



## AGENDA - REVISED

### City Council Regular Meeting

6:30 PM - Tuesday, June 4, 2019

City Hall Council Chambers, Sammamish, WA

Page		Estimated Time
	<b>CALL TO ORDER</b>	6:30 pm
	<b>ROLL CALL</b>	
	<b>PLEDGE OF ALLEGIANCE</b>	
	<b>APPROVAL OF AGENDA</b>	
	<b>PUBLIC COMMENT</b>	6:40 pm
	<p><i>Note: This is an opportunity for the public to address the Council. Three-minutes limit per person or five-minutes if representing the official position of a recognized community organization. If you would like to show a video or PowerPoint, it must be submitted or emailed by 5 pm, the end of the business day, to the City Clerk, Melonie Anderson at <a href="mailto:manderson@sammamish.us">manderson@sammamish.us</a>. Please be aware that Council meetings are videotaped and available to the public.</i></p>	
	<b>CONSENT CALENDAR</b>	7:10 pm
4 - 10	1. <b>Approval:</b> Claims For Period Ending June 4, 2019 In The Amount Of \$1,295,817.81 For Check No. 54071 Through 54185 <a href="#">View Agenda Item</a>	
11 - 15	2. <b>Resolution:</b> Accepting the Louis Thompson Hill Road Se Slide Repair And Drainage Improvements Project As Complete. <a href="#">View Agenda Item</a>	
16 - 29	3. <b>Contract Approval:</b> Issaquah Fall City Road Improvements Project, Phase 1 Construction Contract Award <a href="#">View Agenda Item</a>	

- 30 - 34 4. **Approval:** Minutes for the May 7, 2019 Regular Meeting  
[View Agenda Item](#)
- 35 - 39 5. **Approval:** Minutes for the May 21, 2019 Regular Meeting  
[View Agenda Item](#)
- 40 - 43 6. **Approval:** Minutes for the May 23, 2019 Special Meeting  
[View Agenda Item](#)

**PRESENTATIONS / PROCLAMATIONS**

**7:15 pm**

- 44 7. **Proclamation:** Gun Violence Awareness Day - June 7, 2019  
[View Agenda Item](#)
- 45 - 114 8. **Resolution:** Supporting the Countywide Ballot Proposition for Funding The Medic One/Emergency Medical Services (Ems) Levy for The Period From January 1, 2020, Through December 31, 2025, Pursuant To RCW 84.52.069.  
  
[View Agenda Item](#)

**PUBLIC HEARINGS**

**UNFINISHED BUSINESS**

**7:40 pm**

- 115 - 120 9. **Discussion:** Draft 2020-2025 Transportation Improvement Plan  
[View Agenda Item](#)

**NEW BUSINESS**

**8:10 pm**

- 121 - 160 10. **Discussion:** Draft Code Amendments for the Traffic Impact Fee Update Project  
[View Agenda Item](#)
- 161 - 162 11. **Presentation:** Introduction to WSDOT's Draft SR 202 Corridor Study  
[View Agenda Item](#)

**COUNCIL REPORTS/ COUNCIL COMMITTEE REPORTS**

**9:30 pm**

- 163 - 170 12. **Report:** Councilmember Pamela Stuart  
[View Agenda Item](#)
- 171 13. **Report:** Mayor Christie Malchow  
[View Agenda Item](#)

**CITY MANAGER REPORT**

- 172 14. **Report:** City Manager Rick Rudometkin  
[View Agenda Item](#)

**EXECUTIVE SESSION**

**9:45 pm**

Potential Property Acquisition pursuant to RCW 42.30.110(1)(b)

## **ADJOURNMENT**

## **LONG TERM CALENDAR**

173 - 175

[View Long Term Calendar](#)

\* Removed Item # 12 - **Presentation:** Introduction to the Zackuse Basin Plan and rescheduled to July 1, 2019 Study Session.

City Council meetings are wheelchair accessible. American Sign Language (ASL) interpretation is available upon request. Please phone (425) 295-0500 at least 48 hours in advance. Assisted Listening Devices are also available upon request.



# MEMORANDUM

To: Melonie Anderson, City Clerk

From: Tracey, Finance Department

Date: May 30<sup>th</sup>, 2019

Re: Claims for June 4<sup>th</sup>, 2019

••0••
6,839.24 +
174,655.81 +
218,909.08 +
109,041.94 +
786,371.74 +
1,295,817.81 *

	\$ 6,839.24
	\$ 174,655.81
	\$ 218,909.08
	\$ 109,041.94
	\$ 786,371.74
Check #54071-54185	\$ 1,295,817.81

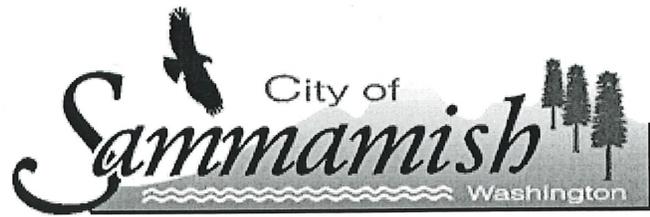
## Top 10 Over \$10,000 Payments

Vendor	Amount	Details
Transpo Group	\$ 186,848.80	ADA transition plan
Conner-Jarvis	\$ 154,189.50	Refund of impact fees
City of Bellevue	\$ 124,848.00	ARCH & Human Services Pooled Program
Hunters Ridge HOA	\$ 101,640.00	Land purchase
Western Equipment	\$ 72,765.77	Groundmaster 4000-D (E-200)
ICMA401	\$ 55,526.79	Employee benefits
Patriot Maintenance	\$ 47,257.71	Janitorial services
US Bank	\$ 38,032.78	Visa
Best Parking Lot Cleaning	\$ 37,227.59	Street cleaning services
Sutter Paving	\$ 37,021.15	Retainage payable

# Accounts Payable

## Check Register Totals Only

User: tcartmel  
 Printed: 5/16/2019 - 3:11 PM



Check	Date	Vendor No	Vendor Name	Amount	Voucher
54071	05/16/2019	voyAGER	Voyager	6,839.24	54,071
Check Total:				6,839.24	

Accounts Payable

Check Register Totals Only

User: teartmel  
 Printed: 5/17/2019 - 10:25 AM

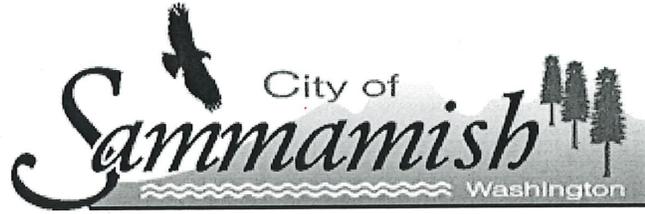


Check	Date	Vendor No	Vendor Name	Amount	Voucher
54072	05/17/2019	ALLSTREA	Allstream	2,171.19	54,072
54073	05/17/2019	COMCAST3	Comcast	1,320.30	54,073
54074	05/17/2019	CONNER-J	Conner-Jarvis LLC	154,189.50	54,074
54075	05/17/2019	PSE	Puget Sound Energy	9,275.82	54,075
54076	05/17/2019	SAMSYMPH	Sammamish Symphony Orchestra	7,500.00	54,076
54077	05/17/2019	SANFORDL	Lisa Sanford	199.00	54,077
Check Total:				174,655.81	

Accounts Payable

Check Register Totals Only

User: tcartmel  
 Printed: 5/20/2019 - 12:03 PM

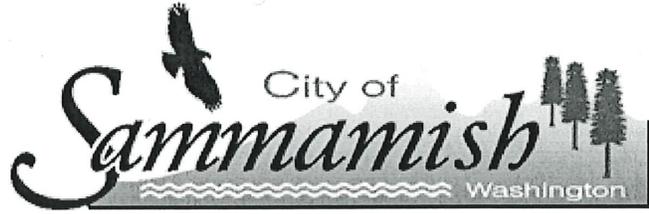


Check	Date	Vendor No	Vendor Name	Amount	Voucher
54078	05/20/2019	CASDU	California State Disbursement Unit	663.50	54,078
54079	05/20/2019	FRONTIR2	Frontier	417.51	54,079
54080	05/20/2019	HUNTERS	Hunters Ridge Homeowners Assoc	101,640.00	54,080
54081	05/20/2019	ICMA401	ICMA 401	55,526.79	54,081
54082	05/20/2019	ICMA457	ICMA457	20,975.48	54,082
54083	05/20/2019	NAVIA	Navia Benefits Solution	1,861.87	54,083
54084	05/20/2019	REPUBLIC	Republic Services #172	587.61	54,084
54085	05/20/2019	SUTTER	Sutter Paving Inc	37,021.15	54,085
54086	05/20/2019	WASUPPOR	Wa State Support Registry	215.17	54,086
Check Total:				218,909.08	

Accounts Payable

Check Register Totals Only

User: tcartmel  
 Printed: 5/24/2019 - 11:17 AM

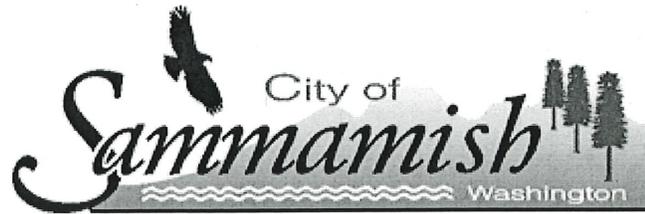


Check	Date	Vendor No	Vendor Name	Amount	Voucher
54087	05/24/2019	AMERICAL	Americall International Inc	348.34	54,087
54088	05/24/2019	CENTLIN2	Century Link	58.75	54,088
54089	05/24/2019	REDMOND	City Of Redmond	34.70	54,089
54090	05/24/2019	KINGFI	King County Finance A/R	25.25	54,090
54091	05/24/2019	PATRIOT	Patriot Maintenance Inc	47,257.71	54,091
54092	05/24/2019	PSE	Puget Sound Energy	12,840.72	54,092
54093	05/24/2019	SAMANAGE	Samanage USA Inc	6,230.40	54,093
54094	05/24/2019	SAM	Sammamish Plateau Water Sewer	1,972.15	54,094
54095	05/24/2019	STAPLES	Staples Advantage	1,261.93	54,095
54096	05/24/2019	SUPERIOR	Superior Towing	605.00	54,096
54097	05/24/2019	US BANK	U. S. Bank Corp Payment System	38,032.78	54,097
54098	05/24/2019	YOUNGGRE	Gregory A Young	374.21	54,098
Check Total:				109,041.94	

# Accounts Payable

## Check Register Totals Only

User: tcartmel  
 Printed: 5/29/2019 - 12:18 PM



Check	Date	Vendor No	Vendor Name	Amount	Voucher
54099	06/04/2019	ALDWORTH	Kurt Aldworth	78.88	54,099
54100	06/04/2019	AEA	Alliance of Eastside Agencies	150.00	54,100
54101	06/04/2019	ALMQUIST	Jesse Almquist	191.25	54,101
54102	06/04/2019	AFS	Applied Professional Svcs, Inc.	180.00	54,102
54103	06/04/2019	ATWORK	At Work!	23,329.63	54,103
54104	06/04/2019	AUTODOC	Auto Doctor	5,676.15	54,104
54105	06/04/2019	AUTOZONE	Auto Zone	560.94	54,105
54106	06/04/2019	BACKGROU	Background Source Intl	1,408.00	54,106
54107	06/04/2019	BEST	Best Parking Lot Cleaning, Inc	37,227.59	54,107
54108	06/04/2019	BONYHADI	Diana Bonyhadi	500.00	54,108
54109	06/04/2019	BUILDERS	Builders Exchange of WA	481.65	54,109
54110	06/04/2019	CADMAN	Cadman, Inc.	131.70	54,110
54111	06/04/2019	CALPORT	CalPortland Company	1,367.94	54,111
54112	06/04/2019	CHGLLC	CHG LLC	7,500.00	54,112
54113	06/04/2019	CHINESE	Chinese Information & Service Ctr	375.00	54,113
54114	06/04/2019	BELLCITY	City Of Bellevue	124,848.00	54,114
54115	06/04/2019	COLUMBIA	Columbia Ford	28,671.80	54,115
54116	06/04/2019	CONSOLID	Consolidated Press	8,290.40	54,116
54117	06/04/2019	CORT	Cort Party Rental	643.89	54,117
54118	06/04/2019	CRESSY	Cressy Door Co., Inc	4,097.50	54,118
54119	06/04/2019	DAS	Das Manufacturing, Inc	4,079.00	54,119
54120	06/04/2019	DAVEY	Davey Resource Group	3,040.00	54,120
54121	06/04/2019	EVANS	David Evans & Associates, Inc	10,886.97	54,121
54122	06/04/2019	DEBORDDA	Daniel De Bord	51.04	54,122
54123	06/04/2019	DTGENTER	DTG Enterprises Inc.	47.96	54,123
54124	06/04/2019	ESA	ESA	2,360.00	54,124
54125	06/04/2019	FASTENAL	Fastenal Industrial Supplies	124.02	54,125
54126	06/04/2019	FASTSIGN	Fastsigns Bellevue	1,023.22	54,126
54127	06/04/2019	FEHRPEER	Fehr & Peers	17,286.62	54,127
54128	06/04/2019	GRAYCARM	Carmen Gray	89.00	54,128
54129	06/04/2019	GRAYOS	Gray & Osborne, Inc.	948.44	54,129
54130	06/04/2019	GREENWOO	Greenwood Heating	59.00	54,130
54131	06/04/2019	GUARDIAN	Guardian Security	85.80	54,131
54132	06/04/2019	HILDE	Katherine Hilde	63.45	54,132
54133	06/04/2019	HOMEDE	Home Depot	1,938.91	54,133
54134	06/04/2019	HONEY	Honey Bucket	2,879.00	54,134
54135	06/04/2019	HOUGHBEC	Hough Beck & Baird Inc	17,871.68	54,135
54136	06/04/2019	HWA	HWA GeoSciences, Inc	5,360.00	54,136
54137	06/04/2019	INTERSEC	Intersection Media LLC	1,250.00	54,137
54138	06/04/2019	ISSFOOD	Issaquah Food & Clothing Bank	3,125.00	54,138
54139	06/04/2019	KENYON2	Kenyon Disend PLLC	20,962.58	54,139
54140	06/04/2019	KINGFI	King County Finance A/R	7,473.64	54,140
54141	06/04/2019	KCRADIO	King Cty Radio Comm Svcs	1,115.40	54,141
54142	06/04/2019	KPG	KPG Interdisciplinary Design	19,747.50	54,142
54143	06/04/2019	LWSFOUND	Lake Wa Schools Foundation	1,250.00	54,143
54144	06/04/2019	LEWISBRI	Lewis Brisbois Bisgaard & Smith LLLP	9,640.00	54,144
54145	06/04/2019	LOCHNER	Lochner, Inc.	3,163.89	54,145
54146	06/04/2019	MARONI	Maroni Construction Inc.	12,526.13	54,146
54147	06/04/2019	MINUTE	Minuteman Press	55.00	54,147
54148	06/04/2019	MORUP	Morup Signs Inc	90.00	54,148

Check	Date	Vendor No	Vendor Name	Amount	Voucher
54149	06/04/2019	NETRUCK	North End Truck Equip Inc	4,971.69	54,149
54150	06/04/2019	NWAP	Northwest AP Corp	11,800.00	54,150
54151	06/04/2019	NWCASCAD	Northwest Cascade Inc	5,386.01	54,151
54152	06/04/2019	OTAK	Otak	3,145.58	54,152
54153	06/04/2019	PACE	Pace Engineers, Inc.	16,565.25	54,153
54154	06/04/2019	PACAIR	Pacific Air Control, Inc	2,962.42	54,154
54155	06/04/2019	PACOFF	Pacific Office Automation Inc.	195.89	54,155
54156	06/04/2019	PACPLANT	Pacific Plants	309.38	54,156
54157	06/04/2019	PLATT	Platt Electric Supply	225.66	54,157
54158	06/04/2019	Provac	PRO-VAC	8,818.62	54,158
54159	06/04/2019	PROBSTRA	Raina Probst	528.00	54,159
54160	06/04/2019	PYLE	David Pyle	13.00	54,160
54161	06/04/2019	RIGHT	Right! Systems Inc.	25,745.78	54,161
54162	06/04/2019	HALF	Robert Half	673.20	54,162
54163	06/04/2019	ROTARSAM	Rotary Club of Sammamish	130.00	54,163
54164	06/04/2019	RUPKE	Colleen Rupke	32.48	54,164
54165	06/04/2019	SEQUOYAH	Sequoyah Electric, LLC	3,897.26	54,165
54166	06/04/2019	SIGNARAM	Signarama-Redmond	545.61	54,166
54167	06/04/2019	SDA	Site Development Associates LLC	6,955.00	54,167
54168	06/04/2019	STANTEC	Stantec Consulting Services	11,182.50	54,168
54169	06/04/2019	SUNBELT	Sunbelt Rentals	890.52	54,169
54170	06/04/2019	TAGS	Tags Awards & Specialties	116.05	54,170
54171	06/04/2019	WATERSH	The Watershed Company	6,166.40	54,171
54172	06/04/2019	WORKWEAR	The Workwear Place	374.12	54,172
54173	06/04/2019	TOYOTA	Toyota Lift NW	939.33	54,173
54174	06/04/2019	TRANSP0	Transpo Group, Inc	186,848.80	54,174
54175	06/04/2019	TREESOLU	Tree Solutions Inc	633.75	54,175
54176	06/04/2019	TRI-TEC	Tri-Tec Communications, Inc	1,163.80	54,176
54177	06/04/2019	VOLKAN	Volkan Railings Inc	13,950.00	54,177
54178	06/04/2019	WCMA	Wa City/County Mgmt Assoc	315.00	54,178
54179	06/04/2019	WAAUDIOL	Washington Audiology Services	908.60	54,179
54180	06/04/2019	WC3	West Coast Code Consultants, Inc	490.00	54,180
54181	06/04/2019	WESTERNE	Western Entrance Tech LLC	1,787.50	54,181
54182	06/04/2019	WED	Western Equipment Distributors	72,765.77	54,182
54183	06/04/2019	WILELORI	Lori Wile	37.00	54,183
54184	06/04/2019	ZEE	Zee Medical Service	139.04	54,184
54185	06/04/2019	ZUMAR	Zumar Industries, Inc.	459.16	54,185
				786,371.74	
Check Total:					

# Agenda Bill

City Council Regular Meeting  
June 04, 2019



<b>SUBJECT:</b>	Final Project Acceptance: Louis Thompson Road SE Slide Repair and Drainage Improvements	
<b>DATE SUBMITTED:</b>	May 29, 2019	
<b>DEPARTMENT:</b>	Public Works	
<b>NEEDED FROM COUNCIL:</b>	<input checked="" type="checkbox"/> Action <input type="checkbox"/> Direction <input type="checkbox"/> Informational	
<b>RECOMMENDATION:</b>	Adopt a resolution accepting completion of the Louis Thompson Road SE Slide Repair and Drainage Improvements project as constructed by RW Scott Construction Company.	
<b>EXHIBITS:</b>	<a href="#">1. Exhibit 1 - RESOLUTION Louis Thompson Road Project Acceptance</a> <a href="#">2. Exhibit 2 - Final Contract Voucher RW Scott</a>	
<b>BUDGET:</b>		
<b>Total dollar amount</b>	\$1,318,071.45	<input checked="" type="checkbox"/> <b>Approved in budget</b>
<b>Fund(s)</b>	Transportation CIP (340-168-595-30-63-00); Surface Water Capital Improvement Fund (438-434-595-40-63-00)	<input type="checkbox"/> <b>Budget reallocation required</b> <input type="checkbox"/> <b>No budgetary impact</b>
<b>WORK PLAN FOCUS AREAS:</b>		
<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Community Safety	
<input type="checkbox"/> Communication & Engagement	<input type="checkbox"/> Community Livability	
<input type="checkbox"/> High Performing Government	<input type="checkbox"/> Culture & Recreation	
<input checked="" type="checkbox"/> Environmental Health & Protection	<input type="checkbox"/> Financial Sustainability	

**NEEDED FROM COUNCIL:**

Shall City Council accept the Louis Thompson Road SE Slide Repair and Drainage Improvements project by RW Scott Construction Company as complete?

**KEY FACTS AND INFORMATION SUMMARY:**

**Summary:**

All work for the Louis Thompson Road SE Slide Repair and Drainage Improvements project has been completed in accordance with the project specifications. The recommended action approves the final

contract amount and constitutes the final acceptance of the work. There were no contractor claims filed against the City, and no liquidated damages were assessed against the contractor.

**Background:**

On July 10, 2018, Council authorized the City Manager to award and execute a contract with the lowest responsive and responsible bidder, RW Scott Construction Company, for the construction of the Louis Thompson Road SE Slide Repair and Drainage Improvements project. The contract was for the bid amount of \$1,275,730, and the City Manager was authorized to administer a 10% construction contingency in the amount of \$127,573.

The project's purpose was to install a new soldier pile wall and a new storm drain outfall addressing road stability and safety concerns at 210th Place SE. The improvements will also protect against erosion that could harm Zackuse Creek.

The work commenced on September 24, 2018 and was completed on April 30, 2019 after final pavement overlay and road striping work was done.

**FINANCIAL IMPACT:**

The completed improvements were constructed within the project budget for the final construction amount of \$1,318,071.45. A portion of the funding came from a King County Wastewater Treatment Division grant of \$195,000, which was awarded for reducing the erosion potential to upper Zackuse Creek and thereby improving water quality.

**OTHER ALTERNATIVES CONSIDERED:**

No alternatives are presented, as the project has been deemed complete and final acceptance is required to close out the construction contract.

**RELATED CITY GOALS, POLICIES, AND MASTER PLANS:**

[City of Sammamish Storm and Surface Water Management Comprehensive Plan](#)

- Goal G.1 – Comprehensively evaluate and address problems related to the existing stormwater system and manage storm and surface water systems to ensure longevity of assets.

[City of Sammamish Transportation Element](#)

- Goal T.3 – Operations, Maintenance, Management and Safety

**CITY OF SAMMAMISH  
WASHINGTON  
RESOLUTION NO. R2019- \_\_\_\_**

---

**A RESOLUTION OF THE CITY OF SAMMAMISH,  
WASHINGTON, ACCEPTING THE LOUIS THOMPSON HILL  
ROAD SE SLIDE REPAIR AND DRAINAGE IMPROVEMENTS  
PROJECT AS COMPLETE.**

WHEREAS, at the Council meeting of July 10, 2018 the City Council authorized award of the construction contract for the Louis Thompson Road SE Slide Repair and Drainage Improvements Project; and

WHEREAS, the City Manager entered into Contract C2018-189 for construction of the Louis Thompson Road SE Slide Repair and Drainage Improvements Project with RW Scott Construction Company on July 31, 2018; and

WHEREAS, the project was physically completed by the contractor on April 30, 2019; and

WHEREAS, the project was completed within the adopted project budget and within the authorized construction contract plus contingencies amount;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH,  
WASHINGTON, DOES RESOLVE AS FOLLOWS:**

Section 1. Project Acceptance. The City of Sammamish hereby accepts the Louis Thompson Road SE Slide Repair and Drainage Improvements Project as complete.

Section 2. Authorization of Contract Closeout Process. The City of Sammamish Director of Public Works and City Clerk are hereby authorized to complete the contract closure process upon receiving appropriate clearances from the Department of Revenue, and the Department of Employment Security.

Section 3. Effective Date. This resolution shall take effect immediately upon signing.

**PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON  
THE 2nd DAY OF JANUARY 2018.**

CITY OF SAMMAMISH

\_\_\_\_\_  
Mayor Christie Malchow

ATTEST/AUTHENTICATED:

\_\_\_\_\_  
Melonie Anderson, City Clerk

Approved as to form:

\_\_\_\_\_  
Mike Kenyon, City Attorney

Filed with the City Clerk: May 29, 2019  
Passed by the City Council:  
Resolution No.:

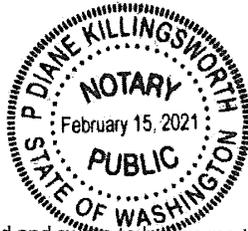


## Final Contract Voucher Certificate

Contractor <b>RW Scott Construction Company</b>			
Street Address <b>4005 West Valley Hwy N</b>			
City <b>Auburn WA 98001</b>	State <b>Wa</b>	Zip <b>98001</b>	Date <b>5/28/19</b>
City Project Number <b>-</b>	Federal Aid Project Number <b>-</b>	City Contract Number <b>C2018-189</b>	
Contract Title <b>Louis Thompson Road SE Slide Repair and Drainage Improvements Project</b>			
Date Work Physically Completed <b>4/30/2019</b>		Final Amount <b>\$ 1,318,071.45</b>	

### Contractor's Certification

I, The undersigned, having first been duly sworn, certify that I am authorized to sign for the claimant; that in connection with the work performed and to the best of my knowledge no loan, gratuity or gift in any form whatsoever has been extended to any employee of the City of Sammamish; nor have I rented or purchased any equipment or materials from any employee of the City of Sammamish; I further certify that the attached final estimate is a true and correct statement showing all the monies due me from the City of Sammamish for work performed and material furnished under this contract; that I have carefully examined said final estimate and understand the same and that I hereby release the City of Sammamish from any and all claims of whatsoever nature which I may have, arising out of the performance of said contract, which are not set forth in said estimate.



X *[Signature]*  
Contractor Authorized Signature Required

JEFF SCOTT  
Print Signature Name

Subscribed and sworn to before me this 29th day of MAY 20 19

X *[Signature]* Notary Public in and for the State of WASHINGTON

residing at Olympia

### City of Sammamish

I, certify the attached final estimate to be based upon actual measurement, and to be true and correct.

X *[Signature]*  
Project Engineer/Project Administrator

Approved Date 5/29/19  
X *[Signature]*  
City Engineer

This Final Contract Voucher is to be prepared by the Project Engineer or Project Administrator. Contractors Claims, if any, must be included and the Contractors Certification must be labeled indicating a claim attached.

# Agenda Bill

City Council Regular Meeting  
June 04, 2019



<b>SUBJECT:</b>	Issaquah Fall City Road Improvements Project, Phase 1 Construction Contract Award	
<b>DATE SUBMITTED:</b>		
<b>DEPARTMENT:</b>	Public Works	
<b>NEEDED FROM COUNCIL:</b>	<input checked="" type="checkbox"/> Action <input type="checkbox"/> Direction <input type="checkbox"/> Informational	
<b>RECOMMENDATION:</b>	Authorize the City Manager to execute a contract with Johansen for the construction of the Issaquah Fall City Road Improvements, Phase 1, in the amount of \$22,377,063.30 and administer a 5% management reserve in the amount of \$1,118,853.17.	
<b>EXHIBITS:</b>	<a href="#">1. Exhibit 1 - Johansen Schedule of Prices Bid Sheet</a> <a href="#">2. Exhibit 2 - IFCR Bid Tabs Summary</a>	
<b>BUDGET:</b>		
<b>Total dollar amount</b>	\$23,455,916.50	<input checked="" type="checkbox"/> <b>Approved in budget</b>
<b>Fund(s)</b>	Transportation Capital Improvement Fund - IFCR (340-150-595-61-63-00); Surface Water Capital Projects Fund - SWM Component of Transp. Projects - Iss Fall City Rd 42nd to Klahanie (438-437-595-40-63-00)	<input type="checkbox"/> <b>Budget reallocation required</b> <input type="checkbox"/> <b>No budgetary impact</b>
<b>WORK PLAN FOCUS AREAS:</b>		
<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Community Safety	
<input type="checkbox"/> Communication & Engagement	<input type="checkbox"/> Community Livability	
<input type="checkbox"/> High Performing Government	<input type="checkbox"/> Culture & Recreation	
<input type="checkbox"/> Environmental Health & Protection	<input type="checkbox"/> Financial Sustainability	

**NEEDED FROM COUNCIL:**

Should the City of Sammamish enter into contract with the apparent low bidder, Johansen, for the construction of the Issaquah Fall City Road Phase 1 Improvements?

**KEY FACTS AND INFORMATION SUMMARY:**

The Issaquah-Fall City Road project has completed the design and permitting phase of the project. The project was advertised for bids on Construction in April, 2019 with bid proposals opened May 23, 2019. Six (6) contractors submitted cost proposals for this project. Johansen has been verified as the lowest responsive and responsible bidder at \$22,377,063.30.

Project information is available on the project [website](#) and [background](#) page.

#### **FINANCIAL IMPACT:**

The estimated project cost and management reserve is \$22,377,063.30, with an additional 5% management reserve of \$1,118,853.17, is funded through the Transportation and Surface Water Capital Improvement Funds.

#### **OTHER ALTERNATIVES CONSIDERED:**

Failure to award a construction contract will result in a loss of Connecting Washington grant funding for the project in the amount of \$3.5M for phase 1 and \$1.5M for phase 2. The lowest qualified bid was \$1.26M below the engineer's estimate for probable cost. If bids from this advertisement are not accepted, project delays, and a risk for higher project construction costs in the future will be incurred.

#### **RELATED CITY GOALS, POLICIES, AND MASTER PLANS:**

[Comprehensive Plan - Capital Facilities](#)

[Comprehensive Plan - Transportation](#)

JOHANSEN

**SCHEDULE OF PRICES - SCHEDULE A**

NOTE:

- Unit prices for all bid items and the total amount for Schedule A must be shown.
- All entries must be typed or printed in ink. Award of the Contract shall be based on lowest responsive bidder.
- Where conflict occurs between unit price and the total amount listed for any item, the unit price shall remain and the totals corrected to match the unit price.
- Section references for Standard Specifications and Special Provisions are provided for information only and to assist bidders in preparation of their Proposal. Bidders shall not rely on this information and must thoroughly review and examine the Contract requirements of their Proposals.

ITEM	SECTION	UNIT	EST QTY	DESCRIPTION	CONTRACTOR BID	
					UNIT PRICE	COST
1	1-09	L.S.	1	Mobilization	2,120,630.00	2,120,630.00
2	2-01	ACRE	5.20	Clearing And Grubbing	\$ 26,000.00	\$ 135,200.00
3	2-02	L.S.	1	Removal Of Structures And Obstructions	\$ 235,000.00	\$ 235,000.00
4	2-02	L.S.	1	Removing Miscellaneous Traffic Item	\$ 11,500.00	\$ 11,500.00
5	2-02	L.S.	1	Removal Of Home	\$ 15,000.00	\$ 15,000.00
6	2-02	L.S.	1	Removal Of Kennel/ Shed	\$ 2,700.00	\$ 2,700.00
7	2-01	L.S.	1	Tree Preservation And Protection	\$ 485.00	\$ 19,885.00
8	2-03	C.Y.	27,632	Roadway Excavation Incl. Haul	31.00	856,922.00
9	2-03	C.Y.	24,450	Common Borrow Incl. Haul	\$ 6.50	\$ 158,925.00
10	2-03	C.Y.	10,390	Select Borrow Incl. Haul	\$ 40.00	\$ 415,600.00
11	2-03	C.Y.	395	Gravel Borrow Incl. Haul	\$ 41.50	\$ 16,392.50
12	2-03	TON	801	Sand Drainage Blanket	\$ 37.50	\$ 30,037.50
13	2-03	C.Y.	41,180	Embankment Compaction	\$ 6.25	\$ 257,375.00
14	7-26	C.Y.	2,808	Berm Fill Including Haul	\$ 10.00	\$ 28,080.00
15	2-03	C.Y.	1,582	Ditch Excavation Incl. Haul	\$ 5.00	\$ 7,910.00
16	8-33	C.Y.	70	Streambed Sediment	\$ 108.50	\$ 7,595.00
17	8-02	EACH	14	Landscape Boulder Three Man	\$ 610.00	\$ 8,540.00
18	8-02	EACH	4	Landscape Boulder Four Man	\$ 1,350.00	\$ 5,400.00
19	8-02	EACH	1	Landscape Boulder Five Man	\$ 2,050.00	\$ 2,050.00
20	8-02	EACH	8	Landscape Boulder Six Man	\$ 2,050.00	\$ 16,400.00
21	8-34	C.Y.	856	Rock For Erosion And Scour Protection Class A	\$ 67.00	\$ 57,352.00
22	8-15	TON	300	Quarry Spalls	\$ 82.40	\$ 24,720.00
23	7-01	L.F.	692	Drain Pipe 6 in. Diam.	\$ 46.15	\$ 31,935.80
24	7-20	L.S.	1	Temporary Stream Diversion	\$ 50,000.00	\$ 50,000.00
25	7-20	EST.	5,000	Fish Exclusion	\$1.00	\$5,000.00

ITEM	SECTION	UNIT	EST QTY	DESCRIPTION	CONTRACTOR BID	
					UNIT PRICE	COST
26	6-04	EACH	20	Large Woody Debris	\$ 187.00	\$ 3,740.00
27	7-21	EACH	6	Filterra - 8'x12'	\$ 60,000.00	\$ 360,000.00
28	7-22	EACH	9	Bridge Scupper: Neenah R-3949-B	\$ 2,120.00	\$ 19,080.00
29	7-22	EACH	3	Bridge Scupper: Neenah R-3945	\$ 3,085.00	\$ 9,255.00
30	7-23	EACH	3	Flow Control Manhole	\$ 10,000.00	\$ 30,000.00
31	7-24	EACH	11	Landscape Area Cleanout	\$ 715.00	\$ 7,865.00
32	7-24	EACH	6	Traffic Rated Cleanout W/ Ring And Cover	\$ 2,345.00	\$ 14,070.00
33	7-05	EACH	69	Catch Basin Type 1	\$ 1,490.00	\$ 102,810.00
34	7-05	EACH	39	Catch Basin Type 2 48 In. Diam.	\$ 3,700.00	\$ 144,300.00
35	7-05	EACH	1	Catch Basin Type 2 60 In. Diam.	\$ 8,930.00	\$ 8,930.00
36	7-05	EACH	8	Catch Basin Type 2 72 In. Diam.	\$ 10,750.00	\$ 86,000.00
37	7-05	EACH	13	Concrete Inlet	\$ 1,390.00	\$ 18,070.00
38	7-04	L.F.	10,597	Testing Storm Sewer Pipe	\$ 2.00	\$ 21,194.00
39	7-04	L.F.	133	Polypropylene Culvert Pipe 6 In. Diam	\$ 82.00	\$ 10,906.00
40	7-04	L.F.	5,252	Polypropylene Culvert Pipe 12 In. Diam	\$ 61.00	\$ 320,372.00
41	7-04	L.F.	691	Polypropylene Culvert Pipe 18 In. Diam	\$ 95.50	\$ 65,990.50
42	7-04	L.F.	2,349	Polypropylene Culvert Pipe 15 In. Diam	\$ 94.50	\$ 221,980.50
43	7-04	L.F.	410	Polypropylene Culvert Pipe 21 In. Diam	\$ 74.00	\$ 30,340.00
44	7-04	L.F.	100	Polypropylene Culvert Pipe 24 In. Diam	\$ 94.75	\$ 9,475.00
45	7-04	L.F.	81	Polypropylene Culvert Pipe 36 In. Diam	\$ 213.00	\$ 17,253.00
46	7-04	L.F.	108	Casing Pipe 18 In. Diam	\$ 111.35	\$ 12,025.80
47	7-04	L.F.	18	Casing Pipe 21 In. Diam	\$ 164.35	\$ 2,958.30
48	7-04	L.F.	18	Casing Pipe 24 In. Diam	\$ 146.45	\$ 2,636.10
49	7-25	EACH	1	Stilling Well	\$ 4,875.00	\$ 4,875.00
50	7-27	L.S.	1	Rotate Catch Basin	\$ 1,350.00	\$ 1,350.00
51	2-09	C.Y.	2,033	Structure Excavation Class A Incl. Haul	\$ 7.00	\$ 14,231.00
52	6-12	L.F.	300	Constructing 8 Ft. Diam Shaft	2,425. <sup>00</sup>	727,500. <sup>00</sup>
53	6-12	L.F.	420	Construction 10 Ft. Diam Shaft	2,400. <sup>00</sup>	1,008,000. <sup>00</sup>
54	6-02	LB.	237,170	Epoxy-Coated St. Reinf. Bar - Superstr.	1.90	450,623. <sup>00</sup>
55	6-02	LB.	216,266	St. Reinf. Bar For Bridge	1.65	356,838. <sup>80</sup>
56	6-02	C.Y.	1,105	Conc. Class 4000d For Bridge	1,000. <sup>00</sup>	1,105,000. <sup>00</sup>
57	6-02	C.Y.	953	Conc. Class 4000 For Bridge	1,085. <sup>00</sup>	1,034,005. <sup>00</sup>

City of Sammamish  
 SE Issaquah-Fall City Road Improvements  
 Contract Documents

Addendum #4 - Sheet 4

ILD-9

ITEM	SECTION	UNIT	EST QTY	DESCRIPTION	CONTRACTOR BID	
					UNIT PRICE	TOTAL COST
58	6-02	L.F.	2,755	Prestressed Conc. Girder WF100G	605.00	1,666,775.00
59	6-11	L.F.	915	Traffic Barrier	310.00	283,650.00
60	6-11	L.F.	424	Sew Traffic Barrier	732.00	310,368.00
61	6-11	L.F.	189	Sew Pedestrian Barrier	742.00	140,238.00
62	6-02	EACH	14	Elastomeric Bearing Pad - Superstr.	\$ 1,310.00	\$ 18,340.00
63	6-02	L.F.	133	Expansion Joint System Strip Seal - Superstr.	264.00	35,112.00
64	6-13	S.F.	14,862	Structural Earth Wall	42.50	631,635.00
65	6-02	S.Y.	370	Bridge Approach Slab	320.00	118,400.00
66	6-20	LB.	5,888	Galvanized Rebar	3.15	18,547.20
67	4-04	TON	19,550	Crushed Surfacing Base Course	\$ 33.00	\$ 645,150.00
68	4-04	TON	1,050	Crushed Surfacing Top Course	\$ 45.50	\$ 47,775.00
69	5-04	TON	14,470	HMA Cl. 1/2 In. Pg 64-22	98.00	1,418,060.00
70	8-03	LS	1	Irrigation System	200,000.00	200,000.00
71	8-01	DAY	180	Esc Lead	\$ 60.00	\$ 10,800.00
72	8-01	L.F.	180	Check Dam	\$ 33.75	\$ 6,075.00
73	8-01	EACH	49	Inlet Protection	\$ 90.00	\$ 4,410.00
74	8-01	L.F.	533	Wattle	\$ 4.50	\$ 2,398.50
75	8-01	L.S.	1	Erosion Control And Water Pollution Prevention	6,500.00	6,500.00
76	8-01	EST.	10,000	Erosion/Water Pollution Control	\$1.00	\$10,000.00
77	8-01	L.F.	3,230	High Visibility Fence	\$ 4.00	\$ 12,920.00
78	8-01	L.F.	5,690	High Visibility Silt Fence	\$ 3.50	\$ 19,915.00
79	8-01	S.Y.	260	Stabilized Construction Entrance	\$ 36.55	\$ 9,503.00
80	8-02	EACH	269	PSIPE - 2 Gal. Trees	\$ 21.25	\$ 5,716.25
81	8-02	EACH	966	PSIPE - 1 Gal. Shrubs	\$ 14.50	\$ 14,007.00
82	8-02	EACH	40	PSIPE - Poles	\$ 10.00	\$ 400.00
83	8-02	EACH	13	PSIPE - Acer Macrophyllum/ BIG-LEAF MAPLE, 2" CALIPER	\$ 358.25	\$ 4,657.25
84	8-02	EACH	24	PSIPE - Psuedotsuga Menziesii/ DOUGLAS FIR, 6'-8' HEIGHT	\$ 268.75	\$ 6,450.00
85	8-02	EACH	13	PSIPE - Acer Circinatum 'Pacific Fire'/ PACIFIC FIRE VINE MAPLE, 6'-8' HEIGHT	\$ 313.50	\$ 4,075.50
86	8-02	EACH	1	PSIPE - Acer Miyabei 'JFS-KW3AMI'/ RUGGED RIDGE MAPLE, 4" CAL	\$ 755.75	\$ 755.75
87	8-02	EACH	2	PSIPE - Corylus Avellana 'Contorta'/ HARRY LAUDERS WALKING STICK, 15 GAL	\$ 268.75	\$ 537.50

4,410

ITEM	SECTION	UNIT	EST QTY	DESCRIPTION	CONTRACTOR BID	
					UNIT PRICE	COST
88	8-02	EACH	2	PSIPE - Hamamelis X Intermedia 'Jelena'/ JELENA WITCH HAZEL, 6'-8' HEIGHT	\$ 313.50	\$ 627.00
89	8-02	EACH	3	PSIPE - Quercus Robur X Alba 'JFS-KW1QX'/ STREET SPIRE OAK, 2.5" CAL	\$ 515.00	\$ 1,545.00
90				Not Used		
91	8-02	EACH	3	PSIPE - Thuja Plicata 'Excelsa'/ EXCELSA CEDAR, 8'-10' HEIGHT	\$ 336.00	\$ 1,008.00
92	8-02	EACH	13	PSIPE - Tsuga Heterophylla/ WESTERN HEMLOCK, 6'-8' HEIGHT	\$ 336.00	\$ 4,368.00
93	8-02	EACH	123	PSIPE - Ulmus Parvifolia 'Emer I'/ ATHENA ELM, 2" CAL	\$ 436.50	\$ 53,689.50
94	8-02	EACH	119	PSIPE - Abelia Grandiflora 'Kaleidoscope'/ KALEIDOSCOPE ABELIA, 1 GAL	\$ 16.75	\$ 1,993.25
95	8-02	EACH	521	PSIPE - Calluna Vulgaris 'Firefly'/ FIREFLY HEATHER, 1 GAL	\$ 15.75	\$ 8,205.75
96	8-02	EACH	297	PSIPE - Cornus Sericea 'Kelseyii'/ KELSEYI DOGWOOD, 1 GAL	\$ 13.50	\$ 4,009.50
97	8-02	EACH	10	PSIPE - Cornus Sericea 'Silver & Gold'/ VARIEGATED YELLOW TWIG DOGWOOD, 2 GAL	\$ 24.50	\$ 245.00
98	8-02	EACH	149	PSIPE - Dryopteris Filix-Mas 'Robusta'/ ROBUST MALE FERN, 1 GAL	\$ 15.75	\$ 2,346.75
99	8-02	EACH	433	PSIPE - Euphorbia Amygdaloides Subsp. Robbiae/ WOOD SPURGE, 1 GAL	\$ 16.75	\$ 7,252.75
100	8-02	EACH	3,050	PSIPE - Gaultheria Shallon/ SALAL, 2 GAL	\$ 22.25	\$ 67,862.50
101	8-02	EACH	209	PSIPE - Geranium Macrorrhizum 'Album'/ ALBUM BIG ROOT GERANIUM, 1 GAL	\$ 15.75	\$ 3,291.75
102	8-02	EACH	114	PSIPE - Juniper Horizontalis 'Mother Lode'/ MOTHER LODGE CREEPING JUNIPER, 1 GAL	\$ 15.75	\$ 1,795.50
103	8-02	EACH	208	PSIPE - Juniper Horizontalis 'Prince Of Wales'/ PRINCE OF WALES CREEPING JUNIPER, 1 GAL	\$ 15.75	\$ 3,276.00
104	8-02	EACH	297	PSIPE - Liriope Muscari 'Big Blue'/ BIG BLUE LILYTURF, 1 GAL	\$ 13.50	\$ 4,009.50
105	8-02	EACH	495	PSIPE - Mahonia Aquifolium 'Compacta'/ COMPACT OREGON GRAPE, 1 GAL	\$ 16.75	\$ 8,291.25
106	8-02	EACH	182	PSIPE - Philadelphus Lewisii/ WILD MOCK ORANGE, 1 GAL	\$ 13.50	\$ 2,457.00
107	8-02	EACH	19	PSIPE - Philadelphus X Virginialis 'Dwarf Snowflake'/ DWARF SNOWFLAKE MOCK ORANGE, 2 GAL	\$ 24.50	\$ 465.50
108	8-02	EACH	3,758	PSIPE - Polystichum Munitum/ SWORD FERN, 1 GAL	\$ 13.25	\$ 49,793.50
109	8-02	EACH	8	PSIPE - Rhododendron 'Edith Bosely'/ Edith Bosley Rhododendron, 24"-30" Ht	\$ 91.75	\$ 734.00
110	8-02	EACH	15	PSIPE - Ribes Sanguineum 'King Edward VII'/ KING EDWARD VII FLOWERING CURRANT, 1 GAL	\$ 13.25	\$ 198.75
111	8-02	EACH	153	PSIPE - Spiraea Japonica 'Walbura'/ MAGIC CARPET SPIREA, 2 GAL	\$ 22.25	\$ 3,404.25
112	8-02	EACH	232	PSIPE - Symphoricarpos Albus/ SNOWBERRY, 1 GAL	\$ 13.50	\$ 3,132.00

ITEM	SECTION	UNIT	EST QTY	DESCRIPTION	CONTRACTOR BID	
					UNIT PRICE	COST
113	8-02	EACH	91	PSIPE - Symphoricarpos X Chenaultii 'Hancock'/ HANCOCK DWARF SNOWBERRY, 1 GAL	\$ 15.75	\$ 1,433.25
114	8-02	EACH	5	PSIPE - Vaccinium Ovatum 'Thunderbird'/ THUNDERBIRD EVERGREEN HUCKLEBERRY, 5 GAL	\$ 50.50	\$ 252.50
115	8-02	S.F.	28,222	Fine Compost	\$ 0.90	\$ 25,399.80
116	8-02	S.Y.	2,249	Seeded Lawn Installation	\$ 2.60	\$ 5,847.40
117	8-02	EST.	24,000	Plant Establishment - Second Year	\$1.00	\$24,000.00
118	8-02	EST.	22,000	Plant Establishment - Third Year	\$1.00	\$22,000.00
119	8-02	S.Y.	9,184	Bark Mulch	\$ 4.35	\$ 39,950.40
120	8-02	S.Y.	4,893	Pond Seed Installation	\$ 3.20	\$ 15,657.60
121	8-02	C.Y.	1,796	Topsoil Type A	\$ 68.00	\$ 122,128.00
122	8-02	C.Y.	1,911	Topsoil Type B	\$ 7.00	\$ 13,377.00
123	8-02	C.Y.	2,427	Topsoil Type C	\$ 43.85	\$ 106,423.95
124	8-02	EACH	3	Salvage Logs	\$ 1,400.00	\$ 4,200.00
125	8-02	C.Y.	37	4 In.- 8 In. Granite Rock	<del>56.50</del>	<del>2,090.50</del>
126	8-02	L.S.	1	Landscape Rock Wall	<del>5,130.00</del>	<del>5,130.00</del>
127	8-02	L.F.	2,480	Root Barrier	\$ 15.75	\$ 39,060.00
128	8-02	EST.	12,000	Property Restoration (Approx. 3,375 Sf)	\$1.00	\$12,000.00
129	9-14	ACRE	0.14	Seeding And Mulching - Wetland	\$ 19,650.00	\$ 2,751.00
130	9-14	ACRE	0.15	Seeding And Mulching - Shade Tolerant Wetland	\$ 18,115.00	\$ 2,717.25
131	9-14	ACRE	0.64	Seeding And Mulching - Upland Erosion Control	\$ 14,270.00	\$ 9,132.80
132	8-04	L.F.	1,130	Cement Conc. Pedestrian Curb	\$ 31.25	\$ 35,312.50
133	8-11	L.F.	897	Beam Guardrail Type 31	\$ 49.75	\$ 44,625.75
134	8-11	EACH	3	Beam Guardrail Transition Section Type 21	\$ 1,450.00	\$ 4,350.00
135	8-11	EACH	9	Beam Guardrail Anchor Type 1	\$ 1,140.00	\$ 10,260.00
136	8-22	L.F.	17,245	Paint Line	\$ 0.70	\$ 12,071.50
137	8-22	L.F.	3,835	Plastic Line	\$ 2.30	\$ 8,820.50
138	8-22	L.F.	2,520	Painted Wide Lane Line	\$ 1.15	\$ 2,898.00
139	8-22	L.F.	615	Plastic Wide Lane Line	\$ 5.80	\$ 3,567.00
140	8-22	S.F.	1,342	Plastic Crosswalk Line	\$ 12.75	\$ 17,110.50
141	8-22	L.F.	104	Plastic Stop Line	\$ 19.70	\$ 2,048.80
142	8-22	EACH	42	Plastic Traffic Arrow	\$ 290.00	\$ 12,180.00

ITEM	SECTION	UNIT	EST QTY	DESCRIPTION	CONTRACTOR BID	
					UNIT PRICE	COST
143	8-22	EACH	16	Plastic Traffic Letter	\$ 168.15	\$ 2,690.40
144	8-22	EACH	26	Plastic Bicycle Lane Symbol	\$ 232.00	\$ 6,032.00
145	8-22	EACH	21	Plastic Yield Line Symbol	\$ 191.30	\$ 4,017.30
146	8-22	HUND	3	Raised Pavement Marker Type 2	\$ 753.80	\$ 2,261.40
147	8-23	L.F.	17,610	Temporary Pavement Marking-Short Duration	\$ 0.15	\$ 2,641.50
148	8-21	L.S.	1	Permanent Signing	\$ 82,500.00	\$ 82,500.00
149	8-20	L.S.	1	Illumination System	920,000.00	920,000.00
150	1-10	L.S.	1	Traffic Control Supervisor	\$ 165,000.00	\$ 165,000.00
151	8-21	EACH	4	Variable Message Board	\$ 8,000.00	\$ 32,000.00
152	1-10	L.S.	1	Project Temporary Traffic Control	\$ 140,000.00	\$ 140,000.00
153	1-10	HR	1,000	Flaggers	\$ 62.00	62,000.00
154	8-20	L.S.	1	Traffic Signal System	157,000.00	157,000.00
155	8-20	EACH	2	Solar Powered School Zone Speed Limit Assembly	41,000.00	82,000.00
156	8-04	L.F.	860	Truck Apron Cement Concrete Curb	\$ 35.00	\$ 30,100.00
157	8-04	L.F.	730	Dowelled Cement Concrete Traffic Curb	\$ 36.80	\$ 26,864.00
158	8-04	L.F.	80	Extruded Curb Type 6	\$ 55.50	\$ 4,440.00
159	8-04	L.F.	10,440	Type A Curb And Gutter	\$ 28.00	\$ 292,320.00
160	8-04	L.F.	9,500	Median Curb And Gutter	\$ 30.00	\$ 285,000.00
161	1-10	HR	75	Uniformed Police Officer For Traffic Control	\$ 144.00	\$ 10,800.00
162	8-31	S.Y.	1,654	Stamped Cement Concrete Median	\$ 177.00	\$ 292,758.00
163	8-31	S.Y.	652	Stamped Truck Apron	\$ 236.00	\$ 153,872.00
164	8-36	L.S.	1	Temporary Roundabout	\$ 175,000.00	\$ 175,000.00
165	2-09	C.Y.	7,908	Structure Excavation Class B Incl. Haul	\$ 14.50	\$ 114,666.00
166	2-09	S.F.	51,669	Shoring Or Extra Excavation Class B	\$ 0.90	\$ 46,502.10
167	1-05	L.S.	1	Structure Surveying	\$ 47,500.00	\$ 47,500.00
168	1-05	L.S.	1	Roadway Surveying	\$ 121,000.00	\$ 121,000.00
169	8-13	EACH	3	Monument Case And Cover	\$ 2,800.00	\$ 8,400.00
170	8-14	S.F.	360	Detectable Warning Surface	\$ 49.00	\$ 17,640.00
171	8-14	S.Y.	6,125	Cement Conc. Sidewalk	\$ 55.65	\$ 340,856.25
172	7-04	EACH	11	Connection To Drainage Structure	\$ 1,150.00	\$ 12,650.00
173	7-05	EACH	10	Adjust Catch Basin	\$ 308.00	\$ 3,080.00

ITEM	SECTION	UNIT	EST QTY	DESCRIPTION	CONTRACTOR BID	
					UNIT PRICE	COST
174	1-05	EST.	2,500	Licensed Surveying	\$1.00	\$2,500.00
175	8-12	L.F.	600	Chain Link Fence Type 3	\$ 27.00	\$ 16,200.00
176	8-12	EACH	1	Double 20 Ft Coated Chain Line Gate	\$ 2,500.00	\$ 2,500.00
177	2-01	EST.	5,000	Roadside Cleanup	\$1.00	\$5,000.00
178	2-01	L.S.	1	Trimming And Cleanup	\$ 30,000.00	\$ 30,000.00
179	1-04	EST.	25,000	Minor Change	\$1.00	\$25,000.00
180	1-07	L.S.	1	SPCC Plan	\$ 10,000.00	\$ 10,000.00
181	8-28	L.S.	1	Field Office Building	\$ 57,500.00	\$ 57,500.00
182	2-12	S.Y.	36	Construction Geotextile For Separation	\$ 6.50	\$ 234.00
183	6-13	C.Y.	6,925	Gravel Borrow For Structural Earth Wall Incl. Haul	\$ 40.00	\$ 277,000.00
184	7-09	EACH	21	Adjust Existing Sammamish Plateau Water Valve to Grade	\$ 520.00	\$ 10,920.00
185	7-17	EACH	9	Adjust Existing Sammamish Plateau Manhole to Grade	\$ 814.00	\$ 7,326.00
186	8-32	L.F.	905	Pedestrian Handrail	\$ 168.00	\$ 152,040.00
187	8-32	S.F.	561	PCMS Stairway And Landing	\$ 108.50	\$ 60,868.50
188	8-32	S.Y.	205	PCMS Pathway	\$ 120.00	\$ 24,600.00
189	8-18	EACH	3	Mailbox Stand	\$ 255.00	\$ 765.00
190	8-18	EACH	1	Neighborhood Collection Box	\$ 2,500.00	\$ 2,500.00
191	8-12	L.F.	620	4'-6" Chain Link Fence	\$ 37.00	\$ 22,940.00
192	8-24	S.F.	710	Rockery Wall	\$ 34.00	\$ 24,140.00
193	8-13	EACH	10	Cement Conc. Parallel Curb Ramp, Type A	\$ 2,240.00	\$ 22,400.00
194	8-13	EACH	7	Cement Conc. Parallel Curb Ramp Type B	\$ 2,240.00	\$ 15,680.00
195	8-13	EACH	4	Cement Conc. Perpendicular Curb Ramp Type A	\$ 2,240.00	\$ 8,960.00
196	8-13	EACH	2	Cement Conc. Single Direction Curb Ramp Type A	\$ 2,240.00	\$ 4,480.00
197	8-13	EACH	1	Cement Conc. Single Direction Curb Ramp Type A Mod	\$ 2,240.00	\$ 2,240.00
198	8-13	EACH	1	Cement Conc. Single Direction Curb Ramp Type B	\$ 2,240.00	\$ 2,240.00
199	8-13	EACH	3	Cement Conc. Curb Ramp Type Combination	\$ 2,240.00	\$ 6,720.00
200	8-13	S.Y.	360	Driveway Approach Per Samm Std Plan	\$ 90.00	\$ 32,400.00
201	8-13	S.Y.	145	Cement Conc. Driveway Entrance Type	\$ 90.00	\$ 13,050.00
202	8-13	S.Y.	55	Cement Conc. Driveway	\$ 90.00	\$ 4,950.00
203	8-13	EACH	12	Bike Ramp	\$ 1,135.00	\$ 13,620.00

ITEM	SECTION	UNIT	EST QTY	DESCRIPTION	CONTRACTOR BID	
					UNIT PRICE	COST
204	7-28	EACH	1	Adjust Manhole to Grade with Circular Frame (Ring) and Cover	\$ 1,175.00	\$ 1,175.00
205	8-30	L.F.	690	72 Inch Wood Fence	\$ 42.35	\$ 29,221.50
206	8-30	EACH	15	72 Inch Wood Gate	\$ 409.50	\$ 6,142.50
207	8-24	S.F.	1,260	Modular Block Wall Type A	\$ 57.00	\$ 71,820.00
208	8-24	S.F.	440	Modular Block Wall Type B	\$ 42.50	\$ 18,700.00
209	1-05	LS	1	Record Drawings (minimum \$5,000 bid)	\$ 5000.00	\$ 5,000.00
210	1-02	LS	1	Type B Progress Schedule	\$ 33,500.00	\$ 33,500.00
211	8-01	L.F.	400	Stream Barrier Fence with Backup Support	\$ 34.00	\$ 13,600.00
212	8-37	LS	1	Pacific Cascade Middle School Sign	\$ 11,500.00	\$ 11,500.00
213	8-36	LS	1	Traffic Circle Location No. 1	\$ 12,375.00	\$ 12,375.00
214	8-36	LS	1	Curb Bulbout Location No. 1	\$ 11,285.00	\$ 11,285.00
215	8-36	LS	1	Curb Bulbout Location No. 2	\$ 14,350.00	\$ 14,350.00
216	8-38	LS	1	Reset Salvaged Bollards	\$ 1,350.00	\$ 1,350.00
217	7-22	EACH	\$5,000	Asphalt Cost Price Adjustment	\$1.00	\$5,000
218	6-02	LS	1	Bridge Supported Utilities	\$ 165,000.00	\$ 165,000.00
219	9-05	L.F.	371	Ductile Iron Bridge Drain Pipe 12 In Diam	\$ 227.00	\$ 84,217.00
220	9-05	L.F.	490	Ductile Iron Bridge Drain Pipe 20 In Diam	\$ 360.00	\$ <del>76,400.00</del> 176,400
<b>SCHEDULE A TOTAL</b>					<del>22,396,463.<sup>30</sup></del>	

*CORRECTED: 22,377,063<sup>30</sup>*

City of Sammamish  
Issaquah-Fall City Road

SEQ NO.	UNIT OF MEASURE	QTY TOTAL	DESCRIPTION	Engineer's Est	
				UNIT PRICE	COST
1	L.S.	1	MOBILIZATION	\$ 1,751,048.31	\$ 1,751,048.31
2	ACRE	5.20	CLEARING AND GRUBBING	\$ 60,000.00	\$ 312,000.00
3	L.S.	1	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	\$ 804,400.00	\$ 804,400.00
4	L.S.	1	REMOVING MISCELLANEOUS TRAFFIC ITEM	\$ 45,000.00	\$ 45,000.00
5	L.S.	1	REMOVAL OF HOME	\$ 25,000.00	\$ 25,000.00
6	L.S.	1	REMOVAL OF KENNEL/ SHED	\$ 5,000.00	\$ 5,000.00
7	L.S.	1	TREE PRESERVATION AND PROTECTION	\$ 250.00	\$ 250.00
8	C.Y.	27.632	ROADWAY EXCAVATION INCL. HAUL	\$ 30.00	\$ 828,960.00
9	C.Y.	24.450	COMMON BORROW INCL. HAUL	\$ 12.00	\$ 293,400.00
10	C.Y.	10.390	SELECT BORROW INCL. HAUL	\$ 22.00	\$ 228,580.00
11	C.Y.	395	GRAVEL BORROW INCL. HAUL	\$ 28.00	\$ 11,060.00
12	TON	801	SAND DRAINAGE BLANKET	\$ 40.00	\$ 32,040.00
13	C.Y.	41,180	EMBANKMENT COMPACTION	\$ 7.00	\$ 288,260.00
14	C.Y.	2,808	BERM FILL INCLUDING HAUL	\$ 22.00	\$ 61,776.00
15	C.Y.	1,582	DITCH EXCAVATION INCL. HAUL	\$ 16.00	\$ 25,312.00
16	C.Y.	70	STREAMBED SEDIMENT	\$ 50.00	\$ 3,500.00
17	EACH	14	LANDSCAPE BOULDER THREE MAN	\$ 370.00	\$ 5,180.00
18	EACH	4	LANDSCAPE BOULDER FOUR MAN	\$ 740.00	\$ 2,960.00
19	EACH	1	LANDSCAPE BOULDER FIVE MAN	\$ 1,110.00	\$ 1,110.00
20	EACH	8	LANDSCAPE BOULDER SIX MAN	\$ 1,480.00	\$ 11,840.00
21	C.Y.	856	ROCK FOR EROSION AND SCOUR PROTECTION CLASS A	\$ 65.00	\$ 55,640.00
22	TON	300	QUARRY SPALLS	\$ 50.00	\$ 15,000.00
23	L.F.	692	DRAIN PIPE 6 IN. DIAM.	\$ 22.00	\$ 15,224.00
24	L.S.	1	TEMPORARY STREAM DIVERSION	\$ 10,000.00	\$ 10,000.00
25	EST	5,000	FISH EXCLUSION	\$ 1.00	\$ 5,000.00
26	EACH	20	LARGE WOODY DEBRIS	\$ 1,200.00	\$ 24,000.00
27	EACH	6	FILTERRA - 8X12	\$ 46,500.00	\$ 279,000.00
28	EACH	9	BRIDGE SCUPPER, NEENAH R-3949-B	\$ 2,500.00	\$ 22,500.00
29	EACH	3	BRIDGE SCUPPER, NEENAH R-3945	\$ 2,500.00	\$ 7,500.00
30	EACH	3	FLOW CONTROL MANHOLE	\$ 11,000.00	\$ 33,000.00
31	EACH	11	LANDSCAPE AREA CLEANOUT	\$ 500.00	\$ 5,500.00
32	EACH	6	TRAFFIC RATED CLEANOUT W/ RING AND COVER	\$ 1,500.00	\$ 9,000.00
33	EACH	69	CATCH BASIN TYPE 1	\$ 1,500.00	\$ 103,500.00
34	EACH	39	CATCH BASIN TYPE 2 48 IN. DIAM.	\$ 3,200.00	\$ 124,800.00
35	EACH	1	CATCH BASIN TYPE 2 60 IN. DIAM.	\$ 6,000.00	\$ 6,000.00
36	EACH	8	CATCH BASIN TYPE 2 72 IN. DIAM.	\$ 9,000.00	\$ 72,000.00
37	EACH	13	CONCRETE INLET	\$ 1,510.00	\$ 19,630.00
38	L.F.	10,597	TESTING STORM SEWER PIPE	\$ 5.00	\$ 52,985.00
39	L.F.	133	POLYPROPYLENE CULVERT PIPE 6 IN. DIAM	\$ 60.00	\$ 7,980.00
40	L.F.	5,252	POLYPROPYLENE CULVERT PIPE 12 IN. DIAM	\$ 70.00	\$ 367,640.00
41	L.F.	691	POLYPROPYLENE CULVERT PIPE 18 IN. DIAM	\$ 105.00	\$ 72,555.00
42	L.F.	2,349	POLYPROPYLENE CULVERT PIPE 15 IN. DIAM	\$ 85.00	\$ 199,665.00
43	L.F.	410	POLYPROPYLENE CULVERT PIPE 21 IN. DIAM	\$ 115.00	\$ 47,150.00
44	L.F.	100	POLYPROPYLENE CULVERT PIPE 24 IN. DIAM	\$ 135.00	\$ 13,500.00
45	L.F.	81	POLYPROPYLENE CULVERT PIPE 36 IN. DIAM	\$ 150.00	\$ 12,150.00
46	L.F.	108	CASING PIPE 18 IN. DIAM	\$ 105.00	\$ 11,340.00
47	L.F.	18	CASING PIPE 21 IN. DIAM	\$ 115.00	\$ 2,070.00
48	L.F.	18	CASING PIPE 24 IN. DIAM	\$ 135.00	\$ 2,430.00
49	EA	1	STILLING WELL	\$ 9,000.00	\$ 9,000.00
50	L.S.	1	ROTATE CATCH BASIN	\$ 1,500.00	\$ 1,500.00
51	C.Y.	2,033	STRUCTURE EXCAVATION CLASS A INCL. HAUL	\$ 40.00	\$ 81,320.00
52	L.F.	300	CONSTRUCTING 8 FT. DIAM SHAFT	\$ 2,250.00	\$ 675,000.00
53	L.F.	420	CONSTRUCTION 10 FT. DIAM SHAFT	\$ 2,500.00	\$ 1,050,000.00
54	L.B.	237.170	EPOXY-COATED ST. REINF. BAR - SUPERSTR.	\$ 2.30	\$ 545,491.00
55	L.B.	216.266	ST. REINF. BAR FOR BRIDGE	\$ 1.30	\$ 281,146.80
56	C.Y.	1,105	CONC. CLASS 4000 FOR BRIDGE	\$ 900.00	\$ 994,500.00
57	C.Y.	953	CONC. CLASS 4000 FOR BRIDGE	\$ 700.00	\$ 667,100.00
58	L.F.	2,755	PRESTRESSED CONC. GIRDER WF100G	\$ 510.00	\$ 1,405,050.00
59	L.F.	915	TRAFFIC BARRIER	\$ 600.00	\$ 549,000.00
60	L.F.	424	SEW TRAFFIC BARRIER	\$ 600.00	\$ 254,400.00
61	L.F.	189	SEW PEDESTRIAN BARRIER	\$ 600.00	\$ 113,400.00
62	EACH	14	ELASTOMERIC BEARING PAD - SUPERSTR.	\$ 500.00	\$ 7,000.00
63	L.F.	133	EXPANSION JOINT SYSTEM STRIP SEAL - SUPERSTR.	\$ 400.00	\$ 53,200.00
64	S.F.	14,862	STRUCTURAL EARTH WALL	\$ 50.00	\$ 743,100.00
65	S.Y.	370	BRIDGE APPROACH SLAB	\$ 300.00	\$ 111,000.00
66	L.B.	5,888	GALVANIZED REBAR	\$ 3.00	\$ 17,664.00
67	TON	19,550	CRUSHED SURFACING BASE COURSE	\$ 50.00	\$ 977,500.00
68	TON	1,050	CRUSHED SURFACING TOP COURSE	\$ 50.00	\$ 52,500.00
69	TON	14,470	HMA CL. 1/2 IN. PG 64-22	\$ 100.00	\$ 1,447,000.00
70	LS	1	IRRIGATION SYSTEM	\$ 360,000.00	\$ 360,000.00
71	DAY	180	ESC LEAD	\$ 80.00	\$ 14,400.00
72	L.F.	180	CHECK DAM	\$ 18.00	\$ 3,240.00
73	EACH	49	INLET PROTECTION	\$ 100.00	\$ 4,900.00
74	L.F.	533	WATTLE	\$ 5.00	\$ 2,665.00
75	LS	1	EROSION CONTROL AND WATER POLLUTION PREVENTION	\$ 5,000.00	\$ 5,000.00
76	EST	10,000	EROSION/WATER POLLUTION CONTROL	\$ 1.00	\$ 10,000.00
77	L.F.	3,230	HIGH VISIBILITY FENCE	\$ 5.00	\$ 16,150.00
78	L.F.	5,690	HIGH VISIBILITY SILT FENCE	\$ 6.00	\$ 34,140.00
79	S.Y.	260	STABILIZED CONSTRUCTION ENTRANCE	\$ 20.00	\$ 5,200.00
80	EACH	269	PSIPE - 2 GAL. TREES	\$ 55.00	\$ 14,805.00
81	EACH	966	PSIPE - 1 GAL. SHRUBS	\$ 22.00	\$ 21,312.00
82	EACH	40	PSIPE - POLES	\$ 7.00	\$ 280.00
83	EACH	13	PSIPE - Acer macrophyllum/ BIG-LEAF MAPLE, 2" CALIPER	\$ 175.00	\$ 2,275.00
84	EACH	24	PSIPE - Pseudotsuga mercenzii/ DOUGLAS FIR, 6'-8" HEIGHT	\$ 175.00	\$ 4,200.00
85	EACH	13	PSIPE - Acer circinatum/ Pacific Fire/ PACIFIC FIRE VINE MAPLE, 6'-8" HEIGHT	\$ 225.00	\$ 2,925.00
86	EACH	1	PSIPE - Acer miyabei/ JFS-KW3AM/ RUGGED RAIDER MAPLE, 4" CAL	\$ 675.00	\$ 675.00
87	EACH	2	PSIPE - Corylus avellana/ Contorta/ HARRY LAUDERS WALKING STICK, 15 GAL	\$ 175.00	\$ 350.00
88	EACH	2	PSIPE - Hamamelis x intermedia/ Jelena/ JELENA WITCH HAZEL, 6'-8" HEIGHT	\$ 225.00	\$ 450.00
89	EACH	3	PSIPE - Quercus robur x alba/ JFS-KW1QX/ STREET SPIRE OAK, 2.5" CAL	\$ 550.00	\$ 1,650.00
90			Not Used		
91	EACH	3	PSIPE - Thuja plicata/ Excelsa/ EXCELSA CEDAR, 8'-10" HEIGHT	\$ 300.00	\$ 900.00
92	EACH	13	PSIPE - Tsuga heterophylla/ WESTERN HEMLOCK, 6'-8" HEIGHT	\$ 250.00	\$ 3,250.00
93	EACH	123	PSIPE - Urtica parvifolia/ Emer/ IT ATHENA ELM, 2" CAL	\$ 275.00	\$ 33,825.00
94	EACH	119	PSIPE - Abelia grandiflora/ Kaleidoscope/ KALEIDOSCOPE ABELIA, 1 GAL	\$ 15.00	\$ 1,785.00
95	EACH	521	PSIPE - Calluna vulgaris/ Firefly/ FIREFLY HEATHER, 1 GAL	\$ 12.00	\$ 6,252.00
96	EACH	297	PSIPE - Cornus sericea/ Kelsey/ KELSEY DOGWOOD, 1 GAL	\$ 12.00	\$ 3,564.00
97	EACH	10	PSIPE - Cornus sericea/ Silver & Gold/ VARIEGATED YELLOW TWIG DOGWOOD, 2 GAL	\$ 30.00	\$ 300.00
98	EACH	149	PSIPE - Dryopteris filix-mas/ Robusta/ ROBUST MALE FERN, 1 GAL	\$ 15.00	\$ 2,235.00
99	EACH	433	PSIPE - Euphorbia amygdaloides subsp. Robbiae/ WOOD SPURGE, 1 GAL	\$ 12.00	\$ 5,196.00
100	EACH	3,050	PSIPE - Gautheria shallon/ SALAL, 2 GAL	\$ 18.00	\$ 54,900.00
101	EACH	209	PSIPE - Geranium macrorrhizum/ Album/ ALBUM BIG ROOT GERANIUM, 1 GAL	\$ 12.00	\$ 2,508.00
102	EACH	114	PSIPE - Juniper horizontalis/ Mother Lode/ MOTHER LODE CREEPING JUNIPER, 1 GAL	\$ 16.00	\$ 1,824.00
103	EACH	208	PSIPE - Juniper horizontalis/ Prince of Wales/ PRINCE OF WALES CREEPING JUNIPER, 1 GAL	\$ 16.00	\$ 3,328.00
104	EACH	297	PSIPE - Liriope muscari/ Big Blue/ BIG BLUE LILY TURF, 1 GAL	\$ 12.00	\$ 3,564.00
105	EACH	495	PSIPE - Mahonia aquifolium/ Compacta/ COMPACT OREGON GRAPE, 1 GAL	\$ 14.00	\$ 6,930.00
106	EACH	182	PSIPE - Philadelphus lewisii/ Wild Mock Orange, 1 GAL	\$ 10.00	\$ 1,820.00
107	EACH	19	PSIPE - Philadelphus x virginialis/ Dwarf Snowflake/ DWARF SNOWFLAKE MOCK ORANGE, 2 GAL	\$ 30.00	\$ 570.00
108	EACH	3,758	PSIPE - Polystichum munim/ Sword Fern, 1 GAL	\$ 10.00	\$ 37,580.00
109	EACH	8	PSIPE - Rhododendron/ Edith Bosely/ EDITH BOSLEY RHODODENDRON, 24"-30" HT	\$ 45.00	\$ 360.00
110	EACH	15	PSIPE - Ribes sanguineum/ King Edward VII/ KING EDWARD VII FLOWERING CURRANT, 1 GAL	\$ 13.00	\$ 195.00
111	EACH	153	PSIPE - Spirea japonica/ Walburna/ MAGIC CARPET SPIREA, 2 GAL	\$ 25.00	\$ 3,825.00
112	EACH	232	PSIPE - Symphoricarpos albus/ Snowberry, 1 GAL	\$ 10.00	\$ 2,320.00
113	EACH	91	PSIPE - Symphoricarpos x chenaultii/ Hancock/ HANCOCK DWARF SNOWBERRY, 1 GAL	\$ 12.00	\$ 1,092.00
114	EACH	5	PSIPE - Vaccinium ovatum/ Thunderbird/ THUNDERBIRD EVERGREEN HUCKLEBERRY, 5 GAL	\$ 55.00	\$ 275.00
115	S.F.	28,222	FINE COMPOST	\$ 0.75	\$ 21,166.50
116	S.Y.	2,249	SEEDED LAWN INSTALLATION	\$ 2.75	\$ 6,184.75
117	EST	24,000	PLANT ESTABLISHMENT - SECOND YEAR	\$ 1.00	\$ 24,000.00
118	EST	22,000	PLANT ESTABLISHMENT - THIRD YEAR	\$ 1.00	\$ 22,000.00
119	S.Y.	9,184	BARK MULCH	\$ 6.00	\$ 55,104.00
120	S.Y.	4,893	POND SEED INSTALLATION	\$ 2.75	\$ 13,455.75
121	C.Y.	1,796	TOPSOIL TYPE A	\$ 65.00	\$ 116,740.00
122	C.Y.	1,911	TOPSOIL TYPE B	\$ 10.80	\$ 20,638.80
123	C.Y.	2,427	TOPSOIL TYPE C	\$ 50.00	\$ 121,350.00
124	EACH	3	SALVAGE LOGS	\$ 1,800.00	\$ 5,400.00
125	CY	37	4 IN. - 8 IN. GRANITE ROCK	\$ 250.00	\$ 9,250.00
126	L.S.	1	LANDSCAPE ROCK WALL	\$ 10,000.00	\$ 10,000.00
127	L.F.	2,480	ROOT BARRIER	\$ 12.00	\$ 29,760.00
128	EST	12,000	PROPERTY RESTORATION	\$ 1.00	\$ 12,000.00
129	ACRE	0.14	SEEDING AND MULCHING - WETLAND	\$ 11,000.00	\$ 1,540.00
130	ACRE	0.15	SEEDING AND MULCHING - SHADE TOLERANT WETLAND	\$ 11,000.00	\$ 1,650.00
131	ACRE	0.64	SEEDING AND MULCHING - UPLAND EROSION CONTROL	\$ 11,000.00	\$ 7,040.00
132	L.F.	1,130	CEMENT CONC. PEDESTRIAN CURB	\$ 50.00	\$ 56,500.00
133	L.F.	897	BEAM GUARDRAIL TYPE 31	\$ 65.00	\$ 58,305.00
134	EACH	3	BEAM GUARDRAIL TRANSITION SECTION TYPE 21	\$ 3,000.00	\$ 9,000.00
135	EACH	9	BEAM GUARDRAIL ANCHOR TYPE 1	\$ 650.00	\$ 5,850.00
136	L.F.	17,245	PAINT LINE	\$ 0.50	\$ 8,622.50
137	L.F.	3,835	PLASTIC LINE	\$ 3.00	\$ 11,505.00
138	L.F.	2,520	PAINTED WIDE LANE LINE	\$ 1.00	\$ 2,520.00

Johansen (Apparent Low)		Marshbank		Rodarte Construction, Inc.	
UNIT PRICE	COST	UNIT PRICE	COST	UNIT PRICE	COST
\$ 2,120,630.00	\$ 2,120,630.00	\$ 1,366,423.17	\$ 1,366,423.17	\$ 2,221,000.00	\$ 2,221,000.00
\$ 26,000.00	\$ 135,200.00	\$ 70,000.00	\$ 364,000.00	\$ 15,000.00	\$ 78,000.00
\$ 235,000.00	\$ 235,000.00	\$ 450,000.00	\$ 450,000.00	\$ 400,000.00	\$ 400,000.00
\$ 11,500.00	\$ 11,500.00	\$ 20,000.00	\$ 20,000.00	\$ 10,000.00	\$ 10,000.00
\$ 15,000.00	\$ 15,000.00	\$ 25,000.00	\$ 25,000.00	\$ 30,000.00	\$ 30,000.00
\$ 2,700.00	\$ 2,700.00	\$ 7,500.00	\$ 7,500.00	\$ 3,000.00	\$ 3,000.00
\$ 485.00	\$ 485.00	\$ 20,000.00	\$ 20,000.00	\$ 12,000.00	\$ 12,000.00
\$ 31.00	\$ 856,592.00	\$ 22.00	\$ 607,904.00	\$ 35.00	\$ 967,120.00
\$ 6.50	\$ 158,925.00	\$ 4.00	\$ 97,800.00	\$ 56.00	\$ 1,369,200.00
\$ 40.00	\$ 415,600.00	\$ 30.00	\$ 311,700.00	\$ 42.00	\$ 436,380.00
\$ 41.50	\$ 16,392.50	\$ 38.00	\$ 15,010.00	\$ 42.00	\$ 16,590.00
\$ 37.50	\$ 30,037.50	\$ 32.00	\$ 25,632.00	\$ 32.00	\$ 25,632.00
\$ 6.25	\$ 257,375.00	\$ 5.00	\$ 205,900.00	\$ 1.00	\$ 41,180.00
\$ 10.00	\$ 28,080.00	\$ 60.00	\$ 168,480.00	\$ 10.00	\$ 28,080.00
\$ 5.00	\$ 7,910.00	\$ 42.00	\$ 66,444.00	\$ 45.00	\$ 71,190.00
\$ 108.50	\$ 7,595.00	\$ 120.00	\$ 8,400.00	\$ 145.00	\$ 10,150.00
\$ 610.00	\$ 8,540.00	\$ 1,000.00	\$ 14,000.00	\$ 225.00	\$ 3,150.00
\$ 1,350.00	\$ 5,400.00	\$ 1,000.00	\$ 4,000.00	\$ 750.00	\$ 3,000.00
\$ 2,050.00	\$ 2,050.00	\$ 1,300.00	\$ 1,300.00	\$ 1,800.00	\$ 1,800.00
\$ 2,050.00	\$ 16,400.00	\$ 1,500.00	\$ 12,000.00	\$ 2,000.00	\$ 16,000.00
\$ 67.00	\$ 57,352.00	\$ 70.00	\$ 59,220.00	\$ 90.00	\$ 77,040.00
\$ 82.40	\$ 24,720.00	\$ 40.00	\$ 12,000.00	\$ 45.00	\$ 13,500.00
\$ 46.15	\$ 31,935.80	\$ 20.00	\$ 13,840.00	\$ 15.00	\$ 10,380.00
\$ 50,000.00	\$ 50,000.00	\$ 98,000.00	\$ 98,000.00	\$ 20,000.00	\$ 20,000.00
\$ 1.00	\$ 5,000.00	\$ 1.00	\$ 5,000.00	\$ 1.00	\$ 5,000.00
\$ 187.00	\$ 3,740.00	\$ 1,600.00	\$ 32,000.00	\$ 1,500.00	\$ 30,000.00
\$ 60,000.00	\$ 36				

139	L.F.	615	PLASTIC WIDE LANE LINE	\$ 3.00	\$ 1,845.00
140	S.F.	1,342	PLASTIC CROSSWALK LINE	\$ 6.00	\$ 8,052.00
141	L.F.	104	PLASTIC STOP LINE	\$ 10.00	\$ 1,040.00
142	EACH	42	PLASTIC TRAFFIC ARROW	\$ 100.00	\$ 4,200.00
143	EACH	16	PLASTIC TRAFFIC LETTER	\$ 75.00	\$ 1,200.00
144	EACH	26	PLASTIC BICYCLE LANE SYMBOL	\$ 150.00	\$ 3,900.00
145	EACH	21	PLASTIC YIELD LINE SYMBOL	\$ 80.00	\$ 1,680.00
146	HUND	3	RAISED PAVEMENT MARKER TYPE 2	\$ 500.00	\$ 1,500.00
147	L.F.	17,610	TEMPORARY PAVEMENT MARKING-SHORT DURATION	\$ 0.30	\$ 5,283.00
148	L.S.	1	PERMANENT SIGNING	\$ 100,000.00	\$ 100,000.00
149	L.S.	1	ILLUMINATION SYSTEM	\$ 610,000.00	\$ 610,000.00
150	L.S.	1	TRAFFIC CONTROL SUPERVISOR	\$ 80,000.00	\$ 80,000.00
151	EACH	4	VARIABLE MESSAGE BOARD	\$ 22,000.00	\$ 88,000.00
152	L.S.	1	PROJECT TEMPORARY TRAFFIC CONTROL	\$ 850,000.00	\$ 850,000.00
153	HR	1,000	FLAGGERS	\$ 65.00	\$ 65,000.00
154	L.S.	1	TRAFFIC SIGNAL SYSTEM	\$ 250,000.00	\$ 250,000.00
155	EACH	2	SOLAR POWERED SCHOOL ZONE SPEED LIMIT ASSEMBLY	\$ 15,000.00	\$ 30,000.00
156	L.F.	860	TRUCK APRON CEMENT CONCRETE CURB	\$ 40.00	\$ 34,400.00
157	L.F.	730	DOWELLED CEMENT CONCRETE TRAFFIC CURB	\$ 40.00	\$ 29,200.00
158	L.F.	80	EXTRUDED CURB TYPE 6	\$ 25.00	\$ 2,000.00
159	L.F.	10,440	TYPE A CURB AND GUTTER	\$ 25.00	\$ 261,000.00
160	L.F.	9,500	MEDIAN CURB AND GUTTER	\$ 25.00	\$ 237,500.00
161	HR	75	UNIFORMED POLICE OFFICER FOR TRAFFIC CONTROL	\$ 120.00	\$ 9,000.00
162	SY	1,654	STAMPED CEMENT CONCRETE MEDIAN	\$ 200.00	\$ 330,800.00
163	SY	652	STAMPED TRUCK APRON	\$ 400.00	\$ 260,800.00
164	L.S.	1	TEMPORARY ROUNDABOUT	\$ 299,000.00	\$ 299,000.00
165	C.Y.	7,908	STRUCTURE EXCAVATION CLASS B INCL. HAUL	\$ 15.00	\$ 118,620.00
166	S.F.	51,669	SHORING OR EXTRA EXCAVATION CLASS B	\$ 1.00	\$ 51,669.00
167	L.S.	1	STRUCTURE SURVEYING	\$ 35,000.00	\$ 35,000.00
168	L.S.	1	ROADWAY SURVEYING	\$ 25,000.00	\$ 25,000.00
169	EACH	3	MONUMENT CASE AND COVER	\$ 850.00	\$ 2,550.00
170	S.F.	360	DETECTABLE WARNING SURFACE	\$ 40.00	\$ 14,400.00
171	S.Y.	6,125	CEMENT CONC. SIDEWALK	\$ 65.00	\$ 398,125.00
172	EACH	11	CONNECTION TO DRAINAGE STRUCTURE	\$ 1,875.00	\$ 20,625.00
173	EACH	10	ADJUST CATCH BASIN	\$ 800.00	\$ 8,000.00
174	EST.	2,500	LICENSED SURVEYING	\$ 1.00	\$ 2,500.00
175	L.F.	600	CHAIN LINK FENCE TYPE 3	\$ 15.00	\$ 9,000.00
176	EACH	1	DOUBLE 20 FT COATED CHAIN LINK GATE	\$ 2,000.00	\$ 2,000.00
177	EST.	5,000	ROADSIDE CLEANUP	\$ 1.00	\$ 5,000.00
178	L.S.	1	TRIMMING AND CLEANUP	\$ 75,000.00	\$ 75,000.00
179	CALC	25,000	MINOR CHANGE	\$ 1.00	\$ 25,000.00
180	L.S.	1	SPCC PLAN	\$ 5,000.00	\$ 5,000.00
181	L.S.	1	FIELD OFFICE BUILDING	\$ 150,000.00	\$ 150,000.00
182	S.Y.	36	CONSTRUCTION GEOTEXTILE FOR SEPARATION	\$ 5.00	\$ 180.00
183	C.Y.	6,925	GRAVEL BORROW FOR STRUCTURAL EARTH WALL INCL. HAUL	\$ 50.00	\$ 346,250.00
184	EACH	21	ADJUST EXISTING SAMMAMISH PLATEAU WATER VALVE TO GRADE	\$ 250.00	\$ 5,250.00
185	EACH	9	ADJUST EXISTING SAMMAMISH PLATEAU MANHOLE TO GRADE	\$ 1,000.00	\$ 9,000.00
186	L.F.	905	PEDESTRIAN HANDRAIL	\$ 200.00	\$ 181,000.00
187	S.F.	561	PCMS STAIRWAY AND LANDING	\$ 85.00	\$ 47,685.00
188	S.Y.	205	PCMS PATHWAY	\$ 65.00	\$ 13,325.00
189	EACH	3	MAILBOX STAND	\$ 600.00	\$ 1,800.00
190	EACH	1	NEIGHBORHOOD COLLECTION BOX	\$ 1,500.00	\$ 1,500.00
191	L.F.	620	4'-6" CHAIN LINK FENCE	\$ 10.00	\$ 6,200.00
192	S.F.	710	ROCKERY WALL	\$ 50.00	\$ 35,500.00
193	EACH	10	CEMENT CONC. PARALLEL CURB RAMP TYPE A	\$ 4,000.00	\$ 40,000.00
194	EACH	7	CEMENT CONC. PARALLEL CURB RAMP TYPE B	\$ 4,000.00	\$ 28,000.00
195	EACH	4	CEMENT CONC. PERPENDICULAR CURB RAMP TYPE A	\$ 4,000.00	\$ 16,000.00
196	EACH	2	CEMENT CONC. SINGLE DIRECTION CURB RAMP TYPE A	\$ 4,000.00	\$ 8,000.00
197	EACH	1	CEMENT CONC. SINGLE DIRECTION CURB RAMP TYPE A MOD	\$ 4,000.00	\$ 4,000.00
198	EACH	1	CEMENT CONC. SINGLE DIRECTION CURB RAMP TYPE B	\$ 4,000.00	\$ 4,000.00
199	EACH	3	CEMENT CONC. CURB RAMP TYPE COMBINATION	\$ 4,000.00	\$ 12,000.00
200	S.Y.	360	DRIVEWAY APPROACH PER SAMM STD PLAN	\$ 70.00	\$ 25,200.00
201	S.Y.	145	CEMENT CONC. DRIVEWAY ENTRANCE TYPE	\$ 70.00	\$ 10,150.00
202	S.Y.	55	CEMENT CONC DRIVEWAY	\$ 85.00	\$ 4,675.00
203	EACH	12	BIKE RAMP	\$ 2,500.00	\$ 30,000.00
204	EACH	1	ADJUST MANHOLE TO GRADE WITH CIRCULAR FRAME (RING) AND COVER	\$ 1,000.00	\$ 1,000.00
205	L.F.	690	72 INCH WOOD FENCE	\$ 30.00	\$ 20,700.00
206	EACH	15	72 INCH WOOD GATE	\$ 50.00	\$ 750.00
207	S.F.	1,260	MODULAR BLOCK WALL TYPE A	\$ 40.00	\$ 50,400.00
208	S.F.	440	MODULAR BLOCK WALL TYPE B	\$ 30.00	\$ 13,200.00
209	LS	1	RECORD DRAWINGS (minimum Bid \$5000)	\$ 5,000.00	\$ 5,000.00
210	LS	1	TYPE B PROGRESS SCHEDULE	\$ 25,000.00	\$ 25,000.00
211	L.F.	400	STREAM BARRIER FENCE WITH BACKUP SUPPORT	\$ 9.50	\$ 3,800.00
212	LS	1	PACIFIC CASCADE MIDDLE SCHOOL SIGN	\$ 50,000.00	\$ 50,000.00
213	LS	1	TRAFFIC CIRCLE LOCATION NO. 1	\$ 10,000.00	\$ 10,000.00
214	LS	1	CURB BULBOUT LOCATION NO. 1	\$ 8,000.00	\$ 8,000.00
215	LS	1	CURB BULBOUT LOCATION NO. 2	\$ 8,000.00	\$ 8,000.00
216	LS	1	RESET SALVAGED BOLLARDS	\$ 750.00	\$ 750.00
217	Each	5,000	ASPHALT COST PRICE ADJUSTMENT	\$ 1.00	\$ 5,000.00
218	LS	1	BRIDGE SUPPORTED UTILITIES	\$ 150,000.00	\$ 150,000.00
219	L.F.	371	DUCTILE IRON BRIDGE DRAIN PIPE 12 IN DIAM	\$ 125.00	\$ 46,375.00
220	L.F.	490	DUCTILE IRON BRIDGE DRAIN PIPE 20 IN DIAM	\$ 200.00	\$ 98,000.00

Sum from Above \$ 23,521,207.21

\$ 5.80	\$ 3,567.00	\$ 6.00	\$ 3,690.00	\$ 5.50	\$ 3,382.50
\$ 12.75	\$ 17,110.50	\$ 12.00	\$ 16,104.00	\$ 12.25	\$ 16,439.50
\$ 19.70	\$ 2,048.80	\$ 20.00	\$ 2,080.00	\$ 19.00	\$ 1,976.00
\$ 290.00	\$ 12,180.00	\$ 300.00	\$ 12,600.00	\$ 275.00	\$ 11,550.00
\$ 168.15	\$ 2,690.40	\$ 175.00	\$ 2,800.00	\$ 160.00	\$ 2,560.00
\$ 232.00	\$ 6,032.00	\$ 225.00	\$ 5,850.00	\$ 220.00	\$ 5,720.00
\$ 191.30	\$ 4,017.30	\$ 200.00	\$ 4,200.00	\$ 180.00	\$ 3,780.00
\$ 753.80	\$ 2,261.40	\$ 700.00	\$ 2,100.00	\$ 700.00	\$ 2,100.00
\$ 0.15	\$ 2,641.50	\$ 2.50	\$ 44,025.00	\$ 0.15	\$ 2,641.50
\$ 82,500.00	\$ 82,500.00	\$ 90,000.00	\$ 90,000.00	\$ 80,000.00	\$ 80,000.00
\$ 920,000.00	\$ 920,000.00	\$ 874,000.00	\$ 874,000.00	\$ 900,000.00	\$ 900,000.00
\$ 165,000.00	\$ 165,000.00	\$ 225,000.00	\$ 225,000.00	\$ 50,000.00	\$ 50,000.00
\$ 8,000.00	\$ 32,000.00	\$ 20,000.00	\$ 80,000.00	\$ 20,000.00	\$ 80,000.00
\$ 140,000.00	\$ 140,000.00	\$ 50,000.00	\$ 50,000.00	\$ 35,000.00	\$ 35,000.00
\$ 62.00	\$ 62,000.00	\$ 70.00	\$ 70,000.00	\$ 52.00	\$ 52,000.00
\$ 157,000.00	\$ 157,000.00	\$ 149,650.00	\$ 149,650.00	\$ 135,000.00	\$ 135,000.00
\$ 41,000.00	\$ 82,000.00	\$ 39,550.00	\$ 79,100.00	\$ 21,000.00	\$ 42,000.00
\$ 35.00	\$ 30,100.00	\$ 35.00	\$ 30,100.00	\$ 55.00	\$ 47,300.00
\$ 36.80	\$ 26,864.00	\$ 30.00	\$ 21,900.00	\$ 50.00	\$ 36,500.00
\$ 55.50	\$ 4,440.00	\$ 50.00	\$ 4,000.00	\$ 52.00	\$ 4,160.00
\$ 28.00	\$ 292,320.00	\$ 20.00	\$ 208,800.00	\$ 25.00	\$ 261,000.00
\$ 30.00	\$ 285,000.00	\$ 22.00	\$ 209,000.00	\$ 32.00	\$ 304,000.00
\$ 144.00	\$ 10,800.00	\$ 100.00	\$ 7,500.00	\$ 82.00	\$ 6,150.00
\$ 177.00	\$ 292,758.00	\$ 194.00	\$ 320,876.00	\$ 200.00	\$ 330,800.00
\$ 236.00	\$ 153,872.00	\$ 194.00	\$ 126,488.00	\$ 200.00	\$ 130,400.00
\$ 175,000.00	\$ 175,000.00	\$ 180,300.00	\$ 180,300.00	\$ 125,000.00	\$ 125,000.00
\$ 14.50	\$ 114,666.00	\$ 25.00	\$ 197,700.00	\$ 30.00	\$ 237,240.00
\$ 0.90	\$ 46,502.10	\$ 1.00	\$ 51,669.00	\$ 0.05	\$ 2,583.45
\$ 47,500.00	\$ 47,500.00	\$ 50,000.00	\$ 50,000.00	\$ 27,000.00	\$ 27,000.00
\$ 121,000.00	\$ 121,000.00	\$ 130,000.00	\$ 130,000.00	\$ 185,000.00	\$ 185,000.00
\$ 2,800.00	\$ 8,400.00	\$ 2,500.00	\$ 7,500.00	\$ 650.00	\$ 1,950.00
\$ 49.00	\$ 17,640.00	\$ 21.00	\$ 7,560.00	\$ 22.00	\$ 7,920.00
\$ 55.65	\$ 340,856.25	\$ 40.00	\$ 245,000.00	\$ 50.00	\$ 306,250.00
\$ 1,150.00	\$ 12,650.00	\$ 1,000.00	\$ 11,000.00	\$ 1,800.00	\$ 19,800.00
\$ 308.00	\$ 3,080.00	\$ 750.00	\$ 7,500.00	\$ 600.00	\$ 6,000.00
\$ 1.00	\$ 2,500.00	\$ 1.00	\$ 2,500.00	\$ 1.00	\$ 2,500.00
\$ 27.00	\$ 16,200.00	\$ 41.00	\$ 24,600.00	\$ 40.00	\$ 24,000.00
\$ 2,500.00	\$ 2,500.00	\$ 1,300.00	\$ 1,300.00	\$ 2,800.00	\$ 2,800.00
\$ 1.00	\$ 5,000.00	\$ 1.00	\$ 5,000.00	\$ 1.00	\$ 5,000.00
\$ 30,000.00	\$ 30,000.00	\$ 250,000.00	\$ 250,000.00	\$ 12,500.00	\$ 12,500.00
\$ 1.00	\$ 25,000.00	\$ 1.00	\$ 25,000.00	\$ 1.00	\$ 25,000.00
\$ 10,000.00	\$ 10,000.00	\$ 5,000.00	\$ 5,000.00	\$ 100.00	\$ 100.00
\$ 57,500.00	\$ 57,500.00	\$ 60,000.00	\$ 60,000.00	\$ 40,000.00	\$ 40,000.00
\$ 6.50	\$ 234.00	\$ 15.00	\$ 540.00	\$ 25.00	\$ 900.00
\$ 40.00	\$ 277,000.00	\$ 42.00	\$ 290,850.00	\$ 40.00	\$ 277,000.00
\$ 520.00	\$ 10,920.00	\$ 750.00	\$ 15,750.00	\$ 550.00	\$ 11,550.00
\$ 814.00	\$ 7,326.00	\$ 1,000.00	\$ 9,000.00	\$ 650.00	\$ 5,850.00
\$ 168.00	\$ 152,040.00	\$ 130.00	\$ 117,650.00	\$ 130.00	\$ 117,650.00
\$ 108.50	\$ 60,868.50	\$ 90.00	\$ 50,490.00	\$ 85.00	\$ 47,685.00
\$ 120.00	\$ 24,600.00	\$ 128.00	\$ 26,240.00	\$ 145.00	\$ 29,725.00
\$ 255.00	\$ 765.00	\$ 3,000.00	\$ 9,000.00	\$ 300.00	\$ 900.00
\$ 2,500.00	\$ 2,500.00	\$ 3,600.00	\$ 3,600.00	\$ 4,000.00	\$ 4,000.00
\$ 37.00	\$ 22,940.00	\$ 40.00	\$ 24,800.00	\$ 40.00	\$ 24,800.00
\$ 34.00	\$ 24,140.00	\$ 55.00	\$ 39,050.00	\$ 27.00	\$ 19,170.00
\$ 2,240.00	\$ 22,400.00	\$ 2,700.00	\$ 27,000.00	\$ 2,500.00	\$ 25,000.00
\$ 2,240.00	\$ 15,680.00	\$ 2,200.00	\$ 15,400.00	\$ 2,500.00	\$ 17,500.00
\$ 2,240.00	\$ 8,960.00	\$ 1,800.00	\$ 7,200.00	\$ 1,700.00	\$ 6,800.00
\$ 2,240.00	\$ 4,480.00	\$ 2,000.00	\$ 4,000.00	\$ 1,900.00	\$ 3,800.00
\$ 2,240.00	\$ 2,240.00	\$ 2,000.00	\$ 2,000.00	\$ 1,900.00	\$ 1,900.00
\$ 2,240.00	\$ 2,240.00	\$ 2,000.00	\$ 2,000.00	\$ 2,200.00	\$ 2,200.00
\$ 2,240.00	\$ 6,720.00	\$ 2,700.00	\$ 8,100.00	\$ 2,500.00	\$ 7,500.00
\$ 90.00	\$ 32,400.00	\$ 61.00	\$ 21,960.00	\$ 70.00	\$ 25,200.00
\$ 90.00	\$ 13,050.00	\$ 61.00	\$ 8,845.00	\$ 70.00	\$ 10,150.00
\$ 90.00	\$ 4,950.00	\$ 61.00	\$ 3,855.00	\$ 70.00	\$ 3,850.00
\$ 1,135.00	\$ 13,620.00	\$ 1,100.00	\$ 13,200.00	\$ 1,400.00	\$ 16,800.00
\$ 1,175.00	\$ 1,175.00	\$ 1,000.00	\$ 1,000.00	\$ 950.00	\$ 950.00
\$ 42.35	\$ 29,221.50	\$ 60.00	\$ 41,400.00	\$ 60.00	\$ 41,400.00
\$ 409.50	\$ 6,142.50	\$ 500.00	\$ 7,500.00	\$ 500.00	\$ 7,500.00
\$ 57.00	\$ 71,820.00	\$ 70.00	\$ 88,200.00	\$ 70.00	\$ 88,200.00
\$ 42.50	\$ 18,700.00	\$ 70.00	\$ 30,800.00	\$ 55.00	\$ 24,200.00
\$ 5,000.00	\$ 5,000.00	\$ 10,000.00	\$ 10,000.00	\$ 5,000.00	\$ 5,000.00
\$ 33,500.00	\$ 33,500.00	\$ 60,000.00	\$ 60,000.00	\$ 25,000.00	\$ 25,000.00
\$ 34.00	\$ 13,600.00	\$ 35.00	\$ 14,000.00	\$ 25.00	\$ 10,000.00
\$ 11,500.00	\$ 11,500.00	\$ 3,000.00	\$ 3,000.00	\$ 12,500.00	\$ 12,500.00
\$ 12,375.00	\$ 12,375.00	\$ 15,000.00	\$ 15,000.00	\$ 14,000.00	\$ 14,000.00
\$ 11,285.00	\$ 11,285.00	\$ 13,000.00	\$ 13,000.00	\$ 11,000.00	\$ 11,000.00
\$ 14,350.00	\$ 14,350.00	\$ 16,000.00	\$ 16,000.00	\$ 13,000.00	\$ 13

City of Sammamish  
Issaquah-Fall City Road

SEQ NO.	UNIT OF MEASURE	QTY TOTAL	DESCRIPTION	Engineer's Est	
				UNIT PRICE	COST
1	L.S.	1	MOBILIZATION	\$ 1,751,048.31	\$ 1,751,048.31
2	ACRE	5.20	CLEARING AND GRUBBING	\$ 60,000.00	\$ 312,000.00
3	L.S.	1	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	\$ 804,400.00	\$ 804,400.00
4	L.S.	1	REMOVING MISCELLANEOUS TRAFFIC ITEM	\$ 45,000.00	\$ 45,000.00
5	L.S.	1	REMOVAL OF HOME	\$ 25,000.00	\$ 25,000.00
6	L.S.	1	REMOVAL OF KENNEL/ SHED	\$ 5,000.00	\$ 5,000.00
7	L.S.	1	TREE PRESERVATION AND PROTECTION	\$ 250.00	\$ 250.00
8	C.Y.	27,632	ROADWAY EXCAVATION INCL. HAUL	\$ 30.00	\$ 828,960.00
9	C.Y.	24,450	COMMON BORROW INCL. HAUL	\$ 12.00	\$ 293,400.00
10	C.Y.	10,390	SELECT BORROW INCL. HAUL	\$ 22.00	\$ 228,580.00
11	C.Y.	395	GRAVEL BORROW INCL. HAUL	\$ 28.00	\$ 11,060.00
12	TON	801	SAND DRAINAGE BLANKET	\$ 40.00	\$ 32,040.00
13	C.Y.	41,180	EMBANKMENT COMPACTION	\$ 7.00	\$ 288,260.00
14	C.Y.	2,808	BERM FILL INCLUDING HAUL	\$ 22.00	\$ 61,776.00
15	C.Y.	1,582	DITCH EXCAVATION INCL. HAUL	\$ 16.00	\$ 25,312.00
16	C.Y.	70	STREAMBED SEDIMENT	\$ 50.00	\$ 3,500.00
17	EACH	14	LANDSCAPE BOULDER THREE MAN	\$ 370.00	\$ 5,180.00
18	EACH	4	LANDSCAPE BOULDER FOUR MAN	\$ 740.00	\$ 2,960.00
19	EACH	1	LANDSCAPE BOULDER FIVE MAN	\$ 1,110.00	\$ 1,110.00
20	EACH	8	LANDSCAPE BOULDER SIX MAN	\$ 1,480.00	\$ 11,840.00
21	C.Y.	856	ROCK FOR EROSION AND SCOUR PROTECTION CLASS A	\$ 65.00	\$ 55,640.00
22	TON	300	QUARRY SPALLS	\$ 50.00	\$ 15,000.00
23	L.F.	692	DRAIN PIPE 6 IN. DIAM.	\$ 22.00	\$ 15,224.00
24	L.S.	1	TEMPORARY STREAM DIVERSION	\$ 10,000.00	\$ 10,000.00
25	EST	5,000	FISH EXCLUSION	\$ 1.00	\$ 5,000.00
26	EACH	20	LARGE WOODY DEBRIS	\$ 1,200.00	\$ 24,000.00
27	EACH	6	FILTERRA - 8X12	\$ 46,500.00	\$ 279,000.00
28	EACH	9	BRIDGE SCUPPER- NEENAH R-3949-B	\$ 2,500.00	\$ 22,500.00
29	EACH	3	BRIDGE SCUPPER- NEENAH R-3945	\$ 2,500.00	\$ 7,500.00
30	EACH	3	FLOW CONTROL MANHOLE	\$ 11,000.00	\$ 33,000.00
31	EACH	11	LANDSCAPE AREA CLEANOUT	\$ 500.00	\$ 5,500.00
32	EACH	6	TRAFFIC RATED CLEANOUT W/ RING AND COVER	\$ 1,500.00	\$ 9,000.00
33	EACH	69	CATCH BASIN TYPE 1	\$ 1,500.00	\$ 103,500.00
34	EACH	39	CATCH BASIN TYPE 2 48 IN. DIAM.	\$ 3,200.00	\$ 124,800.00
35	EACH	1	CATCH BASIN TYPE 2 60 IN. DIAM.	\$ 6,000.00	\$ 6,000.00
36	EACH	8	CATCH BASIN TYPE 2 72 IN. DIAM.	\$ 9,000.00	\$ 72,000.00
37	EACH	13	CONCRETE INLET	\$ 1,510.00	\$ 19,630.00
38	L.F.	10,597	TESTING STORM SEWER PIPE	\$ 5.00	\$ 52,985.00
39	L.F.	133	POLYPROPYLENE CULVERT PIPE 6 IN. DIAM	\$ 60.00	\$ 7,980.00
40	L.F.	5,252	POLYPROPYLENE CULVERT PIPE 12 IN. DIAM	\$ 70.00	\$ 367,640.00
41	L.F.	691	POLYPROPYLENE CULVERT PIPE 18 IN. DIAM	\$ 105.00	\$ 72,555.00
42	L.F.	2,349	POLYPROPYLENE CULVERT PIPE 15 IN. DIAM	\$ 85.00	\$ 199,665.00
43	L.F.	410	POLYPROPYLENE CULVERT PIPE 21 IN. DIAM	\$ 115.00	\$ 47,150.00
44	L.F.	100	POLYPROPYLENE CULVERT PIPE 24 IN. DIAM	\$ 135.00	\$ 13,500.00
45	L.F.	81	POLYPROPYLENE CULVERT PIPE 36 IN. DIAM	\$ 150.00	\$ 12,150.00
46	L.F.	108	CASING PIPE 18 IN. DIAM	\$ 105.00	\$ 11,340.00
47	L.F.	18	CASING PIPE 21 IN. DIAM	\$ 115.00	\$ 2,070.00
48	L.F.	18	CASING PIPE 24 IN. DIAM	\$ 135.00	\$ 2,430.00
49	EA	1	STILLING WELL	\$ 9,000.00	\$ 9,000.00
50	L.S.	1	ROTATE CATCH BASIN	\$ 1,500.00	\$ 1,500.00
51	C.Y.	2,033	STRUCTURE EXCAVATION CLASS A INCL. HAUL	\$ 40.00	\$ 81,320.00
52	L.F.	300	CONSTRUCTING 8 FT. DIAM SHAFT	\$ 2,250.00	\$ 675,000.00
53	L.F.	420	CONSTRUCTION 10 FT. DIAM SHAFT	\$ 2,500.00	\$ 1,050,000.00
54	LB.	237,170	EPOXY-COATED ST. REINF. BAR - SUPERSTR.	\$ 2.30	\$ 545,491.00
55	LB.	216,266	ST. REINF. BAR FOR BRIDGE	\$ 1.30	\$ 281,145.80
56	C.Y.	1,105	CONC. CLASS 4000 FOR BRIDGE	\$ 900.00	\$ 994,500.00
57	C.Y.	953	CONC. CLASS 4000 FOR BRIDGE	\$ 700.00	\$ 667,100.00
58	L.F.	2,755	PRESTRESSED CONC. GIRDER WF100G	\$ 510.00	\$ 1,405,050.00
59	L.F.	915	TRAFFIC BARRIER	\$ 600.00	\$ 549,000.00
60	L.F.	424	SEW TRAFFIC BARRIER	\$ 600.00	\$ 254,400.00
61	L.F.	189	SEW PEDESTRIAN BARRIER	\$ 600.00	\$ 113,400.00
62	EACH	14	ELASTOMERIC BEARING PAD - SUPERSTR.	\$ 500.00	\$ 7,000.00
63	L.F.	133	EXPANSION JOINT SYSTEM STRIP SEAL - SUPERSTR.	\$ 400.00	\$ 53,200.00
64	S.F.	14,862	STRUCTURAL EARTH WALL	\$ 50.00	\$ 743,100.00
65	S.Y.	370	BRIDGE APPROACH SLAB	\$ 300.00	\$ 111,000.00
66	LB.	5,888	GALVANIZED REBAR	\$ 3.00	\$ 17,664.00
67	TON	19,550	CRUSHED SURFACING BASE COURSE	\$ 50.00	\$ 977,500.00
68	TON	1,050	CRUSHED SURFACING TOP COURSE	\$ 50.00	\$ 52,500.00
69	TON	14,470	HMA CL. 1/2 IN. PG 64-22	\$ 100.00	\$ 1,447,000.00
70	LS	1	IRRIGATION SYSTEM	\$ 360,000.00	\$ 360,000.00
71	DAY	180	ESC LEAD	\$ 80.00	\$ 14,400.00
72	L.F.	180	CHECK DAM	\$ 18.00	\$ 3,240.00
73	EACH	49	INLET PROTECTION	\$ 100.00	\$ 4,900.00
74	L.F.	533	WATTLE	\$ 5.00	\$ 2,665.00
75	LS	1	EROSION CONTROL AND WATER POLLUTION PREVENTION	\$ 5,000.00	\$ 5,000.00
76	EST	10,000	EROSION/WATER POLLUTION CONTROL	\$ 1.00	\$ 10,000.00
77	L.F.	3,230	HIGH VISIBILITY FENCE	\$ 5.00	\$ 16,150.00
78	L.F.	5,690	HIGH VISIBILITY SILT FENCE	\$ 6.00	\$ 34,140.00
79	S.Y.	260	STABILIZED CONSTRUCTION ENTRANCE	\$ 20.00	\$ 5,200.00
80	EACH	269	PSIPE - 2 GAL. TREES	\$ 55.80	\$ 15,010.20
81	EACH	966	PSIPE - 1 GAL. SHRUBS	\$ 22.60	\$ 21,831.60
82	EACH	40	PSIPE - POLES	\$ 7.00	\$ 280.00
83	EACH	13	PSIPE - Acer macrophyllum/ BIG-LEAF MAPLE, 2" CALIPER	\$ 175.00	\$ 2,275.00
84	EACH	24	PSIPE - Pseudotsuga mercersii/ DOUGLAS FIR, 6'-8" HEIGHT	\$ 175.00	\$ 4,200.00
85	EACH	13	PSIPE - Acer circinatum/ Pacific Fire/ PACIFIC FIRE VINE MAPLE, 6'-8" HEIGHT	\$ 225.00	\$ 2,925.00
86	EACH	1	PSIPE - Acer miyabei/ 'SFS-KW3AM1'/ RUGGED RIDGE MAPLE, 4" CAL	\$ 675.00	\$ 675.00
87	EACH	2	PSIPE - Corylus avellana/ 'Contorta'/ HARRY LAUDERS WALKING STICK, 15 GAL	\$ 175.00	\$ 350.00
88	EACH	2	PSIPE - Hamamelis x intermedia/ 'Jelena'/ JELENA WITCH HAZEL, 6'-8" HEIGHT	\$ 225.00	\$ 450.00
89	EACH	3	PSIPE - Quercus robur x alba/ 'SFS-KW1QX'/ STREET SPIRE OAK, 2.5" CAL	\$ 550.00	\$ 1,650.00
90			Not Used		
91	EACH	3	PSIPE - Thuja plicata/ 'Excelsa'/ EXCELSA CEDAR, 8'-10" HEIGHT	\$ 300.00	\$ 900.00
92	EACH	13	PSIPE - Tsuga heterophylla/ WESTERN HEMLOCK, 6'-8" HEIGHT	\$ 250.00	\$ 3,250.00
93	EACH	123	PSIPE - Urtica parvifolia/ 'Emer II'/ ATHENA ELM, 2" CAL	\$ 275.00	\$ 33,825.00
94	EACH	119	PSIPE - Abelia grandiflora/ 'Kaleidoscope'/ KALEIDOSCOPE ABELIA, 1 GAL	\$ 15.00	\$ 1,785.00
95	EACH	521	PSIPE - Calluna vulgaris/ 'Firefly'/ FIREFLY HEATHER, 1 GAL	\$ 12.00	\$ 6,252.00
96	EACH	297	PSIPE - Cornus sericea/ 'Kelsey II'/ KESEYI DOGWOOD, 1 GAL	\$ 12.00	\$ 3,564.00
97	EACH	10	PSIPE - Cornus sericea/ 'Silver & Gold'/ VARIEGATED YELLOW TWIG DOGWOOD, 2 GAL	\$ 30.00	\$ 300.00
98	EACH	149	PSIPE - Dryopteris filix-mas/ 'Robusta'/ ROBUST MALE FERN, 1 GAL	\$ 15.00	\$ 2,235.00
99	EACH	433	PSIPE - Euphorbia amygdaloides subsp. 'Robbiae'/ WOOD SPURGE, 1 GAL	\$ 12.00	\$ 5,196.00
100	EACH	3,050	PSIPE - Gautheria shallon/ SALAL, 2 GAL	\$ 18.00	\$ 54,900.00
101	EACH	209	PSIPE - Geranium macrorrhizum/ 'Album'/ ALBUM BIG ROOT GERANIUM, 1 GAL	\$ 12.00	\$ 2,508.00
102	EACH	114	PSIPE - Juniper horizontalis/ 'Mother Lode'/ MOTHER LODE CREEPING JUNIPER, 1 GAL	\$ 16.00	\$ 1,824.00
103	EACH	208	PSIPE - Juniper horizontalis/ 'Prince of Wales'/ PRINCE OF WALES CREEPING JUNIPER, 1 GAL	\$ 16.00	\$ 3,328.00
104	EACH	297	PSIPE - Liriope muscari/ 'Big Blue'/ BIG BLUE LILYTURF, 1 GAL	\$ 12.00	\$ 3,564.00
105	EACH	495	PSIPE - Mahonia aquifolium/ 'Compacta'/ COMPACT OREGON GRAPE, 1 GAL	\$ 14.00	\$ 6,930.00
106	EACH	182	PSIPE - Philadelphus lewisii/ WILD MOCK ORANGE, 1 GAL	\$ 10.00	\$ 1,820.00
107	EACH	19	PSIPE - Philadelphus x virginialis/ 'Dwarf Snowflake'/ DWARF SNOWFLAKE MOCK ORANGE, 2 GAL	\$ 30.00	\$ 570.00
108	EACH	3,758	PSIPE - Polystichum munitum/ SWORD FERN, 1 GAL	\$ 10.00	\$ 37,580.00
109	EACH	8	PSIPE - Rhododendron 'Edith Bosely'/ EDITH BOSLEY RHODODENDRON, 24"-30" HT	\$ 45.00	\$ 360.00
110	EACH	15	PSIPE - Ribes sanguineum/ 'King Edward VII'/ KING EDWARD VII FLOWERING CURRANT, 1 GAL	\$ 13.00	\$ 195.00
111	EACH	153	PSIPE - Spiraea japonica/ 'Walburna'/ MAGIC CARPET SPIREA, 2 GAL	\$ 25.00	\$ 3,825.00
112	EACH	232	PSIPE - Symphoricarpos albus/ SNOWBERRY, 1 GAL	\$ 10.00	\$ 2,320.00
113	EACH	91	PSIPE - Symphoricarpos x chenaultii/ 'Hancock'/ HANCOCK DWARF SNOWBERRY, 1 GAL	\$ 12.00	\$ 1,092.00
114	EACH	5	PSIPE - Vaccinium ovatum/ 'Thunderbird'/ THUNDERBIRD EVERGREEN HUCKLEBERRY, 5 GAL	\$ 55.00	\$ 275.00
115	S.F.	28,222	FINE COMPOST	\$ 0.75	\$ 21,166.50
116	S.Y.	2,249	SEEDED LAWN INSTALLATION	\$ 2.75	\$ 6,184.75
117	EST	24,000	PLANT ESTABLISHMENT - SECOND YEAR	\$ 1.00	\$ 24,000.00
118	EST	22,000	PLANT ESTABLISHMENT - THIRD YEAR	\$ 1.00	\$ 22,000.00
119	S.Y.	9,184	BARK MULCH	\$ 6.00	\$ 55,104.00
120	S.Y.	4,893	POND SEED INSTALLATION	\$ 2.75	\$ 13,455.75
121	C.Y.	1,796	TOPSOIL TYPE A	\$ 65.00	\$ 116,740.00
122	C.Y.	1,911	TOPSOIL TYPE B	\$ 10.80	\$ 20,638.80
123	C.Y.	2,427	TOPSOIL TYPE C	\$ 50.00	\$ 121,350.00
124	EACH	3	SALVAGE LOGS	\$ 1,800.00	\$ 5,400.00
125	CY	37	4 IN. - 8 IN. GRANITE ROCK	\$ 250.00	\$ 9,250.00
126	L.S.	1	LANDSCAPE ROCK WALL	\$ 10,000.00	\$ 10,000.00
127	L.F.	2,480	ROOT BARRIER	\$ 12.00	\$ 29,760.00
128	EST	12,000	PROPERTY RESTORATION	\$ 1.00	\$ 12,000.00
129	ACRE	0.14	SEEDING AND MULCHING - WETLAND	\$ 11,000.00	\$ 1,540.00
130	ACRE	0.15	SEEDING AND MULCHING - SHADE TOLERANT WETLAND	\$ 11,000.00	\$ 1,650.00
131	ACRE	0.64	SEEDING AND MULCHING - UPLAND EROSION CONTROL	\$ 11,000.00	\$ 7,040.00
132	L.F.	1,130	CEMENT CONC. PEDESTRIAN CURB	\$ 50.00	\$ 56,500.00
133	L.F.	897	BEAM GUARDRAIL TYPE 31	\$ 65.00	\$ 58,305.00
134	EACH	3	BEAM GUARDRAIL TRANSITION SECTION TYPE 21	\$ 3,000.00	\$ 9,000.00
135	EACH	9	BEAM GUARDRAIL ANCHOR TYPE 1	\$ 650.00	\$ 5,850.00
136	L.F.	17,245	PAINT LINE	\$ 0.50	\$ 8,622.50
137	L.F.	3,835	PLASTIC LINE	\$ 3.00	\$ 11,505.00
138	L.F.	2,520	PAINTED WIDE LANE LINE	\$ 1.00	\$ 2,520.00

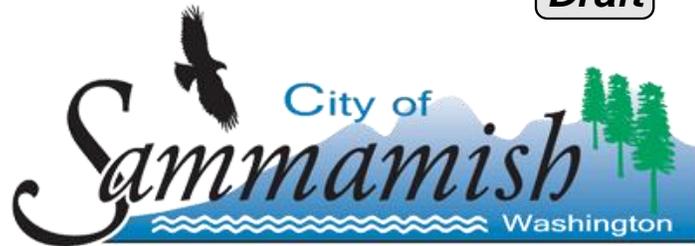
Flatiron West, Inc.		Granite Construction Co.		Shimmick Construction	
UNIT PRICE	COST	UNIT PRICE	COST	UNIT PRICE	COST
\$ 2,400,000.00	\$ 2,400,000.00	\$ 2,500,000.00	\$ 2,500,000.00	\$ 2,650,000.00	\$ 2,650,000.00
\$ 100,000.00	\$ 520,000.00	\$ 35,000.00	\$ 182,000.00	\$ 40,000.00	\$ 208,000.00
\$ 400,000.00	\$ 400,000.00	\$ 650,000.00	\$ 650,000.00	\$ 660,000.00	\$ 660,000.00
\$ 10,000.00	\$ 10,000.00	\$ 30,000.00	\$ 30,000.00	\$ 100,000.00	\$ 100,000.00
\$ 25,000.00	\$ 25,000.00	\$ 10,000.00	\$ 10,000.00	\$ 50,000.00	\$ 50,000.00
\$ 5,000.00	\$ 5,000.00	\$ 1,000.00	\$ 1,000.00	\$ 10,000.00	\$ 10,000.00
\$ 75,000.00	\$ 75,000.00	\$ 40,000.00	\$ 40,000.00	\$ 50,000.00	\$ 50,000.00
\$ 15.00	\$ 414,480.00	\$ 41.00	\$ 1,132,912.00	\$ 26.00	\$ 718,432.00
\$ 15.00	\$ 366,750.00	\$ 24.00	\$ 586,800.00	\$ 23.00	\$ 562,350.00
\$ 15.00	\$ 155,850.00	\$ 42.00	\$ 436,380.00	\$ 16.00	\$ 166,240.00
\$ 50.00	\$ 19,750.00	\$ 50.00	\$ 19,750.00	\$ 55.00	\$ 21,725.00
\$ 50.00	\$ 40,050.00	\$ 50.00	\$ 40,050.00	\$ 30.00	\$ 24,030.00
\$ 5.00	\$ 205,900.00	\$ 5.00	\$ 205,900.00	\$ 10.00	\$ 411,800.00
\$ 65.00	\$ 182,520.00	\$ 28.00	\$ 78,624.00	\$ 40.00	\$ 112,320.00
\$ 40.00	\$ 63,280.00	\$ 45.00	\$ 71,190.00	\$ 38.00	\$ 60,116.00
\$ 80.00	\$ 5,600.00	\$ 140.00	\$ 9,800.00	\$ 225.00	\$ 15,750.00
\$ 250.00	\$ 3,500.00	\$ 200.00	\$ 2,800.00	\$ 200.00	\$ 2,800.00
\$ 600.00	\$ 2,400.00	\$ 300.00	\$ 1,200.00	\$ 338.00	\$ 1,352.00
\$ 1,100.00	\$ 1,100.00	\$ 900.00	\$ 900.00	\$ 1,500.00	\$ 1,500.00
\$ 1,700.00	\$ 13,600.00	\$ 1,000.00	\$ 8,000.00	\$ 551.00	\$ 4,408.00
\$ 85.00	\$ 72,760.00	\$ 60.00	\$ 51,360.00	\$ 77.00	\$ 65,912.00
\$ 65.00	\$ 19,500.00	\$ 45.00	\$ 13,500.00	\$ 46.00	\$ 13,800.00
\$ 105.00	\$ 72,660.00	\$ 25.00	\$ 17,200.00	\$ 20.00	\$ 13,840.00
\$ 250.00	\$ 250,000.00	\$ 30,000.00	\$ 30,000.00	\$ 100,000.00	\$ 100,000.00
\$ 1.00	\$ 5,000.00	\$ 1.00	\$ 5,000.00	\$ 1.00	\$ 5,000.00
\$ 600.00	\$ 12,000.00	\$ 800.00	\$ 16,000.00	\$ 1,200.00	

139	L.F.	615	PLASTIC WIDE LANE LINE	\$ 3.00	\$ 1,845.00
140	S.F.	1,342	PLASTIC CROSSWALK LINE	\$ 6.00	\$ 8,052.00
141	L.F.	104	PLASTIC STOP LINE	\$ 10.00	\$ 1,040.00
142	EACH	42	PLASTIC TRAFFIC ARROW	\$ 100.00	\$ 4,200.00
143	EACH	16	PLASTIC TRAFFIC LETTER	\$ 75.00	\$ 1,200.00
144	EACH	26	PLASTIC BICYCLE LANE SYMBOL	\$ 150.00	\$ 3,900.00
145	EACH	21	PLASTIC YIELD LINE SYMBOL	\$ 80.00	\$ 1,680.00
146	HUND	3	RAISED PAVEMENT MARKER TYPE 2	\$ 500.00	\$ 1,500.00
147	L.F.	17,610	TEMPORARY PAVEMENT MARKING-SHORT DURATION	\$ 0.30	\$ 5,283.00
148	L.S.	1	PERMANENT SIGNING	\$ 100,000.00	\$ 100,000.00
149	L.S.	1	ILLUMINATION SYSTEM	\$ 610,000.00	\$ 610,000.00
150	L.S.	1	TRAFFIC CONTROL SUPERVISOR	\$ 80,000.00	\$ 80,000.00
151	EACH	4	VARIABLE MESSAGE BOARD	\$ 22,000.00	\$ 88,000.00
152	L.S.	1	PROJECT TEMPORARY TRAFFIC CONTROL	\$ 850,000.00	\$ 850,000.00
153	HR	1,000	FLAGGERS	\$ 65.00	\$ 65,000.00
154	L.S.	1	TRAFFIC SIGNAL SYSTEM	\$ 250,000.00	\$ 250,000.00
155	EACH	2	SOLAR POWERED SCHOOL ZONE SPEED LIMIT ASSEMBLY	\$ 15,000.00	\$ 30,000.00
156	L.F.	860	TRUCK APRON CEMENT CONCRETE CURB	\$ 40.00	\$ 34,400.00
157	L.F.	730	DOWELLED CEMENT CONCRETE TRAFFIC CURB	\$ 40.00	\$ 29,200.00
158	L.F.	80	EXTRUDED CURB TYPE 6	\$ 25.00	\$ 2,000.00
159	L.F.	10,440	TYPE A CURB AND GUTTER	\$ 25.00	\$ 261,000.00
160	L.F.	9,500	MEDIAN CURB AND GUTTER	\$ 25.00	\$ 237,500.00
161	HR	75	UNIFORMED POLICE OFFICER FOR TRAFFIC CONTROL	\$ 120.00	\$ 9,000.00
162	SY	1,654	STAMPED CEMENT CONCRETE MEDIAN	\$ 200.00	\$ 330,800.00
163	SY	652	STAMPED TRUCK APRON	\$ 400.00	\$ 260,800.00
164	L.S.	1	TEMPORARY ROUNDABOUT	\$ 299,000.00	\$ 299,000.00
165	C.Y.	7,908	STRUCTURE EXCAVATION CLASS B INCL. HAUL	\$ 15.00	\$ 118,620.00
166	S.F.	51,669	SHORING OR EXTRA EXCAVATION CLASS B	\$ 1.00	\$ 51,669.00
167	L.S.	1	STRUCTURE SURVEYING	\$ 35,000.00	\$ 35,000.00
168	L.S.	1	ROADWAY SURVEYING	\$ 25,000.00	\$ 25,000.00
169	EACH	3	MONUMENT CASE AND COVER	\$ 850.00	\$ 2,550.00
170	S.F.	360	DETECTABLE WARNING SURFACE	\$ 40.00	\$ 14,400.00
171	S.Y.	6,125	CEMENT CONC. SIDEWALK	\$ 65.00	\$ 398,125.00
172	EACH	11	CONNECTION TO DRAINAGE STRUCTURE	\$ 1,875.00	\$ 20,625.00
173	EACH	10	ADJUST CATCH BASIN	\$ 800.00	\$ 8,000.00
174	EST.	2,500	LICENSED SURVEYING	\$ 1.00	\$ 2,500.00
175	L.F.	600	CHAIN LINK FENCE TYPE 3	\$ 15.00	\$ 9,000.00
176	EACH	1	DOUBLE 20 FT COATED CHAIN LINK GATE	\$ 2,000.00	\$ 2,000.00
177	EST.	5,000	ROADSIDE CLEANUP	\$ 1.00	\$ 5,000.00
178	L.S.	1	TRIMMING AND CLEANUP	\$ 75,000.00	\$ 75,000.00
179	CALC	25,000	MINOR CHANGE	\$ 1.00	\$ 25,000.00
180	L.S.	1	SPCC PLAN	\$ 5,000.00	\$ 5,000.00
181	L.S.	1	FIELD OFFICE BUILDING	\$ 150,000.00	\$ 150,000.00
182	S.Y.	36	CONSTRUCTION GEOTEXTILE FOR SEPARATION	\$ 5.00	\$ 180.00
183	C.Y.	6,925	GRAVEL BORROW FOR STRUCTURAL EARTH WALL INCL. HAUL	\$ 50.00	\$ 346,250.00
184	EACH	21	ADJUST EXISTING SAMMAMISH PLATEAU WATER VALVE TO GRADE	\$ 250.00	\$ 5,250.00
185	EACH	9	ADJUST EXISTING SAMMAMISH PLATEAU MANHOLE TO GRADE	\$ 1,000.00	\$ 9,000.00
186	L.F.	905	PEDESTRIAN HANDRAIL	\$ 200.00	\$ 181,000.00
187	S.F.	561	PCMS STAIRWAY AND LANDING	\$ 85.00	\$ 47,685.00
188	S.Y.	205	PCMS PATHWAY	\$ 65.00	\$ 13,325.00
189	EACH	3	MAILBOX STAND	\$ 600.00	\$ 1,800.00
190	EACH	1	NEIGHBORHOOD COLLECTION BOX	\$ 1,500.00	\$ 1,500.00
191	L.F.	620	4'-6" CHAIN LINK FENCE	\$ 10.00	\$ 6,200.00
192	S.F.	710	ROCKERY WALL	\$ 50.00	\$ 35,500.00
193	EACH	10	CEMENT CONC. PARALLEL CURB RAMP TYPE A	\$ 4,000.00	\$ 40,000.00
194	EACH	7	CEMENT CONC. PARALLEL CURB RAMP TYPE B	\$ 4,000.00	\$ 28,000.00
195	EACH	4	CEMENT CONC. PERPENDICULAR CURB RAMP TYPE A	\$ 4,000.00	\$ 16,000.00
196	EACH	2	CEMENT CONC. SINGLE DIRECTION CURB RAMP TYPE A	\$ 4,000.00	\$ 8,000.00
197	EACH	1	CEMENT CONC. SINGLE DIRECTION CURB RAMP TYPE A MOD	\$ 4,000.00	\$ 4,000.00
198	EACH	1	CEMENT CONC. SINGLE DIRECTION CURB RAMP TYPE B	\$ 4,000.00	\$ 4,000.00
199	EACH	3	CEMENT CONC. CURB RAMP TYPE COMBINATION	\$ 4,000.00	\$ 12,000.00
200	S.Y.	360	DRIVEWAY APPROACH PER SAMM STD PLAN	\$ 70.00	\$ 25,200.00
201	S.Y.	145	CEMENT CONC. DRIVEWAY ENTRANCE TYPE	\$ 70.00	\$ 10,150.00
202	S.Y.	55	CEMENT CONC DRIVEWAY	\$ 85.00	\$ 4,675.00
203	EACH	12	BIKE RAMP	\$ 2,500.00	\$ 30,000.00
204	EACH	1	ADJUST MANHOLE TO GRADE WITH CIRCULAR FRAME (RING) AND COVER	\$ 1,000.00	\$ 1,000.00
205	L.F.	690	72 INCH WOOD FENCE	\$ 30.00	\$ 20,700.00
206	EACH	15	72 INCH WOOD GATE	\$ 50.00	\$ 750.00
207	S.F.	1,260	MODULAR BLOCK WALL TYPE A	\$ 40.00	\$ 50,400.00
208	S.F.	440	MODULAR BLOCK WALL TYPE B	\$ 30.00	\$ 13,200.00
209	LS	1	RECORD DRAWINGS (minimum Bid \$5000)	\$ 5,000.00	\$ 5,000.00
210	LS	1	TYPE B PROGRESS SCHEDULE	\$ 25,000.00	\$ 25,000.00
211	L.F.	400	STREAM BARRIER FENCE WITH BACKUP SUPPORT	\$ 9.50	\$ 3,800.00
212	LS	1	PACIFIC CASCADE MIDDLE SCHOOL SIGN	\$ 50,000.00	\$ 50,000.00
213	LS	1	TRAFFIC CIRCLE LOCATION NO. 1	\$ 10,000.00	\$ 10,000.00
214	LS	1	CURB BULBOUT LOCATION NO. 1	\$ 8,000.00	\$ 8,000.00
215	LS	1	CURB BULBOUT LOCATION NO. 2	\$ 8,000.00	\$ 8,000.00
216	LS	1	RESET SALVAGED BOLLARDS	\$ 750.00	\$ 750.00
217	Each	5,000	ASPHALT COST PRICE ADJUSTMENT	\$ 1.00	\$ 5,000.00
218	LS	1	BRIDGE SUPPORTED UTILITIES	\$ 150,000.00	\$ 150,000.00
219	L.F.	371	DUCTILE IRON BRIDGE DRAIN PIPE 12 IN DIAM	\$ 125.00	\$ 46,375.00
220	L.F.	490	DUCTILE IRON BRIDGE DRAIN PIPE 20 IN DIAM	\$ 200.00	\$ 98,000.00

Sum from Above \$ 23,521,207.21

\$ 5.00	\$ 3,075.00	\$ 5.00	\$ 3,075.00	\$ 4.00	\$ 2,460.00
\$ 11.00	\$ 14,762.00	\$ 11.00	\$ 14,762.00	\$ 11.50	\$ 15,433.00
\$ 17.50	\$ 1,820.00	\$ 17.00	\$ 1,768.00	\$ 22.00	\$ 2,288.00
\$ 250.00	\$ 10,500.00	\$ 250.00	\$ 10,500.00	\$ 400.00	\$ 16,800.00
\$ 150.00	\$ 2,400.00	\$ 145.00	\$ 2,320.00	\$ 223.00	\$ 3,568.00
\$ 200.00	\$ 5,200.00	\$ 200.00	\$ 5,200.00	\$ 575.00	\$ 14,950.00
\$ 170.00	\$ 3,570.00	\$ 165.00	\$ 3,465.00	\$ 133.00	\$ 2,793.00
\$ 670.00	\$ 2,010.00	\$ 650.00	\$ 1,950.00	\$ 1,300.00	\$ 3,900.00
\$ 0.10	\$ 1,761.00	\$ 0.90	\$ 15,849.00	\$ 0.55	\$ 9,685.50
\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 50,000.00	\$ 50,000.00
\$ 850,000.00	\$ 850,000.00	\$ 980,000.00	\$ 980,000.00	\$ 1,100,000.00	\$ 1,100,000.00
\$ 223,000.00	\$ 223,000.00	\$ 100,000.00	\$ 100,000.00	\$ 200,000.00	\$ 200,000.00
\$ 20,000.00	\$ 80,000.00	\$ 25,000.00	\$ 100,000.00	\$ 13,000.00	\$ 52,000.00
\$ 200,000.00	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00	\$ 350,000.00	\$ 350,000.00
\$ 100.00	\$ 100,000.00	\$ 98.00	\$ 98,000.00	\$ 62.00	\$ 62,000.00
\$ 125,000.00	\$ 125,000.00	\$ 175,000.00	\$ 175,000.00	\$ 100,000.00	\$ 100,000.00
\$ 20,000.00	\$ 40,000.00	\$ 50,000.00	\$ 100,000.00	\$ 15,000.00	\$ 30,000.00
\$ 55.00	\$ 47,300.00	\$ 40.00	\$ 34,400.00	\$ 53.00	\$ 45,580.00
\$ 30.00	\$ 21,900.00	\$ 40.00	\$ 29,200.00	\$ 30.00	\$ 21,900.00
\$ 50.00	\$ 4,000.00	\$ 50.00	\$ 4,000.00	\$ 5.00	\$ 400.00
\$ 25.00	\$ 261,000.00	\$ 27.00	\$ 281,880.00	\$ 28.00	\$ 292,320.00
\$ 30.00	\$ 285,000.00	\$ 27.00	\$ 256,500.00	\$ 34.00	\$ 323,000.00
\$ 125.00	\$ 9,375.00	\$ 125.00	\$ 9,375.00	\$ 85.00	\$ 6,375.00
\$ 100.00	\$ 165,400.00	\$ 120.00	\$ 198,480.00	\$ 200.00	\$ 330,800.00
\$ 100.00	\$ 65,200.00	\$ 120.00	\$ 78,240.00	\$ 150.00	\$ 97,800.00
\$ 125,000.00	\$ 125,000.00	\$ 250,000.00	\$ 250,000.00	\$ 350,000.00	\$ 350,000.00
\$ 60.00	\$ 474,480.00	\$ 30.00	\$ 237,240.00	\$ 26.00	\$ 205,608.00
\$ 1.00	\$ 51,669.00	\$ 0.50	\$ 25,834.50	\$ 0.25	\$ 12,917.25
\$ 30,000.00	\$ 30,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
\$ 120,000.00	\$ 120,000.00	\$ 140,000.00	\$ 140,000.00	\$ 200,000.00	\$ 200,000.00
\$ 1,800.00	\$ 5,400.00	\$ 2,200.00	\$ 6,600.00	\$ 1,000.00	\$ 3,000.00
\$ 40.00	\$ 14,400.00	\$ 60.00	\$ 21,600.00	\$ 27.00	\$ 9,720.00
\$ 55.00	\$ 336,875.00	\$ 55.00	\$ 336,875.00	\$ 60.00	\$ 367,500.00
\$ 1,200.00	\$ 13,200.00	\$ 2,300.00	\$ 25,300.00	\$ 2,000.00	\$ 22,000.00
\$ 1,000.00	\$ 10,000.00	\$ 500.00	\$ 5,000.00	\$ 4,000.00	\$ 40,000.00
\$ 1.00	\$ 2,500.00	\$ 1.00	\$ 2,500.00	\$ 1.00	\$ 2,500.00
\$ 40.00	\$ 24,000.00	\$ 29.00	\$ 17,400.00	\$ 27.00	\$ 16,200.00
\$ 2,500.00	\$ 2,500.00	\$ 2,100.00	\$ 2,100.00	\$ 2,500.00	\$ 2,500.00
\$ 1.00	\$ 5,000.00	\$ 1.00	\$ 5,000.00	\$ 1.00	\$ 5,000.00
\$ 100,000.00	\$ 100,000.00	\$ 10,000.00	\$ 10,000.00	\$ 50,000.00	\$ 50,000.00
\$ 1.00	\$ 25,000.00	\$ 1.00	\$ 25,000.00	\$ 1.00	\$ 25,000.00
\$ 3,000.00	\$ 3,000.00	\$ 1,500.00	\$ 1,500.00	\$ 50,000.00	\$ 50,000.00
\$ 40,000.00	\$ 40,000.00	\$ 30,000.00	\$ 30,000.00	\$ 100,000.00	\$ 100,000.00
\$ 7.00	\$ 252.00	\$ 4.00	\$ 144.00	\$ 5.00	\$ 180.00
\$ 100.00	\$ 692,500.00	\$ 75.00	\$ 519,375.00	\$ 20.00	\$ 138,500.00
\$ 500.00	\$ 10,500.00	\$ 550.00	\$ 11,550.00	\$ 900.00	\$ 18,900.00
\$ 950.00	\$ 8,550.00	\$ 550.00	\$ 4,950.00	\$ 2,000.00	\$ 18,000.00
\$ 140.00	\$ 126,700.00	\$ 80.00	\$ 72,400.00	\$ 120.00	\$ 108,600.00
\$ 55.00	\$ 30,855.00	\$ 40.00	\$ 22,440.00	\$ 75.00	\$ 42,075.00
\$ 75.00	\$ 15,375.00	\$ 125.00	\$ 25,625.00	\$ 95.00	\$ 19,475.00
\$ 400.00	\$ 1,200.00	\$ 1,000.00	\$ 3,000.00	\$ 1,000.00	\$ 3,000.00
\$ 6,000.00	\$ 6,000.00	\$ 4,000.00	\$ 4,000.00	\$ 2,000.00	\$ 2,000.00
\$ 35.00	\$ 21,700.00	\$ 32.00	\$ 19,840.00	\$ 37.00	\$ 22,940.00
\$ 55.00	\$ 39,050.00	\$ 25.00	\$ 17,750.00	\$ 40.00	\$ 28,400.00
\$ 3,500.00	\$ 35,000.00	\$ 3,400.00	\$ 34,000.00	\$ 2,500.00	\$ 25,000.00
\$ 3,500.00	\$ 24,500.00	\$ 3,400.00	\$ 23,800.00	\$ 2,500.00	\$ 17,500.00
\$ 3,500.00	\$ 14,000.00	\$ 3,300.00	\$ 13,200.00	\$ 2,500.00	\$ 10,000.00
\$ 3,500.00	\$ 7,000.00	\$ 3,000.00	\$ 6,000.00	\$ 2,500.00	\$ 5,000.00
\$ 3,500.00	\$ 3,500.00	\$ 3,200.00	\$ 3,200.00	\$ 3,000.00	\$ 3,000.00
\$ 3,500.00	\$ 3,500.00	\$ 3,400.00	\$ 3,400.00	\$ 3,000.00	\$ 3,000.00
\$ 3,500.00	\$ 10,500.00	\$ 3,000.00	\$ 9,000.00	\$ 2,500.00	\$ 7,500.00
\$ 120.00	\$ 43,200.00	\$ 115.00	\$ 41,400.00	\$ 100.00	\$ 36,000.00
\$ 110.00	\$ 15,950.00	\$ 110.00	\$ 15,950.00	\$ 100.00	\$ 14,500.00
\$ 150.00	\$ 8,250.00	\$ 110.00	\$ 6,050.00	\$ 100.00	\$ 5,500.00
\$ 2,300.00	\$ 27,600.00	\$ 2,200.00	\$ 26,400.00	\$ 2,500.00	\$ 30,000.00
\$ 2,300.00	\$ 2,300.00	\$ 600.00	\$ 600.00	\$ 1,000.00	\$ 1,000.00
\$ 55.00	\$ 37,950.00	\$ 58.00	\$ 40,020.00	\$ 42.00	\$ 28,980.00
\$ 460.00	\$ 6,900.00	\$ 450.00	\$ 6,750.00	\$ 6,000.00	\$ 90,000.00
\$ 65.00	\$ 81,900.00	\$ 55.00	\$ 69,300.00	\$ 50.00	\$ 63,000.00
\$ 75.00	\$ 33,000.00	\$ 40.00	\$ 17,600.00	\$ 55.00	\$ 24,200.00
\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00
\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00
\$ 35.00	\$ 14,000.00	\$ 30.00	\$ 12,000.00	\$ 13.00	\$ 5,200.00
\$ 1,500.00	\$ 1,500.00	\$ 2,200.00	\$ 2,200.00	\$ 2,000.00	\$ 2,000.00
\$ 9,000.00	\$ 9,000.00	\$ 18,000.00	\$ 18,000.00	\$ 25,000.00	\$ 25,000.00
\$ 11,000.00	\$ 11,000.00	\$ 15,000.00	\$ 15,000.00	\$ 30,000.00	\$ 30,000.00
\$ 14,000.00	\$ 14,000.00	\$ 17,			

**Draft**



**MINUTES**

**City Council Regular Meeting**

**6:30 PM - May 7, 2019**

City Hall Council Chambers, Sammamish, WA

Mayor Christie Malchow called the regular meeting of the Sammamish City Council to order at 6:30 p.m.

**Councilmembers Present:**

- Mayor Christie Malchow
- Deputy Mayor Karen Moran
- Councilmember Jason Ritchie
- Councilmember Ramiro Valderrama
- Councilmember Chris Ross
- Councilmember Tom Hornish
- Councilmember Pam Stuart

Councilmember Valderrama attend via telephone conference.

**Staff Present:**

- Director of Finance & Risk Management; Assistant City Manager Aaron Antin
- Director of Community Development Jeff Thomas
- Deputy Director of Community Development David Pyle
- Director of Parks & Recreation Angie Feser
- Deputy Director of Public Works Cheryl Paston
- Transportation Planner Doug McIntyre
- City Attorney Michael Kenyon
- City Clerk Melonie Anderson

**ROLL CALL**

Roll was called.

**PLEDGE OF ALLEGIANCE**

Deputy Mayor Moran led the pledge.

**APPROVAL OF AGENDA**

**MOTION: Councilmember Tom Hornish moved to approve the agenda as read. Deputy Mayor Karen Moran seconded. Motion carried unanimously 7-0.**

**Draft**

**PUBLIC COMMENT**

---

**Mary Wictor**, 408 208 Avenue NE, spoke to the ordinance regarding the proposed amendments to the development regulations being considered tonight.

**Karen Herring**, 22684 SE 32nd Lane, spoke in favor of Option 1 of the proposed amendments to the development code

**CONSENT CALENDAR**

---

**Payroll:** For the Period Ending April 15, 2019 For a Pay Date of April 19, 2019 in the Amount of \$427,203.88

**Payroll:** For the Period Ending April 30, 2019 For a Pay Date of May 3, 2019 in the Amount of \$418,329.23

**Approval:** Claims For Period Ending May 7, 2019 In The Amount Of \$986,400.85 For Check No. 53764 Through 53912

**Resolution:** Declaring Vehicles and Equipment as Surplus (R2019-832)

**Resolution:** Appointing Members to the Sammamish Youth Board (R2019-833)

**Resolution:** Ending the Mayor's Proclamation of Emergency in Response To the January 23, 2019, Cyber-Security Ransomware Attack on the City (R2019-834)

**Contract:** Enterprise Records Management Assessment / AAKAVS Consulting

**Approval:** The purchase of hardware for the IT's Network Core Switching Upgrade Project

**Approval:** SE 4th St/CenturyLink Joint Utility Trench Agreement

**Approval:** Update Administrative Services Agreement between ICMA Retirement Corporation and the City of Sammamish

**Interlocal Agreement:** Northeast Sammamish Sewer and Water District - 2019 & 2020 Pavement Program Utility Adjustments

**Interlocal Agreement:** Sammamish Plateau Water - 2019 & 2020 Pavement Program Utility Adjustments

**Approval:** Minutes for the April 16, 2019 Regular Meeting

**MOTION: Councilmember Tom Hornish moved to approve the consent agenda. Deputy Mayor Karen Moran seconded. Motion carried unanimously 7-0.**

**PRESENTATIONS / PROCLAMATIONS**

---

**Special Recognition:** Sammamish Business owner Brad Heimbigner, Klahanie Service Center

Sammamish Police Chief Michelle Bennett and Det. Bill Albright presented an award to the owner for offering to fix a vehicle for a needy family.

**Draft**

**Proclamation:** Affordable Housing Week 2019 (May 13-17, 2019)

Paul Quinn, representing Sophia Way read the proclamation.

**PUBLIC HEARINGS**

---

**Ordinance:** Amending Chapters 14A.05, 14A.10, And 21A.15 Of The City Of Sammamish Municipal Code Relating To Transportation Concurrency And Level Of Service For Road Segments And Corridors; Providing For Severability; And Establishing An Effective Date

Doug McIntyer, Transportation Planner, Josh Anderson, Traffic Modeler with DEA and Interim Public Works Director Cheryl Paston gave the staff report and showed a PowerPoint presentation (presentation is available here).

Public Hearing Opened at 6:50 pm

**Public Comment**

**Kevin Jones, Transpo Group**, believes that the City's capacity estimate is erroneous when calculating traffic volumes (submitted written comments which are available upon request of the City Clerk at manderson@sammamish.wa).

**Tom Mullins**, Issaquah School District, requested a concurrency exemption for the public school districts.

**James Eastman**, he is torn on the proposed concurrency level of service.

**Renee Wormfran**, 21530 NE 29th St, spoke representing the Sahalee neighborhood. She requested that the residents of Sahalee be kept in the loop on future plans.

Public Hearing was continued at 7:03 pm.

**MOTION: Councilmember Pam Stuart moved to continue the public hearing to May 23, 2019. Councilmember Ramiro Valderrama seconded. Motion carried unanimously 7-0.**

Council recessed from 8:18 pm until 8:33 pm.

**UNFINISHED BUSINESS**

---

**Ordinance:** Relating to Development Regulations Regarding The Design And Construction Of Short Plats And Subdivisions; Amending And Repealing Certain Sections And Subsections Of Sammamish Municipal Code Chapters 16.15, 21A.15, 21A.25, 21A.30, 21A.35 And 21A.40; Terminating Interim Development Regulations; Providing For Severability; And Establishing An Effective Date (O2019-482)

**Draft**

Jeff Thomas, Community Development Director and David Pyle, Deputy Director Community Development gave the staff report.

**MOTION: Councilmember Pam Stuart moved to alter 21A.25.070(6) to modify the math in Section b to read if you have 9.51 you could round up to 10 standard units and one additional stand alone affordable home or a duplex. And modify section (c) to read 4.71 would yield four single family and two additional affordable units. Councilmember Jason Ritchie seconded. Motion failed 3-3 with Mayor Christie Malchow, Deputy Mayor Karen Moran, and Councilmember Tom Hornish dissenting, Councilmember Ramiro Valderrama absent.**

**MOTION: Councilmember Tom Hornish moved to adopt permanent updates to Development Regulations as recommended by the Planning Commission on January 31, 2019, as amended per City Council direction on April 9, 2019 and as further amended per City Council direction via public comment from the school districts on April 9, 2019 and amend the math. Deputy Mayor Karen Moran seconded. Motion carried 5-1 with Councilmember Jason Ritchie dissenting, Councilmember Ramiro Valderrama absent.**

**MOTION: Councilmember Pam Stuart moved to amend SMC 16.15.050 Subsection (1) and subsection (10) to read....this shall not exempt any fill made with the material from such excavation nor exempt any excavation having an unsupported height greater than four feet after the completion of such a structure. Deputy Mayor Karen Moran seconded. Motion carried unanimously 6-0 with Councilmember Ramiro Valderrama absent.**

**MOTION: Councilmember Tom Hornish moved to adopt ordinance as amended Relating to Development Regulations Regarding The Design And Construction Of Short Plats And Subdivisions; Amending And Repealing Certain Sections And Subsections Of Sammamish Municipal Code Chapters 16.15, 21A.15, 21A.25, 21A.30, 21A.35 And 21A.40; Terminating Interim Development Regulations; Providing For Severability; And Establishing An Effective Date (O2019-482) Councilmember Chris Ross seconded. Motion carried unanimously 6-0 with Councilmember Ramiro Valderrama absent.**

Jeff Thomas, Community Development Director and David Pyle Deputy Community Development Director gave the staff report.

**NEW BUSINESS**

---

**COUNCIL REPORTS/ COUNCIL COMMITTEE REPORTS**

---

**Report:** Mayor Christie Malchow

**CITY MANAGER REPORT**

---

**EXECUTIVE SESSION**

---

Potential Litigation pursuant to RCW 42.30.110(1)(1)

Council retired to Executive Session at 9:36 pm and returned at 9:54 pm

**ADJOURNMENT**

---

The meeting adjourned at 10:00 pm.

**Draft**

**MOTION: Councilmember Jason Ritchie moved to adjourn. Councilmember Pam Stuart seconded. Motion carried unanimously 6-0 with Councilmember Ramiro Valderrama absent.**

**LONG TERM CALENDAR**

---

---

Melonie Anderson, City Clerk

---

Christie Malchow, Mayor

**Draft**



## MINUTES

### City Council Regular Meeting

---

6:30 PM - May 21, 2019

City Hall Council Chambers, Sammamish, WA

Mayor Christie Malchow called the regular meeting of the Sammamish City Council to order at 6:30 p.m.

**Councilmembers Present:**

Mayor Christie Malchow  
Councilmember Jason Ritchie  
Councilmember Ramiro Valderrama  
Councilmember Chris Ross  
Councilmember Tom Hornish  
Councilmember Pam Stuart

**Councilmember Excused:**

Deputy Mayor Karen Moran

**Staff Present:**

City Manager Rick Rudometkin  
Director of Community Development Jeff Thomas  
Director of Parks & Recreation Angie Feser  
Deputy Director of Public Works Cheryl Paston  
City Engineer Andrew Zagars  
City Attorney David Linehan  
Deputy Clerk Lita Hachey

**ROLL CALL**

---

Roll was called.

**PLEDGE OF ALLEGIANCE**

---

Councilmember Valderama led the pledge.

**APPROVAL OF AGENDA**

---

**MOTION: Councilmember Tom Hornish moved to approve the agenda. Councilmember Ramiro Valderrama seconded. Motion carried unanimously 6-0 with Deputy Mayor Karen Moran absent.**

**Draft**

**PUBLIC COMMENT**

---

**Mary Wictor, 408 208 Ave NE**, spoke regarding the a part of Title 24 that is not apart of the item tonight. Submitted a written comment sheet available upon request to the City Clerk, [Melonie Anderson](#).

**Nimsha Thakur and Mardira Ganti, Sustainability Ambassadors from the LWSD**, spoke regarding the Sustainability Summit on May 29, 2019 with the Lake Washington School District and Microsoft.

**Paul Stickney, 22626 NE Inglewood Hill Rd**, spoke regarding the Citizen's for Sammamish meeting last night and about an article in Strong Town magazine.

**James Eastman, 196 Ave**, gave a humorous comparison of Sammamish vs New Mexico terminology and welcomed our new City Manager, Rick Rudometkin.

**CONSENT CALENDAR**

---

**Payroll:** For the Period Ending May 15, 2019 For a Pay Date of May 20, 2019 in the Amount of \$433,542.92

**Approval:** Claims For Period Ending May 21, 2019 In The Amount Of \$2,774,001.95 For Check No. 53914 Through 54070

**Contract:** 2019-2020 Tree Service & Emergency Response/Bartlett Tree Service

**Bid Award:** 2019 Pavement Program - Overlay

**Amendment:** Issaquah Fall City Road Design Project for Construction Management, Documentation, Inspection and Testing, and Public Outreach

**Approval:** Notes for the May 6, 2019 Study Session

~~**Approval:** Minutes for the May 7, 2019 Regular Meeting~~

**Approval:** Notes for the May 14, 2019 Study Session

**Councilmember Ross requested to remove Item # 7 from the Consent and placed under Unfinished Business.**

**MOTION: Councilmember Tom Hornish moved to approve the consent agenda as amended. Councilmember Ramiro Valderrama seconded. Motion carried unanimously 6-0 with Deputy Mayor Karen Moran absent.**

**PRESENTATIONS / PROCLAMATIONS**

---

**Proclamation:** LGBT Pride Month

Béata Baker read the proclamation for Lesbian, Gay, Bisexual and Transgender Pride Month for June 2019

**Draft****PUBLIC HEARINGS**

---

**Public Hearing:** Ordinance Of The City Of Sammamish, Washington Regarding The Provisions For Adoption And Amendment Of The Comprehensive Plan And Development Regulations; Repealing Chapters 24.05, 24.10, 24.15 And 24.25 Of Sammamish Municipal Code And Adopting A New Title 24A; Providing For Severability; And Establishing An Effective Date

Jeff Thomas, Director of Community Development and Miryam Laytner, Management Analyst for Community Development led the discussions and showed a presentation with additional amendments found here.

Public Hearing opened at 6:53 pm with the following comments:

**Mary Wictor, 408 208 Ave NE**, spoke about comments submitted to Jeff Thomas and other small recommended changes.

**James Eastman, 196 Ave NE**, spoke about the 3 year limit in change and receiving growth targets.

Public Hearing closed at 6:59 pm

**MOTION:** Councilmember Jason Ritchie moved to adopt the Ordinance regarding the provisions for adoption and amendment of the Comprehensive Plan And Development Regulations; repealing Chapters **24.05, 24.10, 24.15 And 24.25** of Sammamish Municipal Code and adopting a new Title 24A; Providing For Severability; And Establishing An Effective Date Councilmember Pam Stuart seconded. Motion carried unanimously 6-0 with Deputy Mayor Karen Moran absent.

**UNFINISHED BUSINESS**

---

Approval: Minutes for the May 7, 2019 Regular Meeting

**MOTION:** Councilmember Chris Ross moved to amend the minutes from the May 7, 2019 Regular meeting to add additional language to the motion by Councilmember Stuart regarding SMC 16.15.050 Section 1 and subsection 10 to include for subsection 10, a reference of cut slope from 5' to 4'. Councilmember Tom Hornish seconded. Motion carried unanimously 6-0 with Deputy Mayor Karen Moran absent.

**MOTION:** Councilmember Ramiro Valderrama moved to suspend the City Council rules. Councilmember Jason Ritchie seconded. Motion carried 4-2 with Mayor Christie Malchow and Councilmember Tom Hornish dissenting, Deputy Mayor Karen Moran absent.

Councilmember Hornish stated a Point of Order that the current motion on the table is to suspend the rules. Mayor Malchow declared the Point is well taken.

**MOTION:** Councilmember Ramiro Valderrama moved to alter 21A.25.070(6) to modify the math in Section b to read if you have 9.51 you could round up to 10 standard units if that is one additional stand alone "affordable" home or a duplex. Councilmember Pam Stuart seconded. Motion failed 3-3 with Mayor Christie Malchow, Councilmember Chris Ross, and Councilmember Tom Hornish dissenting, Deputy Mayor Karen Moran absent.

**Draft**

There was no motion made to approve the minutes as amended so the minutes will be placed on the consent calendar on the next Regular Council Meeting.

**NEW BUSINESS**

---

**Discussion:** Draft 2020-2025 Transportation Improvement Plan

Cheryl Paston, Acting Public Works Director and Andrew Zagars, City Engineer, led the discussion on the draft Transportation Improvement Plan (TIP)

Ms. Paston stated a correction to the Agenda Bill the total funds for the proposed 2020-2025 TIP (Exhibit 1) includes approximately \$228,570,000 in transportation improvement projects and programs should read \$145,080,000.

Further discussion on the draft 2020-2015 TIP will be held on June 4, 2019 Regular Meeting.

**COUNCIL REPORTS/ COUNCIL COMMITTEE REPORTS**

---

**Report:** Mayor Christie Malchow submitted a written report. She noted that she did attend the Citizens for Sammamish meeting last night.

The three voting members for the Association of Washington Cities (AWC) Annual Meeting will be Councilmember Ross, Deputy Mayor Moran and Councilmember Valderrama

**Report:** Deputy Mayor Karen Moran submitted a written report.

Councilmember Ritchie left the meeting at 8:10 pm

**Report:** Councilmember Pam Stuart submitted a written report.

**CITY MANAGER REPORT**

---

**Report:** City Manager Rick Rudometkin submitted a written report.

Mr. Rudometkin stated that the new Director of IT has accepted the position.

**EXECUTIVE SESSION**

---

Potential Litigation pursuant to RCW 42.30.110. (1)(i)  
 Council retired to an executive session at 8:15 pm and returned at 8:24 pm

**ADJOURNMENT**

---

The meeting adjourned at 8:25 pm.

**Draft**

**MOTION: Councilmember Pam Stuart moved to adjourn. Councilmember Tom Hornish seconded. Motion carried unanimously 5-0 with Deputy Mayor Karen Moran and Councilmember Jason Ritchie absent.**

---

Lita Hachey, Deputy City Clerk

---

Christie Malchow, Mayor

**Draft**



## MINUTES

### City Council Special Meeting

---

6:30 PM - May 23, 2019

City Hall Council Chambers, Sammamish, WA

Mayor Christie Malchow called the special meeting of the Sammamish City Council to order at 6:30 p.m.

**Councilmembers Present:**

Mayor Christie Malchow  
Deputy Mayor Karen Moran  
Councilmember Jason Ritchie  
Councilmember Ramiro Valderrama  
Councilmember Chris Ross  
Councilmember Tom Hornish  
Councilmember Pam Stuart

Deputy Mayor Karen Moran and Councilmember Tom Hornish participated via telephone conference

**Councilmembers Absent:**

**Staff Present:**

City Manager Rick Rudometkin  
Director of Community Development Jeff Thomas  
Deputy Director of Public Works Cheryl Paston  
Transportation Planner Doug McIntyre  
City Clerk Melonie Anderson  
City Attorney David Linehan

#### **ROLL CALL**

---

Roll was called.

#### **PLEDGE OF ALLEGIANCE**

---

Councilmember Stuart led the pledge.

#### **APPROVAL OF AGENDA**

---

**MOTION: Councilmember Tom Hornish moved to approve the agenda as read. Councilmember Jason Ritchie seconded. Motion carried unanimously 7-0.**

#### **PUBLIC HEARINGS**

---

**Draft**

**Public Hearing - Continued:** Amending Chapters 14A.05, 14A.10, And 21A.15 Of The City Of Sammamish Municipal Code Relating To Transportation Concurrency And Level Of Service For Road Segments And Corridors; Providing For Severability; And Establishing An Effective Date

Public Hearing opened at 6:31 pm

**David Steele, 2203 Sahalee Drive**, representing Sahalee HOA, the neighborhood does not feel it has been kept informed of the City's action regarding concurrency.

**Stephanie Rudat, 2120 Sahalee Way E**, Does not feel Sahalee Way needs to be widened and the City needs to improve their communications with the neighborhood.

**Celia Wu, 2729 204th SE**, wants the City to do something to fix the traffic on Sahalee Way.

**Ken Gamblin, 1830 216 Place NE**, does not want any changes to Sahalee Way.

**Richard Johnson**, showed a slide that showed the Worst Pain Points in Sammamish and they are both on Sahalee.

**Amy Berly, 20247 NE 41st Street**, encourage Council to keep to consider the quality of life in Sammamish

**Karen Herring, 23683 SE 32nd Way**, she does not think the Council is considering safety when determining concurrency.

**Greg Christianson, 2429 Sahalee Dr. W.**, Sahalee, does not feel the building moratorium should be lifted with infrastructure improvements.

**Paul Stickney, 22626 Inglewood Hill Road**, handed in written comments. He presented Council with six recommendations.

**Sabrina Gotherin**, she support permanent adoptions of the ordinance being presented tonight.

**Valentin Isthmus, 2317 Sahalee Dr E**, he is wondering if the City is enough data to make their decisions.

**Isabell Meraco, Issaquah Pine Lake Rd**, she is supportive of the new concurrency being proposed tonight. Karen Price, Sahalee, she is in favor of the concurrency being proposed

**Cheryl Wagner, 20035 SE 27th Place**, is supportive of the ordinance being proposed.

**Deb Sogge, Chamber of Commerce**, urged Council to think carefully before passing this ordinance as it will prevent all future growth.

**Rutuja Indapure, 25822 SE 41st Place**, urged Council to begin work on the Transportation

**Draft**

Master Plan.

**Frank Santoni, 22828 SE 6th Place**, he doesn't support any regulations that will prevent the Town Center from developing.

**Tom Odell, 2831 220th Way**, he thanked everyone who worked on the concurrency process.

Public Hearing closed at 7:15 pm

**Councilmember Hornish called a point of order that Councilmember Stuart is talking too long.**

**MOTION: Councilmember Tom Hornish moved to Adopt The Ordinance Amending Chapters 14A.05, 14A.10, And 21A.15 Of The City Of Sammamish Municipal Code Relating To Transportation Concurrency And Level Of Service For Road Segments And Corridors which includes V/C of 1.4 For Segments And 1.1 For Corridors. Mayor Christie Malchow seconded. Motion carried 4-3 with Councilmember Jason Ritchie, Councilmember Ramiro Valderrama, and Councilmember Pam Stuart dissenting.**

**MOTION: Councilmember Jason Ritchie moved to amend the ordinance to change the corridors to 1.74 and 1.4 for the corridors. Councilmember Ramiro Valderrama seconded. Motion failed 3-4 with Mayor Christie Malchow, Deputy Mayor Karen Moran, Councilmember Chris Ross, and Councilmember Tom Hornish dissenting.**

**EXECUTIVE SESSION**

---

Potential Litigation pursuant to RCW 42.30.110(1)(i)

Council went into Executive Session at 8:35 pm and returned at 9:00 pm.

**MOTION: Councilmember Pam Stuart moved to amend the ordinance to exempt the Town Center Sub Area from the Sahalee corridor V/C. Councilmember Jason Ritchie seconded. Motion failed 3-4 with Mayor Christie Malchow, Deputy Mayor Karen Moran, Councilmember Chris Ross, and Councilmember Tom Hornish dissenting.**

**ADJOURNMENT**

---

The meeting adjourned at 9:00 pm.

**MOTION: Councilmember Jason Ritchie moved to adjourn. Councilmember Tom Hornish seconded. Motion carried unanimously 7-0.**

**Draft**

---

Melonie Anderson, City Clerk

---

Christie Malchow, Mayor

**WEAR  ORANGE**

Sammamish, Washington

**Proclamation**

**National Gun Violence Awareness Day**

**June 7, 2019**

**WEAR  ORANGE**

**WHEREAS,** in 2016, 14,415 Americans lost their lives to firearm homicides, a rate equivalent to 4.5 deaths per 100,000 people; and

**WHEREAS,** Americans are more likely to be killed with guns than people in many other high-income countries; and

**WHEREAS,** protecting public safety in the communities they serve is the City of Sammamish’s highest responsibility; and

**WHEREAS,** support for the Second Amendment rights of law-abiding citizens goes hand-in-hand with keeping guns away from people with dangerous histories; and

**WHEREAS,** elected officials and law enforcement officers know their communities best, are the most familiar with local criminal activity and how to address it, and are best positioned to understand how to keep their citizens safe; and

**WHEREAS,** to help honor Hadiya and any Americans whose lives are cut short and the countless survivors who are injured by shootings every day – a national coalition of organizations has designated June 7, 2019, the first Friday in June, as the 5th National Gun Violence Awareness Day; and

**WHEREAS,** the idea was inspired by a group of Hadiya’s friends, who asked their classmates to commemorate her life by wearing orange; they chose this color because hunters wear orange to announce themselves to other hunters when out in the woods and orange is a color that symbolizes the value of human life; and

**WHEREAS,** anyone can join this campaign by pledging to Wear Orange on June 7th, the first Friday in June in 2019, to help raise awareness about gun violence; and

**WHEREAS,** by wearing orange on June 7, 2019 Americans will raise awareness about gun violence and honor the lives of gun violence victims and survivors; and

**WHEREAS,** we renew our commitment to reduce gun violence and pledge to do all we can to keep firearms out of the hands of those with a history or propensity for violence and encourage responsible gun ownership to help keep our children safe.

**NOW, THEREFORE BE IT RESOLVED,** that Mayor Christie Malchow, on behalf of the Sammamish City Council, declare the first Friday in June, June 7, 2019, to be National Gun Violence Awareness Day. I encourage all citizens to support their local communities’ efforts to prevent the tragic effects

\_\_\_\_\_  
Mayor Christie Malchow

\_\_\_\_\_  
Date

# Agenda Bill

City Council Regular Meeting  
June 04, 2019



<b>SUBJECT:</b>	Resolution supporting the Countywide Ballot Proposition for Funding the Medic One/Emergency Medical Services (EMS) Levy for the period from January 1, 2020 through December 31, 2025.	
<b>DATE SUBMITTED:</b>	May 20, 2019	
<b>DEPARTMENT:</b>	Eastside Fire & Rescue	
<b>NEEDED FROM COUNCIL:</b>	<input checked="" type="checkbox"/> Action <input type="checkbox"/> Direction <input type="checkbox"/> Informational	
<b>RECOMMENDATION:</b>	Move to approve the resolution supporting the EMS Levy.	
<b>EXHIBITS:</b>	<a href="#">1. Exhibit 1 - Draft Resolution</a> <a href="#">2. Exhibit 2 - 2020-2025 EMS Strategic Plan</a>	
<b>BUDGET:</b>		
Total dollar amount	<input type="checkbox"/>	<b>Approved in budget</b>
Fund(s)	<input type="checkbox"/>	<b>Budget reallocation required</b>
	<input checked="" type="checkbox"/>	<b>No budgetary impact</b>
<b>WORK PLAN FOCUS AREAS:</b>		
<input type="checkbox"/> Transportation	<input checked="" type="checkbox"/> Community Safety	
<input type="checkbox"/> Communication & Engagement	<input type="checkbox"/> Community Livability	
<input type="checkbox"/> High Performing Government	<input type="checkbox"/> Culture & Recreation	
<input type="checkbox"/> Environmental Health & Protection	<input type="checkbox"/> Financial Sustainability	

**NEEDED FROM COUNCIL:**

Shall the Council consider adopting a resolution supporting the EMS Levy?

**KEY FACTS AND INFORMATION SUMMARY:**

**Summary**

The King County Medic One/EMS system is primarily funded with a countywide, voter-approved EMS levy. The current EMS levy expires at the end of 2019. *Per RCW 84.52.069 a majority of at least three-fourths of cities over 50,000 in population must approve the levy proposal for a countywide EMS levy to be placed on the ballot.*

If approved, it would be placed on the November 5, 2019, ballot with a proposition authorizing a six-year property tax levy that would generate approximately \$1.1 billion in levy proceeds during the levy period to support the King County Medic One/EMS system.

The initial levy rate is proposed at \$0.265 per \$1,000 assessed valuation (AV) based on the March 2019 economic forecast. For the owner of a home with a \$500,000 AV, the annual levy cost would be \$133 (at \$0.265 per \$1,000 AV). (For comparison, at the current EMS levy rate in 2019 of \$0.218 per \$1,000 AV, the cost for the same home owner would be \$109 for 2020).

Included as **Exhibit 1** is a Resolution expressing the City Council's approval of placing the EMS levy proposal on the ballot. **Exhibit 2** contains the 2020-2025 EMS Strategic Plan, which is the primary policy and financial document that would direct the Medic One/EMS system from 2020 to 2025 and forms the basis for the renewal EMS levy proposal.

#### **Background & Letter Language**

King County's Medic One/Emergency Medical Services (EMS) system provides residents of the City of Sammamish with life-saving prehospital medical care through an internationally recognized tiered regional response system. The use of a tiered response system ensures the most appropriate care provider responds to each 9-1-1 call.

The tiered regional Medic One/EMS system consists of five major components:

- EMS System Access: A patient or bystander accesses the Medic One/ EMS system by calling 9-1-1 for medical assistance. Bystanders' reactions and rapid responses to the scene can greatly impact the chances of patient survival.
- Dispatcher Triage: Calls to 9-1-1 are received and triaged by professional dispatchers who determine the most appropriate level of care needed. Dispatchers are trained to provide pre-arrival instructions for most medical emergencies and guide the caller through life-saving steps, including Cardiopulmonary Resuscitation (CPR) and Automated External Defibrillator (AED) instructions, until the Medic One/EMS provider arrives.
- First Tier Response - Basic Life Support (BLS): BLS personnel, usually first to arrive on scene, provide immediate basic life support medical care that includes advanced first aid and CPR/AED to stabilize the patient. Staffed by firefighters trained as Emergency Medical Technicians (EMTs), EMTs are employed by 29 fire-based agencies across King County. EMTs are certified by the state and are required to complete initial and ongoing training.
- Second Tier Response - Advanced Life Support (ALS): Paramedics respond to about 25 percent of all calls and usually arrive second on scene to provide emergency care for critical or life-threatening injuries and illness. Regional paramedic services are provided by five agencies operating 26 Advanced Life Support (ALS) units throughout King County, including fire departments in Bellevue, Redmond, Shoreline, Seattle, and King County Medic One (KCM1, which operates in south King County). Paramedics receive more than 2,500 hours of intensive

training through the University of Washington/Harborview Medical Center Paramedic Training Program.

- **Transport to Hospitals:** Once a patient is stabilized, it is determined whether transport to a hospital or clinic for further medical attention is needed. Transport is most often provided by an ALS agency, BLS agency, private ambulance, or taxi for lower-acuity situations.

In addition to these components of the system, King County EMS oversees strategic initiatives and regional services. These core programs and services, managed by the EMS Division of Public Health – Seattle and King County, further provide for regional coordination and consistent quality across all jurisdictions in King County. These services include program supervision, BLS EMT staff training, E-911 dispatch training, medical data collection and analysis, financial oversight, contract administration, and division management. EMS regularly integrates initiatives that are aimed at preventing/reducing emergency calls and improving the quality of the services.

Additionally, the EMS Advisory Committee, which has provided advisory support to the EMS Division since 1997 on regional Medic One/EMS policies and practices in King County, monitors the uniformity and consistency of the Medic One system.

**Funding of EMS Services.** The Medic One/EMS system is primarily funded with a countywide, voter-approved EMS levy. State law authorizes EMS levies and stipulates that revenues collected may only be used for EMS operations and support purposes. This type of levy is considered an excess levy and is collected outside the \$1.80 limit for county taxing authority and the \$5.90 limit for the maximum aggregate rate of \$5.90 per \$1,000 of assessed value for counties, cities, fire districts, library districts and certain other junior taxing districts. In other words, an EMS levy does not impact the capacity of taxing districts whose levies are collected within the \$5.90 limit.

Current state law permits EMS levies to be approved for six years, ten years, or on a permanent basis. EMS levies in King County have typically been approved for six-year periods. Past levy periods and rates are shown in Table 1.

**Table 1. EMS Levy History**

Levy Period	Rate per \$1,000 AV
2014 – 2019	\$0.33
2008 – 2013	\$0.30
2002 – 2007	\$0.25
1999 – 2001	\$0.29
1992 – 1997	\$0.25
1986 – 1991	\$0.25
1980 – 1985	\$0.21

**Levy proposal overview.** The transmitted levy proposal would support a six-year EMS budget (2020-2025) of \$1.1 billion with a levy rate of 26.5 cents per \$1,000 Assessed Valuation (AV). Of note, this is lower than the 27 cents per \$1,000 AV levy rate recommended by the EMS Advisory Task Force (Vice Mayor Moran represented Sammamish on this Task Force and Chief Clark attended all meetings as well). When the financial plan was updated using the most recent economic forecast, it resulted in a levy rate that is less than the Task Force recommendation. However, although lower, the 26.5 cent levy rate “fully supports the programmatic and fiscal proposals that were developed and supported by the region, endorsed by the EMS Advisory Task Force on September 18, 2018, and affirmed in the Medic One/EMS 2020-2025 Strategic Plan”.

The 2020-2025 EMS levy is expected to generate approximately \$1.1 billion over the six-year collection period based on the March 2019 OEFA forecast, assuming a 26.5- cent levy, with an annual levy rate projected to vary from 26.5 cents to a low of approximately 23.9 cents; as earlier noted, due to the limitations of state law, total property tax collections in the county cannot exceed an increase of more than 1 percent per year plus new construction, such that if AV were to grow at a rate higher than one percent, as is projected, the levy rate would reduce to not exceed the allowed amount under state law.

**EMS Strategic Plan overview.** The EMS Strategic Plan (Exhibit 2) is the primary policy and financial document that would direct the Medic One/EMS system from 2020 to 2025 and forms the basis for the renewal levy proposal. As stated in the proposed ordinance, the recommendations contained in the Strategic Plan would inform and update the provision of emergency medical services throughout King County during 2020-2025. Throughout the levy period, if approved by voters, members of the EMS Advisory Committee would convene on a quarterly basis to review implementation of the Strategic Plan and other proposals, including strategic initiatives and medic unit recommendations.

#### **FINANCIAL IMPACT:**

The initial levy rate is proposed at \$0.265 per \$1,000 assessed valuation (AV) based on the March 2019 economic forecast. For the owner of a home with a \$500,000 AV, the annual levy cost would be \$133 (at \$0.265 per \$1,000 AV). (For comparison, at the current EMS levy rate in 2019 of \$0.218 per \$1,000 AV, the cost for the same home owner would be \$109 for 2020).

#### **OTHER ALTERNATIVES CONSIDERED:**

No alternatives proposed at this time.

**CITY OF SAMMAMISH  
WASHINGTON  
RESOLUTION NO. R2019-\_\_\_\_\_**

---

**A RESOLUTION OF THE CITY OF SAMMAMISH, SUPPORTING THE COUNTYWIDE BALLOT PROPOSITION FOR FUNDING THE MEDIC ONE/EMERGENCY MEDICAL SERVICES (EMS) LEVY FOR THE PERIOD FROM JANUARY 1, 2020, THROUGH DECEMBER 31, 2025, PURSUANT TO RCW 84.52.069.**

WHEREAS, the delivery of emergency medical services is an essential function of the fire and life safety responsibility of local and regional government; and

WHEREAS, the internationally recognized countywide tiered Medic One/EMS system in Seattle & King County provides county residents and visitors essential life-saving services throughout the region regardless of location, incident circumstances, day of the week, or time of day; and

WHEREAS, it has been to the benefit of the residents of the City of Sammamish to support and participate in the countywide cooperative of delivering Advanced Life Support and Basic Life Support services; and

WHEREAS, King County should continue to exercise leadership and assume responsibility for assuring the consistent, standardized, effective and cost-efficient development and provision of emergency services throughout the county; and

WHEREAS, RCW 84.52.069 provides for countywide emergency medical care and service levies and King County is seeking voter authorization of a six-year Medic One/EMS levy for the period of 2020-2025, and

WHEREAS, the highly praised patient and program services of the King County Medic One/EMS system are funded by a prior countywide six-year Medic One/EMS levy that expires December 31, 2019, and

WHEREAS, the EMS Advisory Task Force, created via Executive Order PHL- 0 - 1 – EO, worked collaboratively with regional EMS Stakeholders to develop the Medic One/EMS 2020-2025 Strategic Plan for providing this countywide service, and recommends pursuit of a Medic One/EMS levy, per RCW 84.52.069; with an initial levy rate of \$0.265 cents per one thousand dollars assessed value, to fund EMS throughout King County for the next six years; and

WHEREAS, the City of Sammamish significantly participated in these discussions throughout the process and was represented on the Task Force;

WHEREAS, in order to continue funding for emergency medical services for six years, RCW 84.52.069 requires that cities with a population greater than fifty thousand approve the countywide levy proposal prior to placement on a ballot; and

WHEREAS, the City of Sammamish has a population of 63,470 people;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH, WASHINGTON DOES RESOLVE AS FOLLOWS:**

SECTION I. The above is found to be true and correct in all respects.

SECTION II. The City of Sammamish hereby approves submitting to the voters a ballot proposition to provide stable and long-term funding for the countywide Medic One/EMS levy on the ballot in 2019.

**PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2019.**

CITY OF SAMMAMISH

\_\_\_\_\_  
Mayor Christie Malchow

ATTEST/AUTHENTICATED:

\_\_\_\_\_  
Melonie Anderson, City Clerk

Approved as to form:

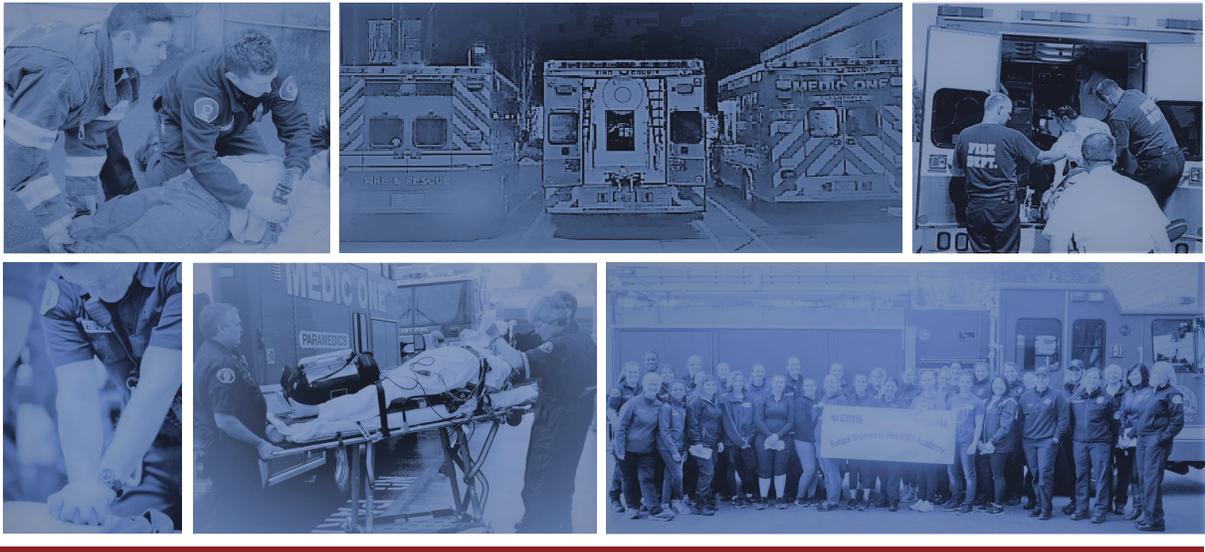
\_\_\_\_\_  
Michael R. Kenyon, City Attorney

Filed with the City Clerk:      May 20, 2019  
Passed by the City Council:  
Resolution No.                      R2019-\_\_\_\_\_

# Medic One/Emergency Medical Services



## 2020-2025 STRATEGIC PLAN



APRIL 2019



## Acknowledgements

---

Developing a strong regional consensus about Medic One/EMS priorities was critical to drafting the 2020-2025 Strategic Plan. The King County EMS Division would like to thank the *EMS Advisory Task Force* and the numerous participants who so willingly gave us their time, insight and expertise to ensure our nationally-recognized system will continue to thrive far into the future. We appreciate your commitment to this undertaking.

### King County Executive

Rachel Smith Chief of Staff to Executive Dow Constantine, Task Force Chair

### King County Council

Reagan Dunn Councilmember

### Cities over 50,000 in Population

Bob Baggett Deputy Mayor, City of Auburn  
 Allen Church Fire Chief, South King Fire & Rescue, representing the City of Federal Way  
 Denis Law Mayor, City of Renton, BLS Subcommittee Chair  
 John Marchione Mayor, City of Redmond, Finance Subcommittee Chair  
 Krystal Marx Councilmember, City of Burien  
 Karen Moran Deputy Mayor, City of Sammamish  
 Matthew Morris Fire Chief, Puget Sound Regional Fire Authority, representing the City of Kent  
 Jennifer Robertson Councilmember, City of Bellevue  
 Harold Scoggins Fire Chief, City of Seattle  
 Keith Scully Councilmember, City of Shoreline, ALS Subcommittee Chair  
 Penny Sweet Councilmember, City of Kirkland

### Cities under 50,000 in Population

Tom Agnew Councilmember, City of Bothell, Regional Services Subcommittee Chair  
 Pam Fernald Councilmember, City of SeaTac  
 Vic Kave Councilmember, City of Pacific

### King County Fire Commissioners

Kevin Coughlin Fire Commissioner, Woodinville Fire & Rescue  
 Larry Rude Fire Commissioner, King County Fire District 10; Director of Eastside Fire and Rescue  
 Mark Thompson Fire Commissioner, South King Fire & Rescue

If you have questions about the Medic One/EMS 2020-2025 levy reauthorization process or Strategic Plan, contact:

### Helen Chatalas, Assistant Division Director

Department of Public Health - Seattle & King County  
 Emergency Medical Services Division  
 401 5th Ave, Suite 1200, Seattle, WA 98104  
 Email: [Helen.Chatalas@kingcounty.gov](mailto:Helen.Chatalas@kingcounty.gov)  
 Tel. 206-263-8560 | Fax 206-296-4866  
 Website: [www.kingcounty.gov/health/ems](http://www.kingcounty.gov/health/ems)



## Levy Planning Process Partners

---

Matt Abers, Snohomish County FD 26  
 Andy Adolfson, Bellevue Fire Department  
 Eric Andrews, Snohomish County FD 26  
 Ken Barrack, Redmond Fire Department  
 Jeff Bellinghausen, South King Fire & Rescue  
 Dave Beste, Bellevue Fire Department  
 Joel Bodenman, Kirkland Fire Department  
 Vic Borque, Bellevue Fire Department  
 Seth Buchanan, Kirkland Fire Department  
 Rich Burke, Eastside Fire & Rescue  
 Brant Butte, AMR  
 Rick Chaney, South King Fire & Rescue  
 Nick Claiborne, Valley RFA  
 Jeff Clark, Eastside Fire & Rescue  
 Mark Correira, Snoqualmie Fire Department  
 Matt Cowan, Shoreline Fire Department  
 Tim Dahl, Shoreline Fire Department  
 Chris Dahline, Seattle Fire Department  
 Adam Davis, Puget Sound Regional Fire Authority  
 Michelle Davis, Redmond Fire Department  
 Tim Day, Kirkland Fire Department  
 Jodi Denney, Shoreline Fire Department  
 Chuck DeSmith, Renton Regional Fire Authority  
 Todd Dickerboom, Bellevue Fire Department  
 Andi Drummond, Shoreline Fire Department  
 Jon Ehrenfeld, Seattle Fire Department  
 Joe Eliassen, South King Fire & Rescue  
 Chris Flores, Tukwila Fire Department  
 James Fossos, South King Fire & Rescue  
 Rachel Garlini, Shoreline Fire Department  
 Gordon Goodsell, South King Fire & Rescue  
 Natasha Grossman, Bellevue Fire Department  
 Roy Gunsolus, Renton Regional Fire Authority  
 Krystal Hackmeister, Bellevue Fire Department  
 Jay Hagen, Bellevue Fire Department  
 Jim Hammond, City of Shoreline  
 Steve Heitman, Mercer Island Fire Department  
 Alex Herzog, City of Woodinville  
 Mike Hilley, Redmond Fire Department  
 Craig Hooper, Eastside Fire & Rescue  
 Mark Horaski, Valley Regional Fire Authority.  
 Tom Hornish, City of Sammamish  
 Lyman Howard, City of Sammamish  
 Kirsty Jones, NORCOM  
 Keith Keller, King County Medic One  
 Andrew Kim, King County Council  
 Charles Krimmert, Vashon Fire & Rescue  
 Bruce Kroon, Bothell Fire Department  
 Melina Kuzaro, Valley Regional Fire Authority  
 Tamara Liebich-Lantz, South King Fire & Rescue  
 Mike Marrs, Burien Fire KCFD #2  
 Stacie Martyn, Bellevue Fire Department

Vonnie Mayer, Valley Communications  
 Joe McGrath, Redmond Fire Department  
 Joe Monteil, King County Medic One  
 Rick Myking, Renton Regional Fire Authority  
 John Nankervis, Shoreline Fire Department  
 Joyce Nichols, City of Bellevue  
 Toby Nixon, City of Kirkland  
 Jon Nolan, King County Medic One  
 Kevin Olson, Valley Regional Fire Authority  
 Michael Olson, City of Kirkland  
 Elijah Panci, City of Kirkland  
 Brian Parry, Sound Cities Association  
 Vic Pennington, South King Fire & Rescue  
 Chris Perez, NORCOM  
 Drew Pounds, King County PSB Office  
 Dave Reich, King County OEFA  
 John Rickert, King County Fire Commissioners  
 Eric Robertson, Valley Regional Fire Authority  
 Chris Santos, Seattle Fire Department  
 Cal Schlegel, King County Medic One  
 Ryan Simonds, Renton Regional Fire Authority  
 Brooks Simpson, Medic One Foundation  
 Tommy Smith, Redmond Fire Department  
 Mitch Snyder, Puget Sound Regional Fire Authority  
 Richard Spangler, Medic One Foundation  
 Carrie Talamaivao, South King Fire/Valley RFA  
 Eric Timm, King County Medic One, 2595  
 Aaron Tyerman, Maple Valley Fire Department  
 Bryn Vanderstoep, King County Council  
 Dave Van Valkenburg, Kirkland Fire Department  
 Ernie Walters, Snohomish County FD 26  
 Corey Wenzel, Snohomish County FD 26  
 Jim Whitney, Redmond Fire Department  
 Jay Wittwer, Tukwila Fire Department  
 Alex Yoon, Public Health – Seattle & King County  
 Dana Yost, Redmond Fire Department

### **King County EMS Division**

Mary Alice Allenbach  
 Jen Blackwood  
 Cynthia Bradshaw  
 Helen Chatalas  
 Dr. Mickey Eisenberg  
 Erik Friedrichsen  
 Jason Hammond  
 Blake Harrison  
 Tracie Jacinto  
 Michelle Lightfoot  
 Michele Plorde  
 Dr. Tom Rea  
 Dmitry Sharkov  
 Tishawna Smith

---

## **CONTENTS**

---

<b>Executive Summary</b>	<b>7</b>
<b>Key Components</b>	<b>8</b>
<b>Medic One/EMS System Overview</b>	<b>10</b>
<b>System Oversight</b>	<b>12</b>
<b>EMS Levy Statute</b>	<b>13</b>
<b>The Strategic Plan &amp; Levy Planning Process</b>	<b>14</b>
<b>2020-2025 Strategic Plan Highlights</b>	<b>16</b>
ALS Program Area	<b>21</b>
BLS Program Area	<b>28</b>
Regional Services & Strategic Initiatives Program Areas	<b>32</b>
<b>Finance</b>	<b>37</b>
Recommendations	<b>38</b>
Financial Plan & Assumptions	<b>44</b>
<b>Conclusion</b>	<b>53</b>
<b>Appendices</b>	
Appendix A: Proposed 2020-2025 Regional Services	<b>54</b>
Appendix B: Advanced Life Support (ALS) Units	<b>56</b>
Appendix C: Comparison Between Levies	<b>57</b>
Appendix D: Proposed Financial Policy Changes	<b>59</b>
Appendix E: EMS Citations	<b>60</b>
Appendix F: Financial Plan	<b>63</b>



*For over 40 years,  
the region has worked together to create  
a system with patient outcomes  
that people from all corners of the world  
seek to replicate.*

*This speaks to the strength of its partnerships,  
and the ability for King County jurisdictions  
to collectively recognize these regional benefits  
and consider needs beyond  
their local boundaries and interests.*

*The expertise shared, and  
efforts expended by our partners  
during this levy planning process  
are constant reminders of exactly why  
the Medic One/EMS system of  
Seattle and King County  
continues to succeed and serve  
as an international model.*

## EXECUTIVE SUMMARY

---

The Medic One/EMS system serving Seattle and King County is known worldwide for its excellent medical results. By simply dialing 9-1-1, all residents have immediate access to the best possible medical care, regardless of location, circumstances, or time of day. For over 40 years, the system's commitment to medicine, science, innovation, and partnerships has resulted in thousands of lives saved and an EMS program that is second to none.

The system is primarily funded by a countywide, voter-approved EMS levy (per RCW 84.52.069). Mandated by state law to be exclusively used to support emergency medical services, the levy is a reliable and secure source for funding our successful and highly acclaimed system.

The current six year levy expires December 31, 2019. To ensure continued emergency medical services in 2020 and beyond, the region undertook an extensive planning process in 2018 to develop a Strategic Plan and financing plan (levy) for King County voters to renew in 2019. This process brought together regional leaders, decision-makers, and stakeholders to assess the needs of the system and collectively develop recommendations to direct the system into the future. As in past years, the *EMS Advisory Task Force* oversaw the development of the recommendations, and was responsible for endorsing broad policy decisions, including the levy rate, length, and ballot timing.

On September 18, 2018, the *Task Force* endorsed the Programmatic and Financial recommendations that form the basis of this Medic One/EMS 2020-2025 Strategic Plan. As the EMS system's primary policy and financial document, the Strategic Plan defines the roles, responsibilities, and programs for the system in addition to establishing a levy rate to fund these approved functions.

The 2020-2025 Medic One/EMS Strategic Plan endorses:

- A six-year Medic One/EMS levy at \$.27 per \$1,000 Assessed Value (AV);
- Fully funding eligible Advanced Life Support (referred to as ALS, or paramedic services) costs;
- Including a "placeholder" should service demands increase beyond what is anticipated, requiring new units;
- Continued funding for Basic Life Support (referred to as BLS, or "first responders"), with simplified and streamlined administration of the funds;
- A commitment to the continued exploration of Mobile Integrated Healthcare models to address community needs;
- Sustained funding for regional programs that provide essential support to the Medic One/EMS system and are critical for providing the highest emergency medical care possible;
- Initiatives that encourage efficiencies, innovation, and leadership by building upon existing investments;
- Policies that provide additional protection and flexibility to protect the system from unforeseen financial risks, including the ability to direct balances into reserves or buy down a future levy rate;
- Carrying forward \$20 million of 2014-2019 reserves into 2020-2025 reserves for additional security; and
- Running the EMS levy at either the August 2019 primary election or November 2019 general election, with the final decision made in 2019.

The proposed levy rate of 27 cents /\$1,000 AV means that an owner of a \$500,000 home in our region will pay \$135 in 2020 for some of the nation's most highly-trained medical personnel to arrive within minutes of an emergency – at any time of day or night, no matter where in King County.

The Medic One/EMS 2020-2025 Strategic Plan is designed to meet the needs of the EMS system, its users, and our community. It provides the means to continue high level service to residents along with the flexibility to address and adapt to emerging challenges to the system.

---

## KEY COMPONENTS

---

The Medic One/EMS system in King County is recognized as one of the best emergency medical services programs in the country. Serving two million people throughout the region, it offers uniform medical care regardless of location, incident circumstances, day of the week, or time of day. The system has garnered an international reputation for innovation and excellence, and provides life-saving medical services on average every three minutes.

Survival from cardiac arrest is an EMS system benchmark measure used throughout the nation. This is due to the discrete nature of a cardiac arrest: a patient has stopped breathing and their heart is not pumping. Whether a patient is discharged alive following a cardiac arrest is identifiable and measurable, and therefore it is easily comparable. It also tests all pieces of the EMS system emergency response - hands-on technical skills, critical decision-making, communication, and coordination.

In 2017, the survival rate for witnessed ventricular fibrillation (VF) cardiac arrest in Seattle and King County was 56%. Because of our strong collaborative and standardized programs, cardiac arrest victims here are 2 to 3 times more likely to survive, compared to other communities. This resuscitation success is a tribute to the immense dedication and efforts by all the stakeholders of our regional EMS system, one that continues to strive to do more, regardless of the challenge.

The system's success can be traced to its design, which is based on the following:

### **Regional System Based on Partnerships**

The Medic One/EMS system is built on partnerships that are rooted in regional, collaborative, and cross-jurisdictional coordination – while each provider operates individually, the care provided to the patient operates within a “seamless” system. It is this continuum of consistent, standardized medical care and collaboration between 29 fire agencies, five paramedic agencies, four EMS dispatch centers, over 20 hospitals, the University of Washington, and the citizens throughout King County that allows the system to excel in pre-hospital emergency care. Medical training is provided on a regional basis to ensure no matter the location within King County (whether at work, play, at home, or traveling between locations) the medical triage and delivery of medical care is the same.

### **Tiered Medical Model**

Medicine is the foundation of the Medic One/EMS system. The services provided by EMS personnel are derived from the highest standards of medical training, clinical practices and care, scientific evidence, and close supervision by physicians experienced in EMS care. The system uses a tiered response model, which is centered on having BLS agencies respond to every incident to stabilize the patient and reserving the more limited resource of ALS (known locally as paramedic service) to respond to serious or life-threatening injuries and illnesses. Reserving the number of calls to which paramedics respond ensures that paramedic services will be readily available when needed for those serious calls, keeping paramedics well practiced in the life-saving patient skills required for critical incidents.

Compared to systems that send paramedics on all calls, the Medic One/EMS system in King County can provide excellent response and patient care with fewer paramedics. It is this Tiered Medical Model response system, working hand-in-hand with our regional medical program direction, intensive dispatch, and evidence-based EMT and paramedic training and protocols, that have led to great success in providing high-quality patient care in the region.

---

### Programs & Innovative Strategies

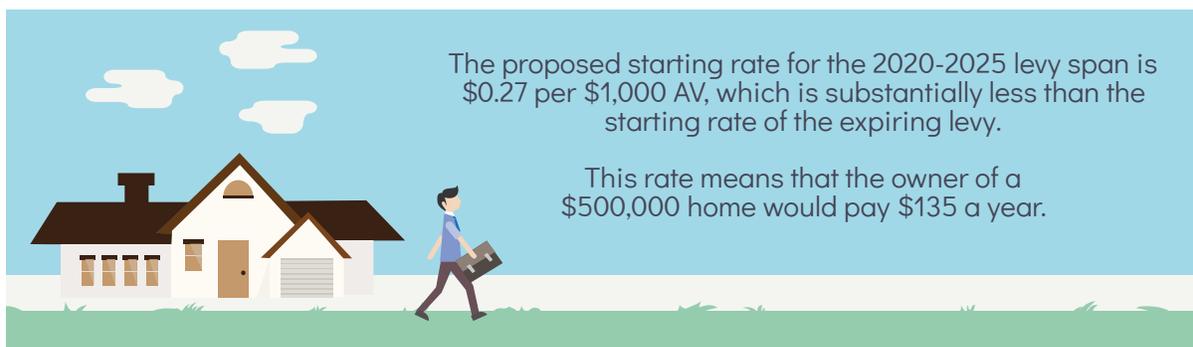
Programmatic leadership and state of the art science-based strategies have allowed the Medic One/EMS system in King County to obtain superior medical outcomes. Rather than focusing solely on ensuring a fast response by EMTs or paramedics, the system is comprised of multiple elements – including a strong evidence-based medical approach. Continual medical quality improvement activities – distinguishing the signs of a severe allergic reaction and administering epinephrine appropriately; recognizing early stroke symptoms; and reviewing every cardiac arrest event for the past 40 years - help support the best possible outcomes of care. The result of this on-going quality improvement is a steadily rising cardiac arrest survival rate, which is currently among one of the highest reported in the nation.

### Focus on Cost Effectiveness and Efficiencies

The Medic One/EMS system has maintained financial viability and stability due to the region’s focus on operational and financial efficiencies. The tiered response improves the efficiency and effectiveness of the Medic One/EMS system by ensuring the most appropriate level of services is sent. Projects like the Community Medical Technician Pilot and the Vulnerable Populations Strategic Initiative focus on better understanding and serving complex and lower acuity patients in the field, improving the quality of care, and contributing to the overall efficiency of service delivery. The innovative Check & Inject program, developed in response to the rising cost of EpiPens®, has saved lives and money, improving patient care and the bottom line for all King County residents. Strategies that address operational and financial efficiencies are continually pursued and practiced.

### Maintaining an EMS Levy as Funding Source

The Medic One/EMS system serving Seattle and King County is primarily funded with a countywide, voter-approved EMS levy. Allowed by RCW 84.52.069 and mandated to be exclusively used to support emergency medical services, the levy is a reliable and secure source for funding this world-renowned system. The EMS levy falls outside the King County statutory limits with senior and junior taxing districts, and therefore does not “compete” for capacity, which is a significant concern in the region. The proposed starting rate for the 2020-2025 levy span is 27 cents per \$1,000 AV, which is substantially less than the starting rate of the expiring levy. This rate means that the owner of a \$500,000 home would pay \$135 a year to know that at any time of day or night, no matter where in the County, the most highly-trained medical personnel will be there within minutes to treat any sort of medical emergency.



## SYSTEM OVERVIEW

---

Any time you call 9-1-1 for a medical emergency, you are using the Medic One/EMS system. The Medic One/EMS system serving Seattle and King County is distinctive from other systems, in that it is a regional, medically based and tiered out-of-hospital response system. Its successful outcomes depend equally upon citizen involvement as well as extensively trained dispatchers, firefighter/emergency medical technicians (EMTs) and highly-specialized paramedics. Strong and collaborative partnerships provide a continuum of consistent, standardized medical care that allows the system to excel and achieve the best possible patient outcomes.

The response system is tiered to ensure 9-1-1 calls receive medical care by the most appropriate care provider. There are five major components in the tiered regional Medic One/EMS system:

### EMS TIERED RESPONSE SYSTEM



#### ACCESS TO EMS SYSTEM

Bystander calls 9-1-1



#### TRIAGE BY DISPATCHER

Use of Emergency Medical Response Assessment Criteria



#### FIRST TIER OF RESPONSE

Basic Life Support (BLS) by firefighter/EMTs, CMTs, and Nurseline



#### SECOND TIER OF RESPONSE

Advanced Life Support (ALS) by paramedics



#### ADDITIONAL MEDICAL CARE

Transport to hospital

## SYSTEM OVERVIEW

---

**EMS SYSTEM ACCESS:** A patient or bystander accesses the Medic One/EMS system by calling 9-1-1 for medical assistance. Bystanders' reactions and rapid responses to the scene can greatly impact the chances of patient survival – studies have shown that survival rate increases from 10% to 43% IF CPR is given within 4 minutes, and defibrillation in less than 8 minutes. The EMS Division offers programs to King County residents so that they know how to administer life-saving treatments on the patient until the providers arrive at the scene. Comprehensive CPR classes train thousands of secondary school students in CPR and AED training each year. The regional coordinated AED program registers and places instruments in the community within public facilities, businesses, and even private homes of high-risk patients, and provides training in AED use. Thanks to this program, the number of registered AEDs is nearing 5,000 in King County.

**TRIAGE BY DISPATCHER:** 9-1-1 calls are received and triaged by telecommunicators at one of four dispatch centers. Dispatchers are the first point of contact with the public, asking medically-based questions to determine the appropriate level of care to be sent. Amid a wide range of needs, they calmly provide pre-hospital instructions and even guide callers through providing life-saving steps, such as CPR and using a defibrillator, until the Medic One/EMS providers arrive. The medical dispatch triage guidelines that King County Dispatchers follow were developed by the EMS Division, and have been internationally-recognized as an innovative approach to emergency medical dispatching.

**FIRST TIER OF RESPONSE - BASIC LIFE SUPPORT (BLS) SERVICES:** BLS personnel are the “first responders” to an incident, providing immediate basic life support medical care (first aid, CPR, defibrillation) and stabilizing the patient. Staffed by firefighters trained as Emergency Medical Technicians (EMTs) aboard fire trucks and aid cars, BLS arrives at the scene in under five minutes (on average). In response to low acuity calls, Community Medical Technician units may be dispatched to respond. The 4,300 EMTs in Seattle and the remainder of King County are among the most trained and - more importantly - most practiced providers of BLS care of systems anywhere. EMTs are certified by the State of Washington and must complete initial and ongoing continuing education and training to maintain certification. The EMS Division provides extensive quality BLS training, continuing education, and oversight of the recertification process. BLS is supported by a combination of city and fire district operating revenues. The EMS levy provides some funding to BLS providers to help ensure uniform and standardized patient care, and enhance BLS services to reduce the impact on ALS resources. However, the great majority of BLS funding is provided by local fire departments.

**SECOND TIER OF RESPONSE - ADVANCED LIFE SUPPORT (ALS) SERVICES:** Paramedics provide out-of-hospital emergency medical care for critical or life-threatening injuries and illnesses. As the second on scene, they provide airway control, heart pacing, the dispensing of medicine and other life saving procedures. ALS is provided by highly trained paramedics who have completed an extensive program at Harborview Medical Center in conjunction with University of Washington School of Medicine, and are certified by the state. The UW training is provided by leading physicians in emergency medicine, anatomy and physiology, pharmacology, and other subjects. These paramedics remain well practiced and use their skills on a daily basis to provide effective care when it is needed most. Paramedics operate in teams of two, riding aboard medic units. There are 26 medic units strategically placed throughout King County that are deployed regionally to life-threatening emergencies. A contract with Snohomish County Fire District 26 provides EMS services to the Skykomish and King County Fire District 50 area, from Baring to Stevens Pass. Unit placement is reviewed on an annual basis to ensure the best mix of short response time, appropriately high levels of ALS calls per unit, and upper limits on extremely difficult to serve areas of the county (typically rural or isolated areas). ALS is the primary recipient of regional funding and is the first commitment for funding within the EMS system. The EMS levy provides virtually 100% of support for paramedic services in the regional system.

**ADDITIONAL MEDICAL CARE:** Once a patient is stabilized, EMS personnel determine whether transport to a hospital or clinic for further medical attention is needed. Transport is provided by an ALS or BLS agency, private ambulance, or taxi for lower-acuity situations.

## SYSTEM OVERSIGHT

---

Statutes, policies, and governing bodies at the state, county, agency, and EMS Division levels regulate and influence the Medic One/EMS system of Seattle and King County.

The **Medic One/EMS Strategic Plan** is the primary policy and financial document directing the Medic One/EMS system in its work. Defining the responsibilities, functions, and programs of the EMS system, the Plan presents a comprehensive strategy to ensure the system can continue to meet its commitments. It documents the system's current structure and priorities and outlines the services, programs and initiatives supported by the county-wide, voter-approved EMS levy.

The **King County EMS Division** of Public Health - Seattle & King County works with its regional partners to implement the Strategic Plan. The EMS Division manages core support functions that tie together the regional model, providing consistency, standardization and oversight of the direct services provided by the system's 30+ partners. It is far more medically-effective and cost efficient for the EMS Division to produce, administer and share initial training, continuing education and instructor education for 4,300 EMTs; to manage the certification process for EMTs county-wide; and to provide medical oversight, quality improvement and performance standards for the system as a whole; than to have each local response agency develop, implement, and administer its own such programs. Regional support services managed by the EMS Division can be found in [Appendix A: Proposed 2020-2025 Regional Services](#) on page 54.

The **EMS Advisory Committee** monitors the uniformity and consistency of the Medic One/EMS system. This Committee has provided key counsel to the EMS Division since 1997 on regional Medic One/EMS policies and practices in King County. Members convene on a quarterly basis to review implementation of the Strategic Plan and other proposals, including Strategic Initiatives and medic unit recommendations.

Adopted **Regional System Policies** document the general framework for medical oversight and management of EMS in King County, and financial guidance of the EMS levy.

The **Revised Code of Washington (RCW)**, the **Washington Administrative Code (WAC)**, and **King County Code** regulate different aspects of EMS, from defining "emergency medical services" to financing service delivery. **Appendix E: EMS Citations** on page 60 compiles the different codes that govern EMS.

The **RCW 84.52.069** allows jurisdictions to levy a property tax "for the purpose of providing emergency medical services." The levy is subject to the growth limitations contained in RCW 84.52.050 of 1% per year plus the assessment on new construction, even if assessed values increase at a higher rate.

Specifically, [RCW 84.52.069](#):

- Allows a jurisdiction to impose an additional regular property tax up to \$0.50 per \$1,000 Assessed Value (AV);
- Allows for a six-year, 10-year or permanent levy period;
- Mandates that the legislative bodies of King County and 75% of cities with populations in excess of 50,000 authorize the levy proposal prior to placement on the ballot; <sup>1</sup> and
- Requires a simple majority vote for passage.

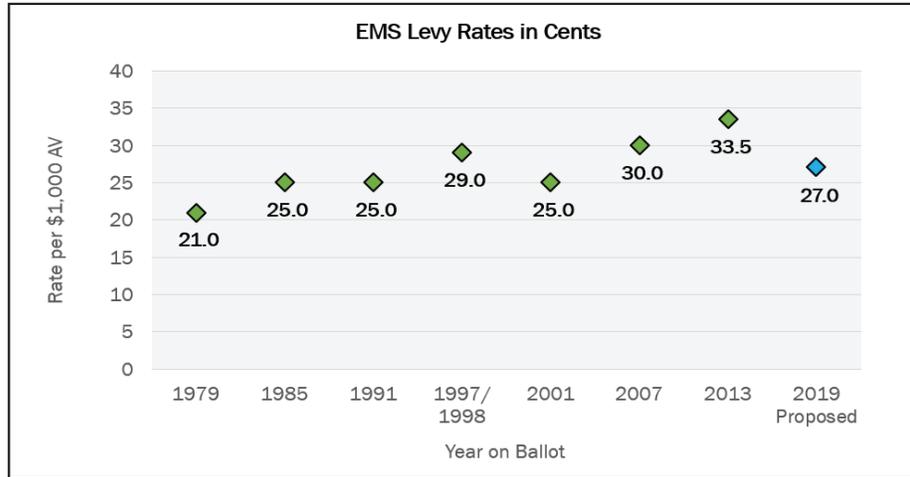
---

<sup>1</sup> Amended approval and validation requirements effective June 7, 2018, per SHB 2627.

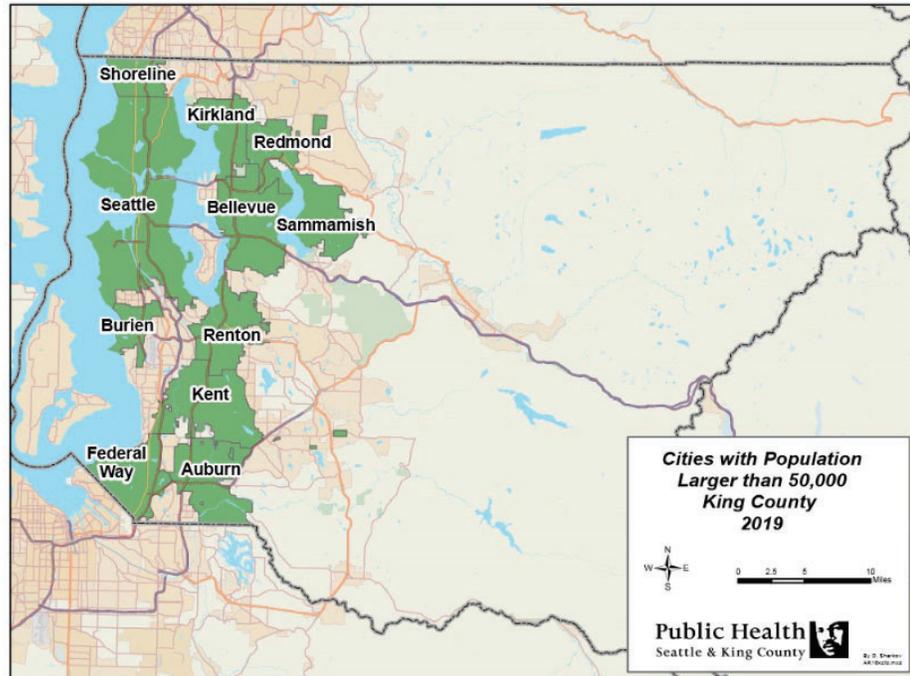
## EMS LEVY STATUTE

As shown in the graph to the right, the Medic One/EMS levies in King County have never been authorized for more than six years, and require voter approval every levy period.

The maximum levy rate approved by voters in King County is \$0.335 per \$1,000 AV.



Prior to putting a county-wide EMS levy to the voters, RCW 84.52.069 requires that 75% of cities with 50,000+ in population approve placing the measure on the ballot. Since King County currently has 11 such cities (the most recent additions in **bold**) - Auburn, Bellevue, **Burien**, Federal Way, Kent, Kirkland, Redmond, Renton, **Sammamish**, Seattle and Shoreline - it would need to gain the approval from at least 9 out of the 11 cities, as well as the King County Council.



Per an agreement with King County in place since the creation of the countywide EMS levy, Seattle receives all Medic One/EMS levy funds raised within the city limits. County funds are placed in the KC EMS Fund and managed regionally by the EMS Division based on EMS system and financial policies ratified by Public Health – Seattle & King County, Strategic Plan guidelines, and EMS Advisory Committee recommendations.

## THE STRATEGIC PLAN & LEVY PLANNING PROCESS

---

### UPDATING THE STRATEGIC PLAN AND REAUTHORIZING THE EMS LEVY

With the 2014-2019 levy ending December 31, 2019, a new strategic plan, outlining the roles, responsibilities and programs for the system, and a levy rate to fund these approved functions, needed to be developed. This would entail not just a detailed review of the concepts and operations of the Medic One/EMS system, but also an all-inclusive planning process to secure consensus for the plan among Medic One/EMS providers in the region.

#### The EMS Advisory Task Force

Levy planning processes have historically used a formal committee of some sort to oversee the development and vetting of the Strategic Plan and levy. Executive Order PHL - 9-1 - EO reauthorized the *EMS Advisory Task Force* to guide the planning, programs, and financing of emergency medical services for the 2020-2025 levy span.

Responsibilities included evaluating and endorsing recommendations regarding:

- Current and projected EMS system needs;
- A Financial Plan based on those needs; and
- Levy type, levy length, and when to run the levy.

#### Current and Projected EMS System Needs

The Strategic Plan must safeguard the regional system's commitment to providing cohesive, medically-based patient care, using a tiered response system designed to ensure the highest level of patient care through the coordination and collaboration of all Medic One/EMS partners.

#### Financial Plan to Meet Those Needs

The Strategic Plan must support quality emergency medical services and supply adequate funding to provide these services. However, the plan must recognize individual jurisdictions' needs for local autonomy to meet their communities' expectations and Medic One/EMS services.

#### Levy Type, Length, and When to Run the Levy:

Levy Type: While the Medic One/EMS system has historically been funded through a Medic One/EMS levy, other potential options exist to support the system, such as general fund levy lid lifts. These alternatives do not require that cities with over 50,000 in population approve placing the levy on the ballot, nor are they all subject to the 1% growth limitation ratified by Initiative 747, but they could negatively impact junior taxing districts.

Levy Length: State law offers three levy length options for a Medic One/EMS levy: six years, ten years, or permanent. While the Medic One/EMS levy in King County has historically been approved for six-year periods, providers and elected officials alike have considered pursuing a permanent levy to ensure a more stable funding source for the Medic One/EMS service, as opposed to being subject to voter approval every six or ten years. However, providing the additional oversight necessary for longer levy periods has been a deterrent.

Levy Timing: EMS levy validation requirements at the state level were recently amended, opening up the option of running the levy measure at a primary election. *Task Force* members were interested in considering this, contingent upon what other issues may be on the same ballot.

---

## Levy Planning Process

The *EMS Advisory Task Force* convened on January 18, 2018, officially launching the start of the 2020-2025 Medic One/EMS levy planning process. This all-inclusive process brought together regional leaders, decision-makers, and Stakeholders to assess the needs of the system and develop recommendations to direct the system into the future.

## Levy Planning Steps

Starting in early 2018, EMS stakeholders, regional leaders and decision makers convened to review the Medic One/EMS system and develop programmatic and financial recommendations for 2020 and beyond.



For eight months, the Stakeholders identified the financial and policy needs of the Medic One/EMS system. The *Task Force* formed four subcommittees organized around the primary service areas to conduct the bulk of the program and cost analysis. Each subcommittee was chaired by an *EMS Advisory Task Force* member, involved subject matter experts from all aspects of the Medic One/EMS system, and met regularly to review system needs and priorities.

Subcommittees placed emphasis on allowing all participants the opportunity to bring forth concerns and provide input in an open and transparent manner. They followed guiding principles calling for using resources efficiently, allowing data and patient outcomes to drive services decisions, and maintaining strong collaboration between partners. Each subcommittee reported back to the *Task Force* every two to three months and involved both the ALS and BLS Working Groups for some of the more complex issues.

After months of meetings, numerous refinements, and much discussion, the subcommittees finalized their draft programmatic and financial recommendations, which were adopted in September 2018 by the entire *Task Force*, and which became the basis of this Medic One/EMS 2020-2025 Strategic Plan.

The recommendations reflect the collective efforts of public and private regional partners, cities, the King County Executive, and the EMS Division. This collaboration by Medic One/EMS stakeholders was crucial to ensure continued regional support of critical emergency medical services currently funded by the Medic One/EMS levy.

## 2020-2025 STRATEGIC PLAN HIGHLIGHTS

The 2020-2025 Strategic Plan builds upon the system's successful medical model and regional approach. It commits to innovative strategies and leadership while remaining focused on effectiveness and efficiencies. In outlining the roles and responsibility of EMS providers, it further strengthens the foundation for ongoing coordination and regionalization.

### Funding

The Strategic Plan recommends spending County EMS levy funds in these five (5) main areas:

#### **ADVANCED LIFE SUPPORT (ALS) SERVICES**

Funding ALS services has been, and continues to be, the priority of the Medic One/EMS levy, which fully funds ALS services predominantly through the ALS unit allocation model. ALS services are provided by five agencies: Bellevue, Redmond, Seattle, Shoreline, and King County Medic One. Exceptions to the unit allocation model are sometimes required, as in the case of Snohomish County Fire District #26 for service in the Skykomish/Stevens Pass area, and are made based on the specifics of the service issue. ALS is proposed to account for 55.7% of KC EMS expenditures (2020-2025 levy).

#### **BASIC LIFE SUPPORT (BLS) SERVICES**

BLS providers receive an annual distribution of levy revenue to help offset the costs of providing EMS services. The level of funding is based on a combination of the volume of responses to calls for EMS services and assessed property values within the fire agencies' jurisdictions. The allocation was developed as a way to recognize and support BLS for its significant contribution to the success of the EMS system but was never intended to fully fund BLS. Local jurisdictions cover the majority of BLS costs, which has helped King County seek a lower levy rate. BLS services are provided by 29 fire agencies, including Seattle. BLS, including MIH, is proposed to account for 25.1% of KC EMS expenditures (2020-2025 levy).

#### **REGIONAL SUPPORT (RS) SERVICES**

The EMS Division manages core regional Medic One/EMS programs critical to providing the highest quality out-of-hospital emergency care available. The programs and services emphasize uniformity of medical care across jurisdictions, consistency in excellent training, medical quality assurance, centralized data collection, and contract and financial management. Delivering these services on a regional basis is more effective and/or economical. RS is proposed to account for 11.9% of KC EMS expenditures (2020-2025 levy).

#### **STRATEGIC INITIATIVES (SI)**

Strategic Initiatives are pilot programs designed to improve the quality of Medic One/EMS services and manage the growth and costs of the system. Successful initiatives may be incorporated into Regional Services as ongoing programs. Strategic initiatives are proposed to account for 1.0% of KC EMS expenditures (2020-2025 levy).

#### **RESERVES**

Reserves and contingencies are available to fund unanticipated/one-time costs. EMS reserves follow adopted use and access policies, and meet reserve policies applied across all of King County government. Reserves are proposed to account for 6.3% of KC EMS expenditures (2020-2025 levy).

---

## **ALIGNMENT WITH SYSTEM AND KING COUNTY GOALS AND OBJECTIVES**

The 2020-2025 Strategic Plan fully aligns with the objectives, policies, and goals of the regional EMS system and the King County government.

### **Alignment with Regional EMS System Global Objectives**

The plan is built upon the system's current configuration and strengths, advancing the following global objectives to ensure the EMS system remains tiered, regional, cohesive, and medically-based:

1. Maintaining the Medic One/EMS system as an integrated regional network of basic and advanced life support services provided by King County, local cities, and fire districts.
  - Emergency Medical Dispatchers receive 9-1-1 calls from citizens and rapidly triage the call to send the most appropriate level of medical aid to the patient while providing pre-arrival instructions to the caller.
  - Firefighters, trained as Emergency Medical Technicians (EMTs), provide rapid, first-on-scene response to emergency medical service calls, and deliver immediate basic life support services.
  - Paramedics, trained through the Paramedic Training Program at the University of Washington/Harborview Medical Center, provide out-of-hospital emergency medical care for serious or life-threatening injuries and illnesses. As has been adopted in prior Medic One/EMS strategic and master plans, Advanced Life Support services will be most cost effective through the delivery of paramedic services on a sub-regional basis with a limited number of agencies.
  - Regional programs support the uniformity of medical care across jurisdictions, consistency and excellence in training, and medical quality assurance.
2. Making regional delivery and funding decisions cooperatively, and balancing the needs of Advanced Life Support (ALS), Basic Life Support (BLS), and regional programs from a system-wide perspective.
3. Developing and implementing strategic initiatives to provide greater system efficiencies and effectiveness to:
  - Maintain or improve current standards of patient care;
  - Improve the operational efficiencies of the system to help contain costs; and
  - Manage the rate of growth in the demand for Medic One/EMS services.

### **EMS System Policies**

The Medic One/EMS 2020-2025 Strategic Plan reinforces adopted EMS System Policies that establish a general framework for medical oversight and financial management of emergency medical services in King County. The [EMS System Policies \(PHL 9-1\)](#) underscore the regional commitment to the medical model and tiered system, while the [EMS Financial Policies \(PHL 9-2\)](#) provide guidance and oversight for all components related to financial management of the EMS levy fund. In addition, policies regarding [ALS services outside King County \(PHL 9-3\)](#), including the formation of a service threshold for the purpose of cost recovery, are established.

## 2020-2025 STRATEGIC PLAN HIGHLIGHTS

### EMS System Policies - PHL 9-1

The EMS Division will **work in partnership** with regional EMS partners to regularly review and assess EMS system needs and develop financial and programmatic policies and procedures necessary to meet those needs.

The EMS Division will ensure the EMS system in King County remains an **integrated regional system** that provides cohesive, medically-based patient care within a tiered response system to ensure the highest level of patient care.

The EMS Division will ensure the EMS system in King County provides **paramedic training through the UW/HMC-based educational program** that meets or exceeds the standards.

The EMS Division will **maintain a rigorous and evidence-based system** with medical oversight of the EMS system to ensure the provision of quality patient care.

The Medical Program Director will **adhere to the principles of regional medical oversight** of EMS personnel.

The EMS Division advocates for the provision of automatic aid between agencies; should established service thresholds be reached, affected EMS agencies will review options and establish terms for reasonable cost recovery.

### Alignment with King County Goals and Objectives

The King County Strategic Plan is the highest-level strategic planning document for the County, establishing the strategic priorities for the overall government. The Medic One/EMS 2020-2025 Strategic Plan fosters King County's mission to provide fiscally responsible, quality driven local and regional services, and embodies the County's goals of operating efficiently and effectively, and being accountable to the public. Working with cities and EMS partners to provide services more efficiently; pursuing technologies that improve patient outcomes while reducing delivery cost; and managing assets in a way that maximizes their productivity and value exemplify the EMS system's commitment to delivering high-quality services with sound financial management.

In addition, EMS programs integrate seamlessly with King County's equity vision and strategies. EMS responses are distributed throughout the region based on service criteria, so that areas with economic challenges are provided the same level of service as areas with economic prosperity. This ensures access to health and human services, and furthers King County's Equity and Social Justice Program (ESJ). Many EMS projects and grants include ESJ-related elements in their criteria, such as the proximity to low income housing, or addressing limited English proficiency.

Finally, the EMS system's mission aligns with the core values and priorities of Public Health – Seattle & King County. Public Health's focus is to protect and improve the health and well-being of all people in King County. The provision of EMS services is an integral part of achieving optimum health, helping the Department meet its goal of increasing the number of healthy years lived.

**King County Strategic Plan**

**VISION**  
King County, a diverse and dynamic community with a healthy economy and environment where all people, businesses, and organizations have the opportunity to thrive.

**MISSION**  
King County government provides fiscally responsible, quality-driven local and regional services for healthy, safe, and vibrant communities.

**GUIDING PRINCIPLES**

- Equitable and Fair
- Financially Sustainable
- Regionally Collaborative
- Quality Local Government

**GOALS AND OBJECTIVES**

**➕ Mobility**  
Deliver a safe, reliable, and seamless network of transportation options to get people and goods where they need to go, when they need to get there.

- 1 Increase integration between transportation modes and all service providers
- 2 Preserve and optimize the mobility system
- 3 Ensure safety and security for customers and employees using the mobility network
- 4 Provide more equitable mobility access and reduce historic gaps

**🛡️ Safety and Justice**  
Provide for a safe and just community through proactive law enforcement and an accessible and fair justice system, while implementing alternatives to divert people from the criminal justice system.

- 1 Enhance community safety
- 2 Reduce disproportionate minority representation in the criminal justice system
- 3 Increase diversion of young people from the criminal justice system and minimize the harmful effects of incarceration on youth
- 4 Reduce overall incarceration rates in County jails for individuals who do not pose a public safety risk
- 5 Support a safe, accessible, and fair justice system by developing long-term, sustainable funding solutions

**👨‍👩‍👧‍👦 Health and Human Services**  
Improve the health and well-being of all people in our community.

- 1 Ensure that all babies are born healthy and establish a strong foundation for lifelong health and well-being
- 2 Provide equitable opportunities for all children to progress through childhood safe and healthy, with academic and life skills to thrive in their community
- 3 Reduce disparities and improve overall health and personal well-being to create thriving communities
- 4 Improve the outcomes and lower the costs of care in King County by focusing on prevention and recovery from health and social problems
- 5 Improve health, social outcomes, and experiences of care while lowering County costs for high utilizers of jail with mental health and/or substance use conditions

**📈 Economic Vitality**  
Increase access to quality housing that is affordable to all.

- 1 Improve services to make homelessness rare, brief, and one-time
- 2 Provide targeted affordable housing resources to communities and individuals that meet their specific needs
- 3 Increase housing stability for low-income families
- 4 Seek innovative partnerships to expand the supply and funding of affordable housing

**🌿 Accessible, Affordable Housing**

**🌳 Healthy Environment**  
Preserve open space and rural character while addressing climate change.

- 1 Maintain rural character by focusing new growth in urban areas
- 2 Protect and support healthy and productive farms, forests, and open spaces
- 3 Reduce countywide greenhouse gas emissions by 50 percent by 2050
- 4 Integrate climate preparedness into County operations and provision of public services

**🏛️ Efficient, Accountable Regional and Local Government**  
Ensure that County government operates efficiently and effectively and is accountable to the public.

- 1 Develop a highly engaged, diverse, culturally responsive, and high-performing workforce
- 2 Align funding, policy, and operational goals of King County government with community priorities
- 3 Optimize County operations through innovation and continuous improvement
- 4 Deliver consistent, responsive, equitable, high-quality services to residents, cities, and districts
- 5 Exercise sound financial and risk management and build King County's long-term fiscal strength

**Working Together for ONE King County**

[www.kingcounty.gov/strategicplan](http://www.kingcounty.gov/strategicplan)

King County  
Office of Performance, Strategy and Budget

## 2020-2025 STRATEGIC PLAN OVERVIEW

### **Operational and Financial Proposals for the Medic One/EMS 2020-2025 Levy**

The EMS Advisory Task Force endorsed the following at its September 18, 2018 meeting:

#### **Reauthorize a six-year EMS levy, per RCW 84.52.069**

to fund the EMS system for the years 2020-2025.

#### **Enact levy rate of 27 cents/\$1,000 Assessed Valuation**

to fund projected expenditures of \$1.115 billion over 2020-2025. This levy rate is substantially less than the starting rate of the expiring levy. An owner of a \$500,000 home will pay \$135 a year in 2020 for highly trained medical personnel to arrive within minutes of an emergency, any time of day or night, no matter where in King County.

#### **Renew the EMS levy in 2019**

at either the Primary or General election, with the King County Council making the final determination.

#### **Continue using financial policies**

guiding the most recent levy; refine if necessary. The financial policies directing the 2014-2019 levy period have provided a very strong foundation for the upcoming levy and should meet the needs of the 2020-2025 levy span.

#### **Continue services from 2014-2019 levy**

through the 2020-2025 levy. The next levy should fully fund and continue operations with the current 26 ALS units in service; partially fund first responder services for local fire and emergency response departments; maintain programs that provide essential support to the system; and pursue initiatives that encourage efficiencies, innovation and leadership.

#### **Meet future demands**

over the span of the 2020-2025 levy. Services include better understanding the needs of lower acuity and complex patients in the field; committing to explore a Mobile Integrated Healthcare model to address community needs; initiating programs modernizing existing data and eLearning technology; and including a “placeholder” for the equivalent of a new unit, should service demands be higher than originally anticipated.

## 2020-2025 STRATEGIC PLAN OVERVIEW

### Operational and Financial Fundamentals of the Medic One/EMS 2020-2025 Levy

Endorsed by the EMS Advisory Task Force on 9/18/2018

CONTINUE with EMS levy:

- Six-year EMS levy, per RCW 84.52.069
- Forecasted budget of \$1.115 billion over six-year span, including reserves
- Levy rate of 27 cents/\$1,000 Assessed Valuation
- Run at either the 2019 Primary or General election, with the King County Council determining which election

#### ADVANCED LIFE SUPPORT (ALS) RECOMMENDATIONS

- CONTINUE using the unit allocation to fund ALS, but with slight revisions, to better ensure full funding and prevent cost shifting to providers
- MAINTAIN 26 units; INCLUDE a “placeholder” in the Financial Plan to protect the system, should service demands require additional units over the span of the 2020-2025 levy
- MAINTAIN contingencies and reserves to cover unanticipated and one-time expenses
- CONTINUE pursuing system effectiveness and efficiencies; EXPLORE options to increase operational efficiencies system-wide through regional collaboration

#### BASIC LIFE SUPPORT (BLS) RECOMMENDATIONS

- CONTINUE providing the BLS allocation to help offset costs of providing EMS services
- CONSOLIDATE BLS funding awards into a single allocation to streamline contract administration; EARMARK USE for specific programs in the contract
- DISTRIBUTE the allocation using a methodology that more accurately reflects agencies’ current assessed valuation and service levels; ADD FUNDING to ensure consistency in the first year
- COMMIT to exploring a Mobile Integrated Healthcare (MIH) model to address community needs, that includes:
  - ALLOCATING \$4 million a year of levy funding for MIH
  - DISTRIBUTING the first year of MIH funding to agencies using the same methodology as the BLS allocation; inflate in future years; and
  - ESTABLISHING guidelines to create consistency around data collection, measures and program reporting

#### REGIONAL SERVICES & STRATEGIC INITIATIVES (RS/SI) RECOMMENDATIONS

- CONTINUE delivering programs that provide essential support to the system
- MAINTAIN regional focus on creating additional efficiencies and system effectiveness to improve patient care and outcomes
- CONVERT OR INTEGRATE five Strategic Initiatives with other programs to supplement system performance.
- CONTINUE AND IMPLEMENT Strategic Initiatives that leverage previous investments made by the region to improve patient care and outcomes

#### FINANCE RECOMMENDATIONS

BASE FINANCIAL PLAN on financial policies that provide stability to the system by:

- Incorporating sufficient reserves to mitigate unforeseen financial risk;
- Adapting existing reserve policies to meet King County financial policies; and
- Ensuring additional protection and flexibility to meet emerging needs

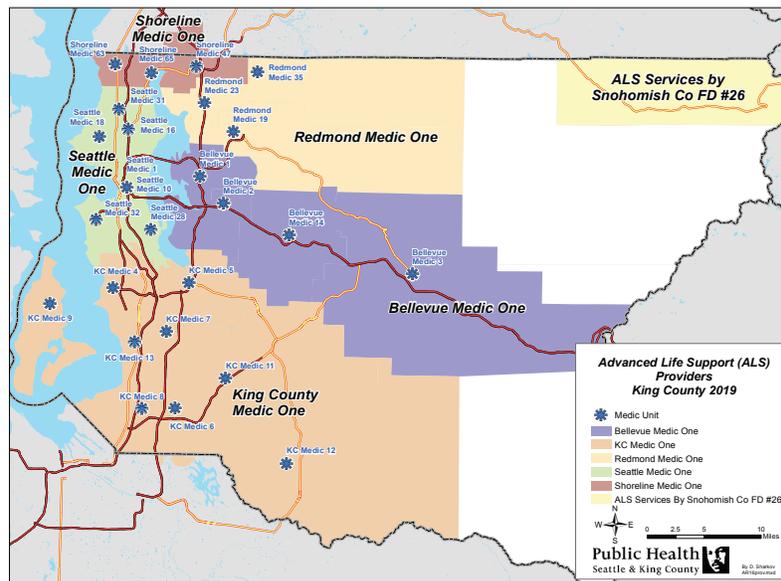
## PROGRAM AREAS

### ADVANCED LIFE SUPPORT (ALS)

Paramedics provide out-of-hospital emergency care for serious or life-threatening injuries and illnesses. As typically the second on scene for critically-ill patients, paramedics deliver Advanced Life Support (ALS) to patients including airway management, heart pacing, the dispensing of medicine, and other life-saving out-of-hospital procedures under the medical supervision of the Medical Program Director. Paramedic interns receive over 2,500 hours of highly-specific and intensive emergency medical training through the Paramedic Training Program at the University of Washington/Harborview Medical Center, nearly double the required number of hours for Washington State paramedic certification.

In King County, a paramedic unit is typically staffed by two paramedics and provides service 24-hours per day, 365 days per year. The two-paramedic provider model was developed in Seattle in the early 1970s and has proven to be the most effective model for enhanced patient care outcomes when incorporated into a regionally-coordinated tiered response system that includes dispatch and Basic Life Support (BLS).

Medic units are positioned throughout the region to best respond to service demands. As of 2018, there are 26 units in Seattle and King County managed by five agencies: Bellevue Medic One, King County Medic One, Redmond Medic One, Seattle Medic One, and Shoreline Medic One. Of these five agencies, four are fire-based with firefighters trained as paramedics and King County Medic One operates as a paramedic-only agency. Paramedic service is provided to the Skykomish area through a contract with Snohomish Fire District #26. Units may respond to areas where the municipal boundaries or the fire agency's response district crosses into neighboring counties. If service into these areas exceeds established levels, the receiving jurisdictions reimburses for such services as outlined in EMS policies.



Adding a medic unit to maintain critical service levels and address service challenges is a complex undertaking. Prior to adding a unit, the region conducts a thorough analysis considering workload, response time, availability in primary service area, frequency and impact of multiple alarms, and medic exposure to critical skills. Analysis also includes an assessment of whether medic units could be moved to other locations to improve workload distributions and response times. The decision to add or relocate units requires regional consensus. [Appendix B: Advanced Life Support \(ALS\) Units](#) on page 56 provides a complete history of medic units in King County, highlighting when and where units were added.

## ALS

When planning the 2014-2019 levy, ALS agencies concluded that the region had sufficient capacity to address the growth expected over the six-year span, and no additional units would be needed. Trends reviewed for the 2020-2025 levy span indicate the total number of ALS responses will increase across the next levy period which may warrant new service.

In 2017, paramedics responded to more than 51,000 calls for emergency medical care throughout the region. The average response time of medic units is 7.7 minutes, and units respond to 95% of the calls in less than 14.0 minutes. These response times have remained stable over the past two levy periods despite increases in King County's overall population. Paramedics are more likely to respond to cardiac conditions (24% of ALS calls) and attend to older patients (30% of ALS calls are for 65+ years of age).

### ALS SUBCOMMITTEE

Chair: The Honorable Keith Scully, Shoreline City Councilmember

The ALS Subcommittee's charge included determining the number of medic units needed in the upcoming levy period, and establishing the cost of each ALS medic unit. At the first meeting, members agreed to norms committing that ALS remain the levy priority and be fully funded; resources be used efficiently; and that data, sound practices, and patient outcomes drive service decisions.

Workload, service trends and demographics were all factors considered by the group as it assessed future service demands and system needs. The ALS Subcommittee identified key financial drivers and system-wide challenges as well as possible efficiencies to help refine costs. Revisiting the unit allocation resulted in minor revisions that will help ensure appropriate funding. The Subcommittee also sought the expertise of the ALS Working Group to resolve some of the more-complex issues and provide additional insight.

The [ALS Subcommittee recommendations](#) are as follows:

#### **ALS RECOMMENDATION 1:**

**CONTINUE using the unit allocation methodology to determine costs. Slightly revise methodology to help ensure sufficient funding for program oversight and support.**

The **standard unit allocation** is the basis for funding each full-time, 24-hour medic unit in King County. This allocation methodology is based on covering ALS-related expenses to prevent cost-shifting to agencies. This cost model calculates the average annual costs, across all ALS agencies, to run a two-paramedic, 24-hour medic unit. Each individual paramedic agency's annual ALS funding is determined by multiplying the number of operating medic units by the unit allocation.

In principle, calculating the ALS costs from each agency's average could cause cost-shifting to those agencies with expenses exceeding the average standard unit cost. However, the historic range among agencies has not varied significantly, and agencies' costs have fluctuated below and above the average standard unit cost. Contingencies and reserves are available for agencies that experience higher than average costs for specific reasons (i.e., higher than normal paid time off resulting in overtime to cover more shifts than normal.)

The unit cost allocation was developed to ensure a fair and equitable distribution of funds across agencies. It provides a set amount of funding to each agency with the flexibility to manage funds based on their specific cost structure and needs. Annual comparison of costs on a unit basis allows the region to understand differences between agencies, share efficiencies, or identify potential new costs being experienced early by one or two agencies. These annual reviews help document and justify ALS allocation costs and evaluate if the allocation is covering 100% of eligible ALS costs. Importantly, it provides each agency the flexibility to manage its funds based on its particular cost structure and needs.

The 2008-2013 levy span adjusted the standard unit allocation to have two sub-categories: the operating allocation and the equipment allocation. The equipment allocation was added for three primary reasons: 1) an increase in the amount and cost of equipment such as defibrillators; 2) the ability to have a more stable and consistent operating allocation without fluctuations based on large equipment purchases; and 3) to facilitate each agency's ability to manage a fund designed to cover a wide variety of equipment expenses.

During the 2020-2025 levy planning process, stakeholders proposed revising the methodology to simplify and better accommodate different types of costs. The proposal breaks down the overall unit allocation into four parts:

The **Unit Cost Allocation** includes direct paramedic services costs, such as paramedic salaries and benefits, medical supplies, pharmaceuticals, vehicle and facility operating and maintenance costs, communications and other costs associated with direct paramedic services.

The **Program Administration Allocation** includes costs related to the management and supervision of direct paramedic services such as the management, administration, supervision, and analysis (including quality improvement) of direct paramedic services.

The **ALS System Cost Allocation** addresses costs that vary significantly between providers or are expected to vary during the levy period. An excellent example of this is retirements - a report published in 2017 by the King County Auditor's Office noted that approximately 30% of the EMS workforce would be eligible for retirement by 2019. These costs will differ among agencies, making the potential costs associated with retiring a significant unknown.

This allocation is intended to reimburse agencies for highly mutable costs associated with paramedic students and dispatch as well as costs associated with the paramedic recruitment cycle and any changes in program medical direction. While the funds budgeted are shown on a per unit basis, agencies will be reimbursed for actual costs incurred, and overall use of the funds will be tracked and reported annually.

The **Equipment Allocation** covers expenses related to equipment. Included are medic units, Medical Services Officer (MSO) and staff vehicles, defibrillators, stretchers, radios and communications equipment, and other equipment with a lifespan of more than one year. This allocation includes items, such as radios and mobile data computers that could be classified as operating by individual agencies.

## **ALS RECOMMENDATION 2:**

**FUND ALS units starting at \$2,894,000 per year. Inflate annual operating allocation costs using CPI-W + 1 inflator; inflate equipment costs using equipment inflator.**

**Inflator:** In previous levies, ALS allocations were increased by a compound inflator that included five different indices and calculations. An analysis of operating costs concluded there was not a significant difference between inflating with the compound inflator and CPI-W+1%.

Consistent with the focus on streamlining and simplifying whenever possible, it was determined that inflating using CPI-W+1% should adequately cover increases and reduce administrative efforts. The subcommittee recommended moving to the simplified inflator and reviewing its adequacy during the levy period.

The estimated allocation is based on actual 2017 costs inflated by forecast CPI-W. Final 2020 allocations will be based on actual CPI-W indices. The City of Seattle distributes ALS allocations using a different methodology. For more information on forecasted inflators and ALS financial assumptions used in the 2020-2025 levy financials, **please see Financials, Key Assumption Section**, on page 44.

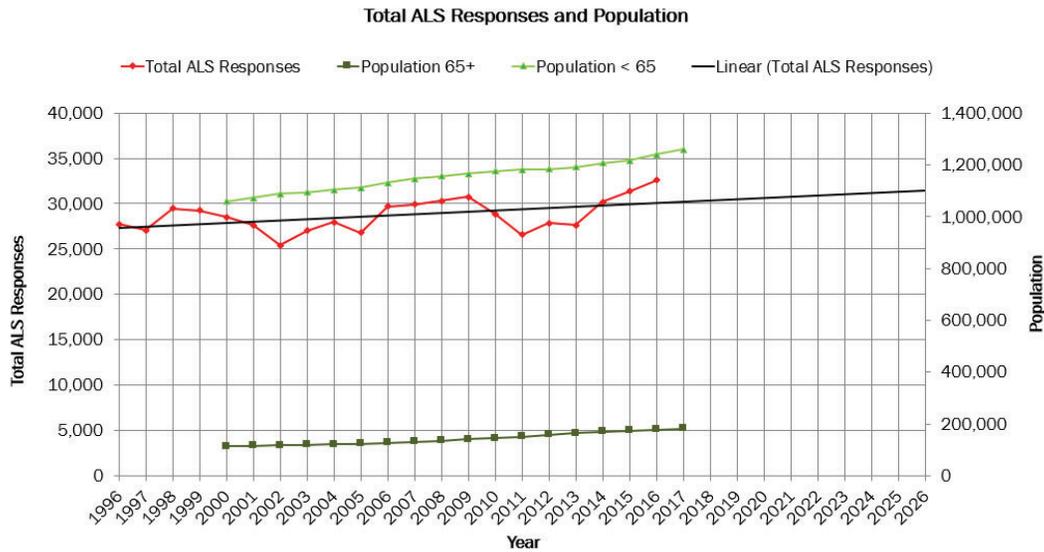
**ALS**

**ALS RECOMMENDATION 3:  
 MAINTAIN 26 medic units. The regional system has sufficient ALS capacity to address growth and does not anticipate a need to add any new units over the span of the 2020-2025 Medic One/EMS levy.**

**ALS Capacity Analysis**

Identifying whether a new medic unit(s) may be needed during over 2020-2025 is another important piece of levy planning. This involves projecting future paramedic service demand, and assessing the ability of current medic units to accommodate the anticipated increase in total ALS responses.

The ALS Subcommittee reviewed unit performance trends and critical factors driving demand, such as actual data for the total number of ALS responses, population growth of seniors (65+ years of age or older), and ALS capacity based on EMS responses, and projected demand for ALS services. The trend in total ALS responses, based on 20 years of prior years, indicated that the total number of ALS responses and senior population will increase across the 2020-2025 levy period. Despite this increase, ALS agencies concluded that they would be able to address the anticipated level of growth without adding or relocating units or agencies. Based on this report, the Subcommittee concluded that adequate capacity exists within the region to manage the anticipated demand for the duration of the 2020-2025 levy period.



**Medic Unit Analysis**

Although the Subcommittee concluded that no new medic units are needed in the 2020-2025 levy period, it is critical to conduct an annual review of medic units to ensure continued high performance. The regional medic unit analysis considers the following key performance indicators: unit workload (call volumes), median unit response times, availability in the primary service area and responses from units outside of the primary service area; and paramedic exposure to critical skills (e.g. intubations, response to cardiac arrest events).

**ALS RECOMMENDATION 4:**

**ESTABLISH a placeholder (reserve) in the financial plan to protect the system, should projections significantly change/service demands require additional units over the 2020-2025 levy span.**

Establishing a placeholder in a reserve fund would help support additional service should projections change and the identified ALS response capacity be significantly compromised. ***This is a resource to be used only if demand for ALS services increases significantly and exceeds the existing capacity served by 26 medic units; it is not included as a plan for adding medic units.***

Prior to any request for access to this reserve fund, a comprehensive regional medic unit analysis and discussion would occur to consider alternative options. Use of reserves requires review by the EMS Advisory Committee Financial Subcommittee, the EMS Advisory Committee and appropriation authority from the King County Council (usually through the normal budget process).

**ALS RECOMMENDATION 5:**

**CONTINUE to use contingencies and reserves to cover unanticipated/one-time expenses. Contingencies and reserves are appropriate mechanisms to cover such expenses.**

**CONTINGENCIES** can be used to cover measurable increases in operating costs that cannot be covered by the ALS allocation or program balances. This includes paid time off (PTO) above amounts included in the allocation, and other potential cost increases outside of allocations. Contingency funding may also cover unplanned expenses related to regional services and initiatives.

2014-2019: The 2014-2019 EMS levy financial plan originally had the ALS Operating Reserve, not contingencies, covering excess PTO and additional paramedic student costs. A review of EMS financial policies conducted in 2017 to ensure alignment with King County Financial Policies revealed that the ALS Operating Reserve covering those types of uses would be more properly described as an Operating Contingency. In December 2017, the region formally adopted this change.

2020-2025: Analysis conducted within the ALS Subcommittee resulted in a funding recommendation of \$1 million a year for the 2020-2025 levy span. Additional information about contingency requests and the approval process can be found in the **Finance Subcommittee Recommendation #2** on page 39, and [Appendix D: Proposed Financial Policy Changes](#).

**EXPENDITURE RESERVES** can be used for other ALS expenses that may not be covered by allocations, program balances or contingencies. The ALS Subcommittee recommended the 2020-2025 levy include expenditure reserves related to ALS Equipment and ALS Capacity (including a “placeholder for a potential new unit(s)” in **ALS Subcommittee Recommendation #4**). In addition, the group proposed that the Rainy Day Reserve be accessed for risk issues including responses to major events and other issues as appropriate.

EQUIPMENT RESERVES

The ALS Subcommittee recommended funding ALS Equipment Reserves at \$1 million. This could cover ALS equipment costs not included or accommodated within the equipment allocation or contingencies. The estimate was based on a \$25,000 increase in vehicles/equipment for each medic transportation unit (both primary and back-up/secondary).

## ALS

### CAPACITY RESERVE

The ALS Subcommittee recommended funding the ALS Capacity Reserve at a total of \$12.7 million. This includes \$1.2 million for facility renovations to accommodate moving a medic unit into a station, and temporary capacity increases. It was estimated that this could accommodate three to five events (either related to facilities or temporary capacity increases). The remainder, ~\$11.5 million, is set aside as a placeholder for a potential new unit, per **ALS Subcommittee Recommendation #4**.

For more information on Contingencies and Reserves see **Finance Subcommittee Recommendation #2** on page 39.

### **ALS RECOMMENDATION 6: CONTINUE to pursue system effectiveness and efficiencies. Explore options to increase operational efficiencies system-wide through regional collaboration.**

Subcommittee members identified a number of efficiencies, which can be categorized into two distinct areas:

- Specific interest in looking at paramedic recruitment opportunities; and
- Exploring options to improve efficiency through regional collaboration and resource sharing or potential standardization across agencies.

### **ALS RECOMMENDATION 7: CONTINUE to address service challenges presented in outlying areas through a regional approach.**

The provision of paramedic services in the **Skykomish region** in the northeast corner of King County offers an example of this type of challenge. This isolated area of King County is accessed via US-2 and is approximately 30 miles by road to the remainder of King County. The county border starts just before the town of Baring and continues to Stevens Pass to a border with Chelan County. This area is primarily forest service and includes the towns of Skykomish and Baring as well as Stevens Pass Ski Resort.

There are a number of unique aspects in Skykomish relative to other provider areas, such as required passage through Snohomish County in order to access to the region, call volumes less than 100 per year, seasonal demand for services peaks during the wintertime, a high percentage of trauma patients, and response and transport times that exceed the average urban and suburban times.

Snohomish County Fire District 26 (SCFD26) provides paramedic services to the adjacent areas in Snohomish County with a fire station located approximately 15 minutes from the King County border. After an extensive review, EMS stakeholders determined that SCFD26 was in the best position to be able to provide consistent 24/7/365 service to the isolated area, and recommended that it continue providing contract services for that area.

<b>ALS Programmatic Comparison Between Levies</b>	
<b>2014-2019 Levy</b>	<b>2020-2025 Levy</b>
Starting levy span with 26 medic units: 19 medic units - King County 7 medic units - Seattle	Starting levy span with 26 medic units: 19 medic units - King County 7 medic units - Seattle
0 planned additional units  *\$2,291,000 placeholder/ reserve to fund a 12 hour medic unit during last two years of the levy span, if needed	0 planned additional units  *\$11.6 million "placeholder"/reserve should service demands require additional units over the span of the 2020-2025 levy
Determine costs using the unit allocation methodology	Determine costs using the unit allocation methodology
Average Unit Allocation over span of levy (KC): \$2.3 million	Average Unit Allocation over span of levy (KC): \$3.2 million
4 Reserve categories to cover unanticipated/one-time expenses - Capacity - Operations - Equipment - Risk	4 Reserve/Contingency categories to cover unanticipated/one-time expenses - Operational Contingencies - Expenditure Reserves - Rainy Day - Rate Stabilization
Operating Allocation Inflater: Compound inflater (using CPI-W) to inflate annual costs Equipment allocation: Transportation Equipment PPI	Operating Allocation Inflater: CPI using CPI-W + 1%) to inflate annual costs Equipment allocation: Transportation Equipment PPI
Equipment allocation: 8-year medic unit life cycle (4 years primary, 4 years back-up)	Equipment allocation: 8-year medic unit life cycle (4 years primary, 4 years back-up)

<b>Total Projected ALS Service Expenses During the 2020-2025 Levy Period</b>							
	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2020-2025 Total</b>
City of Seattle	\$22,688,960	\$23,557,169	\$24,391,220	\$25,252,303	\$26,136,130	\$27,110,861	<b>\$149,136,643</b>
King County	\$56,382,364	\$58,501,941	\$60,538,188	\$62,640,361	\$64,798,030	\$67,177,617	<b>\$370,038,501</b>
<b>Total</b>	<b>\$79,071,324</b>	<b>\$82,059,110</b>	<b>\$84,929,408</b>	<b>\$87,892,664</b>	<b>\$90,934,160</b>	<b>\$94,288,478</b>	<b>\$519,175,144</b>

## Basic Life Support (BLS)

**Basic Life Support (BLS)** personnel are the “first responders” to an incident, providing immediate basic life support medical care that includes advanced first aid, High Performance CPR, and AED use to stabilize the patient. Provided by approximately 4,300 Emergency Medical Technicians (EMTs) throughout the region, BLS is the foundation of all medical responses within the EMS system of King County.

EMTs in our regional system are among the most trained in the nation; they receive more than 160 hours of emergency medical response training and hospital experience with additional training in CPR, cardiac defibrillation (electrical shocks given to restore a heart rhythm), and airway management. EMTs are certified by the state of Washington and must complete ongoing continuing education and quarterly trainings to maintain their certification. Like their ALS counterparts, EMTs are highly practiced and use their BLS skills daily.

As the first-on-scene provider, BLS contributes significantly to the success of the Medic One/EMS system. BLS agencies must arrive quickly, assess each situation, and provide effective and precise medical care. Although BLS receives limited funding through the EMS levy, it is an integral piece of the interdependency on which the entire King County EMS response system is built.

In 2017, EMTs responded to over 211,550 calls for emergency medical care throughout the region. The average response time of BLS units in Seattle and King County is 5.2 minutes. EMTs are more likely to respond to incidents involving trauma (20.5), and younger patients (49.1% of BLS calls 25-64 yrs).

### BLS SUBCOMMITTEE

Chair: The Honorable Denis Law, Mayor of Renton

The BLS Subcommittee undertook the tasks of reviewing the BLS allocation, identifying and supporting regional priorities, and addressing system effectiveness. Their discussions focused on addressing community needs and “keeping things simple, equitable, and stable,” a mantra that became the foundation of the group’s decision-making.

They considered modifying the BLS funding formula to help address equity and need, along with an entirely new approach of using a BLS unit allocation, similar to the ALS program, to fund BLS. Members supported pursuing levy funding to help support programs that connect callers to the right resources, and grappled with how best to implement a coordinated approach across the region. All participants concurred that conducting activities on a regional/multi-agency/zonal level are key to bringing about greater efficiencies and system effectiveness.

The [BLS Subcommittee recommendations](#) are described on the following pages.

### **BLS RECOMMENDATION 1:**

#### **CONTINUE to use EMS levy funds to support agency costs, as appropriate, using the BLS allocation.**

Since its inception, the regional Medic One/EMS levy has provided BLS agencies with an allocation to help offset costs of providing EMS services. The allocation was developed as a way to recognize and support BLS for its significant contribution to the success of the EMS system, but was never intended to fully fund BLS. Agencies use the allocation to pay for a variety of EMS-specific items including personnel, equipment, and supplies.

**BLS RECOMMENDATION 2:****CONSOLIDATE the Regional Programs that specifically reduce impacts on BLS agencies into the BLS allocation.**

In addition to the annual allocation, BLS agencies have received support over the 2014-2019 levy span through programs and Strategic Initiatives managed by the EMS Division. These programs have enhanced QI opportunities and helped cover unanticipated expenses, thereby increasing system effectiveness while reducing BLS costs.

The region recognizes the benefits provided by these programs, and well as the complexities of managing the different contracts. The BLS Subcommittee recommends consolidating the programs' funding into the BLS allocation. Agency contracts will stipulate the specific program funding levels, and agencies will remain required to comply with the appropriate program requirements to be eligible to receive the funds. Creating a single BLS allocation and contract will streamline and minimize the time, effort, and expense of administering BLS funding.

**BLS RECOMMENDATION 3:****DISTRIBUTE funding to BLS Agencies using the current methodology that is based equally on Assessed Valuation (AV) and call volume.**

- Establish a base for each agency in the first year (2020) by distributing total allocation funding across agencies based 50% on AV and 50% on call volume.
- Increase funding to ensure that agencies are "kept whole" and not negatively impacted by this first year rebase.
- Distribute annual increases across all agencies using the same 50% AV and 50% call volume formula, and add the increase to each agency's base funding received in the previous year.

The Subcommittee examined numerous funding alternatives and distribution options. Considerations were geared toward **simplicity, equity, consistency and flexibility**. The group determined that using a methodology reflecting AV and calls (service level) acknowledges and balances jurisdictions' financial investments with service needs. Establishing each agency's starting funding level for the first year using the most updated data more accurately reflects the true AV and call volume of each agency at that point in time; distributing increases using the same formula preserves the accuracy. In addition, supplementing the allocation so that agencies avoid financial impacts (are "kept whole") in this first year upholds consistency.

**BLS RECOMMENDATION 4:****INFLATE annual costs using CPI-W + 1. This inflator will be based on the forecast of the economist at the King County Office of Economic and Financial Analysis.**

BLS agencies use the Medic One/EMS levy allocation to pay for a variety of EMS specific items including personnel, equipment, and supplies. Since these items have differing inflationary trends, no one specific inflator would accurately reflect their increasing costs. However, since most BLS costs are related to wages and benefits, the BLS Subcommittee determined that using a standard CPI inflator tied to wages (CPI-W) as forecast by the King County economist was preferable.

**BLS**

<b>BLS Programmatic Comparison Between Levies</b>							
<b>2014-2019 Levy</b>				<b>2020-2025 Levy</b>			
<ul style="list-style-type: none"> <li>Allocate funds to BLS agencies using methodology that is based on 50% Assessed Valuation and 50% Call Volumes.</li> <li>Inflate costs at CPI-W + 1%</li> </ul>				<ul style="list-style-type: none"> <li>Consolidate the funding for the BLS Core Services program and the BLS Training and QI Initiative with the allocation to simplify contract administration; maintain designated programmatic funding and usage requirements.</li> <li>Allocate funds to BLS agencies using methodology that is based on 50% Assessed Valuation and 50% Call Volumes; use updated data that better reflects agencies' current Assessed Valuation and service levels; increase funding to ensure consistency in the first year.</li> <li>Inflate costs at CPI-W + 1%</li> </ul>			
<b>Total Projected BLS Service Expenses During the 2020-2025 Levy Period</b>							
	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2020-2025 Total</b>
City of Seattle	\$47,662,463	\$48,888,076	\$49,912,395	\$50,953,113	\$51,970,322	\$52,798,535	<b>\$302,184,904</b>
King County	\$21,340,659	\$22,175,079	\$22,980,035	\$23,807,316	\$24,654,856	\$25,589,275	<b>\$140,547,220</b>
<b>Total</b>	<b>\$69,003,122</b>	<b>\$71,063,155</b>	<b>\$72,892,430</b>	<b>\$74,760,429</b>	<b>\$76,625,178</b>	<b>\$78,387,810</b>	<b>\$442,732,124</b>

**BLS RECOMMENDATION 5:**

**COMMIT to exploring a Mobile Integrated Healthcare (MIH) model to address community needs, region-wide. The EMS levy should support a regional, coordinated and inclusive approach.**

The Subcommittee identified MIH as a priority, and requested that the EMS levy support a regional approach. To address challenges regarding program standardization, populations served, and agency participation, the Subcommittee recommended that:

1. EMS levy funds be available to all agencies for the purpose of providing MIH services; and
2. The region work collaboratively to standardize data collection methods, performance measures, and program reporting.

The Subcommittee endorsed distributing EMS levy funds earmarked for MIH services across all agencies, using the BLS allocation methodology of 50% AV and 50% call volumes for the first year, and inflating each agency's funding in the subsequent years of the levy by CPI-W + 1.

It is the intent of the EMS levy funding for MIH to support approaches that facilitate appropriate cross-linkages between individuals accessing 9-1-1 and broader healthcare settings and resources. In addition to emergency and urgent healthcare services (including urgent care), this approach may include referrals and activities coordinating with primary care, behavioral healthcare, sobering facilities, fall prevention services, and other complementary services to mitigate future 9-1-1 utilization.

**Mobile Integrated Healthcare (MIH)  
Programmatic Comparison Between Levies**

<b>2014-2019 Levy</b>	<b>2020-2025 Levy</b>
<ul style="list-style-type: none"> <li>Two initiatives focus on providing the most appropriate care for lower acuity and complex patients:  <b>Community Medical Technician:</b> Funding for 3 units, plus reserve for additional units if project is successful  <b>EMS Efficiencies &amp; Evaluation Studies:</b> Funding for 2 “alternative to CMT” units in Bellevue and Redmond</li> </ul>	<ul style="list-style-type: none"> <li>Transitions the funding from the <b>EMS Efficiencies &amp; Evaluation Studies</b>, and <b>Community Medical Technician</b> into <b>MIH</b> exploration.</li> <li>Distributes \$4 million each year across all agencies using the BLS allocation methodology of 50% AV and 50% call volumes for the first year, and inflates each agency’s funding in the subsequent years of the levy by CPI-W + 1.</li> </ul>

**Total Projected Annual MIH Expenses During the 2020-2025 Levy Period**

	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2020-2025 Total</b>
King County EMS Fund	\$4,000,009	\$4,156,400	\$4,307,277	\$4,462,339	\$4,621,198	\$4,796,341	<b>\$26,343,555</b>

## Regional Services & Strategic Initiatives (RS/SI)

**Regional Services** and **Strategic Initiatives** support the direct service activities and key elements of the Medic One/EMS system.

**Regional Services** are critical to providing the highest quality out-of-hospital emergency care available. Helping to tie together the regional medical model components, these programs support the system by providing uniform regional medical direction, standardized EMT and emergency dispatch training, EMT and paramedic continuing education, centralized data collection and expert analysis, collective paramedic service planning and evaluation, and administrative support and financial management of the regional EMS levy fund.

**Strategic Initiatives** are innovative pilot programs and operations aimed to improve the quality of Medic One/EMS services, and manage the growth and cost of the system. Testing new approaches, Strategic Initiatives are continually assessed and may be reconfigured, if needed, to broaden the reach, advance their objectives, or meet emergent needs. Once completed and having achieved their intended outcomes or demonstrated efficacy, they may be incorporated into Regional Services as ongoing programs. Strategic Initiatives have not only allowed the Medic One/EMS program in King County to maintain its role as a national leader in the field of emergency medical services but have also been instrumental in the system's ability to manage its costs.

Regional Services and Strategic Initiatives contribute greatly to the regional system's medical effectiveness. These programs extend across the different segments of the entire Medic One/EMS system and are not centered solely on ensuring fast response by EMTs or paramedics. For example, the system includes injury prevention programs designed to help ensure the safe use of car seats for infants and prevent falls among the elderly. These are important programs in managing the occurrence of medical emergencies that impact our system. Citizen CPR and automated external defibrillator (AED) programs help ensure bystander witnesses to cardiac arrests have the necessary training to leap in and help by notifying 9-1-1 quickly and providing initial care at the scene until EMTs and paramedics arrive. Having these programs coordinated at the regional level ensures prehospital patient care is delivered at the same standards across the system; policies and practices that reflect the diversity of needs are maintained, and local area service delivery is balanced with regional interests.

The **EMS Division** oversees these Regional Services and Strategic Initiatives and plays a significant role in developing, administering and evaluating the following critical EMS system activities.

### REGIONAL SERVICES SUBCOMMITTEE

Chair: The Honorable Tom Agnew, Bothell City Councilmember

Although *Regional Services and Strategic Initiatives* are two distinct programs with distinct funding identities, both programs were combined for consideration into this one subcommittee. The Subcommittee agreed to using the basic principles of collaborating with partners; providing the best possible standards of care; meeting community needs; and using resources efficiently to develop its programmatic recommendations.

The group systematically reviewed the Medic One/EMS system's current core programs and responsibilities, including each program's focus, benefits and costs. Participants examined the strategic initiatives undertaken in the current levy span to assess how well the programs were reaching their audiences and accomplishing intended goals. This detailed review identified EMS system emergent needs and generated ideas to bring greater benefits to the system.

Concerns brought forth at this Subcommittee – the need to prepare for upcoming retirements; the desire for an integrated mental wellness program; the investment in additional quality improvement opportunities; and the commitment to standardization and consistency across agencies - were echoed by both the ALS and BLS subcommittees, showing how acutely these issues pervaded all tiers of the EMS system, and would require a regional solution. The EMS Division worked with various interested stakeholders to develop particular proposals and bring ideas back to the Regional Services Subcommittee for review. All subcommittees were updated as proposals evolved.

The [Regional Services Subcommittee](#) recommendations are as follows:

### **RS/SI RECOMMENDATION 1:**

#### **CONTINUE delivering programs that provide essential support to the system.**

The Regional Services Subcommittee recommended continuing core regional services that support the key elements of the Medic One/EMS system. **Such programs and services are the foundation of the direct services provided by EMS personnel, ensuring consistency and standardization throughout the system. Refer to Appendix A: Proposed Regional Services for the 2020-2025 levy span** on page 54 for a description of these programs.

#### **Regional Medical Control**

Best medical practices drive every aspect of the Medic One/EMS system and are a main component in the system's success. Vital to this is a strong Medical Program Director to oversee all aspects of medical care and hold people within the system accountable. Responsibilities include writing and approving the patient care protocols for both paramedics and EMTs, approving initial and continuing EMT medical education, approving Criteria Based CBD Guidelines, undertaking new and ongoing medical quality improvement activities, initiating disciplinary actions, and working closely with the Central Region Trauma Council.



#### **Regional Medical Quality Improvement**

At the heart of quality patient care is the practice of quality improvement, or QI. EMS Medical QI is the ongoing, programmatic, and scientific review of the EMS system's performance to assure excellence in patient care. Impacting all components of the regional system, QI projects and programs require collaboration across both the academic and operational Medic One/EMS community. For example, extensive reviews of EMT epinephrine administration for anaphylaxis, how to best triage stroke patients, and naloxone administration by EMTs will help to advance the science of EMS care throughout the region.

#### **Training**

**EMT Training:** The EMS Division provides initial training, continuing education, and instructor/evaluator education for EMTs in King County. Through considerable research, coordination, and communication among Medic One/EMS stakeholders and the regional Medical Program Directors, the Division develops the curricula to ensure the training and educational programs meet individual agency, Washington State Department of Health, and National requirements. The Division is the liaison between the Washington State Department of Health and the 29 EMS/fire agencies in King County, oversees the recertification and regulatory and policy changes to Medic One/EMS agencies.

**Dispatch Training:** Sending the appropriate resource in the appropriate manner is a critical link in the EMS system. The EMS Division provides comprehensive initial and continuing education training to dispatchers in King County, outside the City of Seattle. King County dispatchers follow medically approved emergency triage guidelines called Criteria Based Dispatch (CBD) guidelines which were developed by the EMS Division. CBD uses specific medical criteria, based on signs and symptoms, to send the appropriate level of care with the proper urgency.

**CPR/AED Training:** The EMS Division offers programs to King County residents teaching them to administer life-saving techniques until EMS agencies arrive at the scene. This includes CPR classes with an emphasis on training teachers and students. Thousands of secondary school students receive instruction on CPR and AED training each year. In addition, regionally coordinated AED programs register and place automated defibrillators in the community within public facilities, businesses, and even private homes for high-risk patients, along with providing training in their use.



**RS/SI****Growth Management**

Managing growth reduces the stress on the Medic One/ EMS system, contributing to the overall efficiency and effectiveness of the program. The region applies many different approaches to manage the rate of call growth in the EMS system and address the demand for services. Programs like the [Communities of Care](#) and the [Vulnerable Populations Strategic Initiative](#) identify and target specific users of the EMS system to reduce “repeat” callers or the inappropriate activation of 9-1-1 services. Significant focus is placed on providing alternative, more cost-effective responses that offer appropriate, high quality care to 9-1-1 patients with lower acuity medical needs including the [Taxi Voucher Program](#), [Nurseline](#), and access to a variety of [Community Medical Technician programs](#). Dispatch guidelines are reviewed and changed to safely limit the frequency with which ALS responds to specific calls. Finally, the EMS Division works with its partners on efforts preventing the need to call 9-1-1 in the first place, with programs designed to appropriately install child seats, educate people about the dangers of distracted driving, and mitigate potential falls among older adults.

**Regional Leadership and Management**

Financial and administrative leadership and support to internal and external customers are roles the EMS Division plays to ensure the integrity and transparency of the entire system. The EMS Division actively engages with regional partners to implement the Medic One/EMS Strategic Plan, manage EMS levy funds, monitor contract and medical compliance and performance, identify and participate in countywide business improvement processes, facilitate the recertification process for the 4,500 EMTs in King County, and maintain the continuity of business in collaboration with Medic One/ EMS stakeholders. Included in this is regional planning for the Medic One/EMS system which monitors medic unit performance, the periodic assessment of medic unit placement and other system parameters. Regional planning analyzes medic unit demand projections and measures the impacts of regional programs, supported by ongoing data quality improvement activities.

**Center for the Evaluation of Emergency Medical Services (CEEMS)**

The CEEMS section conducts research aimed at improving the delivery of pre-hospital emergency care and advancing the science of cardiac arrest resuscitation. It is funded by grants from private foundations, state agencies, and federal institutions. CEEMS is a collaborative effort between the EMS Division and academic faculty from the University of Washington who are recognized nationally for their contributions in the care and treatment of cardiac emergencies. Achievements made by this collective effort continue to improve outcomes from sudden cardiac arrest and advance evidenced-based care and treatment.

**RS/SI RECOMMENDATION 2:****CONVERT or INTEGRATE five Strategic Initiatives with other programs to supplement system performance.**

**CONVERT** the [BLS Efficiencies](#) and the [Regional Records Management System \(RMS\) Strategic Initiatives](#) into ongoing programs. These efforts enhance the consistency of training, the timeliness and quality data, and the management of current BLS demand, thereby increasing EMS system effectiveness.

**CONVERT** the [Community Medical Technician \(CMT\)](#) and the [Efficiencies & Evaluation \(E&E\) Initiative](#) into the new *Mobile Integrated Health (MIH) pilot*. Both CMT and E&E supported projects helping frequent and lower acuity callers and complex patients receive the most appropriate medical care. The Regional Services Subcommittee supported the BLS Subcommittee’s recommendation to redirect the two Initiatives into supporting the new MIH pilot, which will improve the quality of care and help manage the rate of growth of the system (**BLS Subcommittee Recommendation #5**).

**INTEGRATE** the [BLS Training and QI Initiative](#), formerly known as the BLS Lead Agency, into the BLS allocation. This Initiative better connects data review to training and improvement activities, increasing knowledge proficiency and collaboration. The Regional Services Subcommittee supported the BLS Subcommittee’s recommendation to move this Initiative into the BLS allocation, specifically for the sake of ease and streamlining BLS funding administration (**BLS Subcommittee Recommendation #2**).

**RS/SI RECOMMENDATION 3:**

**MAINTAIN a strong regional focus when pursuing additional efficiencies and system effectiveness to improve patient care and outcomes.**

Efforts should enhance standardization, consistency, and coordination while supporting increased regionalization and the sharing of resources across the system. Providing opportunities consistently across the region, to all agencies, is paramount for the Medic One/EMS system to excel.

**RS/SI RECOMMENDATION 4:**

**CONTINUE AND IMPLEMENT Strategic Initiatives that leverage previous investments made by the region to improve patient care and outcomes. Areas identified include continued focus on vulnerable populations, enhancing quality improvement capabilities, and modernizing the continuing medical education program.**

Based on the regional needs and issues identified by Stakeholders over the course of levy planning, each of the following proposals is centered on using a solid regional approach to strengthen standardization, coordination, interconnectedness and partnerships.

**1. Vulnerable Populations Strategic Initiative (VPSI) – CONTINUING**

This Initiative seeks opportunities to improve interactions between EMS and vulnerable populations, such as those with limited English proficiency or the elderly. Launched during the 2014-2019 levy span, this project was developed with the assumption there were populations throughout the region that could be served better. The next iteration continues the outreach efforts and projects with community partners and fire departments to ensure the highest quality delivery of prehospital care for vulnerable populations. Additional areas of focus endorsed during the levy planning process include enhancing support to the Equity and Social Justice (ESJ) work related to workforce diversity and to regional activities related to improving mental wellness among our EMS providers. This would entail training, supporting pilot studies, and ensuring access to programs on the regional and local levels.

**2. Accelerating Evaluation and Innovation: an Opportunity for Unprecedented Quality Improvement (AEIOU) Strategic Initiative – NEW**

This Initiative builds upon the technological work of the last decade between regional partners from all parts of the EMS system to bolster the region's quality improvement abilities, capacity and efforts. Key regional partners include dispatch centers, fire departments, hospitals, the University of Washington, and the King County EMS Division. This Initiative addresses the real challenge and need to leverage the electronic data record to generate meaningful clinical information intended to improve patient care. Nimble and comprehensive IT integration will enable a whole new chapter of evaluation leading to: improved data access and timeliness, increased opportunities for quality improvement projects, and greater analysis at the local and regional levels are anticipated outcomes.

**3. EMS Online Strategic Transition in Regionalized Innovation, Value and Education (S.T.R.I.V.E.) Strategic Initiative – NEW**

This Initiative modernizes the online King County EMS continuing medical education (CME) platform, EMS Online, to meet the changing educational, data, and technological needs of the eLearning environment. The proposal would address cross-platform functionality by implementing a Learning Management System (LMS), and extending the LMS functionality to agencies not yet using a LMS platform. The ability to export data would increase, allowing agencies to share and collaborate regionally as desired, and also customize training, based on needs. It would reduce duplication, increase efficiency, and support the region in meeting the eLearning expectations of our EMS workforce.

**RS/SI**

<b>Programmatic Comparison Between Levies</b>	
<b>2014-2019 Levy</b>	<b>2020-2025 Levy</b>
<b>Regional Services (RS)</b>	
<ul style="list-style-type: none"> <li>Fund regional services that focus on superior medical training, oversight and improvement; innovative programs and strategies, regional leadership, effectiveness and efficiencies.</li> <li>Enhance and rescope programs to meet emergent needs.</li> <li>Inflate costs at CPI-W + 1%</li> </ul>	<ul style="list-style-type: none"> <li>Fund regional services that focus on superior medical training, oversight and improvement; innovative programs and strategies, regional leadership, effectiveness and efficiencies.</li> <li>Move <b>BLS Core Services</b> program out of Regional Services budget and into BLS allocation.</li> <li>Inflate costs at CPI-W + 1%</li> </ul>
<b>Strategic Initiatives (SI) and other programs</b>	
<p>Convert 10 Strategic Initiatives into ongoing/Regional Services; eliminate 2 Initiatives. Reconfigure 2 Strategic Initiatives</p> <ul style="list-style-type: none"> <li>BLS Efficiencies</li> <li>EMS Efficiencies &amp; Evaluation Studies (E&amp;E)</li> </ul> <p>Add 3 Strategic Initiatives:</p> <ul style="list-style-type: none"> <li>Records Management System (RMS)</li> <li>BLS Lead Agency (renamed BLS Training &amp; QI)</li> <li>Vulnerable Populations</li> </ul> <p><b>Other programs:</b> <u>Community Medical Technician</u>: Funding for 3 units, plus reserve for additional units if project is successful <u>Audit</u>: Two audits over levy span by KC Auditor's Office Inflate costs at CPI-W + 1%</p>	<p>Convert or integrate 5 Strategic Initiatives with other programs to supplement system performance. Explore a <u>Mobile Integrated Healthcare, or MIH,</u> model to address community needs.</p> <ul style="list-style-type: none"> <li>Convert <u>BLS Efficiencies</u> into ongoing programs</li> <li>Transition <u>E&amp;E</u> into <b>MIH exploration</b></li> <li>Convert <u>RMS</u> into ongoing programs</li> <li>Integrate the <u>BLS Training and QI SI</u> into the BLS allocation</li> </ul> <p>Support existing and new Strategic Initiatives that leverage previous investments made to improve patient care and outcomes.</p> <ul style="list-style-type: none"> <li>Continue implementing next stages of <u>Vulnerable Populations</u></li> <li>Develop 2 new Initiatives: 1) AEIOU and 2) STRIVE</li> </ul> <p>Transition <u>Community Medical Technician</u> into MIH exploration Provide regular updates to past audit recommendations Inflate costs at CPI-W + 1%</p>

<b>Total Projected Regional Support Services Expenses for 2020-2025 Levy Period</b>							
	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2020-2025 Total</b>
King County EMS Fund	\$11,976,022	\$12,444,285	\$12,896,013	\$13,360,269	\$13,835,894	\$14,360,274	<b>\$78,872,757</b>
<ul style="list-style-type: none"> <li>Funds to support overall infrastructure and expenses related to managing the regional system are budgeted in RS</li> <li>Regional Services are inflated at CPI-W + 1% per year</li> </ul>							

<b>Total Projected Strategic Initiatives Expenses for the 2020-2025 Levy Period</b>							
	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2020-2025 Total</b>
<b>AEIOU - QI</b>	\$268,542	\$279,042	\$289,171	\$299,581	\$310,246	\$322,004	<b>\$1,768,587</b>
<b>STRIVE - Training</b>	\$630,429	\$652,209	\$672,931	\$310,986	\$318,947	\$327,846	<b>\$2,913,348</b>
<b>VPSI</b>	\$310,761	\$322,911	\$334,633	\$346,680	\$359,022	\$372,629	<b>\$2,046,635</b>
<b>KC EMS Fund</b>	\$1,209,732	\$1,254,162	\$1,296,735	\$957,247	\$988,215	\$1,022,479	<b>\$6,728,570</b>
<ul style="list-style-type: none"> <li>Continue funding projects with 2020-2025 lifetime budgets. This includes inflationary assumptions similar to those used by Regional Services, but is not adjusted to reflect small changes in CPI.</li> <li>Allocation across years is considered a cashflow and is expected to be adjusted to meet final project plans.</li> <li>The EMS Division has the discretion to move funds between approved SIs to ensure the success of the projects.</li> <li>Continue funding projects with 2020-2025 lifetime budgets.</li> <li>Allocation across years is considered a cashflow and is expected to be adjusted to meet final project plans.</li> </ul>							

## FINANCE SUBCOMMITTEE

Chair: The Honorable John Marchione, Mayor of Redmond

The Finance Subcommittee assessed the programmatic recommendations developed by the other subcommittees, and provided financial perspective and advice to the *Task Force*. As the ALS, BLS and Regional Services Subcommittees each developed its own set of recommendations specific to its program areas, the Finance Subcommittee reviewed the proposals as a whole package, rather than as individual and independent pieces, to ensure the financial plan was well balanced and financially prudent.

The subcommittee also looked at the recommendations within the perspective of the levy planning economic environment, economic forecasts, and the potential for changes in the economic forecast. Significant efforts went toward analyzing financial implications of changes in economic conditions in order to develop appropriate contingency and reserve levels and policies.

### Economic Forecast

The financials for the levy are based on the continuation of strong AV growth (double digits) in 2019, followed by slower growth from 2020 to 2025 with 2020 growing at an 8.07% pace and the slowest pace occurring in 2023 at a 3.85% increase. The most important year for the EMS levy is 2020 since it sets the initial levy amount. After the first year, levy growth is limited to 1% plus new construction. While King County new construction was at its highest level ever in 2018 and is likely to remain high in 2019, the economic forecast assumes lowered new construction levels beginning in 2020 through most of the levy period as construction activity moderates.

When asked by subcommittee members about potential recessions, the King County Economist mentioned that although economists do not typically forecast downturns, they do look for signs of weakening of the economy. He also stated that based on the history and length of the current economic expansion, it would be prudent for the subcommittee to consider the possibility of an economic downturn in their planning assumptions for the 2020-2025 levy.

### Sensitivity (What-if) Analysis

One of the overarching and often mentioned issues was the need to safeguard the system from unforeseen financial risk. To better understand the level of risk, King County staff prepared different “what-if” scenarios (sensitivity analyses) to evaluate how changes to the proposed revenue and expenditures could impact the system’s ability to weather an economic downturn. The scenarios assumed:

- Potential of higher inflation that could increase costs of planned services
- Potential of reduced property taxes
- Using patterns from the 2008-2013 levy as a reasonable “worst” case scenario
- That changes in economic conditions would affect either expenses or revenues, but not both (based on experience from the 2008-2013 levy)

The **expenditure scenarios** looked at potential increased inflation. One scenario evaluated inflation at 1% higher than planned, which resulted in an additional \$4.6 million; the other evaluated inflation at 2% higher than planned, resulting in an additional \$9.3 million.

The **revenue scenarios** considered three different ways property taxes could be less than planned: starting AV less than planned; reductions in AV; and reduced new construction. Each scenario contained two options - one less severe and more probable, and one more severe and less probable. Also evaluated was a change in the proportion of funds between the City of Seattle and King County. Overall, the less severe options ranged from decreases of \$3.5 million (new construction 10% below forecast) to \$22 million (first year AV growth ~2% less than planned). The more severe options ranged from a low of \$10.4 million (new construction 30% below forecast) to \$89 million (AV follows 2008-2013 growth rate).

**FINANCE**

Subcommittee members used this information to determine whether the planned reserves could accommodate a potential change in economic conditions. Since the City of Seattle funds reserves separately from EMS levy funds, the subcommittee focused on appropriate reserves for the King County EMS Levy fund. The potential impacts on the King County EMS Fund ranged from a decrease of \$2.1 million (CPI higher than planned) to a decrease of \$52.2 million (AV drop similar to 2008-2013 levy). The Financial Plan included a total of \$49.4 million in reserves (\$41.6 million in programmatic reserves, and estimated \$7.8 supplemental reserves with a 27 cents levy) that allow the EMS levy to remain whole under these circumstances, except under the unlikely worst case scenario of \$52 million. Based on this information, the subcommittee recommended fully funding reserves and placing any additional funds into supplemental reserves.



The Finance Subcommittee recommendations are as follows:

**FINANCE RECOMMENDATION 1:**

**CONTINUE to use the financial policies guiding the 2014-2019 levy to provide stability for the 2020-2025 levy. Adjust as needed for consistency with King County financial policies and 2020-2025 Strategic Plan recommendations.**

**Financial Oversight and Management**

The EMS Division is responsible for managing the levy fund in accordance with the EMS Strategic Plan, the EMS Financial Plan, EMS Financial Policy PHL 9-2 (see below), and ordinances and motions as adopted by the King County Council. Financial policies will continue to be updated to document and meet system needs including adapting to updated King County Financial Policies (within funding limits of the levy) and reflect financial decisions and recommendations from the adopted Medic One/EMS 2020-2025 Strategic Plan. Public Health - Seattle & King County's Chief Financial Officer provides general oversight. EMS Division responsibilities include the review and evaluation of allocations, and the management of Regional Services, Strategic Initiatives, Contingencies and Reserves as reflected in the Plan, the EMS Financial Plan and associated King County ordinances.

<b>EMS Financial Policies - PHL 9-2</b>
<b>Oversight and management</b> of EMS levy funds;
Methodology for fairly <b>reimbursing ALS agencies</b> for eligible costs, including responsibilities by both the EMS Division and ALS agencies related to Operating and Equipment Allocations;
<b>Required reporting</b> by ALS agencies with review and analysis by EMS Division;
Methodologies for <b>BLS, Regional Services and Strategic Initiatives</b> funding;
<b>Regional Services and Strategic Initiatives management;</b> and
<b>Review and management of reserves</b> and designations including program balances.

## FINANCE

**Proposed Financial Policy Changes**

There are three significant policy related changes recommended in the Medic One/EMS 2020-2025 Strategic Plan, and reflected in the Financial Plan:

1. Converting the ALS Operating Reserves to Operating Contingencies, which amends the review and approval process for use;
2. Restructuring reserves to comply with updated King County Financial Policies, such as the 90-day Rainy Day fund; and
3. Reconfiguring the ALS Operating Allocation into three distinct parts to better accommodate different types of costs and enhance full funding.

A list of significant policy changes can be found in **Appendix D: Proposed Financial Policy Changes** on page 59.

**FINANCE RECOMMENDATION 2:**

**INCORPORATE sufficient reserves and contingencies, with appropriate access policies, to mitigate financial risk and provide flexibility; adapt policies as needed for alignment with King County financial policies.**

Reserves were first included explicitly in the 2008-2013 Medic One/EMS Financial Plan when regional partners wanted to ensure that funds were available to address emerging needs, particularly larger one-time expenses and unexpected/unplanned expenses. Now an integral and expected part of the levy's Financial Plan, EMS reserves are routinely reviewed and adjusted to better meet the needs of the regional system and consistency with updated King County Financial Policies.

**2020-2025 Proposed Contingencies and Reserves**

Subcommittee members unanimously agreed that the Financial Plan must include adequate, reasonable reserves and contingencies to fund unanticipated or one-time costs, and supported preparing for a potential economic downturn by fully funding Programmatic and King County required Rainy Day Reserves (90-day funding). Any additional funding would be placed in Rate Stabilization Reserves to supplement existing reserves, and/or be used to buy down a future levy rate. Reserves and contingencies should have appropriate access and usage policies, and should be consistent with King County financial policies. While the subcommittee wanted to maintain the review of reserve requests through the EMSAC Financial Subcommittee and EMSAC, they also wanted to provide more flexibility to access Contingencies.

Based on system's programmatic needs, as determined in the other three subcommittees, and the desire to be prepared in the event of an economic downturn, the Financial Subcommittee recommended the following for Contingencies and Reserves.

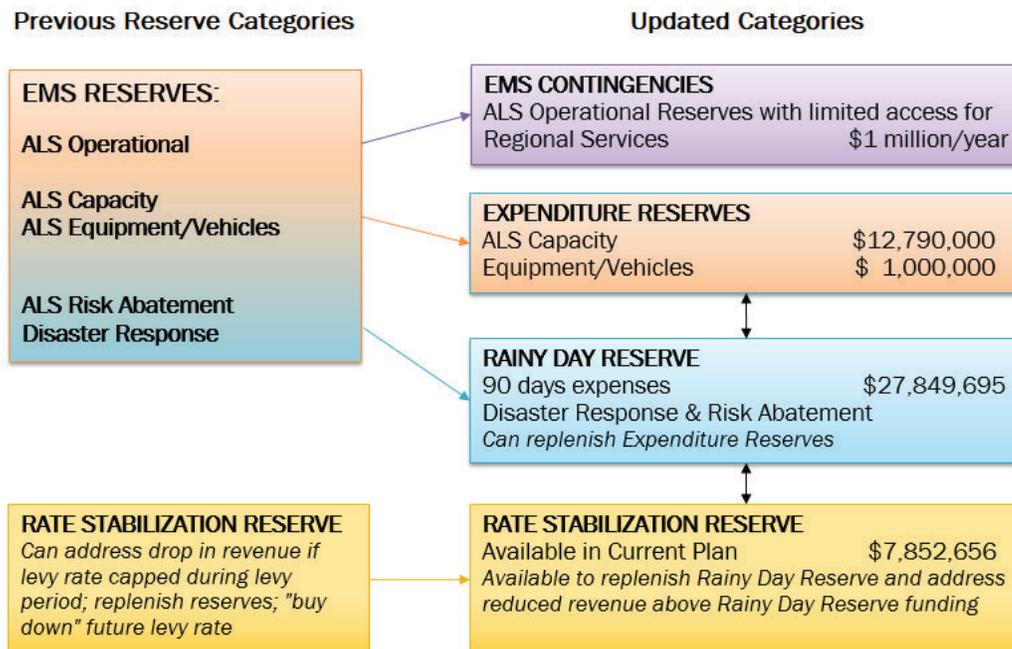
- **Fund Contingencies** at \$1 million a year to cover significant increases in operating costs that cannot be accommodated by the ALS allocation or program balances. An example is paid-time-off above amounts included in the allocation (due to the need to backfill paid-time-off). On a limited basis, allow contingency funding to be available to cover unplanned expenses related to regional initiatives and regional services.
- **Fund Expenditure Reserve** that includes:
  - \$1 million for ALS equipment** – covers unplanned costs related to equipment including potential addition of new equipment, decreased lifespans of equipment or need for early replacement, and increased costs not accommodated within the Equipment Allocation; and
  - \$12.8 million for ALS Capacity** – this includes \$1 million for costs related to avoiding adding new units such as relocating units (facility improvements to accommodate paramedics), and \$11.6 million as a placeholder for new units (consistent with **ALS Subcommittee Recommendations #4 and #5**).

**FINANCE**

- **Funding the Rainy Day Reserves** consistent with King County policies (currently 90-days). Includes functions previously included in Risk Abatement Reserve and potential unreimbursed disaster response. This is estimated at \$27,849,695.
- **Placing** any other available **funds in Rate Stabilization Reserve** to accommodate potential economic downturn. The current estimate is \$7,852,656.

<b>Total Reserves Budget for the 2020 - 2025 Levy Period</b>	
	<b>2020-2025 Total</b>
Expenditure Reserves	<b>\$13,790,000</b>
Rainy Day Reserve	<b>\$27,849,695</b>
<b>Total Programmatic Reserves</b>	<b>\$41,639,695</b>
Supplemental/Rate Stabilization	\$7,852,656

The following chart shows a simplified version of the transition from Reserves in the 2014-2019 levy plan to recommended reserves in the 2020-2025 levy plan. This transition includes changes recommended by EMSAC in 2017 to be consistent with updated King County Financial Policies.



## FINANCE

**FINANCE RECOMMENDATION 3:**

**MAXIMIZE savings from the existing levy period toward funding reserves for additional protection. Continue good financial stewardship and appropriately save funds to reduce funding level needed to be raised in next levy period.**

During the 2014-2019 levy period, additional funds were used to not only address unforeseen increased costs, but to also fund a new King County requirement of a 90-day Rainy Day Fund. The 2020-2025 levy financial plan assumes that \$20 million from the existing Rainy Day Fund will carry forward to the 2020-2025 levy period, thereby reducing the need to raise funds in the 2020-2025 to fund reserves.

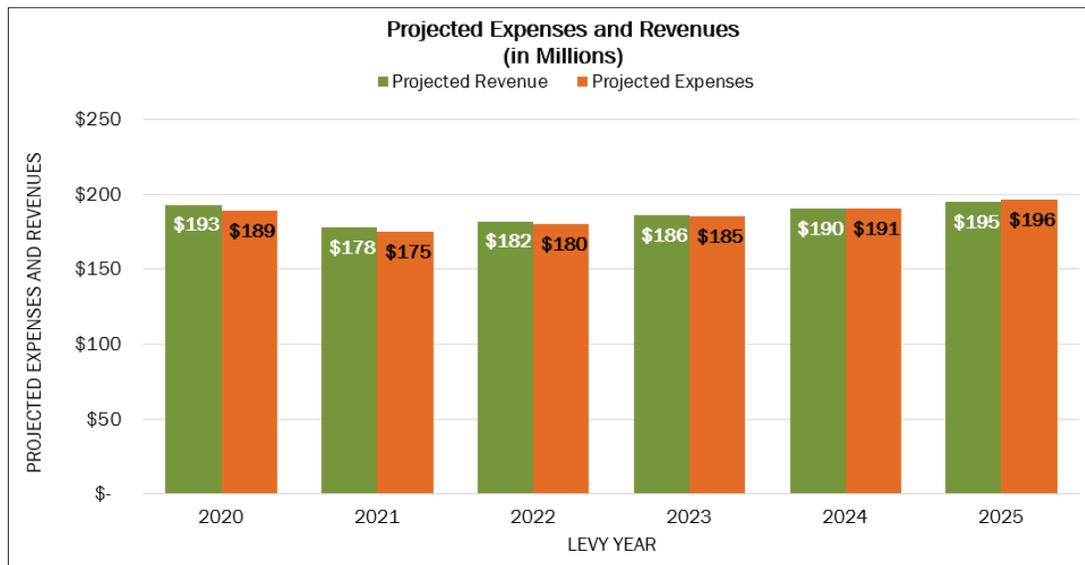
The region prioritized having supplemental reserves during the 2020-2025 levy period to cover continued EMS services in the event of an economic downturn. The levy plan currently estimates approximately \$7.9 million in supplemental reserves that could be used along with the Rainy Day Reserves in the case of an economic downturn. Any funding received in excess of anticipated program and reserve needs will be placed in a Rate Stabilization Reserve. This funding, if not needed during the levy period, could be used to reduce or “buy down” a future levy rate.

**FINANCE RECOMMENDATION 4:**

**EXPENDITURES AND RESERVES projected at \$1.15 billion over six-year span; supplemental reserves at \$7.9 million. The budget supports maintaining current services and meeting anticipated future demand.**

The proposed budget maintains funding for the system’s key 2014-2019 services of ALS, BLS, Regional Services programs and Initiatives. Stakeholders supported expanding the Community Medical Technical pilot from the 2014-2019 levy into a pilot Mobile Integrated Healthcare (MIH) program for 2020-2025, as well as initiating two new Strategic Initiatives. Some existing programs were reconfigured and consolidated into BLS allocation for simplicity, and funding was added to the newly reset allocation so that all BLS agencies would be kept whole in the first year of the levy.

The following chart compares projected revenues to expenditures for the 2020-2025 levy. The starting revenue in 2020 is high due to the carryforward of \$20 million of reserve funding from the 2014-2019.



## FINANCE

### FINANCIAL PLAN OVERVIEW

The **2020-2025 Financial Plan** endorsed by the *EMS Advisory Task Force* meets the programmatic needs identified in the subcommittees, builds on key services from the previous levy, and provides adequate reserves to ensure continuation of essential EMS services in the case of an economic downturn.

It was developed based on widely understood and accepted regional principles of the tiered system:

- The Medic One/EMS levy will continue to support the delivery of quality pre-hospital emergency medical services and supply adequate funding to provide these services;
- Advanced Life Support (ALS) services will remain the priority of the Medic One/EMS levy;
- Basic Life Support (BLS) services will be funded through a combination of local taxes and Medic One/EMS levy funds;
- The EMS Division is responsible for:
  - coordinating and convening regional partners to facilitate collaborative activities necessary to assure the success of the regional strategic and financial plans;
  - managing and ensuring the transparency of system finances; and
  - continuing to innovate and evaluate the efficacy and funding of programs from a system-wide perspective.

### Considerations & Drivers

This Financial Plan is based on the key regional priorities to aggressively manage resources and the growth of services, create efficiencies, address uncertainty, and build on previous investments. Although experiencing a strong economy, the region voiced concerns about potential economic changes during the span of the next levy. The issue of mitigating financial risk was front and center at subcommittee and *Task Force* meetings alike, with members emphasizing the need to be prepared for whatever economic circumstances might occur.

Steps taken to help remedy uncertainties included changing the ALS allocation structure, using the more conservative 65% confidence level in forecasting revenues (per King County policy) and ensuring sufficient contingencies and reserves. Reserve recommendations include fully funding programmatic and "Rainy Day" reserves plus a recommendation to use any additional funds available in a 27 cent levy as supplementary reserves that could be used in the case of an economic downturn. In determining reserve levels, King County prepared five different "Scenarios" to evaluate how changes to the proposed AV, new construction, inflation, and City of Seattle AV could impact the EMS levy financials. A review of this "sensitivity analysis" confirmed that the reserve recommendations could mitigate the risks identified and would allow the system to provide critical EMS services during an economic downturn.

**Primary cost drivers** relate to increases in the costs of providing services, demand for services, and changes in the types of services to provide community needs. Primary revenue drivers include 2020 starting Assessed Valuation (AV) and assumptions related to new construction AV.

**Expenditures** are based on the recommendations of the subcommittees and are inflated yearly based on forecasts from the King County Office of Economic and Financial Analysis. Reserves and contingencies are based on programmatic needs and updated for compliance with King County Financial Policies, including a 90-day Rainy Day Reserve requirement for all levy supported funds.

**Revenues** are planned to cover expenditures across the 2020-2025 levy period. Consistent with King County Financial policies, revenues are forecast at a 65% confidence level. Revenue needs were reduced by including carryover related to reserves of approximately \$20 million from the 2014-2019 Financial Plan.

**The recommended 27 cent per \$1,000 AV levy rate allows supplemental reserves of \$7.8 million that could be available in an economic downturn.**

## FINANCE

<b>Medic One/Emergency Medical Services 2020-2025 Levy</b>	
(in millions)	
Expenditures	\$1,073.9
Reserves (Expenditure & Rainy Day)	\$41.6
<b>Total Expenditures</b>	<b>\$1,115.5</b>
2020-2025 Property Tax Forecast	\$1,094.7
Other Revenues (King County)	\$8.6
Carryforward Reserves from 2014-2019	\$20.0
<b>Total Revenues</b>	<b>\$1,123.3</b>
Funds available to supplement reserves	\$7.8
<b>Levy Rate</b>	<b>27.0 cents</b>

<b>Medic One/Emergency Medical Services 2020-2025</b>			
<b>Proposed Financial Plan</b>			
(in millions -- 27 cent levy rate)			
	<b>Seattle</b>	<b>KC EMS</b>	<b>Total</b>
Property Taxes	\$451.3	\$643.4	\$1,094.7
Other Revenue (KC EMS Fund)	\$41.6	\$8.6	\$8.6
Carryforward from 2014-2019 levy		\$20.0	\$20.0
<b>Total Revenues</b>	<b>\$451.3</b>	<b>\$672.0</b>	<b>\$1,123.3</b>
Advanced Life Support (ALS)	\$149.1	\$370.1	\$519.2
Basic Life Support (BLS)	\$302.2	\$140.6	\$442.8
Mobile Integrated Healthcare (MIH)		\$26.3	\$26.3
Regional Services (Rs)		\$78.9	\$78.9
Strategic Initiatives (SI)		\$6.7	\$6.7
<b>Total Expenditures</b>	<b>\$451.3</b>	<b>\$622.6</b>	<b>\$1,073.9</b>
Expenditure Reserves		\$13.8	\$13.8
Rainy Day Reserves		\$27.8	\$27.8
<b>Total Programmatic Reserves</b>		<b>\$41.6</b>	<b>\$41.6</b>
<b>Total With Reserves</b>	<b>\$451.3</b>	<b>\$664.2</b>	<b>\$1,115.5</b>
Supplemental Reserves		\$7.8	\$7.8

## FINANCE

### FINANCIAL PLAN ASSUMPTIONS OVERVIEW

The 2020-2025 Financial Plan, like other financial plans, is based on numerous assumptions and acknowledges that actual conditions may differ from the original projections. The objective is to make the plan flexible enough to handle changes as they occur while remaining within expected variance. Key financial assumptions provided by the King County economist include new construction growth, assessed value, inflation, and cost indices. Actuals, when presented, are through 2017. Most of the assumptions for the 2020-2025 Financial Plan include inflation and growth assumptions for 2018 and 2019 as well as 2020-2025.

This section documents key assumptions and shows projected rates related to inflation increases and distribution of property taxes. It also details revenues, expenditures and reserves that constitute the 2020-2025 Financial Plan. Note that when numbers are rounded to millions for presentation purposes, some rounding errors will occur.

Total expenditures for the Medic One/EMS system in King County are projected to be \$1.15 billion over the 2020-2025 levy span. Funds are projected for the Medic One/EMS program areas of Advanced Life Support, Basic Life Support, Mobile Integrated Healthcare pilot, Regional Services and Strategic Initiatives and reserves. The financial plan includes carrying forward \$20 million in Rainy Day Reserves which reduces the funding needed in 2020-2025. A 27 cent per \$1,000/AV rate is proposed to fund the 2020-2025 levy period.

### KEY ASSUMPTIONS

#### Revenues

The Medic One/EMS 2020-2025 Financial Plan is based on an EMS property tax levy as the primary source of funding. The revenue forecast is built on assumptions including the assessed valuation (AV) at the start of the levy period, AV growth, new construction AV, and a 99% collection rate (1% delinquency rate) as forecast by the King County Economist. Other considerations include the division of property tax revenues between the City of Seattle and the King County EMS fund, interest income on fund balance, and other revenues received by property tax funds at King County.

The plan, with its lowered levy rate, is based on significant increases in AV from 2014 to 2019 followed by a forecast of more moderate increases between 2020 and 2025. The forecast assumes slower growth of new construction AV beginning in 2020 from a high of \$10.7 billion in 2019 to \$9.9 billion in 2020 (first year of the levy) and end the levy period at \$9.1 billion in 2025. Total tax revenue based on new construction is estimated at \$13.5 billion for the 6-year levy period. The EMS levy does not receive new construction funds in the first year of the levy.

<b>Key Assumptions: 2020 - 2025 Forecast</b>						
<b>Rate of Growth</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
New Construction		(9.81%)	(1.95%)	(1.17%)	2.56%	2.89%
Reevaluation Existing Properties	8.07%	5.97%	5.10%	3.85%	4.13%	4.66%

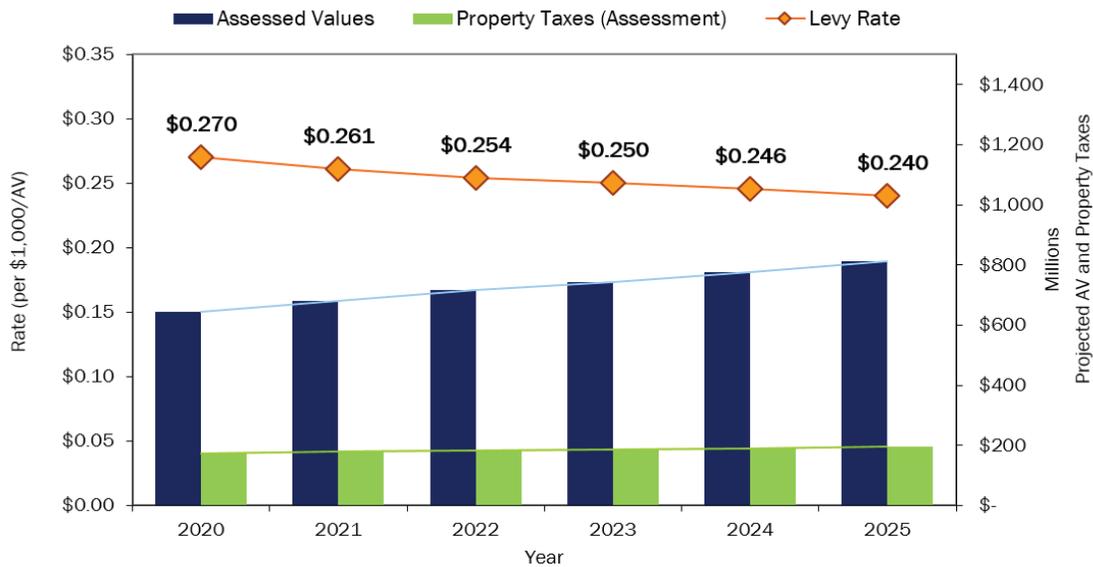
**FINANCE**

Assessment (Property Taxes):

Increases in assessments (property taxes) are limited to 1% plus assessments on new construction. Forecast property tax increases exceeding 1% are due to new construction.

The following chart and table show the interrelationship between assessed valuations, levy assessment/ property taxes, and levy rate as currently forecasted. While the growth in AV from 2020 to 2025 averages 5% per year, projected property taxes (property taxes/assessment) are projected to average just over 2% per year. Assessment includes a 1% increase on existing properties and the addition of new construction. Based on these increases, the levy rate is projected to decline from 27 cents to 24 cents per \$1,000 AV by the end of the levy in 2025.

**2020-2025 EMS Levy: Projected Assessed Values, Revenues and Rates**



Levy Year	Projected Assessed Value	Property Taxes (Assessment)	Forecasted Levy Rate	Growth in AV	Growth in Assessment
<b>2020</b>	\$643,345,765,343	\$173,703,357	\$0.270		
<b>2021</b>	\$681,779,475,102	\$178,263,132	\$0.261	5.97%	2.63%
<b>2022</b>	\$716,569,321,881	\$182,347,319	\$0.254	5.10%	2.29%
<b>2023</b>	\$744,137,338,226	\$186,380,551	\$0.250	3.85%	2.21%
<b>2024</b>	\$774,884,866,630	\$190,476,594	\$0.246	4.13%	2.20%
<b>2025</b>	\$810,987,467,867	\$194,638,443	\$0.240	4.66%	2.18%

## FINANCE

Division of Revenues: Revenues associated with the City of Seattle are sent directly to the city by King County; revenues for the remainder of King County are deposited in the King County EMS Fund. The percentage of overall AV in the City of Seattle has increased during the current economic upturn from 37% in 2013 to 40% in 2018. Seattle AV is forecast to continue to grow slightly higher than the rest of the county throughout the 2020-2025 levy period.

The following table shows AV distribution trends:

<b>Division and Estimated Value of Assessments for the 2020-2025 Levy Period (in millions)</b>				
	<b>Average % of Assessed Value</b>	<b>Estimated Tax Revenue *</b>	<b>Estimated Other Revenue *</b>	<b>Estimated Total *</b>
<b>City of Seattle</b>	41.22%	\$451.32		<b>\$451.32</b>
<b>KC EMS Fund</b>	58.78%	\$643.43	\$8.59	<b>\$652.02</b>
<b>Total</b>	<b>100.00%</b>	<b>\$1,094.75</b>	<b>\$8.59</b>	<b>\$1,103.34</b>

\* \$ in millions, total assuming 1% delinquency rate.

Based on the forecast division of property taxes by the King County economist, the following tables show forecast property tax assessments for the City of Seattle and King County EMS Fund. This represents the full estimated assessment prior to under-collection (delinquency) assumptions. Forecast levy revenue above 1% is due to new construction.

<b>Forecast Property Tax Assessment 2020 - 2025 (in millions)</b>							
	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2020-2025 Total</b>
<b>City of Seattle</b>	\$71.1	\$73.2	\$75.0	\$77.0	\$78.9	\$80.7	<b>\$455.9</b>
<b>KC EMS Funds</b>	\$102.6	\$105.1	\$107.3	\$109.4	\$111.6	\$113.9	<b>\$649.9</b>
<b>Total</b>	<b>\$173.7</b>	<b>\$178.3</b>	<b>\$182.3</b>	<b>\$186.4</b>	<b>\$190.5</b>	<b>\$194.6</b>	<b>\$1,105.8</b>
Growth in Total Levy		2.65%	2.24%	2.25%	2.20%	2.15%	

Total **does not include** 1% delinquency rate.

The following table shows the revenue estimates that the KC EMS levy has adopted in the levy financial plan. The table shows estimated revenues based on assumed division of assessed value for both the City of Seattle and the King County EMS Fund. This revenue includes a 1% delinquency rate which better represents the actual amount collected.

<b>Total Forecast Property Tax Revenue 2020 - 2025 (in millions)</b>							
	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2020-2025 Total</b>
<b>City of Seattle</b>	\$70.4	\$72.4	\$74.3	\$76.2	\$78.1	\$79.9	<b>\$451.3</b>
<b>KC EMS Funds</b>	\$101.6	\$104.0	\$106.2	\$108.3	\$110.5	\$112.8	<b>\$643.4</b>
<b>Total</b>	<b>\$172.0</b>	<b>\$176.5</b>	<b>\$180.5</b>	<b>\$184.5</b>	<b>\$188.6</b>	<b>\$192.7</b>	<b>\$1,094.7</b>
<b>Growth in Total Levy</b>		2.63%	2.29%	2.21%	2.20%	2.18%	

Total **includes** 1% delinquency rate. Forecast levy revenue above 1% is related to new construction.

## FINANCE

**Other Revenues:** In addition to property taxes from the Medic One/EMS levy, the KC EMS Fund receives interest income on its fund balance, and other miscellaneous King County revenues distributed proportionately to property tax funds (such as lease and timber taxes).

<b>Other Revenue Assumptions</b>		
<b>Revenues</b>	<b>Estimate</b>	<b>% of Total Revenue</b>
<b>Interest Income</b>	\$7,620,000	88.7%
<b>Other Revenue Sources</b>	\$973,200	11.3%
<b>Total Other Revenue</b>	<b>\$8,593,200</b>	<b>100.0%</b>

### Expenditures

Medic One/EMS revenues support Medic One/EMS operations related to direct service delivery or support programs:

- Advanced Life Support (ALS) Services
- Basic Life Support (BLS) Services
- Mobile Integrated Healthcare (MIH)
- Regional Services (RS)
- Strategic Initiatives (SI)
- Contingencies and Reserves

Expenditures are shown for each fund – City of Seattle and KC EMS Fund. The KC EMS Fund finances five main program areas: Advanced Life Support, Basic Life Support, Mobile Integrated Healthcare, Regional Services and Strategic Initiatives. In addition, there is funding for contingencies and reserves. The City of Seattle places all funds not targeted for ALS into BLS. Other city funds are used for programs similar to those in the KC EMS Fund.

Programs are increased yearly with inflators appropriate to the program. All programs, except for the ALS equipment allocation, are proposed to be increased by the local CPI-W + 1%. The 1% accommodates benefits and other costs, such as pharmaceuticals, that often increase at rates higher than CPI-W. The CPI assumptions used in this Financial Plan were provided by the King County Economist. Expenditures are inflated by the previous year's actuals (through June).

<b>CPI Assumptions – CPI-W</b>							
<b>Levy Year</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
<b>CPI-W</b>	3.65%	3.41%	2.91%	2.63%	2.60%	2.56%	2.79%

The current CPI-W for the Seattle area is CPI-W Seattle-Tacoma-Bellevue (CWURS49DSA0). The ALS equipment allocation is inflated by PPI for Transportation Equipment: Other Trucks and Vehicles, Complete, Produced on Purchased Chassis, including upfitting (WPU1413029). If the definition of these indices are updated or discontinued, EMS will use the updated indices (such as the change in the local CPI-W in the past levy period) or choose a closely aligned index as reviewed by the King County Office of Economic Analysis. If needed, an alternative index could be proposed and reviewed by the EMS Advisory Committee and King County Office of Economic and Financial Analysis.

The 2020 expenditure level for each program area was determined by projecting the costs of providing services. This included re-costing existing services looking at needs and efficiencies (including sunseting some existing programs). Expenditure levels for 2020 through 2025 are based on an increase by an appropriate inflator for the program, the timing of new services, and cash flow projections of individual Strategic Initiatives. Actual allocations will differ slightly based on actual (rather than forecast) economic indices.

## FINANCE

### Expenditures by Program Areas

The following table includes the expenditures by program area. The use of funds differs between the City of Seattle and the KC EMS Fund. The City of Seattle designates all funds not used for ALS to BLS.

<b>Expenditures by Program Areas</b>			
<b>Program Area Expenses</b>	<b>Seattle</b>	<b>King County</b>	<b>Total</b>
<b>Advanced Life Support (ALS)</b>	\$149,136,643	\$370,038,501	<b>\$519,175,144</b>
<b>Basic Life Support (BLS)</b>	\$302,184,904	\$140,547,220	<b>\$442,732,124</b>
<b>Mobile Integrated Healthcare (MIH)</b>		\$26,343,555	<b>\$26,343,555</b>
<b>Regional Support Services</b>		\$78,872,757	<b>\$78,872,757</b>
<b>Strategic Initiatives</b>		\$6,728,570	<b>\$6,728,570</b>
<b>Sub-Total</b>	<b>\$451,321,547</b>	<b>\$622,530,603</b>	<b>\$1,073,852,150</b>
<b>Reserves</b>		\$41,639,695	\$41,639,695
<b>Total Programmatic Proposal</b>	<b>\$451,321,547</b>	<b>\$664,170,298</b>	<b>\$1,115,491,845</b>
<b>Supplemental Reserves</b>		\$7,852,656	\$7,852,656

### Advanced Life Support (ALS) Services

Since the first Medic One/EMS levy in 1979 regional paramedic services have been largely supported by, and are the funding priority of, the Medic One/EMS levy. Costs have been forecasted as accurately as feasible, but should the forecasts and method for inflating the allocation be insufficient, ALS remains the first priority for any available funds. Contingency and reserve funds are available if needed. Contracts with Bellevue, Redmond, Shoreline and King County Medic One are allocated on a per unit cost basis, as shown in the chart below.

<b>Advanced Life Support (ALS) Standard Unit Cost: 2020 Allocations</b>		
<b>Category</b>	<b>Average Costs</b>	<b>%</b>
<b>Unit Allocation</b>	\$2,056,435	71.10%
<b>Program Allocation</b>	\$518,413	17.90%
<b>System Allocation</b>	\$220,651	7.60%
<b>Subtotal Operating Allocations</b>	<b>\$2,795,499</b>	<b>96.60%</b>
<b>Equipment Allocation</b>	\$98,501	3.40%
<b>ALS Per Unit Total</b>	<b>\$2,894,000</b>	<b>100.00%</b>

The Equipment Allocation was developed after reviewing the average cost of equipment purchases, the expected lifespan of the equipment, and the number needed per unit. Each medic unit is budgeted to have two vehicles – primary and back-up for when the primary is out-of-service, there is an overlap between shifts, and times when an extra response unit may be needed (such as in the event of a snowstorm or flood).

## FINANCE

The operating portion of the ALS allocation was previously inflated by a compound inflator. After analysis, it was determined that moving to a standard yearly increase of CPI-W+1% would accommodate costs increases and eliminate the extra work required by the compound inflator. ALS Operating allocations are proposed to increase yearly by CPI-W + 1%. The equipment allocation will remain inflated a PPI related to Transportation equipment, as recommended by the King County Auditor's Office.

<b>ALS Allocation - Inflation Assumptions</b>								
<b>Inflation Assumption</b>	<b>Calculation Basis</b>	<b>Source</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
Wage Inflation	Local CPI-W +1%	KC Economist	4.41%	3.91%	3.63%	3.60%	3.56%	3.79%
Vehicle Costs	WPU1413029	KC Economist	2.04%	1.46%	0.94%	1.45%	1.67%	1.85%

The following table shows estimated ALS costs for the City of Seattle and KC EMS Fund. City of Seattle costs, due to compact area with higher call volumes, are assumed to be slightly higher per unit. The city uses levy funds to cover ALS fully and then allocates the remaining funds to BLS.

<b>Total Projected ALS Service Expenses During the 2020-2025 Levy Period</b>							
	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2020-2025 Total</b>
<b>City of Seattle</b>	\$22,688,960	\$23,557,169	\$24,391,220	\$25,252,303	\$26,136,130	\$27,110,861	<b>\$149,136,643</b>
<b>King County</b>	\$56,382,364	\$58,501,941	\$60,538,188	\$62,640,361	\$64,798,030	\$67,177,617	<b>\$370,038,501</b>
<b>Total</b>	<b>\$79,071,324</b>	<b>\$82,059,110</b>	<b>\$84,929,408</b>	<b>\$87,892,664</b>	<b>\$90,934,160</b>	<b>\$94,288,478</b>	<b>\$519,175,144</b>

The 2020-2025 Financial Plan recommends an annual review of ALS costs to minimize cost-shifting to agencies. As has been the practice, a group that includes representatives from the different ALS agencies will meet annually to review costs and provide recommendations on the adequacy of the allocations.

As part of reconciliation to new King County Financial Policies, ALS Operational Reserves were converted into ALS Contingencies. The KC EMS Fund ALS budget includes \$1 million per year in contingency to use for unplanned and unforeseen circumstances. On a limited basis, these contingencies can be used to support needs in other programs.

## FINANCE

### **Basic Life Support (BLS) Services**

The levy provides partial funding to 28 BLS agencies to help ensure uniform and standardized patient care and enhance BLS services. Funding previously distributed separately are included in BLS for the 2020-2025 levy period. The BLS allocation is inflated at CPI-W + 1% per year. The 1% added to CPI acknowledges expenses, such as step increases, benefits, and other expenses such as pharmaceuticals that typically increase at rates higher than the inflationary assumptions included in the regional CPI-W.

The City of Seattle allocates all estimated levy funds not designated to ALS to BLS. For additional information on BLS, please refer to page 28.

<b>Total Projected BLS Service Expenses During the 2020-2025 Levy Period</b>							
	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2020-2025 Total</b>
<b>City of Seattle</b>	\$47,662,463	\$48,888,076	\$49,912,395	\$50,953,113	\$51,970,322	\$52,798,535	<b>\$302,184,904</b>
<b>King County</b>	\$21,340,659	\$22,175,079	\$22,980,035	\$23,807,316	\$24,654,856	\$25,589,275	<b>\$140,547,220</b>
<b>Total</b>	<b>\$69,003,122</b>	<b>\$71,063,155</b>	<b>\$72,892,430</b>	<b>\$74,760,429</b>	<b>\$76,625,178</b>	<b>\$78,387,810</b>	<b>\$442,732,124</b>

### **Mobile Integrated Healthcare (MIH)**

The 2020-2025 levy includes a commitment to exploring a Mobile Integrated Healthcare (MIH) model to address community needs. The initiative's proposed funding is \$4 million beginning 2020 and will be distributed the first year using the same methodology as the BLS allocation. Each agency's 2020 allocation will be increased by CPI-W+1% from 2021-2025. For additional information on MIH, please refer to page 30.

<b>Total Projected Annual MIH Expenses During the 2020-2025 Levy Period</b>							
	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2020-2025 Total</b>
<b>King County EMS Fund</b>	\$4,000,009	\$4,156,400	\$4,307,277	\$4,462,339	\$4,621,198	\$4,796,341	<b>\$26,343,555</b>

### **Regional Support Services**

The EMS Division is responsible for managing of regional Medic One/EMS programs and services that support critical functions that are essential to providing the highest quality out-of-hospital emergency care available. Funds to support overall infrastructure and expenses related to managing the regional system are budgeted in Regional Services. Regional Services are inflated at CPI-W + 1% per year. For additional information on Regional Support Services, please refer to page 32.

<b>Total Projected Regional Support Services Expenses for 2020-2025 Levy Period</b>							
	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2020-2025 Total</b>
<b>King County EMS Fund</b>	\$11,976,022	\$12,444,285	\$12,896,013	\$13,360,269	\$13,835,894	\$14,360,274	<b>\$78,872,757</b>

## FINANCE

### **Strategic Initiatives (SI)**

Strategic Initiatives are pilots geared to improve the quality of EMS services, contain costs, and/or manage the rate of system growth. Strategic Initiatives are funded with lifetime budgets that include inflationary assumptions similar to those used by Regional Services. Increased funding for the programs or new projects are reviewed and recommended by the EMS Advisory Committee and by the King County Council through the normal budget process. For additional information on Strategic Initiatives, please refer to page 32.

<b>Total Projected Strategic Initiatives Expenses for the 2020-2025 Levy Period</b>							
	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2020-2025 Total</b>
<b>AEIOU - QI</b>	\$268,542	\$279,042	\$289,171	\$299,581	\$310,246	\$322,004	<b>\$1,768,586</b>
<b>STRIVE - Training</b>	\$630,429	\$652,209	\$672,931	\$310,986	\$318,947	\$327,846	<b>\$2,913,348</b>
<b>VPSI</b>	\$310,761	\$322,911	\$334,633	\$346,680	\$359,022	\$372,629	<b>\$2,046,636</b>
<b>KC EMS Fund</b>	\$1,209,732	\$1,254,162	\$1,296,735	\$957,247	\$988,215	\$1,022,479	<b>\$6,728,570</b>

### **Reserves and Contingencies**

Reserves were added during the 2008-2013 levy planning process and continue to be refined. Current reserve proposal includes updates adopted in 2017 to conform to updated King County Financial Policies and reflect the *Task Force's* concerns about being sufficiently resilient and able to provide services during a potential economic downturn.

By converting ALS Operating Reserves into Contingencies (budgeted under ALS), reserves are now simplified into the Expenditure, Rainy Day and Rate Stabilization categories. Expenditure reserves are designed to cover potential ALS costs related to equipment and expanding capacity (including \$11.5 million "placeholder" that could cover costs related to adding up to two (2), 12-hour ALS units). The plan includes a 90-day Rainy Day Reserve, in adherence with King County financial policies. To ensure resiliency, funds above the amount needed to cover programmatic needs (expenditures, contingencies and reserves) will be placed in a Rate Stabilization Reserve. These funds will be available to address funding if there is an economic downturn and can supplement and replenish Rainy Day Reserves or be used to "buy down" a future levy rate. Consistent with the 2014-2019 levy, reserves can be replenished and use of reserves will be reviewed by the EMSAC Financial Subcommittee and the EMS Advisory Committee in addition to requiring King County appropriation.

If needed to address emerging conditions, changed economic circumstances and/or King County policies, changes to reserves can be implemented during the 2020-2025 levy period. Such changes would require review and approval by the EMS Advisory Committee and the King County Council.

## FINANCE

Reserves included in the 2020-2025 levy plan are shown in the following table:

<b>Total Reserves Budget: 2020-2025 Levy</b>						
	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
<b>Expenditure Reserves</b>	\$13,790,000	\$13,790,000	\$13,790,000	13,790,000	\$13,790,000	\$13,790,000
<b>Rainy Day Reserve</b>	\$13,809,324	\$20,345,912	\$25,155,184	\$25,946,515	\$26,851,609	\$27,849,695
<b>Total Programmatic Reserves</b>	<b>\$27,599,324</b>	<b>\$34,135,912</b>	<b>\$38,945,184</b>	<b>\$39,736,515</b>	<b>\$40,641,609</b>	<b>\$41,639,695</b>
<b>Supplemental/ Rate Stabilization</b>			\$707,910	\$4,579,577	\$7,040,867	\$7,852,656

Note: Reserves roll over year-to-year; total budget dedicated to programmatic reserves is \$41.6 million

To encourage cost efficiencies and allow for variances in expenditure patterns, program balances were added during the 2002-2007 levy and have remained in practice. Program balances allow agencies to save funds from yearly allocations to use for variances in expenditures in future years. They are primarily used by ALS agencies to accommodate cashflow peaks related to completing labor negotiations – particularly related to back wages. Within Regional Services, use of program balances may be related to the timing of special projects (particularly projects supporting ALS or BLS agencies). Program balances are proposed to continue in the 2020-2025 levy period. Program Balances are not shown in the proposed levy financial plan.

King County Medic One, the south King County ALS service provided directly by King County, has an equipment replacement fund. These funds are not shown in the levy financial plan.

## CONCLUSION

---

Reflected throughout the Medic One/EMS 2020-2025 Strategic Plan is our system's long and vibrant legacy of regional collaboration and commitment. As such, activities will remain conducted on a regional/ multi-agency/zonal level; standardization, consistency and coordination will remain on the forefront; and expanding these benefits to all agencies, throughout all tiers, regardless of agency size or budget, will remain a priority. The resulting Plan is a well-balanced approach that builds upon the system's current successful medical model, allows for continual improvement and innovation, remains flexible and responsive to community and system needs, and streamlines policies to be more effective and useful to all parts of the system.

## Appendix A: Proposed 2020-2025 Regional Services

Regional Services planned in the 2020-2025 levy, including converted Strategic Initiatives (SI), are as follows:

<p><b>TRAINING AND EDUCATION</b></p> <p><b>EMT TRAINING</b></p> <ul style="list-style-type: none"> <li>• <b>Basic Training:</b> Entry-level training to achieve WA State certification</li> <li>• <b>EMS Online Continuing Education (CE) Training:</b> Web-based training to maintain/learn new skills and meet state requirements</li> <li>• <b>CBT Instructor Workshops:</b> Training for Senior EMT instructors</li> <li>• <b>Regionalized Initial Training:</b> Condensed training conducted zonally</li> <li>• <b>EMT Certification Recordkeeping:</b> Monitor and maintain EMS certification records</li> <li>• <b>Strategic Training and Research (STAR) program:</b> Training opportunities for traditionally under-represented students</li> <li>• <b>HIPAA for EMS Agencies:</b> Use of Public Health Department's HIPAA training tool</li> </ul> <p><b>PARAMEDIC TRAINING</b></p> <ul style="list-style-type: none"> <li>• <b>EMS Online Continuing Education modules:</b> Web-based training to maintain skills, developed in coordination with UW Harborview Paramedic Training program</li> <li>• <b>Harborview Series:</b> Posting of "Tuesday Series" on EMS Online</li> </ul> <p><b>EMERGENCY MEDICAL DISPATCH (EMD) TRAINING</b></p> <ul style="list-style-type: none"> <li>• <b>Basic Training:</b> 40 hours entry level dispatch training</li> <li>• <b>Continuing Education:</b> Four-hour in-class training to maintain skills/learn new skills</li> <li>• <b>EMS Online Continuing Education Training – Dispatch:</b> Web-based training to maintain/learn new skills</li> <li>• <b>Advanced EMS Training:</b> Advanced training to enhance key concepts (SI converted to RS for 2014-2019 levy)</li> <li>• <b>EMS Instructor Training:</b> Instructor training for Criteria Based Dispatch</li> </ul> <p><b>CPR/AED TRAINING:</b> Secondary School Students: Conduct CPR instructor training, purchase training supplies and equipment, train students</p>
<p><b>GROWTH MANAGEMENT</b></p> <p><b>INJURY PREVENTION</b></p> <ul style="list-style-type: none"> <li>• <b>Fall Prevention for Older Adults:</b> Home fall hazard mitigation and patient assessment (SI converted to RS for 2014-2019 levy, and scope enhanced)</li> <li>• <b>Child Passenger Safety Program:</b> Proper car seat fitting and installation for populations not served by other programs</li> <li>• <b>Shape-up 50+ for a Healthy &amp; Independent Lifestyle:</b> A community awareness campaign regarding exercise opportunities for seniors to prevent falls and injuries</li> <li>• <b>Targeted Age Driving:</b> Safety interventions, include preventing driving and texting</li> </ul> <p><b>CRITERIA-BASED DISPATCH (CBD) GUIDELINES: CBD Revisions:</b> Analysis to safely limit frequency that ALS is dispatched</p> <p><b>TRP/NURSELINE: TRP/Nurseline:</b> Divert low-acuity BLS calls to Nurseline for assistance in lieu of sending a unit response</p> <p><b>BLS EFFICIENCIES</b></p> <ul style="list-style-type: none"> <li>• <b>Taxi Transport Voucher:</b> Transport patients at lower costs using taxis as an alternative to private ambulances</li> <li>• <b>Communities of Care:</b> Evaluate 9-1-1 calls for services, and educate licensed care facilities on appropriate use of EMS resources.</li> </ul>

<p><b>REGIONAL MEDICAL QUALITY IMPROVEMENT (QI)</b></p> <p><b>REGIONAL MEDICAL DIRECTION:</b> Oversight of all medical care; approval of protocols, continued education, and quality improvement projects</p> <p><b>PATIENT SPECIFIC MEDICAL QI:</b> Review medical conditions to improve patient care</p> <p><b>CARDIAC CASE REVIEW:</b> Assessment and feedback re: cardiac arrest events throughout King County</p> <p><b>EMERGENCY MEDICAL DISPATCH QI:</b> Evaluation and improvement of medical 9-1-1 call handling and dispatch decisions</p> <p><b>DISPATCHER-ASSISTED CPR QI:</b> Review of the handling of cardiac arrest calls; evaluate and provide feedback</p> <p><b>PUBLIC ACCESS DEFIBRILLATION (PAD):</b></p> <ul style="list-style-type: none"> <li>• <b>PAD Registry:</b> Maintain registry/ provide PAD location to dispatchers</li> <li>• <b>Project RAMPART:</b> Funding to buy/place AEDs in public areas; provide CPR training to public sector employees</li> <li>• <b>PAD Community Awareness:</b> Increase public placement and registration of AEDs (SI converted to RS for 2014-2019 levy)</li> </ul> <p><b>ALS/BLS PATIENT CARE PROTOCOLS:</b> Development of EMT and Medic protocols/standards for providing pre-hospital care</p> <p><b>BLS TRAINING AND QI:</b> Review BLS care/effectiveness to improve patient care; feed into various training opportunities</p> <p><b>REGULATORY COMPLIANCE:</b> Ensure system-wide contractual/ quality assurance compliance</p>
<p><b>EMS DATA MANAGEMENT</b></p> <p><b>EMS DATA COLLECTION</b> Oversee collection/integration/use of EMS system data, including Medical Incident Reports</p> <p><b>EMS DATA ANALYSIS:</b> Analyze system performance and needs</p> <p><b>REGIONAL RECORDS MANAGEMENT SYSTEM (RMS) /SEND:</b> Improved network of data collection throughout the region with numerous EMS partners, including dispatch and hospitals</p>
<p><b>REGIONAL LEADERSHIP AND MANAGEMENT</b></p> <p><b>REGIONAL LEADERSHIP, MANAGEMENT, AND SUPPORT:</b> Provide financial and administrative leadership and support to internal and external customers; implement EMS Strategic Plans, best practices, business improvement process</p> <p><b>MANAGE EMS LEVY FUND FINANCES:</b> Oversee all financial aspects of EMS levy funding</p> <p><b>CONDUCT LEVY PLANNING AND IMPLEMENTATION:</b> Develop EMS Strategic Plan; implement programs</p> <p><b>MANAGE HR, CONTRACTS, AND PROCUREMENT:</b> Oversee contract compliance and continuity of business with EMS Stakeholders</p>
<p><b>INDIRECT AND INFRASTRUCTURE</b></p> <p><b>INFRASTRUCTURE SUPPORT:</b> Infrastructure costs needed to support EMS Division including leases, vehicles, copier, etc.</p> <p><b>INDIRECT AND OVERHEAD (INCLUDES INFORMATION TECHNOLOGY &amp; BUSINESS SYSTEMS):</b> Costs associated with EMS Division including payroll, human resources, contract support, other services and overhead</p>



## Appendix C: Comparisons Between Levies

PROGRAMMATIC COMPARISONS BETWEEN LEVIES		
Program Area	2014-2019 Levy	2020-2025 Levy
<b>Advanced Life Support (ALS)</b>	Starting levy span with 26 medic units:  19 medic units - King County 7 medic units - Seattle	Starting levy span with 26 medic units:  19 medic units - King County 7 medic units - Seattle
	0 planned additional units  *\$2,291,000 placeholder/ reserve to fund a 12 hour medic unit during last two years of the levy span, if needed	0 planned additional units  *\$11.6 million "placeholder"/reserve should service demands require additional units over the span of the 2020-2025 levy
	Determine costs using the unit allocation methodology	Determine costs using the unit allocation methodology
	Average Unit Allocation over span of levy (KC): \$2.3 million	Average Unit Allocation over span of levy (KC): \$3.2 million
	4 Reserve categories to cover unanticipated/one-time expenses - Capacity - Operations - Equipment - Risk	4 Reserve/Contingency categories to cover unanticipated/one-time expenses - Operational Contingencies - Expenditure Reserves - Rainy Day - Rate Stabilization
	INFLATORS Operating allocation: Compound inflator (using CPI-W) to inflate annual costs Equipment allocation: Transportation Equipment PPI	INFLATORS Operating allocation: CPI using CPI-W + 1% to inflate annual costs Equipment allocation: Transportation Equipment PPI
	Equipment allocation: 8-year medic unit life cycle (4 years primary, 4 years back-up)	Equipment allocation: 8-year medic unit life cycle (4 years primary, 4 years back-up)
	<b>Basic Life Support (BLS)</b>  Allocates funds to BLS agencies using methodology that is based on 50% Assessed Valuation and 50% Call Volumes.  Costs inflated at CPI-W + 1%	Consolidates the funding for the BLS Core Services program and the BLS Training and QI Initiative with the allocation to simplify contract administration; maintains designated programmatic funding and usage requirements.  Allocates funds to BLS agencies using methodology that is based on 50% Assessed Valuation and 50% Call Volumes; uses updated data that better reflects agencies' current Assessed Valuation and service levels; increases funding to ensure consistency in the first year.  Costs inflated at CPI-W + 1%

## Appendix C: Comparisons Between Levies

PROGRAMMATIC COMPARISONS BETWEEN LEVIES		
Program Area	2014-2019 Levy	2020-2025 Levy
<b>Regional Services (RS)</b>	<p>Fund regional services that focus on superior medical training, oversight and improvement; innovative programs and strategies, regional leadership, effectiveness and efficiencies.</p> <p>Enhanced and rescope programs to meet emergent needs.</p> <p>Costs inflated at CPI-W + 1%</p>	<p>Fund regional services that focus on superior medical training, oversight and improvement; innovative programs and strategies, regional leadership, effectiveness and efficiencies.</p> <p>Moved <b>BLS Core Services</b> program out of Regional Services budget and into BLS allocation.</p> <p>Costs inflated at CPI-W + 1%</p>
<b>Strategic Initiatives (SI) and other programs</b>	<p>Converts 10 Strategic Initiatives into ongoing/Regional Services; eliminates 2 Initiatives;</p> <p>Reconfigures <b>2 Strategic Initiatives</b> to better meet future growth and enhance focus on continuous improvement:</p> <ul style="list-style-type: none"> <li>- BLS Efficiencies</li> <li>- EMS Efficiencies &amp; Evaluation Studies (E&amp;E)</li> </ul> <p>Adds <b>3 NEW Strategic Initiatives:</b></p> <ul style="list-style-type: none"> <li>- Record Management System (RMS)</li> <li>- BLS Lead Agency (renamed the BLS Training and QI Strategic Initiative)</li> <li>- Vulnerable Populations</li> </ul> <p><b>Other programs:</b> <u>Community Medical Technician</u></p> <ul style="list-style-type: none"> <li>- Funding for 3 units, plus reserve for additional units if project is successful</li> </ul> <p><u>Audit</u></p> <ul style="list-style-type: none"> <li>- Two audits over span of six years by King County Auditor's Office</li> </ul> <p>Costs inflated at CPI-W + 1%</p>	<p>Converts or integrates 5 Strategic Initiatives with other programs to supplement system performance; explores a <b>Mobile Integrated Healthcare, or MIH</b>, model to address community needs; support existing and new Strategic Initiatives that leverage previous investments made to improve patient care and outcomes</p> <ul style="list-style-type: none"> <li>- Converts <u>BLS Efficiencies</u> into ongoing programs</li> <li>- Transitions <u>E&amp;E</u> into Mobile Integrated Healthcare (<b>MIH</b>) exploration</li> <li>- Converts <u>RMS</u> into ongoing programs.</li> <li>- Integrates the <u>BLS Training and QLSI</u> into the BLS allocation.</li> <li>- Continue implementing next stages of <u>Vulnerable Populations</u>.</li> <li>- Transitions <u>Community Medical Technician</u> into MIH exploration.</li> <li>- Provide regular updates to past audit recommendations</li> </ul> <p>Develop <b>two new Strategic Initiatives:</b></p> <ul style="list-style-type: none"> <li>- AEIOU</li> <li>- STRIVE</li> </ul> <p>Costs inflated at CPI-W + 1%</p>

## Appendix D: Proposed Financial Policy Changes

---

### 1. Convert the ALS Operating Reserves to Operating Contingencies.

Retains similar use for funds; amends the review and approval process to allow Division Director to approve use, based on recommendations of ALS Working Group or EMSAC Financial Subcommittee.

### 2. Restructure reserves to comply with updated King County Financial Policies.

Allows for using supplemental funding in Rate Stabilization Reserve in addition to Rainy Day Funding in the event of an economic downturn; allows for replenishing Operating Reserves with other available reserves and placing any funds above the amount required for the 90-day Rainy Day Reserve in a Rate Stabilization Reserve to be available for funding needs.

### 3. Reconfigure the ALS Operating Allocation into three distinct parts:

- **Unit Cost Allocation:** covering direct paramedic services; provided to agencies on a unit cost basis (number of units provided multiplied by unit allocation amount);
- **Program Administration Allocation:** covering management and supervision costs; provided to agencies on a unit cost basis (number of units provided multiplied by unit allocation amount); and
- **System Cost Allocation:** for costs that can vary significantly between agencies and levy years; expressed on a per unit basis, but agencies will invoice and be reimbursed for actual costs. Actual use of these funds could be higher or lower than the stated allocation, and unused funds will be carried forward and tracked by King County. Allocation can be supplemented via contingencies should additional funds be needed

### 4. Amend access and use policies and procedures:

Contingencies and Reserves:

- Use of Reserves will continue to be reviewed and recommended by the EMSAC Financial Subcommittee and EMS Advisory Committee.
- All use of contingencies and reserves must be included in appropriation authority from the King County Council.
- Reserves may be replenished if used; if use of reserves in any one line item exceeds the budgeted amount, funds from other reserves can be used based on review and approval of the EMS Advisory Committee;
- To address emerging needs during the levy period, reserves can be reconfigured, amounts adjusted, and new reserves established with review by the EMS Advisory Committee; and
- Within limitations of levy funding, reserves can be adjusted to meet King County policies as they are adopted.

### 5. Proposes new Contingency Review and Approval Process:

- ALS requests to be reviewed and recommended to the EMS Director by the ALS Working Group; other requests to be reviewed and recommended to the EMS Director by EMSAC Financial Subcommittee.
- EMS Director can approve and start processing the request through the King County approval process (including requesting King County appropriation authority if needed) or request review and recommendation by EMS Advisory Committee Financial Subcommittee and the EMS Advisory Committee (EMSAC) prior to starting the King County approval process.
- Approved use of contingencies will be reported to EMSAC Financial Subcommittee and EMS Advisory Committee with a yearly review of use of contingency by EMSAC Financial.
  - Allow carryforward of unused contingencies to future years.
  - Allow changes in contingencies based on need and review and recommendation by EMSAC Financial Subcommittee and EMS Advisory Committee (plus King County appropriation). If needed contingency funding can be replenished from Reserves.

## Appendix E: EMS Citations

Citation	Chapters
<b><u>Chapter 18.71 RCW</u></b>	<b>Defining EMS personnel requirements: Physicians</b>
18.71.021	License required.
18.71.030	Exemptions.
18.71.200	Emergency medical service personnel – Definitions.
18.71.205	Emergency medical service personnel – Certification.
18.71.210	Emergency medical service personnel – Liability.
18.71.212	Medical program directors – Certification.
18.71.213	Medical program directors – Termination – Temporary delegation of authority.
18.71.215	Medical program directors – Liability for acts or omissions of others.
18.71.220	Rendering emergency care – Immunity of physician or hospital from civil liability.
<b><u>Chapter 18.73 RCW</u></b>	<b>Defining EMS practice: Emergency medical care and transportation services</b>
<b><u>Chapter 35.21.930 RCW</u></b>	<b>Community Assistance Referral and Education Services program (CARES)</b>
<b><u>Chapter 36.01.095 RCW</u></b>	<b>Authorizing counties to establish an EMS System: Emergency medical services – Authorized – Fees</b>
<b><u>Chapter 36.01.100 RCW</u></b>	<b>Ambulance service authorized – Restriction</b>
<b><u>Chapter 70.05.070 RCW</u></b>	<b>Mandating public health services</b> by requiring the local health officer to take such action as is necessary to maintain the health of the public Local health officer – powers and duties
<b><u>Chapter 70.46.085 RCW</u></b>	<b>County to bear expense of providing public health services</b>
<b><u>Chapter 70.54 RCW</u></b>	<b>Miscellaneous health and safety provisions</b>
<u>70.54.060 RCW</u>	Ambulances and drivers.
<u>70.54.065 RCW</u>	Ambulances and drivers—Penalty.
<u>70.54.310 RCW</u>	Semiautomatic external defibrillator—duty of acquirer—immunity from civil liability.
<u>70.54.430 RCW</u>	First responders—Emergency response service—Contact information
<b><u>Chapter 70.168 RCW</u></b>	<b>Revising the EMS &amp; trauma care system: Statewide trauma care system</b>
<b><u>Chapter 74.09.330 RCW</u></b>	<b>Reimbursement methodology for ambulance services—Transport of a medical assistance enrollee to a mental health facility or chemical dependency program</b>
<b><u>Chapter 84.52.069 RCW</u></b>	<b>Allowing a taxing district to impose an EMS levy: Emergency medical care and service levies</b>

<b>Title 246-976 WAC</b>	<b>Establishing the trauma care system: Emergency medical services and trauma care systems</b>
	<b>TRAINING</b>
246-976-022	EMS training program requirements, approval, reapproval, discipline.
246-976-023	Initial EMS training course requirements and course approval.
246-976-024	EMS specialized training.
246-976-031	Senior EMS instructor (SEI) approval.
246-976-032	Senior EMS instructor (SEI) reapproval of recognition.
246-976-033	Denial, suspension, modification or revocation of SEI recognition.
246-976-041	To apply for EMS training.
	<b>CERTIFICATION</b>
246-976-141	To obtain initial EMS agency certification following the successful completion of Washington state approved EMS course.
246-976-142	To obtain reciprocal (out-of-state) EMS certification, based on a current out-of-state or national EMS certification approved by the department.
246-976-143	To obtain EMS certification by challenging the educational requirements, based on possession of a current health care providers credential.
246-976-144	EMS certification.
246-976-161	General education requirements for EMS agency recertification.
246-976-162	The CME method of recertification.
246-976-163	The OTEP method of recertification.
246-976-171	Recertification, reversion, reissuance, and reinstatement of certification.
246-976-182	Authorized care – Scope of practice.
246-976-191	Disciplinary actions.
	<b>LICENSURE AND VERIFICATION</b>
246-976-260	Licenses required.
246-976-270	Denial, suspension, revocation.
246-976-290	Ground ambulance vehicle standards.
246-976-300	Ground ambulance and aid service – Equipment.
246-976-310	Ground ambulance and aid service – Communications equipment.
246-976-320	Air ambulance services.
246-976-330	Ambulance and aid services – Record requirements.
246-976-340	Ambulance and aid services – Inspections and investigations.
246-976-390	Trauma verification of pre-hospital EMS services.
246-976-395	To apply for initial verification or to change verification status as a pre-hospital EMS service.
246-976-400	Verification – Noncompliance with standards.

## Appendix E: EMS Citations (continued)

	<b>TRAUMA REGISTRY</b>
246-976-420	Trauma registry – Department responsibilities.
246-976-430	Trauma registry – responsibilities.
	<b>DESIGNATION OF TRAUMA CARE FACILITIES</b>
246-976-580	Trauma designation process.
246-976-700	Trauma service standards.
246-976-800	Trauma rehabilitation service standards.
	<b>SYSTEM ADMINISTRATION</b>
246-976-890	Inter-hospital transfer guidelines and agreements.
246-976-910	Regional quality assurance and improvement program.
246-976-920	Medical program director.
246-976-930	General responsibilities of the department.
246-976-935	Emergency medical services and trauma care system trust account.
246-976-940	Steering committee.
246-976-960	Regional emergency medical services and trauma care councils.
246-976-970	Local emergency medical services and trauma care councils.
246-976-990	Fees and fines.
<b><u>King County Code Section 2.35A.030</u></b>	<p>Establishing a Division of EMS within the Public Health and describing the duties of the department:</p> <p>2.35A.030 Emergency medical services (EMS) division duties:</p> <p>A. Tracking and analyzing service and program needs of the EMS system in the county, and planning and implementing emergency medical programs, services and delivery systems based on uniform data and standard emergency medical incident reporting;</p> <p>B. Providing medical direction and setting standards for emergency medical and medical dispatch training and implementing EMS personnel training programs, including, but not limited to, public education, communication and response capabilities and transportation of the sick and injured;</p> <p>C. Administering contracts for disbursement of Medic One EMS tax levy funds for basic and advanced life support services and providing King County Medic One advanced life support services;</p> <p>D. Coordinating all aspects of emergency medical services in the county with local, state and federal governments and other counties, municipalities and special districts for the purpose of improving the quality of emergency medical services and disaster response in King County; and</p> <p>E. Analyzing and coordinating the emergency medical services components of disaster response capabilities of the department. (Ord. 17733 § 5, 2014).</p>
<b>PHL 9-1 &amp; PHL 9-2 (DPH DP)</b>	Emergency Medical Services (EMS) System & Financial Policies
<b>Updated EMS Financial Plan</b>	Approved annually through King County budget process

## Appendix F: Financial Plan

EMERGENCY MEDICAL SERVICES LEVY OVERVIEW - PROPOSED FINANCIAL PLAN (August 2018 Forecast)									
REVENUES	2020 Proposed	2021 Proposed	2022 Proposed	2023 Proposed	2024 Proposed	2025 Proposed	2020-2025	8/17/2018	
Countywide Assessed Value <sup>1</sup>	643,345,765.343	681,779,475.102	716,569,321.881	744,137,338.226	774,884,866.630	810,987,467.867	1,005,800,395		
Countywide EMS Levy	173,703,367	178,263,132	182,347,319	186,380,551	190,476,594	194,638,443	1,094,751,307		
Countywide EMS Levy with Undercollection	171,566,323	176,460,501	180,523,046	184,516,746	188,571,028	192,622,068	1,094,751,307		
Levy Rate	0.2700	0.2607	0.2634	0.2694	0.2740	0.2794			
Proportion	40.91%	41.05%	41.16%	41.30%	41.42%	41.47%			
Projected Seattle EMS Levy	71,062,043	73,177,016	75,054,157	76,975,168	78,895,405	80,716,562	455,880,350		
Projected Seattle Undercollection	(710,620)	(731,770)	(750,542)	(769,752)	(789,954)	(807,166)	(4,588,804)		
Projected Net Seattle Property Taxes	70,351,423	72,445,245	74,303,615	76,205,416	78,105,451	79,909,397	451,321,547		
Seattle Revenue	70,351,423	72,445,245	74,303,615	76,205,416	78,105,451	79,909,397	451,321,547		
Proportion	59.09%	58.95%	58.84%	58.70%	58.58%	58.53%	58.78%		
Projected King County EMS Levy	102,641,313	105,086,116	107,293,163	109,405,383	111,581,189	113,921,881	649,929,045		
Projected Undercollection	(1,026,413)	(1,050,861)	(1,072,932)	(1,094,054)	(1,115,812)	(1,139,219)	(6,499,290)		
Projected Net King County Property Taxes	101,614,900	104,035,255	106,220,231	108,311,330	110,465,377	112,792,662	643,429,754		
Projected King County Other Revenue	883,200	1,033,200	1,315,200	1,579,200	1,799,200	1,973,200	8,593,200		
King County Revenue	102,508,100	105,068,455	107,535,431	109,890,530	112,264,577	114,765,862	652,022,954		
<b>TOTAL REVENUE</b>	<b>172,859,523</b>	<b>177,513,701</b>	<b>181,839,046</b>	<b>186,095,946</b>	<b>190,371,028</b>	<b>194,665,258</b>	<b>1,103,344,501</b>		
<b>EXPENDITURES</b>									
Advanced Life Support Services -- Seattle	(22,688,960)	(23,557,169)	(24,391,220)	(25,262,303)	(26,136,130)	(27,110,861)	(149,136,643)		
Advanced Life Support Services -- King County	(56,382,364)	(58,501,941)	(60,538,189)	(62,640,361)	(64,798,030)	(67,177,617)	(370,038,501)		
<b>Total Advanced Life Support Services</b>	<b>(79,071,324)</b>	<b>(82,059,110)</b>	<b>(84,929,409)</b>	<b>(87,882,664)</b>	<b>(90,934,160)</b>	<b>(94,288,478)</b>	<b>(519,175,144)</b>		
Basic Life Support Services -- Seattle	(47,662,463)	(48,888,076)	(49,912,396)	(50,963,113)	(51,970,322)	(52,798,636)	(302,184,904)		
Basic Life Support Services -- King County	(21,340,659)	(22,175,079)	(22,980,035)	(23,807,316)	(24,654,856)	(25,589,275)	(140,547,220)		
Mobile Integrated Healthcare (MIH) - King County	(4,000,000)	(4,156,400)	(4,307,277)	(4,462,339)	(4,621,198)	(4,796,341)	(26,343,565)		
<b>Total Basic Life Support Services</b>	<b>(73,003,122)</b>	<b>(75,219,555)</b>	<b>(77,199,707)</b>	<b>(79,222,768)</b>	<b>(81,246,376)</b>	<b>(83,184,151)</b>	<b>(469,075,679)</b>		
Regional Services	(11,976,022)	(12,444,285)	(12,886,013)	(13,360,269)	(13,835,894)	(14,380,274)	(78,872,787)		
Strategic Initiatives	(1,209,732)	(1,254,162)	(1,296,735)	(957,247)	(988,215)	(1,022,479)	(6,728,570)		
<b>TOTAL EXPENDITURES</b>	<b>(165,260,199)</b>	<b>(170,977,112)</b>	<b>(176,321,863)</b>	<b>(181,432,948)</b>	<b>(187,004,644)</b>	<b>(192,856,383)</b>	<b>(1,073,852,190)</b>		
<b>DIFFERENCE Revenues/Expenditures</b>	<b>7,599,324</b>	<b>6,536,588</b>	<b>5,517,183</b>	<b>4,662,998</b>	<b>3,366,384</b>	<b>1,809,875</b>	<b>29,492,362</b>		
<b>RESERVES (not cumulative)</b>									
KC ALS Reserves	(13,790,000)	(13,790,000)	(13,790,000)	(13,790,000)	(13,790,000)	(13,790,000)	(13,790,000)		
KC Rate Stabilization Reserves	(23,402,164)	(24,295,529)	(25,155,184)	(25,946,515)	(26,861,609)	(27,849,695)	(27,849,695)		
KC Rainy Day Reserves (90 day requirement)	(37,192,164)	(38,085,529)	(38,945,184)	(39,736,515)	(40,641,609)	(41,639,695)	(41,639,695)		
<b>TOTAL RESERVES</b>	<b>(74,384,328)</b>	<b>(76,171,058)</b>	<b>(77,880,368)</b>	<b>(79,473,030)</b>	<b>(81,293,218)</b>	<b>(83,271,304)</b>	<b>(85,269,385)</b>		
DIFFERENCE needed to cover yearly cashflow and increase in reserves									
DIFFERENCE (including reserves and carryforward funding from 2014-2019 lev)								7,852,656	

<sup>1</sup> Does not include City of Milton

# Agenda Bill

City Council Regular Meeting  
June 04, 2019



<b>SUBJECT:</b>	Draft 2020-2025 Transportation Improvement Plan	
<b>DATE SUBMITTED:</b>	May 17, 2019	
<b>DEPARTMENT:</b>	Public Works	
<b>NEEDED FROM COUNCIL:</b>	<input type="checkbox"/> Action <input type="checkbox"/> Direction <input checked="" type="checkbox"/> Informational	
<b>RECOMMENDATION:</b>	Review and provide input to the draft 2020-2025 Transportation Improvement Plan	
<b>EXHIBITS:</b>	<a href="#">1. Exhibit 1 - draft 2020-2025 TIP</a>	
<b>BUDGET:</b>		
<b>Total dollar amount</b>		<input type="checkbox"/> <b>Approved in budget</b>
<b>Fund(s)</b>	340 Transportation Capital Improvement Fund	<input type="checkbox"/> <b>Budget reallocation required</b>
		<input checked="" type="checkbox"/> <b>No budgetary impact</b>
<b>WORK PLAN FOCUS AREAS:</b>		
<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Community Safety	
<input type="checkbox"/> Communication & Engagement	<input type="checkbox"/> Community Livability	
<input type="checkbox"/> High Performing Government	<input type="checkbox"/> Culture & Recreation	
<input checked="" type="checkbox"/> Environmental Health & Protection	<input checked="" type="checkbox"/> Financial Sustainability	

**NEEDED FROM COUNCIL:**

Shall the council provide input into the draft 2020-2025 Transportation Improvement Plan?

**KEY FACTS AND INFORMATION SUMMARY:**

All cities are required by state law ([RCW 35.77.010](#)) to adopt a Transportation Improvement Plan that covers the ensuing six years and to update it annually. These updates must be pursuant to one or more public hearings, be consistent with the City’s Comprehensive Plan and be adopted by July 1st of each year. The annual TIP must be filed with the Secretary of Transportation no later than 30 days after adoption. Listing a project on the TIP makes it eligible to apply for State funding.

The TIP is a planning document that identifies transportation capital improvement programs and projects the City foresees undertaking over the next six years. The TIP by itself does not authorize

projects to move forward, nor does it provide funding for any projects on the list; for that to occur individual projects are approved and funded through the City's normal biennial budget process.

### **Background**

State law requires an annual adoption of a six-year TIP. The proposed 2020-2025 TIP (Exhibit 1) includes approximately \$228,570,000 in transportation improvement projects and programs. This year's update includes updated project costs and inclusion of new intersections and road segments and corridors that fail concurrency. As promised at the first briefing for Council on the TIP on [May 21, 2019](#), this draft includes the approximate percent of the total project cost that would be eligible to be paid for by traffic impact fees.

Cost estimates of existing 2019-2024 TIP projects are updated based on contractor bids (TR-01 SE 4th St), consultant estimates after refining the design (TR-02 IPLR Ph 1; TR-07 IFCR Ph 1; and TR-19 ITS Ph 2), or increases to account for inflation or slight scope changes.

New projects that are proposed to be added include the following.

- Sahalee Way NE: NE 12th Pl - North City Limits. This project is proposed to be added as it fails the City's concurrency LOS road corridor standard. It replaces the existing Sahalee Way NE: NE 25th Way-North City Limits project that is on the 2019-2024 TIP by extending the project's southern boundary from NE 25th Way to NE 12th Pl. The scope includes widening to 3 lanes, sidewalks, bike lanes, medians, and right turn pockets.
- ITS Variable Message Signs and CCTV Camera Installation. This project will install electronic signs (~\$700,000) near Inglewood Hill Rd and IPLR on 228th Way informing drivers of the time to drive to Redmond or Issaquah, depending on the route. It will also install CCTV cameras (~\$800,000) at approximately 40 intersections to enable remote observation and management of traffic.
- SR202/Sahalee Way Intersection Study. Per Council's request, this project has been added to the list. The scope is to produce high level description and cost estimates of feasible options to decrease delays at this intersection at a conceptual level.

### **Next steps**

Staff will return on June 18th with a resolution requesting Council conduct a Public Hearing and adopt the final 2020-2024 TIP.

### **FINANCIAL IMPACT:**

The 6-year TIP is a planning document and as such does not commit the City to any financial obligations. Council may address the financial impacts when future budgets are approved and funding is appropriated for each individual project listed in the 6-year TIP. The Comprehensive Plan Transportation Element provides the following guidance in the event of revenue shortfalls.

#### Contingency Plans in the Event of Revenue Shortfall

Some of the revenue forecasts are for revenues that are very secure, and highly reliable. However, other revenue forecasts are for sources that are volatile, and therefore difficult to predict with confidence, including grants, joint agency funding, the motor vehicle registration

fee, general obligation bonds, and mitigation payments (which have not been enacted), and which fluctuate with the amount of new development.

In the event that revenues from one or more of these sources is not forthcoming, the City has several options: add new sources of revenue or increase the amount of revenue from existing sources; require developers to provide such facilities at their own expense; reduce the number of proposed projects; change the Land Use Element to reduce the travel demand generated by development; or change and/or lower the LOS standard.

In addition, the Comprehensive Plan Transportation Element Policy chapter provides nine financial policies that provide additional direction when prioritizing transportation investments. There are no financial impacts as a result of approving the 2020-2025 TIP.

#### **OTHER ALTERNATIVES CONSIDERED:**

There are no other alternatives. State law requires annual adoption of a six-year Transportation Improvement Plan that is consistent with the jurisdiction's Comprehensive Plan.

#### **RELATED CITY GOALS, POLICIES, AND MASTER PLANS:**

[Comprehensive Plan Transportation Policy Chapter](#)

**2020-2025 SIX-YEAR TRANSPORTATION CAPITAL IMPROVEMENT PLAN (Fund 340) - DRAFT**

Costs rounded to nearest \$10,000

Concurrency Project			FUND 340 PROJECT COSTS											Fund 438 Total Costs	Total Project Costs
Approx. TIF Eligibility (%)	#	PROJECT	2020	2021	2022	2023	2024	2025	6-Year Total	Projected 2019 Expend	Prior Years	Future Years	Fund 340 Total Costs		
98	TR-01	<b>SE 4th Street: 218th Ave SE to 228th Ave SE</b> Widen to 3 lanes with bike lanes, curb, gutter and sidewalk.	8,130,000	0	0	0	0	0	8,130,000	5,400,000	12,380,000	0	20,510,000	416,740	20,930,000
96	TR-02	<b>Issaquah-Pine Lake Rd: Klahanie Blvd to SE 32nd, Ph 1</b> Widen to 3 lanes with bike lanes, curb, gutter, sidewalk and roundabout.	1,600,000	1,200,000	500,000	0	7,000,000	7,440,000	17,740,000	800,000	1,170,000	0	18,910,000	710,000	19,620,000
0	TR-03	<b>Issaquah-Pine Lake Rd: SE 48th St to Klahanie Blvd, Ph 2</b> Widen to 5 lanes with bike lanes, curb, gutter and sidewalk.	0	0	0	0	0	0	0	0	0	25,070,000	25,070,000	750,000	25,820,000
36	TR-04	<b>East Lake Sammamish Parkway SE / SE 24th Way Intersection</b> Add turn pocket and acceleration lane on ELSP, separate turn lanes on SE 24th.	0	0	500,000	3,920,000	0	0	4,420,000	0	0	0	4,420,000	60,000	4,480,000
83	TR-05	<b>Sahalee Way NE: NE 25th Way to North City Limits</b> Widen to 3 lanes with bike lanes, curb, gutter and sidewalk one side, widened shoulder.	0	0	1,500,000	2,000,000	10,550,000	12,300,000	26,350,000	0	370,000	0	26,720,000	1,100,000	27,820,000
96	TR-____ (New)	<b>Sahalee Way NE: NE 12th PI to NE 25th Way</b> Widen to 3 lanes with bike lanes, curb, gutter, turnlanes, sidewalk on one side. Signal Improvements at NE 14th and NE 19th Dr.	0	0	1,500,000	2,000,000	10,550,000	11,650,000	25,700,000	0	0	0	25,700,000	1,000,000	26,700,000
0	TR-____ (New)	<b>SR202/Sahalee Way NE Intersection Study</b>	0	0	250,000	0	0	0	250,000	0	0	0	250,000	0	250,000
100	TR-34	<b>228th Avenue SE: SE 8th Street &amp; SE 10th Street Intersections Study</b> Analyze widening/adding lanes or installing a roundabout to improve operations.	0	600,000	0	0	0	0	600,000	0	0	4,100,000	4,700,000	0	4,700,000
86	TR-07	<b>Issaquah-Fall City Rd: 242nd Avenue SE to Klahanie Dr SE (Phase 1)</b> Widen to 5 lanes with bike lanes, curb, gutter and sidewalk. Project will also construct TR-51, TR-52, and TR-39 (temp roundabout), whose costs are included here.	12,500,000	9,000,000	0	0	0	0	21,500,000	6,500,000	6,500,000	0	28,000,000	1,500,000	29,500,000
95	TR-08	<b>Issaquah-Fall City Rd: Klahanie Dr SE to Issaquah-Beaver Lk Rd, Ph 2</b> Widen to 3 lanes with bike lanes, curb, gutter and sidewalk	250,000	1,500,000	1,500,000	7,000,000	7,000,000	0	17,250,000	350,000	350,000	0	17,600,000	1,000,000	18,600,000
0	TR-51	<b>SE Issaquah Fall City Rd/247th PI SE</b> Construct roundabout as part of TR-07.	Costs incl in TR-07		0	0	0	0	0	0	0	0	0	0	0
0	TR-52	<b>SE Issaquah Fall City Rd/Klahanie Dr S</b> Construct roundabout as part of TR-07.	Costs incl in TR-07		0	0	0	0	0	0	0	0	0	0	0
90	TR-20	<b>SE 14th Street Extension: Lawson Park Plat to 248th Ave SE</b> Construct 2 lane roadway connection with walking path on north side of street	0	0	350,000	0	0	0	350,000	0	0	0	350,000	40,000	390,000
100	TR-19	<b>Intelligent Transportation System (ITS) Ph 2 - 228th Ave/Sahalee Way</b> Install ITS from NE 12th PI to SR202, connect to WSDOT & Redmond traffic monitoring systems, construct Traffic Management Center at City Hall.	2,000,000	0	0	0	0	0	2,000,000	160,000	790,000	0	2,790,000	0	2,790,000

**2020-2025 SIX-YEAR TRANSPORTATION CAPITAL IMPROVEMENT PLAN (Fund 340) - DRAFT**

Costs rounded to nearest \$10,000

Concurrency Project									FUND 340 PROJECT COSTS						
Approx. TIF Eligibility (%)	#	PROJECT	2020	2021	2022	2023	2024	2025	6-Year Total	Projected 2019 Expend	Prior Years	Future Years	Fund 340 Total Costs	Fund 438 Total Costs	Total Project Costs
100	TR-__ (New)	<b>Intelligent Transportation System (ITS), Ph 3 - Variable Message Signs &amp; CCTV Cameras</b> Install permanent realtime traffic VMS' on 228th near Inglewood and IPLR, and Closed Circuit TV cameras at ~40 intersections.	100,000	1,000,000	400,000	0	0	0	1,500,000	0	0	0	1,500,000		1,500,000
100	TR-18	<b>SE 8th Street/218th Avenue SE: 212th Avenue SE to SE 4th Street Study</b> Analyze capacity and safety improvements needed to accommodate increased traffic volumes and pedestrian use.	150,000	0	0	0	0	0	150,000	100,000	100,000	13,270,000	13,520,000	1,500,000	15,020,000
100	TR-42	<b>218th Avenue SE/216th Avenue SE: SE 4th Street to Inglewood Hill Road NE Analysis</b> Analyze capacity and safety improvements needed to accommodate increased traffic volumes and pedestrian use.	150,000	0	0	0	0	0	150,000	100,000	100,000	6,000,000	6,250,000	1,000,000	7,250,000
19	TR-39	<b>256th Ave SE/E Beaver Lake Dr SE/Issaquah Beaver Lake Rd</b> Construct permanent roundabout.	Temp RAB \$ incl TR-07	0	0	1,550,000	0	0	1,550,000	150,000	150,000	0	1,700,000	0	1,700,000
0	TR-45	<b>SE 32nd St/244th Ave SE Intersection Improvement</b> Install all-way stop control and pedestrian improvements.	0	150,000	0	0	0	0	150,000	0	0	0	150,000	0	150,000
0	TR-53	<b>Sahalee Way/NE 28th Pl/223rd Ave NE</b> Install signal.	0	0	0	230,000	1,080,000	0	1,310,000	0	0	0	1,310,000	0	1,310,000
0	TR-54	<b>228th Ave/SE 40th</b> Create center turn lane on 228th, modify median on SE 40th.	0	0	0	0	140,000	670,000	810,000	0	0	0	810,000	0	810,000
0	TR-55	<b>242nd Ave NE/NE 8th St</b> Add westbound right turn pocket, widen NE 8th	0	0	0	0	250,000	630,000	880,000	0	0	0	880,000	0	880,000
0	TR-56	<b>Issaquah-Pine Lake Rd/230th Ln SE/231st Lane SE</b> Rechannelize/restripe 230th Ln & 231st Ln, extend WB left turn pocket on IPLR.	0	0	0	0	0	120,000	120,000	0	0	0	120,000	0	120,000
0	TR-A	<b>Public Works Trust Fund Loan Repayment</b> 228th Ave NE Improvements	540,000	540,000	0	0	0	0	1,080,000	550,000	1,100,000	0	2,180,000	0	2,180,000
0	TR-B	<b>Non-motorized Transportation Projects</b> Sidewalks, trails, bikeways and paths, etc.	750,000	750,000	750,000	750,000	750,000	750,000	4,500,000		0	Same annual funding	4,500,000	750,000	5,250,000
0	TR-C	<b>Sidewalk Projects</b> Various sidewalk projects, includes gap projects, extensions, safety improvements.	160,000	160,000	160,000	160,000	160,000	160,000	960,000		0	Same annual funding	960,000	150,000	1,110,000
0	TR-D	<b>Intersection and Safety Improvements</b> Intersection/other safety improvements, including channelization, signing, signalization, and/or other traffic control devices.	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000		0	Same annual funding	1,200,000	150,000	1,350,000
0	TR-E	<b>Neighborhood CIP</b> Safety improvements including gap projects, bike routes, pedestrian safety and school zone safety.	100,000	100,000	100,000	100,000	100,000	100,000	600,000		0	Same annual funding	600,000	90,000	690,000
0	TR-F	<b>Street Lighting Program</b> Provide street lighting at high priority locations with significant safety issues that can be addressed through better street lighting.	15,000	15,000	15,000	15,000	15,000	15,000	90,000		0	Same annual funding	90,000	0	90,000
0	TR-G	<b>School Zone Safety Improvements</b> In conjunction with Issaquah & Lake Washington School Districts, provide safety improvements in the City's various school zones.	50,000	50,000	50,000	50,000	50,000	50,000	300,000		0	Same annual funding	300,000	0	300,000

**2020-2025 SIX-YEAR TRANSPORTATION CAPITAL IMPROVEMENT PLAN (Fund 340) - DRAFT**

Costs rounded to nearest \$10,000

Concurrency Project			FUND 340 PROJECT COSTS												
Approx. TIF Eligibility (%)	#	PROJECT	2020	2021	2022	2023	2024	2025	6-Year Total	Projected 2019 Expenditures	Prior Years	Future Years	Fund 340 Total Costs	Fund 438 Total Costs	Total Project Costs
0	TR-H	Capital Contingency Reserve Placeholder Reserve fund for capital projects and to address other unforeseen circumstances that may arise.	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000		0	Same annual funding	3,000,000	0	3,000,000
<b>TOTAL</b>			<b>27,200,000</b>	<b>15,770,000</b>	<b>8,280,000</b>	<b>18,480,000</b>	<b>38,350,000</b>	<b>34,590,000</b>	<b>142,640,000</b>	<b>14,210,000</b>	<b>23,110,000</b>	<b>48,440,000</b>	<b>214,190,000</b>	<b>10,220,000</b>	<b>224,410,000</b>

TIP Funding Source	6 Year Projection						
	2020	2021	2022	2023	2024	2025	6-year Total
Estimated 2019 Beginning Fund Balance*	\$ 22,200,000						\$ 22,200,000
Real Estate Excise Tax (REET)	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	18,000,000
Impact Fees	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000	6,300,000
Interest	360,000	50,000					410,000
Awarded Grants-ITS	1,620,000						1,620,000
Awarded Grants-Iss-FC Road	1,600,000			1,500,000			3,100,000
Anticipated Grants**							-
<b>Total</b>	<b>\$ 29,830,000</b>	<b>\$ 4,100,000</b>	<b>\$ 4,050,000</b>	<b>\$ 5,550,000</b>	<b>\$ 4,050,000</b>	<b>\$ 4,050,000</b>	<b>\$ 51,630,000</b>

Annual cash flow surplus or deficit \$ 2,630,000 \$(11,670,000) \$(4,230,000) \$(12,930,000) \$(34,300,000) \$(30,540,000)

Cumulative cash flow surplus or deficit \$ 2,630,000 \$(9,040,000) \$(13,270,000) \$(26,200,000) \$(60,500,000) \$(91,040,000)

\*Includes an estimated \$10 million restricted impact fee balance from prior years.

\*\*Other funding sources that could reasonably be expected acquire including Grants (TIB, PSRC, etc.), Loans, Bonded Debt, and available resources from the General Fund.

Funding Source	Detailed 2020 Beginning Fund Balance Estimate	
2019 Beginning Fund Balance	\$ 26,723,508	
2019 Projected Revenues:		
REET	3,000,000	Budget is \$3,000,000. YTD thru April = \$1,020,000
Impact Fees	1,050,000	Budget is \$2,750,000. YTD thru April = \$350,000
SEPA Mitigation Fees		
Grants (Officially Received)		
TIB Grant remaining from \$4mm	2,773,060	\$4,000,000 grant, spent \$1,226,940 in 2018
PRSC for ITS in the budget	605,750	
Iss-FC and ITS in the budget	1,900,000	
Interest	360,000	assume 25% of cash is in fund 340, Ytd-April of \$480K *3 (\$480K*.25*3)
Transfer from General Fund		
Estimated Expenditures	(14,210,000)	
Projected 2019 Ending Fund Balance	\$ 22,200,000	

# Agenda Bill

City Council Regular Meeting  
June 04, 2019



<b>SUBJECT:</b>	Draft Code Amendments for the Traffic Impact Fee Update Project		
<b>DATE SUBMITTED:</b>	May 30, 2019		
<b>DEPARTMENT:</b>	Public Works		
<b>NEEDED FROM COUNCIL:</b>	<input type="checkbox"/> Action <input checked="" type="checkbox"/> Direction <input type="checkbox"/> Informational		
<b>RECOMMENDATION:</b>	Provide direction regarding the proposed code amendments.		
<b>EXHIBITS:</b>	<a href="#">1. Exhibit 1 - Draft TIF Code Changes redlined</a> <a href="#">2. Exhibit 2 - Draft TIF Code Changes clean</a> <a href="#">3. Exhibit 3 - Draft TIF Code Presentation</a>		
<b>BUDGET:</b>			
Total dollar amount	N/A	<input type="checkbox"/>	Approved in budget
Fund(s)	N/A	<input type="checkbox"/>	Budget reallocation required
		<input checked="" type="checkbox"/>	No budgetary impact
<b>WORK PLAN FOCUS AREAS:</b>			
<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Community Safety		
<input type="checkbox"/> Communication & Engagement	<input type="checkbox"/> Community Livability		
<input type="checkbox"/> High Performing Government	<input type="checkbox"/> Culture & Recreation		
<input type="checkbox"/> Environmental Health & Protection	<input checked="" type="checkbox"/> Financial Sustainability		

**NEEDED FROM COUNCIL:**

Shall the Council provide direction regarding Traffic Impact Fee Study Update?

**KEY FACTS AND INFORMATION SUMMARY:**

**SUMMARY**

The City hired FCS Group to assist in updating the Traffic Impact Fee (TIF) to incorporate the 2020-2025 Transportation Improvement Program, review and make recommendations to update the City's Street Impact Fees code, and recommend code language to administratively adjust the City's impact fees and Stormwater System Development Charge.

Staff will review the draft code amendments in order to implement key policy updates that Council provided input on [May 6, 2019](#). The actual TIF amount will be determined after the Council adopts the 2020-2024 Transportation Improvement Program on June 18, 2019. The primary items proposed to be revised include the following:

1. SMC 14A.15 Street Impact Fees
  - a. SMC 14A.15.030 Exemptions: Removes impact fee exemptions for City projects, public schools, and accessory dwelling units.
  - b. SMC 14A.15.040 Credits: Addresses how to handle credit for impact fees when it exceeds the amount of impact fee due.
  - c. SMC 14A.15.100 Review: Modifies the code to facilitate administrative adjustment of the impact fee based on the Construction Cost Index for the City of Seattle.
2. SMC 14A.20 Impact Fees for Parks and Recreational Facilities
  - a. SMC 14A.20.030 Exemptions: Removes impact fee exemptions for City projects and accessory dwelling units.
  - b. SMC 14A.20.100 Review: Modifies the code to facilitate administrative adjustment of the impact fee based on a weighted index using the Construction Cost Index for the City of Seattle and the percentage change in the quarterly purchase-only House Price Index for the Seattle-Bellevue-Kent metropolitan division (not seasonally adjusted).
3. SMC 13.15 Surface Water Development Charge
  - a. SMC 13.15.010 Surface Water System Development Charges Authorized: Adds an administrative adjustment of the impact fee based on the Construction Cost Index for the City of Seattle.

#### **NEXT STEPS**

Staff requests direction from Council on the draft code amendments to address impact fee credits, exemptions, and indexing (Exhibits 1 (redlined) and 2 (clean)). The technical analysis for determining the amount of the TIF is ongoing and is scheduled to be presented with any final changes to the proposed code amendments at the Council's Public Hearing on July 2, 2019.

#### **FINANCIAL IMPACT:**

If the Council does not update the TIF and associated proposed code amendments, the Issaquah-Fall City Road project will not be eligible for impact fees, parts of the code will remain ambiguous and allow exemptions that are beyond what the state statute permits.

#### **OTHER ALTERNATIVES CONSIDERED:**

Do not update the TIF or associated code amendments.

#### **RELATED CITY GOALS, POLICIES, AND MASTER PLANS:**

[Comprehensive Plan Transportation Element](#)

**SMC 14A.05.010 Definitions**

The following words and terms shall have the following meanings for the purposes of this title, unless the context clearly requires otherwise. The following words, terms, and definitions shall apply to all portions of this title, except as specifically superseded by definitions set forth elsewhere in this title.

“Development activity” ~~has the same meaning as that term is defined in RCW 82.02.090 (1) means any construction or expansion of a building, structure, or use, any change in use of a building or structure, or any changes in the use of land, that creates additional demand and need for public facilities.~~

...

**SMC 14A.15.020 Assessment of impact fees.**

(1) The City shall collect impact fees, based on the rates in SMC 14A.15.110, from any applicant seeking development approval from the City for any development within the City, where such development requires the issuance of a building permit. This shall include, but is not limited to, the development of residential, commercial, retail, and office uses, and includes the expansion of existing uses that creates a demand for additional public facilities, as well as a change in existing use that creates a demand for additional public facilities.

(2) An impact fee shall not be assessed for the following types of development activity because the activity ~~either~~ does not create additional demand as provided in ~~RCW 82.02.050 and/or is a project improvement (as opposed to a system improvement) under RCW 82.02.090~~ RCW 82.02.090 RCW:

- (a) Miscellaneous non-traffic generating improvements, including, but not limited to, fences, walls, swimming pools, sheds, and signs;
- (b) Demolition or moving of a structure;
- (c) Expansion of an existing nonresidential structure that results in the addition of 100 square feet or less of gross floor area;
- (d) Expansion of a residential structure provided the expansion does not result in the creation of any additional dwelling units as defined in SMC 21A.15.345 through 21A.15.370;
- (e) Replacement of a residential structure with a new residential structure at the same site or lot when such replacement occurs within 12 months of the demolition or destruction of the prior structure. For the terms of this requirement, “replacement” is satisfied by submitting a complete building permit application;
- (f) Replacement of a nonresidential structure with a new nonresidential structure of the same size and use at the same site or lot when such replacement occurs within 12 months of the demolition or destruction of the prior structure. Replacement of a nonresidential structure with a new nonresidential structure of the same size shall be interpreted to include any structure for which the gross square footage of the building will not be increased by more than 100 square feet. For the terms of this requirement, “replacement” is satisfied by submitting a complete building permit application.

(3) For a change in use of an existing building or dwelling unit, including any alteration, expansion, replacement or new accessory building, the impact fee for the new use shall be reduced by an amount equal to the current impact fee rate for the prior use; provided, that the applicant has previously paid the required impact fee for the original use.

(4) For mixed use developments, impact fees shall be imposed for the proportionate share of each land use based on the applicable measurement in the impact fee rates set forth in SMC 14A.15.110.

(5) Applicants seeking a building permit for a change in use shall be required to pay an impact fee if the change in use increases the existing trip generation by the lesser of five percent or 10 peak hour trips.

(6) Except as provided in SMC 14A.25.030, impact fees shall be assessed and collected, at the option of the applicant, either:

(a) At the time of final plat (for platted development) or building permit application (for nonplatted development); or

(b) At the time of building permit issuance; which option shall be declared at the time of final plat (for platted development) or building permit application (for nonplatted development) in writing on a form or forms provided by the City.

(7) Applicants that have been awarded credits prior to the submittal of the complete building permit application pursuant to SMC 14A.15.040 shall submit, along with the complete building permit application, a copy of the letter or certificate prepared by the director pursuant to SMC 14A.15.040 setting forth the dollar amount of the credit awarded. Impact fees, as determined after the application of appropriate credits, shall be collected from the feepayer at the time the building permit is issued by the City for each unit in the development.

(8) Where the impact fees imposed are determined by the square footage of the development, a deposit shall be due from the feepayer pursuant to subsection (6) of this section. Deposit and installment percentages shall be based on an estimate, submitted by the feepayer, of the size and type of structure proposed to be constructed on the property. In the absence of an estimate provided by the feepayer, the department shall calculate percentages based on the maximum allowable density/intensity permissible on the property. If the final square footage of the development is in excess of the initial estimate, any difference in the amount of the impact fee will be due prior to the issuance of a building permit, using the same impact fee rate previously assessed. The feepayer shall pay any such difference plus interest, calculated at the statutory rate. If the final square footage is less than the initial estimate, the department shall give a credit for the difference, plus interest at the statutory rate.

(9) The department shall not issue the required building permit unless and until the impact fees required by this chapter, less any permitted exemptions or credits provided pursuant to SMC 14A.15.030 or 14A.15.040, have been paid, unless a deferral has been granted pursuant to Chapter 14A.25 SMC.

(10) The service area for impact fees shall be a single City-wide service area.

(11) In accordance with RCW 82.02.050, the City shall collect and spend impact fees only for the public facilities defined in this title and RCW 82.02.090 which are addressed by the capital facilities plan element of the City’s Comprehensive Plan. The City shall base continued authorization to collect and expend impact fees on revising its Comprehensive Plan in compliance with RCW 36.70A.070 and on the capital facilities plan identifying: (a) deficiencies in public facilities serving existing development and the means by which existing deficiencies will be eliminated within a reasonable period of time; (b) additional demands placed on existing public facilities by new development; and (c) additional public facility improvements required to serve new development.

(12) In accordance with RCW 82.02.050, if the City’s capital facilities plan is complete other than for the inclusion of those elements which are the responsibility of a special district, the City may impose impact fees to address those public facility needs for which the City is responsible.

(13) Applicants for single-family attached or single-family detached residential construction may request deferral of all impact fees due under this chapter in accordance with the provisions of Chapter 14A.25 SMC.

**SMC 14A.15.030 Exemptions**

(1) Pursuant to RCW 82.02.060, the City may provide exemptions for low-income housing and other development activities with broad public purposes; provided, that the impact fees from such development activity shall be paid from public funds other than impact fee accounts ~~if the waiver is greater than 80 percent of the impact fee.~~ The director shall be authorized to determine whether a particular development falls within an exemption identified in this chapter. Determinations of the director shall be in writing and shall be subject to the appeals procedures set forth in SMC 14A.15.060.

~~(2) Except as provided in subsection (3) of this section, the following development activities are exempt from the requirements of this chapter. An impact fee shall not be assessed for:~~

- ~~(a) Any development activity undertaken by the City of Sammamish;~~
- ~~(b) Public schools;~~
- ~~(c) Accessory dwelling units approved by the City.~~

~~(23)~~ Except as provided above, the provision of affordable housing as defined in SMC 14A.05.010 may be exempted from some or all of the required impact fees as shown in Table 1:

**Table 1: Impact Fee Reductions for Affordable Housing Units**

Affordable Housing	Impact Fee Reduction*	Maximum Number of Affordable Housing Units per Development
Low-Income	Up to 100%	4 units
	50% to 80%	5 units or more (including the first 4) subject to recommendation by the community development director in consultation with the public works director

**Table 1: Impact Fee Reductions for Affordable Housing Units**

<b>Affordable Housing</b>	<b>Impact Fee Reduction*</b>	<b>Maximum Number of Affordable Housing Units per Development</b>
Moderate-Income	Up to 80%	4 units
	0% to 50%	5 units or more (including the first 4) subject to recommendation by the community development director in consultation with the public works director
*The % fee reduction is expressed as a maximum amount per unit.		

(a) As a condition of receiving an exemption or percentage fee reduction under this subsection, prior to any development approval, the owner shall execute and record in the King County real property title records a City-prepared lien, covenant, or other contractual provision against the property that provides that the proposed housing unit or development will continue to be used for low- or moderate-income housing and remain affordable to those families/households for a period of not less than 30 years. The lien, covenant, or other contractual provision shall run with the land and apply to subsequent owners and assigns. In the event that the housing unit(s) no longer meets the definition of affordable housing set forth in Table 1 during the term of the life of the lien, covenant or contractual provision, then the owner(s) shall pay to the City the amount of impact fees from which the housing unit(s) was exempted into the City's account for impact fees plus 12 percent interest per year.

(b) In determining the impact fee reductions for development(s) containing five or more affordable housing units, the community development director in consultation with the public works director should consider the following:

(i) The proposed housing units meet the provisions set forth by the City's housing strategy plan adopted by the City council.

(ii) The proposed housing units will assist the City in meeting Sammamish's affordable housing targets.

(iii) The location of the units meets the City's comprehensive plan policies for the proposed housing type and density.

(iv) Approval of the proposed housing units and the associated impact fee reduction does not exempt the proposed housing units from meeting the City's concurrency requirements and public works standards.

(c) The impact fee amounts waived in excess of 80 percent shall be paid from public funds from sources other than impact fees or interest on impact fees, and budgeted for this purpose.

(d) Determinations of the community development director in consultation with the public works director regarding the reduction of impact fees shall be in writing and shall be subject to the appeals procedures set forth in SMC 14A.15.060.

**SMC 14A.15.040 Credits**

(1) A feepayer can request that a credit or credits for impact fees be awarded to him/her for the total value of dedicated land, improvements, or construction provided by the feepayer. Credits will be given only if the land, improvements, and/or the facility constructed are:

(a) For one or more of the system improvements identified in the capital facilities plan, which are included in the street impact fee analysis as the basis of the impact fee, and that are required by the City as a condition of approving the development activity; and

(b) At suitable sites and constructed at acceptable quality as determined by the City.

(2) The director shall determine if requests for credits meet the criteria in subsection (1) of this section.

(3) The value of a credit for structures, facilities or other improvements shall be established by original receipts provided by the applicant for one or more of the same system improvements for which the impact fee is being charged.

(4) The value of a credit for land, including right-of-way and easements, shall be established on a case-by-case basis by an appraiser selected by or acceptable to the director. The appraiser must be licensed in good standing by the state of Washington for the category of the property appraised. The appraiser must possess an MAI or other equivalent certification and shall not have a fiduciary or personal interest in the property being appraised. A description of the appraiser's certification shall be included with the appraisal, and the appraiser shall certify that he/she does not have a fiduciary or personal interest in the property being appraised. The appraisal shall be in accord with the most recent version of the Uniform Standards of Professional Appraisal Practice and shall be subject to review and acceptance by the director.

(5) The feepayer shall pay for the cost of the appraisal or, if the appraisal is obtained by the City, request that the cost of the appraisal be deducted from the credit which the City may be providing to the feepayer, in the event that a credit is awarded.

(6) If a credit is due, after receiving the appraisal the director shall provide the applicant with a letter or certificate setting forth the dollar amount of the credit, the reason for the credit, the legal description of the landsite dedicated to the City ~~donated~~ where applicable, and the legal description or other adequate description of the project or development to which the credit may be applied. The applicant must sign and date a duplicate copy of such letter or certificate indicating his/her agreement to the terms of the letter or certificate, and return such signed document to the director before the impact fee credit will be awarded. The failure of the applicant to sign, date, and return such document within 60 calendar days shall nullify the credit.

(7) If the credit exceeds the amount of the impact fee due, any excess credit may be redeemed only for street impact fees charged for subsequent phases of the same development.

~~(78)~~ No credit shall be given for project improvements as defined in SMC 14A.05.010.

~~(89)~~ A feepayer can request that a credit or credits for impact fees be awarded to him/her for significant past tax payments as defined in SMC 14A.05.010. For each request for a credit or credits for significant past tax payments, the feepayer shall submit receipts and a calculation of significant

past tax payments earmarked for or proratable to the particular system improvement. The director shall determine the amount of credits, if any, for significant past tax payments.

(910) Any claim for credit must be made prior to or at the time of submission of an application for a building permit. The failure to timely file such a claim shall constitute a final bar to later request any such credit.

(1011) A feepayer shall receive a credit for all impact fee deposits paid pursuant to SMC 14A.15.020.

(11) Determinations made by the director pursuant to this section shall be subject to the appeals procedures set forth in SMC 14A.15.060.

#### **SMC 14A.15.100 Review**

(1) The fee rates set forth in SMC 14A.15.110 may be reviewed and adjusted by the council as it deems necessary and appropriate to meet City needs, including but not limited to addressing the impact of inflation on labor, materials, and real property costs. The fee rates may be adjusted 12 months after the effective date of the ordinance codified in this chapter, or 12 months after the most recent review by the council. The council may determine the amount of the adjustment and revise the fee rates set forth in SMC 14A.15.110.

(2) If the council does not determine the amount of the adjustment, the Director shall adjustment shall be administratively adjusted adjust by the same percentage amount that the five-year average Washington State Department of Transportation Construction Cost Index for the City of Seattle as published by the Engineering News Record changed for the most recent 12-month period prior to the date of the adjustment. When the percentage is negative, no adjustment shall be made.

(32) In the last quarter of each calendar year, the community development director, together with the public works director, shall prepare a report to the planning commission for the year to date, including the following:

- (a) The number of requests for impact fee exemptions pursuant to SMC 14A.15.030;
- (b) The total number of residential units and dollar amounts of the exemptions approved by the community development director in consultation with the public works director;
- (c) A copy of the hearing examiner decision, if any of the decisions of the community development director, in consultation with the public works director, were appealed to the hearing examiner.

Based on this annual review, the planning commission shall recommend to the City council any revision to SMC 14A.15.030 deemed appropriate.

#### **SMC 14A.20.030 Exemptions.**

(1) Pursuant to RCW 82.02.060, the City may provide exemptions for low-income housing and other development activities with broad public purposes; provided, that the impact fees from such

~~development activity shall be paid from public funds other than impact fee accounts if the waiver is greater than 80 percent of the impact fee. The director shall be authorized to determine whether a particular development falls within an exemption identified below. Determinations of the director shall be in writing and shall be subject to the appeals procedures set forth in SMC 14A.20.060. The following development activities are exempt from the requirements of this chapter. A parks impact fee shall not be assessed for:~~

- ~~(a) Any development activity undertaken by the City of Sammamish;~~
- ~~(b) Accessory dwelling units approved by the City.~~

(12) Except as provided above, the provision of affordable housing as defined in SMC 14A.05.010 may be exempted from some or all of the required impact fees as shown in Table 1:

Affordable Housing	Impact Fee Reduction*	Maximum Number of Affordable Housing Units per Development
Low-Income	Up to 100%	4 units
	50% to 80%	5 units or more (including the first 4) subject to decision by the director of the department of community development in consultation with the director of the department of parks and recreation
Moderate-Income	Up to 80%	4 units
	0% to 50%	5 units or more (including the first 4) subject to decision by the director of the department of community development in consultation with the director of the department of parks and recreation

\*The % fee reduction is expressed as a maximum amount per unit.

(a) As a condition of receiving an exemption or percentage fee reduction under this section, prior to any development approval, the owner shall execute and record in the King County real property title records a City-prepared lien, covenant, or other contractual provision against the property that provides that the proposed housing unit or development will continue to be used for low- or moderate-income housing and remain affordable to those families/households for a period of not less than 30 years. The lien, covenant, or other contractual provision shall run with the land and apply to subsequent owners and assigns. In the event that the housing unit(s) no longer meets the definition of affordable housing set forth in Table 1 during the term of the life of the lien, covenant or contractual provision, then the owner(s) shall pay to the City the amount of impact fees from which the housing unit(s) was exempted into the City’s account for park impact fees plus 12 percent interest per year.

(b) In determining the impact fee reductions for development(s) containing five or more affordable housing units, the community development director in consultation with the parks and recreation director should consider the following:

- (i) The proposed housing units meet the provisions set forth by the City's housing strategy plan adopted by the City council.
  - (ii) The proposed housing units will assist the City in meeting Sammamish's affordable housing targets.
  - (iii) The location of the units meets the City's Comprehensive Plan policies for the proposed housing type and density.
  - (iv) Approval of the proposed housing units and the associated impact fee reduction would not result in a significant adverse impact on the level of service provided by the parks system.
- (c) The impact fee amounts waived in excess of 80 percent shall be paid from public funds from sources other than impact fees or interest on impact fees.
  - (d) Determinations of the community development director in consultation with the parks and recreation director regarding the exemption or reduction of impact fees shall be in writing and shall be subject to the appeals procedures set forth in SMC 14A.20.060.

#### **SMC 14A.20.100 Review**

(1) The fee rates set forth in SMC 14A.20.110 may be reviewed and adjusted by the council as it deems necessary and appropriate to meet City needs, including, but not limited to, addressing the impact of inflation on labor, materials, and real property costs. The fee rates may be adjusted 12 months after the effective date of the ordinance codified in this chapter, or 12 months after the most recent review by the council. The council may determine the amount of the adjustment and revise the fee rates set forth in SMC 14A.20.110.

~~(2) If the council does not determine the amount of the adjustment, the Director shall adjustment shall be adjusted by a weighted average of the one-year percentage changes in the administratively adjusted by the same amount that the five-year average Washington State Department of Transportation Construction Cost Index for the City of Seattle as published by the Engineering News Record and the percentage change in the quarterly purchase-only House Price Index for the Seattle-Bellevue-Kent metropolitan division (not seasonally adjusted) as published by the Federal Housing Finance Agency, changed for the most recent 12-month period prior to the date of the adjustment. . When the percentage is negative, no adjustment shall be made.~~

(3) In the last quarter of each calendar year, the community development director together with the parks and recreation director shall prepare a report to the planning commission, for the year to date, including the following:

- (a) The number of requests for impact fee exemptions or waivers pursuant to SMC 14A.20.030(2);
- (b) The total number of residential units and dollar amounts of the exemptions or waivers approved by the community development director in consultation with the parks and recreation director;

(c) A copy of the hearing examiner decision, if any of the decisions of the community development director, in consultation with the parks and recreation director, were appealed to the hearing examiner.

Based on this annual review, the planning commission shall recommend to the City council any revision to SMC 14A.20.030 deemed appropriate.

**SMC 13.15.010 Surface water system development charges authorized.**

(1) City Authorized to Collect Charge. The City is authorized to collect a surface water system development charge, effective January 1, 2019, as follows:

Development	Fee
New residential dwelling unit or commercial building with up to 2,500 square feet of impervious coverage	\$2,085.00
Each additional 250 square feet of impervious coverage over 2,500 square feet	\$208.50
Other structures or additions of up to 250 square feet of impervious coverage requiring a building permit	\$208.50, plus \$208.50 for each additional 250 square feet

All impervious surface areas shall be rounded to the nearest 250-square-foot increment. The fee shall not apply to rockeries or retaining walls.

(2) Charges Shall Be Liens. All charges made under this section shall constitute a lien upon the property from which such charges are due, superior to all other liens and encumbrances whatsoever, except for general taxes and local special assessments. Enforcement of such lien shall be in the manner provided by law. All properties assessed a surface water system development charge shall have a notation on their plats stating that the property may be subject to a lien for the final costs of any necessary off-site surface water drainage improvements.

(3) The charges set forth in SMC 13.15.010 may be reviewed and adjusted by the council as it deems necessary and appropriate to meet City needs, including but not limited to addressing the impact of inflation on labor, materials, and real property costs. The charges may be adjusted 12 months after the effective date of the ordinance codified in this chapter, or 12 months after the most recent review by the council. The council may determine the amount of the adjustment and revise the charges set forth in SMC 13.15.010. If the council does not determine the amount of the adjustment, the City Manager shall adjust by the same percentage that the Construction Cost Index for the City of Seattle as published by the Engineering News Record changed for the most recent 12-month period prior to the date of the adjustment. When the percentage is negative, no adjustment shall be made.

**SMC 14A.05.010 Definitions**

The following words and terms shall have the following meanings for the purposes of this title, unless the context clearly requires otherwise. The following words, terms, and definitions shall apply to all portions of this title, except as specifically superseded by definitions set forth elsewhere in this title.

“Development activity” has the same meaning as that term is defined in RCW 82.02.090 (1).

...

**SMC 14A.15.020 Assessment of impact fees.**

(1) The City shall collect impact fees, based on the rates in SMC 14A.15.110, from any applicant seeking development approval from the City for any development within the City, where such development requires the issuance of a building permit. This shall include, but is not limited to, the development of residential, commercial, retail, and office uses, and includes the expansion of existing uses that creates a demand for additional public facilities, as well as a change in existing use that creates a demand for additional public facilities.

(2) An impact fee shall not be assessed for the following types of development activity because the activity does not create additional demand as provided in 82.02 RCW:

- (a) Miscellaneous non-traffic generating improvements, including, but not limited to, fences, walls, swimming pools, sheds, and signs;
- (b) Demolition or moving of a structure;
- (c) Expansion of an existing nonresidential structure that results in the addition of 100 square feet or less of gross floor area;
- (d) Expansion of a residential structure provided the expansion does not result in the creation of any additional dwelling units as defined in SMC 21A.15.345 through 21A.15.370;
- (e) Replacement of a residential structure with a new residential structure at the same site or lot when such replacement occurs within 12 months of the demolition or destruction of the prior structure. For the terms of this requirement, “replacement” is satisfied by submitting a complete building permit application;
- (f) Replacement of a nonresidential structure with a new nonresidential structure of the same size and use at the same site or lot when such replacement occurs within 12 months of the demolition or destruction of the prior structure. Replacement of a nonresidential structure with a new nonresidential structure of the same size shall be interpreted to include any structure for which the gross square footage of the building will not be increased by more than 100 square feet. For the terms of this requirement, “replacement” is satisfied by submitting a complete building permit application.

(3) For a change in use of an existing building or dwelling unit, including any alteration, expansion, replacement or new accessory building, the impact fee for the new use shall be reduced by an amount equal to the current impact fee rate for the prior use; provided, that the applicant has previously paid the required impact fee for the original use.

(4) For mixed use developments, impact fees shall be imposed for the proportionate share of each land use based on the applicable measurement in the impact fee rates set forth in SMC 14A.15.110.

(5) Applicants seeking a building permit for a change in use shall be required to pay an impact fee if the change in use increases the existing trip generation by the lesser of five percent or 10 peak hour trips.

(6) Except as provided in SMC 14A.25.030, impact fees shall be assessed and collected, at the option of the applicant, either:

(a) At the time of final plat (for platted development) or building permit application (for nonplatted development); or

(b) At the time of building permit issuance; which option shall be declared at the time of final plat (for platted development) or building permit application (for nonplatted development) in writing on a form or forms provided by the City.

(7) Applicants that have been awarded credits prior to the submittal of the complete building permit application pursuant to SMC 14A.15.040 shall submit, along with the complete building permit application, a copy of the letter or certificate prepared by the director pursuant to SMC 14A.15.040 setting forth the dollar amount of the credit awarded. Impact fees, as determined after the application of appropriate credits, shall be collected from the feepayer at the time the building permit is issued by the City for each unit in the development.

(8) Where the impact fees imposed are determined by the square footage of the development, a deposit shall be due from the feepayer pursuant to subsection (6) of this section. Deposit and installment percentages shall be based on an estimate, submitted by the feepayer, of the size and type of structure proposed to be constructed on the property. In the absence of an estimate provided by the feepayer, the department shall calculate percentages based on the maximum allowable density/intensity permissible on the property. If the final square footage of the development is in excess of the initial estimate, any difference in the amount of the impact fee will be due prior to the issuance of a building permit, using the same impact fee rate previously assessed. The feepayer shall pay any such difference plus interest, calculated at the statutory rate. If the final square footage is less than the initial estimate, the department shall give a credit for the difference, plus interest at the statutory rate.

(9) The department shall not issue the required building permit unless and until the impact fees required by this chapter, less any permitted exemptions or credits provided pursuant to SMC 14A.15.030 or 14A.15.040, have been paid, unless a deferral has been granted pursuant to Chapter 14A.25 SMC.

(10) The service area for impact fees shall be a single City-wide service area.

(11) In accordance with RCW 82.02.050, the City shall collect and spend impact fees only for the public facilities defined in this title and RCW 82.02.090 which are addressed by the capital facilities plan element of the City’s Comprehensive Plan. The City shall base continued authorization to collect and expend impact fees on revising its Comprehensive Plan in compliance with RCW 36.70A.070 and on the capital facilities plan identifying: (a) deficiencies in public facilities serving existing development and the means by which existing deficiencies will be eliminated within a reasonable period of time; (b) additional demands placed on existing public facilities by new development; and (c) additional public facility improvements required to serve new development.

(12) In accordance with RCW 82.02.050, if the City’s capital facilities plan is complete other than for the inclusion of those elements which are the responsibility of a special district, the City may impose impact fees to address those public facility needs for which the City is responsible.

(13) Applicants for single-family attached or single-family detached residential construction may request deferral of all impact fees due under this chapter in accordance with the provisions of Chapter 14A.25 SMC.

**SMC 14A.15.030 Exemptions**

(1) Pursuant to RCW 82.02.060, the City may provide exemptions for low-income housing and other development activities with broad public purposes; provided, that the impact fees from such development activity shall be paid from public funds other than impact fee accounts. The director shall be authorized to determine whether a particular development falls within an exemption identified in this chapter. Determinations of the director shall be in writing and shall be subject to the appeals procedures set forth in SMC 14A.15.060.

(2) Except as provided above, the provision of affordable housing as defined in SMC 14A.05.010 may be exempted from some or all of the required impact fees as shown in Table 1:

**Table 1: Impact Fee Reductions for Affordable Housing Units**

<b>Affordable Housing</b>	<b>Impact Fee Reduction*</b>	<b>Maximum Number of Affordable Housing Units per Development</b>
Low-Income	Up to 100%	4 units
	50% to 80%	5 units or more (including the first 4) subject to recommendation by the community development director in consultation with the public works director
Moderate-Income	Up to 80%	4 units
	0% to 50%	5 units or more (including the first 4) subject to recommendation by the community development director in consultation with the public

**Table 1: Impact Fee Reductions for Affordable Housing Units**

Affordable Housing	Impact Fee Reduction*	Maximum Number of Affordable Housing Units per Development
		works director
*The % fee reduction is expressed as a maximum amount per unit.		

(a) As a condition of receiving an exemption or percentage fee reduction under this subsection, prior to any development approval, the owner shall execute and record in the King County real property title records a City-prepared lien, covenant, or other contractual provision against the property that provides that the proposed housing unit or development will continue to be used for low- or moderate-income housing and remain affordable to those families/households for a period of not less than 30 years. The lien, covenant, or other contractual provision shall run with the land and apply to subsequent owners and assigns. In the event that the housing unit(s) no longer meets the definition of affordable housing set forth in Table 1 during the term of the life of the lien, covenant or contractual provision, then the owner(s) shall pay to the City the amount of impact fees from which the housing unit(s) was exempted into the City’s account for impact fees plus 12 percent interest per year.

(b) In determining the impact fee reductions for development(s) containing five or more affordable housing units, the community development director in consultation with the public works director should consider the following:

- (i) The proposed housing units meet the provisions set forth by the City’s housing strategy plan adopted by the City council.
- (ii) The proposed housing units will assist the City in meeting Sammamish’s affordable housing targets.
- (iii) The location of the units meets the City’s comprehensive plan policies for the proposed housing type and density.
- (iv) Approval of the proposed housing units and the associated impact fee reduction does not exempt the proposed housing units from meeting the City’s concurrency requirements and public works standards.

(c) The impact fee amounts waived in excess of 80 percent shall be paid from public funds from sources other than impact fees or interest on impact fees, and budgeted for this purpose.

(d) Determinations of the community development director in consultation with the public works director regarding the reduction of impact fees shall be in writing and shall be subject to the appeals procedures set forth in SMC 14A.15.060.

**SMC 14A.15.040 Credits**

(1) A feepayer can request that a credit or credits for impact fees be awarded to him/her for the total value of dedicated land, improvements, or construction provided by the feepayer. Credits will be given only if the land, improvements, and/or the facility constructed are:

(a) For one or more of the system improvements identified in the capital facilities plan, which are included in the street impact fee analysis as the basis of the impact fee, and that are required by the City as a condition of approving the development activity; and

(b) At suitable sites and constructed at acceptable quality as determined by the City.

(2) The director shall determine if requests for credits meet the criteria in subsection (1) of this section.

(3) The value of a credit for structures, facilities or other improvements shall be established by original receipts provided by the applicant for one or more of the same system improvements for which the impact fee is being charged.

(4) The value of a credit for land, including right-of-way and easements, shall be established on a case-by-case basis by an appraiser selected by or acceptable to the director. The appraiser must be licensed in good standing by the state of Washington for the category of the property appraised. The appraiser must possess an MAI or other equivalent certification and shall not have a fiduciary or personal interest in the property being appraised. A description of the appraiser's certification shall be included with the appraisal, and the appraiser shall certify that he/she does not have a fiduciary or personal interest in the property being appraised. The appraisal shall be in accord with the most recent version of the Uniform Standards of Professional Appraisal Practice and shall be subject to review and acceptance by the director.

(5) The feepayer shall pay for the cost of the appraisal or, if the appraisal is obtained by the City, request that the cost of the appraisal be deducted from the credit which the City may be providing to the feepayer, in the event that a credit is awarded.

(6) If a credit is due, after receiving the appraisal the director shall provide the applicant with a letter or certificate setting forth the dollar amount of the credit, the reason for the credit, the legal description of the land dedicated to the City where applicable, and the legal description or other adequate description of the project or development to which the credit may be applied. The applicant must sign and date a duplicate copy of such letter or certificate indicating his/her agreement to the terms of the letter or certificate, and return such signed document to the director before the impact fee credit will be awarded. The failure of the applicant to sign, date, and return such document within 60 calendar days shall nullify the credit.

(7) If the credit exceeds the amount of the impact fee due, any excess credit may be redeemed only for street impact fees charged for subsequent phases of the same development.

(8) No credit shall be given for project improvements as defined in SMC 14A.05.010.

(9) A feepayer can request that a credit or credits for impact fees be awarded to him/her for significant past tax payments as defined in SMC 14A.05.010. For each request for a credit or credits for significant past tax payments, the feepayer shall submit receipts and a calculation of significant past tax payments earmarked for or proratable to the particular system improvement. The director shall determine the amount of credits, if any, for significant past tax payments.

(10) Any claim for credit must be made prior to or at the time of submission of an application for a building permit. The failure to timely file such a claim shall constitute a final bar to later request any such credit.

(11) A feepayer shall receive a credit for all impact fee deposits paid pursuant to SMC 14A.15.020.

(11) Determinations made by the director pursuant to this section shall be subject to the appeals procedures set forth in SMC 14A.15.060.

**SMC 14A.15.100 Review**

(1) The fee rates set forth in SMC 14A.15.110 may be reviewed and adjusted by the council as it deems necessary and appropriate to meet City needs, including but not limited to addressing the impact of inflation on labor, materials, and real property costs. The fee rates may be adjusted 12 months after the effective date of the ordinance codified in this chapter, or 12 months after the most recent review by the council. The council may determine the amount of the adjustment and revise the fee rates set forth in SMC 14A.15.110.

(2) If the council does not determine the amount of the adjustment, the Director shall adjust by the same percentage that the Construction Cost Index for the City of Seattle as published by the Engineering News Record changed for the most recent 12-month period prior to the date of the adjustment. When the percentage is negative, no adjustment shall be made.

(3) In the last quarter of each calendar year, the community development director, together with the public works director, shall prepare a report to the planning commission for the year to date, including the following:

- (a) The number of requests for impact fee exemptions pursuant to SMC 14A.15.030;
- (b) The total number of residential units and dollar amounts of the exemptions approved by the community development director in consultation with the public works director;
- (c) A copy of the hearing examiner decision, if any of the decisions of the community development director, in consultation with the public works director, were appealed to the hearing examiner.

Based on this annual review, the planning commission shall recommend to the City council any revision to SMC 14A.15.030 deemed appropriate.

**SMC 14A.20.030 Exemptions.**

(1) Except as provided above, the provision of affordable housing as defined in SMC 14A.05.010 may be exempted from some or all of the required impact fees as shown in Table 1:

Affordable Housing	Impact Fee Reduction*	Maximum Number of Affordable Housing Units per Development
Low-Income	Up to 100%	4 units
	50% to 80%	5 units or more (including the first 4) subject to

		decision by the director of the department of community development in consultation with the director of the department of parks and recreation
Moderate-Income	Up to 80%	4 units
	0% to 50%	5 units or more (including the first 4) subject to decision by the director of the department of community development in consultation with the director of the department of parks and recreation
*The % fee reduction is expressed as a maximum amount per unit.		

- (a) As a condition of receiving an exemption or percentage fee reduction under this section, prior to any development approval, the owner shall execute and record in the King County real property title records a City-prepared lien, covenant, or other contractual provision against the property that provides that the proposed housing unit or development will continue to be used for low- or moderate-income housing and remain affordable to those families/households for a period of not less than 30 years. The lien, covenant, or other contractual provision shall run with the land and apply to subsequent owners and assigns. In the event that the housing unit(s) no longer meets the definition of affordable housing set forth in Table 1 during the term of the life of the lien, covenant or contractual provision, then the owner(s) shall pay to the City the amount of impact fees from which the housing unit(s) was exempted into the City’s account for park impact fees plus 12 percent interest per year.
- (b) In determining the impact fee reductions for development(s) containing five or more affordable housing units, the community development director in consultation with the parks and recreation director should consider the following:
- (i) The proposed housing units meet the provisions set forth by the City’s housing strategy plan adopted by the City council.
  - (ii) The proposed housing units will assist the City in meeting Sammamish’s affordable housing targets.
  - (iii) The location of the units meets the City’s Comprehensive Plan policies for the proposed housing type and density.
  - (iv) Approval of the proposed housing units and the associated impact fee reduction would not result in a significant adverse impact on the level of service provided by the parks system.
- (c) The impact fee amounts waived in excess of 80 percent shall be paid from public funds from sources other than impact fees or interest on impact fees.
- (d) Determinations of the community development director in consultation with the parks and recreation director regarding the exemption or reduction of impact fees shall be in writing and shall be subject to the appeals procedures set forth in SMC 14A.20.060.

**SMC 14A.20.100 Review**

(1) The fee rates set forth in SMC 14A.20.110 may be reviewed and adjusted by the council as it deems necessary and appropriate to meet City needs, including, but not limited to, addressing the impact of inflation on labor, materials, and real property costs. The fee rates may be adjusted 12 months after the effective date of the ordinance codified in this chapter, or 12 months after the most recent review by the council. The council may determine the amount of the adjustment and revise the fee rates set forth in SMC 14A.20.110.

(2) If the council does not determine the amount of the adjustment, the Director shall adjust by a weighted average of the one-year percentage changes in the Construction Cost Index for the City of Seattle as published by the Engineering News Record and the percentage change in the quarterly purchase-only House Price Index for the Seattle-Bellevue-Kent metropolitan division (not seasonally adjusted) as published by the Federal Housing Finance Agency. . When the percentage is negative, no adjustment shall be made.

(3) In the last quarter of each calendar year, the community development director together with the parks and recreation director shall prepare a report to the planning commission, for the year to date, including the following:

- (a) The number of requests for impact fee exemptions or waivers pursuant to SMC 14A.20.030(2);
- (b) The total number of residential units and dollar amounts of the exemptions or waivers approved by the community development director in consultation with the parks and recreation director;
- (c) A copy of the hearing examiner decision, if any of the decisions of the community development director, in consultation with the parks and recreation director, were appealed to the hearing examiner.

Based on this annual review, the planning commission shall recommend to the City council any revision to SMC 14A.20.030 deemed appropriate.

**SMC 13.15.010 Surface water system development charges authorized.**

(1) City Authorized to Collect Charge. The City is authorized to collect a surface water system development charge, effective January 1, 2019, as follows:

Development	Fee
New residential dwelling unit or commercial building with up to 2,500 square feet of impervious coverage	\$2,085.00
Each additional 250 square feet of impervious coverage over 2,500 square feet	\$208.50

Other structures or additions of up to 250 square feet of impervious coverage requiring a building permit	\$208.50, plus \$208.50 for each additional 250 square feet
---	---

All impervious surface areas shall be rounded to the nearest 250-square-foot increment. The fee shall not apply to rockeries or retaining walls.

(2) Charges Shall Be Liens. All charges made under this section shall constitute a lien upon the property from which such charges are due, superior to all other liens and encumbrances whatsoever, except for general taxes and local special assessments. Enforcement of such lien shall be in the manner provided by law. All properties assessed a surface water system development charge shall have a notation on their plats stating that the property may be subject to a lien for the final costs of any necessary off-site surface water drainage improvements.

(3) The charges set forth in SMC 13.15.010 may be reviewed and adjusted by the council as it deems necessary and appropriate to meet City needs, including but not limited to addressing the impact of inflation on labor, materials, and real property costs. The charges may be adjusted 12 months after the effective date of the ordinance codified in this chapter, or 12 months after the most recent review by the council. The council may determine the amount of the adjustment and revise the charges set forth in SMC 13.15.010. If the council does not determine the amount of the adjustment, the City Manager shall adjust by the same percentage that the Construction Cost Index for the City of Seattle as published by the Engineering News Record changed for the most recent 12-month period prior to the date of the adjustment. When the percentage is negative, no adjustment shall be made.

# City of Sammamish



## Transportation Impact Fee Update

Stephanie Sullivan (COS)  
John Ghilarducci (FCS)  
Doug Gabbard (FCS)

June 4, 2019





## Outline

- ◆ **Project Review**
- ◆ **Draft Code Amendments**
  - Update definition of “development activity”.
  - Remove exemptions not required by state statute.
  - Address impact fee credits that exceed the amount of impact fee due.
  - Enable administrative indexing.



# Project Review

- ◆ **Traffic Impact Fee Update**
  - Draft code amendments to update City code to be consistent with state statute.
  - Update the amount of the traffic impact fee based on 2020-2025 TIP (will be presented on 7/2).
  
- ◆ **Parks Impact Fee Indexing**
  - Update code to enable administrative indexing.
  
- ◆ **Surface Water Development Charge Indexing**
  - Update code to add administrative indexing.



## Draft Code Amendments

- ◆ **SMC 14A.05.010 Definitions**

Revise definition of “Development Activity” to include update to RCW 82.02.090 which excludes homeless shelters and shelters for victims of domestic violence.



## Draft Code Amendments

- ◆ **SMC 14A.15.030 Exemptions**
  - ◆ Remove exemption for development activity by the City, public schools, and accessory dwelling units.
  - ◆ This would require impact fees to be paid for these projects if additional demand is created.



## Draft Code Amendments

- ◆ **SMC 14A.15.040 Credits**

Specify that credit may be redeemed only for street impact fees due on subsequent phases of the same development.



## Draft Code Amendments

- ◆ **SMC 14A.15.100 Review, modify indexing provision**
  - ◆ For traffic, use *ENR*'s CCI for Seattle.
  - ◆ Specify that the Director shall administratively index the fee.
  - ◆ When the index is negative, the fee shall not be adjusted.



## Draft Code Amendments

- ◆ **SMC 14A.20.100 Review, modify indexing provision**
  - ◆ For parks, use weighted average of CCI (for capital costs) and FHFA's HPI for Seattle-Bellevue-Everett (for land acquisition costs).
  - ◆ Specify that the Director shall administratively index the fee.
  - ◆ When the index is negative, the fee shall not be adjusted.



## Draft Code Amendments

- ◆ **SMC 13.15.010 Surface Water Development Charges Authorized**
  - ◆ For stormwater, use *ENR*'s CCI for Seattle.
  - ◆ Specify that the Director shall administratively index the fee.
  - ◆ When the index is negative, the fee shall not be adjusted.



## Draft Code Amendments

- ◆ **Impact Fee Expenditure**
  - ◆ All impact fee revenues can fund eligible portion of any project on current TIP.
  - ◆ No code changes needed.



## Next Steps

- ◆ Adopt Resolution: 2020-2025 TIP June 18<sup>th</sup>
  
- ◆ Public Hearing / Ordinances July 2<sup>nd</sup>  
Adopt TIF Code Amendments



# Questions?



# Extra Slides



# Draft Code Amendments

## ◆ SMC 14A.05.010 Definitions

~~“Development activity” as that term is defined in RCW 82.02.090 (1) means any construction or expansion of a building, structure, or use, any change in use of a building or structure, or any changes in the use of land, that creates additional demand and need for public facilities.~~



# Draft Code Amendments

## ◆ SMC 14A.15.030 Exemptions

(1) Pursuant to RCW 82.02.060, the City may provide exemptions for low-income housing and other development activities with broad public purposes; provided, that the impact fees from such development activity shall be paid from public funds other than impact fee accounts ~~if the waiver is greater than 80 percent of the impact fee.~~ The director shall be authorized to determine whether a particular development falls within an exemption identified in this chapter. Determinations of the director shall be in writing and shall be subject to the appeals procedures set forth in SMC 14A.15.060.

~~(2) Except as provided in subsection (3) of this section, the following development activities are exempt from the requirements of this chapter. An impact fee shall not be assessed for:~~

- ~~(a) Any development activity undertaken by the City of Sammamish;~~
- ~~(b) Public schools;~~
- ~~(c) Accessory dwelling units approved by the City.~~



# Draft Code Amendments

## ◆ SMC 14A.15.040 Credits

(5) The feepayer shall pay for the cost of the appraisal or if the appraisal is obtained by the City, request that the cost of the appraisal be deducted from the credit which the City may be providing to the feepayer, in the event that a credit is awarded.

(6) If a credit is due, after receiving the appraisal the director shall provide the applicant with a letter or certificate setting forth the dollar amount of the credit, the reason for the credit, the legal description of the land-site dedicated to the City-donated where applicable, and the legal description or other adequate description of the project or development to which the credit may be applied. The applicant must sign and date a duplicate copy of such letter or certificate indicating his/her agreement to the terms of the letter or certificate, and return such signed document to the director before the impact fee credit will be awarded. The failure of the applicant to sign, date, and return such document within 60 calendar days shall nullify the credit.

(7) If the credit exceeds the amount of the impact fee due, any excess credit may be redeemed only for street impact fees charged for subsequent phases of the same development.



# Draft Code Amendments

## ◆ SMC 14A.15.100 Review

(2) If the council does not determine the amount of the adjustment, the ~~City Manager~~Director shall ~~adjustment shall be administratively adjusted~~ adjust by the same ~~percentage amount~~ that the ~~five year average Washington State Department of Transportation~~ Construction Cost Index for the City of Seattle as published by the Engineering News Record changed for the most recent 12-month period prior to the date of the adjustment. When the percentage is negative, no adjustment shall be made.



# Draft Code Amendments

## ◆ SMC 14A.20.030 Exemptions

~~(1) Pursuant to RCW 82.02.060, the City may provide exemptions for low income housing and other development activities with broad public purposes; provided, that the impact fees from such development activity shall be paid from public funds other than impact fee accounts if the waiver is greater than 80 percent of the impact fee. The director shall be authorized to determine whether a particular development falls within an exemption identified below. Determinations of the director shall be in writing and shall be subject to the appeals procedures set forth in SMC 14A.20.060. The following development activities are exempt from the requirements of this chapter. A parks impact fee shall not be assessed for:~~

- ~~(a) Any development activity undertaken by the City of Sammamish;~~
- ~~(b) Accessory dwelling units approved by the City.~~



# Draft Code Amendments

## ◆ SMC 14A.20.100 Review

(2) If the council does not determine the amount of the adjustment, the Director shall adjustment shall be adjusted by a weighted average of the one-year percentage changes in the administratively adjusted by the same amount that the five year average Washington State Department of Transportation Construction Cost Index for the City of Seattle as published by the Engineering News Record and the percentage change in the quarterly purchase-only House Price Index for the Seattle-Bellevue-Kent metropolitan division (not seasonally adjusted) as published by the Federal Housing Finance Agency changed for the most recent 12 month period prior to the date of the adjustment. . When the percentage is negative, no adjustment shall be made.



## Draft Code Amendments

- ◆ **SMC 13.15.010 Surface Water System Development Charges Authorized**

(3) The charges set forth in SMC 13.15.010 may be reviewed and adjusted by the council as it deems necessary and appropriate to meet City needs, including but not limited to addressing the impact of inflation on labor, materials, and real property costs. The charges may be adjusted 12 months after the effective date of the ordinance codified in this chapter, or 12 months after the most recent review by the council. The council may determine the amount of the adjustment and revise the charges set forth in SMC 13.15.010. If the council does not determine the amount of the adjustment, the City Manager shall adjust by the same percentage that the Construction Cost Index for the City of Seattle as published by the Engineering News Record changed for the most recent 12-month period prior to the date of the adjustment. When the percentage is negative, no adjustment shall be made.

# Agenda Bill

City Council Regular Meeting  
June 04, 2019



<b>SUBJECT:</b>	Introduction to WSDOT's Draft SR 202 Corridor Study		
<b>DATE SUBMITTED:</b>	May 29, 2019		
<b>DEPARTMENT:</b>	Public Works		
<b>NEEDED FROM COUNCIL:</b>	<input type="checkbox"/> Action <input type="checkbox"/> Direction <input checked="" type="checkbox"/> Informational		
<b>RECOMMENDATION:</b>	Provide input on WSDOT's Draft SR 202 Corridor Study.		
<b>EXHIBITS:</b>			
<b>BUDGET:</b>			
Total dollar amount	\$0	<input type="checkbox"/>	<b>Approved in budget</b>
Fund(s)	N/A	<input type="checkbox"/>	<b>Budget reallocation required</b>
		<input checked="" type="checkbox"/>	<b>No budgetary impact</b>
<b>WORK PLAN FOCUS AREAS:</b>			
<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Community Safety		
<input type="checkbox"/> Communication & Engagement	<input type="checkbox"/> Community Livability		
<input type="checkbox"/> High Performing Government	<input type="checkbox"/> Culture & Recreation		
<input type="checkbox"/> Environmental Health & Protection	<input type="checkbox"/> Financial Sustainability		

**NEEDED FROM COUNCIL:**

Shall Council provide input on WSDOT's Draft SR 202 Corridor Study?

**KEY FACTS AND INFORMATION SUMMARY:**

The Washington State Legislature allocated \$200,000 in a 2017 proviso that directs the WA State Department of Transportation (WSDOT) to conduct a traffic study of the SR 202 corridor. WSDOT staff will provide a summary presentation of the draft study at this meeting, including information on how to submit comments. The draft study was not available to be included in this agenda bill, but will be provided to Council on June 3rd for review. Comments are due to WSDOT by June 14th. The final report will be delivered to the state legislature by June 30, 2019.

The limits of the SR 202 Corridor Study extends from East Lake Sammamish Parkway to 244th Avenue NE intersection. The study's objectives are to address current and projected performance gaps related to mobility, travel time, access, and safety, and to determine future priorities for highway and/or transit and non-motorized needs. The draft study's outcome is a recommended package of practical,

cost-effective concepts to help improve trip reliability and safety on the SR 202 corridor. WSDOT staff will make a presentation summarizing their findings and recommendations at the June 4th meeting.

#### **FINANCIAL IMPACT:**

There is no immediate financial impact for the City to review and comment on this study.

#### **OTHER ALTERNATIVES CONSIDERED:**

No other alternatives.

#### **RELATED CITY GOALS, POLICIES, AND MASTER PLANS:**

##### Transportation Comprehensive Plan Goals

Goal T.1 Supporting Growth Support the city's and region's growth strategy by focusing on moving people and goods within the city and beyond with a highly efficient multimodal transportation network.

Goal T.2 Greater Options and Mobility Invest in transportation systems that offer greater options, mobility, and access in support of the city's growth strategy.

Goal T.3 Operations, Maintenance, Management and Safety As a high priority, maintain, preserve, and operate the city's transportation system in a safe and functional state.

Goal T.4 Sustainability Design and manage the city's transportation system to minimize the negative impacts of transportation on the natural environment, to promote public health and safety, and to achieve optimum efficiency

## Pam Stuart

June 3, 2019

### COMMUNITY IFTAR

MAY 19, SAMMAMISH, WA

A wonderful event! The evening was filled with meeting new people and spending time with old friends – essential ingredients to community building. Key takeaways, “it is hard to hate up close” and we have a whole lot more in common, even in our various religions. Breaking bread together is always a good thing. Thank you Plateaupians for Peace and The Sammamish Mosque for working together and putting on such an amazing event.



### JOINT MEETING WITH ISSAQUAH SCHOOL DISTRICT

MAY 22, ISSAQUAH, WA

A great discussion with the Issaquah School District. We discussed Levy’s and Bonds and their overall plan. That they did a short-term levy two years ago to be able to make adjustments as the State made changes via McCleary. Also reminded us that while McCleary fully funds “Basic Education” doesn’t meet the bar for Issaquah. For example, it does not include Special Education, Student Mental Health Counselors, or Guidance Counselors.

ISD has hit the mark on K-3 class size ahead of schedule – woot!

They are also working on safety improvements, a 7 period schedule, and a dual language program in two elementary schools.

There are many other accomplishments that the school district has and great programs they are working on...visit their [website](#) to learn more.

We then discussed how the city and school district could work together on issues facing the district. One huge issue is affordable housing for teachers. Superintendent Thiele stated that this is a growing issue as many teachers are leaving the district as they struggle to find affordable housing or need to reduce their commutes. Teachers often have big commutes which is taxing on them and adds to the traffic issues around the region. How can we work together on this? Some ideas are that the city can waive impact

fees on certain types of housing, like workforce or senior housing. Something we need to discuss more and find some real solutions soon!

ISD called out several times the great work and collaboration from our City Staff – Thank you!

We are also working together on the Issaquah Pine Lake Road design as there will be a new school entrance on that road. Q1 2020 is when ISD will need specs for their work.

We are also working together on plans for the Issaquah Fall City Road work which will have impacts on several schools. Our staff and ISD staff are working together and will step up efforts on communications to ensure the community is aware of all the mitigations when needed.

## COMMUNITY IFTAR

**MAY 25, SAMMAMISH, WA**

Another great event and great food! Thank you to Mo Luqman (Sammamish Mosque), Sarah Kimsey (Plateaupians for Peace) , and Dave Mayer (YMCA) for putting on the event. So many wonderful people and great food. Thanks to all who attended.

We were given a chance to speak and I chose to speak about community building – something that I think should be top of mind with anything we do.

## SUSTAINABILITY SUMMIT

**MAY 29, MICROSOFT CAMPUS, REDMOND, WA**

The future is bright with these great kids lighting our way. Another student led event put on by the Sustainability Ambassadors in conjunction with LWSD, the LWSD PTSA, and Microsoft. These kids are truly changing the world and they are getting the adults to step up and help too!

Great work all – please take the time to learn more. ISD participates with [Sustainability Ambassadors](#) as well.

If you take away just one thing from this, let it be this:

Sustainability means...meeting the needs of the current generation without compromising the ability of future generations to meet their own needs.

The Sammamish contingent:



## FARMER'S MARKET

**MAY 29, SAMMAMISH, WA**

I finally made it to the Sammamish Farmer's Market. I was struck by two things – first an adorable kitten on a leash! But more importantly, the sense of community. So many people talked about how nice it was to run into friends and neighbors and how they wished we had more spaces and events like this. Thank you to the [Sammamish Chamber](#) for putting this together for our city.

## JOINT MEETING WITH LAKE WASHINGTON SCHOOL DISTRICT

**MAY 30, REDMOND, WA**

A joint meeting with LWSD, City of Kirkland, and City of Redmond.

LWSD has unique challenges as they cross three cities plus parts of unincorporated King County. They recognize that there are common issues as well as unique challenges in each jurisdiction. The good news – the district is thriving.

A common theme across all areas – housing and traffic.

Like ISD – LWSD is losing experienced teachers due to a lack of affordable workforce housing.

Kirkland passed a resolution and allocated funding for more Security Resource Officers for middle schools. LWSD wants to work with all jurisdictions to have equity across the district and to ensure community concerns are addressed. They will convene a task force and include Human Services, Youth Board, Police representatives, principals, PTSA, and others to ensure we do not create a school to prison pipeline and that SROs are not used for discipline but are there to build community, identify issues before they are problems, and assist with security and emergency situations. Part of the task force will be to clearly define the purpose and role of the SRO.

Discussed the efforts on Emergency Preparedness and the plethora of agencies and jurisdictions involved depending on the type of emergency. Sammamish is well represented with Andrew Stephens and LWSD is making great progress here and they are working hard on procedures and systems and keeping communication at the forefront.

A key point raised in the discussion of handling emergencies was around knowing what staff can stay on site when emergencies occur. Remember, they have families too...

Another reason to have our teachers and first responders able to live in the cities that they serve! So having affordable workforce housing will be a benefit to our city in an emergency!

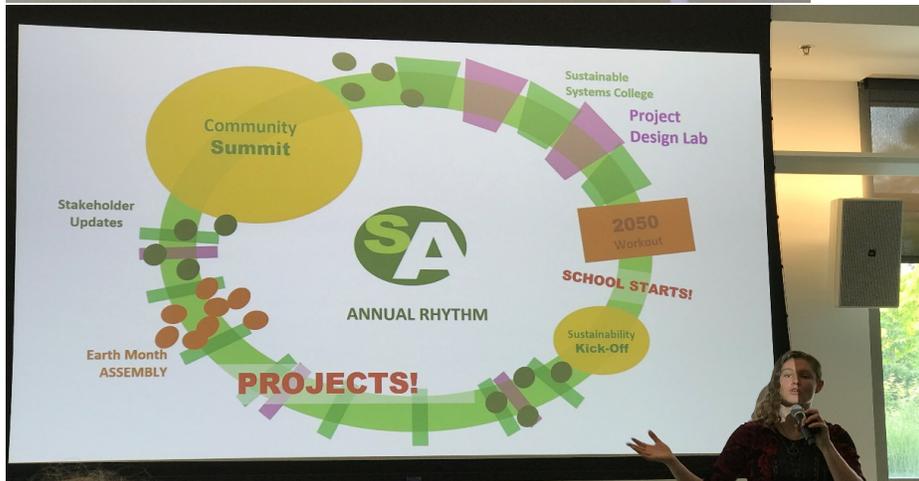
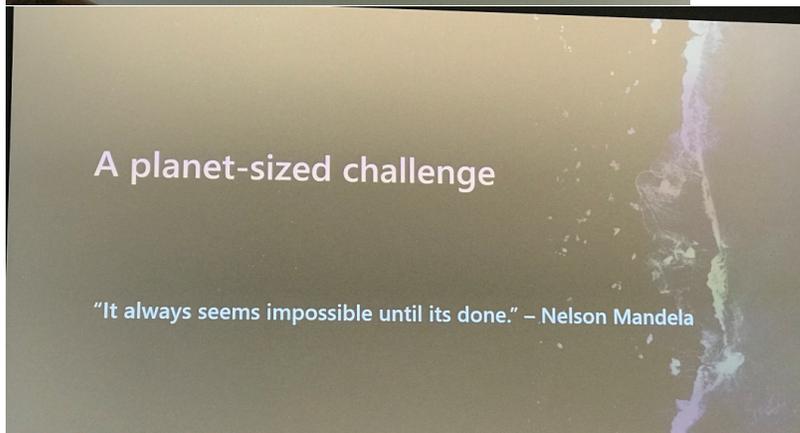
We also discussed ensuring that we must balance the need for drills with the awareness that the drills can also be traumatic – so the district is aware and will work on how best to balance these competing issues.

On transportation – Kirkland is working on Safer Routes to School program and encouraging more kids to use alternative transportation.

Key takeaways:

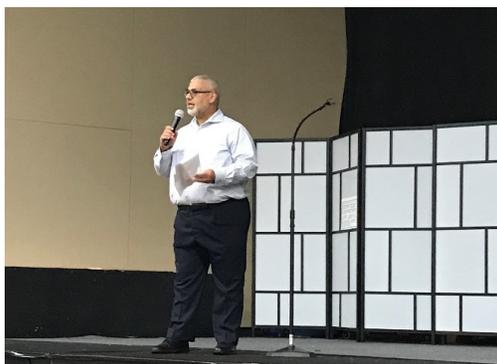
1. Transportation and Busses
2. Affordable Workforce Housing
3. Facilities Planning – we need to get creative here and the district is looking to non-traditional solutions – like co-locating schools with other facilities
4. Sharing resources – like parks, ball fields, open spaces, etc. (maybe even transportation)

Also, remember that the growth is not because of cities or schools, it is because we have a strong economy and job growth.









# COUNCIL REPORT – CHRISTIE MALCHOW

JUNE 4, 2019

## MEETING: FRED NYSTROM, KLAHANIE HOA DIRECTOR

- We discussed several items including:
  - Detour routes for the Issaquah-Fall City Rd. project
    - Concern about the businesses operating just off IFC Rd on Klahanie Blvd
  - Klahanie Park Master Plan
    - Fred noted that the HOA was offered the opportunity to purchase the park from King County, prior to the annexation to Sammamish, but that they opted not to based on cost.
    - He expressed concern some residents have with alterations to the park's current state
    - City's page on the Park's Master Plan options can be found [HERE](#)

## COMMUNITY IFTAR 5/25/19

Attended the Community Iftar at CWU hosted by the Sammamish Mosque

- 2<sup>nd</sup> annual event inviting both Muslim & non-Muslim community members together to break their Ramadan fast together.
- Approximately 400 people attended.

## ETC. & FYI

- I like the idea of this mailer & suggest Sammamish consider implementing it on an annual basis to help keep residents informed. It's mailed out once per year, and considering the very low cost of mailing our newsletter, this should be something to consider in the biennial budgeting we do (or there may very well be budget for it already).

**The City of Maple Valley  
City Council  
2018 RECAP & 2019 PRIORITIES**

*Dear friends & neighbors,*  
We are proud to call Maple Valley our home and are honored to represent this great city. We had a very productive year in 2018, with the construction of the new Lake Wilderness Beach House, the creation of several safe routes for pedestrians and cyclists which improved access to neighborhoods and business centers, completion of two new public art installations, the beginning of construction on the new Summit Park, and ratification of the development concepts for the city's 51-acre Legacy Site.

As we begin a new year in 2019, there are many amazing opportunities ahead for Maple Valley.

Sincerely,  
The Maple Valley City Council

2018 COUNCIL ACCOMPLISHMENTS	2019 COUNCIL GOALS
<ul style="list-style-type: none"> <li>• Broke ground on Summit Park</li> <li>• Was awarded \$4.7M in grant funds for multiple city projects</li> <li>• Successfully lobbied the State Legislature to agree that the State will continue to be responsible for the maintenance of SR 169 &amp; SR 156</li> <li>• Ratified the development concepts for the Legacy Site</li> </ul>	<ul style="list-style-type: none"> <li>• Seek more Transportation Funding</li> <li>• Seek Capital Funding for the 51-acre Legacy Site</li> <li>• Condominium Law Reform</li> <li>• Open Summit Park</li> <li>• Support a feasibility study for a regional Recreation Center (including an Aquatics facility)</li> </ul>

**2018 Property Tax Distribution**

Category	Percentage
City	8%
WA School Fund	22%
TSD Levy	22%
TSD Bond & Bldg	19%
Fire	12%
AC Gen	10%
EM Services	1%
Food District	1%
Port of Seattle	1%

\*Shown as percentages based on the distribution in the table below



## City Managers Report

---

**Date:** June 4, 2019  
**To:** Mayor Malchow and City Councilors  
**From:** Rick Rudometkin, City Manager  
**Re:** City Manager's Report

---

1. We are recruiting for a new Human Resources Director. This is in progress.
2. We are recruiting for a new Deputy City Manager. This is in progress.
3. For our Mayor-Manager meetings, I would like to change it to just the Mayor, Sharon and myself to discuss the Council meeting and agenda protocol. This meeting is to make sure we have everything we need to run the meetings efficiently on Tuesday nights. This way we do not have to tie up staff and others and we can decrease the time to maybe 11-1130am or 1130-12am. Staff will come to these meetings as needed depending if they have anything on the agenda. I want the Mayor to be able to have everything she needs. I think this will be a great change.
4. Attended meetings with the Issaquah and Lake Washington School districts.
  - Transportation, Housing, Facilities, Emergency
  - New Schools
  - Issaquah Fall City Road.
  - Partnerships
  - Monthly or Quarterly meetings

Last printed 5/31/19

AGENDA CALENDAR

Meeting Date	Packet Material Due	Time	Meeting Type	Topics
<b>June 2019</b>				
<b>Tues 6/11</b>	6/5	6:30 pm	Joint Meeting w/ Parks & Rec	Presentation: Klahanie Master Plan Presentation: Lake Washington School District Field Scheduling by the City
<b>Tues 6/18</b>	6/12	6:30 pm	Regular Meeting	Discussion: Stormwater Code Update Public Hearing: 2020-2025 Transportation Improvement Plan  <u>Consent:</u> Final Acceptance: 2018 Intersection Improvements Construction Contract – Kammins Construction Acquisition: City Hall Furniture Phase II Approval: PSE Agreement for Pole Attachments Contract: 2019-2021 Traffic Concurrency & Traffic Engineering Support Services – DEA Contract: Storm System Cleaning/Olsen Brothers Provac Ordinance: Biennial Budget Carryforward Adjustment  Executive Session: Property acquisition
<b>July 2019</b>				
<b>Mon 7/1</b>	6/26	6:30 pm	Study Session	TMP Status Update
<b>Tues 7/2</b>	6/26	6:30 pm	Regular Meeting	Public Hearing/Ordinance: Traffic Impact Fee Update and Associated Code Amendments
<b>Tues 7/9</b>	7/3	6:30 pm	Study Session	Discussion: Shoreline Master Program Update (60-minutes) Presentation: King County Solid Waste Comprehensive Plan
<b>Tues 7/16</b>	7/10	6:30 pm	Regular Meeting	Public Hearing / Ordinance: Shoreline Master Program Update (60-minutes) Public Hearing/Ordinance: Storm Code Update Lobbyist Update/2020 Legislative Priorities Resolution: Presentation: King County Solid Waste Comprehensive Plan  <u>Consent:</u> Resolution: Zackuse Basin Plan Adoption Contract: Small Stormwater Projects Construction – TBD
<b>Aug 2019</b>				<b>NO MEETINGS</b>
<b>Sept 2019</b>				

Last printed 5/31/19

<b>Mon 9/2</b>				Labor Day
<b>Tues 9/3</b>	8/28	6:30 pm	Regular Meeting	
<b>Tues 9/10</b>	9/4	6:30 pm	Study Session	
<b>Tues 9/17</b>	9/11	6:30 pm	Regular Meeting	
<b>Oct 2019</b>				
<b>Mon 10/7</b>	10/2	6:30 pm	Joint Study Session w/ Planning Commission	Discussion: Urban Forest Management Plan (120-minutes)
<b>Tues 10/8</b>	10/2	6:30 pm	Regular Meeting	Public Hearing / Resolution: Urban Forest Management Plan (60-minutes) Public Hearing: Comprehensive Plan Amendments – Technical Items (30-minutes)
<b>Tues 10/15</b>	10/8	6:30 pm	Study Session	Discussion: Urban Forest Management Plan (60-minutes) Discussion: Comprehensive Plan Amendments – Urban Forest Management Plan (30-minutes)
<b>Tues 10/22</b>	10/16	6:30 pm	Regular Meeting	
<b>Nov 2019</b>				
<b>Mon 11/4</b>	10/30	6:30 pm	Study Session	
<b>Tues 11/5</b>	10/30	6:30 pm	Regular Meeting	Public Hearing: Comprehensive Plan Amendments – Urban Forest Management Plan (30-minutes) Resolution: Urban Forest Management Plan (60-minutes)
<b>Tues 11/12</b>	11/6	6:30 pm	Study Session	
<b>Tues 11/19</b>	11/13	6:30 pm	Regular Meeting	TMP Status Update
<b>Dec 2019</b>				
<b>Mon 12/2</b>	11/27	6:30 pm	Joint Study Session w/ Planning Commission	Discussion: 2020 Comprehensive Plan Amendments – Docket Requests (60-minutes) Discussion: Wireless / Small Cell Technology Regulations Update (60-minutes)

Last printed 5/31/19

<b>Tues 12/3</b>	11/27	6:30 pm	Regular Meeting	Public Hearing / Resolution: 2020 Comprehensive Plan Amendments – Docket Requests (60-minutes) Public Hearing / Ordinance: Wireless / Small Cell Technology Regulations Update (60-minutes)  <u>Consent:</u> Ordinance: Annual Amendments to the Comprehensive Plan
<b>Tues 12/10</b>	12/4	6:30 pm	Special Meeting	Ordinance: Wireless / Small Cell Technology Regulations Update (60-minutes)
<b>Tues 12/17</b>	12/11	6:30 pm	Regular Meeting	
	<b>To Be Scheduled</b>		<b>To Be Scheduled</b>	<b>Parked Items</b>
	<ul style="list-style-type: none"> <li>• Growth Centers</li> <li>• Internet Usage &amp; Social Media Policies</li> <li>• Parks Surveillance Camera Policy</li> </ul>		<ul style="list-style-type: none"> <li>• Special Events Ordinance</li> <li>• Maintenance Safety Program Adoption</li> <li>• M&amp;O Strategic Plan</li> <li>• Fleet Management Policy</li> <li>• Roadway Funding Strategy</li> <li>• Maintenance &amp; Fire Station Facility Assessment</li> <li>• Franchise Agreement/SPWS</li> <li>• Comprehensive Solid Waste Plan</li> </ul>	<ul style="list-style-type: none"> <li>• Inner City Bus Service</li> <li>• Good Samaritan Law</li> <li>• Plastic Bags</li> </ul>