievance may, within twenty (20) working days, be submitted by the Union to arbitration. If the parties fail to mutually agree upon an arbitrator, a list of seven (7) names of arbitrators from Washington and Oregon shall be requested from the Federal Mediation and Conciliation Service (FMCS). The parties shall alternately strike names until one (1) name remains, that person shall serve as the arbitrator. The arbitrator's decision shall be final and binding and shall not add or delete from the provisions of this Agreement. The arbitrator shall render a decision within thirty (30) days after the hearing has been concluded. It is agreed that the expenses and fees of the Arbitrator shall be shared equally. Each party shall be responsible for their individual expenses and costs.

ARTICLE X - HOURS OF WORK

A. The normal workweek for fulltime Union employees in the Maintenance Department and Parks and Recreation Department shall be five days of eight hours of work within seven consecutive 24-hour periods, exclusive of the meal period. The normal workweek for fulltime Union administrative employees shall be five days of seven and one-half hours of work, with a one-half hour of lunch paid, within seven consecutive 24-hour periods. The Employer does not guarantee either a minimum number of hours or a specific type of schedule. Alternate

workweeks such as four (4) ten (10) hour days, or nine (9) work days totaling eighty (80) hours in a two-week period, or other alternative work schedule are subject to the approval by the Department Director.

B. Overtime - All time worked in excess of eight hours in any one day (or the scheduled day for an alternative work schedule as described in Article X, Section A) or forty in any one workweek shall be considered overtime and shall be paid for at the overtime rate of one and one-half times the straight-time rate of pay. Overtime shall be based on compensated hours. An employee may receive compensable time off in lieu of overtime pay at the rate of one and one-half for each hour worked. Accrued compensatory time may be used with the approval of the employee's team leader. The maximum accumulation of compensatory time shall be 40 hours. Any accrual over 40 hours shall be paid as overtime. While overtime should generally be approved by the team leader, it is recognized that there are unique circumstances under which it is not practical to obtain such prior approval. The ultimate determination of whether overtime is necessary or should be worked, however, remains with the City. Regular bargaining unit employees shall be offered prescheduled overtime prior to any seasonal or temporary employees being offered prescheduled overtime.

C. Callback - Employees called back to work by the City shall receive a minimum of three (3) hours pay at time and one-half the employee's straight-time hourly rate for the work for which they are called back to perform. Any time worked in excess of three hours on such callback shall be paid for at one and one-half times the straight hourly rate of pay for actual hours worked. For purposes of this section only, hours worked shall be inclusive of travel time to and from the callback situation. This section applies only when such callback results in hours worked which are not annexed consecutively to the beginning or ending of the employees' workday. If the employee's shift starts less than two (2) hours from the time of the callback, he/she shall be paid at his/her normal rate of overtime and will not be eligible for the minimum callback rate of three (3) hours since the callback occurs within two (2) hours before the start of his/her regularly-scheduled shift.

Responding from Home (Telecommute Response) - Employees who respond electronically and remotely (telecommute response) outside of their normal hours of work to meet unexpected and/or time-sensitive City needs, including but not limited to system malfunctions, shall receive a minimum of one (1) hour of regular overtime pay for calls received and responses made within the same one-hour period. Calls and responses that exceed the one (1) hour minimum shall be compensated at the employee's regular overtime rate for actual time worked.

D. Callback Use of City Vehicle - The City will provide the option of using a designated City vehicle while an employee is in an "on-call" status. The use of the designated City vehicle for on-call responses will follow the conditions set forth in the City Vehicle Use Policy within the City of Mercer Island Employee Handbook.

E. Callback Mileage Practice - The Employer will pay callback mileage, for any callback of an employee who is not using the designated on-call vehicle, at not less than the rate paid to the general employees. The mileage rate shall be set at the rate established by the IRS. When the callback is not adjoining an employee's regular shift mileage shall be paid both ways. If the callback is adjoining an employee's regular shift mileage shall be paid one way only.

F. On-Call Status - Employees who are in an "on-call" status shall be paid $500 each week. A minimum of eight (8) eligible employees are needed to maintain voluntary participation in the "on-call" program. If the voluntary list falls below the required eight (8) eligible employees at the time of the annual sign up, the City and the Union shall meet to collaborate on addressing the shortage. If the collaboration is not successful in meeting the minimum volunteers, the City reserves the right to require participation in the "on- call" program for all non-probationary eligible employees. If the program remains in "voluntary" participation status for three (3) consecutive years beginning in 2016, employees who participate in the program for three (3) consecutive years will receive a cash award of $500 in December, provided such employee is still employed by the City at the time of the cash award payout, of each year of consecutive participation. Voluntary participation includes working at least two (2) "on-call" weeks per year.

On-call status begins at the end of the employee's shift on Wednesday and concludes at the beginning of the employee's shift the following Wednesday, unless a different on-call period is agreed to by the Union and City. On-call employees shall carry an assigned pager/phone so as to be reachable after normal work hours to effectively resolve customer or public safety requests. On-call employees shall comply with this and any other procedures and policies as set forth in the most current version of the "Public Works Call Out Book". In the event of conflicting provisions of this agreement and the Public Works Call Out Book, this agreement prevails.

G. Out of Class Pay - Vacancy - Extra duty pay may be paid to an employee who, for a period lasting more than two weeks, assumes substantial additional responsibilities when assigned to substitute in a vacant position, and the employee will be provided additional compensation for that higher classification. The vacancy may be occasioned by termination, leave of absence, extended illness or other reasons approved by the team leader.

H. Out of Class Pay - Temporary Assignment - Employees who agree to assume responsibilities, authority and duties of a higher classification shall be compensated at the rate of pay for the higher rank, if required to perform these duties for five (5) or more consecutive work days.

ARTICLE XI - DISCIPLINE

The City shall not discipline or discharge an employee without just cause. Disciplinary action will be tailored to the nature and severity of the offense. Management maintains the right to take disciplinary action as they deem appropriate. An employee shall not receive simultaneous discipline per incident or offense.

ARTICLE XII - SENIORITY

Seniority shall mean an employee's continuous length of service within the bargaining unit from most recent date of hire. Seniority shall not apply to an employee until the employee has completed the required probation period. Upon satisfactory completion of this probationary period, the employee shall be credited with seniority from the most recent date of hire.

Seniority shall be a determining factor in layoff, promotions and demotions provided such factors as skill and ability, experience, performance and quality of work are considered equal, except as otherwise provided in Article V. The Union President and the employee shall be notified thirty (30) days prior to a layoff. When there is a layoff in a given position classification in a department, and the person selected for layoff has previously performed work in a different classification, the City shall determine (using the same factors stated above) whether bumping should occur.

Employees shall be recalled from layoff in inverse order of layoff, assuming the employee meets the minimum qualifications of the job opening which is available. A person shall be eligible for recall from layoff for two years from the date of layoff.

All bargaining unit vacancies shall be sent via certified mail to employees on the recall list and said employees shall have five (5) working days from receipt to respond. Employees must keep the City informed of their current address. Any employee recalled shall be reinstated with full seniority credit for previous time employed with the City. Benefits not cashed out by the employee shall be reinstated along with accrual rates at the time of layoff. Seniority shall terminate upon resignation, retirement or discharge other than layoff, unless rehired (at the City's discretion) within the bargaining unit within a six (6) month period.

If it is determined to fill a bargaining unit vacancy through an outside posting, any bargaining unit employee who meets the minimum qualifications and applies shall be allowed to compete in the hiring process and shall remain in the pool of applicants through the initial interview.

ARTICLE XIII - WAGES

A. Effective January 1, 2018, the wage rates set forth in Appendix A will be increased by 2.9 percent.

B. Effective January 1, 2019, the 2018 wage rates will be increased by 90 percent of the First Half 2018 Seattle/Tacoma/Bremerton CPI - W (this semi-annual index will be released in August 2018), subject to a minimum increase of 1.5 percent and a maximum increase of 6.0 percent.

C. New employees shall be hired at no higher than Step 2 of the advertised classification plan.

D. All employees shall receive a step increase attributed to their classification within the pay plan on the annual anniversary date or date of their last promotion upon evidence of satisfactory performance including required certifications and licenses.

E. The City may award employees exceptional performance pay. Such pay may be awarded for exceptional performance which saves the City money or otherwise furthers the principles established in the City's vision statement. The maximum award shall be an amount up to the equivalent of a step increase for that employee. Nominations may be made either by the team leader or by another employee in the bargaining unit who has knowledge of any employee's exceptional performance. All such nominations shall be submitted directly to the Department Director. Such a nomination shall be supported by appropriate documentation. The City Manager shall ultimately decide whether an award will be made.

ARTICLE XIV - HOLIDAYS

A. The following holidays shall be recognized and observed in accordance with RCW 1.16.050:

New Year's Eve (half day- only when it falls on a regular work day*, see Section G below)
New Year's Day
Martin Luther King Day
Presidents' Day
Memorial Day
Independence Day
Labor Day
Veterans' Day
Thanksgiving Day
Thanksgiving Friday
Christmas Eve (half day- only when it falls on a regular work day[1], see Section G below)
Christmas Day
Floating Holiday (Employee's choice)

Except as otherwise noted for half-day holidays, when a holiday falls on a Saturday, the preceding Friday shall be observed as the holiday, when a holiday falls on a Sunday, the following Monday shall be observed as the holiday.

B. An employee required to work on a holiday shall be paid time and one-half of his/her regular straight-time rate of pay plus eight hours holiday pay at his/her regular straight- time rate of pay.

C. In order to qualify for pay on such holiday, the employee must have worked a full day on the last day of his/her regularly scheduled workday prior to such holiday and a full day on his/her regularly scheduled workday following such holiday unless absent because of a bona fide illness or injury or on bona fide approved paid leave. The Employer may request a doctor's certificate or other verification of such illness from an employee.

D. If a holiday falls on an employee's regular day off an extra day shall be granted to that employee. This extra day shall be taken on the scheduled work day nearest to the day of the Holiday.

E. To be eligible for a floating holiday, an employee must have been employed for at least four continuous months, and have submitted a request to his/her immediate supervisor two weeks prior to the date required.

F. Employees who would otherwise be entitled to a holiday but are on leave without pay will receive compensation for the holiday provided the employee has been or will be on pay status ten working days during the month (not counting the holidays) and the leave of absence without pay has been granted for no more than four days.

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[1] The half-day holiday will not be observed the Friday before when the half-day holiday falls on a Saturday, nor shall the holiday be observed the Monday after when the half-day holiday falls on a Sunday.

G. The parties recognize that key positions must be filled during regular work hours on holidays. To avoid unnecessary overtime and holiday pay by requiring some personnel to work the entire day to cover shifts, the parties agree that employees working in key positions that must be filled during regular work hours may request one of the following scheduling options:

1. An employee may work a full shift on both half-day holidays and will receive a floating full day holiday that can be carried over to the following year (but will expire if not used by December 31st of that year). The employee will not receive holiday pay for working the full shift on both half-day holidays.

2. An employee may work a full shift on one of the half-day holidays and take the other half-day holiday as a full day holiday. For instance, an employee working a full eight (8) hour shift on Christmas Eve day would be permitted to take the entire New Year's Eve day as a holiday, and vice versa. The employee will not receive holiday pay for working the full shift on one of the half-day holidays.

3. Provided the City memorializes the two half-day holidays on Christmas Eve and New Year's Eve, the provisions in this Section G shall be removed; additionally, Article XVII, Section C shall be amended to provide that employees shall receive an additional four (4) hours of personal leave, for a total of 28 annual hours.

The City will determine which key positions must be filled and the hours for which those positions will be filled. The City will work with employees to try to accommodate all requested scheduling options. However, if an employee's requested scheduling option will leave a key position unfilled for part of the regularly scheduled work day, the City reserves the right to reject a request and schedule employees in a manner that fills all key positions while attempting to fulfill employees' scheduling requests. When possible, any scheduling conflicts created by employees' requests will be resolved by giving the more senior employees' requests priority.

ARTICLE XV - VACATIONS

A. Vacations - Vacations with pay shall be provided for all full-time employees in accordance with the following schedule:

UPON COMPLETION OF PAID VACATION DAYS:

6 months	6 working days
1 year - 5 years	12 working days per year
6 years - 10 years	15 working days per year
11 years - 15 years	18 working days per year
16 years - 19 years	21 working days per year
20 years plus	24 working days per year

B. Vacation Accrual - An employee is eligible to take a vacation after completing six months of continuous service. Vacation may be allowed up to the limit of the amount credited retroactive to date of employment. An employee will earn one full day of credit for the month

he/she begins employment if the date of hire is between the 1st and I0th of the month; one-half day if he/she begins between the 11th and 20th; and none after that.

C. Vacation Carryover - On December 31 of each year, employees shall be able to carry over to the following year up to 240 hours of vacation time. Vacation time in excess of 240 hours each year must be used prior to December 31st cashed out of carried over

D. According to the following procedure for special circumstances. The employee shall be able to request additional vacation above 240 hours to be carried over. The request shall be submitted to the Team Leader and the Team Leader will take the request to the Department Director with a recommendation for approval or disapproval. The Director shall make the final decision on vacation carryover above 240 hours.

E. Vacation Pay Out - After six (6) months of continuous service, an employee who leaves the employment of the Employer is eligible for a vacation pay out, provided he or she has given at least two weeks' notice in the case of voluntary resignation. Under unusual circumstances, the City Manager may waive the notice requirement. Payment of accrued vacation will be based upon vacation leave not taken to date of separation, not to exceed 240 hours. In case of death, compensation for accrued unused vacation credits shall be paid, in the same manner, to the beneficiaries.

F. Vacation Requests - On or before the 1st of April of each year, the Employer shall post a list on which the employees shall designate the dates they wish to apply to their vacation period. The list shall be posted until the 15th of April. In the event there is a conflict in dates requested, seniority shall apply. Notification of approved or rejected vacations shall then be provided within one week. After the dates have been approved, no person can be bumped by a more senior employee unless by mutual agreement.

The Employer retains the right to approve vacation requests in a manner that will least interfere with work demands. After April 15th of each year, requests shall be approved on a case by case basis. Vacation requests shall be responded to as soon as possible but not longer than two (2) weeks after submission.

G. Vacation Cash-Out - After five (5) years of service, an employee shall be able to annually cash out up to 40 hours of vacation time at their current rate of pay. After ten (10) years of service, an employee shall be able to annually cash out up to 100 hours of vacation time at their current rate of pay.

ARTICLE XVI - SICK LEAVE

A. Sick Leave - Full-time employees shall accumulate sick leave credits at the rate of eight hours for each completed month of service to a maximum of 960 hours. An employee will earn one full day of credit for the month he/she begins employment if the date of hire is between the 1st and 10th of the month, one-half day if he/she begins between the 11th and 20th; none thereafter during the initial month of employment.

1. Sick Leave Guidelines:

a. The purpose of sick leave is to afford all employees financial protection from time lost from work due to an illness or accident. Although sick leave is accrued on a monthly basis similar to vacation time, its intended use is not to provide for discretionary time off, but rather to help ensure the employee has accumulated sufficient sick time to cover time off when a real health problem arises.

b. Vacation and personal leave time can be taken (for sick leave as defined by this Article) when an employee has exhausted their sick leave bank.

c. An employee must notify his/her team leader of any absence prior to the commencement of his/her regular work period. This notification requirement may be waived by the Department Director upon showing of good cause. Failure to promptly notify may result in denial of sick leave pay. Authorized uses of sick leave are:

(1) Bona fide personal illness or physical incapacity resulting from an illness, injury or for the period of disability as a result of pregnancy.

(2) Illness or injury involving a person immediately related to the employee by blood, marriage or established foster relationship by way of familial connections.

d. Abuse of Sick Leave - Abuse of sick leave is defined as wrong or improper use. Abuse of sick leave will be evaluated on a case by case basis between the employee and his/her team leader and may result in disciplinary action. Some examples of sick leave use that could cause supervisors to be concerned of possible problems or abuse are:

(1) Pattern of sick leave use adjoining weekends, holidays, and vacation time.

(2) Consistently high sick leave use with no doctor's report, major disability, illness, or injury.

(3) Inability to provide a medical reason from a doctor if one has been requested by a team leader or Department Director.

2. Absence for part of a day for reasons in accordance with sick leave provisions shall be charged against accrued sick leave in one-half hour increments. Holidays and other regular days off shall not be charged against sick leave.

3. In any case where an employee shall be entitled to benefits or payments under the Worker's Compensation Act or similar legislation of the State of Washington or any other governmental unit, the Employer shall pay only the difference between the benefits and payments received by such employee and the regular rate of compensation that employee would have received from the Employer if able to work. The foregoing payment or contribution by the Employer shall be limited to the period of time that such employee has accumulated sick leave credits hereinabove specified.

However, no accrued sick leave shall be lost during the first month of such industrial disability (see Ordinance #37 1.102.10) or as subsequently amended in codification.

4. Wellness Incentive - Employees will receive the following Wellness Incentive:

Employees using less than 20% of their sick leave balance (and not more than 100 hours) as of the end of the year, receive 4 hours added to their vacation balance on January 1st.

Employees using less than 15% of their sick leave balance (and not more than 75 hours) as of the end of the year, receive 8 hours added to their vacation balance on January 1st.

Employees using less than 10% of their sick leave balance (and not more than 50 hours) as of the end of the year, receive 12 hours added to their vacation balance on January 1st.

Employees using less than 5% of their sick leave balance (and not more than 25 hours) as of the end of the year, receive 14 hours added to their vacation balance on January 1st.

Employees using no sick leave during the calendar year receive 18 hours added to their vacation balance on January 1st.

Part-time employees receive the same wellness incentive on a pro-rated basis.

B. Bereavement Leave - In the event of a death in the immediate family, at the employee's request, three days off with pay shall be granted to attend the funeral. Additional time off may be granted up to a maximum of five days for such leave to be applied to accrued unused sick leave upon approval of the Department Director. Immediate family shall be defined as spouse/domestic partner, children, parents, siblings, grandparents, grandchildren or spouse's/domestic partner's said relations. However, under unusual circumstances, the Department Director may more broadly construe this definition as it applies to this section to other persons living within the employee's household; or others related to the employee by blood or marriage, or to established foster relationships having attributes of familial ties.

C. Family Leave - The City shall abide by all state and federal law regarding Family Leave. Employees on Family Leave shall be required to use accrued sick leave but shall have the option of using any other paid leaves or unpaid leaves after exhaustion of any sick leave balances. The family medical leave begins once the employee is absent, whether scheduled or unscheduled, for ten (10) working days. Specific information regarding all leaves will be available through the Human Resources Department.

ARTICLE XVII - OTHER LEAVES

A. Jury Duty - Time off with pay will be granted for jury duty to regular full-time employees. The employee shall be paid their regular salary, but must submit the fees received for such service to the Payroll department. The employee must give the Employer prompt notice of the call for jury duty.

B. Subpoena - Appearance before a court, at a deposition, legislative committee or quasi- judicial body as a witness in response to a subpoena or other directive shall be approved as authorized leave with pay, unless the matter involves the employee as a party or petitioner. The employee shall be paid their regular salary, but must submit the fees received for such service to the Payroll department. This section shall not apply to any proceedings called for under Article IX, except that the Union shall be entitled to subpoena one (1) witness with pay for an issue resolution hearing.

C. Personal Leave - Each regular full-time employee is given credit for three (3) days (24 hours) of personal leave at the beginning of each calendar year. Personal leave is intended to be used in segments of no less than½ day (4 hours). The request for personal leave needs no reason or explanation, but will be approved by the team leader prior to use. In the event of an unforeseeable occurrence, an employee may request the immediate use of personal leave. Employees may be required to share the reason for the absence with his or her team leader when using personal leave to cover an unforeseeable occurrence. New hired employees hired between January 15th and June 30th shall receive fifty percent (50%) of their personal leave to use after completion of their first six months of their probationary period. New hired employees hired after June 30th shall receive no personal leave days for the first calendar year of employment.

D. Personal Leave Cash-Out - An employee with more than three (3) years seniority may cash out his/her personal leave days annually.

ARTICLE XVIII - INSURANCE

A. Health Insurance - The Employer shall pay 100% of the monthly premium after a required employee premium-share payment of $10.00 for eligible employees and 75% of the monthly premiums for an employee's eligible dependents for the Association of Washington Cities (AWC) - Regence Blue Shield Health First 250 or HDHP Medical Plan or the Kaiser Permanente (Group Health) 200 or HDHP Medical Plan and Washington Dental Service Plan E or Willamette Dental. The employee shall be responsible for an initial premium-share payment of $10.00 and 25% of dependent premiums.

1. Beginning with the effective date of the change to the AWC Regence Blue Shield Health First 250 Medical plan or the Kaiser Permanente 200 Plan, the Employer shall contribute one hundred (100.00) dollars per month to each employee's VEBA trust account.

2. Beginning with the effective date of the change to the AWC Regence Blue Shield High Deductible Health Plan or the Kaiser Permanente HDHP, the Employer shall contribute three hundred (300.00) dollars per month to each employee's VEBA trust account.

3. Opt out of medical coverage. Employees who waives the right to obtain medical insurance through the city and who provides proof of credible coverage through his/her spouse or other source shall be entitled to receive 50% of the premiums that would be paid by the city, contributed to their HRA-VEBA account. (Examples – (1) Employee plus spouse would receive an amount equal to 50% of the premiums for him/her and his/her spouse minus the 25% employee contribution for the

dependent. (2) Employee with two children and spouse would receive 50% of the equivalent of those premiums, minus the 25% employee contribution for dependents).

4. The Employer shall pay 100% of the monthly premium for vision insurance for an employee and their covered dependents under AWC - Vision Services Plan (VSP) Low Option Plan.

5. The City may make certain changes to the health care plan mandated by the healthcare provider. The City may reopen the Agreement for the limited purpose of obtaining changes necessitated by state or federal health care reform.

In recognition of the impacts of possible future rate increases during the time of this Agreement, the Employer commits to work diligently to explore programs and strategies to decrease costs while maintaining benefits levels, where possible. If, as a result of these efforts, positive improvements are implemented for non-represented employees, the Employer commits to extending the same cost benefits to AFSCME employees as well.

B. Worker's Compensation - The Employer shall provide Worker's Compensation or equivalent for all employees covered by this Agreement.

C. Life and Long-Term Disability - The Employer shall provide employees of this bargaining unit with the same Long-Term Disability Insurance, Accidental Death and Dismemberment, and Term Life Insurance as is provided to non-represented employees.

ARTICLE XIX - MISCELLANEOUS PROVISIONS

A. Retirement - All eligible employees shall be covered under the Public Employees' Retirement System.

B. Rain Gear - One set of rain gear (jacket, pants and rubber boots) will be furnished to each employee required to work outdoors in inclement weather, every twenty-four (24) months, unless the rain gear is destroyed through work activities. The City reserves the right to determine the brand of rain gear to be provided. When an employee leaves the employ of the City, regardless of reason, the employee must return the rain gear to the City.

C. Boots & Clothing Allowance - The City will provide a combined annual boot and clothing allowance on a reimbursement basis of up to $450 for all AFSCME field employees. Administrative AFSCME employees are not eligible for such reimbursement unless their position requires working in the field. Unused amounts up to two hundred dollars ($200) may be carried over from 2012 to 2013 (for a maximum of $650). Beginning in 2014, unused amounts up to one hundred dollars ($100) may be carried over to a subsequent year (for a maximum of $550). All purchases from non-City contracted vendors must be consistent with the AFSCME contract and will require submittal of an itemized receipt. Employees must complete a City of Mercer Island AFSCME Uniform Employee Reimbursement Request Form approved by the Employee's Supervisor and Department Director prior to reimbursement.

Employees shall use the "Uniform Menu" approved for their department for ordering clothing pursuant to this allowance. To ensure compliance with City policies, field employees are required to wear at least one item of clothing that has the City's logo visible at all times. Non-field employees that work in positions visible to the public may request and will be provided, at no charge, clothing with a visible City logo as approved by the Department Director. All purchases from non-City contracted vendors must be consistent with the AFSCME contract and will require submittal of an itemized receipt.

D. Commercial Drivers License - The City will cover the cost for the physical and commercial drivers license (CDL) certifications for those employees the City requires to have a CDL qualified license. The minimum required CDL is Class B with an air brake endorsement. Employees may be required by the City to have a tanker endorsement.

1. The City may select any doctor/clinic of its choice to perform the CDL physical.

2. The physical and CDL testing will be conducted on City time. However, should an employee fail the CDL test, the retake of the test is at the employee's expense and on the employee's time.

E. Certifications - The City will pay for all certifications required to meet qualification for a specific position held by the employee. Upon approval of the appropriate team leader, the City agrees to pay for additional certifications.

ARTICLE XX - TERM OF AGREEMENT

This Agreement shall be in effect from 12:01 a.m. January 1, 2018, until 11:59 p.m. December 31, 2019. The parties intend that this Agreement shall replace the existing labor spirit of the Agreement which describes our new relationship and to continue the pay matrix plan beyond the term of this Agreement. We recognize that there will be good faith bargaining on benefits and other issues at the end of the term to which we have agreed.

Any provision of the Agreement invalidated by law or governmental proclamation is severable and negotiable and shall not affect the validity of other provisions of this Agreement. The Agreement continues in effect during good faith bargaining.

The City and Union agree the Employee Handbook shall apply to Union members, to the extent it is not inconsistent with this Agreement. In the event of a conflict, the Agreement shall prevail.

Signed this _____ day of _____, 2017.

FOR THE UNION:

_____
David Henderson
Local #21-M President

_____
Michael Rainey
AFSCME AFL-CIO Staff Representative

FOR THE CITY:

_____
Julie Underwood
City Manager

ATTEST:

_____
Allison Spietz
City Clerk

APPROVED AS TO FORM:

_____
Kari Sand
City Attorney

2018 AFSCME PAY SCALE - Appendix A

Work 40 hours per week; 2088/year
2017 COLA = 2.1%

Public Works & Parks Maintenance Employees

JOB TITLE	*2018* STEP 1 Entry Level	*2018* STEP 2 12 mos	*2018* STEP 3 24 mos	*2018* STEP 4 36 mos	*2018* STEP 5 48 mos
Park Maint Team Member **Right of Way Team Member** **Water Services Specialist** **Utility Team Member**	$ 28.96	$ 30.40	$ 31.60	$ 32.87	$ 34.19
CRT Technician	$ 30.09	$ 31.60	$ 32.86	$ 34.19	$ 35.55
Fleet Mechanic	$ 31.59	$ 33.19	$ 34.51	$ 35.89	$ 37.33
Team Generalist	$ 33.20	$ 34.85	$ 36.25	$ 37.70	$ 39.20
Foreman	$ 35.85	$ 37.63	$ 39.15	$ 40.71	$ 42.33

AFSCME Administrative Employees

Positions					
Admin Asst's					
Customer Service Rep	$ 25.32	$ 26.32	$ 27.39	$ 27.91	$ 28.48
Accounts Payable Clerk	$ 27.27	$ 28.37	$ 29.50	$ 30.09	$ 30.71
Administrative Assistant	$ 27.57	$ 28.69	$ 29.82	$ 30.42	$ 31.03
Technicians					
Building Inspector	$ 34.68	$ 36.08	$ 37.51	$ 38.25	$ 39.03
Code Enforcement Officer	$ 33.71	$ 35.07	$ 36.47	$ 37.20	$ 37.95
Electrical/Building Inspector	$ 36.28	$ 37.74	$ 39.24	$ 40.02	$ 40.83
MICEC Custodian	$ 21.57	$ 22.47	$ 23.41	$ 23.88	$ 24.37
Permit Technician	$ 24.60	$ 25.57	$ 26.61	$ 27.13	$ 27.67
Permit Coordinator	$ 29.76	$ 30.94	$ 32.19	$ 32.84	$ 33.49
Permit Center Supervisor I	$ 36.30	$ 37.75	$ 39.26	$ 40.05	$ 40.84
Permit Center Supervisor II	$ 37.92	$ 39.45	$ 41.02	$ 41.84	$ 42.67
Senior Electrical/Building Inspector	$ 39.55	$ 41.15	$ 42.79	$ 43.63	$ 44.51
Utilities Inspector	$ 36.30	$ 37.75	$ 39.26	$ 40.05	$ 40.84
Water Quality Technician	$ 36.30	$ 37.75	$ 39.26	$ 40.05	$ 40.84

Employees move through the pay scale every 12 months by "meeting" performance expectations.

BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND, WA

AB 5365
December 5, 2017
Regular Business

2017 COMPREHENSIVE PLAN AMENDMENTS AND ACCOMPANYING ZONING CODE AMENDMENTS	**Proposed Council Action:** Adopt Ordinance No. 17-23 and Ordinance No. 17C-24, adopting the 2017 Comprehensive Plan Amendments and accompanying zoning amendments.

DEPARTMENT OF	Development Services Group (Evan Maxim)
COUNCIL LIAISON	n/a
EXHIBITS	1. Ordinance No. 17-23 with Attachment "A" 2. Ordinance No. 17C-24 with Attachment "A"
2017-2018 CITY COUNCIL GOAL	n/a
APPROVED BY CITY MANAGER	

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

SUMMARY

In November 2016, the City Council adopted Resolution No. 1526, which established the 2017 Comprehensive Plan Amendment docket for review and recommendation by the Planning Commission. The Planning Commission initiated their review of the 2017 Comprehensive Plan Amendments on August 16, 2017, conducted a study session on September 27, 2017, and held a public hearing, deliberated, and made their recommendation to the City Council on October 4, 2017.

Since the passage of Resolution No. 1526, three docket items were eliminated as proposed Comprehensive Plan Amendments. Specifically, the “placeholder” docket items for the residential development standards code amendment and the Mercer Island Center for the Arts (“MICA”) have been withdrawn. The third docket item, the update to Appendix C to reflect the Mercer Island School District Capital Facilities Plan (“MISD CFP”), is not necessary, as the Comprehensive Plan automatically adopts the MISD CFP as amended yearly.

On October 17, 2017, the City Council conducted the first reading of the proposed ordinances adopting the 2017 Comprehensive Plan amendments (Exhibit 1) and accompanying zoning code amendments (Exhibit 2), along with the Planning Commission and Staff recommendation (reference Agenda Bill 5352). Following review, the City Council scheduled second reading and adoption for December 5, 2017.

2017 COMPREHENSIVE PLAN AMENDMENTS

The proposed 2017 Comprehensive Plan amendments (Exhibit 1) include the following items:

- The proposed amendments to the text of the Comprehensive Plan include:
  A) An update to the "Introduction" to reflect the recently adopted (2016) Comprehensive Plan amendment process;
  B) Delete Appendix B, which contained redundant and out of date language; and
  C) Adopt a new policy supporting a trail from the south end of Luther Burbank Park to the I-90 Lid Connector Trail.

- The proposed land use map amendments include:
  A) A change to the land use designation from "Public Facility" to "Park" for a portion of property located to the west of the Mercer Island Community and Event Center known as Kite Hill; and,
  B) The proposed Cohen amendment to change the land use designation from "Linear Park (I-90)" to "Town Center" for a portion of City-owned property located on the southwest corner of the intersection of 76th Avenue SE and SE 24th Street.

REZONE AND ZONING CODE AMENDMENTS

The proposed Cohen amendment to the land use map in the Comprehensive Plan is accompanied by a request to rezone the City-owned property located on the southwest corner of the intersection of 76th Avenue SE and SE 24th Street from "P - Public Institution" to "TC – Town Center" and update related maps and figures within chapter 19.11 Mercer Island City Code (see Exhibit 2). The "P – Public Institution" zoning designation reflects the regulatory implementation of the current land use designation of "Linear Park (I-90)"; the proposed "TC – Town Center" zoning designation will provide for the regulatory implementation of the proposed "Town Center" land use designation.

FIRST READING

The Planning Commission has recommended adoption of all the proposed 2017 Comprehensive Plan amendments, except for the proposed Cohen Comprehensive Plan and accompanying re-zone and code amendments. Staff recommends approval of all the proposed amendments, including the proposed Cohen amendment; the rationale for both recommendations was included in Agenda Bill 5352. Following review by the City Council, all the proposed 2017 Comprehensive Plan amendments and accompanying re-zone and code amendments were advanced to second reading on December 5, 2017.

RECOMMENDATION

Planning Manager

MOVE TO: Adopt Ordinance No. 17-23 and Ordinance No. 17C-24, adopting the 2017 Comprehensive Plan Amendments and accompanying zoning amendments.

CITY OF MERCER ISLAND
ORDINANCE NO. 17-23

AN ORDINANCE OF THE CITY OF MERCER ISLAND AMENDING THE MERCER ISLAND COMPREHENSIVE PLAN INTRODUCTION, LAND USE ELEMENT, APPENDIX B, AND LAND USE MAP DESIGNATION OF CERTAIN PROPERTIES WITHIN THE CITY LIMITS OF MERCER ISLAND AS SPECIFICALLY DESCRIBED BELOW.

WHEREAS, in compliance with the Washington State Growth Management Act, chapter 36.70A RCW, the City of Mercer Island adopted a Comprehensive Plan in 1994 and has amended the plan on several occasions since that time; and

WHEREAS, in accordance with RCW 36.70A.130, an adopted Comprehensive Plan shall be subject to continuing evaluation and review, and the 2017 Mercer Island Citizen Comprehensive Plan Amendment Process is the annual amendment process authorized under RCW 36.70A.130(2)(a); and

WHEREAS, in accordance with RCW 36.70A.140, the City sought community participation in the 2017 Citizen Comprehensive Plan Amendments by placing a series of legal advertisements in August of 2016 notifying residents, business owners and interested parties of the ability to submit amendments to the Mercer Island Comprehensive Plan; and

WHEREAS, the deadline for submittal was October 3, 2016, and eight Comprehensive Plan amendment requests were submitted; and

WHEREAS, pursuant to RCW 36.70A.120(2)(b), all proposals that were submitted are being considered concurrently so the cumulative effect of the various proposals can be ascertained, and

WHEREAS, the City has met all applicable public notice requirements for said Comprehensive Plan Amendments according to chapter 19.15 of the Mercer Island City Code ("MICC");

WHEREAS, state agencies received notice of the City's proposed Comprehensive Plan Amendments on October 3, 2017, and no formal comments were received; and

WHEREAS, the City issued SEPA Threshold Determinations of Non-Significance (DNS) for the respective amendments on August 21, 2017; and

WHEREAS, the Planning Commission held the required public hearing on October 4, 2017, and recommended approval of the proposed text and one of the proposed map amendments to the Comprehensive Plan based on the review criteria of MICC 19.15.020(G)(1); and

WHEREAS, the Planning Commission did not recommend approval of the proposed map amendments to the Comprehensive Plan related to a City-owned property on the southwest corner of SE 24th Street and 76th Avenue SE. The Planning Commission recommended that the Council direct the Commission to continue reviewing this proposed amendment in 2018 and provide additional direction on the goals for future potential uses, including a gateway to Town Center, consistent with the City's Comprehensive Plan; and

WHEREAS, the City Council considered the proposed Comprehensive Plan Amendments on October 17, 2017 (first reading) and again on December 5, 2017 (second reading);

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MERCER ISLAND, WASHINGTON, DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. **Comprehensive Plan Land Use Map Amendments.** The amendments to the Mercer Island Comprehensive Plan Land Use map, as set forth in Attachment A to this ordinance, are hereby adopted, as follows:

The westerly portion of 8236 SE 24th Street designated in Attachment A shall be designated as "Park"; and

The City of Mercer Island-owned property located on the southwest corner of the intersection of 76th Avenue SE and SE 24th Street in Attachment A shall be designated as "Town Center."

Section 2. **Amendments to the Mercer Island Comprehensive Plan Introduction.** The subsections entitled "Amending the Comprehensive Plan" and "Process for Amending the Comprehensive Plan" are hereby amended as follows:

Amending the Comprehensive Plan

The Comprehensive Plan is a dynamic document because it is based on community values and an understanding of existing and projected conditions and needs, all of which continually change. The city ~~should~~ plans for change ~~by establishing~~ through the established, formal procedures for regularly monitoring, reviewing and amending the Comprehensive Plan.

The Comprehensive Plan also represents an integrated statement of policies, consistent with regional plans and based on a broad perspective developed over many months of wide spread public involvement. Amendments to the plan should be done carefully with a view toward maintaining the internal consistency and integrity of the document.

The process for amending the Mercer Island Comprehensive Plan is established in chapter 19.15 of the Mercer Island City Code (MICC), consistent with the provisions of WAC 365-195-630. ~~WAC 365-195-630 requires that each jurisdiction establish a process for amending the Comprehensive Plan.~~ WAC 365-195-630~~It~~ also states that plan amendments cannot be considered more frequently than once a year except in an emergency, and that all proposed amendments in any year must be considered concurrently so that the cumulative effect of the changes can be considered.

~~**Process for Amending the Comprehensive Plan.**~~

~~1. In January of each calendar year, the Planning Commission shall prepare an annual report to the City Council on the status of the plan and progress made in implementation.~~
~~2. Any requests for a Comprehensive Plan amendment shall be submitted to the Planning Commission by June of each year and action taken by the City Council by the end of the calendar year.~~
~~3. Amendments to the Comprehensive Plan shall follow the notice and hearing requirements specified for adoption of the plan.~~

Section 3. **Amendments to the Mercer Island Comprehensive Plan Land Use Element.** The "Parks and Open Space Policies" section is hereby amended as follows:

GOAL 19 Continue to maintain the Island's unique quality of life through open space preservation, park and trail development and well-designed public facilities.

…

19.13 Pursue a trail lease agreement from the Washington State Department of Transportation to allow for the development of an I-90 Connector Trail to establish a pedestrian connection between Luther Burbank and Town Center.

Section 4. **Amendments to the Mercer Island Comprehensive Plan Appendix B.** Appendix "B" to the Mercer Island Comprehensive Plan is hereby repealed.

Section 5. **Severability.** If any section, sentence, clause, or phrase of this ordinance or any municipal code section amended hereby should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity of any other section, sentence, clause or phrase of this ordinance or the amended code section.

Section 6. **Publication and Effective Date.** A summary of this Ordinance consisting of its title shall be published in the official newspaper of the City. This Ordinance shall take effect and be in full force five days after the date of publication.

PASSED by the City Council of the City of Mercer Island, Washington at its regular meeting on the 5th day of December 2017 and signed in authentication of its passage.

CITY OF MERCER ISLAND

_____
Bruce Bassett, Mayor

Approved as to Form:

_____
Kari Sand, City Attorney

ATTEST:

_____
Allison Spietz, City Clerk

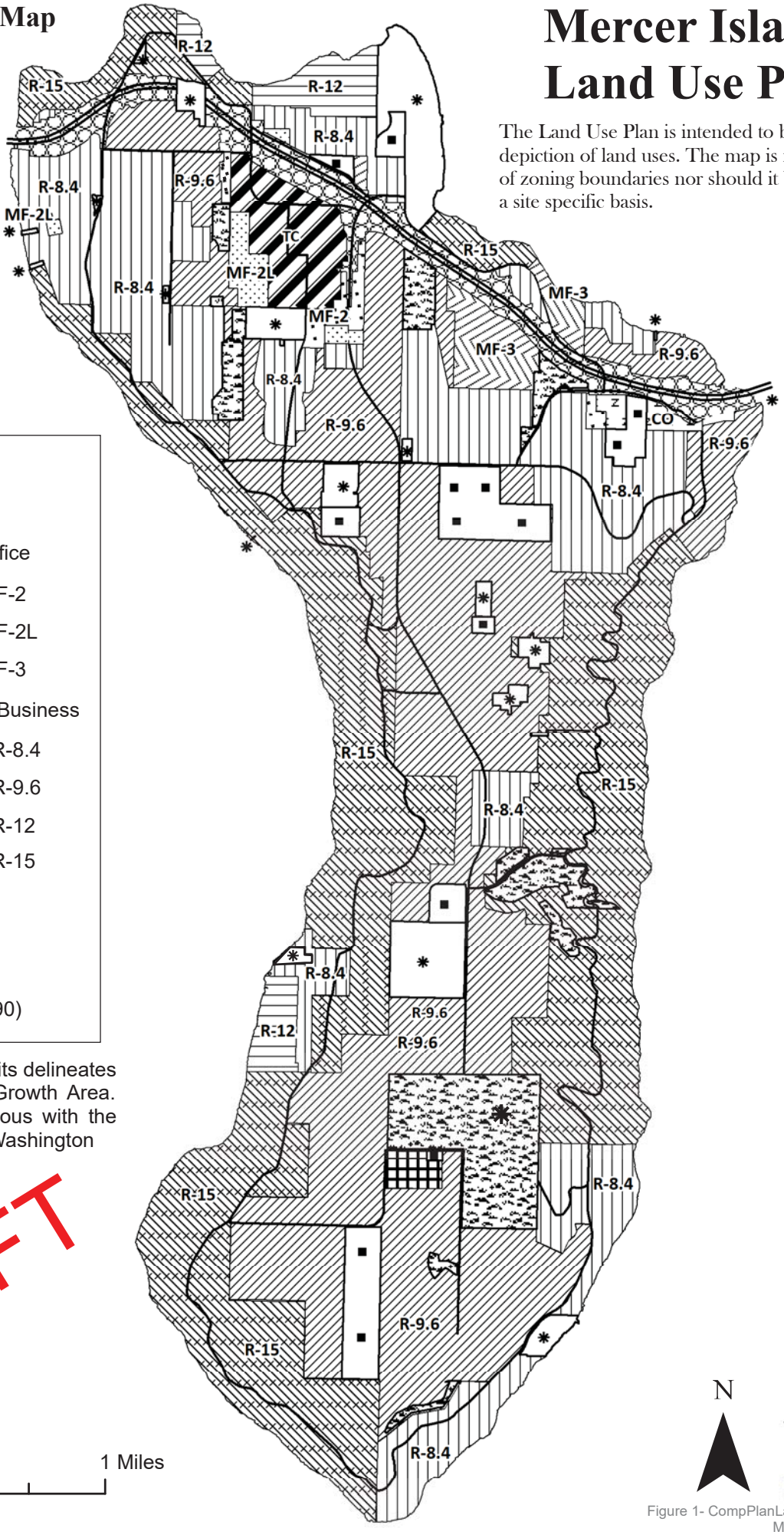
Date of Publication: _____

Figure 1- Land Use Map

ATTACHMENT A

Mercer Island Land Use Plan

The Land Use Plan is intended to be a generalized depiction of land uses. The map is not a description of zoning boundaries nor should it be interpreted on a site specific basis.



Legend

- Town Center
- Commercial Office
- Multi-Family MF-2
- Multi-Family MF-2L
- Multi-Family MF-3
- Neighborhood Business
- Single Family R-8.4
- Single Family R-9.6
- Single Family R-12
- Single Family R-15
- Public Facility
- Park
- Open Space
- Linear Park (I-90)

The Mercer Island City limits delineates the communities' Urban Growth Area. The City limits are contigous with the Mercer Island Lake Washington Shoreline.

DRAFT

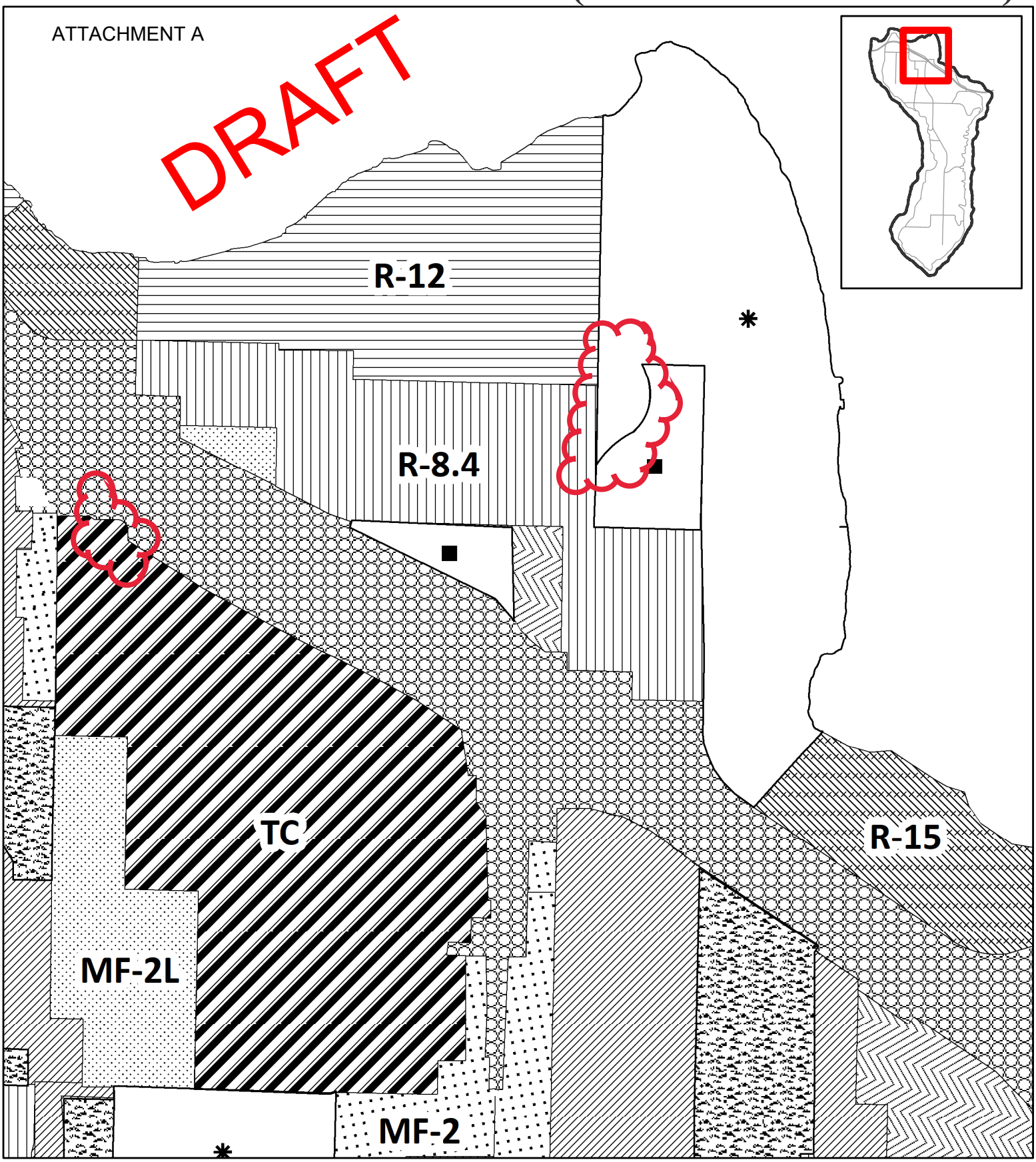
0 0.25 0.5 1 Miles

N

Information & Geographic Services

Figure 1- CompPlanLandUseMap2014.mxd
Map Created 8/25/2014

Mercer Island Land Use Plan (TC & Luther Burbank)



The Land Use Plan is intended to be a generalized depiction of and uses.
The map is not a description of zoning boundaries nor should it be interpreted on a site specific basis.

- Town Center
- Commercial Office
- Neighborhood Business
- Multi-Family MF-2
- Multi-Family MF-2L
- Multi-Family MF-3
- Single Family R-8.4
- Single Family R-9.6
- Single Family R-12
- Single Family R-15
- Public Facility
- Park
- Open Space
- Linear Park (I-90)

N

Information & Geographic Services

Map Date: 9/1/2017
BlowupArea- CompPlanLandUseMap2017.mxd

CITY OF MERCER ISLAND
ORDINANCE NO. 17C-24

AN ORDINANCE OF THE CITY OF MERCER ISLAND, WASHINGTON, AMENDING THE ZONING MAP (MERCER ISLAND CITY CODE, TITLE 19, UNIFIED LAND DEVELOPMENT CODE) DESIGNATION OF CERTAIN PROPERTIES WITHIN THE CITY LIMITS OF MERCER ISLAND AS SPECIFICALLY DESCRIBED BELOW, FROM P, PUBLIC INSTITUTION, TO TC, TOWN CENTER

WHEREAS, in compliance with the Washington State Growth Management Act, chapter 36.70A RCW, the City of Mercer Island adopted a Comprehensive Plan in 1994 and has amended the plan on several occasions since that time; and

WHEREAS, in compliance with the Washington State Growth Management Act, chapter 36.70A RCW, the City of Mercer Island has adopted a zoning code and map (Mercer Island City Code ("MICC"), Title 19, Unified Land Development Code); and

WHEREAS, the City Council has considered and desires to amend the Comprehensive Plan land use map designation of a certain city-owned property further described below from "Linear Park / I-90" to "Town Center"; and

WHEREAS, chapter 36.70A RCW requires the Comprehensive Plan and Unified Land Development Code to be consistent; and

WHEREAS, in the event the designation of additional parkland is required to offset the rezone and land use map amendment authorized by this Ordinance, then the portion of property known as Kite Hill, which is located to the west of the Mercer Island Community and Event Center at 8236 SE 24th Street and whose land use designation changed from "Public Facility" to "Park" pursuant to Ordinance No. 17-23 and Attachment "A" thereto, shall be counted towards the required parkland offset, if any; and

WHEREAS, the City has met all applicable public notice requirements for said Comprehensive Plan Amendments according to chapter 19.15 MICC;

WHEREAS, state agencies received notice of Mercer Island's proposed zoning and development regulation amendments on October 3, 2017, and no formal comments were received; and

WHEREAS, the City of Mercer Island issued SEPA Threshold Determinations of Non-Significance (DNS) for the respective amendments on August 21, 2017; and

WHEREAS, the Planning Commission held the required public hearing on October 4, 2017, and did not recommend approval of the proposed zoning map amendments at this time, based on the review criteria of MICC 19.15.020(G)(2). The Planning Commission recommended that the Council direct the Commission to continue reviewing the proposed amendments in 2018 and provide additional direction on the goals for future potential uses, including a gateway to Town Center, consistent with the City's Comprehensive Plan; and

WHEREAS, the City Council considered the proposed zoning map amendments on October 17, 2017 (first reading) and again on December 5th, 2017 (second reading);

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MERCER ISLAND, WASHINGTON HEREBY ORDAINS AS FOLLOWS:

Section 1. **Reclassification - Rezone.** The Mercer Island City Council hereby approves the amendment to the City's zoning map, as shown in Attachment A, by reclassification and rezone, from "P" to "TC", the real property legally described as:

That portion of public right-of-way conveyed to the City of Mercer Island through instrument #20000425001234, recorded with the King County Recorder's Office, State of Washington, and described in said instrument as "Parcel 7".

Section 2. **Severability.** If any section, sentence, clause or phrase of this ordinance or any municipal code section amended hereby should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity of any other section, sentence, clause or phrase of this ordinance or the amended code section.

Section 3. **Publication and Effective Date.** A summary of this Ordinance consisting of its title shall be published in the official newspaper of the City. This Ordinance shall take effect and be in full force five days after the date of publication.

PASSED by the City Council of the City of Mercer Island, Washington at its regular meeting on the 5th day of December 2017 and signed in authentication of its passage.

CITY OF MERCER ISLAND

_____
Bruce Bassett, Mayor

Approved as to Form:

_____
Kari Sand, City Attorney

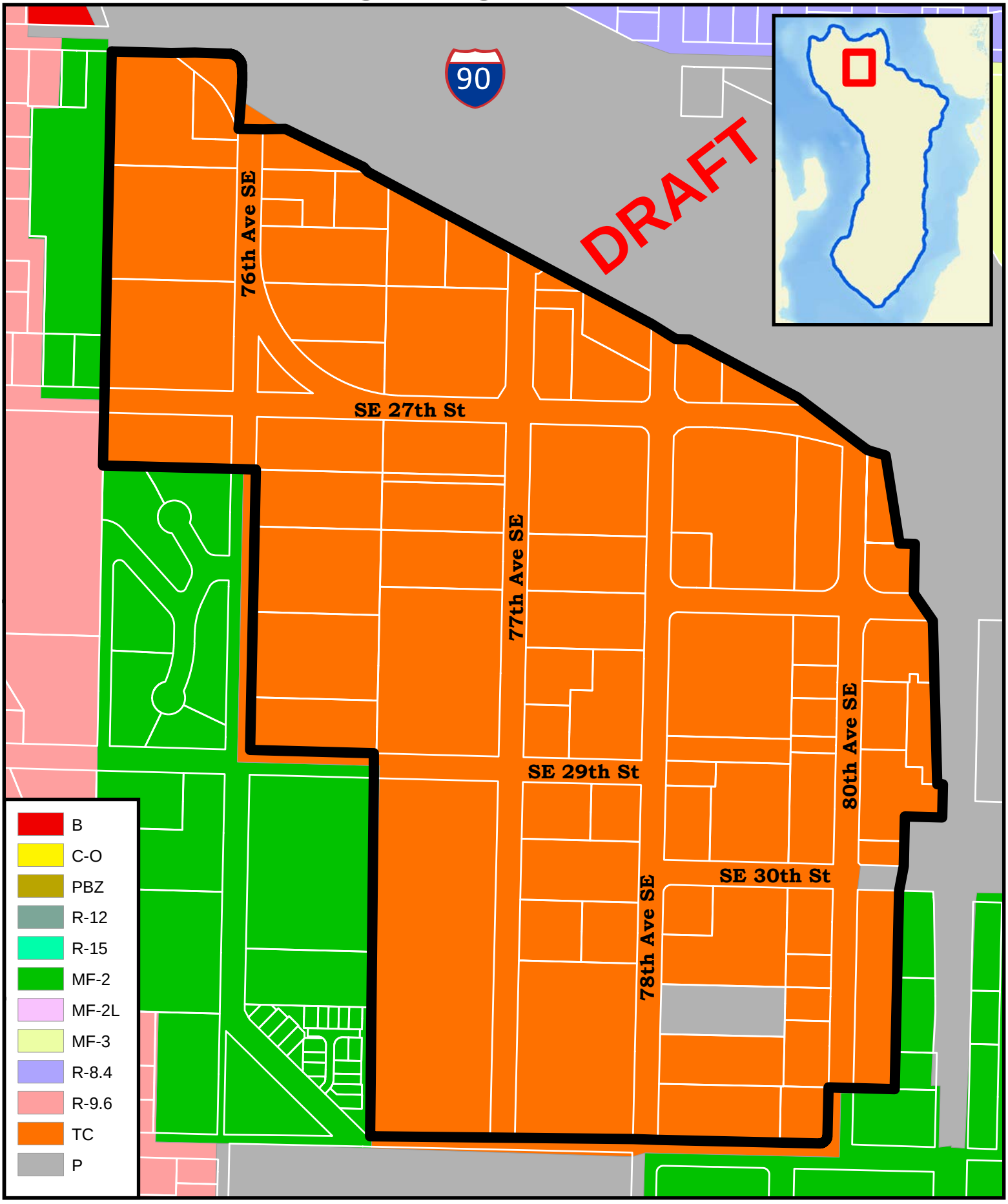
ATTEST:

_____
Allison Spietz, City Clerk

Date of Publication: _____

Zoning Change from P to TC

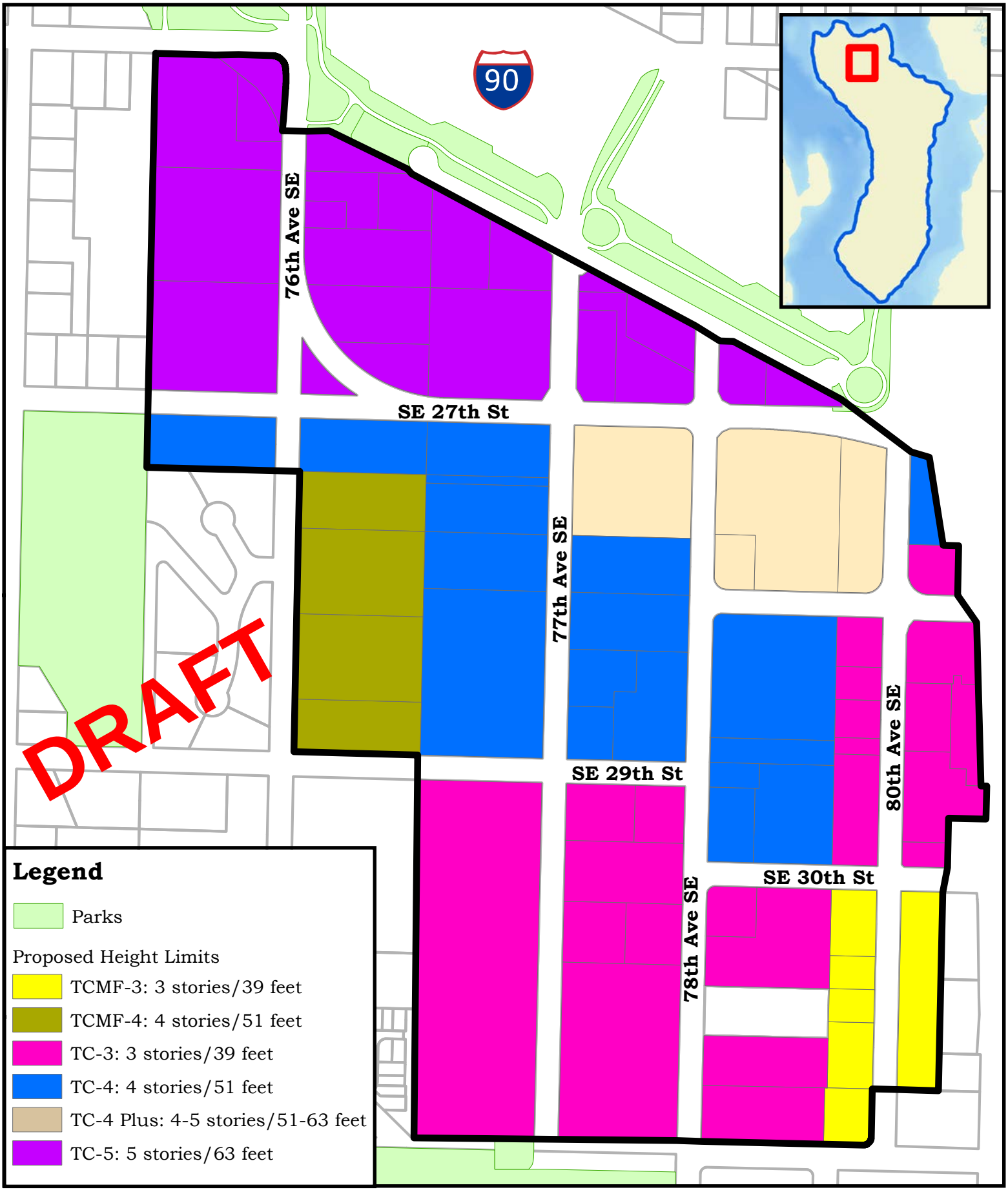
Attachment A



ZoningChangeP_to_TC.mxd Map Date: 8/22/2017

Information & Geographic Services

Mercer Island Town Center Maximum Building Height



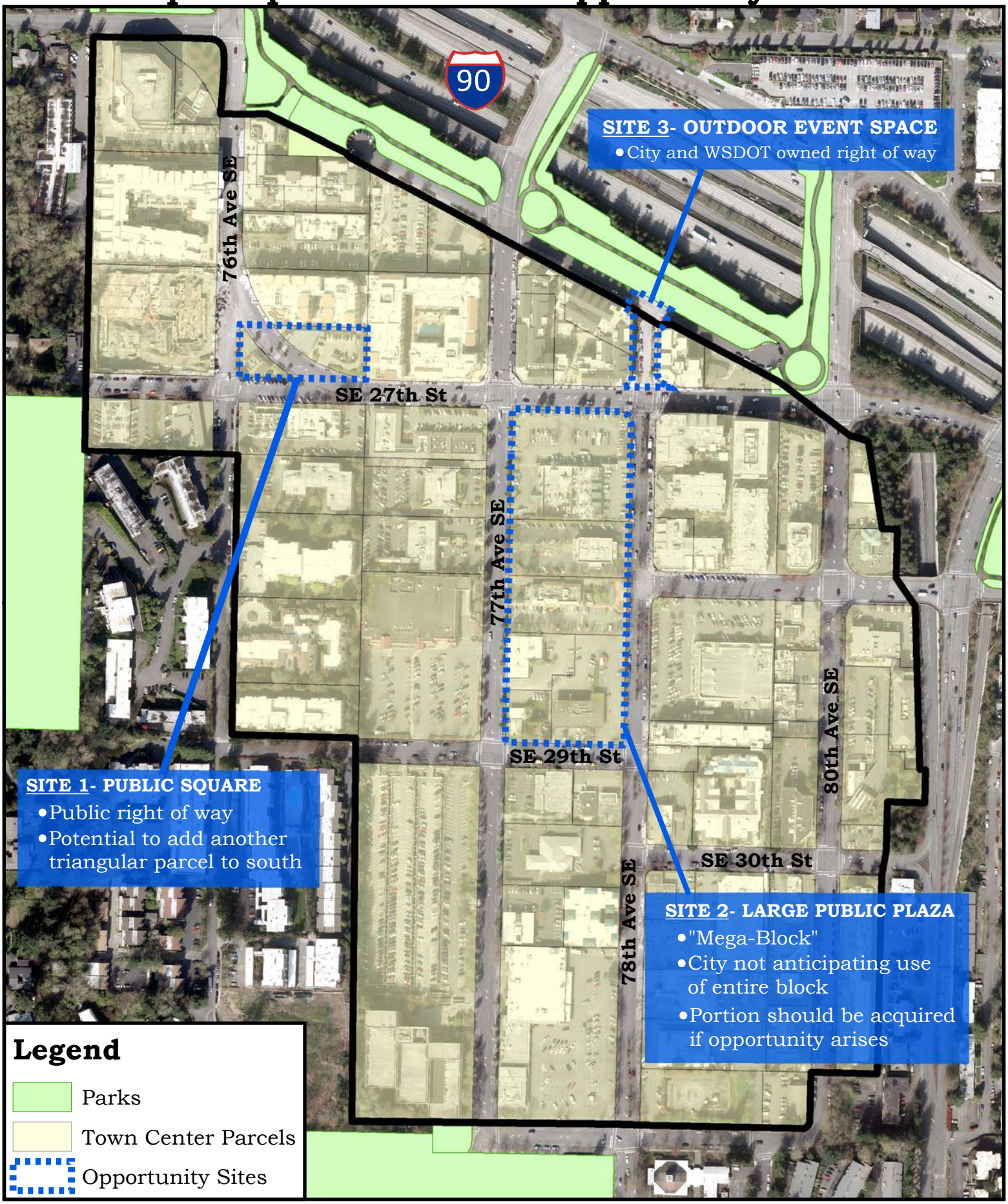
0 150 300 600 Feet

AB 5365
Exhibit 2
Page 11

TownCenterBuildingHeight2017.mxd Map Date: 10/9/2017

Information & Geographic Services

Open Space- Potential Opportunity Sites



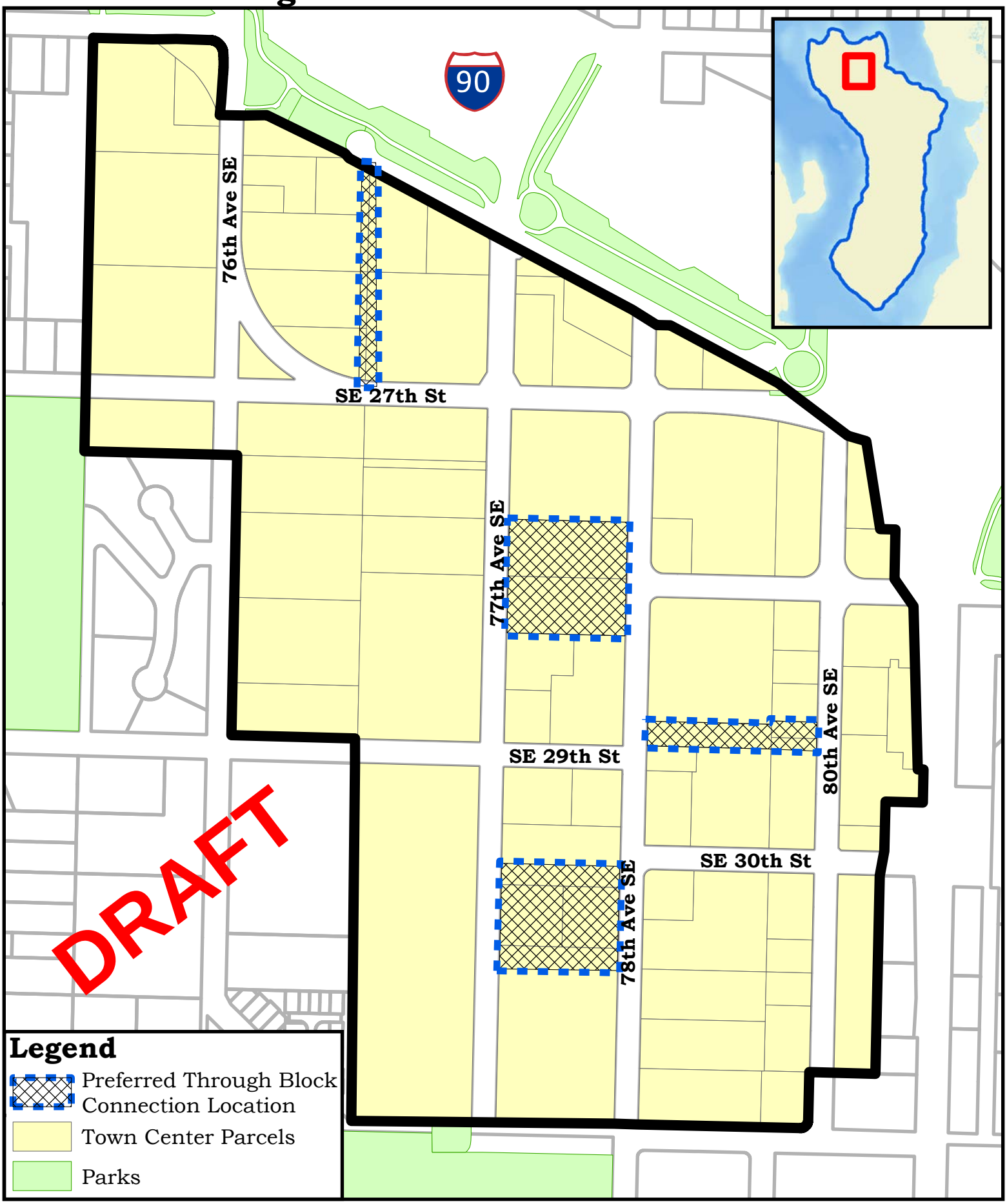
DRAFT

0 150 300 600 Feet

PotentialOpenSpaceSites2017.mxd Map Date: 9/1/2017

Information & Geographic Services

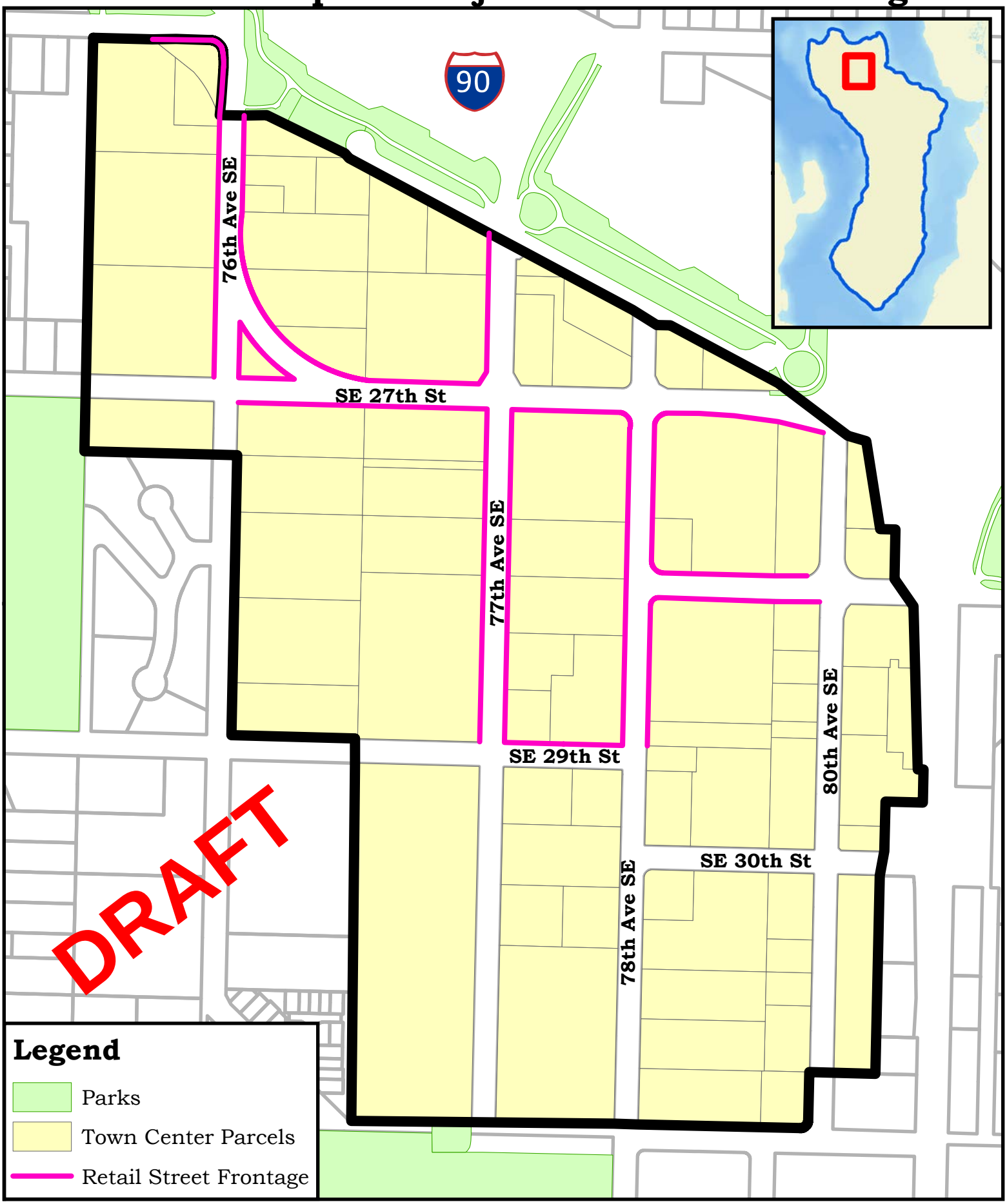
Preferred Through-Block Pedestrian Connection Locations



PreferredThroughBlockPedConnLocations.mxd Map Date: 8/22/2017

Information & Geographic Services

Retail Use Required Adjacent to Street Frontages



AB 5365
Exhibit 2
Page 14

RetailUseAdjacentToStreetFrontage2017.mxd Map Date: 8/22/2017

Information & Geographic Services

BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND, WA

AB 5367
December 5, 2017
Consent Calendar

CODE AMENDMENT TO UPDATE SCHOOL IMPACT FEES (2ND READING)	**Proposed Council Action:** Adopt Ordinance No. 17C-29 codifying and amending the School Impact Fee amounts.

DEPARTMENT OF	City Attorney (Bio Park)
COUNCIL LIAISON	n/a
EXHIBITS	1. Ordinance No.17C-29 2. Mercer Island School District No. 400 Six-Year Capital Facilities Plan 2017-2022 3. Additional School Impact Fee Calculations from MISD
2017-2018 CITY COUNCIL GOAL	n/a
APPROVED BY CITY MANAGER	

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

SUMMARY

The School impact fees are imposed on certain residential developments pursuant to chapter 19.17 MICC. The impact fees are collected by the City for the Mercer Island School District (District), and the amount of the impact fees is calculated and determined annually by the District in its six-year capital facilities plan (or an update thereto). Since they were first imposed in 2015, the City has collected $596,210.12 (through 10/31/17 and not including deferred payments) in school impact fees for the District.

In its most recently adopted six-year capital facilities plan, a copy of which is attached as Exhibit 2, the District has recalculated the amount of the impact fees to be imposed and collected by the City. Currently, the impact fees are $13,683.56 per Single Family Residence Unit and $3,391 per Multi-Family Unit. Under its most recent six-year capital facilities plan, the District is requesting the City to amend and lower the impact fees as follows: $6,978.19 per Single Family Residence Unit and $3,343 per Multi-Family Unit.

During the first reading of this agenda item on November 21, 2017, Councilmember Nice inquired why the School District had changed its fee, which appeared to be quite significant. Staff did follow up with District staff. The difference in fee is attributed to the projection of having fewer students attached to the permits in the time period in question than in previous years. The impact fee is a ratio driven fee and with a smaller percentage of permits being tied to students, the per student cost of additional capacity is prorated to a smaller amount than the prior year. As to the local share, the District has discretion to apply discounts to the impact fees. With the disparity in amount and number of fees collected between single-family and multi-family permits on the Island, discounts were deemed to not be necessary for the multi-family permits. The calculations behind the formula are attached as Exhibit 3.

School impact fees are calculated by the District, and the City does not have discretion to change the proposed impact fee amounts. Pursuant to the ILA between the District and the City, the City is responsible for timely updating its school impact fee schedule yearly upon receiving the District's new six-year capital facilities plan.

The City Attorney's Office is recommending that the impact fees, in addition to being included in the City's permit and impact fee schedule, be codified in MICC 19.17.070, so that the amount is specified clearly and is easy to find. Because impact fees are by law considered to be excise taxes, rather than development regulations, changes to the fees do not require a Planning Commission recommendation before City Council adoption. *See Hillis Homes v. Snohomish County*, 97 Wn.2d 804 (1982).

The City Council held a first reading of a proposed ordinance changing the school impact fee amounts on November 21, 2017.

RECOMMENDATION

Assistant City Attorney

MOVE TO: Adopt Ordinance No.17C-29, amending Mercer Island City Code 19.17.070 to change the amount of School Impact Fees collected by the City for the Mercer Island School District.

CITY OF MERCER ISLAND
ORDINANCE NO. 17C-29

AN ORDINANCE OF THE CITY OF MERCER ISLAND AMENDING MICC 19.17.070(A) TO CHANGE THE AMOUNT OF SCHOOL IMPACT FEE COLLECTED BY THE CITY FOR THE MERCER ISLAND SCHOOL DISTRICT NO. 400, PROVIDING FOR SEVERABILITY, AND ESTABLISHING AN EFFECTIVE DATE

WHEREAS, chapter 82.02 RCW authorizes the City of Mercer Island (City) to collect certain impact fees for public facilities that are addressed by a capital facilities plan element of a comprehensive plan adopted and revised pursuant to and in compliance with RCW 36.70A.070; and

WHEREAS, the City adopted Ordinance No. 15C-15, imposing School Impact Fees to be collected by the City for the Mercer Island School District No. 400 (District) on certain developments; and

WHEREAS, MICC 19.17.050 adopts by reference the capital facilities plan developed by the District, and approved by its board, as part of the capital facilities element of the City's comprehensive plan; and

WHEREAS, MICC 19.17.040 and .060 provides that calculation of the school impact fee to be collected by the City for the District shall be based on calculations in the District's capital facilities plan that is submitted to the City; and

WHEREAS, the District has submitted to the City its capital facilities plan for 2017-2022, which establishes a revised fee schedule for single family residence in the amount of $6,978.19 and for multiple family residence in the amount of $3,343.00 per unit;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MERCER ISLAND, WASHINGTON, DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. Revised. MICC 19.17.070(A) shall be revised to read as follows:

19.17.070 Assessment and collection of impact fees.

A. The city shall collect impact fees, based on the city's permit and impact fee schedule, from any applicant seeking a residential building permit from the city. The impact fee section of the city's permit and impact fee schedule shall provide that based on calculations in the District's capital facilities plan, the impact fee shall be $6,978.19 per single family residence and $3,343.00 per unit for multiple family residences.

Section 2. Severability. If any section, sentence, clause or phrase of this ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality does not affect the validity of any other section, sentence, clause or phrase of this ordinance.

Section 3. **Effective Date.** This ordinance shall take effect and be in force 5 days after its passage and publication.

PASSED by the City Council of the City of Mercer Island, Washington at its regular meeting on the 5th day of December 2017, and signed in authentication of its passage.

CITY OF MERCER ISLAND

_____
Bruce Bassett, Mayor

Approved as to Form:

_____
Kari L. Sand, City Attorney

ATTEST:

_____
Allison Spietz, City Clerk

Date of Publication: _____

MERCER ISLAND SCHOOL DISTRICT NO. 400

SIX-YEAR CAPITAL FACILITIES PLAN
2017 – 2022

Mercer Island School District No. 400 hereby provides to the City of Mercer Island this Capital Facilities Plan documenting the present and future school facility requirements of the District. The Plan contains all elements required by the State of Washington's Growth Management Act, including a six (6) year financing plan component.

Adopted on August 17th, 2017

MERCER ISLAND SCHOOL DISTRICT NO. 400

2017-2022
SIX-YEAR CAPITAL FACILITIES PLAN

TABLE OF CONTENTS

For information about this plan, call the District Business Services Office
(206) 236-3295

Mercer Island School District No. 400
Mercer Island, Washington
(206) 236-3330

Board of Directors

	Position Number	Term
David D'Souza, President	1	12/2015 – 12/2019
Tracy Drinkwater, Vice-President	3	12/2015 – 12/2019
Adair Dingle	4	12/2013 – 12/2017
Ralph Jorgenson	5	12/2015 – 12/2019
Dave Myerson	2	12/2013 – 12/2017

Central Office Administration

Superintendent	Donna Colosky
Assistant Superintendent of Learning Services	Fred Rundle
Executive Director of Learning & Technology Services	Jennifer Wright
Chief Financial and Operations Officer	Tyrell Bergstrom

Mercer Island School District No. 400
Mercer Island, Washington

Administration Building
4160 86th Ave. SE
Mercer Island, WA 98040
(206)236-3300
Donna Colosky, Superintendent

Mercer Island High School
9100 SE 42nd
Mercer Island, WA 98040
(206) 236-3350
Vicki Puckett, Principal

Islander Middle School
8225 SE 72nd
Mercer Island, WA 98040
(206) 236-3413
Mary Jo Budzius, Co-Principal
Aaron Miller, Co-Principal

Island Park Elementary
5437 Island Crest Way
Mercer Island, WA 98040
(206) 236-3410
David Hoffman, Principal

Lakeridge Elementary
8215 SE 78th
Mercer Island, WA 98040
(206) 236-3415
Heidi Jenkins, Principal

West Mercer Elementary
4141 81st Ave
Mercer Island, WA 98040
(206) 236-3430
Carol Best, Principal

Northwood Elementary
4030 86th Ave
Mercer Island, WA 98040
(206) 236-3330
Aimee Batliner-Gillette, Principal

Section 1 – Executive Summary

The Mercer Island School District and the City of Mercer Island share identical boundary lines. This Six-Year Capital Facilities Plan (the "Plan") has been prepared by the Mercer Island School District (the "District") as the organization's primary facility planning document, in compliance with the requirements of the State of Washington's Growth Management Act. This plan was prepared using data available in spring of 2017 and is consistent with prior capital facilities plans adopted by the District. However, it is not intended to be the sole plan for all of the organization's needs.

Pursuant to the requirements of the Growth Management Act and the local implementing ordinance, this plan will be updated on an annual basis with any changes in the fee schedule adjusted accordingly. See Appendix A for the current single family residence and multi-family residence calculations.

The District's Plan establishes a "standard of service" in order to ascertain current and future capacity. This standard of service is reflective of current Student/Teacher Ratios (STR) that the District hopes to be able to maintain during the period reflected in this Capital Facilities Plan. While the District would strive to be able to attain lower class sizes (STR) district-wide, prolonged and ongoing failure of the legislature to appropriately fund education have significantly impacted our ability to do so. The District has, and will continue to make budgetary decisions in order to attempt to protect class size (STR) through reduction in other programs and services, where possible. Future state and other funding shortfalls could impact future class sizes (STR).

It should also be noted that although the State Superintendent of Public Instruction establishes square foot guidelines for capacity funding criteria, those guidelines do not account for the local program needs in the District. The District has made adjustments to the standard of service based on the District's specific needs.

In general, the District's current standard provides the following (see Section 2 for additional information):

School Level	Target Class Size
Elementary	24 Students
Middle	26 Students
High	28 Students

School capacity is based on the District standard of service and use of existing inventory. Existing inventory includes both permanent and relocatable classrooms (i.e. portable classroom units). The District's current (2016-17) overall permanent capacity is 4,719 students (with an additional 160 student capacity available in portable classrooms). October enrollment for the 2016-17 school year was 4,409 students, and is projected to increase by 5%, to 4,630 by October of 2022. Washington State House Bill 2776, which was enacted in 2010, required all kindergarten classes in the State to convert to full day kindergarten by September 2017. Mercer Island School District implemented full day kindergarten in September 2016.

Approximately 25% of the student enrollment growth on the Island is the result of the King County Growth Management Act and policy choices for high density development in the Town Center. The City of Mercer Island is anticipating significant further development within the Town Center as a result of commitments under the Growth Management Act. The other 75% of growth comes from redevelopment of property (in many cases occurring where existing lots are subdivided and several new homes are constructed) and from a higher rate of homes being sold by seniors to a younger population that is just starting or might already have young families.

This sustained growth continues to create the need for additional classroom inventory. The district passed a bond issue in February 2014 for $98.8 million dollars. The bond issue was designed to fund three targeted facility projects to address current overcrowding in Mercer Island Schools and to provide permanent capacity for the future growth of the student population over the next ten years. These bonds enabled the district to build a fourth elementary school (Northwood Elementary) and expand Islander Middle School with twelve classrooms for basic education and special education programs. In addition the bonds provided for the addition of ten classrooms at Mercer Island High School, in order to provide adequate space for basic education and special education programs; and allow for STEM (science, technology, engineering and math), with a focused delivery of instruction.

Section 2 – Current District "Standard of Service"

Mercer Island School District has established a "standard of service" in order to ascertain its overall capacity. The standard of service identifies the program year, the class size, the number of classrooms, students and programs of special need, and other factors (determined by the district), which would best serve the student population. Relocatables (i.e. portable classroom units) may be included in the capacity calculation using the same standards of service as the permanent facilities.

The standard of service outlined below reflects only those programs and educational opportunities provided to students that directly affect the capacity of the school buildings. The special programs listed below require classroom space; thus, the permanent capacity of some of the buildings housing these programs has been reduced in order to account for those needs. The standard of service has been updated to incorporate anticipated class size reduction at the K-3 level as outlined in House Bill (HB 1351), which was approved by voters in November 2014.

Standard of Service for Elementary Students

- Average target class size for grades K – 3: 17 students
  (This will become an average of 17 following legislative action)
- Average target class size for grades 4 – 5: 27 students
- Special Education for students with disabilities may be provided in a self-contained classroom. Average target class size: 10 students

Identified students will also be provided other special educational opportunities in classrooms designated as follows:

- Resource rooms
- Computer rooms
- English Language Learners (ELL)
- Education for disadvantaged students (Title I)
- Gifted education (Hi-C)
- District remediation programs
- Learning assisted programs
- Severely behavior disordered
- Transition room
- Mild, moderate and severe disabilities
- Preschool programs
- Before and After School Day Care Programs

It is not possible to achieve 100% utilization of regular teaching stations because of scheduling conflicts for student programs, the need for specialized rooms for certain programs, the need for teachers to have a work space during their planning periods, and due to the fact that the same number of sections or classes is required every period. In addition the district is in the process of building classrooms to meet the demand of development over the next five to seven years. Based on actual utilization due to these considerations, the district has determined a standard utilization rate of 95% for elementary schools.

Standard of Service for Secondary Students

- Average target class size for grades 6 – 8: 26 students
- Average target class size for grades 9 – 12: 28 students
- Special Education for students with disabilities may be provided in a self-contained classroom. Average target class size: 10 students

Identified students will also be provided other special educational opportunities in classrooms designated as follows:

- English Language Learners (ELL)
- Computer rooms
- Education for disadvantaged students (Title I)
- District remediation programs
- Learning assisted programs
- Resource rooms (for special remedial assistance)
- Severely behavior disordered
- Mild, moderate and severe disabilities
- Transition room

Room Utilization at Secondary Schools

It is not possible to achieve 100% utilization of regular teaching stations because of scheduling conflicts for student programs, the need for specialized rooms for certain programs, the need for teachers to have a work space during their planning periods, and due to the fact that the same number of sections or classes is required every period. One example is a period when band or orchestra is offered and over 100 students can be taken out of the mix; this can reduce the demand on the number of classrooms required. Based on actual utilization due to these considerations, the district has determined a standard utilization rate of 95% for the elementary schools, 86% for the Middle School and 90% for the High School.

Section 3 – Inventory and Evaluation of Current Permanent Facilities

The District's current permanent capacity is 4,719 students. The current enrollment on October 1, 2016 was 4,409 students or 310 students less than permanent capacity. Student enrollment is expected to increase by an additional 5% over the next five to six years. The District has completed projects at the elementary, middle school and high school levels to provide capacity for enrollment growth over the next six to ten years. In addition, the Washington State Legislature has action pending to reduce student/teacher ratios at grades K-3 to 17:1 in the 2017-18 school year. This Plan incorporates these reduced student/teacher ratios. The Legislature is also considering implementation of Initiative 1351, which reduces class sizes at all grade levels. In future Plan updates, the District will continue to update any facilities changes required if the Legislature funds and implement these reduced student/teacher ratios.

Calculations of elementary, middle, and high school capacities have been made in accordance with the current standards of service. Due to changes in instructional programs, student needs (including special education) and other current uses, some changes in building level capacity have occurred at some schools. An inventory of the District's schools arranged by level, name, and current permanent capacity are summarized in the following table.

Inventory of School Facilities and Permanent Capacity (2017-18)*

Facility	Grade Span	Permanent Classroom Capacity @ 100%	Special Education Capacity	Total Permanent Capacity @ 95%, 86%, 86%	Oct. 1, 2016 Enrollment	Over (Short) Permanent Capacity
Elementary Schools (Permanent Capacity)						
Island Park Elementary	K - 5	432	10	420	375	45
Lakeridge Elementary	K - 5	480	0	456	450	6
Northwood Elementary	K - 5	480	10	466	450	16
West Mercer Elementary	K - 5	456	0	433	524	(91)
Total Elementary Capacity		1,848	20	1,775	1,799	(24)
Middle School (Permanent Capacity)						
Islander Middle School	6 - 8	1,508	20	1,314	1,147	167
High School (Permanent Capacity)						
Mercer Island High School	9 - 12	1,792	20	1,631	1,512	119
Total District Capacity (EL 95% MS 86%, HS 90%)		5,148	60	4,719	4,458	261

* For Details on Use of Portables see Appendix D

Section 4 – Relocatable Classrooms

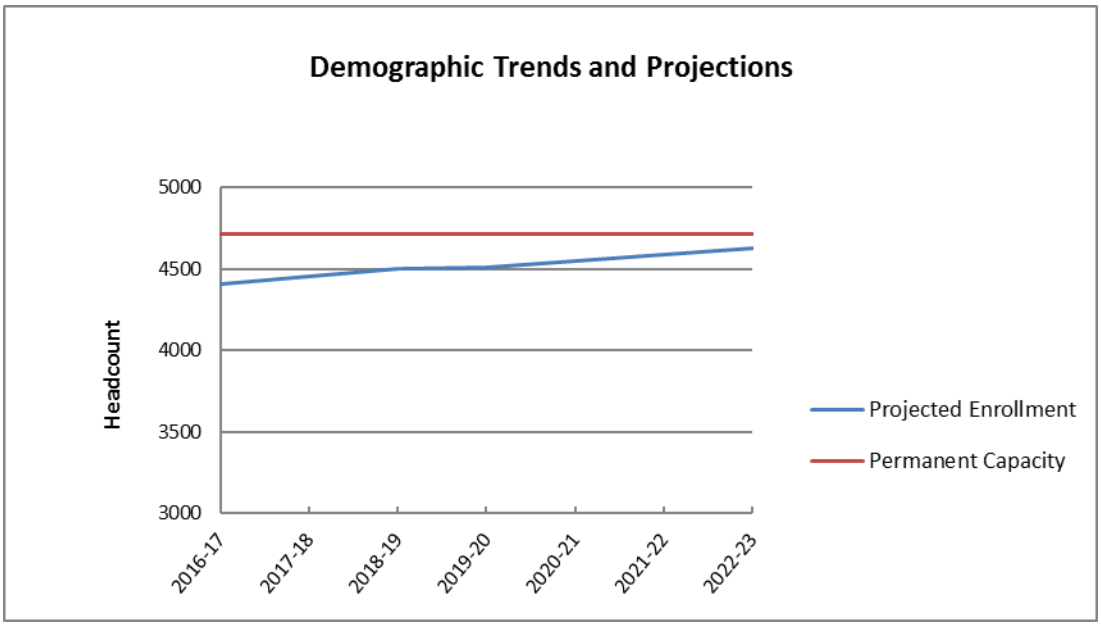
As of 2017-18 the District's inventory of classrooms will include 7 portable classrooms to provide standard capacity and special program space as outlined in Section 2. The District inventory of portables will provide approximately 3.4% of capacity district-wide when required by enrollment growth and/or legislative action to reduce class size. Based on projected enrollment growth, proposed legislative actions, and timing of anticipated permanent facilities, the district anticipates the need to acquire additional relocatables at the elementary school level during the next six-year period.

As enrollment fluctuates, relocatables provide flexibility to accommodate immediate needs and interim housing. Because of this, new and modernized school sites are all planned to accommodate the potential of adding relocatables to address temporary fluctuations in enrollment. In addition, the use and need for relocatables will be balanced against program needs. Relocatables are not a solution for housing students on a permanent basis, and the District would like to reduce the percentage of students that are housed in relocatable classrooms.

The cost of relocatables also varies widely based on the location and intended use of the classrooms. Currently, two of the portables in our inventory are not intended for regular classroom use and have not been included in the capacity to house student enrollment.

Section 5 – Six Year Enrollment Projections

The District enrollment projections are based on historic growth trends, future building plans and availability, birth rates, as well as economic and various other factors that contribute to overall population growth. Based on these projections, enrollment is anticipated to increase by approximately 221 students over the next six years. This represents an increase of 5% over the current population.



Section 6 – Six-Year Plan for Housing Students

Applying the enrollment projections, current capacity, and added capacity from construction projects discussed in previous sections above, the following table summarizes permanent and portable projected capacity to serve our students during the periods of this Plan.

The district passed a bond proposition for $98.8 million dollars in February 2014 to address student overcrowding across the district and to provide space for additional growth over the next six to ten years. The bonds built one additional elementary school and provided additional permanent capacity at both the middle school (ten classrooms and two special education spaces) and high school (eight classrooms and two special education spaces). Our Six-Year Finance Plan includes the addition of portable classrooms through the 2022-23 school year. Within the projects covered by this Six-Year Plan, Mercer Island School District built capacity for future enrollment growth and the projects continue to have available capacity for that purpose.

Enrollment continues to grow all grade levels. While the additional elementary school and classroom additions at the middle and high school levels, along with portable capacity, will provide needed capacity for our District, there may be additional needs within the timeframe of the Plan. Future updates to the Plan will address this matter as necessary.

Projected Capacity to House Students

	Base Years/Projects		Projections					
School Years	**2015-16**	**2016-17**	**2017-18**	**2018-19**	**2019-20**	**2020-21**	**2021-22**	**2022-23**
Permanent Capacity @100%	4356	4600	5208	5208	5208	5208	5208	5208
Added Capacity @ 100%								
Elementary School (24)		400						
Middle School (26)		208						
High School (28)	244							
Total Permanent Capacity @ 100%	4600	5208	5208	5208	5208	5208	5208	5208
Total Permanent Capacity @ 95%, 86%, 90% *		4719	4719	4719	4719	4719	4719	4719
Portables @ 100% *		168	168	168	168	168	168	168
Portables @ 95%, 86%, 90% *		160	160	160	160	160	160	160
Total Capacity with Portables @ 95%, 86%, 90% *		4879	4879	4879	4879	4879	4879	4879
Projected Enrollment Headcount **		4409	4458	4501	4508	4551	4592	4630
Permanent Capacity (Surplus/Deficit) @ 95%, 86%, 90% *		**310**	**261**	**218**	**211**	**168**	**127**	**89**
Capacity with Portables (Surplus/Deficit) @95%, 86%, 90% *		470	421	378	371	328	287	249

* Capacity calculations are based on the 95% utilization for Elementary School, 86% utilization for Middle, and 90% utilization for High School **(See Appendix D)**

**2015-16 and 2016-17 Actual October 1st enrollment head counts

The number of planned portables may be reduced if permanent capacity is increased by a future bond issue. Alternatively the number of portables may increase as necessary to address capacity. Portables will be replaced with a permanent structure within 5 years.

Section 7 – Impact Fees and the Finance Plan

The school impact fee formula ensures that new development only pays for the cost of the facilities necessitated by new development. The following impact fee calculations examine the costs of housing the students generated by each new single family or multi-family dwelling unit. These are determined using student generation factors, which indicate the number of students that each dwelling produces based on recent historical data. The student generation factor is applied to the anticipated school construction costs (construction cost only, not total project cost), which is intended to calculate the construction cost of providing capacity to serve each new dwelling unit during the six year period of this Plan. The formula does not require new development to contribute the costs of providing capacity to address needs created by existing housing units.

The construction cost, as described above, is reduced by any state match dollars anticipated to be awarded to the District and the present value of future tax payments of each anticipated new homeowner, which results in a total cost per new residence of additional capacity during the six year period of this Plan.

The finance plan below demonstrates how the Mercer Island School District plans to finance improvements for the years 2017 through 2023. Unless otherwise noted, the financing requirements of this plan have been secured.

For the purposes of this Plan's construction costs, the District is using the value of each projects contract as it was bid and authorized, with estimated adjustments for change orders during actual construction. The impact fee calculation uses only those costs allocable to the new capacity being added at Islander Middle School (with the finance plan showing the total project costs).

The District also qualified for State Match for the Middle School Expansion project. A district can be eligible for potential State matching funds for 1) New Construction, and 2) Modernization /New-in-Lieu Construction. The State Match program provided $3,078,827 for the Islander Middle School Expansion Project, which the district front funded.

Six-Year Finance Plan

BUILDING	N/M*	2015-18	2019	2020	2021	2022	2023	Cost to Complete	SECURED LOCAL/STATE**	UNSECURED LOCAL***
Northwood Elementary	N	$38,861,718	$0	$0	$0	$0	$0	$38,861,718	$38,861,718	$0
Islander Middle School ****	M	$42,916,274	$0	$0	$0	$0	$0	$42,916,274	$42,916,274	$0
Mercer Island High School	M	$9,200,998	$0	$0	$0	$0	$0	$9,200,998	$9,200,998	$0
Portables****	M		$200,000	$200,000	$200,000	$200,000	$200,000	$1,000,000	$1,000,000	$0
		$0	$0	$0	$0	$0	$0	$0	$0	$0
		$0	$0	$0	$0	$0	$0	$0	$0	$0
		$0	$0	$0	$0	$0	$0	$0	$0	$0
		$0	$0	$0	$0	$0	$0	$0	$0	$0
		$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTALS		**$90,978,990**	**$200,000**	**$200,000**	**$200,000**	**$200,000**	**$200,000**	**$91,978,990**	**$91,978,990**	**$0**

* N = New Construction M = Modernization/Rebuild

** Mercer Island School District has front funded these projects.

*** School impact fees may be utilized to offset front funded expenditures associated with the cost of new facilities. Impact fees are currently collected from the City of Mercer Island.

**** The number of portables may increase as neccessary to address capacity. Funds for portable purchases may come from impact fees, state matching funds, interest earnings, capital levies or future bond sale elections.

***** The cost allowed for new capacity at Islander Middle School is $10,288,148

Estimated School Impact Fee Calculation
Based on King County Code 21.A.43

Single Family Residence ("SFR")

School Site Acquisition Cost:

	Facility Acreage	Cost/ Acre	Facility Size	Site Cost/ Student	Student Factor	Cost/ SFR
Elementary	10	$0	482	$0	0.1761	$0
Middle	20	$0	280	$0	0.0634	$0
High School	40	$0	244	$0	0.0563	$0
					TOTAL	**$0**

School Construction Cost:

	Percent Permanent	Construction Cost	Facility Size	Bldg. Cost/ Student	Student Factor	Cost/ SFR
Elementary	100%	$38,861,718	482	$80,626	0.1761	$12,778
Middle	100%	$10,288,148	280	$36,743	0.0634	$2,097
High School	100%	$9,200,998	244	$37,709	0.0563	$1,911
					TOTAL	**$16,786**

Temporary Facility Cost:

	Percent Temporary	Construction Cost	Facility Size	Bldg. Cost/ Student	Student Factor	Cost/ SFR
Elementary	0%	$0	22	$0	0.1761	$0
Middle	0%	$0	28	$0	0.0634	$0
High School	0%	$0	28	$0	0.0563	$0
					TOTAL	**$0**

State Assistance Credit Calculation:

	Const Cost Allocation	Sq. Ft./ Student	Funding Assistance	Credit/ Student	Student Factor	Cost/ SFR
Elementary	213.23	90.0	0.00%	$0	0.1761	$0
Middle	213.23	117.0	20.00%	$4,990	0.0634	$316
High School	213.23	130.0	0.00%	$0	0.0563	$0
					TOTAL	**$316**

Tax Payment Credit Calculation:

Average SFR Assessed Value	$1,453,640
Current Capital Levy Rate (2017)/$1000	$0.61
Annual Tax Payment	$881.20
Years Amortized	10
Current Bond Interest Rate	3.95%
Present Value of Revenue Stream	$7,165

Impact Fee Summary for Single Family Residence:

Site Acquisition Cost		$0
Permanent Facility Cost		$16,786
Temporary Facility Cost		$0
State Match Credit		($316)
Tax Payment Credit		($7,165)
Sub-Total		$9,304
Local Share	**25%**	$2,326.06
SFR Impact Fee		**$6,978.19**

Appendix A

Estimated School Impact Fee Calculation
Based on King County Code 21.A.43

Multiple Family Residence ("MFR")

School Site Acquisition Cost:

	Facility Acreage	Cost/ Acre	Facility Size	Site Cost/ Student	Student Factor	Cost/ MFR
Elementary	10	$0	482	$0	0.0508	$0
Middle	20	$0	280	$0	0.0302	$0
High School	40	$0	244	$0	0.0192	$0
					TOTAL	**$0**

School Construction Cost:

	Percent Permanent	Construction Cost	Facility Size	Bldg. Cost/ Student	Student Factor	Cost/ MFR
Elementary	100%	$38,861,718	482	$80,626	0.0508	$3,686
Middle	100%	$10,288,148	280	$36,743	0.0302	$999
High School	100%	$9,200,998	244	$37,709	0.0192	$652
					TOTAL	**$5,337**

Temporary Facility Cost:

	Percent Temporary	Construction Cost	Facility Size	Bldg. Cost/ Student	Student Factor	Cost/ MFR
Elementary	0%	$0	22	$0	0.0508	$0
Middle	0%	$0	28	$0	0.0302	$0
High School	0%	$0	28	$0	0.0192	$0
					TOTAL	**$0**

State Assistance Credit Calculation:

	Const Cost Allocation	Sq. Ft./ Student	Funding Assistance	Credit/ Student	Student Factor	Cost/ MFR
Elementary	213.23	90.0	0.00%	$0	0.0508	$0
Middle	213.23	117.0	20.00%	$4,990	0.0302	$151
High School	213.23	130.0	0.00%	$0	0.0192	$0
					TOTAL	**$151**

Tax Payment Credit Calculation:

Average MFR Assessed Value	$373,950
Current Capital Levy Rate (2017)/$1000	$0.61
Annual Tax Payment	$226.69
Years Amortized	10
Current Bond Interest Rate	3.95%
Present Value of Revenue Stream	$1,843

Impact Fee Summary for Single Family Residence:

Site Acquisition Cost		$0
Permanent Facility Cost		$5,337
Temporary Facility Cost		$0
State Match Credit		($151)
Tax Payment Credit		($1,843.23)
Sub-Total		$3,343
Local Share	**0%**	$0.00
MFR Impact Fee		**$3,343**

Appendix A

Student Generation (Single Family Residence)

Single Family Development	Units	Students K - 5	Students 6 - 8	Students 9 - 12	Students Total
2014					
6316 77TH AVE SE	1				0
9976 SE 38TH ST	1				0
6917 93RD AVE SE	1	1	1		2
4551 87TH AVE SE	1				0
2229 77TH AVE SE	1				0
4811 90TH AVE SE	1				0
7646 SE 72ND PL	1				0
7427 E MERCER WAY	1	2			2
6002 E MERCER WAY	1				0
4899 FOREST AVE SE	1	1	2	1	4
4041 W MERCER WAY	1				0
8429 SE 39TH ST	1				0
4212 88TH AVE SE	1			1	1
5235 88TH AVE SE	1	2			2
9940 SE 38TH ST	1				0
7825 SE 70TH ST	1	1			1
9420 SE 47TH ST	1				0
8612 SE 36TH ST	1	2			2
7656 RIDGRECREST LN	1	3		1	4
7238 92ND AVE SE	1				0
8421 SE 46TH ST	1				0
4525 90TH AVE SE	1	1	1		2
7851 SE 71ST ST	1		1	1	2
3838 E MERCER WAY	1				0
6408 E MERCER WAY	1				0
6822 96TH AVE SE	1	1			1
6406 E MERCER WAY	1				0
9960 SE 38TH ST	1				0
9954 SE 38TH ST	1				0
9948 SE 38TH ST	1				0
8091 W MERCER WAY	1	1			1
7410 SE 32ND ST	1				0
3935 92ND PL SE	1				0
7404 SE 32ND ST	1				0
2015					
7429 E MERCER WAY	1				0
4814 E MERCER WAY	1				0
8326 84TH AVE SE	1	2	1	1	4
7227 93RD AVE SE	1				0
4703 88TH AVE SE	1				0
9942 SE 39TH ST	1				0
3906 E MERCER WAY	1	1	1		2
9331 SE 70TH PL	1				0
6518 SE 28TH ST	1				0
6402 E MERCER WAY	1				0
8246 W MERCER WAY	1	1	1		2
7841 SE 63RD PL	1				0
2427 64TH AVE SE	1				0
Total Units/Students	**47**	**19**	**8**	**5**	**32**

Single Family Development	Units	Students K - 5	Students 6 - 8	Students 9 - 12	Students Total
2015					
6829 SE 32ND ST	1				0
6825 SE 32ND ST	1				0
9950 SE 39TH ST	1				0
2206 71ST AVE SE	1				0
6506 SE 28TH ST	1				0
9988 SE 38TH ST	1				0
8177 W MERCER WAY	1				0
2978 76TH PL SE #104	1				0
2978 76TH PL SE #101	1				0
2978 76TH PL SE #102	1				0
2978 76TH PL SE #103	1				0
2972 76TH PL SE #102	1				0
2972 76TH PL SE #101	1				0
2966 76TH PL SE #101	1				0
2966 76TH PL SE #105	1				0
2966 76TH PL SE #103	1				0
2966 76TH PL SE #104	1				0
2966 76TH PL SE #102	1				0
2958 76TH PL SE #103	1				0
2958 76TH PL SE #101	1				0
2958 76TH PL SE #102	1				0
2952 76TH PL SE #102	1	1			1
2952 76TH PL SE #101	1				0
2946 76TH PL SE #101	1				0
2946 76TH PL SE #102	1				0
2016					
7229 SE 27TH ST	1				0
4161 86TH AVE SE	1				0
7006 93RD AVE SE	1				0
9634 SE 34TH ST	1				0
3438 77TH AVE SE	1		1	1	2
8414 SE 37TH ST	1				0
8435 SE 36TH ST	1				0
2 MAPLE LN	1				0
3026 90TH PL SE	1				0
4008 90TH AVE SE	1				0
4014 90TH AVE SE	1				0
8132 SE 44TH ST	1				0
8235 SE 31ST ST	1				0
8437 SE 36TH ST	1				0
2448 W MERCER WAY	1				0
4352 E MERCER WAY	1				0
4352 E MERCER WAY	1				0
2805 68TH AVE SE	1				0
8265 SE 31ST ST	1				0
7082 92ND AVE SE	1				0
2766 73RD AVE SE	1				0
8015 SE 60TH ST	1				0
Total Units/Students	**47**	**1**	**1**	**1**	**3**

Single Family Development	Units	Students K - 5	Students 6 - 8	Students 9 - 12	Students Total
2016					
2520 71ST AVE SE	1				0
2469 63RD AVE SE	1				0
2460 73RD AVE SE	1				0
8070 AVALON DR	1	3			3
3847 76TH AVE SE	1				0
7820 79TH AVE SE	1			1	1
9104 SE 50TH ST	1				0
3712 77TH PL SE	1				0
4237 91ST AVE SE	1				0
8167 W MERCER WAY	1				0
3655 W MERCER WAY	1				0
6824 SE 32ND ST	1				0
3408 97TH AVE SE	1	1			1
5219 88TH AVE SE	1				0
4312 92ND AVE SE	1				0
4849 90TH AVE SE	1				0
3242 74TH AVE SE	1				0
4841 90TH AVE SE	1				0
4075 W MERCER WAY	1				0
2719 63RD AVE SE	1				0
8351 SE 31ST ST	1				0
4511 89TH AVE SE	1				0
4532 89TH AVE SE	1				0
4546 FOREST AVE SE	1			1	1
4224 ISLAND CREST WAY	1				0
7235 SE 32ND ST	1				0
4634 E MERCER WAY	1				0
3410 W MERCER WAY	1				0
4624 81ST AVE SE	1				0
4706 86TH AVE SE	1				0
2449 W MERCER WAY	1				0
8159 W MERCER WAY	1				0
8361 SE 31ST ST	1				0
5004 W MERCER WAY	1				0
4604 86TH AVE SE	1				0
8885 SE 36TH ST	1				0
4150 BOULEVARD PL	1				0
8442 SE 40TH ST	1				0
3462 77TH PL SE	1				0
3203 74TH AVE SE	1				0
2243 74TH AVE SE	1				0
8366 SE 31ST ST	1				0
2273 72ND AVE SE	1				0
6950 SE ALLEN ST	1	1			1
8130 SE 44TH ST	1				0
4710 86TH AVE SE	1				0
7233 SE 29TH ST	1				0
3622 86TH AVE SE	1				0
Total Units/Students	**48**	**5**	**0**	**2**	**7**
Three Year Total	**142**	**25**	**9**	**8**	**42**

SFR Student Generation Factors (Students/Units)

Elementary K - 5	0.1761
Middle School 6 - 8	0.0634
High School 9 - 12	0.0563
TOTAL	**0.2958**

These developments are currently under construction or have been completed within the past five years.

Appendix B

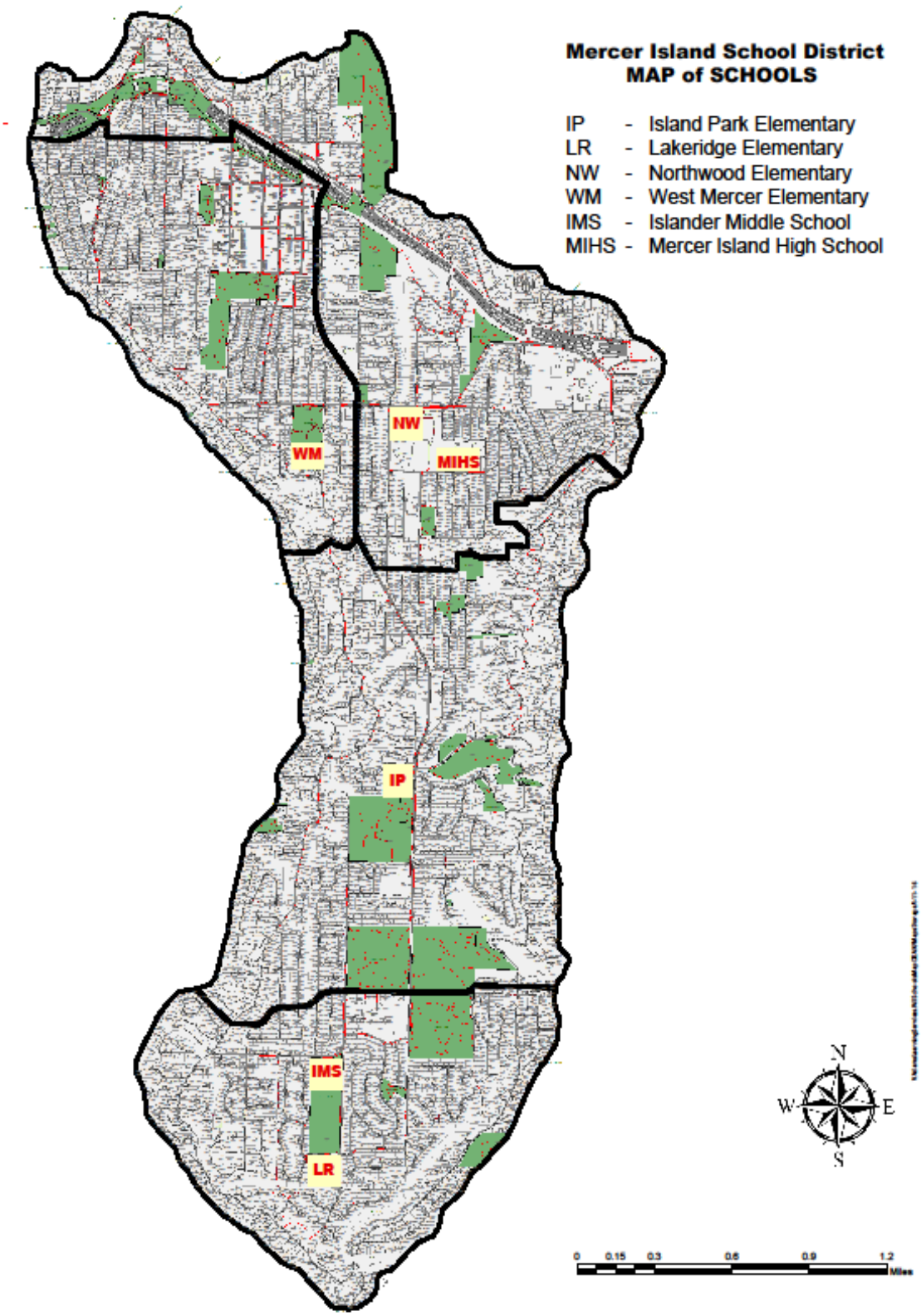
Student Generation (Multi Family Residence)

Multi-Family Development	Units	Students K - 5	Students 6 - 8	Students 9 - 12	Students Total	K - 5	6 - 8	9 - 12	Total
Aviara	166	14	6	2	22				
The Mercer	159	21	15	10	46				
7700 Central	171	1	0	0	1				
7800 Plaza	24	0	0	1	1				
Hadley	209	1	1	1	3				
Totals	729	37	22	14	73	0.0508	0.0302	0.0192	0.1001

MFR Student Generation Factors	
Elementary K-5	0.0508
Middle School 6-8	0.0302
High School 9-12	0.0192
TOTAL	**0.1001**

These developments are currently under construction or have been completed within the past 10 years.

Appendix B


Mercer Island School District
MAP of SCHOOLS
IP - Island Park Elementary
LR - Lakeridge Elementary
NW - Northwood Elementary
WM - West Mercer Elementary
IMS - Islander Middle School
MIHS - Mercer Island High School
NW
WM
MIHS
IP
IMS
LR
N
W
E
S
0 0.15 0.3 0.6 0.9 1.2
Miles

Appendix C

Projected Capacity to House Students (2017-18)

	# of Standard Classtooms *	Room Capacity (Elementary 24, Middle School 26, High School 28) **	# of Handicapped Classrooms (High Needs)	Handicapped Room Capacity (10)	Permanent Capacity @100%	Permanent Capacity @ 95%, 86%, 90%	# of Existing Portables	Portable Capacity @ 100%(24, 26, 28) **	Portable Capacity @ 95%, 86%, 90% **	Current School Capacity @ 100% (With Portables)	Current School Capacity @ 95%, 86%, 86% (With Portables)	Projected October 2017 Headcount	Permanent Capacity (Over or Short at 95%, 86%, 90%) ***	Capcity With Portables (Over or Short @ 95%, 86%, 90%) ***
Elem. Schools (Capacity Utilization Factor)				24.0		95.0%								
Island Park	18	432	1	10	442	420	2	48	46	490	466	375	45	91
Lakeridge	20	480	0	0	480	456	2	48	46	528	502	451	5	51
Northwood	20	480	1	10	490	466	0	0	0	490	466	451	15	15
West Mercer	19	456	0	0	456	433	3	72	68	528	502	525	(92)	(23)
Total Elementary	**77**	**1848**	**2**	**20**	**1868**	**1775**	**7**	**168**	**160**	**2036**	**1934**	**1802**	**(27)**	**132**
Middle Schools (Capacity Utilization Factor)				26.0		86.0%								
Islander Middle Sch.	58	1508	2	20	1528	1314	0	0	0	1528	1314	1153	161	161
Total (Middle Sch.)	**58**	**1508**	**2**	**20**	**1528**	**1314**	**0**	**0**	**0**	**1528**	**1314**	**1153**	**161**	**161**
High Schools - (Capacity Utilization Factor)				28.0		90.0%								
MI High School	64	1792	2	20	1812	1631	0	0	0	1812	1631	1503	128	128
Total (High School)	64	1792	2	20	1812	1631	0	0	0	1812	1631	1503	128	128
Total (All Schools)	**199**	**5148**	**6**	**60**	**5208**	**4719**	**7**	**168**	**160**	**5376**	**4879**	**4458**	**261**	**421**

* Excludes spaces for special program needs and services

** Average of staffing ratios: Elementary 24, Middle School 26, High School 28

*** Permanent Capacity X Capacity Utilization Factor - (Minus) Projected October Headcount = Reflects the building's level of service design capacity

**** Maximum Capacity with Portables x Capacity Utilization Factor - (Minus) Projected October Headcount Enrollment = Reflects the building's design capacity with portables

Appendix D

Inventory of School Facilities and Permanent Capacity (2017-18)*

Facility	Grade Span	Permanent Classroom Capacity @ 100%	Special Education Capacity	Total Permanent Capacity @ 95%, 86%, 86%	Oct. 1, 2016 Enrollment	Over (Short) Permanent Capacity
Elementary Schools (Permanent Capacity)						
Island Park Elementary	K - 5	432	10	420	375	45
Lakeridge Elementary	K - 5	480	0	456	451	5
Northwood Elementary	K - 5	480	10	466	451	15
West Mercer Elementary	K - 5	456	0	433	525	(92)
Total Elementary Capacity		1,848	20	1,775	1,802	(27)
Middle School (Permanent Capacity)						
Islander Middle School	6 - 8	1,508	20	1,314	1,153	161
High School (Permanent Capacity)						
Mercer Island High School	9 - 12	1,792	20	1,631	1,503	128
Total District Capacity (EL 95% MS 86%, HS 90%)		5,148	60	4,719	4,458	261

* For Details on Use of Portables see Appendix D

Six-Year Finance Plan

BUILDING	N/M*	2015-18	2019	2020	2021	2022	2023	Cost to Complete	SECURED LOCAL/STATE**	UNSECURED LOCAL***
Northwood Elementary	N	$38,861,718	$0	$0	$0	$0	$0	$38,861,718	$38,861,718	$0
Islander Middle School *****	M	$42,916,274	$0	$0	$0	$0	$0	$42,916,274	$42,916,274	$0
Mercer Island High School	M	$9,200,998	$0	$0	$0	$0	$0	$9,200,998	$9,200,998	$0
Portables****	M		$200,000	$200,000	$200,000	$200,000	$200,000	$1,000,000	$1,000,000	$0
		$0	$0	$0	$0	$0	$0	$0	$0	$0
		$0	$0	$0	$0	$0	$0	$0	$0	$0
		$0	$0	$0	$0	$0	$0	$0	$0	$0
		$0	$0	$0	$0	$0	$0	$0	$0	$0
		$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTALS		**$90,978,990**	**$200,000**	**$200,000**	**$200,000**	**$200,000**	**$200,000**	**$91,978,990**	**$91,978,990**	**$0**

* N = New Construction M = Modernization/Rebuild

** Mercer Island School District has front funded these projects.

*** School impact fees may be utilized to offset front funded expenditures associated with the cost of new facilities. Impact fees are currently collected from the City of Mercer Island.

**** The number of portables may increase as neccessary to address capacity. Funds for portable purchases may come from impact fees, state matching funds, interest earnings, capital levies or future bond sale elections.

***** The cost allowed for new capacity at Islander Middle School is $10,288,148

BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND, WA

AB 5370
December 5, 2017
Regular Business

SOUND TRANSIT SETTLEMENT AGREEMENT IMPLEMENTATION: FIRST-LAST MILE SOLUTIONS; TRAFFIC & SAFETY MITIGATION; SHORT-TERM PARKING	**Proposed Council Action:** Receive presentation.

DEPARTMENT OF	City Manager (Julie Underwood)
COUNCIL LIAISON	n/a
EXHIBITS	1. King County Metro: Shared Mobility Technical Report 2. UW's Mobility Innovation Center's Fact Sheet 3. Mobility Innovation Center's Ideathon Flyer 4. November 29, 2017 Traffic & Safety Community Meeting Presentation
2017-2018 CITY COUNCIL GOAL	1. I-90 Access and Mobility/Prepare for Light Rail
APPROVED BY CITY MANAGER	

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

SUMMARY

On October 17, 2017, the City Council approved the Sound Transit Settlement Agreement ("ST Agreement") (see AB 5346), which provides funds valued at just over $10 million to offset the impacts of the East Link light rail project and partially compensate for permanent impacts to local traffic patterns, including the loss of access to westbound I-90 from the Island's only 4-lane arterial (Island Crest Way). This package provides mitigation in all the areas the community identified as its top priorities, including:

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

- Traffic & Safety Enhancements: $5.1 million to fund traffic/safety enhancements, which may include temporary and permanent improvements to intersections, traffic signals, traffic signal coordination, roundabouts, new signage, new or improved crosswalks, road widening or restriping, and traffic calming measures. In addition to this traffic/safety mitigation reimbursement, Sound Transit is also obligated to fund and construct all traffic mitigation work identified during the environmental review process for Sound Transit's East Link Project.

- Short-Term Parking: $240,000 will fund approximately 100 additional commuter parking stalls during the East Link construction period (2017-2023) within 1/3rd mile of the North Mercer Way bus stop.

- Permanent Parking: The ST Agreement includes $4.41 million to apply up to 200 new, long-term commuter parking stalls available to Island residents during certain hours of the day.

- Aubrey Davis Park: $50,000 towards the Park Master Plan preparation and implementation. This item was reviewed with the Council at the November 17 Council Meeting (see AB 5357)

This agenda item is intended to initiate an ongoing discussion with the Council and community regarding the implementation of the ST Agreement. This agenda bill reviews: first-last mile solutions, traffic and safety mitigation, and short-term parking.

Access to Transit: First-Last Mile Solutions/Less Reliant on Single Occupant Vehicles (SOV)

The Council and numerous community members have expressed interest in innovative first-last mile solutions. From a sustainability lens, it is exciting to imagine an increase in single occupant drivers switching to transit, carpooling, or biking.

Rideshare Solution
The City already has begun exploring first-last mile solutions with ridesharing companies Uber and Lyft. For example, a pilot program could include Island-only trips focused on transporting riders to and from the Park & Ride. The City would subsidize the entire fee or a portion of the fee. Representatives from both companies will be present to review their services and answer questions.

Carpooling Solution
Another possibility is to promote carpooling among residents. King County Metro offers a number of RideShare Programs such as VanPool, Carpool, and TripPool, just to name a few. In addition, there are carpooling apps such as Scoop, which matches drivers with riders for a small fee.

Bike Share Solution
Residents may be seeing colorful bikes around the Island as a result of the City of Seattle's Bike Share Program. Seattle has issued a dockless bike share permit with three companies currently under a six-month pilot ending December 2017. Currently, Spin, Lime Bike, and Ofo are operating under this pilot program.

Many neighboring jurisdictions are considering bike share for their communities. Bellevue aims to launch a pilot in May 2018. Other Eastside cities are in early stages of examining how it could work or watching as other cities try it out. City of Redmond and Tacoma completed a bike share feasibility study in 2016 which assumed a station-based system. Microsoft also has considered bike share connecting its campus buildings (Google, Facebook, and Apple provide this at their campuses in California). UW has issued permits to LimeBike and Spin for dockless bike share on campus. City of Tukwila is also inquiring about bike share.

In addition, it may be time for the City to address the increase of electric bikes on City trails and roadways. Staff recently made an inquiry with Municipal Research and Services Center (MRSC) regarding jurisdictions with e-bike regulations, and they only found two: Kirkland (bans on trails) and Lake Stevens (repeats RCW 46.61.710, which bans on sidewalks, allow on trails).

King County Metro's Innovation Mobility Program
Recently, Mayor Bassett and City staff had an initial conversation with King County Metro staff: Carol Cooper, Supervisor, Transit Market Development and Jean Paul Velez, Innovative Mobility Program Manager. Metro shared with us their "Shared Mobility Technical Report," which examines the range of shared mobility options and the impact of new mobility services (see Exhibit 1). Metro is in the process of launching a number of pilots across the County that includes exploring new concepts to address geographic transit deserts, time of day challenges, and peak time challenges of meeting demand. The ST Agreement states that the City and King County Metro will collaborate on first-last mile solutions. The City has had good

success collaborating with Metro on the 630 Shuttle and looks forward to discussing other potential pilot projects. Staff recommends inviting Metro to a future study session to discuss the range of possibilities.

University of Washington's Mobility Innovation Center (MIC)
Recently staff met with the UW's Mobility Innovation Center to discuss how they may help generate first-last mile solutions. MIC is a partnership between Challenge Seattle and the University of Washington. Through the Center, cross-sector teams convene to address regional mobility problems, develop new technologies, and bring new innovations to the regional transportation system by mixing startup methodology with applied research and experimentation. Attached is a fact sheet describing the kinds of projects they have worked on and the kinds of projects they could work on for the City (see Exhibit 2). For instance, one creative approach is to host an "Ideathon" at CoMotion at the University of Washington. CoMotion is the collaborative innovation hub dedicated to expanding the economic and societal impact of the UW community - comotion.uw.edu. Attached is a flyer about Ideathons and listed below are some examples (see Exhibit 3):

Driving Inclusive Innovation within the UW community and beyond:
https://comotion.uw.edu/driving-inclusive-innovation-within-the-uw-community-and-beyond/

A CoMotion Student Ideathon for the Physical Future of UW:
https://comotion.uw.edu/a-comotion-student-ideathon-for-the-physical-future-of-uw/

UW Student Voices Her Experience at the CoMotion Ideathon:
https://www.linkedin.com/pulse/i-just-spent-entire-weekend-ideate-ing-heres-what-learned-machado/

Because the City does not have a Transportation Planner or Management Analyst that could conduct the level of analysis needed to evaluate the range of first-last mile solutions, a partnership with MIC could augment the City's team. Should the Council be interested in learning more about MIC and what they have to offer, staff recommends that they attend a future Council meeting for a follow-up discussion.

Next Steps
There are many first-last mile options to consider. In fact, evaluating all of them and determining which to pursue is exciting and challenging. In addition, engaging the community in this discussion is imperative. Staff would be interested in discussing with Council next steps including ways to engage the Mercer Island community.

For example, one approach to study the topic and engage the community could be to convene a "Blue Ribbon Panel/Committee" or a "Study Group" comprised of exceptional people appointed to investigate, study or analyze a given question or problem. This approach uses the group's expertise and background/experience to issue findings or recommendations. The Council could appoint scientific experts, academics, and citizens well known for their expertise in this area. Staff is confident that there are a number of talented residents who could support this effort. Needless to say, this approach would be quite resource intensive; however, it would be ad hoc and would sunset once objectives have been met. Benefits to this approach are to provide the Council with a rich analysis and review and to engage a new and diverse segment of the community.

The Mercer Island community is generally generous with their time by providing input via online surveys. Staff has drafted a survey to seek the community's feedback on their commuting experience and to gauge their interest in using various first-mile solutions. This survey is targeted for early 2018.

Traffic & Safety Mitigation

After the closure of the I-90 Center Roadway on June 3, the City hosted a Traffic & Safety Community Meeting on June 22 to kick-off an extensive community engagement process in preparation for a Traffic Congestion Mitigation and Safety Improvement Plan. The goals of the initial meeting were to share the most current data that Transpo Group and KPG, the City's traffic consultants, collected before and after the

closure of the I-90 Center Roadway. Immediately following the Center Roadway closure, the City conducted a survey of westbound commuters and received approximately 300 responses and the results were shared at this meeting. Approximately 50 participants and a number of Councilmembers attended.

On November 29, the City hosted a second Traffic & Safety Community Meeting to report out the data collected in the summer following the Center Roadway closure and in the fall, as well as identifying "hot spots" and possible solutions. The presentation for this meeting is attached (see Exhibit 4). Again, approximately 50 participants and several Councilmembers attended.

Staff will review the community's feedback, prepare a Transportation Improvement Plan (TIP) that will include proposed projects, and review the TIP with the Council and community in Spring 2018. Staff will use the TIP to then prepare the City's next six-year Capital Improvement Program (CIP), which the Council will review in Fall 2018.

There are several "hot spots" that involve WSDOT property and staff recommends discussing these concerns with WSDOT immediately.

Parking

A number of residents have expressed their desire for increased commuter parking. The Mercer Island Park & Ride currently fills up by about 7:00 am with an estimated 50 percent coming from off island.

Short-term Parking

Some participants at the Traffic & Safety Community Meeting on November 29 expressed that access to parking in order to access transit continues to be a challenge. On August 7, the Council discussed a few short-term commuter parking options (see AB 5333); however, no particular site was identified. Council directed staff to investigate the feasibility of Luther Burbank South Parking Lot as a source for short-term commuter parking.

Feasibility of Luther Burbank Parking

Sound Transit has indicated that South Luther Burbank (SLB) Parking Lot does not meet their criteria for parking:

- **Lots are central to riders' points of origin**: The SLB Parking Lot is not central to Mercer Island points of origin. The isolation of the lot may create security concerns. Current signage in the lot indicates it is a "high prowl" area, while the North Mercer Way Park & Ride has not had car prowl issues according to the Mercer Island Police.
- **Must be paved**: The lot is paved; it meets this criteria.
- **ADA accessible**: The lot has designated ADA stalls within it; however, the pedestrian path from the lot to the bus stops require negotiating a steep hill. There are gaps in the sidewalk path creating an ADA barrier.
- **Within approximately a ¼ mile of existing transit service/bus stops**: The distance from the SLB Parking Lot to the bus stop on North Mercer Way is slightly greater than a ¼ mile (1/3 mile), which does not meet the criteria, but does meet the conditions of the Settlement Agreement.
- **Open to public year-round for commuting purposes**: The SLB Parking Lot is required to remain open for park uses. It is anticipated that a temporary waiver might be granted by the Recreation and Conservation Office (RCO) to allow temporary commuter parking for eight to nine (8-9) months out of the year, but not for 12 months for a five-year period.

Some of these issues can be overcome with physical improvements but the longer, steep pathway will likely be a deterrent for many potential users. City staff from Parks, Public Works, DSG and the City Attorney's Office reviewed Luther Burbank Park documents, on-site conditions and building codes to

determine what improvements would be required if the parking lot were to be used for Park & Ride parking. The following are considerations for a potential project:

- 12-18 months to plan, design, and construct the project
- Any impacts to surrounding wetlands and critical areas would require mitigation
- New pedestrian walkways would be required
- Questions about recreational immunity if used for commuter parking
- RCO grant requirements would prohibit year-round use for commuter parking
- Preliminary cost estimates are $300,000+, not funded by Settlement Agreement

Given the costs and the uncertainties regarding this potential project, staff does not recommend this option at this time.

Town Center Temporary Parking

As mentioned above, the Settlement Agreement included $240,000 in funding for temporary construction parking for transit commuters during the construction period for the South Bellevue Park & Ride garage, with a goal of securing 100 stalls. Identifying short-term construction period parking on Mercer Island has been a challenge due to the limited parking available within 1/3 mile of the North Mercer Way Park & Ride. City staff has identified 5-10 available parking stalls in existing private lots, and Sound Transit would continue searching for additional stalls up to the amount authorized by City Council.

Staff recommends that Sound Transit be authorized to lease 30 parking stalls at rates and on terms consistent with terms and conditions included in parking leases in the cities of Bellevue, Renton and Redmond per the Settlement Agreement. The cost for these stalls would be limited to $72,000. The remaining funds could be reallocated to the Traffic Safety Enhancements fund.

Long-term/Permanent Parking

The Settlement Agreement provides funding that would provide parking limited to Island residents during certain hours of the day. Staff has met with several Town Center property owners to discuss the potential of a public-private partnership. Staff is tentatively planning to return to Council in January 2018 to discuss the scope of a parking facility including costs and potential funding for the City's share.

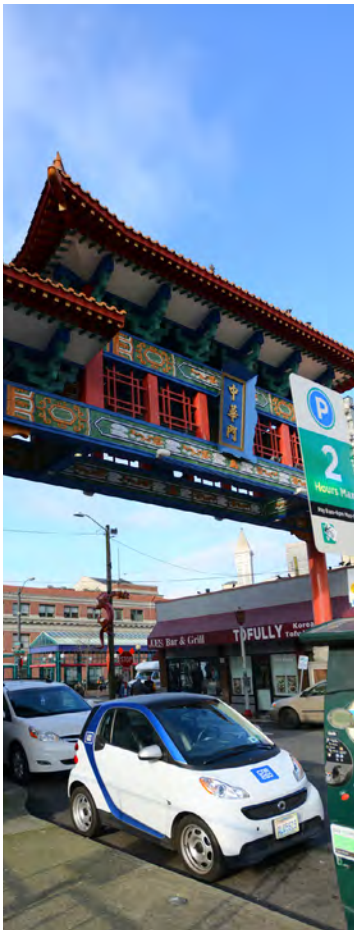
The is the first of many Council presentations and discussions on how to implement the terms of the ST Agreement.

RECOMMENDATION

City Manager

Receive presentation.

SHARED MOBILITY TECHNICAL REPORT



July, 2017

King County METRO

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Preface

Quantitatively predicting the future of urban mobility is a very challenging undertaking in any environment. The task is fraught with uncertainties in many areas as trends are influenced by regional growth, shifting demographics, changing technologies, economic conditions, and industry decisions, as well as local, state, and federal policy. Inevitably, predicting the future of urban mobility involves evaluating how those new technologies will interact with travelers in a future urban environment.

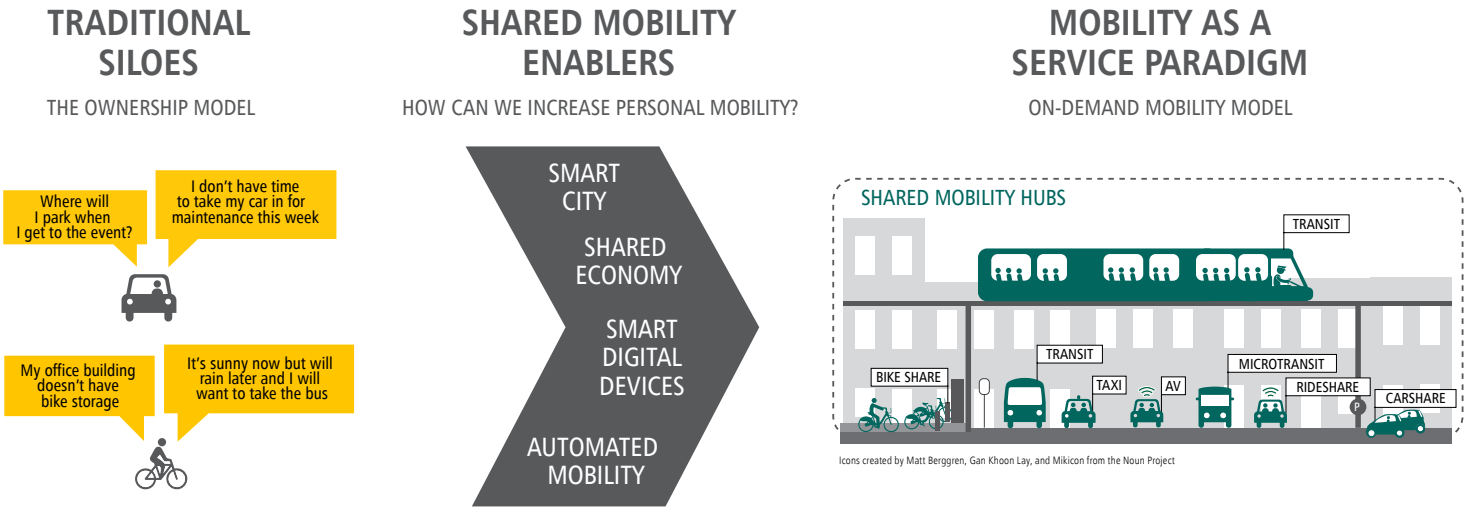
This report advances this kind of ambitious effort for the City of Seattle and King County and offers insight as to how shared mobility systems could interface with travelers, enhancing accessibility while also facilitating travel in ways that are potentially more energy efficient. The report provides context and classification to the existing shared mobility landscape, detailing the relative advantages of different modes to the traveling public. One of the key impacts that shared mobility brings is greater mobility without the need for personal vehicle ownership. While the dynamics of vehicle shedding and suppression have been studied in previous research of system users, it is entirely a different problem to assess how such effects may scale to a population for which such services are not yet accessible or still gaining acceptance. A number of key questions arise. What is the maximum potential impact of these systems within a broad and diverse population on vehicle holdings? How does the presence of shared mobility influence mode choice and vehicle miles traveled now and in the future? What is the expected scale of pick-up and drop-off curbside capacity needed to accommodate a region when it is served by circulating shared vehicles? Under what conditions and scale could Transportation Network Company systems serve to cost effectively substitute for under-utilized public transit? These are some of the questions explored using in-depth analysis and modeling through a mix of methods suited to address each question. In support of this effort, researchers at the University of California, Berkeley's Transportation Sustainability Research Center (TSRC) reviewed and commented on the report along with others, providing supportive input and feedback on assumptions, methods, and interpretation of outputs. The results provide a potential snapshot of impacts and opportunities that are presented by shared mobility, and yield recommendations of near and long-term lessons that could guide decision-making in the future. As with every exercise in predicting the future, some forecasted outcomes may not be manifested. But the report serves as an ambitious start, translating what is known today in shared mobility research and transit planning methods to suggest a future of integrated services that both enhance mobility and simultaneously reduce energy consumption in urban transportation.

This report was prepared for King County Metro by Sam Schwartz Consulting with support from:
UC Berkeley Transportation Sustainability Research Center
CityFi
Windels, Marx, Lane & Mittendorf, LLP
Interface Studio

Executive Summary

This Technical Report summarizes the potential impacts of shared mobility services for Seattle and the broader King County region and policy considerations related to these impacts. This report came about through a combined interest from the City of Seattle Department of Transportation (SDOT), King County, and King County Metro to establish an understanding of emerging shared mobility options and the impacts on the agencies' respective missions, planning policies, and operations. The challenge of this report was to establish new methodologies with existing data sets to understand new models of mobility and translate the outputs into actionable policy direction. The analysis seeks to answer two basic questions: (1) "What could happen?" and (2) "What are the impacts?". Shared mobility and automated mobility will have major impacts on mode choice, access, transit integration, right-of-way, and other transportation-related issues.

In the chapters that follow, shared mobility is defined from the consumer's perspective, in that the term 'shared mobility service' is a catchall for any transportation mode where users pay for a trip rendered or for the temporary use of a vehicle. Shared mobility includes any scenario where vehicles are either shared continuously among multiple users (e.g. buses and trains), or shared among different individual users for personal use over discrete time intervals (e.g. taxis, car share, bike share). It includes fixed-route public transit, vanpool, taxi, and fixed rate services, as well as new mobility services such as ridesourcing (provided by transportation network companies), car sharing (including two-way, one-way, and fractional ownership), bike sharing, microtransit, and private shuttles. SDOT and King County Metro consider transit and vanpool ride share products, however most of the analyses in this report measure the impact of new mobility services. Each analysis indicates data used and implications for each of these shared mobility service types. In addition, the report identifies policies related to each model that could foster Mobility as a Service in the region's future.[1]



1 Mobility as a Service (MaaS): A concept that emerged in Scandinavia, it is a mobility model based on commodifying trips and seamlessly facilitating the sale and purchase of trips (from both public and private companies) through a common user interface that integrates all modes of travel. This concept was popularized by the MaaS Alliance, http://maas-alliance.eu/

Building New Analytical Tools

There is a growing body of shared mobility research covering topics such as public-private partnerships, international best practices, open data standards, mode shift, mobility solutions for aging populations, streamlined fares, emerging technologies, and more. A selection of such research is available in the appendix. The technical exercises in this report build off the growing base of academic work to date to create tools for practitioners to engage with today's quickly evolving mobility landscape.

Sam Schwartz Consulting developed eight analytical exercises to begin to understand various aspects of the impacts of shared mobility. Instead of relying on one or two analyses to provide answers, the process was built on several analyses creating a panoramic snapshot of the impacts of shared mobility today and what could occur in the future. The tools in this report were built in collaboration with SDOT and King County Metro with the intent of providing an initial understanding of how shared mobility can impact the city and region and serving as a first step for future analyses. Most importantly, a diagnosis of how these models will impact policy decisions was included to provide an important step in identifying the issues and opportunities of new and emerging modes.

Several analyses were performed for this study to identify the impacts of shared mobility services on the transportation network in Seattle and King County. The purpose is to take the outputs of those analyses as a complement to the stakeholder values that were identified in a series of prior workshops and use them to inform upcoming policy and planning debates. These analytical tools explore various aspects of mobility, such as consumer response, transit provision, and spatial requirements of different modes and are a first step in identifying impacts of shared mobility.

The opportunity to reduce car ownership

A key focus of these analyses is how shared mobility could reduce car ownership and/or single occupant vehicle (SOV) trips in King County. As mobility options continue to evolve, expand, and mature, many people will have the opportunity to give up their car, or decide to not purchase one in the first place. Prior to the widespread arrival of shared mobility, driving single-occupancy vehicles to get around has been one of the primary choices as many transit connections are limited when traveling outside the city center from suburb to suburb or in off-peak periods. This new reality would be economically liberating due to the average cost of car ownership in King County, at approximately $12,500 per year by recent estimates.[2]

Shared mobility options, and the technologies that enable them, increase the possibilities for how people can travel. Results estimate that up to 17-22% of existing vehicles in King County could be eliminated if cost was a consumer's only consideration in deciding whether to switch to shared mobility options. This approach estimates an upper bound of vehicle shedding potential as an attempt to predict the potential for a decrease in personally owned vehicles, but does not consider lifestyle choices, convenience, or geographic prevalence of shared mobility options.

2 Balk, Gene. "Second-biggest expense likely out in your driveway." The Seattle Times (Nov 10 2016). Available at: http://www.seattletimes.com/seattle-news/second-biggest-expense-likely-out-in-your-driveway/

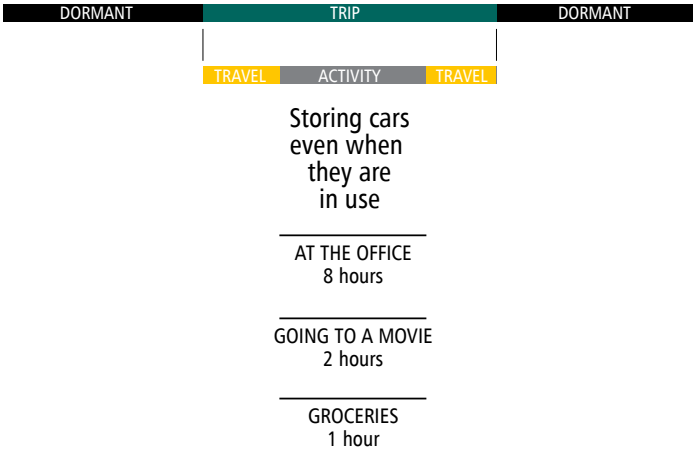
Personal vehicles are often used for a small portion of the day, roughly 4-6%, to travel to work, run errands, or go to an activity. Personal vehicles largely sit dormant at night and between travel. When a vehicle is not being operated, it takes up space in parking lots, garages, and streets. Storage of these vehicles is a burden on the available public right-of-way and built form of our cities, which could be used for more productive uses that serve a larger number of people than the vehicle owner.

Shared mobility services, such as Transportation Network Companies (TNC) and car sharing, increase the productivity of privately owned vehicles, giving them the ability to serve multiple users through multiple trips throughout the day and even night. In short, shared mobility services increase the latent capacity and efficient use of vehicles that otherwise would be underutilized and consume valuable space. A tremendous opportunity exists to reallocate precious urban space as the need to store cars is reduced. An initial analysis using trip generation calculations suggested a relatively small amount of space is needed to serve different land uses and entire neighborhoods when people can access destinations without needing to store their vehicles. While the need for parking will always exist, the analysis suggests that some land uses could easily be served by a few pick-up spaces for shared mobility vehicles or taxis.

Network benefits of shared mobility options

Shared mobility has already begun to play a significant role in the transportation ecosystem in Seattle and the broader King County region. Several services provide coverage in underserved areas, providing redundancy for public transit, and increase options for "first and last mile" connections. These services have the potential to replace single occupancy vehicle (SOV) trips. This analysis leveraged the Puget Sound Regional Council (PSRC) Travel Demand Model to understand these implications on mode choice and vehicle miles traveled in the year 2030.[3] If vehicle mode share was reduced by 25% or 50% by 2030 the demand model suggests that there could be a 10% reduction in SOV peak trips in the region and 45% in Downtown Seattle. Using the same inputs, the region could see an increased transit use of three times the current share, from 2.9% to 11.4%.

Figure A: Typical use of a privately-owned vehicle



These benefits would be provided in a paradigm where high quality fixed-route transit is expanded in the future serving hundreds of thousands of riders. At the same time, the analyses identify a starting place where microtransit or transportation network companies (TNCs) could complement the fixed-route transit network at a lower cost than bus service, especially at off-peak times.[4]

Finally, looking further into the future we discovered the potential to completely change the way people get around. A study in Stockholm[5] identified that shared automated vehicles, operated as a ride-matching network, could accommodate all car commute trips with only 10% of the current vehicle fleet.

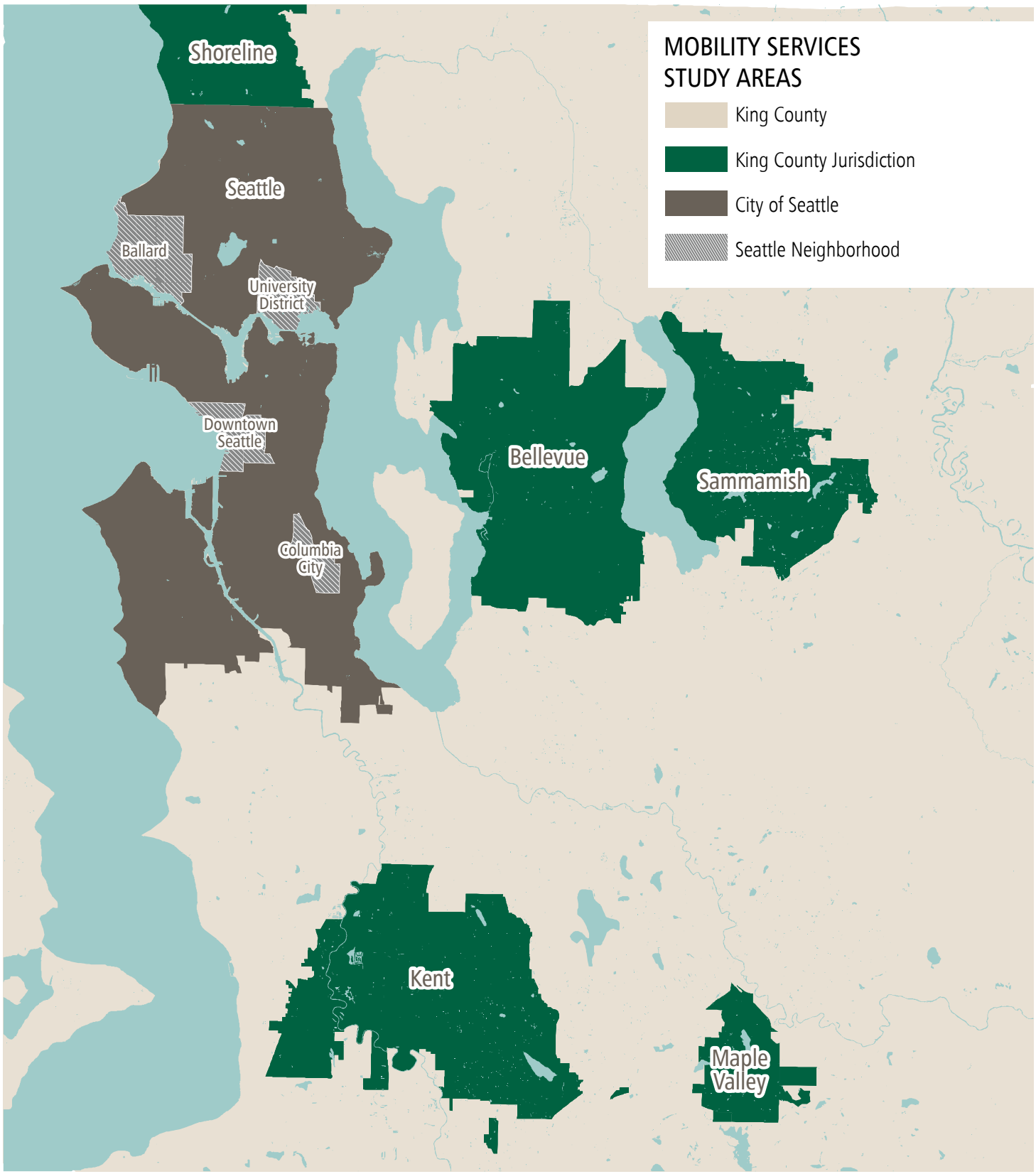
The purpose, methodology, results, and policy implications are included in the following eight chapters and appendix. Each analysis is outlined with limitations and suggestions for future use. In addition, select chapters include results for select study areas representing varying urban and suburban typologies in Seattle and King County (see Figure B).

3 These reductions are not suggested policy goals of either SDOT of King County Metro. These figures were used as inputs into the travel demand model to understand the range of mode shift.

4 This assumes continuation of subsidized transit with the current low cost to user.

5 Rigole, Pierre-Jean. Study of a Shared Automated Vehicles Based Mobility Solution in Stockholm (2014). Kungliga Tekniska Högskolan, Royal Institute of Technology. Available at: http://kth.diva-portal.org/smash/get/diva2:746893/FULLTEXT01.pdf

Figure B: Mobility Services Study Areas



Social Utility Exercise

1.1 Exercise Logic and Methodology

Social utility indicates the overall benefit that any service or action may yield to the majority population in a society. Applied to the mobility landscape, social utility is the ability of various transportation modes to support positive or minimize negative policy outcomes. This exercise supports an initial understanding of the potential impacts of shared mobility on factors such as congestion, accessibility, user costs, and space requirements. The exercise is a ranking of the overall social utility of the main traditional and new mobility modes in relation to one another based on informed value judgments. Each mode is ranked on a scale of 1 to 10 based on a set of criteria. Scores of 1 to 4 represent little to no benefit to society, 5 represents a neutral social utility, and 6 to 10 represent a positive effect on social utility.

The criteria used to evaluate the social utility of each mode include:

- Space efficiency when in motion/ congestion
- Vehicle miles traveled (VMT)
- Cost to user
- Parking requirements and land use
- Curb space
- Potential for car-free lifestyles
- Healthy/active lifestyle related to use of service
- Accessibility
- Equity
- Greenhouse gas (GHG) emissions

The results show that each transportation mode has a net social utility based on its impacts on the public realm, the environment, and equity. The social utility exercise is a qualitative effort created through analyses of the inherent capabilities of each transportation mode. Many factors are context specific, such as the cost to own, operate, and maintain a single-occupancy vehicle or whether public transit is beneficial to the environment (i.e. if buses have low ridership and are mostly empty). In other cases, the mode may not be available in a suburban context, which is noted in the results. To account for issues associated with context specificity, this exercise assumes a relatively dense area in an urban core. Holding transit-oriented land use and urban form constant allows for a comparison among all modes and a base understanding of the function of shared mobility. The rankings may not be unanimously agreed upon by policy makers or members of the public, but is a thoughtful starting point for further discussion.

Car2Go vehicles. Source: Seattle Department of Transportation

1.2 Results

The results are presented on a scale of 1 to 10 (1 being the lowest, 10 the highest). Social utility is exhibited in two methods below, from the perspective of the social utility indicator (Figure 1.1) and by mode (Figure 1.2). Figures 1.3 through 1.9 provide further discussion of the mode and its impact to social utility. The rankings are further exhibited in Table 1.1 on page 13.

Figure 1.1 Mode Scoring by Social Utility Indicator

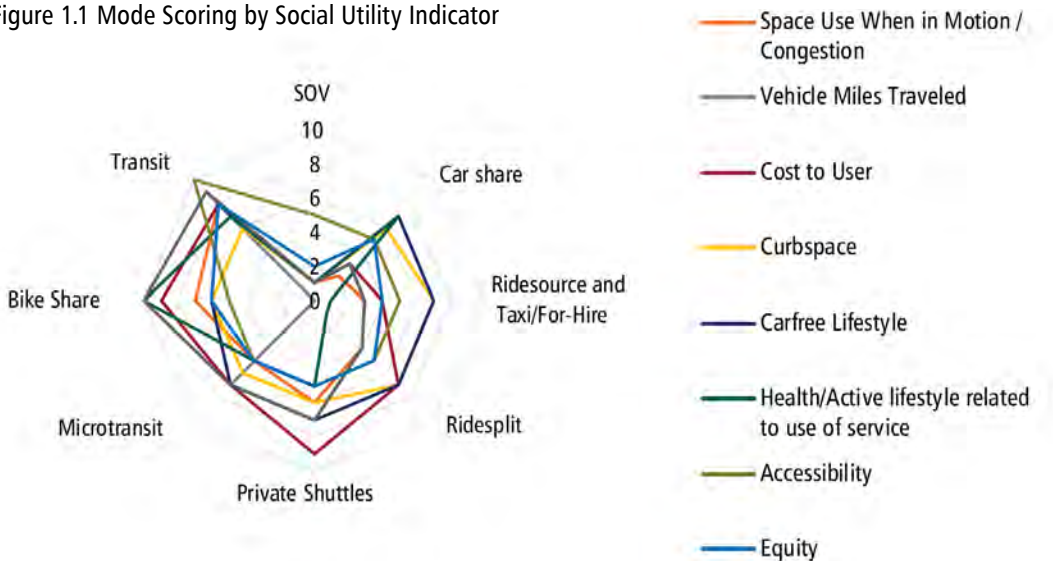
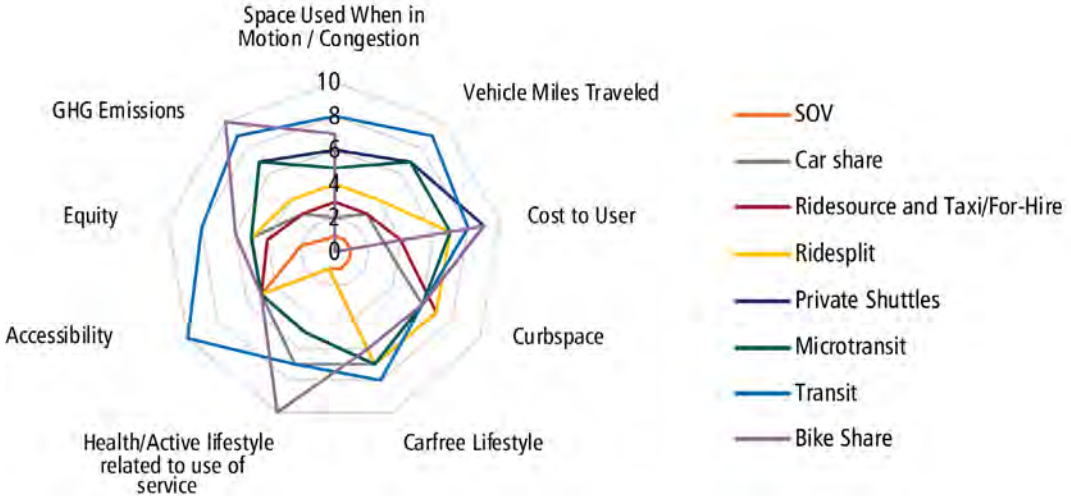


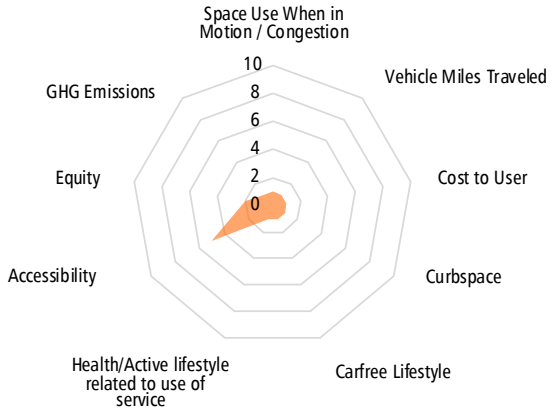
Figure 1.2 Social Utility Indicator Scoring by Mode



SINGLE OCCUPANCY VEHICLE (SOV)

Single Occupancy Vehicle describes the mode of travel whereby only the driver uses a private vehicle. SOVs are ubiquitous in transportation networks across all geographies and are the primary mode of travel for many commuters. As compared to other modes, SOVs require the most amount of space per passenger transported than any other travel mode and contribute significantly to vehicle miles traveled, and land use storage requirements (parking spaces, curb space, and parking lots). Owning and operating a private vehicle relative to other travel modes constitutes a large expense, unaffordable to some while a true economic burden to others. The sunk costs of auto ownership often result in higher usage, and when combined with other factors contribute to increased traffic congestion (notably during peak hours) and higher volumes of greenhouse gas emissions. Other negative impacts include poor user health outcomes, which have broader implications for society.

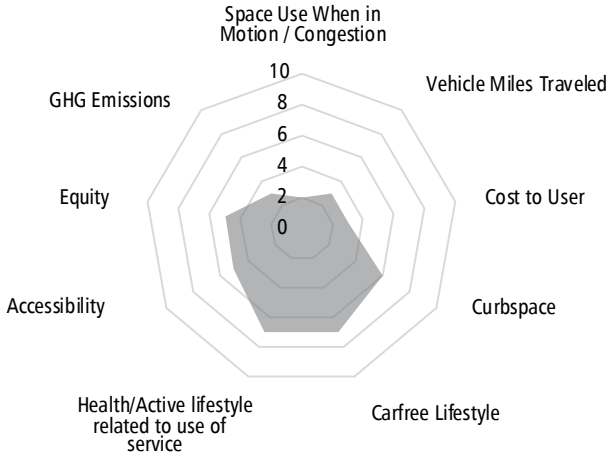
Figure 1.3 Single-Occupancy Vehicle



CAR SHARE

Car sharing is a membership based rental service offering unlimited access to a network of shared vehicles on a per trip basis. Roundtrip car share (e.g. Zipcar) and one-way car share (e.g. Car2go, Reach Now) are two models present in the region. Roundtrip car share users begin and end their trip at the same location and are charged by the hour, mile, or both. One-way car share users pay by the minute and can begin and end a trip at different locations. Car share has a similar social utility to SOVs in relation to space required while in motion and for parking. As the cost of the vehicle is relegated to each company and spread over many users, it provides a lower cost solution to temporary private vehicle access (cost differs based on service model). The required curb space and capability to provide users with the option to not own a personal vehicle are factors that improve car share's net impact on social utility. One-way car share may more successfully allow for a car-free lifestyle, as user can pair trips with other modes and do not have to pay for the time they are at their destination (i.e. shopping at the grocery store). However, drawbacks to car share include the limited regional distribution of services based on population density and barriers for low-income, un-banked, or disabled residents.

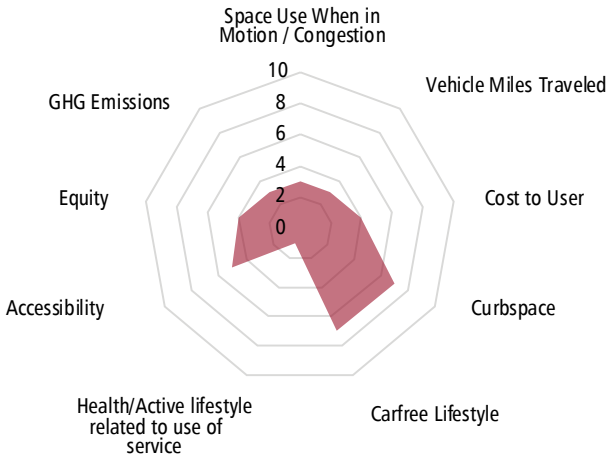
Figure 1.4 Car share



RIDESOURCE AND TAXI/FOR-HIRE

Point-to-point service has been offered for over a century with traditional taxi services. These have been effective for key traffic generators (i.e. hotels and airports), and as a dispatch service. Ridesourcing services provide a similar service, but utilize mobile applications as the dispatch and can offer greater information sharing with GPS technology. While the trip purpose is very similar (providing point-to-point trips for customers), TNCs such as Uber, Lyft, and Wingz provide services to customers with the use of non-commercial vehicles. Passengers and drivers are connected exclusively through online means, often with mobile applications. Ridesource and taxi vehicles take up the same roadway space as personally owned SOVs and contribute to the region's VMT (potentially more than SOVs because of frequent 'deadheading' when a driver is traveling to pick up a passenger). In addition, queuing of ridesource and taxi vehicles to pick-up or drop-off customers can be an issue during peak periods and events, but takes up a fraction of the space for these activities compared with parked SOVs. Ridesourcing provides benefits to the public as a practical last mile connection to public transit options and allow people in some areas to live car-free. Many areas throughout the U.S. have some form of ridesource or taxi service, though they are not always equitable geographically and financially, or accessible to persons with disabilities.

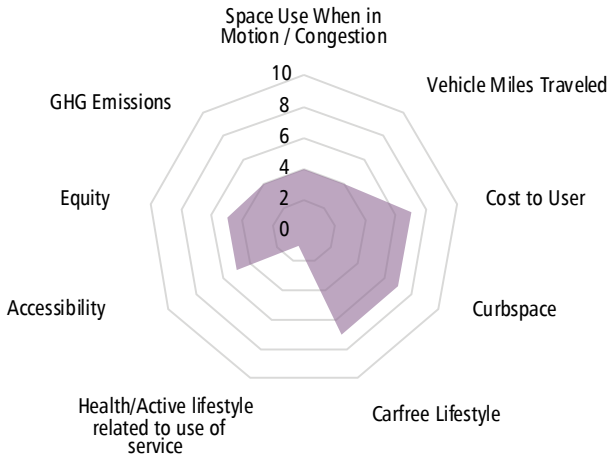
Figure 1.5 Ridesource and taxi/for-hire



RIDESPLIT

Ridesplit refer to those TNCs that provide ride matching services as part of or in addition to ridesource options. Examples such as uberPOOL and Lyft Line allow customers to split the cost of the fare among other riders at the expense of potentially longer wait and in-vehicle travel times. Like ridesourcing, ridesplit vehicles require less curb space due to brief pick-up and drop-offs (as compared to SOVs parking for extended periods), have the potential to reduce congestion, and can increase capacity of the right-of-way. The service area for uberPOOL and Lyft Line include Seattle and surrounding King County jurisdictions. Ridesplit services currently operate in large cities with high population density.[6]

Figure 1.6 Ridesplit

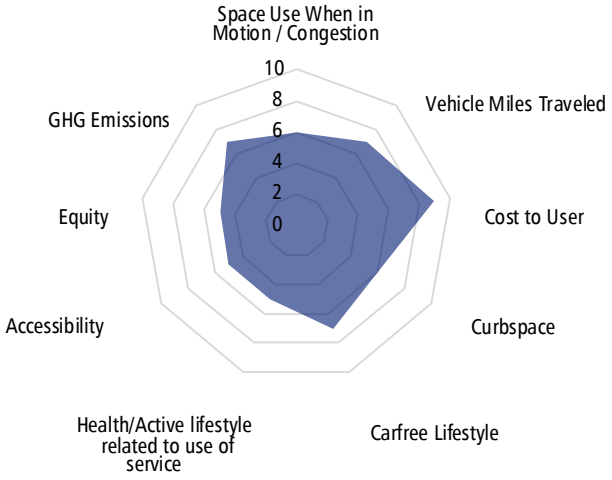


6 As of February 2017, UberPool and Lyft Line operate in around 15 U.S. cities: https://www.uber.com/ride/uberpool/ and https://help.lyft.com/hc/en-us/articles/213815178-Lyft-Line-Pricing

PRIVATE SHUTTLES

This mode of transportation typically transports employees between their place of employment and transportation hub connections. Private shuttles, like the Microsoft Connector[7] and the Amazon Ride[8] (among others), typically do not have user fares. Yet, because these systems are generally closed to the broader public, their social utility is limited, by definition. Benefits of private shuttles to the public include higher capacity thereby reducing congestion and allowing those with access to a private shuttle to consider shedding their personal vehicle if there are alternative modes available for discretionary trips. Private shuttle services can be found in areas with employment centers and central business districts.

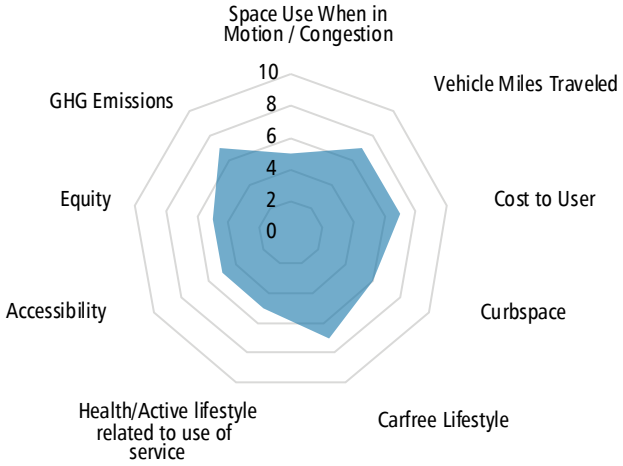
Figure 1.7 Private shuttles



MICROTRANSIT

A new privately-owned and operated transit solution known as microtransit provides both commuter and non-commuter shuttle services to the general public. Similar to TNCs, Microtransit companies such Via, Chariot or Bridj rely on mobile applications to connect users to the service. These services can be designed to pick up users in designated geographic zones along deviated fixed routes, or can be dynamically routed based on demand. Microtransit is beneficial for filling in gaps in the public network, lowers congestion if users switch from personal vehicles, and has a lower transportation cost compared with SOVs and the other transportation modes in this analysis with exception to transit and bike share. Microtransit services that complement public transit should not be redundant with existing routes or services. At the time of writing this technical report, none of these services were available in King County.

Figure 1.8 Microtransit



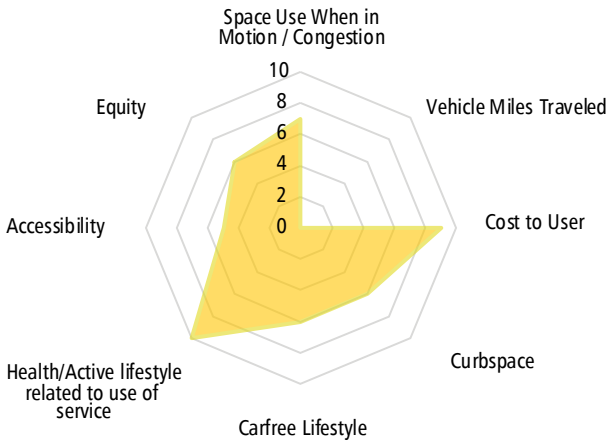
7. Microsoft Connector information available at: http://wstc.wa.gov/Meetings/AgendasMinutes/agendas/2010/July13/documents/20100713_BP8_MicrosoftConnectorCommuteFactSheet.pdf and https://www.connectorride.com/Account/Login

8. Amazon Ride information available at: http://www.geekwire.com/2016/amazon-quietly-debuts-commuter-shuttle-program/ and https://amazon.thebus.mobi/#/

BIKE SHARE

Public bike share systems make a network of bicycles available for shared use to individuals on a short-term basis. Although there are various forms of bike share systems, the most common are those with fixed docking stations. Social utility indicators are scored highly, as the bikes themselves produce no emissions, have relatively low cost to users, and enhance active and car-free lifestyles. The drawback of bike share is that as a mode it may not be accessible to all of the public, such as those with disabilities, children, or the elderly. However, some bike share systems are beginning to develop adaptive bicycles to serve these populations.[9] Many major cities have some form of bike share. While Seattle's Pronto Bike Share ceased operation as of March, 2017, other cities are expanding their systems and experiencing high ridership. Bike share takes up much less roadway space compared to SOVs and have the potential to contribute to health benefits from physical activity.

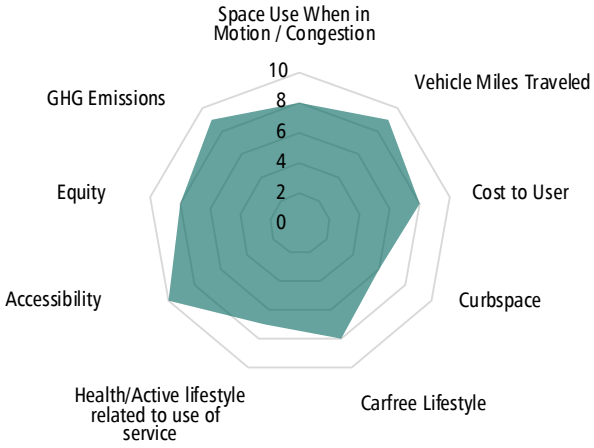
Figure 1.9 Bike share



TRANSIT

Public transit encompasses a variety of modes including buses, streetcars, light rail, commuter rail, shuttles, and ferries. In King County, public transit is provided by Metro Transit and Sound Transit. Transit is typically the mode with the highest accessibility, is widely available, and the most affordable option. Public transit is the only mode required to follow Title VI regulations to ensure equitable service coverage. Buses and trains have the highest capacity (people per square foot) relative to other modes and have positive effects on lessening congestion at peak hours. As a publicly-available mode, users can often live car-free lifestyles where transit service is provided.

Figure 1.10 Transit



9. Adaptive Bicycling Pilot Project. Portland Bureau of Transportation. Available at: https://www.portlandoregon.gov/transportation/article/582518

According to this assessment, SOVs provide the lowest social utility, whereas public transit and public bike share programs offer the highest social utility. Table 1.1 reflects the social utility that each mode provides, as represented above. It is important to note that no weighting has been identified for each category and the overall ranking will differ based on context.

Table 1.1: Social Utility Indicators by Mode

CRITERIA	TRANSPORTATION MODE							
	SOV	Car share	Ridesource and Taxi/For-Hire	Ridesplit	Private Shuttles	Microtransit	Bike Share	Transit
Space Use When in Motion / Congestion	1	2	3	4	6	5	7	8
Vehicle Miles Traveled	1	3	3	4	7	7	9	9
Cost to User	1	3	4	7	9	7	9	8
Curbspace	1	6	7	7	6	6	6	6
Carfree Lifestyle	1	7	7	7	7	7	6	8
Health/Active Lifestyle Related to Use of Service	1	7	1	1	5	5	10	7
Accessibility	5	5	5	5	5	5	5	10
Equity	2	5	4	5	5	5	6	8
GHG Emissions	1	3	3	4	7	7	10	9
Social Utility Rating	Low	Medium	Low	Medium	Medium	Medium	High	High
Suburban Applicability	Yes	Limited	Yes	No	Limited	No	Limited	Yes

Social Utility Score

1 5 10

Suburban Context Considerations

Population density, employment density, access to a high-frequency transit network, and other factors may limit the suitability of bike share, car share, ridesplit, and microtransit in some suburban contexts. The remaining modes (ridesource, transit, and private shuttles) provide service throughout the region, but at a limited availability compared to the dense urban centers. This is because shared mobility services generally require dense urban conditions to be financially viable enterprises or require subsidies. This may change in the future with the potential introduction of shared automated vehicle fleets where operation costs would be significantly lowered, allowing for expansion in the suburban regions.

For example, bike share and car share often require a large subsidy or have limited availability in areas with low population density where a continuous network is not available. The exception is closed-loop systems that are usually contained on college or corporate campuses. Zipcar has recently launched bike share to complement car share systems on college campuses and could be a model for suburban expansion.[10]

Another consideration for suburban contexts is that ridesource, taxis, and fixed-rate for-hire services may be valued higher in exurban areas because it is the only alternative to driving and the enhancement in mobility has a high value in a mobility-scarce atmosphere. Additionally, ridesource vehicles may not have the negative externalities of congestion in exurban areas that, by their geographic location and lack of trip generators, do not have current congestion issues.

The availability of these services does not necessarily change the social utility, but practical considerations must be made when creating partnerships or sponsoring new services to ensure mobility and policy goals are achieved.

1.3 Lessons Learned

- The intent of this exercise is to show the relative costs and benefits of shared mobility modes and in comparison to SOVS. The qualitative analysis is meant to help the user identify the potential social value and fit of different modes given a variety of factors.
- As the ranking of the factors is highly context specific, conducting this exercise in the framework of a high density urban environment provides points for discussion but also introduces limitations. This exercise should be adapted for more specific contexts and unique issues if possible.
- Emphasis or weighting of individual values will impact the relative social utility. For instance, if equity is of high value in an area that does not have congestion issues, then car share and ridesource may score much higher in a similar analysis. This emphasis may be seen as mid-sized metro areas or suburban regions fully embrace shared mobility.
- As some shared mobility models are in their early stages, latent demand realized in the future as services become more widely accessible may affect pricing and cost to users. Social utility must be continuously re-evaluated to account for changes in pricing and demand.
- This analysis is a first step to help socialize the relative costs and benefits of shared mobility options compared with SOV and other modes. Other uses for this analysis beyond this purpose will require additional research.

10. Zipcar and Zagster launch Zipbike, the first national, sponsored bike-share program for universities (2016). http://www.zipcar.com/press/releases/zipbike

1.4 Policy Implications

- The findings identify that all shared mobility modes have a higher social utility (or public benefit) in comparison to SOV ownership. Transit and bike share provide the highest social utility in relation to the rest of the private shared mobility modes, but have limitations in market capabilities. This further identifies the value of both (1) investing in transit and bike share and (2) continuing to pursue partnerships with shared mobility providers, especially to support high-occupancy modes.

- This exercise can be completed on a smaller scale and incorporate public input when planning shared mobility pilots and making decisions regarding potential partnerships.

- Identifying the social utility of transportation modes allows for a first step in considering how a true Mobility as a Service model could affect social utility. Implementing MaaS may mean balancing positive impacts of one mode (e.g. low GHG emissions of bike share) with negative impacts of others (e.g. VMT of car share). This could be achieved through prioritizing service coverage or offering subsidies for modes with higher net social utility. While true MaaS may not be implementable in the next few years, prioritizing modes with high social utility may begin to manifest in the design of shared mobility hubs.

RapidRide Station with MetroPool all-electric vehicles charging nearby Source: Google Maps

2 Economic Model

Kirkland Park & Ride. Source: King County Metro

2.1 Model Logic

The emergence of shared mobility transportation options and an expanding high quality transit network could result in a reduction in personal vehicle use and ownership in the coming years. The opportunity to reduce vehicle ownership is important in cities for the following reasons:

1. Vehicle ownership creates an incentive to drive more to capture the value of the investment
2. Reduced vehicle ownership encourages more transportation alternatives, transit, car sharing, active transport, etc.
3. Shifting to transit and other shared mobility options could significantly reduce household transportation costs for many
4. It reduces the need for residential and commercial parking, creating the opportunity to use limited space for a more productive purpose

The Economic Model explores the potential for shared mobility services to replace the need for vehicle ownership. From a purely economic perspective, the initial analysis of the potential for TNCs, such as Uber or Lyft, to reduce vehicle ownership identified significant cohorts within King County and Seattle car owners that would experience an economic benefit from giving up their car and using ridesource or ridesplit (at current market prices) for their travel needs.

The economics of mode choice is one of the foundational arguments for a shift to consuming mobility as a service. The Economic Model is based on the idea that ridesourcing and ridesplitting can provide a comparable alternative to driving a single-occupancy vehicle in regard to time, customer experience, and direct pick-up/drop-off at an individual's origin or destination (although users further from the urban core may experience longer wait times with less prevalence of such services). In other words, when considering vehicle miles traveled (VMT), car ownership costs, and shared mobility costs, there is a point where it becomes economically rational for consumers to switch to ridesource instead of using their personal vehicle. This model is a first step in estimating potential vehicle shedding (getting rid of a vehicle) but does not explicitly capture potential vehicle suppression (the decision to not buy a vehicle in the first place due to the presence of shared modes).

A limitation of focusing solely on economic rationale is that decisions to travel by personal vehicle or ridesource, which often vary by individual or household type, may not be captured. For example, a household that includes multiple adults and small children might consider convenience and comfort before, or in tandem with, financial decisions. Current shared mobility systems may struggle to serve families with children, regardless of how much those households drive, when factors such as multiple pick-up and drop-offs, carpooling, and car seats are included.

With these limitations in mind, this model helps us to understand the potential for a reduction of personal vehicles, which could result in increased right-of-way capacity (from reduced parking demand or pooling), decreased need for parking space, decreased greenhouse gas emissions, lower consumer costs, and a redundancy in transportation options. In other cases, a reduction in personal vehicles and congestion which frees up roadway space, may "tap into" latent demand of single-occupancy vehicles.

The following modes were utilized as options in the Economic Model:

- Ridesource
- Ridesplit
- Transit
- Car share (one-way model)
- Automated vehicle ridesource
- Automated vehicle ridesplit

Transit is the only publically operated mode receiving direct subsidies, while the rest are privately operated. The cost per user differs for each mode and is based on current pricing in the region. While shared automated vehicle services are not yet available, they are included in this analysis to begin to understand their potential impact on private vehicle ownership.

2.2 Methodology and Assumptions

As the Economic Model is a purely cost-driven approach, the methodology produces an upper bound of possible vehicles that could be shed. Since personal vehicle ownership is motivated by more than just cost, the definition of market size by purely cost parameters will inherently produce an over estimate of the market size.

The methodology is broken down into five steps:

1. Calculate user costs of all modes- personal vehicle, TNC, transit, car share, and TNC automated vehicles.
2. Determine per mile user cost of personal vehicle versus TNC, transit, and car share as a function of annual miles driven. In other words, when the vehicle miles traveled (VMT) increases, what happens to the cost of operating and maintaining the vehicle?
3. Calculate the total number of vehicles for each geography by vehicle type.
4. Determine the total vehicles miles traveled where it would be cheaper for a person to give up their personal vehicle and use shared mobility and/or transit instead.
5. Develop scenarios that include different combinations of shared mobility modes to model the potential personal vehicle reduction. A timeframe for vehicle reduction was not included in this analysis.

Step 1: Calculate annual costs of each mode

PERSONAL VEHICLE COSTS

Car ownership data from AAA includes the cost of license and registration, fuel, maintenance, tires, insurance, depreciation, and finance for small, medium, and large sedans. The average vehicle costs per mile, along with parking costs and fuel efficiency, are inputs for private vehicle ownership costs.

Table 2.1: Personal Vehicle Cost Estimates

Cost Type	Small sedan	Mid-size sedan	Large sedan (SUV or Minivan)
License, registration, taxes ($/year)	502.00	701.00	838.00
Insurance ($/year)	1,169.00	1,208.00	1,212.00
Lease payment / depreciation ($/year)	2,568.00	3,792.00	4,639.00
Financing ($/year)	481.00	698.00	800.00
Fuel cost ($/gallon)	2.12	2.12	2.12
Fuel efficiency (MPG)	23.88	22.64	19.38
Maintenance, repair, tires ($/mile)	0.055	0.066	0.068
Parking ($/year) [11]	3,528	3,528	3,528

RIDESOURCE COSTS

Ridesource costs were calculated using Uber customer costs in the Seattle area in 2016. Inputs for ridesource include base fare ($3.30/trip), mileage fee ($1.37/mile), and a time fee ($13.20/hour). Surge pricing, an increase in ridesource cost to the user based on time of day or location, was not included in the analysis.

RIDESPLIT COSTS

The cost of ridesource is discounted by 25 percent for ridesplit services (i.e. UberPool and Lyft Line). Acknowledging that ridesplit cost could vary based on the TNC, costs were calculated using Uber customer costs in the Seattle area in 2016. Inputs for ridesplit include base fare ($2.48/trip), mileage fee ($1.03/mile), and a time fee ($9.90/hour).

Table 2.2: SOV and Ridesplit Costs[12]

Ridesource	
Base fare ($/trip)	3.30
Mileage fee ($/mile)	1.37
Time fee ($/hour)	13.20
Ridesplit (25% discount from ridesource)	
Base fare ($/trip)	2.48
Mileage fee ($/mile)	1.03
Time fee ($/hour)	9.90

11. Parking costs are estimated available data for parking in the central business district. Source: Collier International, Survey of parking rates in 156 CBD's worldwide. Accessible at: http://www.thetruthaboutcars.com/wp-content/uploads/2011/07/globalcolliersparkingratesurvey-AB1536.pdf

12. Costs from Uber trips in July 2016.

AUTOMATED RIDESOURCE COSTS

The cost per mile for automated vehicles was assumed to remain similar to existing ridesource costs, but discounted by 50% to account for the removal of labor costs for driverless cars (see Table 2.2). This assumption is based on a variety of conversations with transportation industry professionals[13], whom expect a range from 50% - 80% decreased cost of operating a vehicle. Inputs for automated ridesource include base fare ($1.65/trip), mileage fee ($.69/mile), and a time fee ($6.60/hour).

AUTOMATED RIDESPLIT COSTS

Ridesplit costs for automated vehicles are further reduced by 20% from automated ridesource per mile costs. The 20% reduction was utilized (as opposed to 25%), due to the already lowered estimate of base cost of automated ridesource costs. Inputs for automated ridesplit include base fare ($1.32/trip), mileage fee ($.55/mile), and a time fee ($5.28/hour).

Table 2.3: Automated Ridesource and Ridesplit Costs

Automated ridesource (50% discount from ridesource)	
Base fare ($/trip)	1.65
Mileage fee ($/mile)	0.69
Time fee ($/hour)	6.60
Automated Ridesplit (20% discount from automated ridesource)	
Base fare ($/trip)	1.32
Mileage fee ($/mile)	0.55
Time fee ($/hour)	5.28

TRANSIT COSTS

The transit fare ($/trip) for the economic model is $2.75, which is the median price for a Sound Transit Link light rail trip and for a Metro transit bus ride.

Table 2.4: Transit costs

Transit	
Fare $/trip	2.75

CAR SHARE COSTS

The cost for car share is based on ReachNow's per minute fee of $0.49.[14] With ReachNow, a one-way car share model, users pay per-minute with mileage and time rate caps for longer trips. Round trip car share companies often charge an annual membership fee in addition to an hourly fee. Only one-way car share pricing was included in this model as the analysis is based on a per trip basis.

Table 2.5: Car share costs

Car Share (ReachNow)	
$/hr	29.40

13. ITE Annual Conference, 2016. Session: Ready or Not… Self-Driving Vehicles are Coming to a City Near You. Speaker: Wes Guckert.

Step 2: Determine cost of each mode as a function of annual miles driven

Using car ownership, TNC, transit, and car share cost data, the annual cost and cost per mile function for each mode was calculated as miles driven annually increases. Inputs include costs per mile and average number of trips per day[15] and is calculated for a range of 250 to 15,000 VMT per year. The average number of trips per day used in the calculations below (2.6/day) is from the National Household Travel Survey for the Seattle area.[16] As there is no explicit input for trip length in this model, the model assumes those driving a greater number of miles per year are taking longer trips each day.

PERSONAL VEHICLE COST PER MILE CALCULATION:

SOV cost per mile by miles driven per year=
(License, registration, taxes + Insurance + depreciation + financing /miles driven per year)
+ (fuel cost x 1 /fuel efficiency) + maintenance

RIDESOURCE COST PER MILE CALCULATION:

Ridesource cost per mile by miles driven per year=
(Number of trips per day x 365 days per year x ridesource base fare) + (Miles driven per year x ridesource mileage fee) + (Miles driven per year/MPH x ridesource time fee))/ miles driven per year

Figures 2.1 and 2.2 below show the annual cost and per mile cost by mode.

Figure 2.1: Annual Cost by Mode

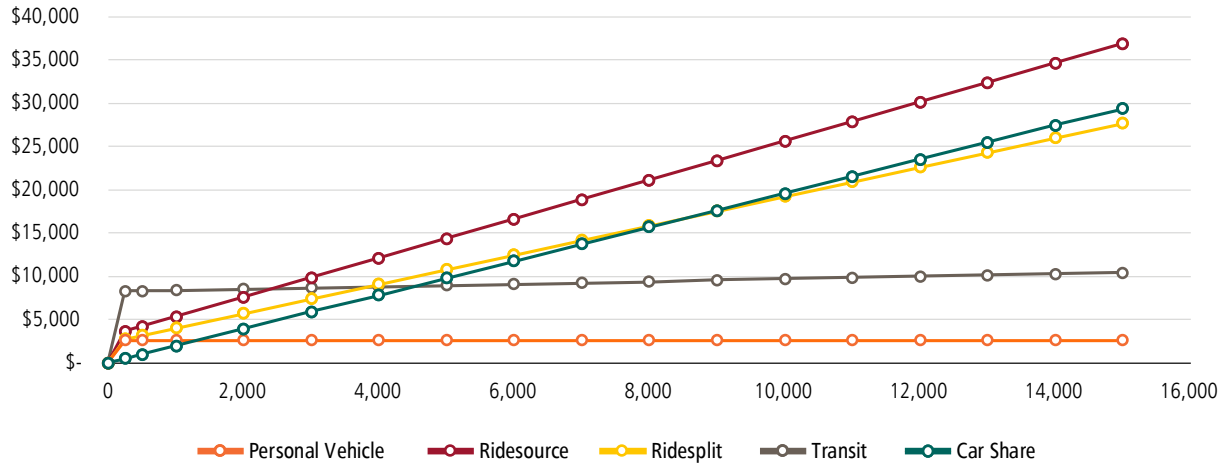
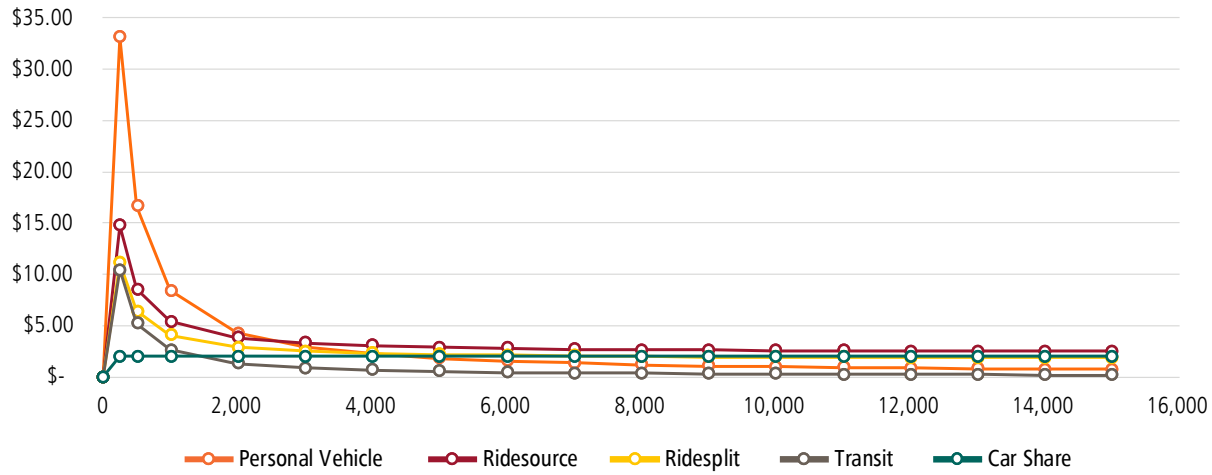


Figure 2.2: Cost per Mile by Mode



15. 2.6 trips per day. Source: National Household Travel Survey
16. National Household Travel Survey, 2009

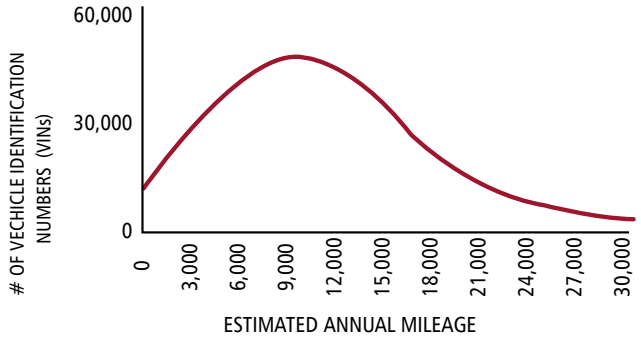
Step 3: Calculate the total number of vehicles for each geography by vehicle type.

As shown in Table 2.1, the per mile costs for personal vehicles varies by vehicle type. Using U.S. Census American Community Survey 5-year estimates, the total vehicles available for each geography was distributed into small, medium, and large sedans based on a national distribution of the car fleet.

Step 4: Determine the number of total vehicles miles traveled (VMT) below which it would be cheaper for a person to give up their personal vehicle and use shared mobility and/or transit instead (i.e. the 'breakeven point')

As exhibited in Figure 2.3, a dataset of all registered vehicles in the state of Massachusetts shows the distribution of estimated annual mileage by total number of Vehicle Identification Numbers (VINs).[17] VINs were utilized as the analysis attempts to analyze mode change by vehicle. As data were not available on the number of people who use each vehicle (i.e. a family of four sharing one vehicle), the results are calculated in the potential number of vehicles reduced, not the number of people giving up their vehicles. The model assumes that the VMT distribution is similar in King County since a comparable proportion of land use types and traffic patterns are represented. A local data source is not available with this type of VMT distribution.

Figure 2.3: Massachusetts Estimated Annual VMT

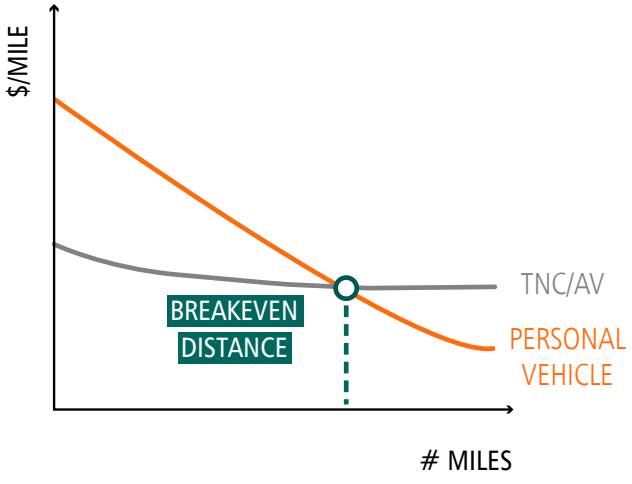


Source: Massachusetts Commonwealth Automobile Reinsurer (CAR) and the Registry of Motor Vehicles (RMV)

It is assumed that the cost of owning a personal vehicle decreases when the total number of miles driven per year increases. The 'breakeven point' is the point where annual cost by number of miles driven is equal for personal vehicles and TNCs, transit, car share, or shared automated vehicles (see Figure 2.4). Each mode has a different breakeven point and many people may use a combination of modes to replace personal vehicle miles driven. In this analysis, the breakeven point finds the total cost of vehicle ownership below which drivers would switch (i.e. vehicle shedding) to use one or more alternative modes. Those who choose not to buy a vehicle in the first place (i.e. vehicle suppression) are not explicitly captured in this analysis, but the breakeven concept still applies to their travel choices centered around cost.

Using this VMT distribution, the model determines the number of vehicles which have been driven the 'breakeven' number of miles or fewer. The model assumes that if a person drives the breakeven number of miles or fewer, they will choose to give up their personal vehicle in favor of a more economical shared mobility or transit option.

Figure 2.4: Breakeven Point schematic



17. Massachusetts Commonwealth Automobile (CAR) and the Registry of Motor Vehicles (RMV)

Step 5: Develop scenarios that include different combinations of shared mobility modes to model the potential personal vehicle reduction.

Six scenarios were selected to model a variety of transportation alternatives to personal vehicles, including combinations of ridesource, ridesplit, transit, car share, and ridesource automated vehicles (Table 2.6). Each scenario is from the perspective of the consumer and answers the question, "What is the potential for consumers to give up their personal vehicle based on the economical choice?" For example, if car owners had the option to either drive their personal vehicle or take ridesource (Scenario 1), which would they choose based on cost alone? As earlier noted, the use of an economic rationale accounts for potential vehicles shed, rather than vehicles suppressed.

Table 2.6: Economic Model Scenarios

Scenario	Alternative modes	Example
Scenario 1	Ridesource Only	Instead of using a personal vehicle for every trip, you take an Uber or Lyft
Scenario 2	50% Ridesource, 50% Ridesplit	Rather than driving your own vehicle for every trip, you order an Uber half the time and an UberPool for the rest of your trips
Scenario 3	25% Transit, 50% Ridesource 25% Ridesplit	You give up your car and take a combination of shared mobility services and transit
Scenario 4	25% Transit, 25% Ridesource 25% Ridesplit, 25% Car share	Instead of driving a personal vehicle, you use transit, TNCs, and car share
Scenario 5	Ridesource AV Only	You use a shared fleet of automated vehicles becomes available to the public through the MaaS, CAV, SAV
Scenario 6	50% AV Ridesource, 50% AV Ridesplit	Half the time you use Ridesource AV and the other half you share your AV ridesplit with at least one other person

2.3 Results

Results indicate that the break-even VMT, or the number of miles driven below which would be cheaper to not own a personal vehicle, vary from 2,400 to 10,000 depending on the scenario and vehicle profile (see Table 2.7 below). For example, in Scenario 1 it would be cheaper for a person who owns an "econobox" car and drives 2,429 miles or less per year to travel using ridesource instead.

Table 2.7: Break-Even VMT by Scenario and Vehicle Profile

Mobility Scenario	Profile A: Econobox	Profile B: Mid-Size Cars	Profile C: Large Vehicles (SUV or Minivan)
	Break-Even Vehicle Miles Traveled (VMT)		
1. Ridesource Only	2,429	3,251	3,804
2. Ridesource and ridesplit	3,822	4,961	5,740
3. Transit, ridesource, and ridesplit	4,466	4,301	5,248
4. Transit, ridesource, ridesplit, and car share	4,679	6,014	6,935
5. AV Ridesource Only	6,688	8,540	9,846
6. AV Ridesplit Only	7,748	9,864	10,058

Based on the breakeven points of each scenario, approximately 17-27% (see Table 2.8) of existing vehicles in King County could be reduced because it's cheaper for those drivers to choose shared mobility options. In other words, approximately 68,000 vehicles are driven less than the breakeven point calculated for Scenario 1, which amounts to 17% of the total car fleet. The personal vehicle reduction potential could be more than 100,000 vehicles in the City of Seattle and 370,000 in King County (see Table 2.8).

In addition, an Automated Vehicle (AV) shared fleet scenario showed a 31-45% reduction potential in personal vehicles. This is attributed to the potential lower consumer cost as compared to current ridesource costs. With an AV ridesplit scenario, the reduction potential reaches more than 600,000 vehicles in King County and nearly 180,000 in Seattle (see Table 2.9).

Table 2.8: Results by Scenario

Mobility Scenario	Vehicle Reduction Potential
1. Ridesource Only	16.66%
2. Ridesource and ridesplit	22.71%
3. Transit, ridesource, and ridesplit	22.18%
4. Transit, ridesource, ridesplit, and car share	27.23%
5. AV Ridesource Only	31.46%
6. AV Ridesplit Only	44.77%

Figure 2.5: Range of Potential Personal Vehicle Reduction (% of total vehicles available)

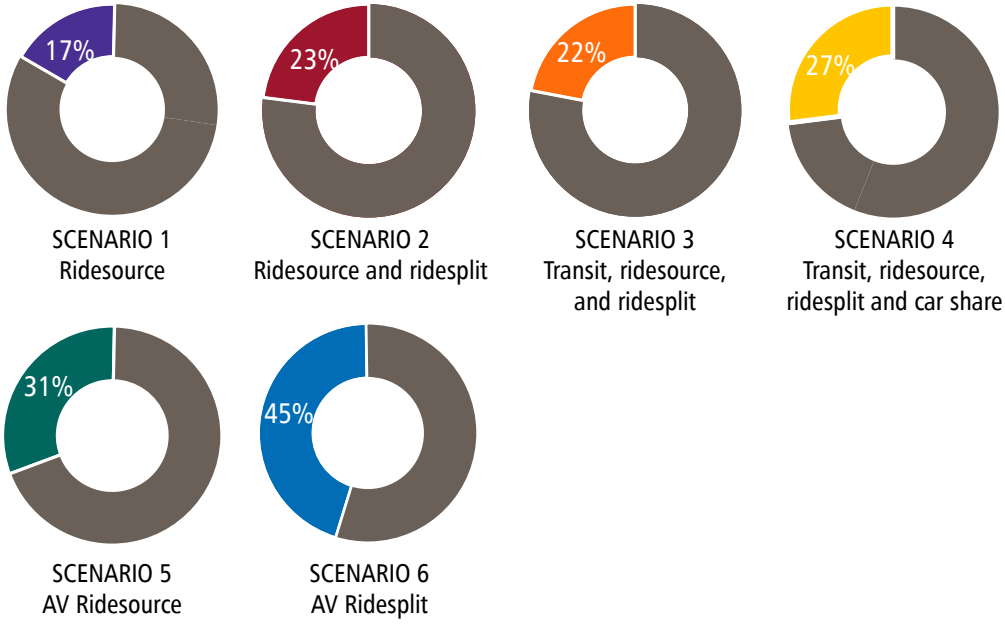


Table 2.9: Potential Vehicle Reduction by Geography

	King County	Seattle
Total Vehicles	1,366,859	398,477
Mobility scenario (% reduction)	Potential personal vehicle reduction	
Scenario 1	227,658	66,368
Scenario 2	310,365	90,480
Scenario 3	303,160	88,380
Scenario 4	372,192	108,504
Scenario 5	429,972	123,528
Scenario 6	612,000	179,315

When applying the potential vehicle reduction to smaller geographies, additional constraints were added as certain areas have a lower prevalence of TNCs than others and would therefore be less likely to give up personal vehicles. Data gathered by the City of Seattle shows the number of TNC pickups from each city zip code for one quarter of 2015. Using this data, the model adjusted to ensure a more conservative vehicle reduction to the neighborhoods of Columbia City and Ballard as there was lower TNC use than in Downtown Seattle and the University District.

As shown in Table 2.10, Downtown Seattle and University District, which both have the most TNC trips, are used as a baseline. An estimated adjustment in vehicle reduction was applied to Ballard (12.5%) and Columbia City (25%) based on the portion of trips as compared to Downtown Seattle.

Table 2.10: Model adjustments for Seattle Neighborhoods

Origin neighborhood	# TNC trips	% of total	Model adjustment
Downtown	97,025	39.8%	0%
University District	85,379	35.0%	0%
Ballard	45,178	18.5%	-12.5%
Columbia City	16,045	6.6%	-25%

Note: The number of TNC trips were averaged for zip codes containing each neighborhood

Ridesource data elsewhere in King County is not currently publicly available, so population density from the U.S. Census was used to determine ridesource and SOV use as compared to the City of Seattle. It is assumed that with a lower population density, these areas may remain more auto-dependent as compared to dense urban neighborhoods or there may be a lower availability of ridesource or ridesplit services. A qualitative assessment was utilized for the suburban jurisdictions.

The results for Shoreline, an inner ring suburb, received the lowest adjustment among the suburban jurisdictions (25%) due to the proximity to the CBD and current transit network. At the other end of the spectrum, results for Maple Valley and Sammamish, exurban jurisdictions, were adjusted at an additional 50% based on land-use, proximity to CBD and other job centers and connections to the transit network. Bellevue and Kent received a 30% adjustment, more conservative than Shoreline, and higher compared to exurban jurisdictions due to the relative proximity to the transit network. The model applies an adjustment to vehicle reduction potential for each geography, as show in Table 2.11.

Table 2.11: Model Adjustments for King County Suburban Jurisdictions

Origin neighborhood	Population density	Model adjustment[18]
Sammamish	2,693.2	50%
Shoreline	4,647.4	25%
Bellevue	4,137.6	30%
Maple Valley	4,202.6	40%
Kent	4,283.6	30%

The model adjustments shown in Tables 2.10 and 2.11 were applied to the results. As shown in Table 2.12 on the following page, the potential reduction of personal vehicles varies throughout four Seattle neighborhoods and five King County jurisdictions based on total vehicles.

Figure 2.12: Range of Potential Personal Vehicle Reduction (% of total vehicles available)

Area	Ballard	U-District	Columbia City	Downtown Seattle	Sammamish	Shoreline	Bellevue	Maple Valley	Kent
Total Vehicles	15,613	10,125	7,915	29,358	33,927	37,811	89,942	17,079	76,395
Mobility scenario	Potential personal vehicle reduction								
Additional adjustment for each typology	-12.5%	None	-25%	None	-50%	-25%	-30%	-40%	-30%
1. Ridesource Only (17%)	2,275	1,686	989	4,890	2,825	4,723	10,486	1,707	8,907
2. Ridesource and Ridesplit (23%)	3,102	2,299	1,348	6,666	3,852	6,439	14,296	2,327	12,143
3. Transit, Ridesource, and ridesplit (22%)	3,030	2,246	1,317	6,511	3,762	6,290	13,964	2,273	11,861
4. Transit, Ridesource, ridesplit, and car share (27%)	3,720	2,757	1,616	7,994	4,619	7,722	17,144	2,790	14,562
5. AV Ridesource Only (31%)	4,297	3,185	1,867	9,235	5,336	8,921	19,805	3,224	16,822
6. AV Ridesplit Only (45%)	6,117	4,533	2,658	13,145	7,595	12,697	28,190	4,588	23,944

These results show the number of personal vehicles that could be reduced in each Seattle neighborhood or suburban jurisdiction. As expected, the most dramatic reduction in personally-owned vehicles is in the Seattle neighborhoods. Key highlights include:

- Downtown Seattle would see nearly 8,000 SOVs (over a quarter of current vehicles) taken off the road in Scenario 4, which combines transit with shared mobility options.
- A decrease of 3,720 vehicles in Ballard, an area less than three square miles, could have major implications for available right-of-way and a shift in land uses for the City neighborhood.
- Even with conservative reduction adjustments in suburban jurisdictions, there is great potential to see a shift from privately owned vehicles to ridesource, ridesplit, transit, car share, and automated vehicles. Kent and Bellevue, suburbs with high vehicle ownership, could experience around 15,000 less SOVs (over 18%).
- When considering the larger geographic areas, King County and Seattle would experience a vehicle reduction over 370,000 and 108,000 (or 27%), respectively.

2.4 Lessons Learned

- The results of this analysis indicate upper bounds of potential vehicle reduction given that lifestyle factors may make ownership necessary for some households, particularly in the suburbs.
- This model was created by compiling available data, and as such, limitations include using non-local datasets such as the Massachusetts VMT information. Due to available datasets from the U.S. Census, the potential reduction in total vehicles was performed using the count of vehicles available in each geography. Converting vehicles to people could be performed in the future, but data for this conversion was not available.
- The model, by design, only includes an economic rationale without consideration of lifestyle factors which vary by individual and household. Households with children cannot easily use carsharing or ridesourcing in ways that wholly replace personal vehicles, and therefore VMT may not be the main impetus for mode choice.
- Additional factors, such as travel time, were not included in the analysis as the data sets were too limited to adequately assess the impacts. This stated, there is an assumption that ridesource travel time and customer experience would be similar to driving for many of the trip types.
- The model is limited by the inability to adequately include surge pricing. Surge pricing may impact the economic competitiveness of ridesplitting.
- The results assume the present population as fixed. However, population growth and the potential expansion of shared mobility may impact the number of total vehicles in each area.
- The model does not include a timeframe for vehicle reduction. People may decide to shift to a car-free lifestyle when opportunities – such as at the end of a car lease – present themselves. The model shows the trade-off from an economic perspective which will result as major purchasing or life decisions are made by individual car-owners
- Induced demand of shared modes could change the cost of these services and needs to be considered if utilizing this analysis in the future.

2.5 Policy Implications

- The reduction in vehicles and mode shift will have implications for personal parking reduction, parking requirement for new development, and street parking supply. These implications will be even more apparent after the implementation of ST3, Metro Connects, and Move Seattle.
- A vehicle ownership reduction in the range of 17 to 27% would have dramatic impacts on both on-street and off-street parking requirements. With regard to on-street parking, the potential to add transit-only lanes, cycling infrastructure, and pedestrian improvements is expected to appear as the parking demand is diminished. A full analysis of parking demand reduction is also identified in Chapter 5 of this report.
- Integrating shared mobility with transit could escalate vehicle shedding up to 27%. A true Mobility as a Service (MaaS) network, currently being adopted in Northern Europe and the United Arab Emirates, provides a potential benefit of an additional vehicle reduction. This would increase as future transit improvements (ST3 and Metro Connects) are implemented in the region.
- The potential reduction in household transportation costs through the use of transit and ridesplit services could impact the distribution of equity in the region. Currently ridesplit services such as UberPool and Lyft Line are available throughout many areas of Seattle and King County. However, demographics such as population density may impact the use of ridesplit services in different geographies. Policies to balance the availability of these lower-cost services should be pursued to provide additional low-cost options to areas that would see the greatest economic benefit.
- Suburban jurisdictions with high vehicle ownership (i.e. Kent and Bellevue) should consider partnerships with TNCs to provide a regional last-mile solution where gaps in transit service exist or certain demographics may be attracted to a transit-to-ridesource trip as opposed to a two-seat transit trip.

PSRC Travel Demand Model 3

Riders boarding a RapidRide vehicle. Source: King County Metro

3.1 Model Logic

Travel demand models calculate the expected demand for transportation by modeling population and employment data as well as roadway and transit networks to estimate daily travel patterns in a region or city. Travel-demand models allow for planners and policy makers to understand what the transportation network (i.e. capacity, traffic flows) will look like in the future with population and employment change, transportation infrastructure or service improvements, or the introduction of new modes.

The Puget Sound Regional Council (PSRC) Travel Demand Model was recalibrated for this report to understand the upper bounds of shared mobility's effects on mode choice and vehicle miles traveled. As shared mobility modes were not included in PSRC's most recent travel demand model, this exercise sought to integrate shared mobility data with PSRC's four-step travel demand model to more accurately determine the future of mobility within the region.

The project team collaborated with and provided input to PSRC to perform over twenty model runs, the results of which are introduced in this chapter. The model iterations intended to produce results that showed potential impacts to travel behavior that new shared mobility and imminent automated vehicles will have on the region.

However, the results in early runs were problematic as the travel demand model was re-assigning very few trips to new shared mobility modes. This was because at the time of the survey, TNCs were not yet a mobility option and were therefore not reflected in the results of the survey. This stated, the solution included utilizing the results of the economic model (see Chapter 2) as inputs in the travel demand model. The model was run in scenarios where 25% and 50% of people shifted behavior and gave up their cars. These inputs were modeled for the 2030 horizon year matched with price-point options for TNCs and resulted in a major shift in mode choice.

Reductions of auto-ownership of 25% and 50% were used as inputs for the model runs and are not policy goals of SDOT or Metro. These numbers were derived from the range of outputs from the economic model in Chapter 2, and imply a dramatic shift in current and projected mode share. These are inputs to identify potential transportation impacts if there were to be a dramatic shift to shared mobility services and automated vehicles. These percentage reductions should not be interpreted as mode shift goals. A full breakdown of this process and results are described in the following section.

3.2 Methodology and Assumptions

According to PSRC, "For every household in the region, the model estimates how many trips are made each day, where they go, what time of day they travel, which modes they use, and which routes they follow. The relationships that are estimated for the base year are combined with future population, employment, and transportation infrastructure growth assumptions to produce future travel forecasts. The future travel forecasts are then analyzed to inform regional transportation studies and plans."[19]

The travel model was built from the Puget Sound Household Travel Survey conducted in 2006 and adjusted with 2014 survey data. Working with the City of Seattle, PSRC sampled 6,000 households in the region on travel behavior. The surveys, along with traffic counts, transit boarding, and Census data, were considered to determine current travel behavior in a holistic model for the Seattle Region. This model can measure impacts of transportation improvements and provide outputs such as VMT, changes in mode share, and other metrics that inform decision-making for potential transportation improvements.

Background Assumptions

For this analysis, the model assumed a forecast year of 2030. For the network assumptions, it assumed the buildout of ST3 and Metro Connects[20] as well as the region's Transportation 2040 Long Range Plan. The 2030 Land Use is based on PSRC's Land Use Vision data product.

There are four primary components as part of the four-step modeling process[21] :

Trip generation: The trip generation models estimate the number of trips produced and attracted to each of the Traffic Analysis Zones (TAZs) in the model system. A TAZ is a geographic boundary used to assess transportation patterns in transportation planning models. There are approximately 4,000 TAZs in the Seattle Region based upon homogeneous land uses, connections to transportation infrastructure, and other demographic factors. The trips produced are estimated from households and their socioeconomic characteristics. The trips attracted are estimated from employment categorized by type.

Trip distribution: The trip distribution models estimate the number of trips from each TAZ to each other TAZ. This is performed by gravity models that utilize transportation costs, travel time, and other factors to determine the travel between TAZs.

Mode choice: Productions and attractions of the trip generation model are linked in trip distribution, creating zone-to-zone person-trip movements. These trips are then apportioned to the available travel modes through the application of the mode choice model.

Trip assignment: The trip assignment model estimates the volume on each link in the transportation system for both highway and transit modes. In addition, the trip assignment model generates specific performance measures, such as the congested speed or travel time on a highway link or the boardings and alightings on a transit route. Trip assignment is performed separately for each mode (auto and transit) and time period (am peak, midday, pm peak, evening, and night).

With rapidly changing transportation options it can prove difficult to accurately reflect true travel behavior. In 2006, car share was in its beginning stages and shared mobility had a very small presence overall. In order to include shared mobility in the PSRC model, the model used an approach to include the cost of shared mobility as well as transit and single-occupancy vehicles.

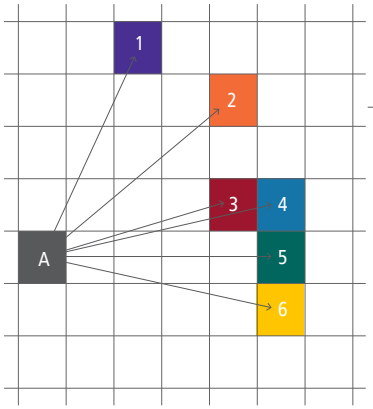
19 Puget Sound Regional Council (PSRC). Trip Based Travel Model. Available at: http://www.psrc.org/data/models/trip-based-travel-model/

20 Sound Transit 3 will add 62 miles of new light rail for a total of 116 miles serving 3.7 million future residents of the Seattle Region. Metro Connects will increase Metro service by 70 percent, thereby introducing an additional 2.5 million new service hours to Metro service by 2040.

21 Text from PSRC Travel Model Documentation Final Report (2007) and Puget Sound 4K Model Version 4.0.3 (2015). Available at http://www.psrc.org/assets/1511/model_doc_final_.pdf and http://www.psrc.org/assets/12593/4kModelDocumentation4.0.3.pdf

Step 1: Calculate travel demand between each TAZ (traffic analysis zone)

Figure 3.1: Travel demand



Origin/ Destination Pair	Trips
A1	7
A2	12
A3	3
A4	10
A5	6
A6	15

The PSRC model calculated travel demand between each traffic analysis zone, including the total number of trips for each origin and destination pair.

Step 2: Calculate total cost ("disutility") by mode

Total cost is a combination of factors which varies by mode. A wide range of cost variables are incorporated into total costs, an example of which is shown below:

Total Cost_{SOV} = ß(driving time) + ß(fuel cost) + ß(parking price)

$\text{Total Cost}_{TRANSIT}$ = ß(waiting time) + ß(in-vehicle time) + ß(fare)

"ß" is a parameter calculated by PSRC that modifies the impact each variable has on the total cost

For TNC, TNC pool, and Microtransit, we estimated ß based on current shared mobility costs.

Step 3: Estimate mode share

The mode share is calculated as:

Mode Share_{SOV} = Total Cost_{SOV} ÷ sum of total cost of all other modes

Step 4: Calibrate ß parameters using magnitude of shared mobility data and updated 2014 results

Using the magnitude of shared mobility trips per quarter gleaned from SDOT's TNC data, initial outputs of the model were calibrated to reflect realistic figures.

These calibration runs were tested on PSRC's 2014 model, which included updates to the 2006 model. However, when the model was initially run to determine future mode share with shared mobility included, the resulting outputs were found to be less sensitive than was expected to changes in the input parameters. Since the PSRC model uses a car ownership sub-model based on 2006 survey data, there is an over-reliance on personal vehicle use. The model revealed that auto ownership was completely tied to demographics and that certain household income levels always returned high auto ownership levels. Although zero-car households were once an indicator of socio-economic status, it is no longer an absolute indicator, as people now voluntarily decide to sell their vehicle or not buy one in the first place for reasons other than cost alone.

To overcome this bias, the model was run with two personal vehicle reduction inputs:

1. 25% personal vehicle reduction in 2030
2. 50% personal vehicle reduction in 2030

In this model, personal vehicle reduction is not a goal or result, but rather an input from the results of the economic model (Chapter 2). Challenges that stem from this approach include that mode share outputs may be overestimated for 2030 if a high rate of vehicle reduction does not occur. However, using these inputs, the model was found to be more sensitive to changes and other variables, which included Sound Transit 3 (the regional transit expansion plan) and Metro Connects (Metro's long-range transit plan). Both have the potential to be influential factors that change the mode share of auto ownership and shared mobility.

Observations in the City of Seattle reveal the share of transit and shared mobility has been increasing due to a reduction in HOV and SOV share but also from an increase in the share of walking and biking. As our regional and urban centers grow and our active transportation networks continue to expand, the biking and walking mode share is predicted to grow. To account for the predicted increase in biking and walking mode share, the model was post-processed to retain both walk and bike trips and eliminate any transit-walk bias that is often not reflected in regional travel demand models. Two

main findings resulted from multiple model iterations. First, the model found that the 2014 bike and walk mode share was being undercounted, which was consequently resolved by making post-process adjustments to raise the 2014 share as well as increase it in the 2030 scenarios. The second involved keeping non-motorized mode share at the same level for each 2030 scenario. The presence of shared mobility does not indicate that bike mode share would decrease. Adjustments were made based on observations from the household survey at the regional level and applied to all geographies.

Commute Seattle Center City Mode Split Survey

Separate from the travel survey conducted by PSRC, Commute Seattle, a not-for-profit Transportation Management Association (TMA), conducts a survey every two years to understand how commuters travel downtown.[22] The study surveys commuters traveling to worksites located in Seattle's Center City to measure mode share in the morning peak hours. The study combines 2016 mode-split study with data from Washington State Department of Transportation's (WSDOT's) survey of employees at larger Seattle Center City businesses affected by the State of Washington's Commute Trip Reduction (CTR) Efficiency Act.

This Commute Seattle Center City Survey is not representative of the entire City of Seattle or King County because it is biased towards downtown Seattle and morning commuters. As a result, transit, walk, and bike mode split in the Commute Seattle Survey is higher than the PSRC results. The Commute Seattle survey should be considered in conjunction with PSRC results, but cannot be calibrated in this exercise.

3.3 Results

Key results of the model included the following:

- With a 25% reduction of personal vehicle ownership, the City of Seattle could see 85,000 less SOV trips each day, a 4.4% decrease from 2014 daily trips. King County (including Seattle) could experience 220,000 less daily SOV trips and 350,000 less trips in the Region overall.
- With a 50% reduction of personal vehicles, the model results indicate 240,000 less daily SOV trips. Similarly, King County (including Seattle) could see 870,000 less trips with SOV trips potentially reduced by 420,000 in the entire Region.
- Results indicate that shared mobility mode share could increase from 1% of all trips in the Region (2014) to 10-13% of daily trips.
- The model also predicts an increase in transit mode share. While transit is currently 3% of regional daily trips, a 25% and 50% reduction in personal vehicles could see 7% and 11% daily transit mode shares, respectively.
- The model suggests that in 2030, there will be 3% to 4% more transit trips in the AM peak as compared to the PM peak.
- The results suggest an increase in transit and shared mobility at the same time, suggesting shared mobility will not necessarily decrease transit mode share or even compete with fixed-route transit service.

Table 3.1: Regional Mode Share: 2014 to 2030

Origin neighborhood	# TNC trips	% of total	Model adjustment
Daily Trips	15,489,742	19,818,490	19,818,490
Trips by personal vehicle	86%	72%	65%
trips by personal vehicle: SOV	44%	36%	32%
trips by personal vehicle: HOV	43%	36%	33%
% trips by transit	3%	7%	11%
% trips by walk and bike	10%	11%	11%
% trips by shared mobility	1%	10%	13%

22 2016 Center City Commuter Mode Split Survey. Available at: https://commuteseattle.com/wp-content/uploads/2017/02/2016-Mode-Split-Report-FINAL.pdf

The results by study area are exhibited below in Figure 3.2 and 3.3 with additional information available in the typology appendix.

Figure 3.2 King County typology results

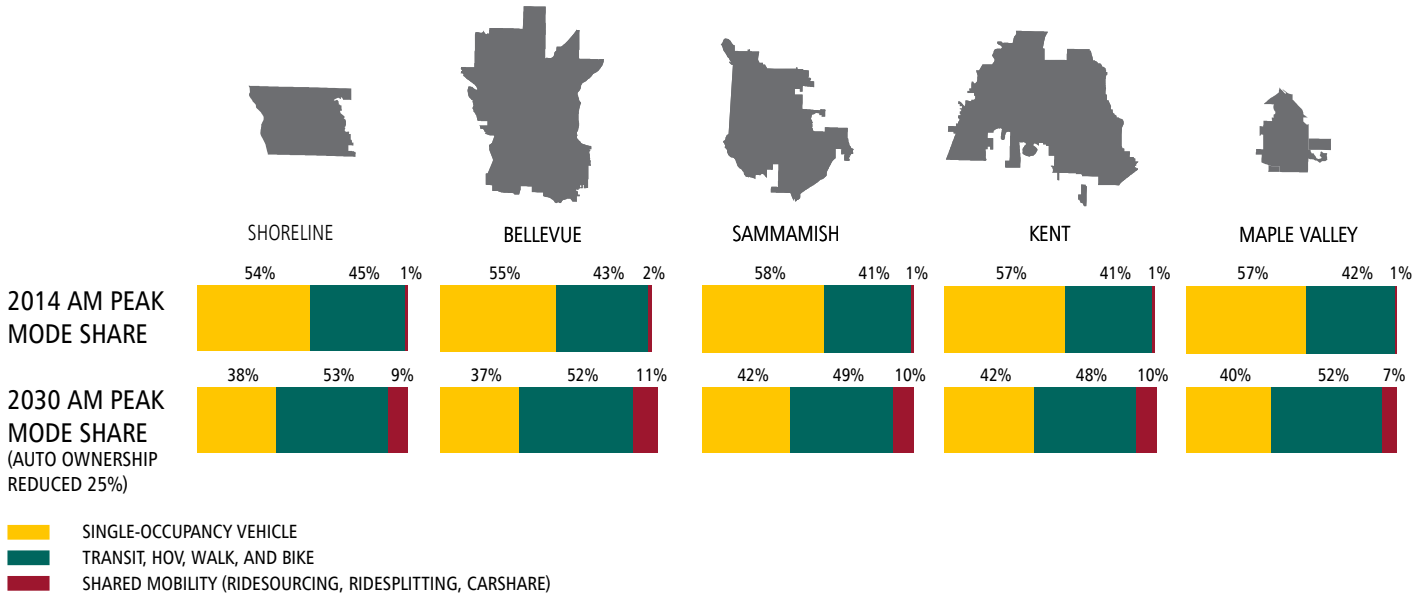
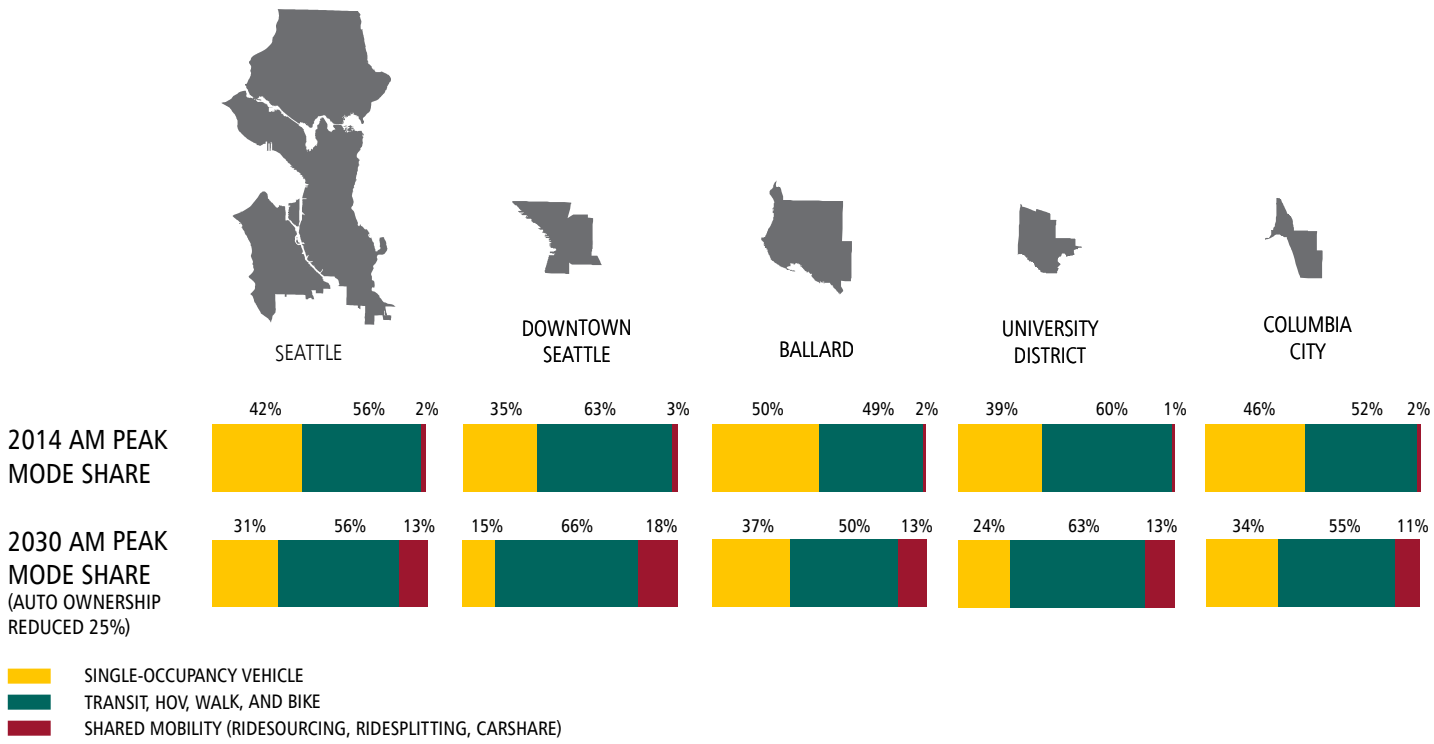


Figure 3.3 Seattle typology results



3.4 Lessons Learned

- Planners and academics are beginning to model shared modes into travel demand models and other analyses.[23] Limitations exist, as in this analysis, where shared mobility is not included in the travel-demand survey or as a coefficient along with other modes. Our expectations were always that the PSRC Travel Demand Model would be utilized to supplement findings from the other models that were created in this project (as opposed to being utilized for decision-making on its own).

- A reduction of auto-ownership of 25% and 50% were used as baselines for the model runs. These percentage reductions should not be interpreted as mode shift goals for the City or the County. These numbers were reflective of the range of outputs from the economic model in Chapter 2. This is an academic exercise and therefore, these percentage reductions should not be interpreted as mode shift goals.

- The Travel Demand Model (and every Travel Demand Model) is most useful in identifying impacts and trends on a regional basis. The model is not as useful in predictions on a neighborhood scale. Our team was aware of these limitations up front and understood this is a starting point for analyzing impacts on a smaller scale.

- The Travel Demand Model is limited in assessing changing attitudes related to the value of car ownership. The survey results utilized in the model were conducted in 2006; at a time where shared mobility options were not included in the survey or in operation in the Seattle Region. This stated, producing useful results for this exercise was not feasible without changing the inputs to the model and reducing auto ownership. Additional data is needed from subsequent surveys taken in the future to analyze these future trends and questions related to shared mobility usage are imperative. A 2017 travel survey is currently underway and the PSRC model will be updated with this information.

- The Commute Seattle survey results can be used in conjunction with PSRC survey results to understand Seattle Center City mode split and how it may vary if Mobility as a Service is integrated into Seattle's transportation system.

- The activity-based model, currently in development by PSRC, would provide more accurate and sophisticated results. Activity- based models more accurately replicate traveler decisions than travel demand models, as they predict how people plan and schedule their daily travel.[24] SDOT and King County Metro should work with PSRC to utilize this model for future modeling activities of this kind. The intent of utilizing the Travel Demand Model was to identify trends and broad-level results. As behaviors and conditions continue to change, receiving and updating information in the activity based model with survey data gathered every two years as opposed to six to eight years is vital for tool accuracy.

23 Ciari, F., Balac, M., Axhausen, K. W. Modeling carsharing with the agent-based simulation MATSim: state of the art, applications and future developments, accepted for publication in Transportation Research Record, 2016.

24 Transportation Research Board (2015). Activity-Based Travel Demand Models. Available at: http://onlinepubs.trb.org/onlinepubs/shrp2/SHRP2_C46.pdf

3.5 Policy Implications

- Results of this analysis suggest the potential of shared mobility and its integration into the transportation system, optimizing the public right-of- way, and making shared mobility equitable to all. Under both personal vehicle reduction scenarios, all geographic regions in King County would experience major impacts on parking demand, mode share, and transit ridership.
- This would allow for major overhauls in right-of-way design, transit deployment, and an explosion in shared mobility options. These significant changes would also impact demand for street parking and private parking and would help achieve mode share goals set by the Commute Trip Reduction Program and local cities.
- For smaller neighborhoods and suburban jurisdictions, the changes would also be significant, allowing for more pedestrian space in residential districts and commercial nodes.

  An increase of shared mobility, transit, walking, and biking mode shares should be planned for with integrated shared mobility hubs throughout the study areas to further increase accessibility and use of these transportation options.
- Induced demand of shared mobility could affect mode share in 2030, which may not be reflected in the model's results.
- While SOV trips are modeled to decrease by 2030, the number of miles driven by shared mobility vehicles should be considered when creating transportation policies, potentially by encouraging high-occupancy microtransit or ridesplitting.

Right-of-Way Capacity and HOVe Model 4

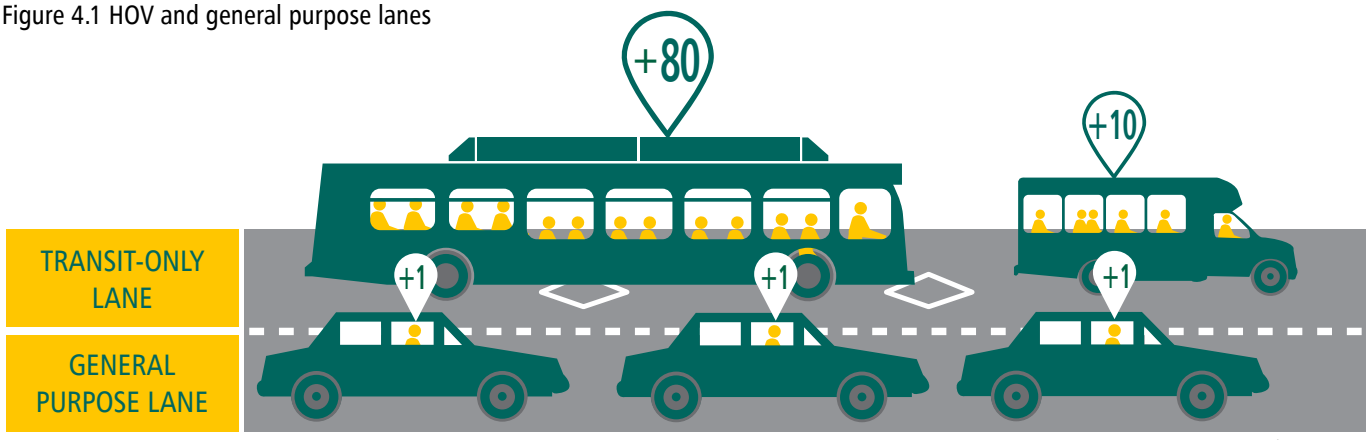
Buses using the high-occupancy vehicle (HOV) lane. Source: King County Metro

4.1 Model Logic

Transit is by far the most effective tool to increase the people throughput capacity of a given roadway. However, new transit service and infrastructure is not feasible in all locations and can't serve all origin-destination pairs. Carpooling has shown great promise to potentially reduce congestion and increase people throughput. However, the goal to match drivers and riders at a large scale has never been achieved. Ridesplit trips have the potential to significantly increase the average occupancy of vehicles on King County's roadways. One method to measure the occupancy of vehicles on a roadway is by calculating high-occupancy vehicle efficiency (HOVe). The higher the HOVe, the more efficient the people throughput of a street is. In other words, an increase in HOVe means cities can move more people with less vehicles, which could result in decreased congestion and pollution levels.

The Capacity Analysis first looks at the people throughput implications of different levels of transit service on a typical two lane Seattle street. The output of the model shows how HOVe, or number of people per vehicle, increases by adding high-occupancy vehicle (HOV) shared mobility options, HOV lanes and/or transit only lanes, and increasing bus frequency.

Figure 4.1 HOV and general purpose lanes



Icons created by Matt Berggren from the Noun Project

4.2 Methodology and Assumptions

Inputs of the model include varying levels of bus frequency, passengers per bus, cars per lane, people per single-occupancy vehicle (SOV) or ridesource vehicle/taxi, and total people throughput.

Table 4.1: Model Inputs and Assumptions[25]

Origin neighborhood	# TNC trips
Bus frequency	Every 1 to 20 minutes
Passengers per bus	80 people
Cars per lane per hour	800 cars
People per private vehicle	1.2 people
People per ridesource vehicle or taxi/for-hire	2 people
People per microtransit vehicle	15 people

The Capacity Model makes assumptions about the number of people traveling in each vehicle type, all of which can be manipulated to understand how a change in occupancy increases or decreases HOVe. The level of transit service ranges from 1 minute to 20 minute headways and the model assumes a capacity of 80 people per 60-foot bus. In the King County region, privately owned vehicles carry 1.2 passengers on average per the PSRC regional model. The model assumes that the typical lane carries 800 cars per hour at full capacity. For ridesource or taxi, it assumes 2 people per vehicle (in addition to the driver) and 15 people per microtransit vehicle.

Step 1: Establish different mode split and dedicated lane scenarios

The model uses four different roadway scenarios to determine HOVe under different transit and ridesplit constraints:

Table 4.2: Scenario Descriptions

Scenario	Description
SCENARIO 1	Two general purpose lanes
SCENARIO 2	One general purpose lane + one transit-only lane
SCENARIO 3	One general purpose lane + one transit and ridesplit only lane (HOV3)
SCENARIO 4	One general purpose lane + one transit and microtransit only lane (HOV10)

25 Inputs for each mode are based on assumptions and/or estimates and can be altered to model different vehicle capacities.

Step 2: Calculate number of people per vehicle in general purpose lanes

HOVe is the number of people per vehicle per hour traveling on a street, so the main inputs are the occupancy of each vehicle type.

People in buses = buses per hour x people per bus

+ People in single-occupancy vehicles = vehicles per lane per hour x people per vehicle

+ People in ridesource vehicles = vehicles per lane per hour x people per vehicle

= total people traveling on roadway

Step 3: Calculate number of people per vehicle in transit and ridesource dedicated lanes

In Scenario 1, single-occupancy vehicles and buses travel in two general purpose lanes, which means there are 800 vehicles per lane (1,600 total) with buses. This scenario also explores how HOVe changes when 25% of SOVs are replaced with higher occupancy taxi or ridesplit vehicles. Scenarios 2 through 4 examine how HOVe changes with lanes dedicated to high occupancy vehicles. In Scenario 2, SOVs and ridesplit vehicles only travel in one lane (800 cars total) and buses run at various headways in their own lane free from car traffic.

Scenario 3 introduces ridesplit vehicles into the dedicated lane. In this situation, the model accounts for the space each vehicle type takes up in the lane to ensure buses are not slowed by other vehicles and retain a high level of service. It assumes that each bus takes up 60-feet, each ridesource vehicle uses 20-feet, and each microtransit vehicle uses 35-feet. For example, if there are 6 buses per hour occupying 360 feet, the number of ridesource vehicles must decrease from 800 vehicles per lane to allow a high-level of transit service.

800 vehicles per lane per hour

- (Number of buses x 60 feet)/ (Space used by each vehicle)

= total ridesplit vehicles that can use the bus lane and maintain a high level of service

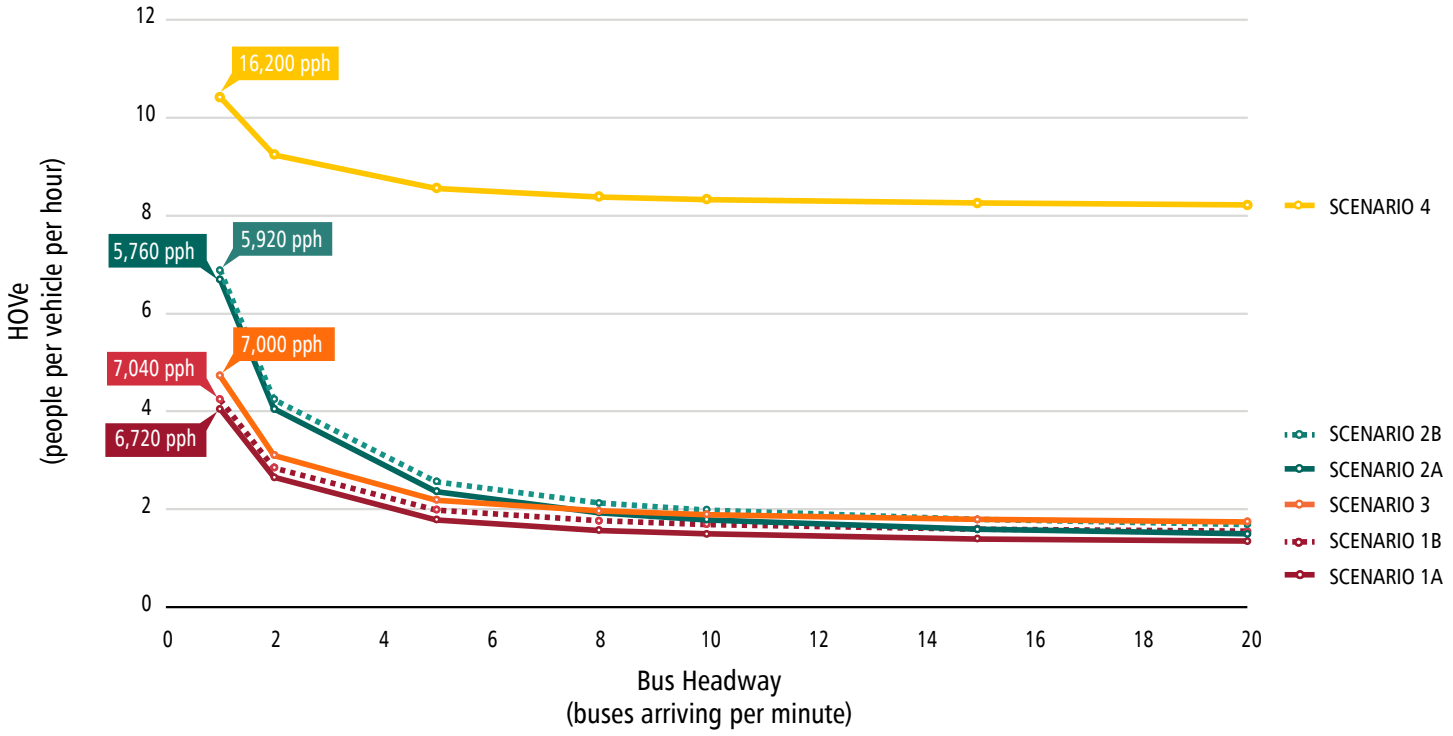
Step 4: Calculate HOVe

To find the HOVe for each scenario, the total number of people traveling in single-occupancy vehicles, transit, ridesource vehicles and microtransit is divided by the total number of vehicles.

HOVe= total people traveling on roadway/ total vehicles

4.3 Results

The following results show the HOVe of a two-lane roadway for each scenario and all inputs.



In scenario 1, a roadway with two general purpose lanes with single-occupancy vehicles and buses can reach an HOVe of 4.05 people with a frequency of one bus per minute. HOVe decreases to less than 2 people per vehicle when bus headways are every five minutes or more. When replacing 25% of single-occupancy vehicles with ridesplit in Scenario 1B, HOVe can reach 4.25 people per vehicle. In this scenario, the increases in HOVe with ridesplit are minimal because while there are 320 more people per hour traveling on the road, there are the same number of cars.

In scenario 2, a bus only lane with only SOVs only in the second lane can produce an HOVe of 6.7 with bus headways every minute. Replacing 25% of SOVs with ridesplit can increase HOVe to almost 77 people per vehicle (Scenario 2B). As with the previous scenario, there are marginal gains in HOVe when replacing 25% of SOVs with ridesplit. When bus headways are every 10 minutes or greater, the use of a bus-only lane will not increase HOVe beyond 2 people per vehicle. In this case, the bus lane will be unoccupied for most of the time and an inefficient use of roadway.

A comparison of scenarios 3 and 4 shows the potential of dedicated HOV lanes to have an effect on HOVe. In scenario 3, ridesplit vehicles and buses share one dedicated lane. With one minute bus headways, this allows for more than 7,000 people to travel through the corridor in one hour in 60 buses and 1,420 vehicles. However, this scenario allows for more cars (both SOV and ridesplit) than scenarios 1 and 2, and therefore HOVe is lower at similar headways.

Scenario 4 shows the greatest potential to move more people efficiently through a corridor. With 1 minute bus headways and microtransit vehicles at full capacity, vehicles carry more than 16,000 people and HOVe reaches more than 10 people per vehicle. With this many people in high capacity vehicles, HOVe changes minimally as bus service becomes less frequent.

4.4 Lessons Learned

- This is intended to be a theoretical exercise. Additional details are needed to perform this analysis on corridor-specific projects. Considerations for traffic, varied bus capacity, pick-up/drop-off implications, capacity of street with protected bike lanes, and other infrastructure and operational issues will need to be investigated prior to any specific recommendations are made.
- This analysis does not set a cap on total demand in the corridor. Instead, it shows the potential for higher HOVe if the demand existed to fill buses at 1, 2, or 5 minute headways or enough ridesplit vehicles to warrant a separated lane. The change in optimization to reach these levels of HOVe may not be possible on roadways without the demand to fill buses at such frequent headways.
- Induced demand of shared mobility should be considered in future analyses, especially in the context of HOV lanes. If the supply of shared mobility vehicles increases, lanes reserved for transit and ridesplit vehicles could experience congestion.
- Delays specific to pick-up/drop-off activity were not included in the model and would vary depending on roadway facilities and land use types with varying levels of peak demands. There is a possibility that pick-up/drop-off activity could decrease person throughput if it contributes to congestion. A more detailed analysis including delays and issues associated with queuing is required when assessing HOVe and future re-designation of the roadway.
- Variables for automated vehicles, including potential for reduction in vehicle size, potential vehicle-chaining, and other efficiencies that would increase HOVe were not included in this analysis. Other variables for automated vehicles, including potential decrease throughput at intersections, that would decrease HOVe were also not included in this analysis. The choice not to include these potential impacts was due to the lack of significant testing at the network-level and unavailability of necessary data. It is recommended that these inputs are included when such data is available.
- This analysis did not consider TNC deadheading, which occurs when a driver is traveling to pick up a passenger or driving around waiting for a ride request. If deadheading were incorporated in future analyses, it could more accurately reflect the people throughput of a corridor.
- This analysis could be utilized in conjunction with the Spatial Drop-Off Model to create high capacity corridors in places where current street parking spaces may no longer be required.

4.5 Policy Implications

- Assessing HOVe of specific corridors or corridor typologies could be a useful method to help implement aspects of the Transit Master Plan, Metro Connects, RapidRide Expansion, and Move Seattle. As exhibited by this analysis, the power of transit to move the masses will not be replaced by shared mobility options on congested corridors, and transit should therefore continue to be the top priority for increasing mobility and equitable access.
- Further study regarding utilization of transit-only lanes to include ridesplitting and microtransit outside of the CBD should be pursued. The analysis shows that HOV shared mobility options can be utilized to supplement the optimization power of transit, providing an HOVe of 19.8 when combined with microtransit (scenario 4). This speaks to the excess capacity on a dedicated bus lane, similar to the way many HOV highway lanes are implemented to increase people throughput. Further analysis is required to identify operational, enforcement, and pick-up and drop-off issues.
- While the efficiency of vehicle capacity may be a desired policy, a capacity maximizing policy in environments in which buses cannot meet the travel demand may be destructive to capacity and likely wasteful in fuel, emissions, and cost. Policies to increase HOVe of a roadway must be based on current and predicted demand.
- Corridors suitable for higher HOVe could be prioritized as locations to implement shared mobility hubs so as to advance MaaS implementation.
- HOVe could be used for policy goal setting at a multitude of different levels, including block-level, roadway-section level, neighborhood-level, city-level, and region-wide. The HOVe could be utilized as a tool for future goal-setting, just as carbon emissions goal-setting is prevalent throughout the world in identifying benchmarks for climate goals.
- HOVe will differ depending on roadway type as it depends on the number of vehicles per hour, types of vehicles, and number of lanes. A highway with four lanes, no buses, and predominantly SOVs would have a lower HOVe than a local road with frequent bus service.

Spatial Drop-Off Model

5

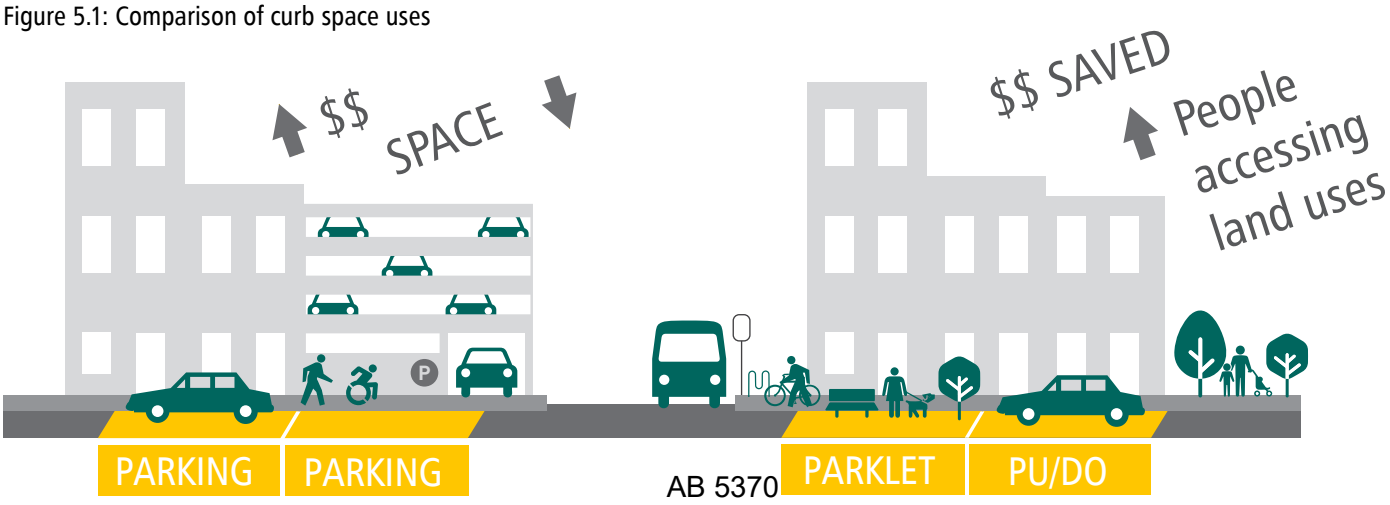
Eastgate Park-and-Ride. Source: Andy Nystrom va Flickr

5.1 Model Logic

To plan for a transition from excessive space dedicated to parking to more pick-up and drop-off spaces for ridesource and ridesplit vehicles and taxis, we need to consider: **built form** (on- and off-street parking supply) and **activity pattern** (intensity of arrival and departure demand). Parking is a costly and an inefficient use of space, especially in urban settings. Being driven (or driverless transport) takes less space than a parking-based transportation model since we are only accommodating the interstitial activity of getting in and out of the vehicle at the destination – not storing the vehicle itself for the duration of the activity at the destination. Ridesource or automated vehicles do, however, use roadway space when traveling to pick up a passenger or when waiting for a ride request (e.g. deadheading). Nonetheless, whereas drop-off activity is measured in tens of seconds, parking turnover is typically measured in hours.

The Spatial Drop-Off model was used to analyze the pick-up and drop-off space needed for different land uses depending on the number of trips occurring during the peak period. This model does not suggest replacing the entire parking supply with pick-up/drop-off areas, as there will always be some need for parking. Rather, it acts as a tool for determining curb space demand depending on the land use. The outputs of this model are an estimated total number of pick-up and drop-off for different urban and suburban typologies. Parking supply for each land use is provided for a point of comparison, but is not an input for this model, as determining parking demand and trip demand are not synonymous methodologies.

Figure 5.1: Comparison of curb space uses



5.2 Methodology and Assumptions

Step 1: Determine number of trips per hour for each land use

Using the Institute of Transportation Engineers (ITE) Trip Generation Manual[26], the number of peak trips per hour was determined for a variety of land uses, including residential, office, commercial, and institutional. ITE trip generation rates are determined by observations and studies, many of which are carried out in suburban environments. Each land use type generates a different number of trips per hour, based on factors such as square footage or number of units.

For example, in the morning peak period, a coffee shop generates around 65 trips per hour while an elementary school generates 520 trips. Some land uses see a sharp peak in trips at a certain time of day while others have more constant trip arrival. The trip generation rate informs the number of pick-up and drop-off spaces needed for each land use. This analysis assumes that the number of trips generated by each land use are filled by ridesource or ridesource vehicles. While this concept does not match current estimates of shared mobility mode share, it serves as a methodology to understand the space needed to accommodate shared mobility in the future.

Step 2: Calculate average pick-up and drop-off time[27]

Using an assumption of 45 seconds per pick-up/ drop-off , a peak hour loading zone requirement was determined for each typology.

1 hour / 45 seconds (time needed for each pick-up or drop-off)

= 80 pick-up drop offs per space

Step 3: Estimate the number of pick-up and drop-off spaces needed for each land use

Trip generation rates used in the model are based on an average morning peak-hour trip rate per 1,000 square feet or number of units, in the case of apartment buildings and hotels. To find the activity level (peak trips per hour), the square footage is divided by 1,000 and multiplied by the ITE trip rate.

Activity level = (Square footage/ 1,000) x ITE trip rate

To calculate the pick-up/drop-off spaces needed for each land use, the activity level is divided by 80.

Pick-up/drop off spaces needed = Activity level/80

Example: Single Family Home
2,500 square feet/ 1,000= 2.5
2.5 x .77 (ITE trip rate)= 1.93
1.93/80 = .024
Rounded to 1 pick-up drop-off space per single-family home

The main assumption for this model is there is a constant rate of arrival for peak trips. It assumes that the 45 second pick-up and drop-offs are occurring in succession throughout the hour and therefore does not account for potential queuing as a result of many arrivals or departures occurring at the same time.

For this model, all land uses were assigned an average square footage, which realistically differ depending on urban and suburban typologies.

26 Institute of Transportation Engineers (ITE). Trip Generation Manual, 9th Edition (2012).

27 This input is based on observed pick-up and drop-off times for shared mobility services. It can be made more conservative to accommodate different land uses or urban forms.

Step 4: Estimate parking supply for comparison

The parking supply for each land use provides a point of comparison for the estimated pick-up and drop-off spaces needed for each land use. For example, a medical office may have more than 200 spaces, but with only 40 trips arrivals per hour, could be accommodated by far fewer curbside pick-up and drop-off areas. While this model does not suggest replacing 100% of the parking supply with 100% shared mobility space, understanding the maximum space needed provides context to the pick-up and drop-off space estimates.

The parking supply ratio is estimated by applying the average peak period parking demand ratio specified in the ITE Parking Generation Manual, Volume 4[28] and the square footage (or unit) associated with each land use. Similar to trip generation rates, the average peak period demand ratio is derived from surveys completed in a variety of urban and suburban locations that may not reflect the unique travel/parking demand patterns in the Seattle Region.

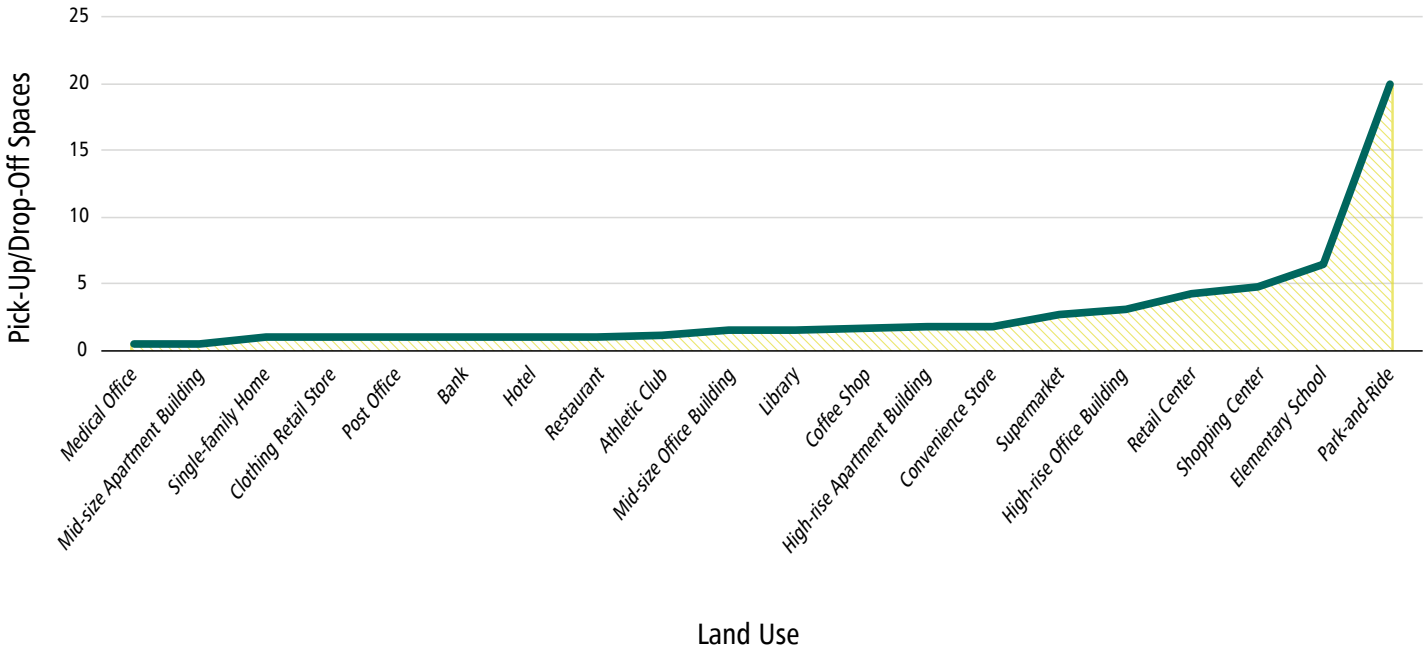
The per unit ITE average peak period parking demand ratio is multiplied by the number of units or square footage (per 1,000) to calculate the average parking supply of each land use.

Per unit parking supply ratio/units or 1,000 sqft = Average parking supply

5.3 Results

Table 5.1 shows the morning peak-hour trip generation rate, resulting activity level, and pick-up/drop off spaces needed per hour. The number of spaces is rounded in the last column to account for results which are less than 1 space. The parking supply is provided for a point of comparison. Figure 5.2 exhibits the range of spaces needed for typical land uses found in an urban/suburban area.

Figure 5.2: Pick-up and drop-off space required for each land use



28 Institute of Transportation Engineers (ITE). Parking Generation Manual (4th Edition), 2010. Available at: http://www.ite.org/tripgeneration/parking.asp

Table 5.1: Pick-up and drop-off space required for each land use

Land Use	Sq. Feet	Units	ITE Trip generation [29]	Activity Level (peak trips/hour)	Pick-up/drop-of spaces needed per hour	Pick-up/drop off spaces needed per hour (rounded up)	Average Peak Period Parking Supply
Single family home	2,500		0.77	1.93	0.02	1	2
Mid-size apartment building	80,000	120	0.35	42	0.53	1	168
Clothing retail store	2,000		3.83	7.66	0.1	1	26
Post Office	4,500		2.71	12.2	0.15	1	149
Medical Office	50,000		0.8	40	0.5	1	200
Bank	4,500		2.63	11.84	0.15	1	38
Hotel [30]	80,000	100	0.53	53	0.66	1	130
Convenience store	2,000		73.1	146.2	1.83	2	11
High-rise apartment building [30]	160,000	420	0.34	142.8	1.79	2	840
Mid-size office building	80,000		1.56	124.8	1.56	2	160
High turnover (sit-down) restaurant	6,000		13.53	81.18	1.01	2	86
Coffee shop	2,000		64.21	128.42	1.61	2	37
Athletic Club	30,000		3.19	95.7	1.2	2	117
Library	30,000		4.17	125.1	1.56	2	105
Supermarket	30,000		7.07	212.1	2.65	3	174
High-Rise Office Building	160,000		1.56	249.6	3.12	4	320
Retail Center	50,000		6.84	342	4.28	5	250
Shopping Center	400,000		0.96	384	4.8	5	2,200
Elementary School	100,000		5.2	520	6.5	7	100
Football stadium [31]	1,500,000		46.5	69,750	871.88	872	1,600
Park-and-ride [32]	250,000 (mainly parking)		6.4	1,600	20	20	

29 Average per 1,000 Sq. Ft. GFA, AM Peak
30 The ITE manual provides trip generation rates per apartment unit
31 The ITE manual does not provide trip generation for these specific land uses
32 The ITE manual does not provide trip generation for these specific land uses

Assuming a constant rate of arrival of trips and parking demand, many land uses only require 1 to 3 pick-up/drop-off spaces in the morning peak period. A large shopping center, prevalent in suburban jurisdictions, sees around 380 arrivals in the peak period, which could be accommodated by only five curbside spaces. In comparison, shopping centers often provide 2,000 or more parking spaces. Office buildings with around 250 arrivals in the peak period, which typically require approximately 300 parking spaces, could be accommodated by around 4 pick-up and drop-off spaces.

As the ITE manual only provides trip generation rates for certain land uses, a supplementary analysis looked at two specific parking facilities in Seattle and estimated the necessary loading zone space to accommodate the same level of throughput. The parking facilities are the Seattle Municipal Tower parking structure and the Eastgate Park and Ride facility. Assuming a constant rate of arrival for peak trips, the loading zone requirement was calculated for both structures. Initial estimates predict a requirement of around 6 loading zone spaces for the Seattle Municipal Tower and around 20 loading zone spaces for the Eastgate Park and Ride facility. The Eastgate Park and Ride facility analysis used a slightly different methodology than the land use typologies mentioned above. As the ITE trip generation manual does not have specific estimates for trip generation at park and ride facilities, the project team used the total number of parking spaces as a proxy for demand. The estimated 20 loading spaces are the requirement for accommodating all the equivalent 1,600 trips that terminate at the parking facility within one hour. Again, this analysis assumes that all trips arrive at a constant rate during the peak hour.

5.4 Results by Geography

The results shown in Table 5.1 were applied to three geographies to understand how curb space could be allocated in downtown areas, urban neighborhoods, and suburbs. This exercise uses the primary use of the parcel[33] to determine the pick-up and drop-off spaces needed. For example, if a high-rise apartment building in downtown Seattle also has restaurants and retail on the first floor, the pick-up and drop-off rate is calculated using the trip generation rate for the apartment building, which is its primary designation.

The numbers on the map represent the estimated curb space requirements for all the land uses on each street if trips were accommodated by ridesource, ridesplit, or taxis. These results provide a basic understanding of curb space requirements where there is a mix of residential, commercial, and office uses.

33 Parcel use defined by the King County GIS parcel dataset. Available at: http://www5.kingcounty.gov/gisdataportal/

Downtown Seattle

Figure 5.3: Total pick-up and drop-off spaces needed, Downtown Seattle Sub-Area[34]

Land Use	PU/DO spaces needed
Retail Stores/ Retail Center	4
Restaurant	1
Bank	1
Office Building	3
Apartment/Condo	2
Hotel	1
Post Office	1

Land uses not served by pick-up/drop-off (i.e. automotive services, warehousing)

Surface parking

Vacant

Open Space

While many buildings are mixed-use (residential, commercial, and hotels), land use is identified by the parcel's present use classification.
Parcel data source: King County GIS Center

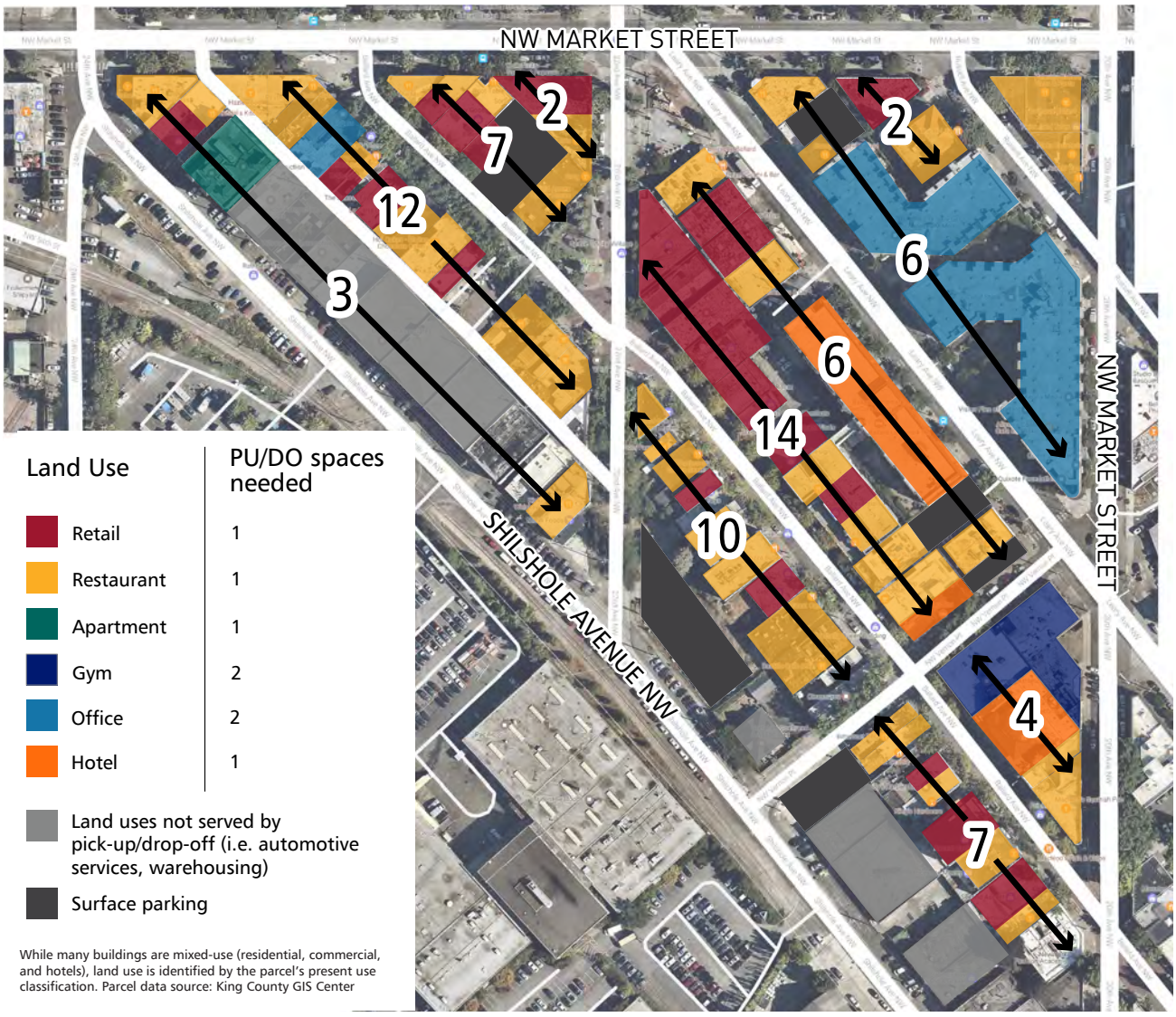
Downtown Seattle is predominantly a mix of mid to high-rise office and apartment buildings with first floor commercial uses. The sub-area identified in Figure 5.2 has an on-street parking supply of 15 spaces, as well as parking garages and underground parking. The blocks between Pike and Pine Streets have the highest portion of retail uses in the area in addition to a number of offices and condominium buildings, could be served by around 100 pick-up and drop-off spaces total. The blocks further south on Spring Street would require less dedicated pick-up spaces as they are mainly office buildings and hotels and include less retail space. Should surface parking lots be developed into more productive uses, the number of required shared mobility loading spaces would need to be re-analyzed and correlate to the volume of subsequent increased trips to the area.

Based on the average peak period parking demand ratio associated with each of the land uses in Figure 5.2, the total parking supply required in this area is approximately 42,000 spaces, assuming no shared parking. However, the number of pick-up and drop-off spaces required for this area is around 275.

34 Sub-area boundaries are from Pine to Spring and Alaskan Way to 7th Avenue.

Ballard

Figure 5.4: Total pick-up and drop-off spaces needed, Ballard Neighborhood Sub-Area [35]



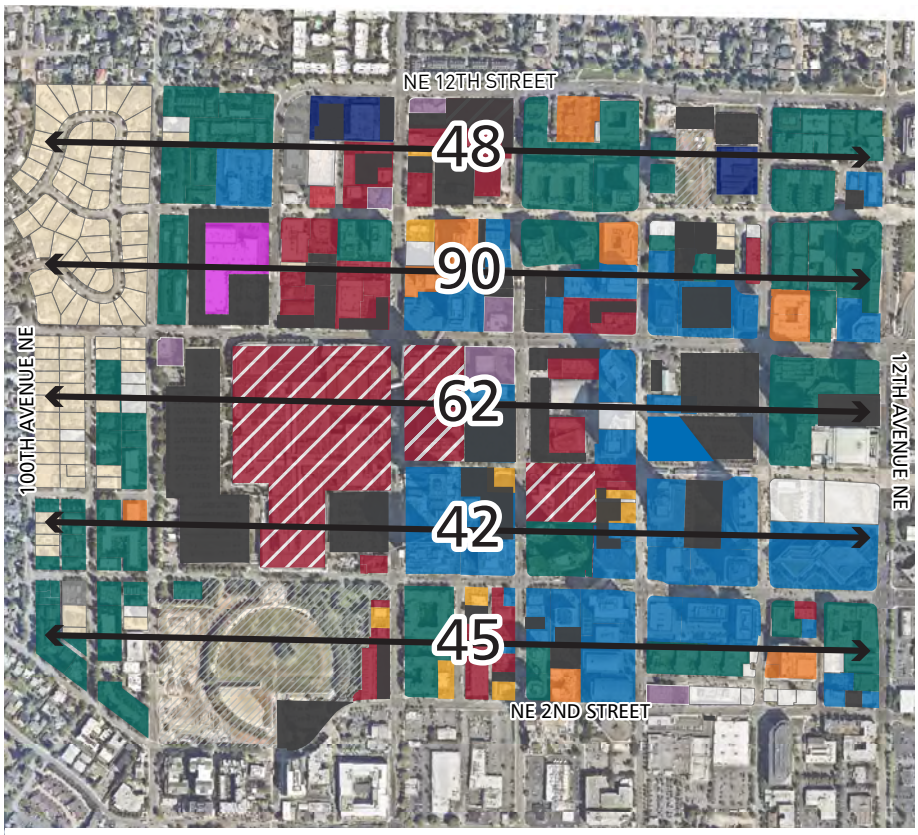
This sub-area of Ballard is a main commercial area and is surrounded by industrial uses adjacent to Salmon Bay and residential areas to the north and east. At this scale, examining the necessary curb space for shared pick-up and drop-off space on each block provides an understanding of the potential to eliminate a portion of the on- and off-street parking supply. As this is an area where people may walk to multiple destinations once they arrive to the neighborhood, the number of pick-up and drop-off spaces needed may be even further reduced. Shared mobility options do not adequately serve industrial and warehousing land uses and therefore were not included in the analysis.

Based on the average peak period parking demand ratio associated with each of the land uses in Figure 5.3, the total parking supply required in this area is approximately 4,800 spaces, assuming no shared parking. However, the number of pick-up and drop-off spaces required for this area is around 75.

35 Sub-area is bound by NW Market Street to the north, 20th Avenue NW to the east, and Shilshole Avenue to the southwest in the Ballard neighborhood of Seattle.

Bellevue

Figure 5.5 Total pick-up and drop-off spaces needed, Bellevue Sub-Area[36]



Land Use	PU/DO spaces needed
Retail Center/ Strip Mall	4
Shopping Mall/ Box Store	5
Restaurant	1
Bank	1
Medical Office	1
Office Building	2
Apartment	1
Hotel	1
Single-Family Home	1
Post Office, Library	1
Land uses not served by pick-up/drop-off (i.e. automotive services, warehousing)	
Surface parking	
Vacant	
Open Space	

While many buildings are mixed-use (residential, commercial, and hotels), land use is identified by the parcel's present use classification.
Parcel data source: King County GIS Center

This area of Bellevue is composed of a mix of land uses including shopping malls, mid-size office buildings, single-family homes, and apartments. A large amount of surface parking exists, especially near the shopping mall and retail centers or strip malls. Bellevue Square Mall alone has a parking lot with more than 1,000 spaces. Based on average parking supply ratios for each land use, the parking supply in this area is approximately 28,000 spaces while the required pick-up/ drop-off spaces is around 290.

The pick-up/ drop-off space estimation for Bellevue was determined using the same methodology as the other geographies. However, since TNC use is less prevalent in suburban jurisdictions and there is higher auto-dependence, the estimation of spaces needed could be made more conservative in further analyses. This may be achieved by decreasing the assumed number of arrivals by shared modes per hour.

36 Sub-area is bound by NE 12th Street to the north, 12th Avenue NE to the east, NE 2nd Street to the South, and 200th Avenue NE to the west in the city of Bellevue.

5.5 Lessons Learned

- While this model does not suggest ridesource or taxi pick-up and drop-off spaces will replace the parking supply, it does assume that trips generated by each land use are fulfilled by ridesource or ridesplit services that do not require vehicle storage on-site. This methodology estimates the size of pick-up and drop-off space needed. The model could be made more conservative by adjusting the number of trips assumed to be arriving by taxi, ridesource or ridesplit vehicles. This could be accomplished by comparing available data from TNC trips on origin and destinations to current mode split in the study area. Another approach could include identifying land-use types most often serviced by TNCs and planning for pick-up and drop-off spaces on those blocks.
- Weaknesses of the model include that only one land use is assumed for each building and an average square footage is used. If this model were to be used in an area to determine curb space requirements, specific building size and mixed-uses would need to be incorporated, as well as space used for bus stops or other curb space uses.
- An important assumption of this model is that trips are assumed to arrive at a constant rate throughout the hour, however this is not likely for every land use. For example, an elementary school may experience a sudden peak in trip arrivals between 8:00 and 8:30 am, which could result in queuing and potential traffic congestion. To further improve this model for a specific land use or geography, a queuing model would account for more uneven arrival rates.[37]
- The assumption of how long it takes for an arrival and departure to occur might be reviewed and given a more conservative margin, or perhaps a range, for suburban environments to show sensitivity for the different land uses and density.
- As curb space is limited to the width of a block, congestion issues may occur along high demand blocks or corridors, creating latent demand in which the rider travels to a different area when they are not able to conveniently access the block. Latent demand is experienced today along retail/commercial corridors when incoming drivers are not able to locate a parking space, ultimately leading them to leave the area altogether. Although latent demand is difficult—if not impossible—to calculate, it can be prevented or alleviated by pursuing infrastructure investments or policies that improve the circulation and traffic flow of curb space.
- Another possible outcome of shifting travel patterns toward shared mobility and away from individual car storage is capturing the latent demand of additional patrons who are not currently able to access these services. Latent demand could come from patrons who are physically constrained, have limited access to transportation services, or not able to locate a parking space during peak demand periods. It is possible that the demand for these curb spaces could be even greater than the numbers estimated above due to the latent demand associated with these users.

37 Methodology to set up a spreadsheet using queuing theory: "Queuing Theory Cookbook." Samuel L. Baker, 2006. http://web.ist.utl.pt/mcasquilho/acad/or/queue/SBakerQCookbook.pdf

5.6 Policy Implications

- There is great potential to reduce the amount of right-of-way space required per trip if people do not drive their own vehicle. The reduction in vehicle storage provides an opportunity to utilize urban spaces for more productive uses that serve more people.
- Results of this analysis can be utilized for decision-making related to optimizing the public right-of-way and integrating shared mobility into the transportation system. For example, the reallocation of curb space to accommodate pick-up and drop-off needs balanced with bus zones.
- The model identifies the potential for drop-off spaces for various land-use types and the need to investigate this in more detail on a neighborhood level or as part of future sub-area plans, such as One Center City.
- Careful planning and mitigation of potential conflicts between pick-up and drop-off space and transit and bike infrastructure is critical.
- Replacing parking spaces with pick-up/drop-off spaces will have major implications on zoning, parking requirements, park-and-ride facilities, and other uses. SDOT and other municipalities in King County should consider developing a network of TNC and taxi/for-hire pick up/drop off "stations".
- This analysis provides the first steps to consider the transformation of current park-and-rides or surface parking lots to shared mobility hubs. Placing many mobility options in one place with further integration between modes is the first steps toward a true MaaS system. The Mobility as a Service (MaaS) model is particularly conducive to shared mobility services and reducing the need for car storage facilities in urban areas, as it eliminates the need for personal vehicle ownership and encourages the use of transit, carsharing, and ridesourcing services instead. SDOT and Metro should consider adopting policies which encourage the adoption of the MaaS model to reduce the need for excess parking and decrease congestion associated with SOVs.
- By definition, these loading zones take much less physical space than parking for the same trips. However, the increase in pick-up/drop-off activity puts increasing pressure on curb space which already accommodates many other uses, such as bus stops, dedicated space for emergency vehicles, loading zones, and public plazas. Therefore, at places with high peak activity levels, specific measures for off-street loading and unloading become necessary to prevent degradation of roadway throughput.
- As parking supply and demand data for each of these sub-areas was not provided, a comparison of space dedicated for parking versus non-parking uses for each land use is based on average peak period parking demand ratios provided by ITE. To complete an adequate parking analysis for individual sites or areas, a more in-depth evaluation of specific parking utilization patterns, land use distribution, and parking demand ratios, would need to be completed. Replacing parking facilities with pick-up/ drop-off spaces would be a next step for this analysis and should be performed on a site-specific basis.

Transit Analysis 6

Metro Route #48. Source: King County Metro

6.1 Model Logic

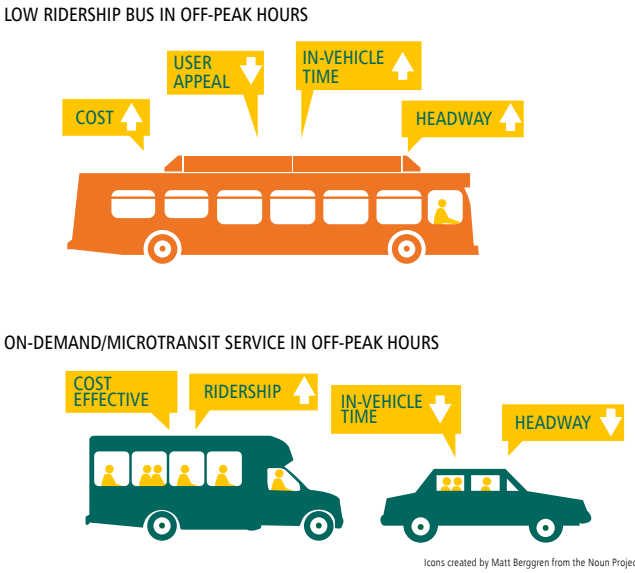
The transit analysis model identifies potential King County Metro bus trips that may be better served, at a comparable cost, using shared mobility services. The model's intent is not to prescribe the replacement of bus service with shared mobility or recommend a specific solution. Rather, it identifies low-ridership bus runs, or trips, that may be better served by a dynamically-routed (ridesource or microtransit) transportation solution in comparison to Metro's primary option of fixed route service utilizing a 40-foot or 60-foot bus.

The analysis evaluates ridership data from all Metro local, non-express bus runs. The data is broken down by each bus run, or trip, and the model identifies specific low-productivity runs where there is a cost-neutral or a cost savings if Metro paid for a ridesource trip for each current customer. The rationale for this model is that dynamically-routed transit would be preferred from a customer point of view and be a cost-neutral or more cost-effective transit solution for Metro. The output of this analysis includes which runs of specific routes at what times may be good candidates for a dynamically routed service.

6.2 Methodology and Assumptions

The analysis utilizes King County Metro data[38] and identifies bus runs with headways over 15 minutes with less than six boardings per mile which operate during low congestion time periods. Headways over 15 minutes were considered 'low productivity' runs, defined as a circumstance where Metro provides these services based on service coverage mandates. All transit agencies include these runs in their system as they are an important part of the network to ensure system connections remain intact. However, these "low productivity" runs could potentially be supplemented or replaced by point-to-point mobility options or microtransit. This analysis assumes that the customer's fare would remain equal to a transit fare if the trip was alternatively provided by ridesource, ridesplit, or microtransit.

Figure 6.1: Qualities of off-peak buses versus on-demand/microtransit



38 Service file provided by Metro reports on Spring 2016 data. The table contains data on all service and deadhead trips Metro operates and subcontracts to others. The data is pulled from scheduled service data.

Step 1: Identify costs for providing dynamically-routed transportation services

The first step in the process was to identify a formula that provides accurate costs of offering dynamically-routed transportation services. Working under the advisement of Metro, the analysis utilized Uber ridesource (1 passenger) costs for this formula.[39] These costs were used because Uber's ridesource service was available throughout Metro's service area and it was determined the best basis to identify an opportunity cost for providing service. While other forms of microtransit and ridesplit services may have less-expensive price points, they were limited in availability at the time of this analysis.

The calculation is based on Uber's costs from Summer, 2016 and includes the following inputs:

Table 6.1: TNC Costs

TNC costs	
Base fare ($/trip)	3.30
Mileage fee ($/mile)	1.37
Time fee ($/hour)	13.20
Assumed travel speed	15 MPH

Trip costs were calculated from these inputs with the addition of data for average trip length, which is determined in Step 5 of the analysis.

Step 2: Acquire data from Metro to identify "low productivity" runs

Data sources from Metro were acquired with the intent of identifying bus runs that had low ridership.

Table 6.2: Data Elements

Data	Description
Trip ID	Bus run or unique trip of a Metro bus route
Route	Bus Route
Direction of trip	Direction the bus is travelling (inbound/outbound)
Period	Time period when the observed trip operates
Observations	Amount of data observations for the data set
Bus distance	Distance the bus travels on the particular trip
Average Trip Length/Trip	Average trip length per customer derived from Orca Card data
Average boarding	Average boardings per trip.

Step 3: Eliminate express routes and low observation data

The next step was to eliminate express routes and bus runs with low data observations. Express routes were eliminated since, by design, the express routes carry passengers for long distances and have different measures for productivity; therefore, the cost per passenger mile calculation is not comparable. Low data observations, those runs that had four or less observed data inputs, were eliminated because of the limited sample size.

Step 4: Calculate boardings per mile

To calculate average boardings per mile from the refined data set, the average number of boardings is divided by the bus trip distance:

Boardings per mile= average boardings / bus distance

Step 5: Calculate passenger miles traveled

To identify all the passenger miles served, the following calculation was used:

Passenger miles traveled= average boardings x average trip length

The result identifies the length of all passenger trips for one bus trip and combines it into one number.

Step 6: Calculate the cost to Metro for each trip

This step calculates the cost to Metro for providing each trip. Metro provided a per mile cost of $12/mile which was multiplied by the bus distance for the trip.

Trip cost= Cost per mile x bus distance

39 Uber prices for this analyses were taken from a day in Summer, 2016. Prices shift often which is not reflected in this analysis.

Passengers board a bus. Source: King County Metro

Step 7: Calculate Metro cost per passenger mile

To compare the cost of providing a bus trip to the cost of moving these customers on a ridesource trip, the following calculation was used to identify Metro's cost per passenger mile:

Cost per passenger mile= Metro cost of trip per passenger / Passenger miles traveled

This result can be compared with the cost of ridesource (in step 8).

Step 8: Calculate the cost of providing all passenger trips through TNCs

Step 8 analyzed the cost to provide a ridesource trip for all customers on the bus run for the distance that each customer travels. The cost of the ridesource trip is calculated using factors of (1) base fare ($3.30/trip) combined with a mileage fee ($1.37/mile) and a time fee ($13.20/hour) based on the average trip length multiplied by average vehicle speed.

Cost to Metro to provide TNC trips
= Average boardings x cost of ridesource

This determines the cost of purchasing a ridesource trip for all passengers on each trip.

Step 9: Calculate bus runs that would be cost-neutral or cost-effective if provided by TNC

The final step of this analysis is to calculate the difference between Metro's cost per passenger and cost of providing all passenger trips through TNCs. This will determine if the trip cost would be equal to or lower, should the trip be provided through ridesource trips.

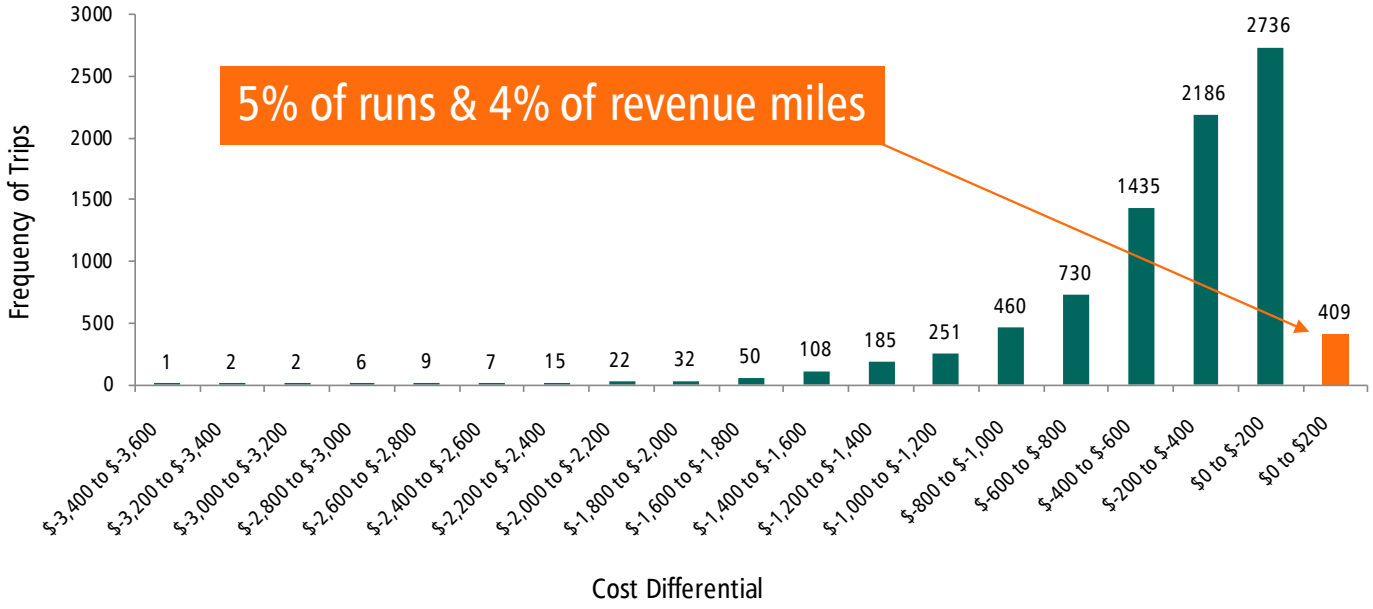
Cost differential= Metro's cost of trip – cost to provide trips through TNC

Positive results identify savings to Metro by trip if Metro stopped running the bus trip and bought every customer a TNC trip.

6.3 Results

An analysis of the productivity of Metro's non-express bus service (around 8,600 trips) shows that 5% of runs and 4% of service miles would be cheaper to the agency if provided by TNC (Figure 6.2). As Figure 6.3 shows, around one-quarter of these trips occur between 5:00 am to 9:00 am and one-third occur from 10:00 pm to 5:00 am. Based on the average trip length, the costs to King County Metro for these services are approximately $8.65/rider. This analysis is a starting point for potential partnerships with shared mobility services to continue providing consistent service during low-ridership periods at a lower cost. Results of this analysis can be utilized for decision-making regarding future planning efforts related to integrating shared mobility into the transportation system.

Figure 6.2: Cost differential by number of runs for Metro (non-express) bus trips



The results of this analysis include all routes and trips sorted by cost differential of providing the trips through ridesource compared to fixed bus route service.

Figure 6.3: Distribution of trips by Metro service period

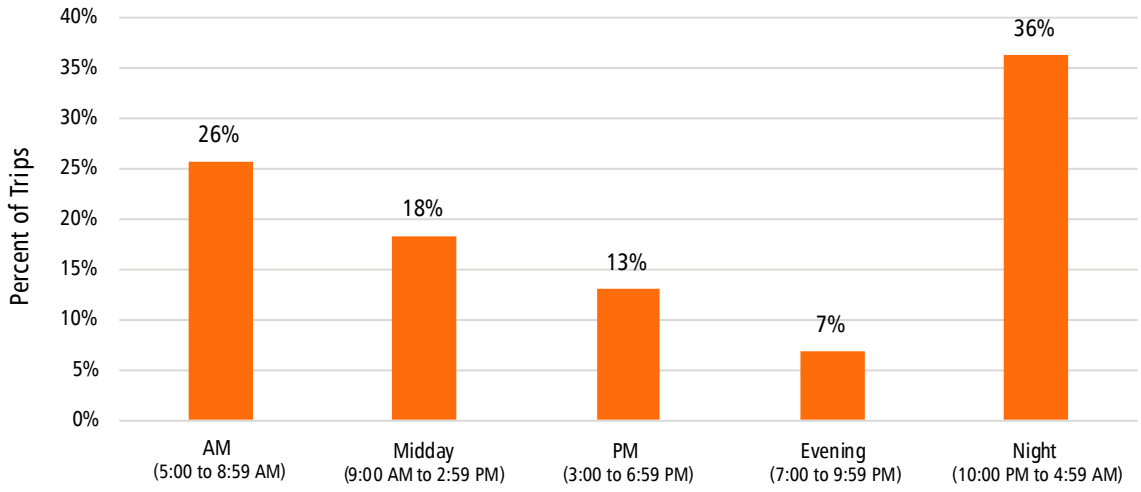
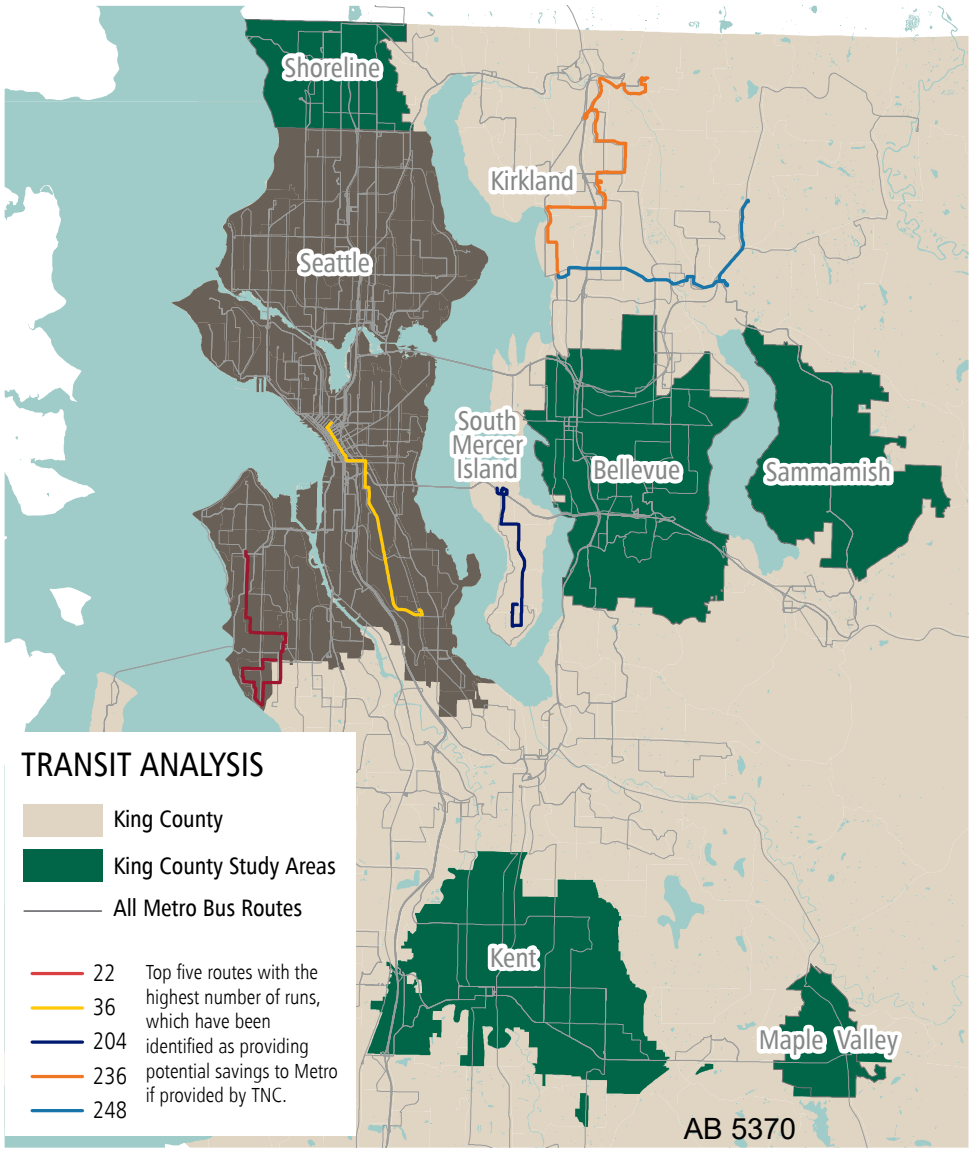


Table 6.3 and Figure 6.2 identify the top five routes with the highest number of runs which have been identified as providing potential savings to Metro.

Table 6.3: Number of runs for the top five potential cost saving routes

Route	Number of Runs
Route 236 - Woodinville P&R to Kirkland TC	30
Route 204 - South Mercer Island to Mercer Island P&R	23
Route 36 - Othello Station to Beacon Hill to Downtown Seattle	20
Route 248 - Avondale to Redmond TC to Kirkland TC	18
Route 22 - Arbor Heights to Westwood Village to Alaska Junction	17

Figure 6.4: Top five routes with highest number of runs which have been identified as providing potential cost savings to Metro if provided by TNC



Route 236 Woodinville Park and Ride to Kirkland Transit Center has the highest total number of runs at 30 (including both inbound and outbound trips). Each run for each route was observed at various times throughout the day. For example, consecutive runs of route 236 were observed at the following times: 5:22 am, 5:42 am, 6:13 am, 6:20 am, 7:13 am, 7:16 am, 8:14 am, 8:17 am, 9:13 am, 9:16 am, 9:42 am, 10:13 am, 10:16 am, 10:47 am, 11:12 am, 11:18 am, 12:13 pm, 12:18 pm, 1:12 pm, 1:18 pm, 1:42 pm, 3:28 pm, 3:58 pm, 4:57 pm, 5:54 pm, 6:02 pm, 6:25 pm, 7:00 pm, 7:02 pm, 7:33 pm.

Analyzing the number of runs, the time of day for each run, and cost differential for routes will assist in identifying the least cost-effective routes and/or periods of bus service.

6.4 Lessons Learned

- This analysis does not identify a front-haul, back-haul relationship for routes that operate in the peak. Some runs with low ridership are in service to get the bus back to the starting point for peak-period peak-direction trips that are very productive.
- The major limitation is that many of the low-productivity routes or segments may be in place for coverage reasons or to build new market growth. It may not be advantageous to cut the routes as they may reduce the reach of the transit network.
- Induced demand was not included in the calculations. It is assumed there would be more demand when replacing fixed route service with more agile service, especially for customers that currently must walk to the bus stop. While there may be limited information on the effect of induced demand, further investigation will help to further evaluate the trade-off in which TNCs and microtransit may provide more cost-effective mobility over low utilization bus lines.

6.5 Policy Implications

- The model's intent is not to prescribe the replacement of bus service with shared mobility or recommend a specific solution. Rather, it identifies low-ridership bus runs, or trips, that may be better served by a dynamically-routed (ridesource or microtransit) transportation solution other than a 40-foot or 60-foot bus.
- This analysis is intended to be a starting point for discussion on where fixed-route bus service could be replaced by more agile, lower capacity, microtransit or shared mobility. It is not necessarily intended to recommend routes that should be converted to a partnership with ridesource services. Further analysis on the corridor is required as well as outreach to ensure there are no unintended consequences.
- The analysis could also be utilized to combat opinions that transit should be replaced by ridesource. 95% of Metro's service would be more expensive to operate if it was outsourced to or replaced by ridesource.
- Additional investigation is recommended with Metro Service Planning prior to considering any adjustments in service. This is because many of the trips identified in the analysis may include either (1) newer trips that are under a trial period to grow ridership; these trips are commonly the first or the last trip; and/or (2) trips that are run for coverage reasons according to Metro's service standards. Next steps would include comparing these routes to Metro's Service Guidelines Analysis.
- Ways to seamlessly integrate fare payment for transit and shared mobility for this concept is necessary and would be a first step towards an important aspect of MaaS.
- Any change in service could affect Title VI implications, especially if vehicles are not ADA compliant. Coordination with the FTA is paramount prior to establishing any replacement of fixed-route operations.

Shared Mobility Supply

ReachNow car share vehicles. Source: Seattle Department of Transportation

7.1 Model Logic

The Shared Mobility Benefits Calculator, created by the Shared Use Mobility Center (SUMC), explores the benefits of transit, car share, bike share, and ridesource. The tool allows the user to select a target vehicle reduction and a mix of shared modes. The results identify decreases in VMT, GHG emissions, and savings of personal vehicle transportation costs. Results of this analysis can be utilized for decision-making regarding future planning efforts related to making shared mobility equitable to all, integrating shared mobility into the local and regional transportation system and optimizing the right-of-way.

The Shared Mobility Benefits Calculator was run through SUMC's web toolkit, available at http://calculator.sharedusemobilitycenter.org/#/ utilizing the results of the Economic Model for key inputs on vehicle reduction.

7.2 Methodology and Assumptions

The model estimates vehicle ownership based on data provided by the U.S. Census 2014 American Community Survey (ACS). Data variables from the 2014 ACS include the journey to work patterns and total workers, which is used to calculate density. Then, the model utilizes statistical techniques to produce metrics based on the census and other data, including bike share and car share locations and usage information. Tests by the SUMC proved this model to be accurate based on a set of variable coefficient values. The table below shows the coefficient values used to model increases or decreases to car ownership:

Table 7.1: Variable Coefficient Values used in SUMC Shared Mobility Benefits Calculator

Origin neighborhood	Population density
Car share	11.27 fewer cars per car share vehicle
Carpool/ Ridesource	0.2 fewer cars per carpool user
Vanpool	0.26 fewer cars per vanpoool user
Bikesharing	0.16 fewer cars per bike shared bike
Transit commuters	0.22 fewer cars per new transit commuter
Working Population	1.31 cars added per person

This model contends that public transit (including vanpool and transit commuters) and car share are the two most effective variables in reducing vehicle ownership. The model's car share coefficient depicts round-trip car share vehicles rather than one-way car share vehicles as one-way car share is still relatively new and not as geographically widespread.

This exercise uses the inputs of scenario 4 of the Economic Model, a 27% reduction in total vehicles, and applies it to the calculator for the City of Seattle (the only geography in the region available on the calculator). As scenario 4 is the only scenario that includes transit, ridesource, ridesplit, and carshare, the SUMC model is utilized as an additional method to calculate how a 27% reduction of vehicles could occur with a range of transportation options. These numbers represent what the total size of such carsharing or bikesharing fleets might look like to achieve the same reduction of 27% based on existing factors. That is, the economic model defines the bounds of vehicles that would be reduced due to the systems described above, and the factors describe the equivalent size of the system that would support that reduction. The results show the count of additional units per mode needed for Seattle, such as number of car share vehicles, transit commuters, or shared bikes.

The outputs of the Shared Mobility Benefits Calculator were applied to the report's study areas. As neither King County nor other neighborhoods and cities in the region are currently available through the calculator, the results for the city of Seattle were applied to the study areas based on the difference in total vehicles available in each area as compared to Seattle. Therefore, this exercise assumes the same proportion of additional units needed in Seattle are also necessary in the other geographies to support a 27% reduction of vehicles. To more accurately calculate these numbers, additional data for each geography is necessary.

7.3 Results by Geography

Table 7.2: Existing number of current units by transportation mode in Seattle[41]

City of Seattle	Current Units
Transit commuters	71,117
Car share vehicles	1,391
Shared bikes	500
Ridesourcers/carpoolers	29,571

Table 7.4 presents the total current vehicles, potential vehicle reduction, and additional units needed per mode as calculated by the SUMC model for the City of Seattle. In addition, these results were applied to the other study areas based on the ratio of total vehicles as compared to Seattle. The results show that transit commuters and ridesource/carpool must increase by the greatest number, followed by car share and bike share respectively.

In Seattle, to support a reduction of the personal vehicle fleet by around 110,000 (27% of total vehicles), an additional 36,000 transit commuters, 9,000 car share vehicles, 6,600 shared bikes, and 17,500 ridesource users or carpoolers is necessary

As this methodology does not account for number of units available and usage data, journey-to-work data, or total workers, the results appear unrealistic for some geographies. For example, adding 22,262 shared bikes in King County will be unrealistic anytime in the near future. Apart from the fact that Pronto bike share's program ended in March 2017, bike share systems in cities such as New York and Chicago only have 7,500 and 6,000 bikes, respectively.[42]

41 This analysis took place before Pronto Bike Share ceased operations.

42 Divvy and Citibike information available at: https://www.divvybikes.com/about and https://www.citibikenyc.com/system-data/operating-reports

Table 7.3: Additional units needed to reduce total vehicles by 27%

	Current	27% Vehicle Reduction	Additional units needed per mode to reach reduction			
Geographic area	Total Vehicles	Total Vehicles Reduced	Transit commuters	Car share vehicles	Shared bikes	Ridesourcers/ carpoolers
Seattle	406,156	110,595	35,785	9,055	6,615	17,534
King County	1,366,859	372,192	120,429	30,473	22,262	59,008
Ballard	15,613	4,251	1,376	348	254	674
U-District	10,125	2,757	892	226	165	437
Columbia City	7,915	2,155	697	176	729	342
Downtown Seattle	29,358	7,994	2,587	655	478	1,267
Sammamish	33,927	9,238	888	225	164	435
Shoreline	37,811	10,296	990	250	183	485
Bellevue	89,942	24,491	2,355	596	435	1,154
Maple Valley	17,079	4,651	447	113	3	219
Kent	76,395	20,802	2,000	506	370	980

Figure 7.1: Additional units needed to reduce total vehicles by 27% in Seattle

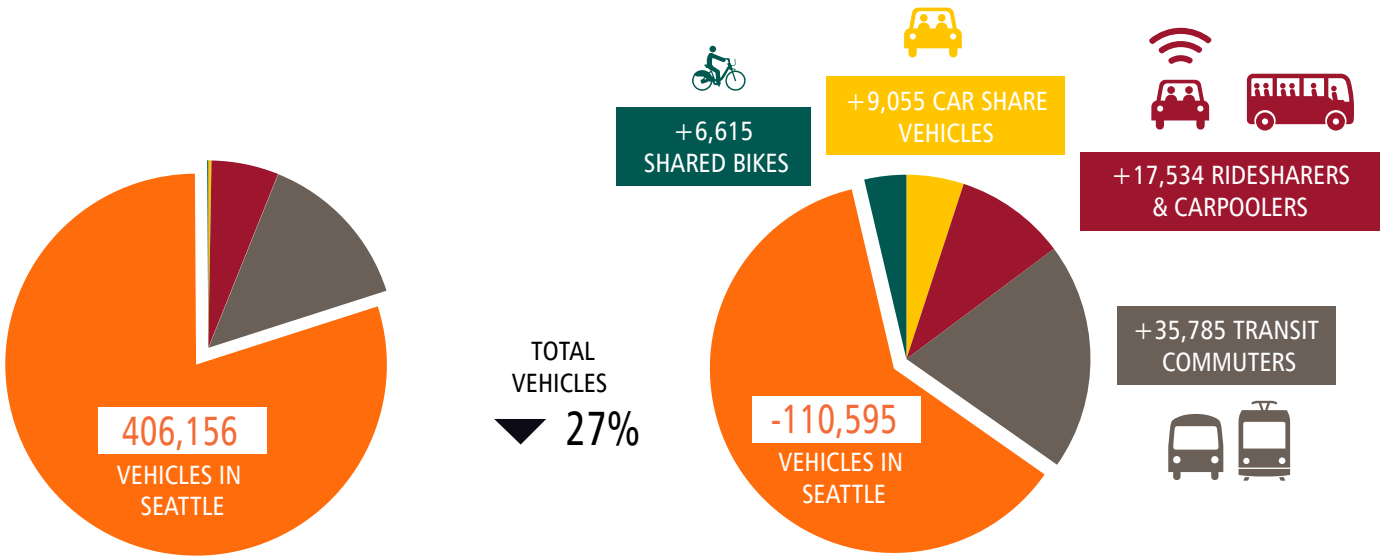


Table 7.4: The resulting benefits to air quality and transportation costs from reducing the total car in Seattle

City of Seattle	Current Units
Reduction in miles traveled by personal vehicles	1,116,463,100
Reduction in metric tons of GHG emissions related to personal vehicle ownership	400,300
Reduction in personal vehicle transportation costs	$393,955,000

6.4 Lessons Learned

- The SUMC calculator serves as a method to estimate the size of the shared mobility system that would achieve a reduction in personal vehicles. While the economic model considers a menu of shared mobility options that could replace the use of a personal vehicle, the SUMC calculator quantifies the number of transit commuters, car share vehicles, and ridesource users to support the same reduction.

- The calculator offers the option to analyze shared mobility benefits in around 30 cities, including Seattle. In this exercise, applying the Seattle results to King County, neighborhoods, and other jurisdictions only provides a precursory understanding of the potential distribution of shared mobility services in the region. Further analyses must include the number of existing units (car share vehicles, transit commuters, etc.), usage data, and journey-to-work data in each study area to provide a complete analysis.

Metro vanpool vehicle. Source: King County Metro

Stockholm Study

8

Stockholm. Source: Ian Insch via Flickr

8.1 Model Logic

A study completed in Stockholm[43] found that automated transportation technology can solve mobility demands by reducing the need for personal vehicles and enable cities to become more sustainable, reduce traffic congestion, and increase road safety.

The study identified the capacity of a reduced number of vehicles to move more people with ridesourcing. The study is based on the premise that self-driving vehicles, named Shared Automated Vehicles (SAVs), would provide services similar to those of existing ridesource services and for-hire taxis and replace all private SOV commuter trips.

A SAV-based transportation network could result in every personal vehicle commuter trip being accommodated while utilizing no more than approximately 10% of current vehicles and parking spaces. The study explains that while transit trips are not included in the analysis, the model can be used to identify benefits that a SAV-based transportation network could have in conjunction with an efficient public transportation and increases to cycling and walking. For example, SAVs could connect to shared mobility hubs on land previously used as parking lots to provide first-mile or last-mile transportation options. Other studies on the benefits of AVs support these findings for improving societal, economic, and environmental sustainability.[44]

43 Rigole, Pierre-Jean. Study of a Shared Automated Vehicles Based Mobility Solution in Stockholm (2014). Kungliga Tekniska Högskolan, Royal Institute of Technology. Available at: http://kth.diva-portal.org/smash/get/diva2:746893/FULLTEXT01.pdf

44 Other works that have contributed to this subject include "Operations of a Shared Autonomous Fleet for the Austin, Texas Market," by Fagnant and Kockelman (2015), as well as "Autonomous taxis could greatly reduce greenhouse-gas emissions of US light-duty vehicles," by Greenblatt and Saxena (2015).

8.2 Methodology and Assumptions

The study utilized scenarios to explore outcomes that a SAV-based transportation system could have for the City of Stockholm. Evaluation factors included number of vehicles needed to provide service, total vehicle miles travelled (VMT), and energy usage or vehicles parked within the city. The study found Stockholm to be a suitable city for SAV implementation based on its traffic density and traffic data availability. The model targeted an end date of 2030 to ensure relevant existing data could be used to reasonably project traffic in 2030 Stockholm. There are two main facets of this model; 1) to determine how varying input factors (wait time and travel time passengers will tolerate), impact outputs (total travel time, number of vehicles needed in fleet, and VMT) and 2) the environmental impacts of each scenario comparing fleet vehicles using internal-combustion engines or electric motors.

Step 1: Establish the road network and road network characteristics

The road network used in the model linked together a series of nodes and zones that were used in the analysis of travel time of ridesource simulations. In addition, traffic modeling software evaluated trip demand utilizing real traffic conditions in Stockholm. The traveling patterns of Stockholm County residents were used in the trip demand model to display vehicle travel from work to home during a typical weekday.

Step 2: Model SAV scenarios on road network

The next step was to model scenarios of a SAV-based system, including trips completed with or without ridesourcing. To simulate SAV trip scheduling to include ridesourcing, carsharing, and empty vehicle routing, an additional model was created. This model relied on the road network and assumptions of traffic congestion and driving speed.

Figure 8.1 – Typical time definition for trip with no ridesourcing[45]

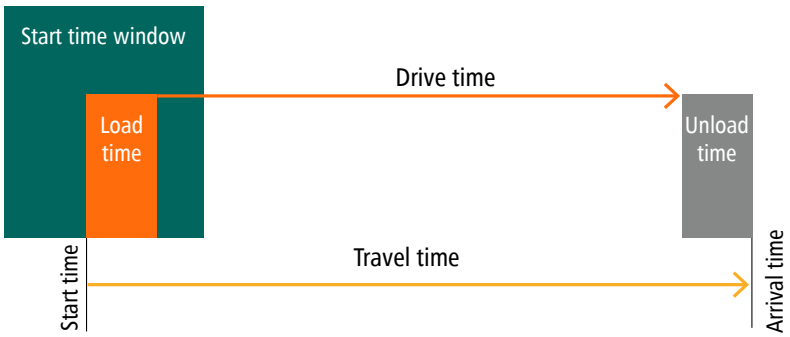
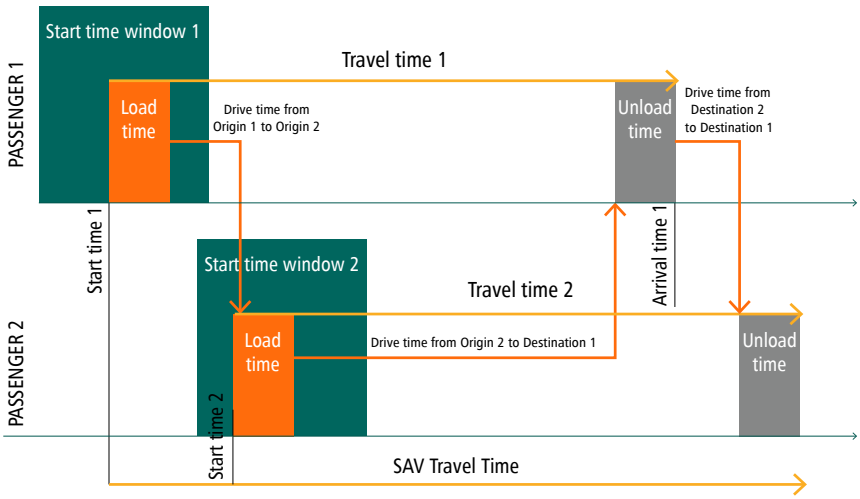


Figure 8.2- Typical time definition for trip with ridesourcing[46]



45 46 Modified from Rigole, Pierre-Jean. Study of a Shared Automated Vehicles Based Mobility Solution in Stockholm (2014). Kungliga Tekniska Högskolan, Royal Institute of Technology. Available at: http://kth.diva-portal.org/smash/get/diva2:746893/FULLTEXT01.pdf

Under step 2, rules for ridesourcing were established for the ridesourcing schemes:

1. Passengers are dropped-off in the same order as they were picked-up
2. The route taken is the one with the shortest drive time
3. When multiple concurrent passenger pick-ups are possible, SAVs will choose the users with the closest start time
4. The time needed for passenger exit is assumed shorter than passenger entry upon pick-up

Step 3: Add parameters to SAV scenarios

In the next step, the study based ridesourcing in a SAV-based system on the following parameters:

1. Maximum number of passengers in vehicle - The SAV fleet is assumed to consist of a single type of vehicle with approximately 4 seat capacity for passengers.
2. Start time – The earliest time for a passenger to start the trip.
3. Start time window – The range of time measured from the start time within which a passenger is accepting a trip.
4. Load time – The time given to the passenger to enter the SAV.
5. Unload time - The length of time given to the passenger to exit the vehicle upon arriving at the destination.
6. Relative increase in travel time – The increase in travel time relative to the travel time assuming no detour that a passenger is ready to accept. The increase in travel time is required to allow for picking-up additional passengers in the ridesourcing scheme.
7. Intra-zone travel time – The amount of time taken to pick-up passengers within the same trip origin zones

Step 4: Create Optimization Algorithm

Next, an algorithm was established for determining optimized routing methods for SAV ridesourcing based on the above parameters. Three ride-sharing schemes were then used to evaluate trips based on the following trip itineraries:

1. Same origin and destination
2. Same origin and different destinati
3. Different origin and same destination

The study found that SAV fleet size is dependent on the vehicles needed for trip demand in each of the above schemes as well as the expected quality of service (passenger wait time).

Step 5: Outline Performance Indicators

The model delineated key indicators for SAV fleet performance and environmental impact. They are as follows:

Table 8.1: SAV Fleet Performance Indicators

Indicator	Sub-indicator
SAV fleet	# of SAVs
Mileage	Total Average per SAV/private car Average per passenger
Travel time	Total for the fleet Average increase in travel time Average per SAV/private car Average per passenger
Start time window	Average use per passenger
Parking time	# parked SAV Total parking time Average parking timer per SAV/ private car
Ride-sharing	Average of passengers per SAV

Table 8.2: Environmental Impact Indicators

Indicator	Sub-indicator
Emissions	GWP_{100} (global warming potential over 100 years)
Energy	Energy (fuel/electricity)

Step 6: Evaluate Scenario Variables

The variables below were used to evaluate each scenario:

1. Maximum increase in travel time – The amount of increase in time that a user would be subjected to as a result of taking a shared vehicle (multiple passenger pickup and drop off).
2. Start time window – The amount of time allocated from when a user accepts to start a trip to the time of actual trip start.
3. Cost function – This equation evaluates how SAVs are dispatched to pick up passengers. The function is set to minimize costs and does so by assessing amount of time parked between trips and the driving distance needed to travel between users.

Scenarios 1 and 2 were modeled without ridesourcing while Scenarios 3 through 6 are modeled to include ridesourcing. As shown in Table 8.3, there were no increases to travel time in scenarios 1 and 2 (ridesourcing was not included, which increases the travel time as the SAV needed to pick up more people). Scenarios 3 and 4 had a 30% maximum increase of travel time and scenarios 5 and 6 included a 50% maximum increase. The cost function for each scenario measures the difference between only minimizing empty mileage (when cost function K1=1 and K2=0) and only minimizing parking time (when cost function K2=1 and K1=0).

The baseline case represents the current conditions of private single occupancy vehicles accommodating all commuter car trips. This model does not include transit, walking, or biking commuter trips. The number of person-trips is calculated by doubling the number of personal vehicles making home-to-work trips, which accounts for work-to-home trips. The model ran the scenarios using the baseline case as the controlled variable to measure the impacts of the different scenarios.

Table 8.3: Environmental Impact Indicators

Indicator	1	2	3	4	5	6
Allowed maximum increase in travel time	0%	0%	30%	30%	50%	50%
Start time window (minutes)	0	0	10	10	15	15
Cost function	K1=0 K2=1	K1=1 K2=0	K1=0 K2=1	K1=1 K2=0	K1=0 K2=1	K1=1 K2=0

Table 8.4: Environmental Impact Indicators

Indicators	Unit	Baseline
# person-trips (home to work + work to home)	Trips	271,868
# vehicles = private cars	Vehicles	135,934
Total mileage	Kilometers (thousands)	2,606
Average mileage per trip	Kilometers	10
Total travel time	Hours (thousands)	66
Average travel time per person	Hours	0.5
Average travel time per private car	Hours	0.5
Total parking time	Hours (thousands)	3,196
Average parking time per private car	Hours	23.5

8.3 Results

The study's main findings revealed that SAV-based systems can provide door-to-door service while using less than 10% of the current number of private cars and parking spaces. When comparing SAVs without ridesourcing (scenarios 1 and 2) to SAVs with ridesourcing schemes (scenarios 3, 4, 5 and 6), the latter provided the highest benefit toward reducing congestion and environmental impacts due to vehicle traffic in Stockholm. Results are presented as ratios to the baseline. Scenario 2 has the lowest reduction of vehicles, with 8.6% of total baseline vehicles accommodating all trips (meaning 91.4% of private cars reduced), while scenario 5 has the greatest reduction in vehicles as compared to the baseline at 5.4% (96.4% of cars reduced). The model demonstrates that ridesourcing scenarios offer a reduction in total mileage but at the cost of quality of service for users.

Scenarios modeled to include ridesourcing had both the least number of SAVs on the road as well as number of SAVs parked when compared with the baseline and non-ridesourcing scenarios. For example, the medium case scenario (scenario 3) that included ridesourcing provided an additional reduction of private vehicles as scenarios 1 and 2 of 2.7% and 3.2%, respectively. Utilizing the ridesourcing scheme, scenario 3 reduced parking requirements by 95% while miles traveled were reduced by 11% from the baseline case.

The model reflects the potential of a SAV-based system to reduce the number of vehicles and parking time. The study asserts that when compared to the baseline, SAVs increase vehicle efficiency through servicing multiple users simultaneously and maximize driving time on road.

The results of each scenario (below) are ratios compared to baseline values.

Table 8.5. Simulation results by scenario as ratios to baseline

Indicator		1	2	3	4	5	6
# Vehicles	%	8.1%	8.6%	5.4%	6.0%	4.9%	5.3%
Total Mileage	%	124.4%	171.6%	88.8%	114.6%	76.0%	96.7%
Total Parking Time	%	5.8%	5.5%	3.6%	3.8%	3.3%	3.4%
Total drive time (time on the road)	%	120.4%	157.1%	93.5%	113.5%	84.7%	100.8%
Average use of start time window relative to start time window	%	0.0%	0.0%	59.6%	24.9%	55.6%	29.4%
Average increase in travel time	%	0.0%	0.0%	13.1%	13.1%	25.1%	25.1%

Based on the results of the scenarios that included ridesourcing (scenarios 1-3), the study concluded that without reaching an adequate ridesourcing threshold that SAVs may add to congestion and environmental impacts rather than reduce them. However, the model reveals that using SAV fleets powered with electric motors rather than internal combustion engines can negate any adverse environmental impacts.

The study addresses how SAVs will impact the triple bottom line of sustainability:

Social sustainability – The impact that SAVs would have on social sustainability over the private car includes increased accessibility to all people regardless of driving capability, such as elderly or disabled persons.

Economic sustainability – The study determined that SAVs can be an economical solution due to the cost of the vehicle being shared across many users with no additional costs for drivers/operators. Users who would rely upon a SAV-based system for transportation mobility would no longer experience the costs of owning and operating a vehicle. The study believes that these savings will be transferred into the companies of the SAV fleet owners/operators. Additionally, the economic cost of constructing parking lots will be eliminated as parking demand is reduced.

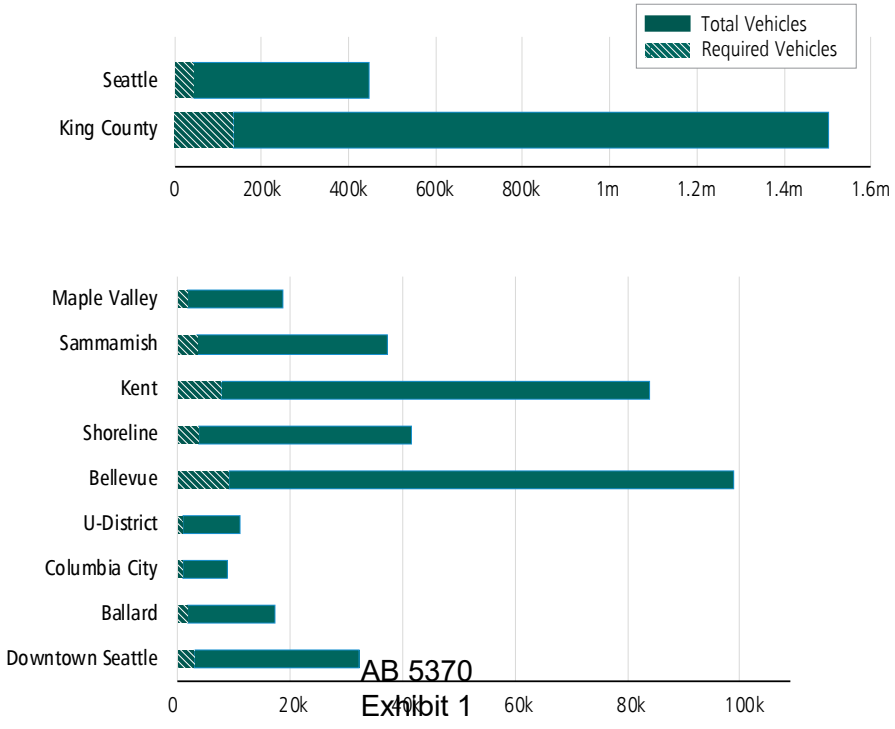
Environmental sustainability – The study found that a SAV-based system can help to reduce congestion and environmental impacts, though caution must be used. KTH asserts that such an easily accessible, comfortable, and lower cost door to door mobility service could possibly increase demand and consequently negate any positive environmental impacts by making other modes less appealing. However, negative impacts could be offset by advances in robotic and artificial intelligence technology leading to traffic flow increases by reducing need for spacing, stops, and accidents between vehicles. The study emphasizes that land use benefits could be made possible by reducing the parking demand in Stockholm as parking lots could be freed up for other transportation modes creating an increase in walking, cycling, and transit use.

Applications to the Seattle Region

To understand the implications of a reduced personal vehicle fleet in Seattle, a 90% reduction was applied to each geography, as shown in Table 8.6. This stated, the results should be taken with caution as the roadway networks are different from Stockholm and vary greatly between typology. Additional analysis of traffic, roadway capacity, and parking supply are necessary to provide a comparison between this study and Seattle.

Figure 8.6: Results of a 90% reduction of vehicles in Seattle neighborhoods and King County jurisdictions.

Figure 8.3: Results of a 90% reduction of vehicles in Seattle neighborhoods and King County jurisdictions



8.3 Lessons Learned

- This study is an early attempt to identify the potential positive benefits of a Shared Autonomous Vehicle network, with a focus on reduction in vehicles and parking spots. The exploratory nature of the modelling exercise provides initial results, but also recognizes several its own limitations, including:

  1. The study only included internal traffic that represents about 60% of all vehicle traffic in Stockholm, leaving a large portion of traffic unaccounted for.
  2. The demand is constructed on a survey using several calculation steps and assumptions. It states that they believe the total amount of traffic to be adequate but the detailed traffic flow patterns have not been verified and compared to real traffic data.
  3. The study asserts that the simulation is based on a simple model that does not include dynamic traffic simulation and utilizes simple ridesourcing algorithms. To increase accuracy on the impacts of a SAV transportation system, an advanced model would be required.

- The study proposes several areas of future study that will impact transportation and cities in the future:

  4. Social considerations – Areas surrounding safety and legal responsibility in the event of a collision should be explored further.
  5. Land Use – With a SAV system in place, excess parking lots and spaces will release land back into other uses. In addition, the current system of building infrastructure may change as space needs and travel methods of SAVs will operate under a different set of conditions than humans do.
  6. Research – Further studies on ridesourcing and car sharing using more advanced models with greater dynamic conditions, SAV-based freight and goods delivery transportation systems, and comparing SAV-based systems between various cities.

- Additional limitations include that the study is based on the City of Stockholm, which has unique land use characteristics. Results will vary in US urban contexts, especially suburban contexts where trip patterns and land use characteristics are often distributed to a wider range of origin and destination patterns and longer commute lengths and times.

5.6 Policy Implications

- The study model demonstrates that SAV-based transportation can effectively and efficiently reduce a number of negative transportation, environmental, and economic impacts with no or little impact to travel time (depending on the different model scenarios). The biggest benefit for SAV systems from the model were scenarios which included ridesourcing, and when coupled with an electric motor equipped fleet of SAVs, were the most effective combination to decrease traffic congestion, parking demand, and energy use and greenhouse gas emissions.

- This study contains a unique approach that can be further refined and/or built on for analysis of potential SAV or MaaS systems in the Seattle region. The methodology of this study could be combined with PSRC data that identifies high TAZ-to-TAZ travel to analyze the potential for a future MaaS strategy in the region. Finally, this data could be compared to Car2Go, Zipcar, ReachNow, Uber Pool, Lyft Line, and other shared services to identify relative potential for future SAV services in the Seattle Region.

Typology Appendix 9

Introduction

This section is an overview for each geography analyzed in this report. It is intended to offer an alternative lens to identify results and policy implications from the perspective of each typology. These overview summaries will provide concise geographic and demographic contexts to frame the potential impacts of shared mobility as it relates to the various geographies in Seattle and King County. Each typology is representative of different neighborhoods and suburbs in the region.

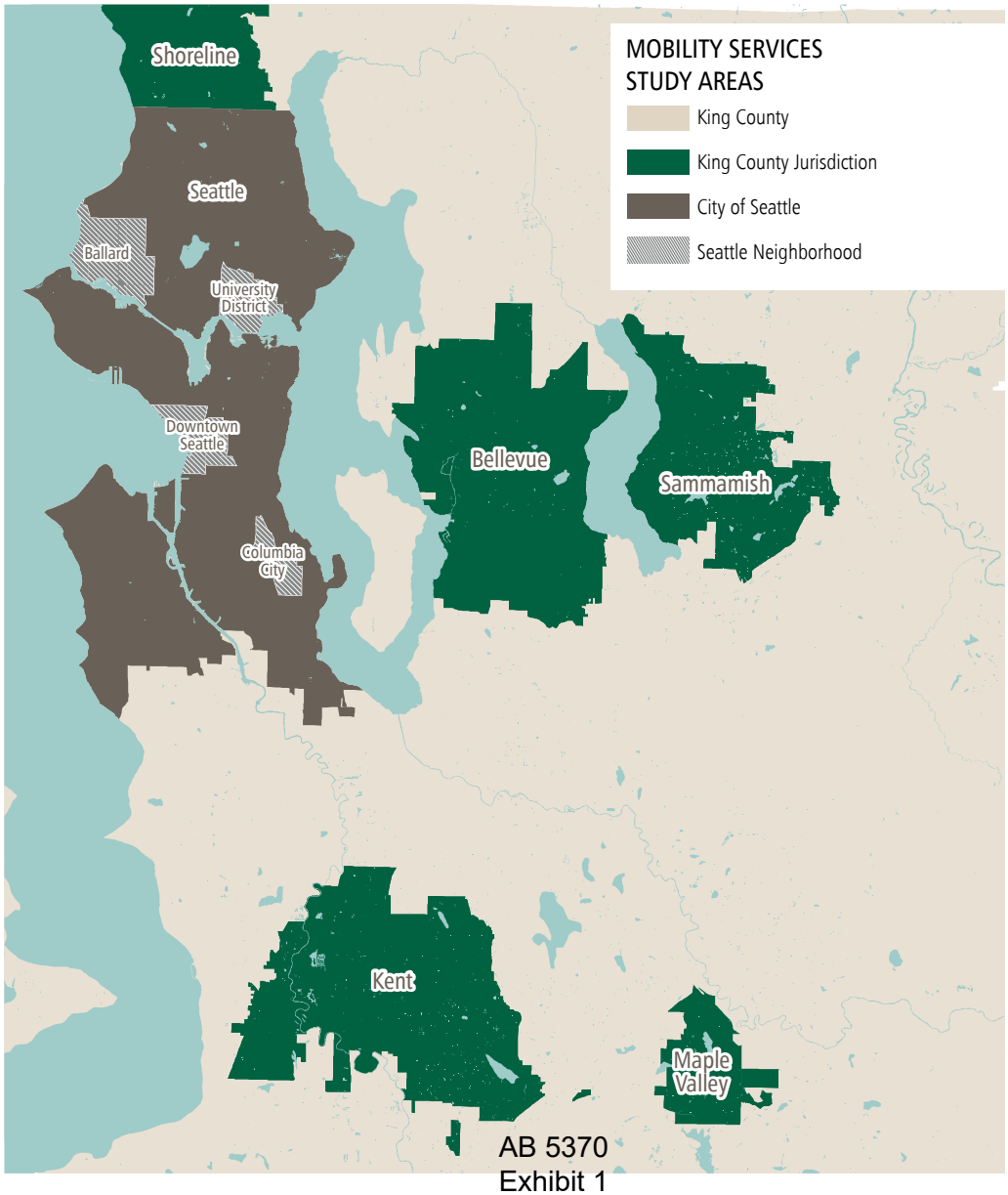
The typologies in Seattle include:

- Downtown Seattle (Center City)
- Ballard, Colombia City, and University District: representative of city neighborhoods

Typologies of King County include:

- Bellevue and Shoreline: representative of high density suburbs
- Kent: representative of regional manufacturing and shipping hubs
- Sammamish and Maple Valley: representative of exurban communities

Figure 9.1: Typology study-areas in Seattle and King County



Ballard

Ballard is a relatively-dense neighborhood of approximately 2.1 square miles on the north side of Seattle and contains several regional attractions, including commercial corridors along Market Street and Ballard Avenue. Ballard is served by a variety of King County Metro bus lines and contains an entertainment district. It has a population of 22,122 and contains approximately 10,000 people per square mile.

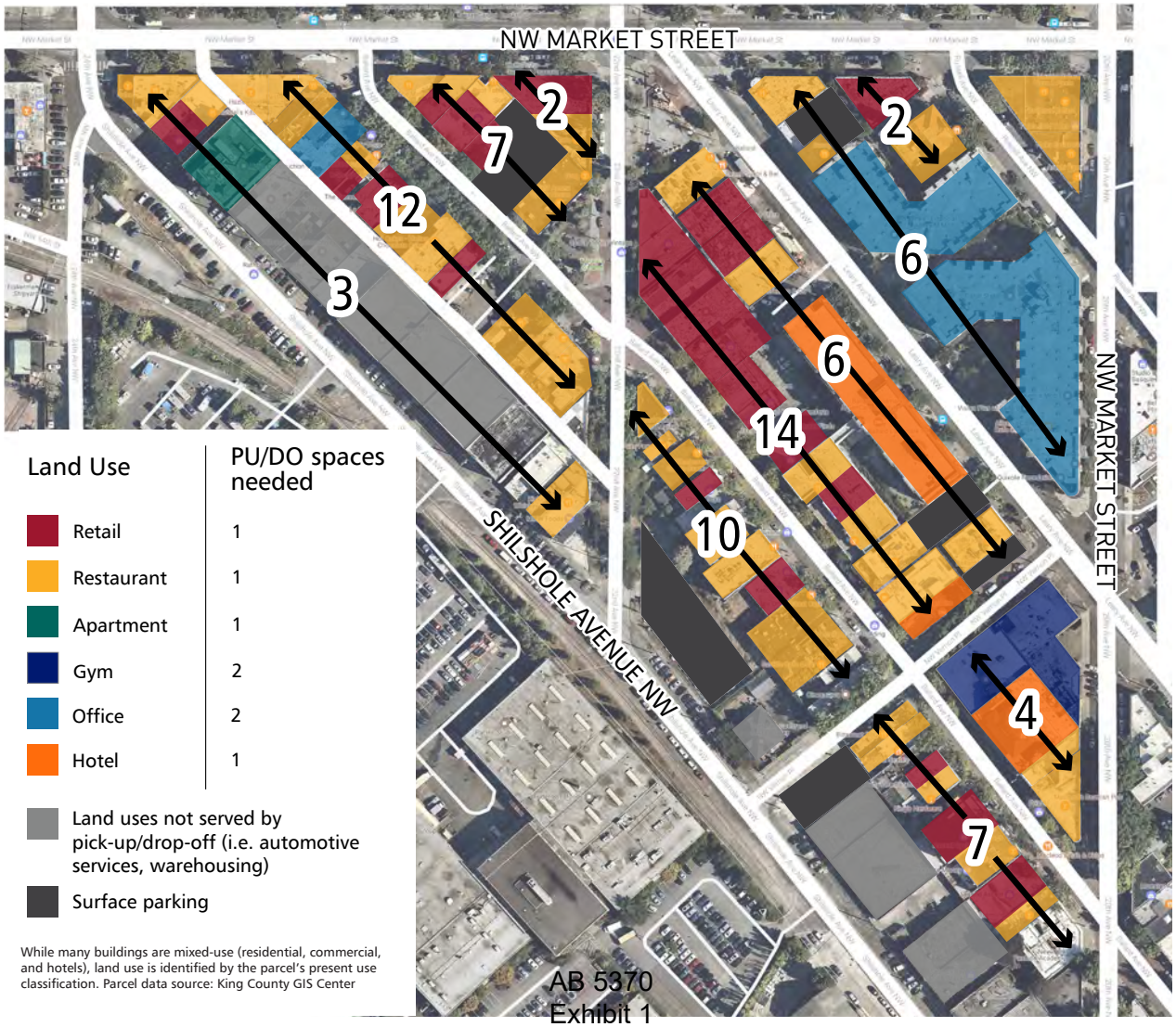
The economic model (Chapter 2) demonstrates that there is a tremendous opportunity to reduce auto-ownership. Of Ballard's 15,613 personal vehicles, a reduction of approximately 2,000 to 6,000 (15% to 39%) could occur after substantial shifts to shared mobility transportation options.

The potential reduction of personal vehicles through shared mobility in Ballard would have significant benefits to the available right-of-way and land use in the neighborhood.

The future travel demand for Ballard as presented in the PSRC Travel Demand Model (Chapter 3) shows a remarkable shift in the travel modes of choice. With a 25% reduction in auto ownership in 2030 Ballard would:

- Significantly decrease the share of SOV daily trips from 42% to 33%
- Increase transit trip mode share from 3% to 7%
- Increase total daily trips by shared mobility from 1% to 11%

Figure 9.2: Total pick-up and drop-off spaces needed, Ballard Neighborhood Sub-Area



This sub-area of Ballard is a main commercial area and is surrounded by industrial uses adjacent to Salmon Bay and residential areas to the north and east. At this scale, examining the necessary curb space on each block provides an understanding of the potential to eliminate some surface and on-street parking. As this is an area where people may walk to multiple destinations once they arrive to the neighborhood, the number of pick-up and drop-off spaces needed may be even further reduced. Shared mobility options do not appropriately serve Industrial, warehousing, and automobile land uses and therefore were not included in the analysis.

Based on average parking supply ratios for each land use, the parking supply in this area is approximately 4,800 spaces while the required pick-up and drop-off spaces is around 75. Ballard's small area and relatively high density would be greatly served by all modes of shared mobility and will experience the benefits of these services including reductions to congestion and parking requirements.

POLICY IMPLICATIONS

As a dense urban neighborhood with a large commercial district, there are many traffic generators in Ballard, and, therefore, many potential implications for optimization and reutilization of the public ROW. Primary to these implications is the potential for overall decline in the demand for car storage (including reductions in car ownership and in visitors arriving by SOVs to the neighborhood).

As a result, this neighborhood is a key candidate to identify new alternatives for parking facilities, especially those at surface level. First, a fresh look at land-use planning should occur to identify lower parking requirements and minimize surface parking lots. Second, identification of infill development to transform these pockets of existing surface parking lots to more active uses should be studied. Third, potential for elimination of on-street parking spaces should be monitored, especially in consideration for potential to implement other uses as transit lanes, on-street bike facilities, parklets for adjacent businesses, and enhanced pedestrian facilities. These actions will require further analysis and can be implemented as part of neighborhood and sub-regional planning activities.

The next policy implication relates to safety. As with other entertainment districts, there is an opportunity to encourage shared mobility options when people become impaired due to alcohol consumption. Additional pilots, as previously performed around large events[49] and at times when drunk-driving activity most often occurs could be expanded on a regular basis.

Finally, as potential shifts to shared mobility occur, there is a once-in-a-generation opportunity to identify incentives to encourage higher-occupancy forms of shared mobility, including transit, bikeshare, and microtransit to increased optimization of the constrained roadways serving this neighborhood.

University District

University District (U-District) is located in Northeastern Seattle bounded on the south by the Lake Washington canal. U-District has a population of approximately 31,434 people and a land area of just under 2.5 square miles giving it a population density of 13,543 people per square mile. As implied by its name, the neighborhood is home to the University of Washington campus and, as such, has a large student population. Transit connections can be made using Sound Transit's Link light rail system at University Station or one of numerous King County Metro bus lines.

As the economic model (Chapter 2) demonstrates, there is considerable opportunity to reduce auto-ownership in U-District. In U-District there are 10,125 personal vehicles. The U-District neighborhood would see personal vehicles reduced by 2,000 to 4,500 (17% to 45%) vehicles having significant benefits to the available right-of-way and land use in the neighborhood.

The future travel demand for U-District as presented in the PSRC Travel Demand Model (Chapter 3) shows a remarkable shift in the travel modes of choice. With a 25% reduction in auto ownership in 2030 U-District would:

- Significantly decrease the share of SOV daily trips from 37% to 26%%
- Increase transit trip mode share from 9% to 16%
- Increase total daily trips by shared mobility from 1% to 12%

49 SDOT Safe Ride available at: http://sdotblog.seattle.gov/2016/06/21/get-a-discounted-safe-ride-this-pride-weekend

U-District's higher density and student population would be greatly served by all modes of shared mobility and will experience the benefits of these services including reductions to congestion, parking requirements, curb space optimization, car-free lifestyle, and others.

POLICY IMPLICATIONS

The U-District has many of the same characteristic and opportunities as Ballard. In addition to the policy implications identified in the Ballard section of this report, including alternatives to parking facilities, impaired user safety, and incentives for more HOV shared mobility usage, there are additional items to consider.

First, the University of Washington Station opened just over one year ago. This station leads to the center of the nieghborhood should be utilized as a local hub, connection to Center City, SEATAC, and other traffic generators along the line. There is an opportunity to create a shared mobility hub at this station to provide and encourage easy first and last mile connections.

Next, the University of Washington hosts major events on a regular basis. These events range from arts and culture to large sporting events. Attendance for these events also ranges from the 100's to over 70,000 for football games at Husky Stadium. Special events strategies to nudge attendees to higher capacity modes can ease congestion on local streets and reduce impacts of these major events.

Finally, there is a large student population that lives and commutes to U-District on a daily basis. The City and Metro should work with the University of Washington on MaaS solutions to encourage car-free travel to and from campus. There is the potential to create intra-campus MaaS networks, as well.

Columbia City

Columbia City is located in Southeastern Seattle and has a population of 12,531 people. The neighborhood has a land area of 1.6 square miles and a population density of 7,783 people per square mile. Columbia city is a diverse neighborhood with a historic commercial district. The neighborhood is connected by King County Metro bus services and Sound Transit's Link light rail. The economic model reveals the tremendous opportunity to reduce vehicle ownership in Columbia City. There are 7,915 personal vehicles in the neighborhood. A shift to shared mobility transportation modes would reduce the number of personal vehicles by 1,000 to 2,600 (13% to 33%) vehicles. This vehicle reduction would have significant benefits to the available right-of-way and land use in the neighborhood.

The future travel demand for Columbia City as presented in the PSRC Travel Demand Model (Chapter 3) shows a remarkable shift in the travel modes of choice. With a 25% reduction in auto ownership in 2030 Columbia City would:

- Significantly decrease the share of SOV daily trips from 42% to 34%
- Increase transit trip mode share from 4% to 9%
- Increase total daily trips by shared mobility from 1% to 11%

Columbia City would be greatly served by all modes of shared mobility and will experience the benefits of these services including reductions to congestion, parking requirements, curb space optimization, car-free lifestyle, and others.

POLICY IMPLICATIONS

Columbia City has many shared characteristics of both Ballard and U-District. All of the policy implications, with exception to the large event item, should be considered for this neighborhood. Columbia City is served directly by the light rail, contains vibrant commercial corridors, and can benefit from expanded shared mobility.

Columbia City also contains a diverse population from both racial and income perspectives. A special lens on equity should be utilized to ensure that everyone in this neighborhood has access to shared mobility modes. The City can create incentives for reduced-fare or more pooling options in this neighborhood in order to achieve a balance for the access to these services. In addition, issues as the unbanked, language barriers, outreach, and others should be considered in identifying equity measures.

Downtown Seattle

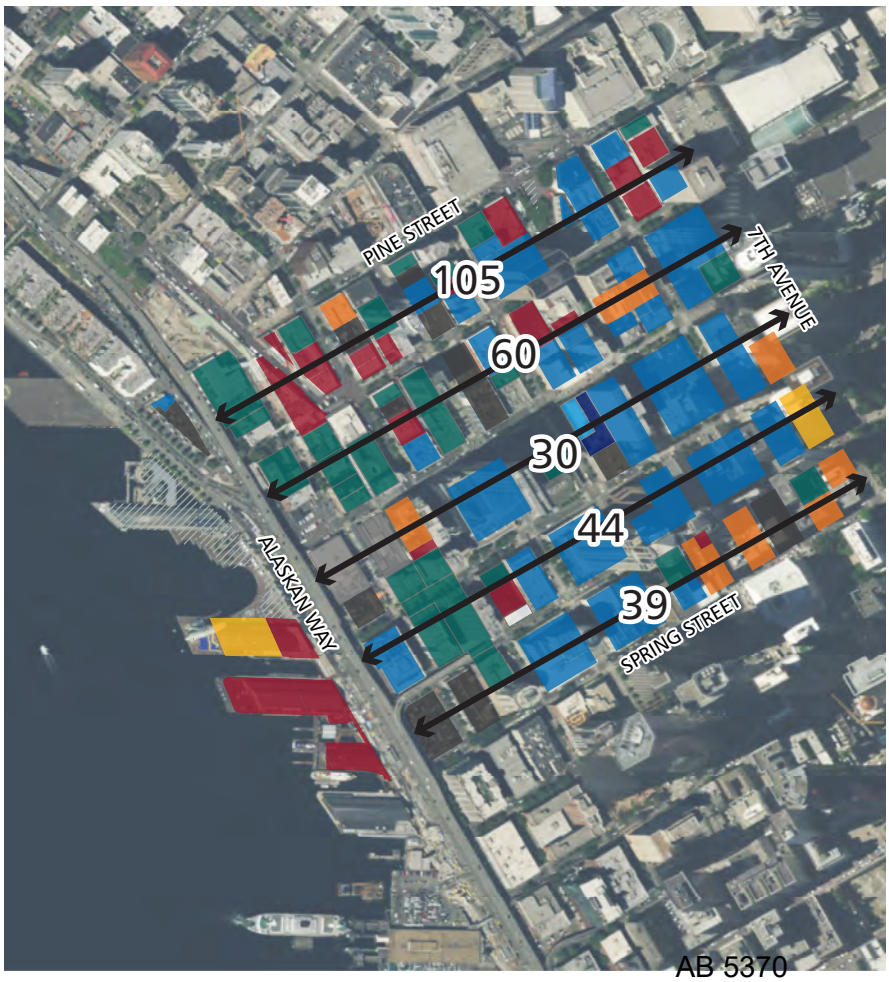
Downtown Seattle is the central business district of Seattle and is centrally located within the city. The Downtown Seattle neighborhood has a population of 61,633 people, a land area of 3.2 square miles and a population density of 19,074 people per square mile. Within the neighborhood are many districts for government, finance, shopping, nightlife, and culture. As the primary location for employment in the Puget Sound Region, Downtown Seattle acts as the transit hub for the region. This demonstrates the enormous potential to reduce personal vehicles in Downtown Seattle as determined by the economic model (Chapter 2). The number of personal vehicles in Downtown Seattle is 29,385 and would be reduced by 5,000 to 13,000 (17% to 45%) vehicles through increased shared mobility. This vehicle reduction would have significant benefits to the available right-of-way and land use in the neighborhood.

The future travel demand for Downtown Seattle as presented in the PSRC Travel Demand Model (Chapter 3) shows a remarkable shift in the travel modes of choice. With a 25% reduction in auto ownership in 2030 Downtown Seattle would:

- Significantly decrease the share of SOV daily trips from 30% to 18%
- Increase transit trip mode share from 8% to 15%
- Increase total daily trips by shared mobility from 1% to 14%

Downtown Seattle is predominantly a mix of mid to high-rise office and apartment buildings with first floor commercial uses. There are at least 15 surface parking lots in this area in addition to parking garages and underground parking. The blocks between Pike and Pine Streets, which have the highest portion of retail uses in the area in addition to offices and condominium buildings, could be served by around 100 pick-up and drop-off spaces. The blocks further

Figure 9.1: Total pick-up and drop-off spaces needed, Downtown Seattle Sub-Area



Land Use	PU/DO spaces needed
Retail Stores/ Retail Center	4
Restaurant	1
Bank	1
Office Building	3
Apartment/Condo	2
Hotel	1
Post Office	1

Land uses not served by pick-up/drop-off (i.e. automotive services, warehousing)

Surface parking

Vacant

Open Space

While many buildings are mixed-use (residential, commercial, and hotels), land use is identified by the parcel's present use classification.
Parcel data source: King County GIS Center

south on Spring Street would require less dedicated pick-up spaces as they are mainly office buildings and hotels. Should surface parking lots be developed into more productive uses, the number of required shared mobility loading spaces would need to be re-analyzed with the subsequent increased trips to the area.

Based on average parking supply ratios for each land use, the parking supply in this area is approximately 42,000 spaces while the required pick-up and drop-off spaces is around 280. All modes of shared mobility would have a tremendous positive impact on Downtown Seattle. It would experience the benefits of these services through reductions to congestion, decreased parking requirements, curb space optimization, car-free lifestyle, and others.

POLICY IMPLICATIONS

Downtown Seattle mobility is already a model for U.S. cities. The Commute Trip Reduction Program already sets targets for non-SOV commute modes and provides incentives for transit and alternate modes. In addition, One Center City, a holistic 20-year transportation plan has begun initial stages and will be critical to identify how people will connect and move through this growing employment and population center. Policy considerations, including those discussed in other neighborhoods regarding ROW, land-use, safety, major event planning, equity, and others, is to utilize both of these programs to ensure that Downtown Seattle can continue to grow and connect all residents and visitors in the region.

Finally -- due to the number of residents, visitors, and commuters this area serves -- a minor mode shift could have major implications. This stated, both programmatic policies and nuanced "nudges" should be employed accompanied by a continuous cycle of pilots.

Bellevue

Bellevue is a major commercial and residential center in King County located to the east of Seattle and is bounded by Lake Washington to the west and Lake Sammamish to the east. It is also considered a major hub in many ways, and has a population of approximately 132,268 people and a land area of 31.97 square miles giving it a population density of 4,137 people per square mile. King County Metro and Sound Transit provide transportation services to Bellevue transit hub.

The future travel demand for Bellevue as presented in the PSRC Travel Demand Model (Chapter 3) shows a remarkable shift in the travel modes of choice. With a 25% reduction in auto ownership in 2030 Bellevue would:

- Significantly decrease the share of SOV daily trips from 50% to 30%
- Increase transit trip mode share from 3% to 13%
- Increase total daily trips by shared mobility from 1% to 12%

The analysis in Bellevue focused on the Eastgate Neighborhood, which is located on the south side of Bellevue. Bisected by I-90, this area includes a regional shopping center and express transit connection via a major park-n-ride, but is largely surrounded by a disjointed street network. It comprises of a mix of land uses including shopping malls, mid-size office buildings, single-family homes, and apartments. A large amount of surface parking exists, especially near the shopping mall and retail centers or strip malls.

Surface parking dominates much of the landscape in Eastgate. For instance, Bellevue Square Mall alone has a parking lot with more than 1,000 spaces. The spatial analysis shows that with an estimated 384 trips per hour, arrivals and departures to the mall could be accommodated by 5 pick-up and drop-off spaces.

This area of Bellevue is composed of a mix of land uses including shopping malls, mid-size office buildings, single-family homes, and apartments. A large amount of surface parking exists, especially near the shopping mall and retail centers or strip malls. Bellevue Square Mall alone has a parking lot with more than 1,000 spaces. The analysis shows that with an estimated 384 trips per hour, arrivals and departures to the mall could be accommodated by 5 pick-up and drop-off spaces.

Land use implications are the largest potential improvement for areas that are (1) built out, (2) well connected to the transit network, and (3) have other regional destinations in proximity to the site.

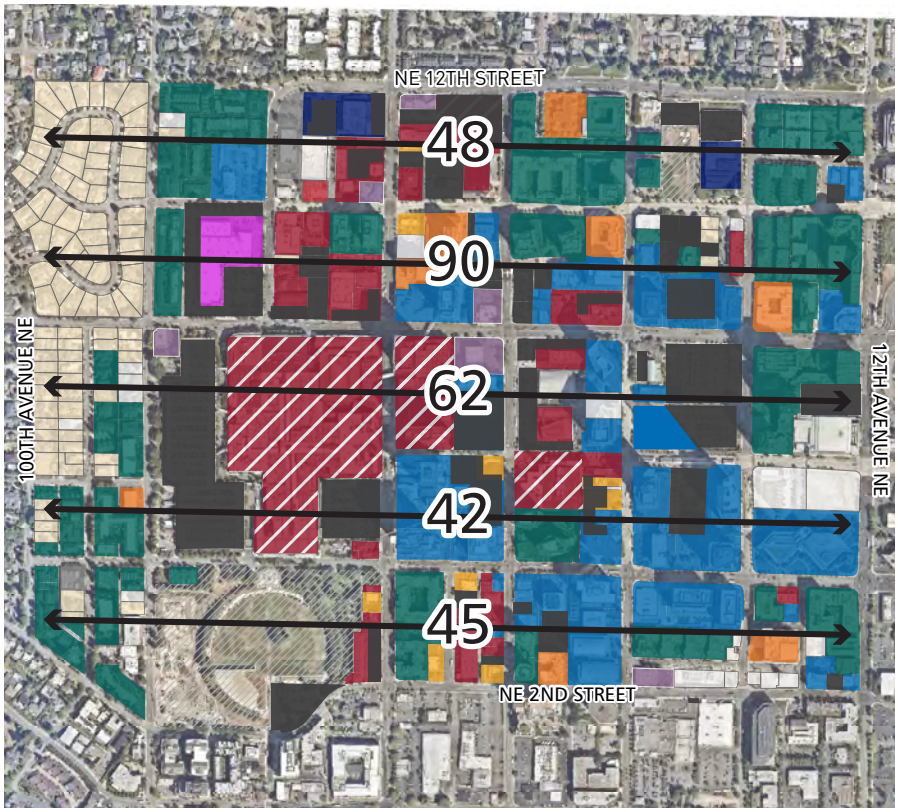
Based on average parking supply ratios for each land use, the parking supply in this area is approximately 28,000 spaces while the required pick-up and drop-off spaces is around 290.

POLICY IMPLICATIONS

Similar to Ballard, Eastgate could potentially see a transformation of surface parking to active uses. In addition, major arterials could be optimized if connections to the park-n-ride were improved. Identifying more connections for bikes, transit, and shared mobility would greatly-improve usage of the park-n-ride facility leading an increase to the number of transit riders on both express and local routes. Additionally, the park-n-ride could be transformed into a shared mobility hub that creates space for different connecting modes and prioritizes these modes based on the number of users per trip.

As a result of increased shared mobility, Bellevue will receive benefits that will grow over time and will enable new access to last mile connections. Benefits include reductions to congestion, curb space optimization, car-free lifestyle, and others. Additionally, lower parking requirements would free up land use for denser redevelopment opportunities.

Figure 9.4 Total pick-up and drop-off spaces needed, Bellevue Sub-Area



Land Use	PU/DO spaces needed
Retail Center/ Strip Mall	4
Shopping Mall/ Box Store	5
Restaurant	1
Bank	1
Medical Office	1
Office Building	2
Apartment	1
Hotel	1
Single-Family Home	1
Post Office, Library	1
Land uses not served by pick-up/drop-off (i.e. automotive services, warehousing)	
Surface parking	
Vacant	
Open Space	

While many buildings are mixed-use (residential, commercial, and hotels), land use is identified by the parcel's present use classification.
Parcel data source: King County GIS Center

Kent

Kent is a major warehouse and employment center in King County located to the south of Seattle and near Sea-TAC airport. Associated with much of the employment opportunities, Kent has a population of approximately 122,620 people and a land area of 28.63 square miles giving it a population density of 4,283 people per square mile. Several large corporations are headquartered in Kent and is one of the largest manufacturing and distribution areas in the United States. Kent is served by King County Metro bus lines and Sound Transit commuter rail. The economic model (Chapter 2) demonstrates that there is meaningful opportunity to reduce auto-ownership. In Kent there are 76,395 personal vehicles. Through increased shared mobility methods, the number of personal vehicles would be decreased by 8,900 to 24,000 (12% to 31%) vehicles. These reductions would have significant benefits to the available right-of-way and land use in the neighborhood.

The future travel demand for Kent as presented in the PSRC Travel Demand Model (Chapter 3) shows a remarkable shift in the travel modes of choice. With a 25% reduction in auto ownership in 2030 Kent would:

- Significantly decrease the share of SOV daily trips from 51% to 36%
- Increase transit trip mode share from 2% to 9%
- Increase total daily trips by shared mobility from 1% to 10%

Kent would receive some benefit from shared mobility especially new last mile connections. Population density, employment density, access to transit, and other factors will limit availability of , carshare, bike share , car share, ridesplitting, and microtransit. Ridesourcing may be a higher valued shared mobility option for Kent as it is the only alternative option for similar mobility as SOV driving. The benefits of these services including reductions to congestion, lower parking requirements, curb space optimization, car-free lifestyle, and others.

POLICY IMPLICATIONS

The biggest mobility challenge for Kent is to establish reliable connections to many manufacturing and warehouse jobs at various hours through the multiple work shifts. Several King County Metro routes serve Kent, but it lacks the density for a high-frequency network. Kent would best leverage shared mobility through creating partnerships in the near-term for last-mile connections and airport-bound trips. Models can be found in similar pilots in Pinellas County[50] or SEPTA[51].

Additionally, the Kent Sounder train station has the opportunity to be a focal point for regional mobility and a shared mobility hub for the City of Kent. The station currently sits in the central commercial area and, combined with more mobility options, could enhance density and mixed use land uses. As future regional transit is expanded and service levels increase, opportunities for last-mile will increase.

Shoreline

Shoreline is a jurisdiction in King County and is located immediately north of Seattle's northern city limits. Though primarily residential it has a similar density to Seattle. Shoreline has a population of approximately 54,254 people and a land area of 11.67 square miles giving it a population density of 4,647 people per square mile. Transit services include King County Metro Transit, Community Transit, and Sound Transit. Our economic model (Chapter 2) demonstrates that there is meaningful opportunity to reduce auto-ownership. In Shoreline there are 37,811 personal vehicles. Through increased shared mobility methods, the number of personal vehicles would be decreased by 4,700 to 12,697 (13% to 34%) vehicles. These reductions would have significant benefits to the available right-of-way and land use in the neighborhood.

The future travel demand for Shoreline as presented in the PSRC Travel Demand Model (Chapter 3) shows a remarkable shift in the travel modes of choice. With a 25% reduction in auto ownership in 2030 Shoreline would:

- Significantly decrease the share of SOV daily trips from 50% to 34%
- Increase transit trip mode share from 2% to 10%
- Increase total daily trips by shared mobility from 1% to 10%

Shoreline has always benefited from close proximity

50 http://www.psta.net/press/10-2016/directconnect/index.php
51 http://www.septa.org/media/releases/2016/05-25-16a.html

to major employment centers. A big opportunity to strengthen these connections will come along in the next decade due to the Lynwood Link Extension bringing two new light rail stations to Shoreline. In 2023, Shoreline would have a new light rail stations at 145th and 185th streets located just to the east of I5. The City of Shoreline, in coordination with Sound Transit, is currently identifying ways to ensure these connections enhance mobility and land use.

POLICY IMPLICATIONS

Similar to recommendations for U-District and Kent, a shared mobility hub around the new stations would encourage more connections to the fixed-route transit network, a higher and better mixed of uses, and enhance mobility overall. The City of Shoreline has responded and is performing new sub-area planning efforts. Metro should continue to encourage that shared mobility connections are identified as a key consideration for this area.

As a result of increased shared mobility and light rail service, Shoreline has the opportunity to transform key sub-areas that will benefit from greater connections, lower parking requirements on new developments, curb space optimization, car-free lifestyle, and others.

Maple Valley

Maple Valley is an exurban bedroom community in King County located to the south east of Seattle at the edge of the Metro Service area. It has a population of approximately 24,040 people and a land area of 5.72 square miles giving it a population density of 4,202 people per square mile. The area is served by King County Metro and Sound Transit.

The economic model (Chapter 2) demonstrates that there is meaningful opportunity to reduce auto-ownership. In Maple Valley there are 17,079 personal vehicles. Through increased shared mobility methods, the number of personal vehicles would be decreased by 1,700 to 4,600 (10% to 27%) vehicles. These reductions would have significant benefits to the available right-of-way and land use in the neighborhood.

The future travel demand for Maple Valley as presented in the PSRC Travel Demand Model (Chapter 3) shows a remarkable shift in the travel modes of choice. With a 25% reduction in auto ownership in 2030 Maple Valley would:

- Significantly decrease the share of SOV daily trips from 53% to 38%
- Increase transit trip mode share from 1% to 5%
- Increase total daily trips by shared mobility from 0% to 7%

Maple Valley would receive some benefit from decreased SOV and shifts to shared mobility especially new last mile connections. Population density, employment density, access to transit, and other factors will limit availability of carshare, bike share, ridesplitting, and microtransit. Ridesourcing may be a higher valued shared mobility option for Maple Valley as it is the only similar alternative to SOV driving for many trips. The benefits of these services including reductions to lower parking requirements, curb space optimization, car-free lifestyle, and others.

POLICY IMPLICATIONS

Maple Valley could pursue subsidized partnerships with shared mobility providers to make connections to the transit network, essentially serving as an extension of the fixed-route network. Currently, it is served by the 164/168 at limited service intervals. Ridesourcing could help fill in the gaps of service, extending the availability of the entire network. Additionally, Maple Valley would be a good candidate for a dynamically-routed microtransit route/dial-a-ride option that would serve the low-density neighborhoods.

Sammamish

Sammamish is a jurisdiction in King County located to the east of Seattle. Bounded by Lake Sammamish to the west with bountiful parks, Sammamish has a population of approximately 49,077 people and a land area of 18.22 square miles giving it a population density of 2,693 people per square mile. There are no freeways within the city limits, however King County Metro and Sound Transit provide transportation services to residents. Our economic model (Chapter 2) demonstrates that there is meaningful opportunity to reduce auto-ownership. In Sammamish there are 33,927 personal vehicles. Through increased shared mobility methods, the number of personal vehicles

would be decreased by 2,800 to 7,600 (8% to 22%) vehicles. These reductions would have significant benefits to the available right-of-way and land use in the neighborhood.

The future travel demand for Sammamish as presented in the PSRC Travel Demand Model (Chapter 3) shows a remarkable shift in the travel modes of choice. With a 25% reduction in auto ownership in 2030 Sammamish would:

- Significantly decrease the share of SOV daily trips from 52% to 37%
- Increase transit trip mode share from 1% to 6%
- Increase total daily trips by shared mobility from 1% to 9%

Sammamish would receive some benefit from decreased SOV and shifts to shared mobility especially new last mile connections. Population density, employment density, access to transit, and other factors will limit availability of bike share, car share, ridesplitting, and microtransit. Ridesourcing may be a higher valued shared mobility option for Sammamish as it is the only similar in mobility but alternative to SOV driving for many trips and the enhancement in mobility is valuable in a mobility-scarce atmosphere. The benefits of these services including reductions to congestion, lower parking requirements, curb space optimization, car-free lifestyle. Additionally, people aging in place and low income groups would have increased accessibility to transportation.

POLICY IMPLICATIONS

Similar to Maple Valley, Sammamish could pursue subsidized partnerships with shared mobility providers to make connections to the transit network, essentially serving as an extension of the fixed-route network, which currently ends outside of the city limits. Ridesourcing could help fill in the gaps of service, extending the availability of the entire network. Additionally, Maple Valley would be a good candidate for a dynamically-routed microtransit route/dial-a-ride option that would serve the low-density neighborhoods.

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King County
METRO

MOBILITY INNOVATION CENTER at the UNIVERSITY of WASHINGTON

Fast facts: Mobility Innovation Center

Background

Housed at CoMotion, the Mobility Innovation Center is a partnership between Challenge Seattle and the University of Washington. Through the center, cross-sector teams will convene to attack regional mobility problems, develop new technologies, and bring new innovations to our regional transportation system by mixing startup methodology with applied research and experimentation.

Vision

To ensure a robust economy and quality of life for the region, Seattle needs an integrated transportation system that is reliable, safe, environmentally sustainable, forward looking, equitable and accessible. To accomplish this vision, the Mobility Innovation Center will bring together the knowledge, talents, and expertise of the University of Washington and match them with private and public sector partners to solve real-world challenges facing our transportation system.

Desired outcomes

- ✓ Short-term projects with 6-9 month deliverables
- ✓ Research that can be applied in the real world
- ✓ Technology and policy-driven solutions
- ✓ Partners who are willing and able to test or implement the Center's prototypes or recommendations

The goal of the center is to examine the readiness of our city's infrastructure, people, technologies and public policies to incorporate new mobility technologies and modalities. To accomplish this goal, we search the globe for the most interesting, cutting-edge solutions and craft the approach and solution that will work for the greater Seattle region.

Leadership

CoMotion at the University of Washington is the collaborative innovation hub dedicated to expanding the societal impact of the UW community. By developing and connecting local and global innovation ecosystems, CoMotion helps innovators achieve the greatest impact from their discoveries.

MOBILITY INNOVATION CENTER at the UNIVERSITY of WASHINGTON

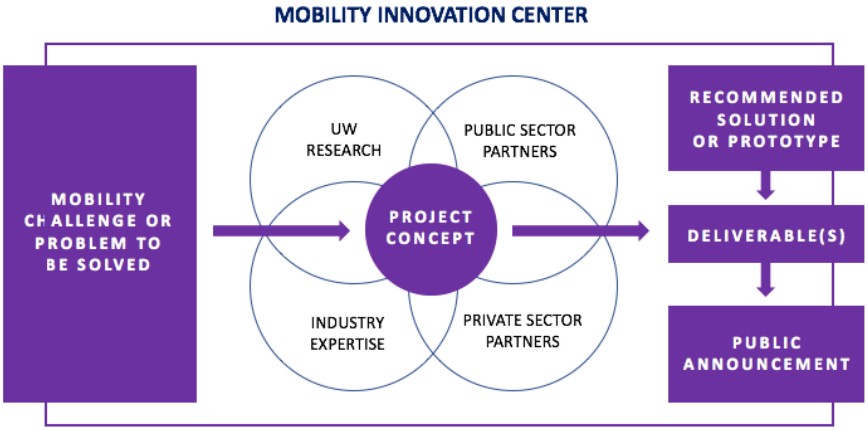
Challenge Seattle is a private sector initiative led by 18 of the region's CEOs formed to ensure that greater Seattle continues to thrive as one of the most vibrant, innovative and globally competitive regions in the world by recognizing the uniqueness of our people, our culture and our pioneering companies. Among its four goals, Challenge Seattle seeks to develop world-leading infrastructure that drives our future growth and vitality and improves quality of life. Learn more about Challenge Seattle and its vision for Transportation in the Seattle region here.

MIC Advisory Committee: The Mobility Innovation Center is guided by an accomplished team of advisors representing leaders in industry, government, and the nonprofit sectors. The current advisory committee includes representatives from Amazon, Boston Consulting Group, King County, Lyft, Microsoft Research Lab, Parsons Brinkerhoff, SDOT, Seattle Hospitality Group, Siemen's Intelligent Traffic Systems, Sound Transit, Vulcan, and WADOT.

Value Proposition

The Mobility Innovation Center makes connections between University of Washington faculty, research staff and interested partners to solve pressing mobility problems. If you have a mobility or transportation problem that needs a solution, the MIC will help you by:

1. Framing an appropriate project
2. Identifying faculty and researchers from anywhere within the UW network of schools
3. Supporting interdisciplinary project teams to ensure the sponsor's needs are met
4. Providing feedback and consultation on project outcomes



Deliverables:

Each project concludes with a customized report and public announcement.

MOBILITY INNOVATION CENTER at the UNIVERSITY of WASHINGTON

Mobility Innovation Center Project Shortlist (2017)

1) **Driverless Seattle – How Cities Plan for Automated Vehicles**
   RESEARCH TEAM: UW Tech Policy Lab
   SPONSOR: Challenge Seattle

2) **Washington Road Usage Charge – Smartphone Innovation Challenge**
   RESEARCH TEAM: Capstone Projects @ HCDE, UW EE & iSchool.
   SPONSORS: Washington State Transportation Commission in partnership with D'Artangan Consulting, Berk & WSP

3) **Beyond Incident Response – Mitigating Impacts of Major Traffic Incidents in the Seattle I-5 Corridor**
   RESEARCH TEAM: The Center for Collaborative Systems for Security, Safety, and Regional Resilience (CoSSaR)
   SPONSORS: WSDOT, DOT

Contact

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MOBILITY INNOVATION CENTER at the UNIVERSITY of WASHINGTON

City of Mercer Island

Problem Statement

How can the City of Mercer Island ensure direct, consistent, timely, affordable access to and from the future Light Rail Station and major employment centers for all Mercer Island residents?

Funding for this project would come from the Sound Transit Settlement for $10 million towards traffic safety and mitigation programs. (See: The Seattle Times)

Desired Deliverables

1. Analysis of current transportation conditions on Mercer Island
2. Comparative matrix of cities that are facing similar challenges worldwide
3. Innovative solutions that could be implemented by Mercer Island by 2023

Potential Project Vehicles & Estimated Fees

PROJECT VEHICLE	TIMING	SPONSOR FEE
Faculty PI + Independent Study (graduate)	Available quarterly	$55-$100K
Sponsored Capstone (team of 3-6 seniors)	Propose in fall, work Jan-Jun	$6-$21K
Hackathon / Ideathon (students generate ideas)	Any weekend, 3-day event	$10-$15K

Related Faculty Research (Sample List):

Mark Hallenbeck – Washington State Transportation Center
How "big data" and new technology can be used to improve regional mobility, while examining how changing mobility options are effecting land use decisions.

Mark Haselkorn | Collaborative Systems for Safety, Security and Regional Resilience
Innovation in the design, development and use of collaborative systems that support regional operations for security, safety and resilience. Expertise in Community Engagement.

Ryan Calo | Robotics Law & Policy
Relevant technologies include driverless cars, drones, medical, personal or service robots, and various expert systems.

Xiao-Ping Chen | Foster School of Business
Creativity, decision making, entrepreneurship, global business, leadership, organizational, behavior, teamwork

UNIVERSITY of WASHINGTON

COMOTION IDEATHONS

FINDING CREATIVE SOLUTIONS THROUGH DESIGN THINKING

An ideathon is a short, intensive, workshop-like experience for students to address some of the most pressing challenges of our time. These may be social, technical, governmental or environmental in nature – in fact, the issues or challenges addressed in an ideathon are endless.

HOW IT WORKS

Participants work in teams and use design thinking and innovative learning practices to ideate and collaborate on possible solutions. At the end of the experience, teams pitch their ideas and solicit feedback for further iteration. In an ideathon, the end result isn't nearly as important as the design thinking and collaborative process along the way.

Finding inventive solutions to any given problem takes time, empathy, persistence and iteration and our goal in offering ideathons is to work toward inclusive innovation.

WHO CAN PARTICIPATE

CoMotion Ideathons are primarily for undergraduate students from all disciplines. We want a diverse, cross-disciplinary group of students from a wide range of backgrounds. The best Ideathons combine students from many majors – a design student partnered with a computer scientist, philosopher, and social worker. A biology student working together with a linguist, drama student, and public policy major.

The wider the cross-section of students involved, the more perspectives that can be taken into consideration, leading to solutions that are inclusive and relevant to the needs of the end-user.

RECENT IDEATHONS

UW students from diverse fields of study converge to apply design thinking and embark in an intensive ideation process. Recent ideathons have included exploring solutions to the following issues:

THE PHYSICAL FUTURE OF UW
2017

ENHANCING ENGAGEMENT WITH STEM & THE HUMANITIES AT UW
2016

FOSTERING A MORE INCLUSIVE, EQUITABLE AND HEALTHY CITY
2015

Interested in participating in a CoMotion Ideathon? Contact us at uwcomotion@uw.edu.

UNIVERSITY of WASHINGTON

CoMotion Innovation Center 4545 Roosevelt Way NE Seattle, WA 98105

comotion.uw.edu UW.CoMotion @UWCoMotion

Learn more about innovation at comotion.uw.edu

Transportation & Mobility Open House

Nov 29, 2017

Purpose / Agenda
(Julie Underwood, City Manager)

- Our Purpose Tonight
  - Share traffic information
  - Get your input on mobility options and safety improvements
- Agenda
  - Welcome!
  - Recap: how we got to this point…
  - Most recent post-closure traffic data
  - Possible safety/traffic mitigation projects
  - Other mobility needs and solutions
  - Next steps January 2018: TIP Process; second transportation survey
  - Your feedback and ideas, and report out to the group

Recap: How Did We Get Here?

- **June 3**: I-90 Center Roadway closes
- **June/July**: “temporary” traffic mitigation measures completed
- **June 9**: City’s commuter survey (300 respondents)
- **June 22**: City’s traffic mitigation open house (50 attendees)
- **July 12**: Sound Transit holds “Meet the Contractor” open house (apx 100)
- **Summer/Fall**: ongoing traffic counts; rail construction begins
- **Oct 17**: $10.1 million settlement agreement w/ST finalized and signed
- **Nov 29**: City’s Transportation and Mobility Open House

Sound Transit Temporary Mitigation Projects (Summer 2017)

Sound Transit Future Mitigation Projects

1) NMW/77th Roundabout

2) SE 27th and 80th

Revisiting Traffic Data

- June commuter survey indicated that:
  - A) It took about **5 mins** more each morning to reach an on-ramp to Seattle
  - B) it took about **11.5 mins** more to get from home to office (Seattle)

…Are these still true?

- We now have 6 months of driver adjustment to new traffic patterns
- Rainy weather and darkness have returned to the commuting period
- All schools are back in session
- We can now accurately compare pre- and post-closure data…

Post-Closure Traffic Data

(Scott Kuznicki, TranspoGroup, Consultant to the City)

- Intersection turning movement counts were collected in February, June, August, and October
- Screenline counts were collected in May, June, August, and October to identify segment volumes
- Travel time information was collected in May/June and September/October
- General trend is:
  - More traffic turning left into the Town Center
  - And turning onto N Mercer Way from Island Crest Way
  - Slight increase in northbound traffic on W Mercer Way and E Mercer Way


84th Ave SE
SE 24th St
SE 26th St
Interstate-90
Island Crest Way
80th Ave SE
SE 27th St
SE 28th St
SE 30nd St
78th Ave SE
N Mercer Way
77th Ave SE
SE 22nd St
76th Ave SE
SE 24th St
N Mercer Way
72nd Ave SE
W Mercer Way
W Mercer Way
Interstate-90

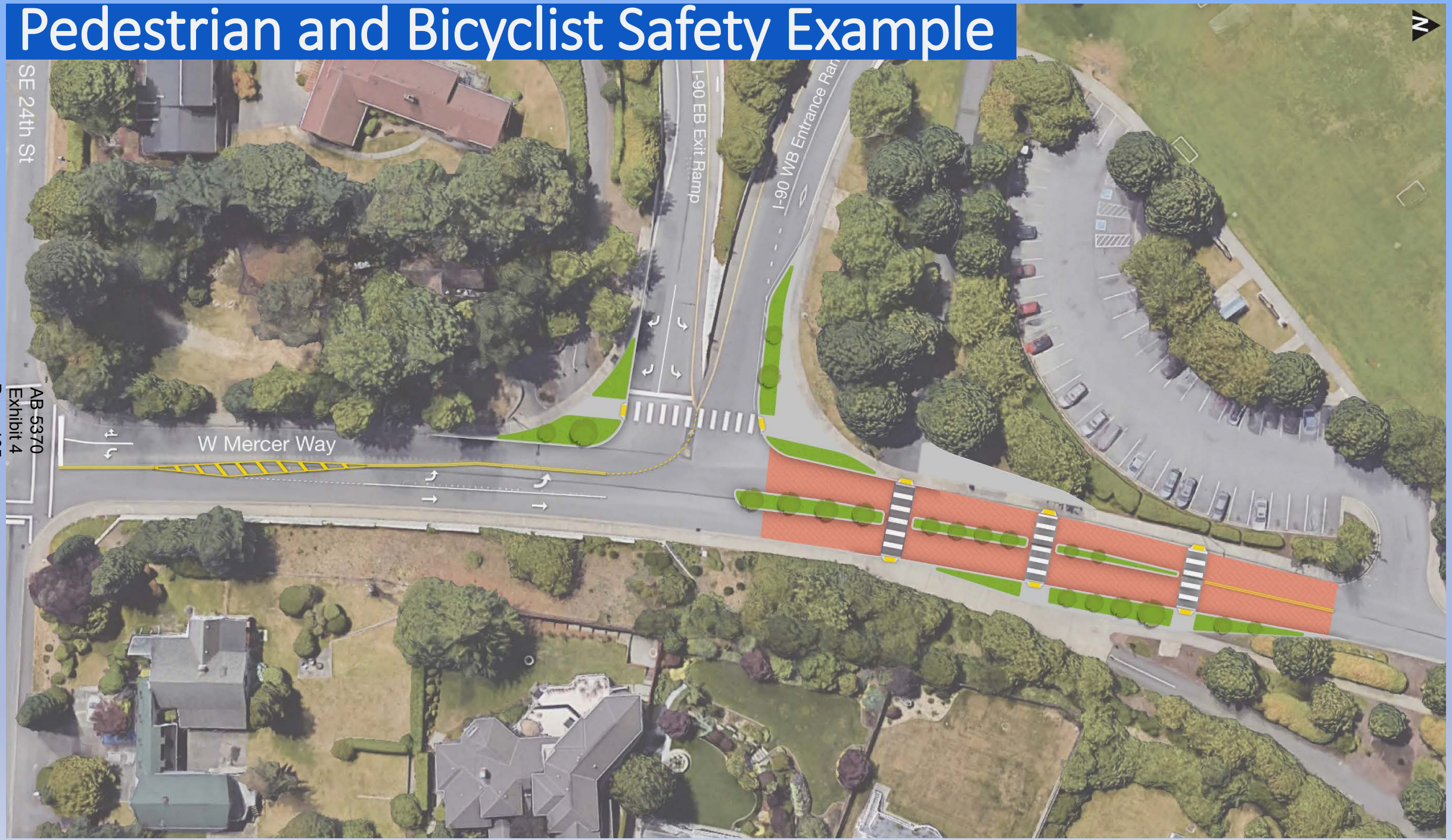
Key Findings - 1

- WSDOT made improvements to the 76th Ave SE entrance ramp and signal timing along Island Crest Way immediately after closure based on requests and observations from the City
- Many Islanders changed their commute time, mode choice, and commute route to avoid the Town Center; traffic diversion was less severe than expected
- Total traffic off the Island has decreased in the morning peak and most intersections in the Town Center have experienced higher volumes

Key Findings - 2

- Increased traffic volumes in some areas indicate need to study pedestrian safety at intersections and crossings
- Increased left turn volumes indicate need to assess long-term performance of network
- Congestion on I-90 has worsened across the Island in the morning peak, leading to congestion on East Mercer Way and at Island Crest Way and SE 27th Street

Pedestrian and Bicyclist Safety Example



Hot Spots and Possible Solutions

(Anne Tonella-Howe, Ass't City Engineer)

- **Project**: Adaptive Signal Control along NMW & ICW
- **Issue**: Flow along the corridor is not coordinated, resulting in delay
- **Solution**: Coordinate using Adaptive Signal System for max. efficiency & to improve travel times

Hot Spots and Possible Solutions

- **Project**: WMW and I-90 Westbound On-ramp
- **Issue**: Vehicles spill back onto WMW from on-ramp queue
- **Solution**: Improve access to minimize backup in morning peak hours. Open HOV-only lane to SOV use?

Hot Spots and Possible Solutions

- **Project**: ICW and I-90 Westbound Off-ramp
- **Issue**: Vehicles exiting onto MI at ICW spill back onto I-90
- **Solution**: Improve exit ramp adding additional off-ramp lane; requires discussions with WSDOT

Hot Spots and Possible Solutions

- **Project**: EMW and I-90 Eastbound On-ramp
- **Issue**: Vehicles accessing I-90 eastbound back up onto Gallagher Hill
- **Solution**: Improve access to minimize backups. Open HOV-only lane to SOV use?

Hot Spots and Possible Solutions

- **Project**: SE 30th Street Fire Dept signal
- **Issue**: Closure of 77th Ave on-ramp means MIFD must now divert to ICW tunnel ramp for westbound I-90 incidents.
- **Solution**: Explore fire signal allowing safe and protected left turn onto northbound ICW, avoiding detours

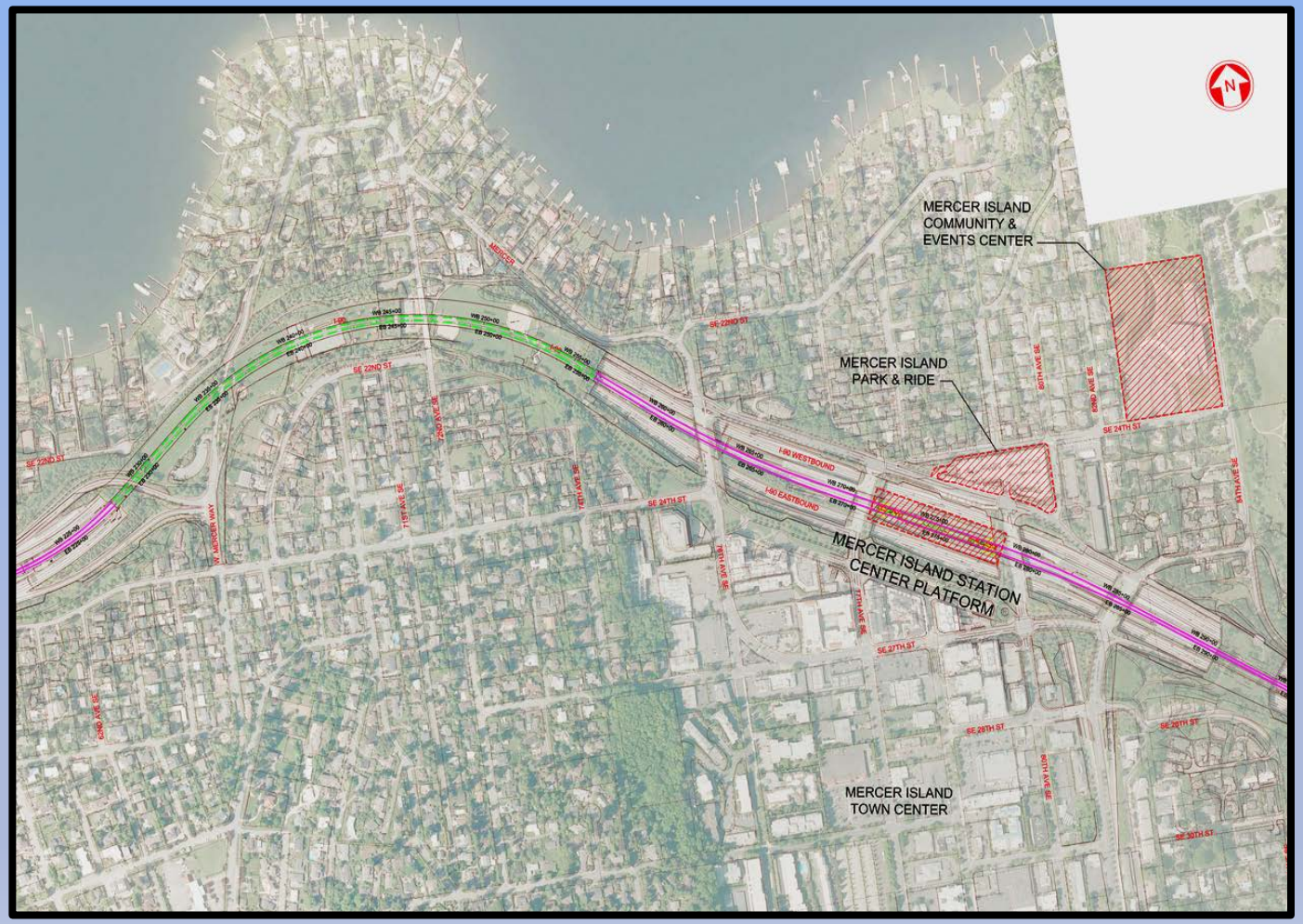
Using Sound Transit Mitigation Funds –

Typical workflow for major construction projects…

- Identify needs and scope
- Develop project list with preliminary design and cost estimates
- Community engagement to discuss potential projects + receive input
- Modifications to projects based on public input
- Identification of preferred alternatives
- Permitting and inter-agency coordination
- Discuss projects during TIP process ⇨incorporate approved TIP into Capital Budget
- Prepare contract plans/specs, develop construction cost estimates
- Advertise for construction
- Manage construction process

Other Mobility Needs and Solutions

- Bike/Ped safety and transit access measures
- First/Last-mile mobility options to and from Park & Ride area
- Shared van services
- Dock-less bike share
- Private corporate bus services
- Collaboration with Metro on cutting-edge mobility research and jointly-funded pilots
- Other…



Next Steps…Delivering Mitigation Projects

<table>
<tr><th>2017-2018</th><th>2018-2020</th><th>2020-2022</th><th>2023</th></tr>
<tr><td rowspan="2">Develop Mitigation Plans

Public Involvement

SEPA Process</td><td><u>Large Construction Projects</u>:
Engineering Design & Bids</td><td>Construction</td><td rowspan="2">East Link Light Rail Service Begins</td></tr>
<tr><td><u>Small Mobility Pilots</u>:
Direct Implementation</td><td>Adaptive Fine-tuning</td></tr>
</table>

Please provide feedback on traffic, your mobility ideas, and suggestions for study at display boards, on maps, or leave a comment…

Thank you!

BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND, WA

AB 5368
December 5, 2017
Regular Business

DRAFT 2018 LEGISLATIVE PRIORITIES	**Proposed Council Action:** Review DRAFT 2018 Legislative Priorities and provide direction to staff.

DEPARTMENT OF	City Manager (Kirsten Taylor)
COUNCIL LIAISON	n/a
EXHIBITS	1. DRAFT City of Mercer Island 2018 Legislative Priorities 2. City of Mercer Island 2017 Legislative Priorities 3. City of Mercer Island 2017 Legislative Priorities End of Year Update 11/28/17
2017-2018 CITY COUNCIL GOAL	n/a
APPROVED BY CITY MANAGER	

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

SUMMARY

2018 STATE LEGISLATIVE SESSION

The 2018 Washington State Legislative Regular Session will begin on January 8, 2018 and is scheduled to end on or by March 9, 2018. The Legislature works within the framework of a two-year cycle. The entire 2017-2018 Session is considered the 65th Session of the Legislature and consists of at least two regular sessions. The "long" session was held in 2017 (105 days, along with three, 30-day special sessions), and the "short" session will be held in 2018 (60 days). There could also be any number of special sessions called by the Governor during each two-year cycle, none of which can last longer than 30 days.

MEETING WITH 41ST DISTRICT LEGISLATIVE DELEGATION

On November 28, 2017, the City hosted a Special Meeting with the 41st Legislative District Delegation ("Delegation"). The purpose of the meeting was for the Delegation to provide a recap of the 2017 Legislative Session and a look forward to the 2018 Legislative Session ("Session"). The City Council also reviewed the results and accomplishments of the 2017 City of Mercer Island Legislative Priorities (Exhibits 2 and 3) and discussed interests for potential 2018 legislative priorities (see AB 5364).

Representative Judy Clibborn and Representative Tana Senn provided information about 2017 legislation that was accomplished in the longest session in Washington State history, and the work that remains to be accomplished in 2018. The second year of the 65th Session will likely be focused on finishing legislation proposed but not passed in 2017, addressing issues in the state schools funding bill, and implementing policy bills that do not require funding.

The delegation provided information and advice on the City's 2017 Legislative Priorities, and responded to proposed changes that could be more successful in 2018. The DRAFT 2018 Legislative Priorities reflect the conversation.

Once adopted, the Legislative Priorities will be a guide for 2018 work with area legislators. The adopted Legislative Priorities allow the City to respond quickly and efficiently to issues of interest that arise in Olympia during the WA State Legislative Sessions. This also allows the Mayor, Council and staff to respond to requests for endorsement letters and other opportunities to advocate for the City's Legislative Priorities.

PROPOSED CITY 2018 LEGISLATIVE PRIORITIES

The DRAFT 2018 Legislative Priorities for the Council to discuss at the meeting, which have been updated to reflect current conditions, interests, and goals of the City Council, are as follows:

1. Improve I-90 Access and Reduce Impacts to Local Streets
2. Fully Fund Education
3. Allocate Recreation/Transportation Funding for Aubrey Davis Park Master Plan
4. Address Funding of City Services
5. Enhance Health and Human Services and Address the Housing and Homelessness Crisis
6. Preserve the Environment
7. Support AWC and SCA Legislative Priorities

Two priorities require brief, additional explanation. For Priority 1 – "Maintain Full Access to I-90 R8A Lanes" – the Timed HOV and Hot designations are multi-year efforts that require multi-jurisdictional authorization and cooperation. Both the FHWA and WSDOT suggested timed HOV access (5am – 7pm) would be an appropriate ask from the City. Request that WSDOT continues to monitor the performance of I-90 across Mercer Island in 2018 and includes a study for timed HOV in their 2019 work plan. The disfunction of the I-90/I-405 interchange increasingly impacts Mercer Island residents as well as the region. Solutions for this interchange are a priority.

For Priority 2 – "Fully Fund Education" – Mercer Island Schools are of great importance to the community, and stable schools funding that does not disproportionately affect Mercer Island residents is a priority for the City. Funding for special education, changing the 60% bond passing requirements, and continued support of Youth & Family Services School Counselors are of particular importance.

RECOMMENDATION

Assistant City Manager

Review the DRAFT 2018 State Legislative Priorities (Exhibit 1) and provide comments and direction to staff for final review and adoption at the January 9, 2018 City Council meeting.

City of Mercer Island
DRAFT 2018 State Legislative Priorities

The City of Mercer Island supports the following legislative priorities for 2018:

1. **IMPROVE I-90 ACCESS AND REDUCE IMPACTS TO LOCAL STREETS**: Request State Legislature to 1) require that the Washington State Department of Transportation (WSDOT) maintain Mercer Island traffic safety and mobility by implementing improvements to I-90 access ramps in 2018, and 2) create a path to new "Timed HOV" access and potential HOT ramp designations for the Island Crest way on- and off-ramps, and 3) find solutions to the I-90/I-405 interchange.

2. **FULLY FUND EDUCATION**: Request State Legislature to 1) adopt policies and a budget that will address remaining funding issues as outlined in the Washington State School Directors' Association (WSSDA) 2018 Legislative Priorities, 2) re-balance the funding mechanisms responding to the McCleary ruling to provide relief to districts with higher property valuations, and 3) support mental health counseling and social emotional learning in all schools.

3. **ALLOCATE RECREATION/TRANSPORTATION FUNDING FOR AUBREY DAVIS PARK MASTER PLAN**: Include state funding of at least $200,000 for Aubrey Davis Park Master Planning project to ensure the completion of master planning work for this important regional pedestrian and bicycle corridor. As an alternative, provide funding of $100,000 and direct WSDOT to provide technical staffing review and services at no additional cost to the City.

4. **ADDRESS FUNDING OF CITY SERVICES**: Stable tax revenues for local government are essential to providing quality, predictable services to the community. Give local governments the option to replace the annual 1% cap on property tax revenues with a growth limit whose maximum is inflation plus the rate of population growth. Retain State shared revenues. Loosen restrictions on REET 2 funds to more closely match REET 1 funds, and remove technology and equipment restrictions on both.

5. **ENHANCE HEALTH AND HUMAN SERVICES AND ADDRESS THE HOUSING AND HOMELESSNESS CRISIS**: Support legislation to: 1) expand mental health prevention, 2) increase the purchase age for tobacco and vapor products from 18 to 21 via SHB 1047 or its equivalent, 3) support health and human services to address the opioid crisis that also impacts the level of homelessness experienced as a direct result of opiate use disorder, and 4) support legislation in favor of providing dedicated sources for the construction of affordable housing.

6. **PRESERVE THE ENVIRONMENT:** Support legislation, and partner with other organizations to support the following: 1) support a statewide price on carbon pollution, 2) reduce transportation-related carbon emissions, 3) continue to support a clear, accelerated timeline for retirement of coal from Puget Sound Energy's (PSE) portfolio, 4) support distributed solar energy generation, 4) support green building and energy efficiency, including the increase in the State Building Code Council fee from $4.50 to $10.00 per building permit to fund the work of the building code council which includes development of new building code and energy code, and 5) endorse sign-on letters that advocate for progressive clean energy or environmental health measures.

7. **SUPPORT AWC & SCA LEGISLATIVE PRIORITIES**: Support legislative priorities of the following organizations: Association of Washington Cities and Sound Cities Association.

City of Mercer Island
2017 State Legislative Priorities

As the Mercer Island City Council affirmed in a November 21, 2016 Proclamation, Mercer Island values civil discourse, non-discriminatory provision of community services, environmental sustainability, and respectful and careful listening to any person or group of people in all conduct of government business, thus the City Council encourages the State Legislators to also adhere to the values referenced there-in (attached).

The City of Mercer Island supports the following legislative priorities for 2017:

1. **MAINTAIN FULL ACCESS TO I-90 R8A LANES**: Request State Legislature to honor historic agreements as well as long-standing Environmental Impact Statement assumptions (conducted by Sound Transit) and require that the Washington State Department of Transportation (WSDOT) maintain Mercer Island traffic mobility in reconfigured R8A lanes of the I-90 roadway as light rail construction across Lake Washington commences.

2. **FULLY FUND EDUCATION**: Request State Legislature to: 1) comply with the McCleary ruling and fully fund basic education, 2) ensure that all school districts either maintain the same or increased per-student public funding from all local and state sources, 3) address school funding gap without reducing revenue to other, critical social services, and 4) support mental health counselling and social emotional learning in all schools.

3. **ALLOCATE RECREATION/TRANSPORTATION FUNDING FOR AUBREY DAVIS PARK MASTER PLAN**: Include state funding of at least $200,000 for Aubrey Davis Park Master Planning project to ensure the completion of master planning work for this important regional pedestrian and bicycle corridor.

4. **ADJUST THE PROPERTY TAX CAP**: Give local governments the option to replace the annual 1% cap on property tax revenues with a growth limit whose maximum is inflation plus the rate of population growth.

5. **ENHANCE HEALTH AND HUMAN SERVICES**: Support legislation to increase the purchase age for tobacco and vapor products from 18 to 21, and to expand access to treatment for opiate use disorder and overdose education and prevention.

6. **PRESERVE THE ENVIRONMENT:** Support legislation, and partner with other organizations to support the following: 1) work with Puget Sound Energy and the K4C to phase out coal-fired electricity sources by a date certain, 2) maintain growth in rooftop solar adoption by fixing state incentive program, 3) set a statewide price on carbon pollution, 4) reduce transportation-related carbon emissions, 5) support green building and energy efficiency, and 6) endorse sign-on letters to State regulatory bodies that advocate for progressive clean energy measures.

7. **ADDRESS THE HOUSING AND HOMELESSNESS CRISIS:** Support legislation in favor of providing dedicated sources for the construction of affordable housing.

8. **PROVIDE COST RECOVERY FOR LONG RANGE PLANNING AND CODE ENFORCEMENT**: Support legislation allowing the collection of reasonable fees or alternative methods of financing for long-range planning and code enforcement costs.

9. **SUPPORT AWC/SCA LEGISLATIVE PRIORITIES**: Support legislative priorities of the following organizations: Association of Washington Cities and Sound Cities Association.

Adopted January 3, 2017

City of Mercer Island, Washington

Proclamation

In the wake of a contentious and discordant national election, we take this moment to pause and reaffirm our principles and values.

As your City government, our role is to bring people together and not divide them. Our job is to be welcoming of all people and all ideas in recognition that we truly are stronger and smarter together. We need to recognize certain essential principles and conduct our government and hopefully our lives consistent with those principles.

Consequently, as your City Council, we pledge:

1. To do all we can to foster civil discourse.
2. To ensure that City services are always provided in a manner that does not discriminate on the basis of race, sex, religion, national origin, disability, sexual orientation or gender identity.
3. To foster a community that always encourages people to achieve their potential and help others to do similarly.
4. To protect our air, water and other parts of our natural environment to protect the health and futures of our families and future generations.
5. To welcome without reservation new people from all parts of our world, with an abiding faith in their potential to be part of and strengthen our community.
6. To never marginalize or demonize any person or group of people.
7. To respect and listen to people and their ideas.
8. To understand that we have a responsibility not just to ourselves but to others in our region including many who are not as fortunate.
9. To do all we can to ensure that our children will inherit a world that includes all of the good that the world our parents brought us into had.
10. To demand that our national, state and regional leaders uphold these same values.

We commit to regularly remind ourselves of these principles and to judge ourselves and our City by our adherence to them.

Proclaimed, this 21st day of November, 2016.

Bruce Bassett, Mayor

Debbie Bertlin, Deputy Mayor

Dan Grausz, Councilmember

Jeff Sanderson, Councilmember

Wendy Weiker, Councilmember

Dave Wisenteiner, Councilmember

Benson Wong, Councilmember

Proclamation No. 201

City of Mercer Island
2017 State Legislative Priorities
End of Year Update 11/28/2017

The 2017 Legislative Session adjourned on July 20, 2017. This update includes a brief discussion of actions and outcomes for each 2017 priority.

1. **MAINTAIN FULL ACCESS TO I-90 R8A LANES**: Request State Legislature to honor historic agreements as well as long-standing Environmental Impact Statement assumptions (conducted by Sound Transit) and require that the Washington State Department of Transportation (WSDOT) maintain Mercer Island traffic mobility in reconfigured R8A lanes of the I-90 roadway as light rail construction across Lake Washington commences.
   Discussion: *Protecting Mercer Island's access to I-90 is a top and critical priority. During 2017, the City engaged in an intense, multi-pronged effort to press all parties to honor commitments to protect MI's mobility and access to I-90. Mercer Island's federal delegation, Washington state, WSDOT, Sound Transit, King County and other local partners joined Mercer Island in encouraging the United States Department of Transportation to protect Mercer Island's access rights to the R8A lanes via Island Crest Way. The federal government, however, does not have the authority to grant exceptions to current law regarding HOV lanes access, even for on-ramps.*

   Additionally, the City and Sound Transit successfully negotiated a Settlement Agreement resulting in $10.1 million in mitigation funds and increased parking for Mercer Island commuters. Mercer Island continues to look for opportunities to improve mobility and access in 2018. As the City and its Congressional delegation continue to await opportunities that may arise at the federal level, the focus will be on pursuing actions at the state and local level. The City requests the support and assistance of the state legislature in exploring further alternatives (e.g. time-of-day HOV, HOT lanes, etc.) and funding, that will improve mobility for Mercer Island residents and others dependent on I-90.

2. **FULLY FUND EDUCATION**: Request State Legislature to: 1) comply with the McCleary ruling and fully fund basic education, 2) ensure that all school districts either maintain the same or increased per-student public funding from all local and state sources, 3) address school funding gap without reducing revenue to other, critical social services, and 4) support mental health counselling and social emotional learning in all schools.
   Discussion: 1-3) McCleary decision continues unresolved. Gov. Inslee approved a $7.3B four-year plan, but skepticism remains as to its adequacy among such groups as the WA Education Association. The State remains in contempt of court for not fully funding public education per Supreme Court Order on 11/15. 4) *E2SHB 1713 "Implementing recommendations from the children's mental health work group" passed and supports better access to mental health for youth, mandates depression screenings in certain cases, creates pilot sites for "mental health leads" in educational service districts, and provides consultation to childcare providers on mental health prevention/promotion. This bill supports school-based social emotional learning and support for expansion of pilot programs may be indicated moving forward.*

3. **ALLOCATE RECREATION/TRANSPORTATION FUNDING FOR AUBREY DAVIS PARK MASTER PLAN**: Include state funding of at least $200,000 for Aubrey Davis Park Master Planning project to ensure the completion of master planning work for this important regional pedestrian and bicycle corridor.
   Discussion: *Aubrey Davis Park Master Plan capital funding was introduced by Rep. Clibborn's office in winter 2017, and City and other supporters lobbied for its inclusion in the capital budget. It did not make*

the first cut into the capital budget. Rep. Clibborn's office suggested that it would support another proposal for inclusion into the Transporation budget in 2018.

4. **ADJUST THE PROPERTY TAX CAP**: Give local governments the option to replace the annual 1% cap on property tax revenues with a growth limit whose maximum is inflation plus the rate of population growth.
   Discussion: *Two bills were introduced but were not passed. HB 1764 passed out of Committee but was not considered by the House. SB 5772 was the subject of a public hearing in Committee but was not passed out of Committee.*

5. **ENHANCE HEALTH AND HUMAN SERVICES**: Support legislation to increase the purchase age for tobacco and vapor products from 18 to 21, and to expand access to treatment for opiate use disorder and overdose education and prevention.
   Discussion: *HB1054 (companion SB 5025) "Concerning the age of individuals at which sale or distribution of tobacco and vapor products may be made" was requested by the Attorney General and the Department of Health but did not make it out of committee. A similar bill is expected in 2018 as fiscal concerns (loss of income from 18-21 smokers) may have decreased support. ESHB 1427 was passed that enhanced opiate treatment including addressing Opioid Prescribing, the Prescription Monitoring Program, and Opioid Treatment Programs. Future legislation might make certain aspects required, not voluntary.*

6. **PRESERVE THE ENVIRONMENT:** Support legislation, and partner with other organizations to support the following: 1) work with Puget Sound Energy and the K4C to phase out coal-fired electricity sources by a date certain, 2) maintain growth in rooftop solar adoption by fixing state incentive program, 3) set a statewide price on carbon pollution, 4) reduce transportation-related carbon emissions, 5) support green building and energy efficiency, and 6) endorse sign-on letters to State regulatory bodies that advocate for progressive clean energy measures.
   Discussion: *1) In close partnership with the K4C, the City continued to work on an early phase out of PSE's coal-fired electricity: in Sept 2017, a tentative settlement was announced which proposes to retire half of the Colstrip, Montana, coal-fired powerplant in 2027 (Units 1 and 2), and accelerates the collection of funds to close the remainder (i.e. Units 3 and 4). 2) On July 1, the Legislature passed SB 5939 which finally revised and extended an incentive for renewable electricity generated from wind and solar. Although it added much-needed certainty to the existing program and should attract some additional residential customers, the repayment rates are far less generous to prospective hosts, and are low enough to essentially spell the end of investor-funded community solar installations for all but the most philanthropic investors. 3) Thanks to the unreceptive State Legislature, Governor Inslee's effort to establish a tax of $15/metric ton of carbon emissions (HB 1646) failed to advance from committee despite major turn out from labor, environmental, and communities of color supporters. It is expected that the Governor and a pro-environment alliance will introduce related legislation in 2018. 4) The City joined an April 2017 sign on letter to the Utilities and Transportation Commission (UTC) regarding Electric Vehicle charging equipment, electricity rates, and network planning. 5) No significant action on this item in the State Legislature in 2017. 6) The City joined an August 2017 sign-on letter to the UTC, asking PSE to ensure equitable distribution of closure costs for Colstrip Power Plant, and to accelerate the closure of Units 3 and 4 to a date earlier than 2035.*

7. **ADDRESS THE HOUSING AND HOMELESSNESS CRISIS:** Support legislation in favor of providing dedicated sources for the construction of affordable housing.
   Discussion: *The passage of E2SSB 5254 extended the $40 surcharge on recording documents for local homeless housing and assistance to 6/30/23 (it was to expire 6/30/19). Other bills that did not pass would have allowed funding of affordable housing through a portion of the State's share of sales and use taxes, imposition of a new local sales tax, and use of a portion of the Real Estate Excise Tax (REET).*

8. **PROVIDE COST RECOVERY FOR LONG RANGE PLANNING AND CODE ENFORCEMENT**: Support legislation allowing the collection of reasonable fees or alternative methods of financing for long-range planning and code enforcement costs.
   Discussion: *There was no action on this priority in 2017.*

9. **SUPPORT AWC/SCA LEGISLATIVE PRIORITIES**: Support legislative priorities of the following organizations: Association of Washington Cities and Sound Cities Association.
   Discussion: *See attached summary sheets of AWC City Priorities and Outcomes.*

PLANNING SCHEDULE

Please email the City Manager & City Clerk when an agenda item is added, moved or removed.
Special Meetings and Study Sessions begin at 6:00 pm. Regular Meetings begin at 7:00 pm.
Items are not listed in any particular order. Agenda items & meeting dates are subject to change.

DECEMBER 5		DUE TO:	11/22 D/P	11/27 FN	11/27 CA	11/28 Clerk
ITEM TYPE | TIME | TOPIC				STAFF		SIGNER
EXECUTIVE SESSION (5:00-6:00 pm)						
60	Executive Session to discuss (with legal counsel) pending or potential litigation pursuant to RCW 42.30.110(1)(i) for one hour					
RECEPTION (6:00-7:00 pm)						
60	Reception for Councilmember Grausz					
SPECIAL BUSINESS (7:00 pm)						
10	Swearing-In of Councilmember Tom Acker					
15	Recognition of Councilmember Grausz' Service to the Mercer Island Community					
CONSENT CALENDAR						
--	Roadside Shoulder Improvements, East Mercer Way Phase 10 Bid Award			Clint Morris		Julie
--	Public Sewer Easement Terminations in Exchange for Access Easement to Sewer Pump Station No. 1			Bio Park		Julie
--	AFSCME 2018-2019 Collective Bargaining Agreement			Kryss Segle		Julie
--	2017 Comprehensive Plan Amendments and Accompanying Zoning Code Amendments (2nd Reading & Adoption)			Evan Maxim		Julie
--	Code Amendment to Update School Impact Fees (2nd Reading & Adoption)			Bio Bark		Julie
REGULAR BUSINESS						
60	ST Settlement Agreement Implementation: Traffic & Safety Mitigation; Last-First Mile Solutions; Short-term Parking			Julie Underwood		Kirsten
30	2018 Legislative Priorities			Kirsten Taylor		Julie

DECEMBER 19	
	CANCELED

2018

JANUARY 9 (2ND TUESDAY)		DUE TO:	12/29 D/P	1/2 FN	1/2 CA	1/3 Clerk
ITEM TYPE | TIME | TOPIC				STAFF		SIGNER
SPECIAL BUSINESS (7:00 pm)						
15	Councilmember Oaths of Office and Mayor and Deputy Mayor Elections			Ali Spietz		Julie
CONSENT CALENDAR						
PUBLIC HEARING						

REGULAR BUSINESS			
30	2018 Legislative Priorities	Kirsten Taylor	Julie
EXECUTIVE SESSION			

JANUARY 23 (4TH TUESDAY)		**DUE TO:**	**1/12 D/P**	**1/15 FN**	**1/15 CA**	**1/16 Clerk**
ITEM TYPE | TIME | TOPIC				**STAFF**		**SIGNER**
STUDY SESSION (6:00-7:00 pm)						
SPECIAL BUSINESS (7:00 pm)						
CONSENT CALENDAR						
PUBLIC HEARING						
REGULAR BUSINESS						
EXECUTIVE SESSION						

JANUARY 26-27						
	2018 PLANNING SESSION (MICEC)					

FEBRUARY 6		**DUE TO:**	**1/26 D/P**	**1/29 FN**	**1/29 CA**	**1/30 Clerk**
ITEM TYPE | TIME | TOPIC				**STAFF**		**SIGNER**
STUDY SESSION (6:00-7:00 pm)						
60	General Sewer Plan Update			A. Tonella-Howe		
SPECIAL BUSINESS (7:00 pm)						
CONSENT CALENDAR						
--	ARCH Budget and Work Program			Alison Van Gorp		
--	ARCH Trust Fund Recommendations			Alison Van Gorp		
PUBLIC HEARING						

REGULAR BUSINESS			
EXECUTIVE SESSION			

FEBRUARY 20	DUE TO:	2/09 D/P	2/12 FN	2/12 CA	2/13 Clerk
ITEM TYPE | TIME | TOPIC			**STAFF**		**SIGNER**
STUDY SESSION (6:00-7:00 pm)					
SPECIAL BUSINESS (7:00 pm)					
CONSENT CALENDAR					
PUBLIC HEARING					
REGULAR BUSINESS					
EXECUTIVE SESSION					

MARCH 6	DUE TO:	2/23 D/P	2/26 FN	2/26 CA	2/27 Clerk
ITEM TYPE | TIME | TOPIC			**STAFF**		**SIGNER**
STUDY SESSION (6:00-7:00 pm)					
SPECIAL BUSINESS (7:00 pm)					
CONSENT CALENDAR					
PUBLIC HEARING					
REGULAR BUSINESS					
EXECUTIVE SESSION					

MARCH 20	DUE TO:	3/09 D/P	3/12 FN	3/12 CA	3/13 Clerk
ITEM TYPE | TIME | TOPIC			STAFF		SIGNER
STUDY SESSION (6:00-7:00 pm)					
SPECIAL BUSINESS (7:00 pm)					
CONSENT CALENDAR					
PUBLIC HEARING					
REGULAR BUSINESS					
EXECUTIVE SESSION					

OTHER ITEMS TO BE SCHEDULED:

- Code Enforcement Ordinance Update – A. Van Gorp
- Light Rail Station Design Oversight – J. Underwood
- Mercer Island Center for the Arts (MICA) Lease – K. Sand
- PSE Electric Franchise – K. Sand
- Zayo Telecom Franchise – K. Sand
- Parks Waterfront Structures Long-Term Planning – P. West
- Land Conservation Work Plan Update – A. Sommargren
- Interlocal Agreement for Fire, Rescue and Emergency Medical Services (Heitman)
- Critical Areas Scope of Work – S. Greenberg
- Open Space Vegetation Management – A. Sommargren
- ARCH Parity Goals – S. Greenberg
- Transportation Concurrency Code Amendment – S. Greenberg
- April 3: Public Hearing: Preview of 6-YearTransportation Improvement Program – C. Nelson
- May 1: Adoption of 6-YearTransportation Improvement Program – C. Nelson

COUNCILMEMBER ABSENCES:

- none

MISD BOARD JOINT MEETING DATES:

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