

7:00 p.m.
Fife City Hall
Council Chambers

**FIFE CITY COUNCIL
AGENDA**

Date: September 9, 2008
Ord. #1673
Res. #1237, 1238

- 6:30 EXECUTIVE SESSION
For the purpose of Real Estate RCW 42.30.140 for approximately 20 minutes.
- 7:10 1. CALL TO ORDER AND ROLL CALL
Godwin___Johnson___Hull___Brooks___Cerqui___de Booy___Roscoe___
- 7:11 2. PLEDGE OF ALLEGIANCE
3. CHANGES, ADDITIONS OR DELETIONS TO AGENDA
- 7:12 4. CITIZENS COMMENTS (Items not on the agenda)
5. CONSENT AGENDA
- 7:15 a. Approval of Minutes: Date: August 26, 2008 Council Meeting
- b. Approval of Vouchers:
Payroll: #44873 – 44918 \$360,930.21
Claim: #73612 – 73714 \$492,904.22
- c. Set a Special Meeting for September 16, 2008 Study Session
- 6 SPECIAL PRESENTATIONS
- 7:20 a. Fife Harvest Festival (Worthington/Potter)
- 7:25 b. Library Survey Results (Worthington)
- 7:35 7. COUNCIL DELEGATE REPORT
- ORDINANCES AND RESOLUTIONS
8. ORDINANCES:
- 7:40 Adopt:
- a. #1673 Amending Noise Code (Durham)
- RESOLUTIONS:
- 7:40 b. #1237 Setting Public Hearing with 2008-02 LID Participants (Blount)
- 7:50 c. #1238 Authorize Development and Exploration of Holt Well (Blount)
9. NEW BUSINESS
- 8:00 a. Commute Trip Reduction (CTR) Plan Update (Durham)
- 8:10 b. Lodging Tax Advisory Committee Recommendations (Worthington/Cerqui)
- 8:25 10. CITY MANAGER REPORT

10:55:36 AM 9/3/2008

8:30 11. COUNCILMEMBER COMMENTS

8:35 12. CITIZEN COMMENTS

13. ADJOURNMENT

**FIFE CITY COUNCIL
MINUTES**

Fife City Hall
Council Chambers

Date: August 26, 2008
7:00 p.m.

- EXECUTIVE SESSION** Mayor Pro Tem Cerqui convened an executive session at 6:30 p.m. for the purpose of Real Estate RCW 42.30.140 for approximately 20 minutes.
- ADJOURNMENT** Mayor Pro Tem Cerqui adjourned the executive session at 6:50 p.m.
- CALL TO ORDER AND ROLL CALL** Mayor Pro Tem Cerqui called the regular meeting of the Fife City Council to order at 7:03 p.m. with the following Councilmembers present: Richard Godwin, Butch Brooks, Rob Cerqui, Nancy de Booy, and Kim Roscoe.
- Excused: Mayor Barry Johnson and Councilmember Glenn Hull.
- Staff present: City Manager Steve Worthington, Assistant City Manager Jim Reinbold, Assistant City Attorney Gregory Amann, Finance Director Steve Marcotte, Municipal Court Judge Kevin Ringus, Acting Community Development Director Carl Durham, Police Chief Brad Blackburn, Public Works Director Russ Blount, Parks, Recreation & Community Services Director Kurt Reuter, Administrative Assistant Andrea Richards, Financial Analyst Dave DeGroot, Code Enforcement Officer Chris Larson, Planner I Chris Pasinetti, and Recording Secretary Cheri Lindgren.
- PLEDGE OF ALLEGIANCE** Councilmember Brooks led the pledge of allegiance.
- CHANGES, ADDITIONS OR DELETIONS TO AGENDA** A revised noise ordinance was provided.
- CONSENT AGENDA**
- | | | |
|---|--------------|---------------------------------|
| a. Approval of Minutes: | Date: | August 12, 2008 Council Meeting |
| b. Approval of Vouchers: | | |
| Payroll #44821-44872 | \$371,985.06 | |
| Claim: #73444-73611 | \$288,179.68 | |
| c. Set a Special Meeting for September 6, 2008 Council Budget Retreat | | |
- Motion** Councilmember Brooks moved, seconded by Councilmember Godwin, to approve the consent agenda. Motion carried.
- SPECIAL PRESENTATIONS**
- Future Business Leaders of America (FBLA) Award Recognition** Laura Hilzendeger, Business Teacher, Fife High School, reported three Future Business Leaders of America (FBLA) students placed second at state and earned the right to compete in FBLA's 2008 National Leadership Conference in Atlanta, Georgia. Out of 60 teams, the students placed in the top 12. The three students placed 10th in Emerging Business Issues against student state representatives across

the United States and worldwide. Ms. Hilzendeger introduced Fife High School students JunHo Lee, Jessica Colburn, and Tierney Kuhn.

Mayor Pro Tem Cerqui presented the three students with recognition awards.

**Officer Sterba
Retirement**

Chief Blackburn reported on the retirement of Officer Jeff Sterba. He read a letter the department received from Governor Chris Gregoire congratulating Officer Sterba on his retirement and thanking him for his years of dedicated service to the Fife Police Department.

**Low Impact
Development Code
Update**

Acting Director Durham reported staff is working on Low Impact Development (LID) development code amendments. He introduced SvR Design Company representatives Brice Maryman and Peg Staeheli.

Mr. Maryman provided an overview of LID. LID is a stormwater and land development strategy applied at the parcel or subdivision scale emphasizing conservation and use of natural features to mimic predevelopment hydrologic functions. In 2008, Fife adopted the 2005 Department of Ecology (DOE) Stormwater Manual. The manual requires LID as an option for stormwater management.

Ms. Maryman reviewed physical conditions unique to Fife such as the underlying geology, land use patterns, Puyallup River, and the proximity of Puget Sound. A picture of a LID project in Puget Sound was displayed. LID techniques and designs include porous paving, use of retained and layered vegetation, appropriate roadway widths, and bio-retention swales.

Mr. Maryman referred to the proposed new Title 21 in the Fife Municipal Code (FMC) on Low Impact Development. The code will effect new development or redevelopment above 50% of the property's assessed value. An example of a 25-foot roadway, which also serves to calm traffic, was presented. Vegetation types appropriate for Fife are identified in Section 19.64. Bonus incentives are available when developers provide public amenities. Green factor broaden the definition of landscaping to include stormwater management, such as green roofs, rain gardens, and permeable pavements.

**Brookville Garden
Design Finalization**

Director Reuter requested the Council's input on the revised master plan prior to preparing cost estimates for the new Brookville Gardens Park. He reviewed the process to date. Director Reuter introduced consultants David Rahfeld, BCRA and Alan McWayne, HDR. The revised master plan represents a focus on green design and low impact development reflecting Fife's unique history and cultural. The new park supports level of service (LOS) standards outlined in the City's new Parks and Recreation Open Space Plan (PROSP). Copies of a revised master plan drawing were distributed.

Mr. Rahfeld reported the revised schematic design represents a first blush to refine the master plan and focuses on five main themes involving the park's unique place and setting on active farmland, the agricultural and cultural heritage of the site and

the City that surrounds it, restoration and rehabilitation of Wapato Creek, and passive recreation amenities. A formal presentation including detailed design of the future elements, along with a cost estimate, will be provided to the Council at a future meeting.

Mr. McWayne referred to the required 75-foot setback from the creek, which sets forth the design program for the parking, structures, and walkways. A main goal is to restore the creek and bring back the salmon habitat. One proposal is replacing two culverts with a pedestrian bridge enhancing environmental restoration. Other ideas include incorporating a train theme, including an alternative play and/or education area to recognize and celebrate Fife's unique farming and agriculture heritage, and leasing individual community garden plots to residents. The proposed park includes LID elements, such as rain gardens and retaining the existing raspberries on the site.

In response to a request from Councilmember de Booy, Mr. Maryman described the rain gardens. Rain gardens are a shallow depression in the land with amended soils. It's an engineered approach providing for the collection and infiltration of rainwater.

Councilmember de Booy expressed concerns about maintenance.

Mr. Rahfeld reported the public and the City will use the structures. There might be opportunities to install a green rooftop and place solar panels on the pavilion. Solar panels provide low voltage power for lighting. Permeable paving of the parking lot alleviates runoff. The park could serve as Fife's first LID project.

Mayor Pro Tem Cerqui acknowledged the link between the proposed LID code for private sector development and incorporating those principles at the Brookville Gardens Park.

City Manager Worthington noted the Council will consider design approval for the Brookville Garden Park later in the meeting.

Fife History Museum Update

City Manager Worthington reported the Fife Historical Society (FHS) is moving forward on the Dacca Barn project. In 2007, the FHS under expended its budget by \$42,500 and is seeking \$25,000 of that appropriation to cover projects that were completed and paid in 2008. The Council previously approved \$50,000 for 2008 and that amount added to the \$25,000 will fund prior expenses and the first phase of the Dacca Barn project. The barn roof is completed. To complete the second phase of work in 2008 of installing a floor, plumbing, and electrical, the FHS needs an additional \$50,000 from the 2008 Lodging Tax Fund for a total of \$75,000. A third phase is proposed in 2009 to complete the barn, which includes doors, bathrooms, interior electrical and lighting, and miscellaneous items at a cost of \$55,000. The Dacca Barn will then become operational and available for public use.

Louise Hospenthal, FHS, thanked the Council for celebrating Fife's Fire

Department's 60th anniversary. She briefed the Council on the status of the second phase of work currently underway on the Dacca Barn.

Councilmember Roscoe asked whether the request is for an additional \$25,000 beyond the City's contractual agreement of \$50,000. City Manager Worthington advised that the \$50,000 annual allocation funds FHS operating expenses. The request is an additional \$75,000 in 2008. If the Council takes action to approve the request, staff will prepare and present the appropriate budget amendment at a future meeting.

In response to an additional question from Councilmember Roscoe concerning floor materials, Ms. Hospenhal said a cement floor is planned.

Discussion ensued on the total of additional funds required to complete the second phase of work this year. City Manager Worthington reported the \$50,000 allocation to install the roof was included in the 2008 budget. There is carryover of \$25,000 in unspent funds from 2007, which has been held in reserve.

Councilmember de Booy asked whether \$75,000 is a separate allocation from the annual allocation and the unexpended monies. City Manager Worthington affirmed that it is.

Councilmember Brooks conveyed his appreciation for the work of FHS boardmembers. As he previously noted Dacca Barn is not a high priority. However, the Council decided to move ahead with renovations. He expressed interest in providing funding to complete the project. City staff should be involved because Fife is spending public dollars on a project with no public oversight. He asked staff and the FHS to provide the Council with a detailed plan outlining funding required to complete Dacca Barn. Councilmember Godwin echoed similar comments.

Councilmember de Booy asked whether funds are available from the Lodging Tax Fund. City Manager Worthington confirmed funds are available. Councilmember de Booy agreed a detailed plan is necessary to render a budget decision.

Ms. Hospenhal advised that bids have been solicited to complete the interior. The bids and a floor plan were submitted to the City.

Mayor Pro Tem Cerqui acknowledged the Council's comments. It appears reasonable that the Dacca Barn could be completed by the end of next year.

City Manager Worthington confirmed the plan in place completes the structure for full public use in 2009. City staff is engaged in the project.

Councilmember Brooks asked if \$130,000 is required to complete Dacca Barn and whether the funds are available from the Lodging Tax Fund. City Manager Worthington confirmed \$130,000 is available from the fund. FHS submitted a budget request for 2009, which was considered on August 20, 2008 by the Lodging

Tax Advisory Committee (LTAC). All 2009 LTAC funding proposals will be presented to the Council on September 9, 2008. Councilmember Brooks asked if it's possible to allocate \$130,000 at this time.

Motion

Councilmember Brooks moved, seconded by Councilmember Godwin, to authorize \$130,000 from the 2008 Lodging Tax funds to complete the Dacca Barn renovation. Motion carried. Councilmember de Booy opposed.

Councilmember de Booy said she opposed the motion because of the lack of a detailed plan prior to approving the funding request.

Mayor Pro Tem Cerqui asked FHS representatives and City staff to provide the Council with schematic drawings at a future meeting.

**COUNCIL
DELEGATE REPORT**

Councilmember de Booy reported she attended the lunch and open house recognizing Officer Sterba's retirement. She also attended a lunch at the Senior Center earlier in the day as well as a Fife School Board pre-meeting. The senior exercise program is underway. Classes will be held on Mondays, Wednesdays, and Fridays at 10:00 a.m. during the winter months.

Councilmember Roscoe reported she attended the Fife School Board pre-meeting and regular meeting. One application was received in response to a vacancy on the school board. She also attended an orientation at the Surprise Middle School. Fife's PRCS Department was advertising the after-school program. The City's flag football program is receiving good response. Efforts are underway in the community to support the continuation of the DARE program.

Mayor Pro Tem Cerqui reported he attended Officer Sterba's retirement lunch at the Criminal Justice Center. He attended the 60-year celebration of the Fife Fire Department at the Fife History Museum. The LTAC met and reviewed funding requests for 2009.

**ORDINANCES AND
RESOLUTIONS**

ORDINANCES

**#1679 Authorize
Condemnation of Han
Property at 70th Avenue
and Valley**

Motion

Councilmember Brooks moved, seconded by Councilmember Godwin, to adopt Ordinance No. 1679; Authorize Condemnation of Han Property at 70th Avenue and Valley.

City Clerk/Finance Director Marcotte read the title of Ordinance #1679:

An ordinance of the City Council of the City of Fife, Washington, authorizing the condemnation and acquisition of real property for transportation and utility improvements to 70th Avenue East and Valley Avenue East; providing for payment of the cost and expense of acquiring the property; directing the initiation of appropriate condemnation proceedings in the manner provided by law; and declaring this a public emergency ordinance and thus effective immediately.

Director Blount reported staff recommends the Council adopt Ordinance #1679 as an emergency ordinance. Reconstruction of Valley Avenue East from 70th Avenue East to Freeman is the City's top priority identified in the Transportation Improvement Plan (TIP). Every reasonable effort has been made to acquire the property by negotiation but the parties have reached an impasse. The City's offer of \$378,000 is approximately 20% more than the appraisal. The property owners are seeking \$400,000. Approving the ordinance authorizes the City Attorney to commence condemnation proceedings.

Assistant City Attorney Amann advised that five favorable votes are required to adopt the emergency ordinance.

Public Testimony

Won Han, 7016 Valley Avenue East, said he owns the property at the southeast corner 70th Avenue East and Valley Avenue East. The parcel is irregularly shaped. Selling the property necessary to facilitate the street widening project will contribute to a more irregularly shaped property. Access to the property will be pushed to the east side of the corner. Best and highest use of the parcel will be lost and the value of the property will be reduced. Three years ago Walgreen's offered him four times the assessed value. Mr. Han said City staff members have been very patient and offered a maximum price of \$378,000. He said initially he was asking \$500,000 and reduced the price to \$400,000. He said he understands the City cannot offer a payment higher than \$378,000 unless approved by the Council. Mr. Han asked the Council to approve his asking price of \$400,000.

Councilmember Roscoe asked if a developer is required to make the same roadway improvements in conjunction with a development proposal. Director Blount affirmed the requirement.

Councilmember Roscoe said it appears over the last four years, property assessments now coincide with the market value. The City is offering a payment that exceeds the appraisal, which is not based on a percentage of the assessed value.

Director Blount reviewed the appraisal process based on Washington State Department of Transportation (WSDOT) and Federal Highway Administration (FHA) requirements. Additionally, another licensed appraiser reviewed the Han appraisal.

Mr. Amann noted appraisals are based on comparable sales.

Discussion ensued on the requirement for a right in, right out access for the Han parcel based on current traffic volumes and cueing movements. Director Blount

emphasized that the driveway locations were specifically described to the appraiser when developing the appraisal.

Councilmember Roscoe expressed appreciation of Mr. and Mrs. Han's attendance and conveyed support of staff's diligence to negotiate a settlement.

In response to a request from Mayor Pro Tem Cerqui, Director Blount identified the access points for the two tax parcels owned by Mr. Han. Full left and/or right access movements would be allowed for the parcel. The driveway conditions are independent of the property acquisition.

Motion

Motion carried unanimously (5-0).

**#1680 Authorize
Condemnation of
Crittendon Property at
Valley and Freeman**

Motion

Councilmember Brooks moved, seconded by Councilmember Godwin, to adopt Ordinance #1680; Authorize Condemnation of Crittendon Property at Valley and Freeman.

City Clerk/Finance Director Marcotte read the title of Ordinance #1680:

An ordinance of the City Council of the City of Fife, Washington, authorizing the condemnation and acquisition of real property for transportation and utility improvements to 70th Avenue East and Valley Avenue East; providing for payment of the cost and expense of acquiring the property; directing the initiation of appropriate condemnation proceedings in the manner provided by law; and declaring this a public emergency ordinance and thus effective immediately.

Director Blount reported every reasonable effort was made to acquire the property by negotiation. However, the City and property owners have reached an impasse on the value of the land. Mr. and Mrs. Crittendon own two parcels. The smaller parcel is encumbered by an existing road at the south corner. It's the City's intent to acquire the entire parcel. Director Blount referred to the larger parcel and identified the strip of property required to facilitate the roadway project and requirements to enhance other wetland and buffer areas to mitigate impacts to the creek. The City's last offer for the property was \$116,000. Mr. and Mrs. Crittendon are requesting more than \$200,000. Staff recommends the Council adopt Ordinance #1680.

Public Testimony

Eric Crittendon, representing his parents owning property at 3910 Freeman Road, confirmed the parties have reached impasse on price. The highest and best use assessment is improper. Highest and best use of the property should be industrial and commercial land with a single-family residence. The property is zoned industrial. Comparables used for the appraisal are eight to ten years old. The residential comparables are from a rural separator area and include no

commercial use or zoning. The most recent half-acre industrial comparable sold for \$14 to \$16 per square foot. Industrial zoned may or may not be financed as a single-family residence. Mr. Crittendon reviewed comparables for properties in the vicinity ranging from \$6.85 to \$15 per square foot. In addition, a 4.84-acre parcel on Freeman Road with a single-family residence and creek sold for \$1,370,000. The land was assessed at \$612 per square foot and purchased at \$650 per square foot. Mr. Crittendon said his parents have been offered \$2.60 per square foot. The property should be reassessed under industrial or commercial zoning.

Councilmember Brooks asked legal staff to explain the property owner's appeal rights as it relates to adoption of the emergency ordinance. Assistant City Attorney Amann explained there are no rights to appeal the ordinance. The ordinance allows the City to proceed with a condemnation action. The City Attorney files a petition in Superior Court for condemnation. Once the court determines public use and necessity, a trial follows to determine just compensation. The property owner has full rights to challenge or argue the value the Court finds appropriate.

In response to an additional question from Councilmember Brooks, Assistant City Attorney Amann described how an emergency ordinance differs from a typical ordinance.

Councilmember Roscoe asked staff to confirm an appraisal accounts for non-buildable portions of a property whether commercial or industrial. Assistant City Attorney Amann reported an appraiser makes a determination based on the highest and best use. In this case, even though the property is zoned industrial, the appraiser took the required 100-foot buffer for creeks and wetlands plus setbacks into consideration, which results in a small strip of land available to develop. The appraiser determined there is no commercial or industrial market for the property. The highest and best use is a single-family residence.

Mr. Crittendon commented on the issues associated with the appraisal. Rather than assessing the value of the buildable portion based on industrial or commercial zoning the appraiser appraised the buildable portion based on residential zoning.

Discussion ensued on mitigation required to offset environmental impacts associated with the Valley Avenue East street project. Councilmember Godwin asked whether similar mitigation is required to develop the Crittendon property. Director Blount advised that potentially there could be a requirement. A developer must meet the same requirements and obtain the same permits as the City.

Motion

Motion carried unanimously (5-0).

Adopt

**#1678 Sale of Surplus
Property on Pacific
Highway E., in Front of
Freddie's Casino**

beepers are addressed. Back up beepers keep people awake at night.

Assistant City Attorney Amann reported proposed language to include a back up beeper section was not included because it was not an element of the ordinance adopted approved at first reading. The Council can amend the ordinance to include the provision.

Motion

Councilmember Godwin moved, seconded by Councilmember Brooks, to amend Ordinance #1673 by requiring the use of broadband white noise for automotive reverse alarms and approving second reading of the ordinance.

Councilmember Brooks commented on the amount of information provided on back up beepers and his intent to address the issue at some point. Additional review and evaluation of back up beepers could be accomplished at a future study session. If the Council addresses back up beepers, the exception should be eliminated to provide businesses with the opportunity to comply.

Councilmember Godwin expressed a preference of not delaying action on the ordinance.

Councilmember de Booy said she's like an opportunity to discuss remedies associated with back up beepers.

Motion

Councilmember Godwin moved, seconded by Councilmember Brooks, to table Ordinance #1673 for two weeks to give staff time to draft language on problems associated by back up beepers.

Motion

Motion carried unanimously.

#1675 Vesting Standards

Motion

Councilmember Brooks moved, seconded by Councilmember Godwin, to adopt Ordinance #1675; Vesting Standards.

City Clerk/Finance Director Marcotte read the title of Ordinance #1675:

An ordinance of the City Council of the City of Fife, Washington, relating to vesting of project permit applications and expiration of project permits, and adding a new Chapter 14.11 to the Fife Municipal Code.

Acting Director Durham reported the ordinance includes a provision requiring completion of the project within two years of the issuance of a permit for vested applications.

Assistant City Attorney Amann reported the Council approved first reading of the ordinance at its July 22, 2008 meeting. He provided an overview of section 14.11.040, *Duration of Approvals*, which includes the two-year time provision.

Councilmember de Booy asked if some activity is required within the two-year timeframe. Assistant City Attorney Amann advised that all project permits must be substantially complete within two years. Applicants have the option to request an extension up to two years for good cause and as long as the applicant demonstrates the ability to complete the project within the extended time period.

Motion

Motion carried unanimously.

RESOLUTIONS

**#1217 Authorizing ILA
with Fife School District
for SRO Services**

Motion

Councilmember Godwin moved, seconded by Councilmember Brooks, to adopt Resolution #1217; Authorizing ILA with Fife School District for SRO Services.

City Clerk/Finance Director Marcotte read the title of Resolution #1217:

A resolution of the City Council of the City of Fife, Pierce County, Washington, authorizing the City Manager to execute an interlocal agreement with the Fife School District for School Resource Officer services.

Chief Blackburn provided a history of the School Resource Officer Program and its funding. Neither the City nor the school district has adequate resources to fund a full-time program. Through a series of negotiations, Fife and the Fife School District agreed to provide an officer at the high school for 30 hours a week during the school year. The DARE/GREAT program is not addressed in the interlocal agreement. The Fife Police Department and school district can provide a safe and secure environment by adopting the agreement.

Councilmember de Booy asked whether adoption precludes the City Manager from talking with other school districts (Edgewood, Milton) for additional financial resources. Chief Blackburn indicated the School Resource Officer (SRO) and DARE/GREAT are two separate programs.

City Manager Worthington said the interlocal agreement is focused on SRO services for the Fife School District. Fife and the school district recognize the value of the SRO program and have reached a 50/50 compromise to reduce expenses while retaining the core values of SRO curriculum. An additional funding partner is needed to cover expenses associated with the DARE/GREAT program.

Councilmember Roscoe reported the SRO officer is attending DARE/GREAT program training this week. Making a connection with younger students is an important element.

Mayor Pro Tem Cerqui commented that the compromise represents a win/win situation for the City and the Fife School District.

Motion

Motion carried unanimously.

**#1233 Authorize
Purchase of Property
Right-of-Way and Slope
Easement from Hong
and Nanette**

Motion

Councilmember Godwin moved, seconded by Councilmember Brooks, to adopt Resolution #1233; Authorize Purchase of Property Right-of-Way and Slope Easement from Hong and Nanette.

City Clerk/Finance Director Marcotte read the title of Resolution #1233:

A resolution of the City Council of the City of Fife, Pierce County, Washington authorizing the purchase of a portion of Tax Parcel No. 0420083016 from Hong Im and Nanette Im for right-of-way and a slope easement in lieu of condemnation.

Director Blount reported on the City's need to acquire portions of property for right-of-way and slope easement for the reconstruction of 70th Avenue East from Hong and Nanette Im, Gurmej Khara and Brij Bala Khara (Resolution #1234), and Quad Corporate Park (Resolution #1235). The City Attorney negotiated the purchase of real property in lieu of condemnation. The acquisitions are in accordance with the property appraisals. He reviewed the fiscal impacts of \$23,400, \$25,000, and \$83,600, respectively plus recording and closing fees.

Motion

Motion carried unanimously.

**#1234 Authorize
Purchase of Property
Right-of-way and Slope
Easement from Gurmej
and Brij Khara**

Motion

Councilmember Godwin moved, seconded by Councilmember Brooks, to adopt Resolution #1234; Authorize Purchase of Property Right-of-way and Slope Easement from Gurmej and Brij Khara.

City Clerk/Finance Director Marcotte read the title of Resolution #1234:

A resolution of the City Council of the City of Fife, Pierce County, Washington authorizing the purchase of a portion of Tax Parcel No. 0420174057 and 0420174058 from Gurmej S. Khara and Brij Bala Khara for right-of-way and a slope easement in lieu of condemnation.

Motion **Motion carried unanimously.**

**#1235 Authorize
Purchase of Property
Right-of-way and
Temporary
Construction Easement
from Quad Corporate
Park**

Motion **Councilmember Godwin moved, seconded by Councilmember Brooks, to adopt Resolution #1235; Authorize Purchase of Property Right-of-way and Temporary Construction Easement from Quad Corporate Park.**

City Clerk/Finance Director Marcotte read the title of Resolution #1235:

A resolution of the City Council of the City of Fife, Pierce County, Washington authorizing the purchase of a portion of Tax Parcel No. 04200078011 from Quad Corporate Park Owners Association for right-of-way and a temporary construction easement in lieu of condemnation.

Motion **Motion carried unanimously.**

**#1231 Approval of
Environmental Review
Agreement with
Benaroya**

Motion **Councilmember Godwin moved, seconded by Councilmember Brooks, to approve Resolution #1231; Approval of Environmental Review Agreement with Benaroya.**

City Clerk/Finance Director Marcotte read the title of Resolution #1231:

A resolution of the City Council of the City of Fife, Pierce County, Washington approving an environmental review agreement between Benaroya Capital Company, LLC and the City of Fife for environmental review purposes.

Acting Director Durham reported the agreement is not a development agreement but an environmental review agreement. The issues have been resolved and Benaroya has signed the document.

Assistant City Attorney Amann reported Benaroya owns approximately 142 acres fronting Freeman Road. The company submitted a grade and fill permit for 42 acres. There was a question whether the grade and fill permit was part of a larger project and subsequently the proper scope of an environmental review. The agreement provides a mechanism for a comprehensive review of the entire project prior to issuance of future permits.

Motion

Motion carried unanimously.

NEW BUSINESS

**Brookville Garden
Design Approval**

Director Reuter requested the Council's approval of the revised Brookville Gardens Community Park Master Plan. Approval of the plan enables BCRA to proceed with preparing construction cost estimates.

Councilmember Godwin expressed concerns about locating the shelters in the middle of the community gardens area. The shelters will experience heavy use by families and children in an area where other people are gardening. The City doesn't have staffing resources to provide maintenance required for raspberries.

Councilmember Brooks said he's comfortable with proceeding with the latest plan for the purposes of generating cost estimates and supplemental information. Cost information is needed to inform decisions for park improvements and amenities.

Councilmember de Booy said the revised master plan looks good. She asked how much of the site will be retained as open space. Mr. McWayne said open space will represent 30% to 40% of the park. Councilmember de Booy mentioned there might be some artwork the Council would like to place in the park showcasing Fife's ethnicity. The berry fields and garden areas are great ideas. She said she looks forward to reviewing the cost estimates.

Councilmember Roscoe expressed support for the proposed elements and the community garden. She agreed with Councilmember Godwin and that some type of fencing around the community garden is necessary. She suggested pursuing a partnership between the City and students to enhance the school's agriculture program. She asked if the consultants have researched what makes community gardens successful. She said she also looks forward to reviewing the cost estimates and appreciates design elements that meet the City's creek restoration goals.

Mayor Pro Tem Cerqui said he likes the proposal and the gardens in particular. Engaging academia and forming a partnership with the school and its agriculture program sounds like an interesting idea. Creek restoration and the LID concepts are good. He expressed support for replacing culverts with a pedestrian bridge and incorporating railroad elements.

City Manager Worthington outlined the next steps to include the design team and staff modifying the master plan, which will be used to generate preliminary engineering work. Cost estimates for the primary components will be prepared in time for the Council's budget retreat on September 6, 2008 and the next study session on September 19, 2008 for additional refinement.

Discussion ensued on staff's experience with community gardens and pea patches. Director Reuter offered to share additional information with the Council at a future meeting. Community involvement is the key to long-term success.

Director Reuter advised that the Parks Board will review the master plan at its next meeting.

Train Engine and Caboose Update

City Manager Worthington reported the City of Tacoma has a train engine available at a cost of \$18,000, which includes delivery. The engine will enhance the City's heritage. The cost estimate is based on the engine's salvage value. Staff is seeking Council direction for acquiring the train engine. He referred to a letter from CEECO. The company will work on removal of the scrap components and will sell them in payment for a complete locomotive paint job, the production of the vinyl graphics, and finish work to make an attractive display. The City would be responsible for delivery and removal after the project is completed. The cost to acquire the engine is an eligible Lodging Tax Fund expense. Additional costs include \$4,000 for site preparation, \$24,000 for an extended roof of the Dacca Barn, and \$6,000 for crane services. The total project cost is \$52,000 allocated between 2008 and 2009.

Dave Cantlin reported he's been working on the project over the last two years. Fife had four railroads in previous years. The locomotive is one of the last Chehalis Western locomotives in the area. Combining the history piece with the caboose will provide an attraction that will attract visitors to the City and Fife History Museum. Acquiring the engine is a worthwhile investment.

Mayor Pro Tem Cerqui noted a funding request was presented to the LTAC.

Councilmember Godwin reported the Council approved a \$130,000 allocation to the FHS for the Dacca Barn project. He said he's supportive of the train engine and caboose project as the two projects are interrelated. If the goal is to attach something to the barn before it's completed, now is the time to do it. He asked for coordination of the plans for both the train engine and caboose with FHS's Dacca Barn plan by developing a plan addressing both projects. Mr. Cantlin acknowledged Councilmember Godwin's comments and noted he is negotiating a \$5,000 donation from the Weyerhaeuser Foundation to help offset expenses. The Dacca Barn and the caboose are two different projects.

City Manager Worthington said the FHS is engaged with the caboose project. However, they are two separate projects. The proposal is to locate the engine in front of the caboose immediately south of the existing barn. Ultimately, a budget is required. Staff is seeking the Council's on how to proceed in acquiring the engine.

Councilmember Godwin said he's not opposed to appropriating funds but prefers a common vision.

Councilmember Brooks said he's opposed to the purchase of the engine because it's not a Council priority and is more inclined to support completing the project if volunteers work to raise funds necessary to acquire the engine.

Mike Seeger, 1504 54th Avenue East, commented that volunteers are working on

the project and there is coordination between the caboose and Dacca Barn projects. Council support is needed so volunteers can solicit contributions from the community. Volunteers are seeking Council feedback concerning the plan.

Mayor Pro Tem Cerqui commented that the budget includes the funds, which the Council will consider at its September 9, 2008 meeting.

Mr. Cantlin pointed out the train engine will enhance the caboose, which was already acquired.

Councilmember de Booy supported the request. The train engine will draw visitors to the museum and the City, enhance visitor experiences, and provide educational opportunities.

Councilmember Roscoe supported the project and expressed a willingness to allocate funds to acquire the engine. She encouraged volunteers to solicit matching funds. There are utility structures on the north side of the property. The utility company agreed to fence the structures with matching fence materials. She asked staff to follow up.

Mr. Cantlin reported volunteers have secured approximately \$17,000 in matching funds.

In response to a question from Councilmember Godwin regarding funding, City Manager Worthington said staff is seeking a Council decision on whether to expend \$18,000 to acquire the engine. The other items represent the balance of the costs, which is a future decision.

Councilmember Roscoe said she supports allocating the balance based on the hope that the volunteers are able to provide matching funds.

Motion

Councilmember de Booy moved, seconded by Councilmember Roscoe, to acquire the train engine for \$18,000. Motion carried. Councilmember Brooks opposed.

Preview of Comprehensive Plan Amendments

Planner Pasinetti briefed the Council on the 2008 proposed comprehensive plan amendments. The *Citywide comprehensive review and analysis of all City zoning* has been removed from the list presented to the Council in January and will be placed on the 2009 docket. New topics include *sustainable development goals and policies*, and *updates to the Housing Element*. The Planning Commission will hold a public hearing on September 8, 2008 and forward a recommendation to the Council.

Planner Pasinetti reviewed the six proposed amendments:

1. CPA08-01: Future Land-use Map Designation and Zoning Revisions
2. CPA08-02: Land Use Element – Updates to Developable Lands and Employment Capacities

3. CPA08-03: Sustainable Development Goals & Policies
4. CPA 08-04: Update to the Housing Element of the Comprehensive Plan
5. CPA08-05: Update to the Parks Element of the Comprehensive Plan
6. CPA08-06: Updates to the Capital Facilities Element- Transportation, Parks, Schools

Approval of Removing a Tree from Dacca Park

City Manager Worthington reported the FHS is seeking the Council's approval to remove a fir tree located on the backside of the museum, which has been determined to be a hazard tree. Hunter's Tree Service recommends removing the tree to eliminate potential liability to the City.

Ms. Hospenthal described major problems associated with the tree. The tree is popular to raccoons, bee nests, and bugs. Moss and pine needles accumulate on the museum's roof. The entire back of the patio roof has rotted. Some of the tree branches are dying.

Motion

Councilmember Roscoe moved, seconded by Councilmember Brooks, to extend the meeting 10 minutes to 10:10 p.m. Motion carried.

Councilmember de Booy asked if it's imperative to remove the tree immediately, and whether the wood has a salvage value. Ms. Hospenthal replied that because the tree is one-sided and if it should fall, it will hit the museum roof. She indicated that she wants to solicit additional bids to determine if the tree can be removed at a lower cost. She said she's unsure if the tree has any salvage value.

Councilmember Roscoe expressed support for replacing the tree with other planting and having the tree professional provide planting recommendations.

Consensus

Councilmembers approved the removal of the tree from Dacca Park at the least cost.

CITY MANAGER REPORT

City Manager Worthington reported on the following activities and events:

- Culvert replacement on 70th Street is scheduled to begin on Saturday, September 5, 2008. The street will be closed until September 22, 2008.
- The annual overlay program is in process. The City is working to coordinate road closures and complete project work during evening hours to the extent possible.
- The second Movie in the Park was shown last weekend. The movie was well attended.
- Staff will brief the Council on the mitigation project at the end of September.
- Cabinetry for the photo enforcement program is being installed at 20th and 54th, and should be operational as of September 1, 2008.
- The new electronic reader board in front of the Community Center is operational.

COUNCILMEMBER COMMENTS Councilmember de Booy thanked members of the public for attending the meeting. She complimented Mayor Pro Tem Cerqui for running an efficient meeting.

Councilmember Roscoe reported she was barbecuing at the Movie in the Park when Director Reuter reminded her that open flames are not allowed in the park. The barbecue uses gas. She said she looks forward to staff clarifying that restriction.

Discussion ensued about confusion associated with the traffic sign at 54th Avenue and in particular when the strobe and flash light movements occur. Councilmember Roscoe asked if the strobe movement can be turned off. Director Blount verified that the strobe can be turned off.

Motion Councilmember Roscoe moved, seconded by Councilmember Brooks, to extend the meeting five minutes to 10:15 p.m. Motion carried.

CITIZEN COMMENTS Shawn Whalen, a Radiance resident, said his child will ride a school bus for the first time this year. He said he understands the impacts associated with the closure of 70th have not been well communicated to the Fife or Puyallup School Districts. Channeling traffic from Radiance onto Freeman and Valley Avenue will impact residents and school buses. He asked the Council reconsider the full two-week street closure. Buses cannot safely travel on Frank Albert Road.

Director Blount reported the notice of the street closure was provided to both the Fife and Puyallup School Districts. The signals will be reprogrammed at Freeman and Valley and at 70th and Valley to increase Freeman Road signal time. The project should be completed within the two-week closure period.

ADJOURNMENT Mayor Pro Tem Cerqui adjourned the meeting at 10:15 p.m.

Rob Cerqui, Mayor Pro Tem

Steve Marcotte, City Clerk/Finance Director

Prepared by Cheri Lindgren, Recording Secretary
Puget Sound Meeting Services

Payroll Vouchers #44873 - 44918

For payroll period ending August 31, 2008 Payroll and Benefits

(Detail registers and labor distribution reports are available in Finance Department)

Payroll authorized by Current Budget Ordinance.

Grand total amount: \$360,930.21

Steve Marcotte
Clerk/Treasurer

Councilmember

Councilmember

Councilmember

Councilmember

City Manager's approval of facsimile signature on Warrants

We the undersigned councilpersons of the City of Fife, County of Pierce, State of Washington, do hereby certify that the services herein specified have been received and that warrant numbers 73612 through 73714 in the amount of \$ 492,904.22 are approved for payment on 9-9-08.

<u>5,094.92</u>	<i>P-Cards</i>
<u>497,999.14</u>	<i>Total</i>

Councilperson _____

Councilperson _____

Councilperson _____

Councilperson _____

City Clerk/Treasurer _____

□□□

City Manager's approval of facsimile signature on Warrants

08/21/08 12:43

BLANKET VOUCHER APPROVAL DOCUMENT

P-Cards

<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
Corporate Payment Systems Coupling, Cap, Pipe, Adapter	3793	0	\$17.50
Mud Flaps	Parks, Rec. & Senior Services, Park Maintenance, Office & Operating Supplie		\$29.35
Tri-Pacs	Parks, Rec. & Senior Services, Park Maintenance, Office & Operating Supplie		\$10.12
Hinge	Parks, Rec. & Senior Services, Park Maintenance, Office & Operating Supplie		\$11.71
Paint	Parks, Rec. & Senior Services, Park Maintenance, Office & Operating Supplie		\$501.52
Jaw Gear, S/C Set	Parks, Rec. & Senior Services, Park Maintenance, Small Tools, Equip		\$24.78
Credit Sprinkler	Parks, Rec. & Senior Services, Park Maintenance, Small Tools, Equip		\$-16.31
Sprinkler, Hose	Parks, Rec. & Senior Services, Park Maintenance, Small Tools, Equip		\$43.50
Tool Cabinets, Tool Chest, Glo	Parks, Rec. & Senior Services, Park Maintenance, Small Tools, Equip		\$263.45
Microwave	Detention Services, , Small Tools, Equip		\$163.19
Movie Rental, Ice Cream, Ice,	Parks, Rec. & Senior Services, Recreation Division, Summer Day Camp Supplie		\$32.09
Cups, Supplies, Pail, Shovel,	Parks, Rec. & Senior Services, Recreation Division, Summer Day Camp Supplie		\$22.40
Duct Tape, Gatorade, Cleaner	Parks, Rec. & Senior Services, Recreation Division, Summer Day Camp Supplie		\$30.64
Movie Rental, Bead Bucket, Cer	Parks, Rec. & Senior Services, Recreation Division, Summer Day Camp Supplie		\$102.01
Sponge, Favor Boxes, Streamers	Parks, Rec. & Senior Services, Recreation Division, Summer Day Camp Supplie		\$86.89

WARRANT REQUEST DATE: 08/21/2008

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BLANKET VOUCHER APPROVAL DOCUMENT

<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
Balls, Footballs, Slinkies, Fr		Parks, Rec. & Senior Services, Recreation Division, Miscellaneous	\$18.50
Plates, Kleenex, Cello Packs,		Parks, Rec. & Senior Services, Senior/Community Center Div., Office & Opera	\$28.92
Totes, Stools, Tubs		Parks, Rec. & Senior Services, Swim Center Division, Office & Operating Sup	\$110.64
Credit Supply		Parks, Rec. & Senior Services, Swim Center Division, Office & Operating Sup	\$-2.17
Tattoos, Novelties, Fish Creat		Parks, Rec. & Senior Services, Swim Center Division, Office & Operating Sup	\$117.90
Adaptor		Parks, Rec. & Senior Services, Swim Center Division, Office & Operating Sup	\$7.61
Credit Wall Cabinet		Parks, Rec. & Senior Services, Swim Center Division, Small Tools, Equip	\$-89.12
Supplies		Parks, Rec. & Senior Services, Park Maintenance, Office & Operating Supplie	\$45.55
Hex Bolts, Washers		Parks, Rec. & Senior Services, Park Maintenance, Office & Operating Supplie	\$22.91
Hex Screws, Washers, Screws		Parks, Rec. & Senior Services, Park Maintenance, Office & Operating Supplie	\$36.63
Aluminum, Supplies, Bits		Parks, Rec. & Senior Services, Park Maintenance, Office & Operating Supplie	\$138.58
Keys		Parks, Rec. & Senior Services, Park Maintenance, Office & Operating Supplie	\$12.93
Frame		Executive, Executive, Office & Operating Supplies	\$21.75
Matte Print		Executive, Executive, Office & Operating Supplies	\$57.44
Binders		Executive, Executive, Office & Operating Supplies	\$37.87

08/21/08 12:43

BLANKET VOUCHER APPROVAL DOCUMENT

<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
Binders	Executive, Executive, Office & Operating Supplies		\$160.42
USB Cable	Executive, Information Technology/IT, Office & Operating Supplies		\$19.78
Paper, Notes, Tabs, Guides, Folders	Municipal Court, Municipal Court, Office & Operating Supplies		\$386.77
Lysol, Folders	Municipal Court, Municipal Court, Office & Operating Supplies		\$37.25
Folders, Binders	Municipal Court, Municipal Court, Office & Operating Supplies		\$95.68
Scissors, Labels, Flags, Corres	Municipal Court, Municipal Court, Office & Operating Supplies		\$55.96
Inkroll, Labels, Folders, Stapl	Municipal Court, Municipal Court, Office & Operating Supplies		\$211.82
Wheel Cleaner, Tire Shine, Wax	Police, Operations Division, Office & Operating Supplies		\$45.75
Air Time	Police, Operations Division, Postage		\$195.80
Training - Parking	Police, Operations Division, Travel, Conf, Schooling		\$15.00
Training - Tuition	Police, Operations Division, Travel, Conf, Schooling		\$700.65
Hook, Cover, Lite, Paint	Police, Operations Division, Travel, Conf, Schooling		\$181.49
Ads	Police, Operations Division, Advertising		\$972.32
Dryer, Key Chain, Caribiners	Police, Communications/Dispatch, Office & Operating Supplies		\$21.71
Star Balls	Parks, Rec. & Senior Services, Recreation Division, Office & Operating Supp		\$6.52
Supplies	Parks, Rec. & Senior Services, Recreation Division, Summer Day Camp Supplie		\$99.22
Claimant Total:			\$5,094.92

WARRANT REQUEST DATE: 08/21/2008

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08/21/08 2:43

BLANKET VOUCHER APPROVAL DOCUMENT

CLAIMANT

CLAIMANT#

VOUCHER

Grand Total:

AMOUNT
\$5,094.92

<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
Petty Cash-Pam Harris Increase Petty Cash - Cash Dra	12020	73612	\$200.00
	Finance & Admin. Services, Finance Division, Miscellaneous		
Increase Petty Cash - Cash Dra			\$200.00
	Finance & Admin. Services, Finance Division, Miscellaneous		
		Claimant Total:	\$400.00
Sattler, Stanton Refund - Swim Lessons	14169	73613	\$159.00
	, , Swim Lessons & Programs		
		Claimant Total:	\$159.00
WA Cities Insurance Authority Refund - Overpayment Inv # 408	18002	73614	\$50.00
	, , Cost Recovery		
		Claimant Total:	\$50.00
		Grand Total:	\$609.00

<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
Adamson Industries Corp Vehicle Lights	48 , , Repair Parts - Police	73615	\$1,301.60
Claimant Total:			\$1,301.60
Am Red Cross-Mt Rainier Chapte Admin Fees - FA/CPR, Lifeguard	799 Parks, Rec. & Senior Services, Recreation Division, Travel, Conf, Schooling	73616	\$28.00
Claimant Total:			\$28.00
AMB Tools & Equipment Repair Broken Handle - Pressur	614 Sewer Utility, , Small Tools, Equip	73617	\$156.90
Claimant Total:			\$156.90
Aqua Care Inc Scale & Scale Inhibitor	890 Parks, Rec. & Senior Services, Swim Center Division, Supplies - Chemicals	73618	\$313.08
Claimant Total:			\$313.08
Aramark Uniform Services Uniform Services	944 Parks, Rec. & Senior Services, Park Maintenance, Professional Services	73619	\$31.90
Uniform Services	Parks, Rec. & Senior Services, Park Maintenance, Professional Services		\$31.90
Mat Service	Operations Division, , Repairs & Maintenance		\$63.52
Mat Service	General Government, Facilities & Property Division, Professional Services		\$8.98
Mat Service	Water Utility, , Repairs & Maintenance		\$63.51
Shop Towels	, , Miscellaneous		\$43.78
Mat Service	Sewer Utility, , Repairs & Maintenance		\$63.51
Mat Service	General Government, Facilities & Property Division, Professional Services		\$8.98

BLANKET VOUCHER APPROVAL DOCUMENT

<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
Mat Service		Parks, Rec. & Senior Services, Senior/Community Center Div., Professional S	\$14.69
Mat Service		Parks, Rec. & Senior Services, Senior/Community Center Div., Professional S	\$14.69
Claimant Total:			\$345.46
AT&T	197	73620	
Fire Investigation		Police, Investigations, Miscellaneous	\$150.00
Claimant Total:			\$150.00
Berner Inc	1427	73621	
Interpreter Services 8/19		Municipal Court, Municipal Court, Professional Services	\$142.12
Claimant Total:			\$142.12
Big John's Trophies	1558	73622	
Name Plates		Community Development, Planning Division, Office & Operating Supplies	\$15.50
Plaque Frame		D.A.R.E., , Miscellaneous	\$32.64
Name Plate		Community Development, Planning Division, Office & Operating Supplies	\$9.79
Claimant Total:			\$57.93
Black Knight Enterprises	1564	73623	
Uniform Patches		Municipal Court, Security Division, Uniform Clothing	\$15.67
Claimant Total:			\$15.67
Blumenthal Uniforms	1570	73624	
Shirts - M Mears		Police, Operations Division, Office & Operating Supplies	\$251.03
Elastic		Police, Operations Division, Office & Operating Supplies	\$20.11
Shirt, Buttons - T Floyd		Police, Operations Division, Office & Operating Supplies	\$240.13
Claimant Total:			\$511.27

BLANKET VOUCHER APPROVAL DOCUMENT

<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
Boeing Employees Model RR Club Table Rental	1345 History Museum, , Caboose Expenses	73625	\$30.00
Claimant Total:			\$30.00
Brat Wear Shirts, Name Tag, Badge Holder	1565 Police, Operations Division, Reserve Uniforms	73626	\$159.94
Claimant Total:			\$159.94
Brown & Caldwell Fife SW System Plan Addendum	1838 Storm Drainage Utility, , Professional Services	73627	\$5,909.00
Claimant Total:			\$5,909.00
Brownells Inc Training Glasses	1853 Police, Operations Division, Travel, Conf, Schooling	73628	\$340.55
Claimant Total:			\$340.55
Business Logistics Interpreter Services 8/27	2196 Municipal Court, Municipal Court, Professional Services	73629	\$124.00
Claimant Total:			\$124.00
Carlson, Thomas G Sales Tax Data Conversion	2541 Finance & Admin. Services, Finance Division, Professional Services	73630	\$378.52
Claimant Total:			\$378.52
Cascade Door Service Door Repair	2579 Parks, Rec. & Senior Services, Swim Center Division, Repairs & Maintenance	73631	\$92.48
Claimant Total:			\$92.48
CDW Government Inc Cisco Maintenance	2099 Executive, Information Technology/IT, Machinery & Equipment	73632	\$120.16
Claimant Total:			\$120.16
City of Puyallup Tactical Training	13550 Police, Community Policing, Travel, Conf - SWAT	73633	\$200.00

BLANKET VOUCHER APPROVAL DOCUMENT

<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
		Claimant Total:	\$200.00
City Treasurer Utilities	3200 Maintenance Division, , Street Lighting	73634	\$148.01
Utilities	General Government, Facilities & Property Division, Public Utility Svcs		\$26.29
Utilities	Water Utility, , Public Utilities		\$787.33
Utilities	Water Utility, , Water Purchased for Resale		\$124,584.41
		Claimant Total:	\$125,546.04
Coastwide Laboratories Towels, Liners	3251 General Government, Facilities & Property Division, Office & Operating Supp	73635	\$188.59
Towels, Liners	General Government, Facilities & Property Division, Office & Operating Supp		\$282.40
		Claimant Total:	\$470.99
Contech Construction Products EDA Pipe Replacement	3679 Const/Improvement Div, , Erdahl Ditch Pump Station	73636	\$43.57
		Claimant Total:	\$43.57
Copy Wrights Letterhead	3778 Community Development, Building Division, Office & Operating Supplies	73637	\$19.76
Letterhead	Finance & Admin. Services, Acministrative Services, Office & Operating Supp		\$14.64
Letterhead	Finance & Admin. Services, Finance Division, Office & Operating Supplies		\$10.25
Letterhead	Community Development, Planning Division, Office & Operating Supplies		\$19.76
Copies - Forms	Public Safety Fund, , Office and Operating Supplies		\$19.58
Letterhead	Executive, Human Resources, Office & Operating Supplies		\$10.25

BLANKET VOUCHER APPROVAL DOCUMENT

<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
Copies - Wapato Creek	70th/Valley - Phase I, , Engineering		\$237.36
Letterhead	Executive, Executive, Office & Operating Supplies		\$17.57
Letterhead	Legislative, , Office & Operating Supplies		\$14.64
Copies	Legislative, , Office & Operating Supplies		\$69.91
Envelopes	Sewer Utility, , Office & Operating Supplies		\$180.82
Letterhead	Water Utility, , Office & Operating Supplies		\$19.02
Envelopes	Storm Drainage Utility, , Office & Operating Supplies		\$68.32
Letterhead	Storm Drainage Utility, , Office & Operating Supplies		\$4.39
Envelopes	Water Utility, , Office & Operating Supplies		\$152.69
Letterhead	Sewer Utility, , Office & Operating Supplies		\$16.10
Copies - Pavement Perservation	Street Preservation, , Engineering		\$76.16
Copies	Community Development, Planning Division, Miscellaneous		\$8.70
		Claimant Total:	\$959.92
Cornerstone Electric	3779	73638	
Reader Board Install	Non-Departmental, , Tourism Facilities Improvement		\$2,102.13
		Claimant Total:	\$2,102.13
CSK Auto Inc	3919	73639	
Mirror - Veh #18	, , Repair Parts - Water		\$9.79
Oil Filters, Oil, Funnel - Veh	, , Repair Parts - Parks		\$23.22
Mirror - Veh #18	, , Repair Parts - Sewer		\$9.79

<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
Mirror - Veh #18	, , Repair Parts - Streets		\$9.79
Air Filters	, , Office & Operating Supplies		\$81.90
Claimant Total:			\$134.49
D & M Commercial Plumbing	4099	73640	
Repair Water Leak	General Government, Facilities & Property Division, Repairs & Maintenance		\$280.92
Claimant Total:			\$280.92
Daily Journal Of Commerce	4100	73641	
Ad - KJR & Associated Services	34th/12th Improvements, , Engineering		\$126.75
Claimant Total:			\$126.75
Databar Inc	4277	73642	
Utility Billing Statement Stoc	Sewer Utility, , Office & Operating Supplies		\$110.11
Utility Billing Statement Stoc	Water Utility, , Office & Operating Supplies		\$110.11
Utility Billing Statement Stoc	Storm Drainage Utility, , Office & Operating Supplies		\$110.10
Claimant Total:			\$330.32
David Evans & Associates	5175	73643	
Lexus of Tacoma at Fife	Non-Rev/Non-Exp, , Billable Engineering		\$4,954.00
Coldwater Creek LLA Review	Non-Rev/Non-Exp, , Billable Engineering		\$662.50
LLA08-0004 Korean Catholic Chu	Non-Rev/Non-Exp, , Billable Engineering		\$1,197.50
Portside Logistics Center	Non-Rev/Non-Exp, , Billable Engineering		\$3,021.88
LLA08-0002 Benaroya	Non-Rev/Non-Exp, , Billable Engineering		\$405.00
Lot Line Adj LLA070004	Non-Rev/Non-Exp, , Billable Engineering		\$172.50

<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
70th Ave E / Valley Ave E	70th/Valley - Phase I , Engineering		\$84,902.56
70th Ave E / Valley Ave E	70th/Valley - Phase I , Engineering		\$6,493.66
Drainage Feasibility Study	70th/Valley - Phase I , Engineering		\$5,515.92
Construction Admin - Wetland /	70th/Valley - Phase I , Wetland Mitigation		\$41,887.41
Comprehensive Plan Update	Operations Division, , Professional Services		\$14,558.44
Valley Design - 54th Dale Side Valley - 54th to Brook Gardens, , Engineering			\$604.50
Claimant Total:			\$164,375.87
DMCMA	4354	73644	
7 Registrations - DMCMA Traini	Municipal Court, Municipal Court, Travel, Conf, Schooling		\$350.00
Claimant Total:			\$350.00
EDEN Advanced Pest Tech	4749	73645	
Pest Control	General Government, Facilities & Property Division, Repairs & Maintenance		\$81.60
Pest Control	Water Utility, , Repairs & Maintenance		\$25.39
Pest Control	Sewer Utility, , Repairs & Maintenance		\$25.39
Pest Control	Parks, Rec. & Senior Services, Senior/Community Center Div., Repairs & Main		\$65.28
Pest Control	Parks, Rec. & Senior Services, Swim Center Division, Repairs & Maintenance		\$81.60
Pest Control	Operations Division, , Repairs & Maintenance		\$25.38
Pest Control	General Government, Facilities & Property Division, Repairs & Maintenance		\$48.96

BLANKET VOUCHER APPROVAL DOCUMENT

<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
Pest Control	General Government, Facilities & Property Division, Repairs & Maintenance		\$65.28
Pest Control	General Government, Facilities & Property Division, Repairs & Maintenance		\$92.48
Claimant Total:			\$511.36
Evergreen Equipment Company	5200	73646	
Spool, Chain Oil	Drainage District #21, , Office & Operating Supplies		\$25.75
Spool, Chain Oil	Storm Drainage Utility, , Office & Operating Supplies		\$25.76
Claimant Total:			\$51.51
Fife Chamber of Commerce	5640	73647	
3rd Qtr 2008 VIC Grant	Visitor Information Center, , VIC - Professional Services		\$15,125.00
Claimant Total:			\$15,125.00
Fife Pharmacy & Gifts	5850	73648	
Medical Services - Milton	Detention Services, , Inmate Medication		\$206.67
Medical Services - Fife	Detention Services, , Inmate Medication		\$259.25
Medical Services - Federal Way	Detention Services, , Inmate Medication		\$62.89
Claimant Total:			\$528.81
Fife Printing	5775	73649	
Envelopes	Municipal Court, Municipal Court, Office & Operating Supplies		\$672.38
Claimant Total:			\$672.38
First Choice Bus. Machines	6078	73650	
Copier Lease	Non-Rev/Non-Exp, , Rebates		\$480.50
Claimant Total:			\$480.50
G. Neil	6380	73651	
Poster Guard - 12 Month Servic	Executive, Human Resources, Office & Operating Supplies		\$54.99

BLANKET VOUCHER APPROVAL DOCUMENT

<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
		Claimant Total:	\$54.99
Glacier Construction Services	3578	73652	
Retainage - Wapato Ck Mitigati	70th/Valley - Phase I , Wetland Mitigation		\$4,744.83
		Claimant Total:	\$4,744.83
Glacier Construction Services	6997	73653	
Wapato Creek - Mitigation/Stre	70th/Valley - Phase I , Wetland Mitigation		\$90,151.81
		Claimant Total:	\$90,151.81
Grainger	7125	73654	
Gloves	Operations Division, , Office & Operating Supplies		\$4.12
Filters	General Government, Facilities & Property Division, Office & Operating Supp		\$88.13
Cable Ties	Operations Division, , Office & Operating Supplies		\$44.56
Pipe	Maintenance Division, , Traf Cntrl - Signals		\$26.31
Light Bulb	Detention Services, , Supplies/Jail		\$2.37
Filters	General Government, Facilities & Property Division, Office & Operating Supp		\$53.14
Monitor Cleaner	Sewer Utility, , Office & Operating Supplies		\$6.96
Disposable Gloves	Sewer Utility, , Office & Operating Supplies		\$90.58
Credit Handle	Sewer Utility, , Office & Operating Supplies		\$-6.08
Monitor Cleaner	Water Utility, , Office & Operating Supplies		\$6.96
Cable Tie, Outlet Strip	General Government, Facilities & Property Division, Office & Operating Supp		\$19.92
Putty Knife	Maintenance Division, , Roadway		\$13.66

BLANKET VOUCHER APPROVAL DOCUMENT

<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
Cable Ties	General Government, Facilities & Property Division, Office & Operating Supp		\$44.56
Monitor Cleaner	Operations Division, , Office & Operating Supplies		\$6.95
Hammer, Screws	Detention Services, , Supplies/Jail		\$33.65
Raincoats	Operations Division, , Office & Operating Supplies		\$17.60
Claimant Total:			\$453.39
H D Fowler Co	6180	73655	
Water Tape, Pipe, Adapter, Met	Water Utility, , Office & Operating Supplies		\$926.50
Claimant Total:			\$926.50
H D Supply - Waterworks	11399	73656	
Part - Ft Bottom Only	Water Utility, , Office & Operating Supplies		\$83.93
Regulators	Water Utility, , Office & Operating Supplies		\$527.68
Claimant Total:			\$611.61
H D Supply - Waterworks	11400	73657	
Flange, Adapter	Water Utility, , Office & Operating Supplies		\$45.54
Claimant Total:			\$45.54
Hemley's Handy Kans	7397	73658	
5 Portable Toilets	Parks, Rec. & Senior Services, Park Maintenance, Operating Rents & Leases		\$367.25
Claimant Total:			\$367.25
Integra	14177	73659	
Phones	Operations Division, , Telephone, Postage		\$14.75
Phones	General Government, Facilities & Property Division, Telephone		\$1,144.42
Phones	Water Utility, , Telephone, Postage		\$14.75

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<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
Phones	Sewer Utility, , Telephone, Postage		\$14.75
Claimant Total:			\$1,188.67
Jennings Equipment Inc	19095	73660	
Filters, Cartridge - Veh #400	, , Repair Parts - Parks		\$69.72
Claimant Total:			\$69.72
Jones Chemicals	8120	73661	
Credit - Container Deposit	Water Utility, , Office & Operating Supplies		\$-700.00
Chlorine	Water Utility, , Office & Operating Supplies		\$1,654.37
Claimant Total:			\$954.37
Kidz Love Soccer	8913	73662	
Soccer Classes	Parks, Rec. & Senior Services, Recreation Division, Miscellaneous		\$1,044.00
Claimant Total:			\$1,044.00
KPG	8202	73663	
Street Preservation Program	Street Preservation, , Engineering		\$2,123.37
Claimant Total:			\$2,123.37
Kuker-Ranken Inc	8300	73664	
Paint	Maintenance Division, , Traf Cntrl - Signs & markings		\$274.18
Claimant Total:			\$274.18
Kvasnyuk, Nikolay	8303	73665	
Interpreter Services	Municipal Court, Municipal Court, Professional Services		\$117.55
Claimant Total:			\$117.55
Lumbermen's Bldg Centers	8980	73666	
Screws	General Government, Facilities & Property Division, Office & Operating Supp		\$0.76
Bolts	Parks, Rec. & Senior Services, Swim Center Division, Office & Operating Sup		\$15.23

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<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
Drill Bit, Bolts	Detention Services, , Supplies/Jail		\$9.44
Hasp, Anchors/Screws, Tri-Pac	Detention Services, , Supplies/Jail		\$26.08
Screws, Anchors	General Government, Facilities & Property Division, Office & Operating Supp		\$10.83
Primer, Pipe Cement, Adapter, Water Utility, , Office & Operating Supplies			\$42.06
Claimant Total:			\$104.40
Lynn Peavey Company	11111	73667	
Envelopes, Ruler	Police, Operations Division, Office & Operating Supplies		\$129.00
Claimant Total:			\$129.00
McDonough & Sons	9105	73668	
Arterials Cleaning	Maintenance Division, , Street Cleaning		\$766.13
Claimant Total:			\$766.13
McGraw Hill Construction ENR	9117	73669	
1 Year Subscription	Engineering, Engineering, Miscellaneous		\$82.00
Claimant Total:			\$82.00
McLoughlin & Eardley Corp	9112	73670	
Console Base - Veh #245	, , Repair Parts - Police		\$137.95
Claimant Total:			\$137.95
Micro Data	9655	73671	
Parking Tickets	Police, Operations Division, Office & Operating Supplies		\$1,048.88
Claimant Total:			\$1,048.88
Morales, Allen	9799	73672	
Training - Meals	Police, Operations Division, Travel, Conf, Schooling		\$115.00
Claimant Total:			\$115.00

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<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
Mountain Mist Water Service	9803 REET I, , Professional Services	73673	\$19.75
Water Service	REET I, , Professional Services		\$25.46
Claimant Total:			\$45.21
News Tribune Subscription - 13 Weeks	10551 Water Utility, , Miscellaneous	73674	\$9.00
Subscription - 13 Weeks	Sewer Utility, , Miscellaneous		\$9.00
Subscription - 13 Weeks	Operations Division, , Miscellaneous		\$9.00
Claimant Total:			\$27.00
Nextel Communications Phones	10515 , , Telephone, Postage	73675	\$36.25
Phones	Water Utility, , Telephone, Postage		\$268.87
Phones	Sewer Utility, , Telephone, Postage		\$268.86
Phones	Drainage District #21, , Telephone, Postage		\$19.87
Phones	Operations Division, , Telephone, Postage		\$268.87
Phones	Executive, Information Technology/IT, Telephone, Postage		\$21.83
Phones	Police, Communications/Dispatch, Telephone		\$1,826.05
Phones	Detention Services, , Telephone, Postage (Comm)		\$37.08
Phones	Police, Investigations, Telephone, Postage		\$329.13
Claimant Total:			\$3,076.81
Office Depot Folders, Paper, Highlighters,	4697 Community Development, Planning Division, Office & Operating Supplies	73676	\$29.09

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<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
Folders, Paper, Highlighters,	Finance & Admin. Services, Finance Division,	Office & Operating Supplies	\$15.09
Ink Cartridge, Guides	Municipal Court, Municipal Court,	Office & Operating Supplies	\$284.11
Folders, Paper, Highlighters,	Finance & Admin. Services, Administrative Services,	Office & Operating Supp	\$21.55
Folders, Paper, Highlighters,	Sewer Utility, ,	Office & Operating Supplies	\$23.71
Folders, Paper, Highlighters,	Water Utility, ,	Office & Operating Supplies	\$28.01
Folders, Paper, Highlighters,	Storm Drainage Utility, ,	Office & Operating Supplies	\$6.47
Folders	Municipal Court, Probation Division,	Office & Operating Supplies	\$341.63
Desk Calendar	Executive, Human Resources,	Office & Operating Supplies	\$3.52
Folders, Paper, Highlighters,	Legislative, ,	Office & Operating Supplies	\$21.55
Folders, Paper, Highlighters,	Executive, Executive,	Office & Operating Supplies	\$25.86
Cups, Glue Stick, Staples, Env	Parks, Rec. & Senior Services, Swim Center Division,	Office & Operating Sup	\$18.46
Paper, Tape, Toner, Ink, DVD's	Police, Communications/Dispatch,	Office & Operating Supplies	\$509.79
Folders, Paper, Highlighters,	Executive, Human Resources,	Office & Operating Supplies	\$15.09
Paper	Parks, Rec. & Senior Services, Recreation Division,	Office & Operating Supp	\$25.06
Folders, Paper, Highlighters,	Community Development, Building Division,	Office & Operating Supplies	\$29.09
Claimant Total:			\$1,398.08

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<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
PetroCard Systems Inc Fuel - PW	11909	73677	
	Operations Division, , Fuel Consumed		\$666.38
Fuel - Building	Community Development, Building Division, Fuel Consumed		\$120.42
Fuel - Fleet	, , Fuel Consumed		\$307.78
Fuel - PW Spare	Sewer Utility, , Fuel Consumed		\$16.81
Fuel - PW Spare	Water Utility, , Fuel Consumed		\$16.81
Fuel - PW	Water Utility, , Fuel Consumed		\$666.37
Fuel - Nyberg	Drainage District #21, , Office & Operating Supplies		\$141.23
Fuel - PW	Sewer Utility, , Fuel Consumed		\$666.37
Fuel - PD	Police, Operations Division, Fuel Consumed		\$4,613.70
Fuel - Investigations	Police, Investigations, Fuel Consumed		\$523.87
Fuel - Jail	Detention Services, , Fuel Consumed		\$237.49
Fuel - Center	Parks, Rec. & Senior Services, Senior/Community Center Div., Fuel Consumed		\$145.48
Fuel - Engineering	Engineering, Engineering, Fuel Consumed		\$187.59
Fuel - Parks	Parks, Rec. & Senior Services, Park Maintenance, Fuel Consumed		\$266.39
Fuel - PW Spare	Operations Division, , Fuel Consumed		\$16.82
Claimant Total:			\$8,593.51
Petty Cash - Kristen LaFrance	12046	73678	
Tri-Pacs	Parks, Rec. & Senior Services, Park Maintenance, Office & Operating Supplie		\$5.55

BLANKET VOUCHER APPROVAL DOCUMENT

<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
Tri-Pacs		Parks, Rec. & Senior Services, Park Maintenance, Office & Operating Supplie	\$4.57
Sealant		Parks, Rec. & Senior Services, Swim Center Division, Office & Operating Sup	\$5.10
Bolts		Parks, Rec. & Senior Services, Swim Center Division, Office & Operating Sup	\$1.24
Ice		Park Acquisition/Develop, , Brookville Garden Phase I	\$5.85
Toll Fee, Meals		Parks, Rec. & Senior Services, Senior/Community Center Div., Center - Senio	\$27.52
		Claimant Total:	\$49.83
Phung, Nova C.	12138	73679	
Interpreter Services		Municipal Court, Municipal Court, Professional Services	\$125.00
Interpreter Services 8/19		Municipal Court, Municipal Court, Professional Services	\$125.00
		Claimant Total:	\$250.00
Pierce Co Budget & Finance	12200	73680	
Jail - 6 Bookings, 9 Days		Detention Services, , Jail Costs	\$1,656.00
		Claimant Total:	\$1,656.00
Pierce Conservation District	12209	73681	
Stream Team 01/01 - 06/30		Community Development, Planning Division, Stream Team	\$2,175.61
		Claimant Total:	\$2,175.61
Pomeroy, Ryan	12647	73682	
Training - Meals, Toll Fee		Police, Operations Division, Travel, Conf, Schooling	\$57.00
		Claimant Total:	\$57.00
Puget Sound Energy	18370	73683	
Utilities		Maintenance Division, , Street Lighting	\$38.77
Utilities		Maintenance Division, , Street Lighting	\$136.72

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<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
Utilities		General Government, Facilities & Property Division, Public Utility Svcs	\$91.89
Claimant Total:			\$267.38
Puget Sound Instrument Co	13350	73684	
Site Rental		Police, Communications/Dispatch, Operating Rents & Leases	\$326.40
Dispatch Console, Cables		Police, Communications/Dispatch, Repairs & Maintenance	\$1,549.58
Claimant Total:			\$1,875.98
Puget Sound Regional Council	11100	73685	
Membership Dues		Non-Departmental, , Dues to Associations	\$3,913.00
Claimant Total:			\$3,913.00
QWest	17650	73686	
Phones		Police, Communications/Dispatch, Telephone	\$56.07
Phones		General Government, Facilities & Property Division, Telephone	\$422.93
Phones		Police, Communications/Dispatch, Telephone	\$486.92
Phones		Police, Communications/Dispatch, Telephone	\$83.03
Phones		Police, Communications/Dispatch, Telephone	\$280.03
Phones		Police, Communications/Dispatch, Telephone	\$343.22
Phones		Police, Communications/Dispatch, Telephone	\$197.03
Phones		Police, Communications/Dispatch, Telephone	\$60.09
Phones		Police, Communications/Dispatch, Telephone	\$145.78
Phones		General Government, Facilities & Property Division, Telephone	\$505.96
Phones		Water Utility, , Telephone, Postage	\$61.36

BLANKET VOUCHER APPROVAL DOCUMENT

<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u> Claimant Total:	<u>AMOUNT</u> \$2,642.42
Ricoh Americas Corporation	7294	73687	
Copier Leases	Operations Division, , Operating Rents & Leases		\$86.60
Copier Leases	Finance & Admin. Services, Finance Division, Operating Rents & Leases		\$159.59
Copier Leases	Police, Communications/Dispatch, Operating Rents & Leases		\$154.64
Copier Leases	Detention Services, , Operating Rents & Leases		\$92.77
Copier Leases	Community Development, Planning Division, Operating Rents & Leases		\$181.86
Copier Leases	Community Development, Building Division, Operating Rents & Leases		\$176.60
Copier Leases	Water Utility, , Operating Rents & Leases		\$173.20
Copier Leases	Sewer Utility, , Operating Rents & Leases		\$173.20
Copier Leases	Police, Operations Division, Operating Rents & Leases		\$525.78
Copier Leases	Finance & Admin. Services, Administrative Services, Operating Rents & Lease		\$158.35
Copier Leases	Municipal Court, Municipal Court, Operating Rents & Leases		\$433.00
Copier Leases	Parks, Rec. & Senior Services, Swim Center Division, Operating Rents & Leas		\$247.43
Copier Leases	Legislative, , Operating Rents & Leases		\$52.58
Copier Leases	Parks, Rec. & Senior Services, Senior/Community Center Div., Operating Rent		\$247.43
Copier Leases	Executive, Executive, Operating Rents & Leases		\$150.93
Copier Leases	Executive, Human Resources, Operating Rents & Leases		\$78.87

<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
		Claimant Total:	\$3,092.83
Ricoh Americas Corporation	7302	73688	
Copier Maintenance	Police, Communications/Dispatch, Repairs & Maintenance		\$68.61
		Claimant Total:	\$68.61
Robinson Engineers LLC	13951	73689	
20th Street Improvements	20th Ave - 54th to 63rd, , Engineering		\$11,070.00
EDA Pump Station	Const/Improvement Div, , Erdahl Ditch Pump Station		\$9,315.00
		Claimant Total:	\$20,385.00
Secretary of Senate's Office	19442	73690	
Senate Bill Signing Photos	Police, Operations Division, Miscellaneous		\$10.00
		Claimant Total:	\$10.00
Sensus Metering Systems	14898	73691	
Meter Repair	Water Utility, , Repairs & Maintenance		\$143.62
		Claimant Total:	\$143.62
Shoe Tree Marketplace	14959	73692	
Shoe Cream	Police, Operations Division, Office & Operating Supplies		\$41.95
		Claimant Total:	\$41.95
Sports Service	15350	73693	
Parka, Boots	Storm Drainage Utility, , Clothing Allowance		\$2.27
Parka, Boots	General Government, Grounds Division, Uniform Clothing		\$4.55
Parka, Boots	Operations Division, , Uniform Clothing		\$11.35
Pants, Shirts	Operations Division, , Uniform Clothing		\$7.03
Parka, Boots	Water Utility, , Uniform Clothing		\$13.64
Pants, Shirts	Water Utility, , Uniform Clothing		\$3.52

BLANKET VOUCHER APPROVAL DOCUMENT

<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
Pants, Shirts	Sewer Utility, , Uniform Clothing		\$7.03
Parka, Boots	Sewer Utility, , Uniform Clothing		\$13.64
Pants, Shirts	Storm Drainage Utility, , Clothing Allowance		\$52.72
Claimant Total:			\$115.75
Sprint	15359	73694	
MDT's	Criminal Justice, , Telephone		\$1,027.27
Claimant Total:			\$1,027.27
State Auditor's Office	15834	73695	
2007 Audit Costs	Finance & Admin. Services, Finance Division, Audits		\$2,612.52
Claimant Total:			\$2,612.52
State of Washington	15837	73696	
Registration - Training, S McCa	Executive, Human Resources, Travel, Conf, Schooling		\$315.00
Claimant Total:			\$315.00
Superlon Plastics Co Inc	16050	73697	
Coupling Repair, Coupling	General Government, Facilities & Property Division, Office & Operating Supp		\$58.43
Coupling Repair	Water Utility, , Office & Operating Supplies		\$24.87
Claimant Total:			\$83.30
Tab Northwest	16330	73698	
File Folders	Municipal Court, Municipal Court, Office & Operating Supplies		\$80.61
Claimant Total:			\$80.61
Tacoma Screw Products	16850	73699	
Steel Flat Stock	Detention Services, , Supplies/Jail		\$11.22
Claimant Total:			\$11.22
Tanko Streetlighting Services	16715	73700	
Lamp	Maintenance Division, , Street Lighting		\$590.00

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<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
		Claimant Total:	\$590.00
Timco Inc	17200	73701	
Cable Ties, Etc - Veh #9	, , Repair Parts - Streets		\$47.98
Cable Ties, Etc - Veh #9	, , Repair Parts - Water		\$47.98
Cable Ties, Etc - Veh #9	, , Repair Parts - Sewer		\$47.98
Pipe Threading	Water Utility, , Office & Operating Supplies		\$32.64
		Claimant Total:	\$176.58
Titus Will Ford	17250	73702	
Screen Assembly	, , Repair Parts - Police		\$93.13
		Claimant Total:	\$93.13
TMI Salt Pure Corporation	17262	73703	
Reagent Kits	Parks, Rec. & Senior Services, Swim Center Division, Supplies - Chemicals		\$207.85
		Claimant Total:	\$207.85
U.S. Postal Service (Hasler)	12802	73704	
Postage Meter Refill	Parks, Rec. & Senior Services, Senior/Community Center Div., Telephone, Pos		\$2.04
Postage Meter Refill	Finance & Admin. Services, Administrative Services, Postage		\$132.00
Postage Meter Refill	Executive, Human Resources, Postage		\$15.32
Postage Meter Refill	Parks, Rec. & Senior Services, Recreation Division, Telephone/Postage		\$4.10
Postage Meter Refill	Parks, Rec. & Senior Services, Recreation Division, Telephone/Postage		\$9.70
Postage Meter Refill	Executive, Civil Service, Postage		\$3.02
Postage Meter Refill	Executive, Executive, Postage		\$36.92

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<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
Postage Meter Refill	Operations Division, , Telephone, Postage		\$46.39
Postage Meter Refill	Sewer Utility, , Telephone, Postage		\$4.50
Postage Meter Refill	Water Utility, , Telephone, Postage		\$3.80
Postage Meter Refill	Storm Drainage Utility, , Telephone, Postage		\$1.70
Postage Meter Refill	Community Development, Planning Division, Postage		\$162.48
Postage Meter Refill	Parks, Rec. & Senior Services, Recreation Division, Telephone/Postage		\$8.40
Postage Meter Refill	Parks, Rec. & Senior Services, Swim Center Division, Telephone, Postage		\$20.58
Postage Meter Refill	Community Development, Building Division, Postage		\$6.71
Postage Meter Refill	Finance & Admin. Services, Finance Division, Postage		\$171.20
		Claimant Total:	\$628.86
United Pipe & Supply	17900	73705	
Gaskets, Oil	Water Utility, , Office & Operating Supplies		\$19.13
Gaskets	Water Utility, , Office & Operating Supplies		\$8.98
Hydrant Meter	Water Utility, , Small Tools, Equipment		\$1,239.57
Gaskets	Water Utility, , Office & Operating Supplies		\$4.48
		Claimant Total:	\$1,272.16
Valley Freightliner Inc	18104	73706	
Torque Rod Repair, Spigot Cap	, , Repair Parts - Streets		\$159.95
Torque Rod Repair, Spigot Cap	, , Repair Parts - Water		\$159.96

<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
Torque Rod Repair, Spigot Cap	, , Repair Parts - Sewer		\$159.96
Claimant Total:			\$479.87
WA St Dept of Transportation	19280	73707	
70th & Valley Corridor Demo	70th/Valley - Phase I, , Engineering		\$1,914.67
Claimant Total:			\$1,914.67
Water Mgmt Laboratories Inc	19000	73708	
Water Testing	Water Utility, , Miscellaneous		\$120.00
Water Testing	Water Utility, , Miscellaneous		\$240.00
Claimant Total:			\$360.00
Wescraft RV & Fleet Services	19060	73709	
Paint Vehicle	, , Machinery & Equipment		\$2,736.32
Claimant Total:			\$2,736.32
Western Systems	19199	73710	
Epoxy Tube	Maintenance Division, , Traf Cntrl - Signals		\$109.34
Claimant Total:			\$109.34
Whistle Workwear	19289	73711	
Safety Vests	Community Development, Building Division, Uniform Clothing		\$34.26
Claimant Total:			\$34.26
Williams, Karl L.	19296	73712	
ProTem Judge 8/19, 8/20	Municipal Court, Municipal Court, Professional Services		\$300.00
Claimant Total:			\$300.00
Wingfoot Commercial Tire	14410	73713	
Flat Repair	, , Repairs & Maint. - Streets		\$44.42
Flat Tire Repair, Patch	, , Repairs & Maint. - Streets		\$23.76
Flat Tire Repair, Patch	, , Repairs & Maint. - Sewer		\$23.75

BLANKET VOUCHER APPROVAL DOCUMENT

<u>CLAIMANT</u>	<u>CLAIMANT#</u>	<u>VOUCHER</u>	<u>AMOUNT</u>
Flat Repair	, , Repairs & Maint. - Sewer		\$44.43
Flat Tire Repair, Patch	, , Repairs & Maint. - Water		\$23.75
Flat Repair	, , Repairs & Maint. - Water		\$44.43
Claimant Total:			\$204.54
Zumar Industries Inc	19650	73714	
Signs	Maintenance Division, , Traf Cntrl - Signs & markings		\$242.62
Signs - Fire Lane	Maintenance Division, , Traf Cntrl - Signs & markings		\$314.43
Telespar, Anchor, Bolt, Hex Nu	Maintenance Division, , Traf Cntrl - Signs & markings		\$636.70
Claimant Total:			\$1,193.75
Grand Total:			\$492,295.22

MEMORANDUM
For the Meeting of September 9th, 2008

TO: Mayor and Councilmembers
 FROM: Steve Worthington, City Manager
 THROUGH: Andrea Richards, Confidential Admin Assist
 SUBJECT: Fife Harvest Festival 2008

REPORT IN BRIEF:

The Fife Harvest Festival will be an all day event on Saturday, October 4, 2008 to be held at Dacca Park. City staff has been working out the details for a parade along 54th, free food, music and events for kids of all ages! **If you're interested in participating in the parade, just fill out an application and turn it into City Hall by October 1st. If you'd like to be a vendor or know of someone that would, we still have spots available! Check out the Festival website at fifeharvestfestival.org where you'll be able to find information about the event, entertainment and applications for the parade and vendor booths.**

TENTATIVE schedule is:

8am	Fun Run/Walk
9am-12noon	Pancake Breakfast at Fife High School
10am	Staging for Parade at Fife teacher parking lot
11am	Parade along 54 th Ave E
11am-5pm	Vendor Booths
4:30-6:30pm	Chili Feed & Cook-Off at Columbia Junior High
12-6:30pm	Entertainment
6:30-8pm	The Really Big Show at CJH Performing Arts Center
8:00pm	Fire Dancers
8:30pm	Fireworks

We'll also have clowns and magicians along with children's activities such as a huge coloring mural, haypile treasure hunt, u-fish pond, bouncy toys, tractor pulls, and face painting. Take a swing at the Car smash and visit the arts & craft booths. You can even take a tour of the event on a mini-train ride! For food there will be the pancake breakfast, popcorn, sno-cones, corn-on-the-cob, cotton candy and the concession stand will be open as well where you'll be able to get a hot dog meal deal for \$1!

DISCUSSION:

Comments and questions from Council.


 Andrea Richards
 Confidential Administrative Assistant


 Approved for Agenda:
 Steve Worthington, City Manager



October 4, 2008

**Come join us at Dacca Park for
FREE Family Fun!**

All Day Events:

- Vendors**
- Food**
- Live Entertainment**
- Council Corn on the Cob**
- Passport Applications**
- Mini Train Rides**
- Wheel of Safety**

Free Kids Activities:

- Face Painting**
- Arts & Crafts**
- U-Fish Pond**
- Bouncy Toys**
- Kids Korner**
- Magicians & Clowns**
- Kids Tractor Pulls**

- Fun Run**
- Pancake Breakfast**
- Parade**
- Chili Feed & Cook-Off**
- Really Big Show!**
- Firedancers**
- Fireworks**

- 8:00 a.m.**
- 9:00-Neon**
- 11:00 a.m.**
- 4:30 p.m.**
- 6:30 p.m.**
- 8:00 p.m.**
- 8:30 p.m.**

2008 Sponsors



www.fifeharvestfestival.org

MEMORANDUM
For the Meeting of September 9th, 2008

TO: Mayor and Councilmembers
FROM: Steve Worthington, City Manager
SUBJECT: Library Needs Assessment Survey Results

REPORT IN BRIEF:

At the request of Fife City Council, the attached survey was mailed out to all Fife residents on July 19th. A mailing list for zip code 98424 provided by DataBar was used and 3880 surveys were mailed out. Since the list encompassed all 98424 addresses, residents of Fife Heights received the survey even though they are outside of the City. A return envelope was included but the return postage was paid by the resident. Surveys were to be returned no later than Aug 1st, however, data was collected through Aug 19th and is included in the attached summary. The sample size of completed surveys we received (281) is deemed statistically valid.

DISCUSSION:

Comments and questions from Council which will lead to a future decision on providing library services to Fife residents. The next step is to set a Public Hearing if this to be placed on the ballot to go before the voters. Is Council ready to set a Public Hearing date on this matter?

ATTACHMENTS:

- 1) Library Needs Assessment Info and Survey mailed out to residents
- 2) Survey Summary - all data collected for zip code 98424
- 3) Comments
- 4) Survey Summary – Fife residents only (filter applied to data collected)



Approved for Agenda:
Steve Worthington, City Manager

Info about Pierce County Library Services for City of Fife Residents

The Fife City Council is considering sending to Fife voters a ballot measure to approve or reject joining the Pierce County Library System for library service. The Fife City Council is interested in your opinions on this subject.

What is annexation to a library district?

- Annexation brings full library services to a city or town, which people living in the unincorporated area (or county) receive.
- Annexation initiates a process that allows a library district to levy taxes within the boundaries of a city, at the same rate and on the same basis as the tax levied in surrounding unincorporated areas.
- The taxpayers within the city or town pay property taxes directly for library service as well as property owners in the unincorporated area.

What is the process to annex for library service?

- It is the City Council's decision whether to ask voters if they would like to annex to Pierce County Library for service.
- If the Fife City Council decides to pursue annexation, it would place the measure on an election ballot.
- Then, it would be up to voters to decide to annex for library services. It takes a simple majority (50 percent +1) of voters to approve annexation.

For citizens interested in library service, they should contact the Fife City Manager's Office at 253.896.8602 or e-mail Councilmembers directly. Please visit www.cityoffife.org for Councilmember contact information.

What library services would you receive by annexation?

- With annexation to Pierce County Library System, Fife residents may immediately get a library card.
 - You may begin checking out books and other materials from Milton Pierce County Library or any of the 17 Pierce County Libraries. You can immediately reserve materials online and pick them up at any library.
 - Your library card also will give you access to online library services 24/7 from your home or office.
- With a Pierce County Library card you may access all library services:
 - More than 1.3 million books, movies, music and other materials

- Live online homework help from professional tutors
- Audio books and movies to download
- Other services to promote and instill reading skills and life-long learning.
- Pierce County Library will serve residents as soon as possible with the following services directly in Fife, possibly in summer 2009:
 - Bring books, movies and music directly to the community, on the Library's bookmobile.
 - Deliver books and movies to Fife childcare facilities.
 - Provide books, audiobooks and other materials directly to people who are homebound in the city.
 - Offer books and movies to Spanish-speaking residents in Fife.
- By January 2010, you may visit your own Fife Pierce County Library with full library services, six days week.

Who already has service from Pierce County Library?

- Pierce County Library System currently serves all of unincorporated Pierce County, 14 cities and towns that have annexed for service, for a total service area of 1,600 square miles and 522,000 people.
- Between 1946 and 1999, voters in Bonney Lake, Buckley, DuPont, Eatonville, Edgewood, Gig Harbor, Lakewood, Milton, Orting, South Prairie, Steilacoom, Sumner, University Place, and Wilkeson cast their ballots to annex to the Library System.

What will library services cost?

The Library estimates that property owners will pay approximately 43 cents for every \$1,000 of assessed property value starting in 2010. Which means a house with a \$300,000 assessed valuation would pay \$129 on their property tax bill.

What if residents change their minds in the future?

If the city decides to leave the library system, it can do so by asking Fife voters any time after the first three years of annexation.

Where can I get more info?

More info about library services at www.piercecountylibrary.org and more info about annexation at Pierce County Library Director's Office at 253.536.6500 or from the Fife City Manager's Office at 253.896.8602

What Would You Like in Library Service?

Please complete the following survey and return it to **Fife City Hall, 5411 23rd St. E., Fife, WA 98424** by **August 1, 2008**. Your responses will help the City of Fife provide you with library service that meets your needs. Thank you!

1. On a scale of 1 to 10, with 10 being high, how important is some type of public library service to you?

1 2 3 4 5 6 7 8 9 10

2. On a scale of 1 to 10, with 10 being high, how well is the City of Fife currently meeting the growing community's needs for library services?

1 2 3 4 5 6 7 8 9 10

3. Why is library service important to you and/or your family? (Select three.)

I like to read.
 Libraries are rich in information and entertainment: books, movies, music.
 Libraries are a strong community resource; they are a community gathering place.
 Libraries are a resource for life-long learning.
 Libraries help prepare children to read.
 Libraries help students with homework and research.
 Libraries help support small businesses.
Other _____

Library service is not important to me.

4. What type of services would you want **in a public library**? (Select your top three.)

Programs for adults _____
Programs for children _____
Assistance for parents and caregivers to prepare children to read _____
Resources to help kids with homework _____
Computers with Internet access _____
Help finding information and getting questions answered _____
Wi-Fi _____
Meeting Room(s) _____
Other services: _____

5. What type of resources would you want to **check out from a public library**? (Select your top three.)

- Current books _____
 - Wide selection of books _____
 - Audiobooks _____
 - Movies _____
 - Music _____
 - Magazines _____
 - Other items: _____
-

6. What type of resources would you want to **access online @ your home** from a public library? (Select your top three.)

- Help with homework from tutors _____
 - Audiobooks to download _____
 - E-books (electronic full copies of books) to download _____
 - Credible e-sources of subscription magazines and other resources _____
 - School reading lists _____
 - Movies and TV programs to download _____
 - Children's interactive video books and lessons _____
 - Other items: _____
-

7. The following are two options for library service that may be possible. Comparing each, please check the box of your first preference.

- City of Fife reimburses residents for individual purchases of library cards and residents visit Tacoma Public Library and/or Puyallup Public Library.*
- A Pierce County Library System branch in Fife, which offers full library services and access to all Pierce County Library branches. Library services are paid for by the property tax.*

8. Would you be in support of paying a 43 cent per \$1000 increase based on your assessed property value beginning in 2010 to pay for Pierce County Library services? *For example, if your assessed property value is \$300,000 you would pay \$129 annually for these services.* yes no

9. Are you a Fife resident? yes no

10. Are you a registered voter? yes no

11. Please share any additional information you have regarding library services in Fife:

Thank you!

Library Survey

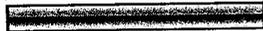
1. On a scale of 1 to 10, with 10 being high, how important is some type of public library service to you?

		Response Percent	Response Count
1		9.0%	24
2		2.6%	7
3		2.6%	7
4		1.5%	4
5		2.2%	6
6		3.0%	8
7		3.7%	10
8		12.3%	33
9		8.6%	23
10		54.5%	146
answered question			268
skipped question			13

2. On a scale of 1 to 10 with 10 being high, how well is the City of Fife currently meeting the growing community's needs for library services?

		Response Percent	Response Count
1		39.1%	99
2		11.9%	30
3		7.9%	20
4		6.7%	17
5		9.5%	24
6		3.2%	8
7		4.0%	10
8		5.9%	15
9		2.4%	6
10		9.9%	25
answered question			253
skipped question			28

3. Why is library service important to you and/or your family? (Select three)

		Response Percent	Response Count
I like to read.		58.5%	158
Libraries are rich in information and entertainment: books, movies, music.		57.8%	156
Libraries are a strong community resource: they are a community gathering place.		37.0%	100
Libraries are a resource for life-long learning.		54.8%	148
Libraries help prepare children to read.		42.2%	114
Libraries help students with homework and research.		51.5%	139
Libraries help support small businesses.		19.6%	53
Library service is not important to me.		13.7%	37
		Other (please specify)	34
		answered question	270
		skipped question	11

4. What type of services would you want in a public library? (Select three)

	Response Percent	Response Count
Programs for adults	44.7%	110
Programs for children	65.9%	162
Assistance for parents and caregivers to prepare children to read	35.4%	87
Resources to help kids with homework	56.1%	138
Computers with Internet access	50.0%	123
Help finding information and getting questions answered	52.8%	130
Wi-Fi	16.3%	40
Meeting Room(s)	17.9%	44
Other (please specify)		28
answered question		246
skipped question		35

5. What type of resources would you want to check out from a public library? (Select three)

	Response Percent	Response Count
Current books	73.9%	181
Wide selection of books	85.3%	209
Audiobooks	39.2%	96
Movies	58.8%	144
Music	25.7%	63
Magazines	26.1%	64
Other (please specify)		25
answered question		245
skipped question		36

6. What type of resources would you want to access online at your home from a public library? (Select three)

	Response Percent	Response Count
Help with homework from tutors 	49.3%	104
Audiobooks to download 	43.1%	91
E-books (electronic full copies of books) to download 	39.3%	83
Credible e-sources of subscription magazines and other resources 	35.1%	74
School reading lists 	39.8%	84
Movie and TV programs to download 	39.8%	84
Children's interactive video books and lessons 	45.5%	96
Other (please specify)		38
<i>answered question</i>		211
<i>skipped question</i>		70

7. The following are two options for library service that may be possible. Comparing each, please check the box of your first preference.

	Response Percent	Response Count
City of Fife reimburses residents for individual purchase of library cards and residents visit Tacoma Public Library and/or Puyallup Public Library. 	34.7%	83
A Pierce County Library System branch in Fife, which offers full library services and access to all Pierce County Library branches. Library services are paid for by the property tax. 	65.7%	157
<i>answered question</i>		239
<i>skipped question</i>		42

8. Would you be in support of paying a 43 cent per \$1000 increase based on your assessed property value beginning in 2010 to pay for Pierce County Library services? For example, if your assessed property value is \$300,000 you would pay \$129 annually for these services.

	Response Percent	Response Count
Yes 	61.5%	158
No 	38.5%	99
<i>answered question</i>		257
<i>skipped question</i>		24

9. Are you a Fife resident?

	Response Percent	Response Count
Yes 	96.3%	261
No 	3.7%	10
<i>answered question</i>		271
<i>skipped question</i>		10

10. Are you a registered voter?

	Response Percent	Response Count
Yes 	96.7%	260
No 	3.3%	9
<i>answered question</i>		269
<i>skipped question</i>		12

11. Please share any additional information you have regarding library services in Fife:

Response
Count

124

answered question

124

skipped question

157

12. (Optional) What is your contact information?

Response
Percent

Response
Count

Name:

86.7%

163

Address:

98.9%

186

City/Town:

99.5%

187

State:

99.5%

187

ZIP/Postal Code:

99.5%

187

Phone Number:

0.0%

0

answered question

188

skipped question

93

Please share any additional information you have regarding library services in Fife:

Open-Ended Response

A library rather than a grocery store is a more viable option for 20th/70th, *
I need my money! *I'm tired of taxes and more taxes! *Whats wrong with the Puyallup, like we've been using? I'm sick to death of "wanting", lets stick to "needs"!!

8. * Maybe, that seems too high (the surveyor underlined,...pay \$129 annually....)

rather than as store as we have three major stores local.

*The reimbursement program works just fine! *Aren't property taxes high enough already? Use what we pay wisely. I.E. budget waste.

I need my money! *I'm tired of taxes and more taxes!

1) Right now if there is any such service that I don't know about. 2) Aren't property taxes high enough already? Use what we pay wisely. I.E. budget waste.

129 annually seems pretty steep.

A book mobile for disabled children, adults and shut-in people.

A grocery store is our highest priority right now!

A grocery store is a great resource to children. It's a place to gather, read, encourage reading and healthy living. Some families can't afford to front 150 for a library

A library is a great resource - I can find what I need on the internet at home.

A library is not what I need - I can find what I need on the internet at home.

A library means so much for a community. It's a place to gather, read, encourage reading and healthy living. Some families can't afford to front 150 for a library

A library is essential to the growth of a community!

A local library is essential to the growth of a community. In order to maintain a healthy community & grow. Our full support!

About time, we need to seperately step into the 21st century, in order to maintain a healthy community & grow. Our full support!

Access to the Milton library is immediately requested! I like small home town libraries. The puyallup libraries are much to big for my daughter to sit down and read

or look for a book.

Amount seems excessive. I am a teacher in Auburn I know the importance of a library in a community. I am suprised Fife has been so neglectful for so long.

as a teacher, i believe that a library is very important in a students education. It is more important for Fife students to have a facility that is easily accessible.

Bring it on!
Do it the way the Puyallup Library runs the show. There are enough new residents to warrent building a new starte of the art
Fife having their own library system is a great idea, but why wasn't this brought up before?
Fife Parks should have free wi-fi services administered through its library system. Look at what Redmond, WA did with Marymoore Park & Microsoft. The model is set, follow it and let's
Fife should have had a library years ago. fife is not a poor city.
Fife+Library=Life
For the average household it will cost approximately \$2.00 a month. For the avid reader, that is a savings!
Having a local library system is essential. Commuting to other branches would be expensive in time and fuel consumption and would eliminate access for many
children and families.
Hopefully a branch in Fife soon!
I am a life long user and supporter of libraries. Now I am an apt. dweller in the metro area with little to no service and after watching the city council meetings on
TV, seeing no encouragement for the future. 71 years old. Shame on you!!!
I am against the increase of property taxes
I am a senior citizen and I love to read. Free! Most importantly is the need for the children. It is critical that they have local access!
I am all about in favor of joining a library. Before Fife I had a card and was able to access all the services Tacoma & Puyallup Libraries are not convinient to visit
I am not have as much materials.
CST raising a 10th grade student at Columbia.
computer access at Columbia.

please share any additional information you have regarding library services in Fife:
Open-Ended Response

am in unicorn, Pierce County
am not a property owner.
am not interested in a library.
I believe this is the first community I have ever lived in that has not provided library services as in bookmobile, library ect.
I can't wait to get a library up and running.
I do not want to pay for this service through my property tax! We pay too much taxes already!
I don't have property!
I feel the current access to the Puyallup and Tacoma Library services is sufficient for Fife residents. That way people who use the service get reimbursed and the people who don't use it don't have to pay.
I have the internet, much more convenient than I library. I would NOT like to pay for one, I pay too much as it is to the City of Fife. I almost can't afford to live here any longer!
I just want to say it's about time! Thanks for moving forward!
I like to have library in city of fife more them happy.
I like to have library and I teach in the Fife District and it upsets me that I can't use my local library to enrich my students learning.
I live in Fife Heights.
I live in Fife and Milton is my closest library and I pay personal property taxes. As property taxes go up, space rent for us seniors will go up, but our fixed incomes stay the same. We are caught in the middle.
I need large print books because of my limited sight. I currently use the Puyallup Public Library which is close to where I live. They have a large selection of large print books. I am very happy with the current program.
I participated in the City of Fife to open libraries for children. So they can borrow books and read and help develop their reading skills, especially during the summers. Thank you.
I really want the City of Fife to open libraries for children. So they can borrow books and read and help develop their reading skills, especially during the summers. Thank you.
I rent, not a property owner.
I rent.
I tried for years to get a library in the City of Fife Building. I finally gave up.
I will campaign heavily against the library! For Fife Fiscally Irresponsible. I have to spend with in my means the City Council must do the same!
I would have been in favor of joining the Pierce County Library until you told us how much it costs! It's more the joining the Puyallup Library.
I would like to use the Pierce County Library is on both the route 501 and Route 402.
I would rather have a grocery store then pay for a library.
I would really like to have a library in Fife.
I would support half the fee. Remove 1 or 2 cops cars a motorcycle and a laser gun to pay for the library...?
Intense Bible study. Reference study for schools, and life long learning.
important to balance the wanting of a library with how much tax payers can afford to pay, and with the number of people that would actually use it.
of a library with how much tax payers can afford to pay, and with the number of people that would actually use it.

Open-Ended Response
please share any additional information you have regarding library services in Fife:

It is very frustrating that we live two minutes from the Milton library but my children are unable to check out books to read for bookreports that are all in the same district!

It is very important to our family to have a public library close in fife to help create more community pride.

The idea that I have to pay for a public library card and wait to get reimbursed is crazy.

It's terrible I can't check a book out in Milton, two miles away because Fife doesn't have an agreement with them. At the very least it is an card and wait to get reimbursed is crazy.

Let's open access thru 54th from Radiance/Levee Rd or open a grocery store prior to

JUST DO IT!

Let get our roads in Fife ready to handle the volume of new residents.

opening a library.

Libraries are incredible resources for the community not just a physical location but a presence providing many services to everyone.

At the very least it is an important tool in the education of our children to help them grow and hopefully surpass the education level of their parents and community around them.

Fife would be a fool not to have such services at their disposal. We need to be the leaders in Pierce and not 10 steps behind the other cities.

I really don't want to pay higher taxes. Libraries have become a mecca for transient folks, they can make a very uncomfortable. I offers a place and /or alternative to children who have no local programs or

Library services are an integral part of learning and growing for any community. It offers a place and /or alternative to children who have no local programs or

places to hangout.

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places to hangout.

Please share any additional information you have regarding library services in Fife:

Open-Ended Response

- Why pay \$141/year for services that currently are free? Also, even if Fife opted out of the current reimbursement services, joining the Puyallup Library is only \$85/year!
- Would like Fife Residents to be able to use Milton or Pierce County Branches.
- Would like to add Milton to the reimbursement plan.
- would prefer to use the existing pierce county libraries than going to expense of opening a branch in Fife.
- Would we have to purchase a library card as well as paying for the additional tax? How much would a library card cost? Any difference in cost for landowners and renters?!
- You should offer the Reimbursement program asap and maybe a library in 2015. To many homes in foreclosure w/ different times I would support this increase.
- It would be a great resource to our city but not now.

Library Survey

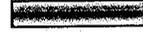
1. On a scale of 1 to 10, with 10 being high, how important is some type of public library service to you?

		Response Percent	Response Count
1		8.3%	21
2		2.4%	6
3		2.8%	7
4		1.6%	4
5		2.4%	6
6		2.8%	7
7		3.9%	10
8		12.6%	32
9		8.3%	21
10		55.1%	140
answered question			254
skipped question			7

2. On a scale of 1 to 10 with 10 being high, how well is the City of Fife currently meeting the growing community's needs for library services?

		Response Percent	Response Count
1		39.6%	95
2		12.1%	29
3		7.1%	17
4		6.3%	15
5		10.0%	24
6		3.3%	8
7		4.2%	10
8		6.3%	15
9		2.1%	5
10		9.6%	23
answered question			240
skipped question			21

3. Why is library service important to you and/or your family? (Select three)

		Response Percent	Response Count
I like to read.		58.6%	150
Libraries are rich in information and entertainment: books, movies, music.		57.8%	148
Libraries are a strong community resource: they are a community gathering place.		36.3%	93
Libraries are a resource for life-long learning.		54.7%	140
Libraries help prepare children to read.		43.0%	110
Libraries help students with homework and research.		52.0%	133
Libraries help support small businesses.		19.1%	49
Library service is not important to me.		12.9%	33
		Other (please specify)	30
		answered question	256
		skipped question	5

4. What type of services would you want in a public library? (Select three)

		Response Percent	Response Count
Programs for adults		44.9%	105
Programs for children		66.2%	155
Assistance for parents and caregivers to prepare children to read		35.9%	84
Resources to help kids with homework		56.0%	131
Computers with Internet access		50.0%	117
Help finding information and getting questions answered		53.0%	124
Wi-Fi		15.8%	37
Meeting Room(s)		17.5%	41
	Other (please specify)		24
	answered question		234
	skipped question		27

5. What type of resources would you want to check out from a public library? (Select three)

		Response Percent	Response Count
Current books		73.8%	175
Wide selection of books		85.2%	202
Audiobooks		38.8%	92
Movies		58.6%	139
Music		25.3%	60
Magazines		26.6%	63
	Other (please specify)		23
	answered question		237
	skipped question		24

6. What type of resources would you want to access online at your home from a public library? (Select three)

		Response Percent	Response Count
Help with homework from tutors	<input checked="" type="checkbox"/>	48.8%	100
Audiobooks to download	<input checked="" type="checkbox"/>	43.4%	89
E-books (electronic full copies of books) to download	<input checked="" type="checkbox"/>	39.0%	80
Credible e-sources of subscription magazines and other resources	<input checked="" type="checkbox"/>	35.6%	73
School reading lists	<input checked="" type="checkbox"/>	38.5%	79
Movie and TV programs to download	<input checked="" type="checkbox"/>	40.5%	83
Children's interactive video books and lessons	<input checked="" type="checkbox"/>	44.4%	91
		Other (please specify)	36
		answered question	205
		skipped question	56

7. The following are two options for library service that may be possible. Comparing each, please check the box of your first preference.

		Response Percent	Response Count
City of Fife reimburses residents for individual purchase of library cards and residents visit Tacoma Public Library and/or Puyallup Public Library.	<input checked="" type="checkbox"/>	34.3%	80
A Pierce County Library System branch in Fife, which offers full library services and access to all Pierce County Library branches. Library services are paid for by the property tax.	<input checked="" type="checkbox"/>	66.1%	154
		answered question	233
		skipped question	28

8. Would you be in support of paying a 43 cent per \$1000 increase based on your assessed property value beginning in 2010 to pay for Pierce County Library services? For example, if your assessed property value is \$300,000 you would pay \$129 annually for these services.

		Response Percent	Response Count
Yes		63.3%	157
No		36.7%	91
<i>answered question</i>			248
<i>skipped question</i>			13

9. Are you a Fife resident?

		Response Percent	Response Count
Yes		100.0%	261
No		0.0%	0
<i>answered question</i>			261
<i>skipped question</i>			0

10. Are you a registered voter?

		Response Percent	Response Count
Yes		96.9%	251
No		3.1%	8
<i>answered question</i>			259
<i>skipped question</i>			2

11. Please share any additional information you have regarding library services in Fife:

Response
Count

111

answered question

111

skipped question

150

12. (Optional) What is your contact information?

Response
Percent Response
Count

Name:

86.8%

151

Address:

98.9%

172

City/Town:

99.4%

173

State:

99.4%

173

ZIP/Postal Code:

99.4%

173

Phone Number:

0.0%

0

answered question

174

skipped question

87

MEMORANDUM
For Meeting of September 9th, 2008

TO: Honorable Mayor and Council Members
FROM: Chris Larson, Code Enforcement Officer; Carl Durham, Acting Community Development Director
THRU: Steve Worthington, City Manager
SUBJECT: Noise Code (FMC 9.56)

REPORT IN BRIEF: Ordinance 1673 (Exhibit A), if adopted, would give the City a greater ability to implement the Noise Code. Furthermore, the addition of “public disturbance noises” would give the City an alternative, to the existing measurement system, to determine if a violation exists.

BACKGROUND: On March 18th, 2008 the Fife City Council was presented with amendments to the noise code. The Council provided their input and asked for a recommendation from the Planning Commission. On April 7th, 2008 the Planning Commission was presented with potential amendments to the noise code, and provided their comment regarding the future amendments. The Planning Commission was presented with the proposed amendments on May 19th, 2008. Council was then presented with the proposed amendments on May 20th, 2008, at which time the Noise Code amendments were requested in final ordinance form. Ordinance 1673 received first read on June 10th, 2008. The ordinance was tabled at the meeting of August 28th, 2008, because Council indicated that they wanted to look at the back up beeper issue in more depth, before it was included in the ordinance.

DISCUSSION: During past review of the noise code by City Council and the Planning Commission, the main problems with the existing noise code were identified as;

- Lack of enforcement “teeth”
- Inadequacy of measuring system due to ambient noise from I-5
- Ability to enforce on nights and weekends

These issues are addressed in the attached strikethrough (Exhibit B) of the noise code. Provisions that have been proposed for adoption to remedy the identified problems include; creating “nuisance noises”, adding a provision for measurement when ambient noise is above allowed maximum levels, authorizing the Police Department to enforce the noise code, and changing the penalty to a Civil Infraction.

During first read of the ordinance Council indicated that they would like to be presented with research and potential remedies to the problems presented by back up beepers and neighborhoods. There are two technologies that may work ideally for Fife’s unique situation. The first, and most promising, is utilizing “white noise” or “broadband” instead of the traditional single tone alarm. White noise combines various noises from the audible spectrum. This provides for a sound that is similar to static from your radio or television. This sound dissipates twice as fast, and is easier to immediately identify the location of, since it is comprised of more than one tone. Further information regarding Broadband sound is attached as Exhibit D. Lynden

Transport has already started a pilot program, using white noise back up beepers, on one of their yard trucks. Thus far the response from Lynden staff has been very positive and Lynden now plans on installing white noise back up beepers on all their vehicles.

The second technology is called a self adjusting alarm. This unit measures the ambient noise and adjusts the alarm to 5-10 decibels above the ambient noise. However, these are still a single tone back up alarm which will still have the same “piercing sound”. Thus they may only have a reducing affect and some properties may still be able to hear the notorious “beep beep”. These units generally range from 82 db – 112 db.

Staff believes it is pertinent to point out that requiring broadband noise is the best option for reducing the noise imposed on citizens, as this is what the technology was designed for. Staff has seen it advertised that self-adjusting alarms are designed to make sure the alarm is heard by the user. Thus staff believes that a self adjusting back alarm, as stated above, may only have a reducing effect on the noise heard by citizens, whereas the broadband noise alarms are designed not to be heard by neighboring property owners. Attached as exhibit E is a sample of what a code provision could look like to regulate the type of back up beepers allowed on yard vehicles.

There are essentially two ways to reduce the noise, from back up beepers, which is heard by citizens on their property. The first would be to not allow the noise to enter their property all together. This could be done by setting a maximum distance that the backup beeper can be heard from the originating property. The second way would be to change the type of noise being used. This could be done by requiring a certain technology or type of tone.

The downfalls of setting a maximum distance, brings us back to the problem of measurement and enforcement. However this technique would also put the responsibility for compliance on the property owner. On the other side of the coin, with requiring a specific technology, the City can determine that a certain technology will work for reducing noise heard by citizens, and implement that. The potential downfall could bring liability to the City if an injury was born from the use of City required technology. This is speculative, and may not be a valid legal argument as numerous construction contractors have moved to using broadband noise not only for the noise reducing effect on neighbors but because broadband noise is claimed to be safer than the traditional single tone alarms.

The U.S. Department of Labor Occupational Safety & Health Administration is the governing body who requires back up alarms on vehicles which have an obstructed rear view. OSHA has not specifically endorsed a broadband noise reverse alarm. However, there have been two “Standard Interpretations” (Exhibit C) which states; “If it does meet this test – that is, provide adequate warning to workers in the path of the vehicle, and to worker walking towards the path of the vehicle in time to avoid contact – it would comply.” Furthermore, the Port of Houston has installed them on all their vehicles and the City of Seattle has a noise variance process which requires night construction to utilize broadband alarms.

Staff has since contacted six of the larger warehouse developments in the City to gain their perspective on mandatory technology for back up beepers. Although there was not a general consensus among the contacted warehouses, the only favorable input was from Lynden

Transport. Two of the contacted warehouses mentioned that they would have to check with their corporate and/or legal departments prior to installing a new alarm. A common theme, of all who were not in favor of the proposed regulations, was the fact that the trains/airplanes make more noise, and the fact that they may not be within a reasonable distance to a residential neighborhood.

FISCAL IMPACT: If the City chooses to install new back up beepers on City vehicles, there would be a price associated with this. The City has approximately 17-20 vehicles with back up beepers. Depending on the type of alarm selected, the price before installation can range from \$1,200 to \$2,500, for all City vehicles. There will be a cost to local business associated with retrofitting regulated vehicles. A self adjusting type back up alarm costs about \$70; where as a broadband alarm is about \$130, depending on decibel level.

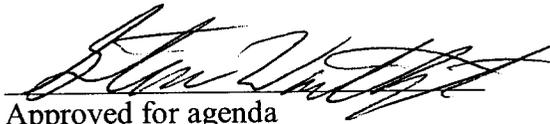
ALTERNATIVE COURSE OF ACTION: To give second read to Ordinance # 1673 or not.

STAFF RECOMMENDATION: I recommend that the City Council give second read to Ordinance 1673 and direct staff on how to continue with a back up beeper provision.

RECCOMENDATION: I move that the City Council give second read to Ordinance No. 1673



Carl Durham,
Acting Community Development Director



Approved for agenda
Steve Worthington, City Manager

CITY OF FIFE, WASHINGTON

ORDINANCE NO. 1673

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FIFE, WASHINGTON, RELATING TO PUBLIC DISTURBANCE NOISES AND NOISE CONTROL PENALTIES AND ENFORCEMENT, AND AMENDING SECTIONS 9.56.010, 9.56.050(B), 9.56.060, 9.56.080, 9.56.120, AND 9.56.140 OF THE FIFE MUNICIPAL CODE, AND REPEALING SECTIONS 9.56.100, 9.56.110, 9.56.130 AND SUBSECTION 19.68.030(A) OF THE FIFE MUNICIPAL CODE

WHEREAS, it is the policy of the City to minimize the exposure of citizens to the physiological and psychological dangers of excess noise, and to protect, promote, and preserve the public health, safety and welfare; and

WHEREAS, it is the express intent of the City Council to control the level of noise in a manner that promotes commerce, the use, value and enjoyment of property, sleep and repose, and the quality of the environment; and

WHEREAS, the enforcement of noise regulations is often difficult or impractical if a noise measuring device is required under every circumstance; and

WHEREAS, the City Council finds that inadequately controlled noise adversely affects the health, safety and welfare of the people, the value of property, and the quality of the environment; and

WHEREAS, the problem of noise in the City has been observed by the City Council and city staff and is documented by the complaints received and logged by the City. On the basis of these observations and complaints, the City Council finds that special conditions exist within the City which make necessary any and all differences between the City's noise regulations and the regulations adopted by the Washington State Department of Ecology; and

WHEREAS, the frequency of such noise complaints is such that it has become necessary to supplement the City's decibel based noise restrictions with restrictions on noises, sounds or signals which unreasonably disturb the comfort, peace, or repose of another person or persons; and

WHEREAS, it is appropriate for violation of the City's noise code to be a Class 1 civil infraction enforceable by the police department or person designated by the City Manager; now therefore

THE CITY COUNCIL OF THE CITY OF FIFE, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Section 9.56.010 of the Fife Municipal Code is hereby amended to read as follows:

9.56.010 Scope and intent.

This chapter shall apply to the control of all sound originating within the city of Fife. It is the policy of the City to minimize the exposure of citizens to the physiological and psychological dangers of excess noise, and to protect, promote, and preserve the public health, safety and welfare. In furtherance of this policy it is the intent of the City Council that noise be prohibited when it is in excess of specified decibel levels, as well as when it unreasonably disturbs the comfort, peace and repose of others.

Section 2. Subsection 9.56.050(B) of the Fife Municipal Code is hereby amended to read as follows:

B. Land classification shall conform with the city zoning ordinance as follows:

1. Class A EDNA are districts primarily utilized for residential purposes in the city and include SFR, SLR, MDR, HDR, and NR. Any future zoning change will also control the EDNA classification, (e.g., if a NR is changed to I, the IEDNA would apply).
2. Class B EDNA are districts primarily utilized for commercial purposes in the city and include NC, CMU, and RC.
3. Class C EDNA are districts primarily utilized or potentially utilized for industrial purposes in the city and include I. EDNA designations shall be amended as necessary to conform to zone changes under the zoning ordinance.
4. A special use/combining districts in the city shall be governed by the lowest decibel level of the abutting district.
5. When one district abuts another district, the lowest decibel level shall apply.

Section 3. Section 9.56.060 of the Fife Municipal Code is hereby amended by the addition of a new subsection (E) to read as follows:

E. If the background sound level is above the maximum permissible environmental noise levels set forth in this section, the maximum permissible sound source level in excess of the background sound level shall be 10 decibels, measured at or within a receiving property.

Section 4. Section 9.56.080 of the Fife Municipal Code is hereby amended to read as follows:

9.56.080 Public disturbance noises.

A. General Prohibition. In addition to sounds that exceed the maximum permissible sound levels described in this chapter, it is unlawful for any person to cause, or for any person in possession of property to allow to originate from the property, sound that is a public disturbance noise.

B. Definition. Public disturbance noise means any noise, sound or signal which unreasonably disturbs the comfort, peace, or repose of another person or persons, without regard to sound level measurement. The following sounds are declared to be public disturbance noises for the purposes of this section:

(1) Frequent, repetitive, or continuous noise made by any animal which unreasonably disturbs or interferes with the peace, comfort, and repose of property owners or possessors, except that such sounds made by animal shelters, or commercial kennels, veterinary hospitals, pet shops, or pet kennels licensed under and in compliance with applicable regulations shall be exempt from this subsection;

(2) The frequent, repetitive or continuous sounding of any horn or siren attached to a motor vehicle except as a warning of danger or as specifically permitted or required by law;

(3) The creation of frequent, repetitive, or continuous sounds in connection with the starting, operation, repair, maintenance, rebuilding, or testing of any motor vehicle, motorcycle, off-highway vehicle, or internal combustion engine in any residential district so as to unreasonably disturb or interfere with the peace, comfort, and repose of owners or possessors of real property;

(4) Yelling, shouting, hooting, whistling or singing on or near the public streets, particularly between the hours of 11:00 p.m. and 7:00 a.m., or at any time and place so as to unreasonably disturb or interfere with the peace, comfort and repose of owners or possessors of real property.

(5) The creation of frequent, repetitive or continuous sounds which emanate from any building, structure, apartment, or condominium, or yard or parking lot adjacent thereto, which unreasonably interfere with the peace, comfort, and repose of owners or possessors of real property, such as sounds from audio equipment, musical instruments, televisions, band sessions, or social gatherings.

(6) Sound from motor vehicle sound systems, such as tape players, radios and compact disc players, operated at a volume so as to be audible greater than fifty feet from the vehicle itself.

(7) Sound from audio equipment, such as loud speakers, amplification equipment, tape players, radios and compact disc players, operated at a volume so as to be audible greater than fifty feet from the source and not operated upon the property of the operator or with the knowledge, permission or consent of the owner or legal occupant of the property, and if operated on the property of the operator or with the knowledge, permission or consent of the owner or legal occupant of the property, than so as to be audible greater than fifty feet from the boundary of the property. For the purposes hereof, any sound, music or other noise emanating from fixed or portable audio equipment of or in a business shall be presumed to be with the knowledge, permission or consent of the owner or legal occupant of the property, which presumption may be rebutted by reasonable evidence to the contrary.

(8) Any other frequent, repetitive, or continuous noise, sound or signal within a residential district which unreasonably disturbs or interferes with the comfort, peace and repose of owners or possessors of real property.

C. Exemptions. This section shall not apply to the following:

(1) Authorized community events at parks, schools or other public property, such as parades, sporting events, or park concerts;

(2) Sounds originating from residential property between the hours of 7:00 a.m. and 10:00 p.m., relating to temporary projects for the maintenance or repair of homes, grounds, or appurtenances, including but not limited to sounds of lawn mowers, hand power tools, chain saws, snow removal equipment and composters.

(3) Sounds originating from construction sites, including but not limited to sounds from construction equipment, power tools and hammering, between 7:00 a.m. and 10:00 p.m.

(4) Public construction projects, emergency construction or repair by public utility agencies, emergency vehicle operation or actions by emergency service providers or any other emergency repair and construction to prevent further damage to persons or property during floods or windstorms or other property or life-threatening emergencies which may occur.

Section 5. Section 9.56.120 of the Fife Municipal Code is hereby amended to read as follows:

9.56.120 Enforcement.

The police department, as well as other persons designated by the City Manager, shall have the authority to enforce the provisions of this chapter and police officers and other persons designated by the City Manager shall have authority to issue civil infractions for violation of this chapter.

Section 6. Section 9.56.140 of the Fife Municipal Code is hereby amended to read as follows:

9.56.140 Penalties.

Violation of the provisions of this chapter shall be a Class 1 Civil Infraction. Each day during which a violation occurs or exists shall be deemed a separate civil infraction. Three separate subsequent violations of this chapter by the same violator within a one (1) year period of time, shall also constitute a misdemeanor, punishable as provided in FMC 1.24.010.

Section 7. Repealer. Sections 9.56.100, 9.56.110, and 9.56.130 and Subsection 19.68.030(A) of the Fife Municipal Code are hereby repealed.

Section 8. Each and every provision of this Ordinance shall be deemed severable. In the event that any portion of this Ordinance is determined by final order of a court of competent jurisdiction to be void or unenforceable, such determination shall not affect the validity of the remaining provisions thereof, provided the intent of this Ordinance can still be furthered without the invalid provision.

Ordinance No. _____

Section 9. This Ordinance shall be in full force and effect five (5) days after publication as required by law. A summary of this Ordinance may be published in lieu of the entire Ordinance, as authorized by State law.

Introduced on the ____th day of August, 2008.

Passed by the City Council on the _____day of _____, 2008.

Steve Worthington, City Manager

ATTEST:

Steve Marcotte, Clerk-Treasurer

APPROVED AS TO FORM:

Loren D. Combs, City Attorney

Published: _____

Effective Date: _____

Ordinance No. _____

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FMC CHAPTER 9.56

9.56.010 Scope and authority intent.

This chapter shall apply to the control of all sound originating within the city of Fife, and is adopted pursuant to Chapter 70.107 RCW, the Noise Control Act of 1974, in order to establish maximum noise levels permissible in identified environments, and to provide use standards relating to the reception of noise within such environments. It is the policy of the City to minimize the exposure of citizens to the physiological and psychological dangers of excess noise, and to protect, promote, and preserve the public health, safety and welfare. In furtherance of this policy it is the intent of the City Council that noise be prohibited when it is in excess of specified decibel levels, as well as when it unreasonably disturbs the comfort, peace and repose of others.

9.56.020 Definitions.

As used in this chapter, unless the context or subject matter clearly requires otherwise, the following words or phrases shall have the following meanings:

- A. "Background sound level" means the level of all sounds in a given environment, independent of the specific source being measured.
- B. "dBA" means the sound pressure level, in decibels measured using the "A" weighting network on a sound level meter. The sound pressure level, in decibels, of a sound is 20 times the logarithm to the base 10 of the ratio of the pressure of sound to a reference pressure of 20 micropascals.
- C. "EDNA" means the environmental designation for noise abatement, being an area or zone (environment) within which maximum permissible noise levels are established.
- D. "Noise" means the intensity, duration and character of sounds, from any and all sources.
- E. "Noise control appeal board" means a board which is designated by the city council to hear and decide noise variance cases.
- F. "Noise control officer" means the noise control officer of the city or his designated representative.
- G. "Person" means any individual, corporation, partnership or association and the agents, employees, servants and legal successors thereof; or agency of state, county or municipal government; or agency of the federal government which is subject to the jurisdiction of the state of Washington.
- H. "Owner" shall include the owner or owners of the premises or lesser estate therein, a mortgage or vendee in possession, an assignee for rents, receiver, executor, trustee or other person, firm or corporation in control of a building or property.
- I. "Property boundary" means the surveyed line at ground surface, which separates the real property owned, rented or leased by one or more persons, from that owned, rented or leased by one or more other persons, and its vertical extension.

J. "Multifamily units" shall include, but not be limited to: duplexes, triplexes, apartment houses and condominiums. The property lines of such units shall include the walls, ceilings and floors of each unit.

K. "Receiving property" means real property within which the maximum permissible noise levels specified herein shall not be exceeded from sources outside such property.

L. "Shoreline" means the existing intersection of water with the ground surface or with any permanent shore connected facility.

M. "Sound level meter" means a device which measures sound pressure levels and conforms to Type 1s or Type 2s as specified in the American National Standards Institute Specifications. (Ord. 698 § 2, 1983).

9.56.030 Noise control officer– Creation.

The position of noise control officer is hereby created. The noise control officer shall be the building official of the city or his designated representative. (Ord. 698 § 3, 1983).

9.56.040 Noise control officer– Powers and duties.

In order to implement this chapter, the noise control officer or his designee shall:

A. Conduct, or cause to be conducted, research, monitoring and other studies related to sound.

B. Conduct programs or public education related to causes, effects and methods to abate and control noise.

C. Encourage the participation of public interest groups in such public information efforts.

D. Cooperate with all appropriate state and federal agencies.

E. Draft needed noise control regulations.

F. Recommend entering into contracts with the approval of the city council for providing technical and enforcement services.

G. Review public and private projects and advise whether such projects are likely to cause violations of this chapter.

H. Require the owner or operator of any commercial or industrial activity to measure the sound level from any source in accordance with the methods and procedures and at such locations and times as the noise control officer may reasonably prescribe and to furnish reports of the results of such measurements to the noise control officer. The noise control officer may require the measurements to be conducted in the presence of his enforcement officials.

I. Seek noise program grants and other funds and gifts from public and private sources. (Ord. 698 § 4, 1983).

9.56.050 Identification of environments.

A. The EDNA of any property shall be based on the following typical uses:

1. Class A EDNA. Lands where human beings reside and sleep. Typically, Class A EDNA will be the following types of property used for human habitation:

- a. Residential;
- b. Multiple-family living accommodations;
- c. Recreational and entertainment (e.g., camps, parks, camping facilities and resorts);
- d. Community service (e.g., orphanages, homes for the aged, hospitals, health and correctional facilities).

2. Class B EDNA. Lands involving uses requiring protection against noise interference with speech. Typically, Class B EDNA will be the following types of property:

- a. Commercial living accommodations;
- b. Commercial dining establishments;
- c. Motor vehicle services;
- d. Retail services;
- e. Banks and office buildings;
- f. Miscellaneous commercial services; property not used for human habitation;
- g. Recreation and entertainment; property not used for human habitation (e.g., theaters, stadiums, fairgrounds and amusement parks);
- h. Community services; property not used for human habitation (e.g., educational, religious, governmental, cultural and recreational facilities).

3. Class C EDNA. Lands involving economic activities of such a nature that higher noise levels than experienced in other areas are to be anticipated. Persons working in these areas are normally covered by noise control regulations of the Department of Labor and Industries. Uses typical of Class A EDNA are generally not permitted within such areas. Typically, Class C EDNA will be the following types of property:

- a. Storage, warehouse and distribution facilities;

b. Industrial property used for the production and fabrication of durable and nondurable manmade goods;

c. Agricultural and silvicultural property used for the production of crops, wood products or livestock.

B. Land classification shall conform with the city zoning ordinance as follows:

1. Class A EDNA are districts primarily utilized for residential purposes in the city and include ~~A, R-8.4, R-9.6, RM and RMHSFR~~, SLR, MDR, HDR, and NR. Any future zoning change will also control the EDNA classification, (e.g., if a ~~R-8.4NR~~ is changed to ~~M-1~~, the ~~M-1~~ IEDNA would apply).

2. Class B EDNA are districts primarily utilized for commercial purposes in the city and include ~~C-1, C-2 and C-3NC~~, CMU, and RC.

3. Class C EDNA are districts primarily utilized or potentially utilized for industrial purposes in the city and include ~~M-A, M-1 and M-2I~~. EDNA designations shall be amended as necessary to conform to zone changes under the zoning ordinance.

4. A special use/combining districts in the city shall be governed by the lowest decibel level of the abutting district.

5. When one district abuts another district, the lowest decibel level shall apply.

9.56.060 Maximum permissible environmental noise levels.

No person shall cause or permit noise to intrude into the property of another person which noise exceeds the maximum permissible noise levels set forth below in this section.

A. The noise limitations established are as set forth in the following table after any applicable adjustments provided for herein are applied.

EDNA of Noise

EDNA of Receiving Property

Source	Class A	Class B	Class C
Class A	55 dBA	57 dBA	60 dBA
Class B	57	60	65
Class C	60	65	70

B. Between the hours of 10:00 p.m. and 7:00 a.m., the noise limitations of the foregoing table shall be reduced by 10 dBA for receiving property within Class A EDNAs.

C. At any hour of the day or night the applicable noise limitations in subsections (1) and (2) may be exceeded for any receiving property by no more than:

1. Five dBA for a total of 15 minutes in any one-hour period; or
2. Ten dBA for a total of five minutes in any one-hour period; or
3. Fifteen dBA for a total of one and one-half minutes in any one-hour period.

D. No construction, excavation, hauling or removal of fill shall be permitted before the hour of 9:00 a.m. on Saturday or Sunday.

E. If the background sound level is above the maximum permissible environmental noise levels set forth in this section, the maximum permissible sound source level in excess of the background sound level shall be 10 decibels, measured at or within a receiving property.

9.56.070 Exemptions.

A. The following shall be exempt from FMC 9.56.060 between the hours of 7:00 a.m. and 10:00 p.m.:

1. Sounds originating from residential property relating to temporary projects for the construction maintenance or repair of homes, ground and appurtenances.
2. Sounds created by the discharge of firearms on authorized shooting or firing ranges.
3. Sounds created by blasting.
4. Sounds created by aircraft engine testing and maintenance not related to flight operations, provided that aircraft testing and maintenance shall be conducted at remote sites whenever possible.
5. Sounds created by the installation or repair of essential utility services.

B. The following shall be exempt from FMC 9.56.060A(2):

1. Noise from electrical substations and existing stationary equipment used in the conveyance of water or waste water by a utility.
2. Noise from existing industrial installations which exceed the standards contained in these regulations and which, over the previous three years, have consistently operated in excess of 15 hours per day as a consequence of process necessity and/or demonstrated routine normal operation. Changes in working hours which would effect exemptions under this regulation, require approval of the noise control officer.

C. The following shall be exempt from FMC 9.56.060, except insofar as such provisions relate to the reception of noise within Class A EDNA's between the hours of 10:00 p.m. and 7:00 a.m.:

1. Sounds originating from temporary construction sites as a result of construction activity.
2. Sounds originating from forest harvesting and silvicultural activity.

D. The following shall be exempt from FMC 9.56.060:

1. Sounds created by motor vehicles when regulated by Chapter 173-62 WAC.
2. Sounds originating from aircraft in flight and sounds that originate at airports which are directly related to flight operations.
3. Sounds created by surface carriers engaged in interstate commerce by railroad.
4. Sounds created by warning devices not operated continuously for more than five minutes or bells, chimes and carillons.
5. Sounds created by safety and protective devices where noise suppression could defeat the intent of the device, or is not economically feasible.
6. Sounds created by emergency equipment and work necessary in the interests of law enforcement or for health, safety or welfare of the community.
7. Sounds originating from motor vehicle or motorcycle racing events at existing authorized facilities, or being sanctioned by a responsible authority.
8. Sounds originating from officially sanctioned parades and other public events.
9. Sounds emitted from petroleum refinery boilers during startup of said boilers; provided that the startup operation is performed during daytime hours whenever possible.
10. Sounds caused by natural phenomena and unamplified human voices.
11. Animal noises which are regulated.
12. Sounds created by motor vehicles, licensed or unlicensed, when operated off public highways except when such sounds are received in Class A EDNAs. (Ord. 698 § 7, 1983).

9.56.080 Public ~~disturbancenuisance~~ noises.

~~Pursuant to the procedures set forth in FMC 9.56.060, the noise control officer may determine that a sound constitutes a public nuisance as defined herein. It is unlawful for any person to cause, or for any person in possession of property to allow to originate from the property,~~

~~sound which has been determined to be a public nuisance noise.~~

A. General Prohibition. In addition to sounds that exceed the maximum permissible sound levels described in this chapter, it is unlawful for any person to cause, or for any person in possession of property to allow to originate from the property, sound that is a public disturbance noise.

B. Definition. Public disturbance noise means any noise, sound or signal which unreasonably disturbs the comfort, peace, or repose of another person or persons, without regard to sound level measurement. The following sounds are declared to be public disturbance noises for the purposes of this section:

(1) Frequent, repetitive, or continuous noise made by any animal which unreasonably disturbs or interferes with the peace, comfort, and repose of property owners or possessors, except that such sounds made by animal shelters, or commercial kennels, veterinary hospitals, pet shops, or pet kennels licensed under and in compliance with applicable regulations shall be exempt from this subsection;

(2) The frequent, repetitive or continuous sounding of any horn or siren attached to a motor vehicle except as a warning of danger or as specifically permitted or required by law;

(3) The creation of frequent, repetitive, or continuous sounds in connection with the starting, operation, repair, maintenance, rebuilding, or testing of any motor vehicle, motorcycle, off-highway vehicle, or internal combustion engine in any residential district so as to unreasonably disturb or interfere with the peace, comfort, and repose of owners or possessors of real property;

(4) Yelling, shouting, hooting, whistling or singing on or near the public streets, particularly between the hours of 11:00 p.m. and 7:00 a.m., or at any time and place so as to unreasonably disturb or interfere with the peace, comfort and repose of owners or possessors of real property.

(5) The creation of frequent, repetitive or continuous sounds which emanate from any building, structure, apartment, or condominium, or yard or parking lot adjacent thereto, which unreasonably interfere with the peace, comfort, and repose of owners or possessors of real property, such as sounds from audio equipment, musical instruments, televisions, band sessions, or social gatherings.

(6) Sound from motor vehicle sound systems, such as tape players, radios and compact disc players, operated at a volume so as to be audible greater than fifty feet from the vehicle itself.

(7) Sound from audio equipment, such as loud speakers, amplification equipment, tape

players, radios and compact disc players, operated at a volume so as to be audible greater than fifty feet from the source and not operated upon the property of the operator or with the knowledge, permission or consent of the owner or legal occupant of the property, and if operated on the property of the operator or with the knowledge, permission or consent of the owner or legal occupant of the property, than so as to be audible greater than fifty feet from the boundary of the property. For the purposes hereof, any sound, music or other noise emanating from fixed or portable audio equipment of or in a business shall be presumed to be with the knowledge, permission or consent of the owner or legal occupant of the property, which presumption may be rebutted by reasonable evidence to the contrary.

(8) Any other frequent, repetitive, or continuous noise, sound or signal within a residential district which unreasonably disturbs or interferes with the comfort, peace and repose of owners or possessors of real property.

C. Exemptions. This section shall not apply to the following:

(1) Authorized community events at parks, schools or other public property, such as parades, sporting events, or park concerts;

(2) Sounds originating from residential property between the hours of 7:00 a.m. and 10:00 p.m., relating to temporary projects for the maintenance or repair of homes, grounds, or appurtenances, including but not limited to sounds of lawn mowers, hand power tools, chain saws, snow removal equipment and composters.

(3) Sounds originating from construction sites, including but not limited to sounds from construction equipment, power tools and hammering, between 7:00 a.m. and 10:00 p.m.

(4) Public construction projects, emergency construction or repair by public utility agencies, emergency vehicle operation or actions by emergency service providers or any other emergency repair and construction to prevent further damage to persons or property during floods or windstorms or other property or life-threatening emergencies which may occur.

9.56.090 Nuisance regulations not prohibited.

Nothing in this chapter shall be construed as preventing the city from regulating noise from any source as a nuisance. (Ord. 698 § 9, 1983).

9.56.100 Noise control appeal board.

For the purpose of this chapter, the hearing examiner shall be designated as the appeal board. The appeal board shall hear and decide requests for noise variances. The appeal board may also hear appeals from rulings of the noise control officer. The appeal board shall adopt such rules and

regulations as may be necessary to administer its responsibility. (Ord. 1593-06 § 28, 2006; Ord. 698 § 10, 1983).

9.56.110 Variances and implementation schedules.

~~A. Variances may be granted to any person from any other particular requirement of this chapter, if findings are made by the appeal board that immediate compliance with such requirements cannot be achieved because of special circumstances rendering immediate compliance unreasonable in light of economic or physical factors, encroachment upon an existing noise source, or because of nonavailability of feasible technology or control methods. Any such variance or renewal thereof shall be granted only for the minimum time period found to be necessary under the facts and circumstances.~~

~~B. An implementation schedule for achieving compliance with this chapter shall be incorporated into any variance issued.~~

~~C. Variances shall be issued only upon application in writing and after providing such information as may be requested. No variance shall be issued for a period of more than 30 days except upon due notice to the public with opportunity to comment.~~

~~D. Sources of noise, subject to this chapter, upon which construction begins after the effective date hereof shall immediately comply with the requirements of this chapter, except in extraordinary circumstances where overriding considerations of public interest dictate the issuance of a variance. (Ord. 698 § 11, 1983).~~

9.56.120 Enforcement policy.

~~Noise measurement for the purposes of enforcing the provisions of FMC 9.56.060 shall be measured in dBA with a sound level meter with the point of measurement being at any point within the receiving property. Such enforcement shall be undertaken only upon receipt of a complaint made by a person who resides, owns property, or is employed in the area affected by the noise complained of, except for parks, recreational areas, and wildlife sanctuaries. The police department, as well as other persons designated by the City Manager, shall have the authority to enforce the provisions of this chapter and police officers and other persons designated by the City Manager shall have authority to issue civil infractions for violation of this chapter.~~

9.56.120 Enforcement policy.

Noise measurement for the purposes of enforcing the provisions of FMC 9.56.060 shall be measured in dBA with a sound level meter with the point of measurement being at any point within the receiving property. Such enforcement shall be undertaken only upon receipt of a complaint made by a person who resides, owns property, or is employed in the area affected by

the noise complained of, except for parks, recreational areas, and wildlife sanctuaries. (Ord. 698 § 12, 1983).

9.56.130 Appeals.

~~Any person aggrieved by any decision of the noise control officer in relation to the enforcement of the maximum permissible noise levels provided for herein may appeal to the appeal board. Written appeals shall be filed with the appeals board not more than 14 days from the date of action by the noise control officer. (Ord. 698 § 13, 1983).~~

9.56.140 Penalties.

~~Violation of the provisions of this chapter shall be a Class 1 Civil Infraction. Each day during which a violation occurs or exists shall be deemed a separate civil infraction. Three separate subsequent violations of this chapter by the same violator within a one (1) year period of time, shall also constitute a misdemeanor, punishable as provided in FMC 1.24.010.~~

~~For enforcement purposes, each day is defined as a 24 hour period beginning at one minute after midnight, in which violation of this chapter occurs. Each day constitutes a separate violation. Any knowing violation of the provisions of this chapter or any knowing failure to comply with the requirements of this chapter shall be a misdemeanor and any person found guilty thereof shall be punished by a fine not to exceed \$1,000 or imprisonment in jail not to exceed 90 days, or by both such fine and imprisonment.~~



U.S. Department of Labor
Occupational Safety & Health Administration

www.osha.gov



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Standard Interpretations

05/27/2004 - Equipment reverse signal alarms must be audible above surrounding noise level.

[← Standard Interpretations - Table of Contents](#)

- **Standard Number:** [1926.601\(b\)\(4\)](#); [1926.601\(b\)\(4\)\(i\)](#); [1926.601\(b\)\(4\)\(ii\)](#); [1926.602\(a\)\(9\)\(ii\)](#)

OSHA requirements are set by statute, standards and regulations. Our interpretation letters explain these requirements and how they apply to particular circumstances, but they cannot create additional employer obligations. This letter constitutes OSHA's interpretation of the requirements discussed. Note that our enforcement guidance may be affected by changes to OSHA rules. Also, from time to time we update our guidance in response to new information. To keep apprised of such developments, you can consult OSHA's website at <http://www.osha.gov>.

May 27, 2004

Mr. Richard Holmes
Safety Department Manager
Aggregate Industries
1707 Cole Boulevard, Suite 100
Golden, Colorado 80401

Dear Mr. Holmes:

This is in response to your March 16, 2004, letter to the Occupational Safety and Health Administration's (OSHA) Englewood Area Office regarding the use of a reverse alarm, which is being manufactured in the United Kingdom, on construction sites. The alarm uses "white noise" instead of the more common single-tone alarm.

We have paraphrased your question below:

Question: Does a back-up alarm that uses "white noise" instead of a single tone meet the requirements of 29 CFR 1926.601(b)(4)(i) and 1926.602(a)(9)(ii)?

Answer:

OSHA is generally precluded from approving or endorsing specific products. The variable working conditions at job sites and possible alteration or misapplication of an otherwise safe piece of equipment could easily create a hazardous condition beyond the control of the equipment manufacturer. However, where appropriate, we try to give some guidance to help employers assess whether products are appropriate to use in light of OSHA requirements.

Title 29 CFR 1926.601(b)(4) states:

No employer shall use any motor vehicle equipment having an obstructed view to the rear unless:

- (i) The vehicle has a reverse signal alarm audible above the surrounding noise level or;
- (ii) The vehicle is backed up only when an observer signals that it is safe to do so.

Section 1926.602(a)(9)(ii) states:

No employer shall permit earthmoving or compacting equipment which has an

obstructed view to the rear to be used in reverse gear unless the equipment has in operation a reverse signal alarm distinguishable from the surrounding noise level or an employee signals that it is safe to do so.

These provisions, by their terms, do not specify that a reverse signal alarm be of the single-tone type. However, we have neither the data nor the resources to evaluate whether this particular device would be "audible above the surrounding noise level" as required by the standard. If it does meet this test -- that is, provides adequate warning to workers in the path of the vehicle, and to workers walking towards the path of the vehicle in time to avoid contact -- it would comply with §1926.601(b)(4).

Sincerely,

Russell B. Swanson, Director
Directorate of Construction

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Occupational Safety & Health Administration
200 Constitution Avenue, NW
Washington, DC 20210



U.S. Department of Labor
Occupational Safety & Health Administration

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Standard Interpretations

09/27/2004 - Alternatives to common back-up alarms on construction motor vehicles; use of other effective technology or observers/signal persons.

[← Standard Interpretations - Table of Contents](#)

• **Standard Number:** [1926.601](#); [1926.601\(b\)](#); [1926.601\(b\)\(4\)](#); [1926.601\(b\)\(4\)\(i\)](#); [1926.601\(b\)\(4\)\(ii\)](#); [1926.602](#); [1926.602\(a\)](#); [1926.602\(a\)\(9\)](#); [1926.602\(a\)\(9\)\(ii\)](#)

OSHA requirements are set by statute, standards and regulations. Our interpretation letters explain these requirements and how they apply to particular circumstances, but they cannot create additional employer obligations. This letter constitutes OSHA's interpretation of the requirements discussed. Note that our enforcement guidance may be affected by changes to OSHA rules. Also, from time to time we update our guidance in response to new information. To keep apprised of such developments, you can consult OSHA's website at <http://www.osha.gov>.

September 27, 2004

[Name and address withheld]

Re: §§1926.601(b)(4) and 1926.602(a)(9)

Dear [Name withheld]:

Thank you for your letter of April 30, 2004, regarding noise emanating from excavating equipment and the Occupational Safety and Health Administration (OSHA) requirements for back-up alarms on construction equipment. We apologize for the delay in responding.

We have paraphrased your question as follows:

Question: The repetitive, piercing beeping noise emitted from back-up alarms on excavating equipment at a construction site is stressful to residents who live nearby. Other methods of alerting or warning employees have become available in recent years. Do OSHA back-up alarm requirements allow for the use of methods that would be less noise-intrusive to nearby residents?

Answer: Yes. Two OSHA requirements, 29 CFR 1926.601(b)(4) and 1926.602(a)(9), relate to back-up alarms in construction. Those provisions were promulgated in 1971 and were derived from Army Corps of Engineers standards.

Title 29 CFR 1926.601(b)(4) states:

§1926.601 Motor vehicles.

* * *

(b) *General requirements.*

* * *

(4) No employer shall use any motor vehicle equipment having an obstructed view to the rear unless:

(i) The vehicle has a reverse signal alarm audible above the surrounding noise level or:

(ii) The vehicle is backed up only when an observer signals that it is safe to do so.

Section 1926.602(a)(9)(ii) states:

§1926.602 Material handling equipment.

* * *

(a) *Earthmoving equipment; General.*

* * *

(9) *Audible alarms.*

* * *

(ii) No employer shall permit earthmoving or compacting equipment which has an obstructed view to the rear to be used in reverse gear unless the equipment has in operation a reverse signal alarm distinguishable from the surrounding noise level or an employee signals that it is safe to do so.

These standards were established because of the pervasive construction hazard of being struck by construction vehicles. Recent OSHA data underlines the importance of protecting against this hazard. In the period 2001-2004, OSHA investigated eight fatal accidents in which a worker was struck by a construction vehicle that was backing up without an operable alarm.

However, as we explained in a [November 3, 1998 interpretation letter to Ms. Sue Nunn](#), who expressed concerns similar to yours,¹ §§1926.601(b)(4) and 1926.602(a)(9) by their terms give employers flexibility beyond the use of alarms—both provisions permit the use of an observer/signal person instead.

In addition, in a [May 27, 2004 interpretation letter to Mr. Richard Holmes](#), we acknowledged that the standard may be met through the use of more technically advanced devices than the common single (high-pitch) tone alarm. Mr. Holmes asked if a reverse alarm manufactured in the United Kingdom that uses "white noise" instead of a single-tone alarm could be used to meet these requirements. We stated that §§1926.601(b)(4) and 1926.602(a)(9) allow for the use of such devices if they are shown to be effective.

These provisions, by their terms, do not specify that a reverse signal alarm be of the single-tone type. However, we have neither the data nor the resources to evaluate whether this particular device would be "audible above the surrounding noise level" as required by the standard. **If it does meet this test—that is, provides adequate warning to workers in the path of the vehicle, and to workers walking towards the path of the vehicle in time to avoid contact—it would comply with §1926.601(b)(4).** [Emphasis added.]

In sum, we appreciate your concern about unintended, adverse consequences to those living near construction sites from the use of the common type of alarm. We reiterate that the standard does provide flexibility to construction employers, both in terms of using other technology that is effective and in using observers/signal persons.

If you need additional information, please do not hesitate to contact us by fax at: U.S. Department of Labor, OSHA, Directorate of Construction, Office of Construction Standards and Guidance, fax # 202-693-1689. You can also contact us by mail at the above office, Room N3468, 200 Constitution Avenue, N.W., Washington, D.C. 20210, although there will be a delay in our receiving correspondence by mail.

Sincerely,

Russell B. Swanson, Director
Directorate of Construction

¹ OSHA paraphrased the concerns stated in Ms. Nunn's as follows: "Your letter expressed concern that electronic high-pitched alarm sounds can irritate the nervous system, which you assert can affect construction workers physically and emotionally. You also note that the noise can affect others who are near construction sites, and you ask that the Agency ensure that there is a balance between the safety merits of back-up alarms with the detrimental effects from the sounds they make. You explain that over the past 15 years, mechanical bell alarms have been replaced by high-pitched electronic sound-producing devices and request that OSHA study the effects of the noise made by this type alarm." [[back to text](#)]

[Corrected 6/12/07]

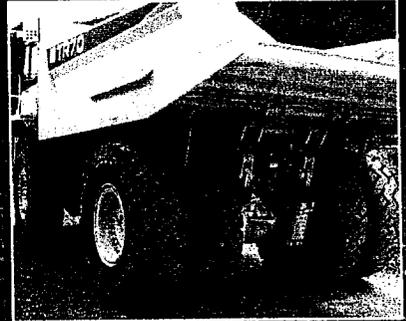
◀ [Standard Interpretations - Table of Contents](#)

New

Exhibit D

BRIGADE®

Broadband sound back-up alarms and movement alarms



Shihua
Shihua
Shihua

bbs
tek

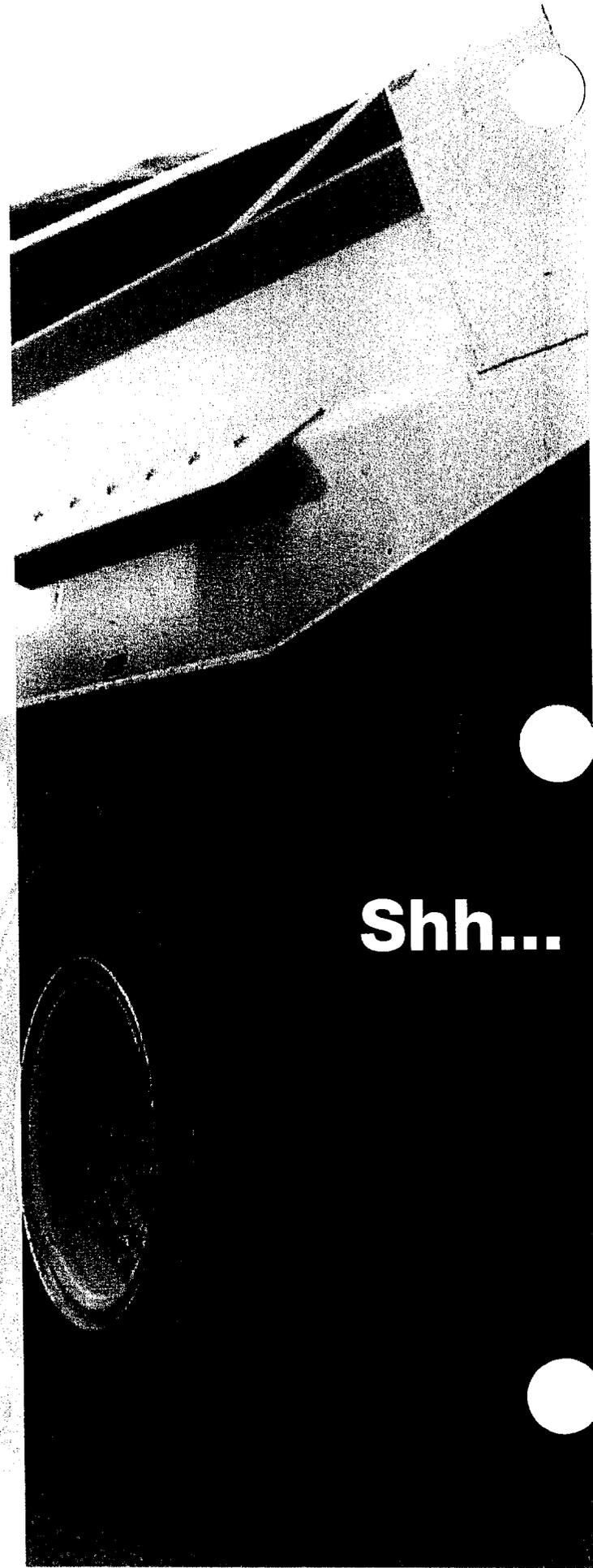
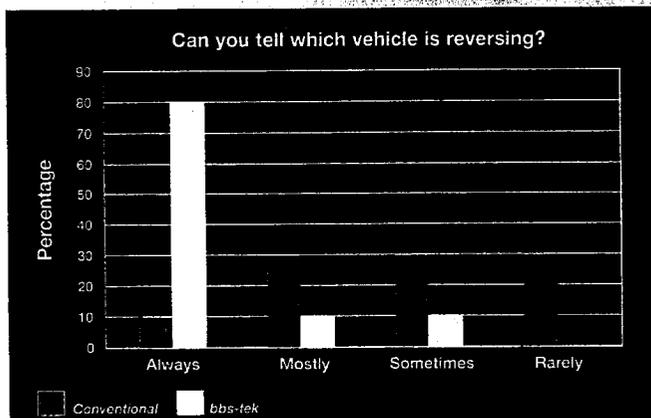
Introducing bbs-tek, a sound solution in reversing safety

- improved safety
- noise reduction
- reduced hearing damage

Back-up alarms need to provide a sense of urgency and clearly locate which vehicle is reversing, but conventional 'bleep' alarms have limited effectiveness. Conventional alarms breed complacency as the sound is not localised to the danger zone. And confusion is caused as the vehicle that is reversing is not instantly identifiable. They also cause a nuisance, through noise pollution.

But there's a revolutionary new answer to reversing safety that uses broadband sound technology and instantly removes the drawbacks associated with the conventional alarm.

The bbs-tek alarm uses broadband multi-frequency sound instead of the traditional narrow band frequency sound. Broadband sound is localised in the danger zone, and is locatable, which means that, especially in busy environments, you can tell where the sound is coming from and, therefore, which vehicle is reversing. Many operators have already experienced the unique benefits of the bbs-tek back-up alarm. It's suitable for use on all types of vehicles from road trucks to garbage vehicles, fork lifts to earth moving equipment. Bbs-tek is the safe solution.



Shh...

Shh...Shh...Shh... reduces noise pollution

- less complaints

Broadband sound dissipates much quicker and, thanks to its localised nature, reduces noise pollution.

Bbs-tek's broadband multi-frequency range spans 400Hz to 10,000Hz and dissipates sound at twice the rate of narrow-band 'pure-tone' sound, eliminating complaints.

Furthermore, because it is detected much more easily than pure tones, the bbs-tek alarm is equally effective at lower decibel ratings making it even less likely to cause any noise complaints. Equally important is the fact that broadband sound is 'gentler on the ear'. Research has indicated that long-term exposure to conventional back-up alarms can cause hearing damage. If, as is the case with broadband sound back-up alarms, the sound is only heard in the danger zone, then the potential for hearing damage is greatly reduced.

AS SEEN AND APPROVED BY
THE NOISE ABATEMENT SOCIETY



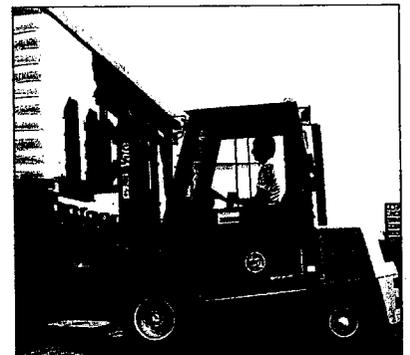
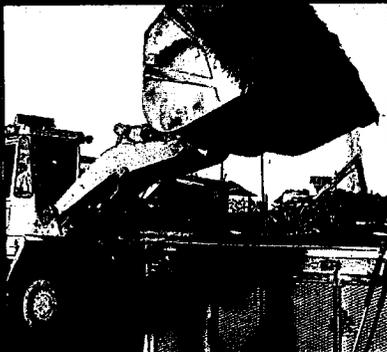
Winner of the

SAE International

Environmental excellence in transportation award

Shh...

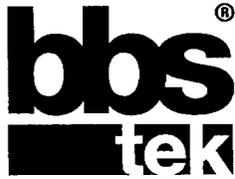
Shh...



Big on safety,
small on noise
with Broadband
'Shh' sound.

bbs[®]
tek

bbs-tek BACKALARM® Back-up Alarms



AS SEEN AND APPROVED BY
THE NOISE ABATEMENT SOCIETY



Winner of the

SAE International

Environmental excellence in transportation award

shh...shh... Small NOISE, BIG sound – Safety all round!

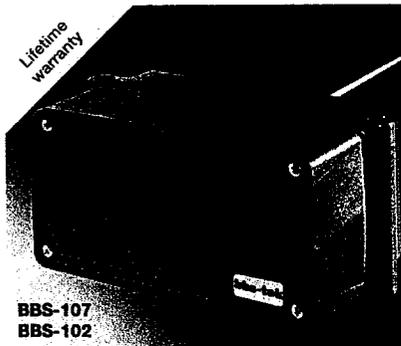
bbs-tek® Broadband Sound

Back-up alarms are vital for safety yet can cause noise nuisance and irritation to workers and to local residents. The bbs-tek back-up alarm emits a unique sound which solves this problem.

Its world-wide patented “shh...shh...shh...” broadband sound (also known as ‘white sound’) is multi-frequency, replacing the narrow frequency band of conventional alarms.

The new bbs-tek back-up alarm

- eliminates noise nuisance – the sound is easy on the ear and dissipates fast
 - is safer
 - the sound is locatable so you can tell which vehicle is reversing
 - the sound is directional, concentrating the warning within the danger zone.
- This increases people's response to the alarm and diminishes the chance of it being ignored.



BBS-107
BBS-102

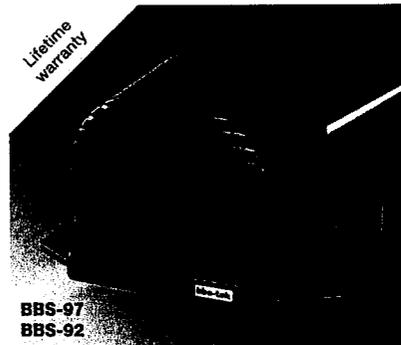
Heavy Duty



Ideal for dump trucks, bulldozers, loading shovels and all heavy earthmoving machinery.

- Conform to SAE J994 environmental standards
- Tough, durable, guaranteed waterproof (IP68)
- Solid-state, spark-free electronics, epoxy-sealed against mud, water and vibration
- Can be steam-cleaned and pressure-hosed
- CE and 'e' marked (EMC)

STOCK CODE	MODEL	VOLTS DC	SOUND LEVEL dB(A)@1m	FREQUENCY KHZ	CURRENT AMPS	SOUNDER UNIT	SIZE mm (WxHxD)	HOLE CENTRES (mm)
A0899	BBS-107	24	107	Multi	1.0	Driver	173x80x95	152
A0898	BBS-102	24	102	Multi	1.0	Driver	173x80x95	152



BBS-97
BBS-92

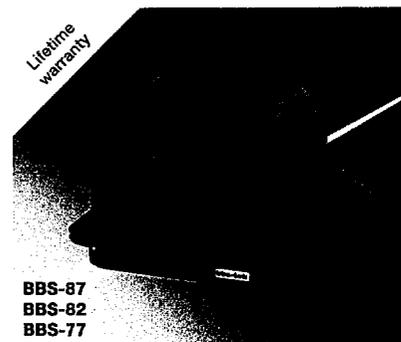
Medium Duty



Ideal for trucks, buses and coaches, light mobile plant, forklift trucks and industrial vehicles.

- Conform to SAE J994 environmental standards
- Tough, durable, guaranteed waterproof (IP68)
- Solid-state, spark-free electronics, epoxy-sealed against mud, water and vibration
- Can be steam-cleaned and pressure-hosed
- CE and 'e' marked (EMC)

STOCK CODE	MODEL	VOLTS DC	SOUND LEVEL dB(A)@1m	FREQUENCY KHZ	CURRENT AMPS	SOUNDER UNIT	SIZE mm (WxHxD)	HOLE CENTRES (mm)
A0835	BBS-97	12-24	97	Multi	0.5	Speaker	127x65x76	98-108
A0834	BBS-92	12-24	92	Multi	0.5	Speaker	127x65x76	98-108



BBS-87
BBS-82
BBS-77

Light Duty



Ideal for forklift trucks, light commercial vehicles, MPVs and cars.

- Conform to SAE J994 environmental standards
- Tough, durable, guaranteed waterproof (IP68)
- Solid-state, spark-free electronics, epoxy-sealed against mud, water and vibration
- Can be steam-cleaned and pressure-hosed
- CE and 'e' marked (EMC)

STOCK CODE	MODEL	VOLTS DC	SOUND LEVEL dB(A)@1m	FREQUENCY KHZ	CURRENT AMPS	SOUNDER UNIT	SIZE mm (WxHxD)	HOLE CENTRES (mm)
A0897	BBS-87	12-24	87	Multi	0.5	Speaker	90x49x39	76
A0896	BBS-82	12-24	82	Multi	0.5	Speaker	90x49x39	76
A1397	BBS-77	12-24	77	Multi	0.5	Speaker	90x49x39	76



BBS-87HV
BBS-82HV

Electric Forklift Truck

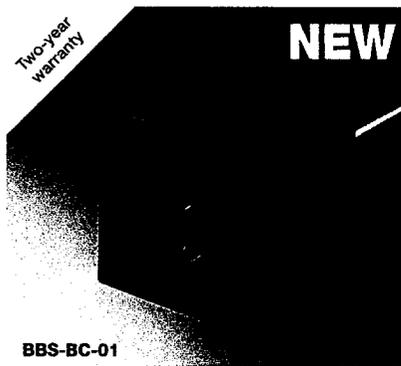
Medium Duty



- Conform to SAE J994 environmental standards
- Tough, durable, guaranteed waterproof (IP68)
- Solid-state, spark-free electronics, epoxy-sealed against mud, water and vibration
- Can be steam-cleaned and pressure-hosed
- CE and 'e' marked (EMC)

STOCK CODE	MODEL	VOLTS DC	SOUND LEVEL dB(A)@1m	FREQUENCY KHZ	CURRENT AMPS	SOUNDER UNIT	SIZE mm (WxHxD)	HOLE CENTRES (mm)
* A1323	BBS-87HV	36-80	87	Multi	0.15	Speaker	127x65x76	98-108
A1322	BBS-82HV	36-80	82	Multi	0.15	Speaker	127x65x76	98-108

129-23



BBS-BC-01

bbs-tek® BACKCHAT® Speaking Back-up Alarms



The back-up aid that speaks for itself! "Shh! Stand well clear, vehicle reversing..." Produces real speech with unrivalled quality and clarity. The voice is directional and commands attention, especially from children.

- Solid-state, spark-free electronics, epoxy-sealed against mud, water and vibration
- Dust/waterproof to IP68
- Can be steam-cleaned and pressure-hosed
- CE and 'e' marked (EMC)

STOCK CODE	MODEL	VOLTS DC	SOUND LEVEL dB(A) @ 1m	CURRENT AMPS	SOUNDER UNIT	SIZE mm (WxHxD)	HOLE CENTRES (mm)
B1396	BBS-BC-01	12-24	90	0.4	Speaker	122x84x50	102

Constant Tone Alarms - Ideal as Forward Horns, In-Cab Warnings and other specialist applications.



CT-BBS-97, CT-BBS-92, CT-BBS-97HV, CT-BBS-92HV

Medium Duty



Ideal for use as forward horn or other warning on a wide variety of specialist vehicles, forklift trucks and electric vehicles. Safer than a conventional horn, and eliminates noise nuisance and complaints.

- Conform to SAE J994 environmental standards
- Tough, durable, guaranteed waterproof (IP68)
- Solid-state, spark free electronics, epoxy-sealed against mud, water and vibration
- Can be steam-cleaned and pressure-hosed
- CE and 'e' marked (EMC)

STOCK CODE	MODEL	VOLTS DC	SOUND LEVEL dB(A)@1m	FREQUENCY KHZ	CURRENT AMPS	SOUNDER UNIT	SIZE mm (WxHxD)	HOLE CENTRES (mm)
A1393	CT-BBS-97	12-24	97	Multi	0.3	Speaker	127x65x76	98-108
A1392	CT-BBS-92	12-24	92	Multi	0.3	Speaker	127x65x76	98-108
HIGH VOLTAGE FORKLIFT TRUCK								
A1395	CT-BBS-97HV	36-80	97	Multi	0.3	Speaker	127x65x76	98-108
A1394	CT-BBS-92HV	36-80	92	Multi	0.3	Speaker	127x65x76	98-108

Broadband sound explained



Q *Why is the bbs-tek alarm heard at lower source sound pressure levels than a conventional narrow-band alarm?*

A A complex sound (broadband sound) produces a larger stimulus in the brain than a narrow-band sound – accentuated by the pulsed sound of the back-up alarm. Our threshold response to broadband sound is lower than to narrow-band tones and thus lower levels of broadband sound are detected more easily.

Q *Why does bbs-tek broadband sound 'dissipate' more quickly (with increasing distance) than narrow-band tones at a similar decibel rating?*

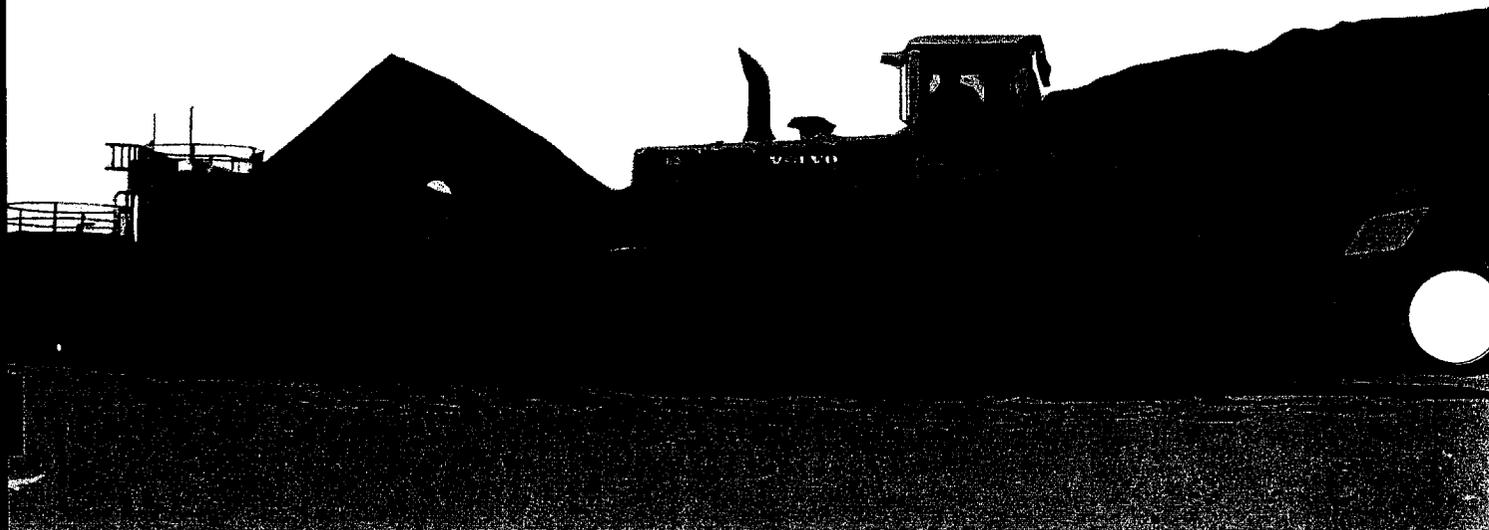
A For the same reason as there are 'No stilettos please' signs in rooms with wooden floors – because the woman's weight is concentrated on a tiny surface area and dents the floor. With platform heels the women's weight is distributed over a surface area perhaps 100 times greater – result: 100 times less pressure

for the same downward force. Similarly, narrow-band frequency (pure tone) sound is penetrating and painful to the ear whilst multi-frequency (broadband) sound is dissipated and gentle on the ear. Both the stiletto and the platform support the woman's weight; one painfully, the other acceptably.

Q *Why is the bbs-tek broadband sound back-up alarm safer than an equivalent narrow-band back-up alarm?*

A Two main reasons; *firstly*, the sound is instantly locatable so you can tell which vehicle is reversing; *secondly*, a narrow-band tone back-up alarm can usually be heard well outside the danger zone, leading to the risk that people will disregard it – even when in real danger.

The bbs-tek broadband sound alarm is both directional and localisable, concentrating the sound within the immediate danger zone. This increases people's response to the alarm, and diminishes the chance of it being ignored.



bbs-tek back-up alarms in action



The normal operating practise at our plant is to have haul trucks bring blasted rock from the quarry to the plant's crusher during the day and have a loader feed the crusher at night from a stockpile. The crusher is located close to the edge of a plateau that overlooks a bay. Across the bay from the plant are a lot of very nice waterfront homes. The night-time operation has been a source of numerous noise complaints over the years. Previous procedure was to have the backup alarm turn off. Barricades were then placed to block access to the area so that the loader could work without the protection of a backup alarm. This procedure, though simple, was a nuisance as the batteries on the flashing warning lights had to be changed or a barricade would get damage when moving them in or moving them out of the way. Recently, a Brigade bbs-tek® BBS-107 Backalarm was installed on the loader that was regularly used in the job and it ran for quite a period without any complaints. Recently though, we received a noise complaint regarding this job. Upon review of the events, it was found that the regular loader for this job was out of service and another loader was used. This loader was equipped with a 'beeper' style of backup alarm. Needless to say, it has now been retrofitted with a Brigade bbs-tek® bbs-107. Things are now quiet again and the barricades have found a new home.

Kevin Maylin, Quarry Supervisor
Essroc Italcementi Group - Picton Plant.

Aggregate Industries plc, the UK based international aggregate and building materials group, fitted its entire fleet with the bbs-tek® reversing alarm from Brigade Electronics. This amounts to 450 vehicles across 250 sites nationwide. Following a series of complaints from local residents about noise being made by conventional bleeping alarms, Aggregate Industries trialed bbs-tek®. The trial was a success! "We have chosen to retrofit all of our vehicles with the bbs-tek® as we feel this will help us to maintain a good relationship with surrounding communities. Our sites start work very early in the morning, so the less intrusive we are to our neighbours the better. We did have a history of complaints with the beepers that were previously being used but these stopped when we switched to the bbs-tek®."

Dr Miles Watkins
Head of Quality and Environment at
Aggregate Industries plc.

Thank you for the opportunity to evaluate your product. We have completed our testing of your product and find that it exceeds our expectations. Your bbs-tek® bbs-102 was evaluated on a CAT® 980G at our Hayden Facility from April 15, 2005 to May 1, 2005. This quarry is in a canyon and one of the quarries that neighbors often complain about the noise of old backup alarms. We operate from this quarry from 6:00am to 8:00pm Monday to Saturday, with Saturday mornings being especially problematic. During this time we received no complaints during the testing period. In situations where noise would be a concern, your product would be the perfect product for those environments. We found that the bbs-tek® bbs-102 was also a perfect direct replacement for the existing alarm and easy to install. Thank you again for this unique opportunity to try your product.

Donald Leamon
Operations Manager, Westside Rock LLC.

9.56.085—Automatic Reverse Signal Alarms

A. After January 1, 2009, the only automatic reverse signal alarms allowed on yard vehicles shall be broadband (white noise) sound alarms or self-adjusting tone alarms, that continuously monitor background sound and automatically adjust the alarm volume to no more than 10 db above the sampled noise level. Acceptable devices include the BBS-TEK Brigade SA-BBS-97, Preco Model 6011/6010, or similar devices. After January 1, 2009, use of any non self-adjusting automatic reverse signal alarm, or an alarm volume that is more than 10 db above the background sound level, shall be a violation of this chapter.

B. For the purposes of this section “yard vehicle” means a motor vehicle used primarily on-premises, and not used on public highways, for carrying or moving materials or property, including forklifts, truck lifts, yard hostlers, or yard tractors.

C. This section shall not apply to yard vehicles on construction sites or property used primarily for the commercial production of crops or livestock.

MEMORANDUM
For Meeting of September 9, 2008

TO: Mayor and Councilmembers
THROUGH: Steve Worthington
FROM: Russ Blount
SUBJECT: **Resolution 1237-08** – Set Hearing, Declare Intent to Form 70th Ave/48th St. E. LID

REPORT IN BRIEF: Set a public hearing for October 14 to formally consider the formation of a Local Improvement District (LID) to fund improvements along 70th Avenue East, south of 43rd Street East, and along 45th and 48th Streets East, east of 70th Avenue East. Improvements will consist of sewers in 70th and 45th, and sewers, water main, and storm drain lines along 48th.

BACKGROUND: The City of Fife has received petitions from property owners representing over 60 percent of the land area and the preliminary assessment roll, excluding the area of the land owned by the City of Fife and its associated preliminary assessments. If the Council approves the assessment of City-owned property in the LID, the owner-backed participation will represent over 70 percent of the land area and almost 80 percent of the preliminary assessments.

ATTACHMENTS: Resolution 1237-08 and attachments.

DISCUSSION: This resolution does nothing more binding than to schedule the public hearing. The LID would not move forward unless the Council, after considering all information available through the hearing, approves a further Ordinance creating the LID.

FISCAL IMPACT: The LID assessments are currently estimated to total approximately, \$10,340,000, with approximately \$4,690,000 of that amount assessed to the City of Fife and \$5,650,000 assessed to other property owners.

ALTERNATIVE COURSES OF ACTION:

1. Approve Resolution 1237-08, as drafted.
2. Amend Resolution 1237-08, and approve the amended resolution.
3. Decline to approve Resolution 1237-08.

RECOMMENDATIONS: Approve Resolution 1237-08, as drafted.

SUGGESTED MOTION: Motion to Approve Resolution 1237-08.



Russ Blount
 Public Works Director

Approved for Agenda



Steve Worthington
 City Manager

RESOLUTION NO. 1237

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FIFE, PIERCE COUNTY, WASHINGTON SETTING A PUBLIC HEARING AT WHICH CITIZENS CAN EXPRESS THEIR OBJECTIONS TO THE CITY FORMING A LOCAL IMPROVEMENT DISTRICT (LID) TO PAY IN WHOLE OR IN PART FOR ALL OR SOME OF THE COSTS ASSOCIATED WITH THE IMPROVEMENTS ALONG 70TH AVENUE EAST, SOUTH OF 43RD STREET EAST, AND ALONG 45TH AND 48TH STREETS EAST, EAST OF 70TH AVENUE EAST. IMPROVEMENTS WILL CONSIST OF SEWERS IN 70TH AND 45TH, AND SEWERS, WATER MAIN AND STORM DRAIN LINES ALONG 48TH BY LEVYING AND COLLECTING ASSESSMENTS UPON THE PROPERTY WITHIN THE PROPOSED IMPROVEMENT DISTRICT, AND EXPRESSING THE COUNCIL'S INTENT TO FORM THE LOCAL IMPROVEMENT DISTRICT AND ORDER THE CONSTRUCTION OF THE IMPROVEMENTS.

WHEREAS, the City owns and operates sanitary sewer, water utilities and a storm drain system; and

WHEREAS, the City intends to make significant and costly road improvements along 70th Avenue East, South of 43rd Street East, and along 45th and 48th Streets East, East of 70th Avenue East; and

WHEREAS, the most cost effective way to extend public water and sewer service to the property surrounding the anticipated new road improvements is for the water and sewer lines to be placed in the public right of way before road improvements are constructed; and

WHEREAS, construction and installation of sanitary sewer and water mains and storm drain lines along 70th Avenue East, South of 43rd Street East, and along 45th and 48th Streets East, East of 70th Avenue East is necessary to protect the public health and safety and to serve the properties bounded thereto; and

WHEREAS, the City Council intends to hold a public hearing before it makes a final decision on whether or not to form a Local Improvement District to pay for all or some of the sewer and water improvements, but state law requires that this resolution to be passed before the hearing is held; and

WHEREAS, further delay in passing this resolution may result in the needed road construction improvements being delayed; and

WHEREAS, the Council does not want to delay the road project, and thus wants to leave open the option of whether or not funding for the water and sewer improvements will be funded in whole or in part through the formation of a Local Improvement District, now, therefore

BE IT RESOLVED the Council hereby expresses its intent to order the construction and installation of sanitary sewer and water mains on 70th Avenue East, South of 43rd Street East, and along 45th and 48th Streets East, East of 70th Avenue East (the "Improvements") and to form a Local Improvement District (the "Local Improvement District") to pay for all or some of the Improvements, but will not take final action with regards to forming the Local Improvement District until after hearing input from the public at the public hearing to be held on October 14, 2008, as referenced below. The nature and territorial extent of the Improvements are set forth in Exhibit A attached hereto, the preliminary roll is set forth in Exhibit B attached hereto.

BE IT FURTHER RESOLVED that the anticipated cost of the Improvements is approximately \$10,340,000 and it is the intent of the Council that the Improvements will be paid as follows: approximately \$4,690,000 will be assessed to the City of Fife, and approximately \$5,650,000 assessed to other property owners by the levy and collection of assessments upon the property within the proposed Local Improvement District.

BE IT FURTHER RESOLVED that included in the proposed assessment amounts will be all costs and expenses incurred by the City as authorized by RCW 35.44.020 including costs incurred by the City in the Local Improvement District formation process.

BE IT FURTHER RESOLVED that the assessments may vary from assessment estimates as long as they do not exceed a figure equal to the increased true and fair value the improvement adds to the property being assessed.

BE IT FURTHER RESOLVED that a public hearing shall be held at 7:00 P.M. on October 14, 2008 at Fife City Hall Council Chambers, 5411 23rd Street East, Fife, Washington for the purposes of allowing persons who may desire to object to the formation of the Local Improvement District to appear and present their objections at that time.

BE IT FURTHER RESOLVED that the City Clerk is authorized and directed to publish this resolution in at least two consecutive issues of the official newspaper of the City, the first publication to be at least fifteen days before the date fixed for the public hearing.

BE IT FURTHER RESOLVED that the City Clerk is authorized and directed to give notice of the public hearing by mail at least fifteen days before the day fixed for the hearing to the owners or reputed owners of all lots, tracts, and parcels of land or other property to be

specially benefited by the proposed Improvements, as shown on the rolls of the county assessor, directed to the address thereon shown. The notice shall set forth the nature of the proposed Improvement, the estimated cost, a statement that actual assessments may vary from assessment estimates so long as they do not exceed a figure equal to the increased true and fair value the improvement, or street lighting, adds to the property, and the estimated benefits of the particular lot, tract, or parcel.

BE IT FURTHER RESOLVED that the City Engineer is directed to submit to the City Council on or prior to September 19, 2008 all data and information required by law to be submitted.

ADOPTED by the City Council at an open public meeting held on the 9th day of September, 2008.

Barry Johnson, Mayor

Attest:

Steve Marcotte, City Clerk

3/3/2008

CITY OF FIFE
LOCAL IMPROVEMENT DISTRICT 2008-02
SEWER AND WATER IMPROVEMENTS FOR 70TH AVE E / 48TH STREET EAST AREA

Lot #	Parcel Number	Tax Payer Name	Petition Received	Total Assessment	Assessment of Petitioned Parcels	Petitioned Non-Fife Assessments % of Total	Petitioned % of Total	Total Area (acres)	Area of Petitioned Parcels (acres)	Petitioned Non-Fife Area	Petitioned % of Total
1	0420184057	Markham, William	8/29/08	\$ 102,342	\$ 85,179	1.51%	0.82%	1.52	1.52	1.53%	1.08%
2	0420184058	Markham, William	8/29/08	\$ 57,155	\$ 57,155	1.01%	0.55%	1.02	1.02	1.02%	0.72%
3	0420184038	BRITT JEANNE M		\$ 33,060	-	0.00%	0.00%	0.59	0.00	0.00%	0.00%
4	0420177004	GANZ INVESTMENT LLC		\$ 212,696	-	0.00%	0.00%	4.00	0.00	0.00%	0.00%
5	0420177003	CHOO CHOO INVESTMENTS LLC	4/15/08	\$ 293,311	-	0.00%	0.00%	8.14	0.00	0.00%	0.00%
6	0420173012	ORBUS INVESTMENTS LLC		\$ 1,007,956	\$ 1,007,956	17.84%	9.75%	20.00	20.00	20.09%	14.21%
7	0420177002	CHOO CHOO INVESTMENTS LLC		\$ 206,032	-	0.00%	0.00%	3.72	0.00	0.00%	0.00%
8	0420177001	PREMIER INDUSTRIES INC		\$ 162,502	-	0.00%	0.00%	2.90	0.00	0.00%	0.00%
9	0420173044	PREMIER INDUSTRIES INC		\$ 327,244	-	0.00%	0.00%	5.84	0.00	0.00%	0.00%
10	0420184043	MURREY'S DISPOSAL CO INC	8/25/08	\$ 9,526	\$ 9,526	0.17%	0.09%	0.17	0.17	0.17%	0.12%
11	0420184039	MURREY'S DISPOSAL CO INC	8/25/08	\$ 33,581	\$ 33,581	0.59%	0.32%	0.60	0.60	0.60%	0.43%
12	0420184038	MURREY'S DISPOSAL CO INC ETAL	9/2/08	\$ 349,097	\$ 349,097	6.18%	3.38%	6.23	6.23	6.26%	4.43%
13	0420184041	MURREY'S DISPOSAL CO INC ETAL	9/3/08	\$ 22,229	\$ 22,229	0.39%	0.21%	0.40	0.40	0.40%	0.28%
14	0420184036	MURREY'S DISPOSAL INC	8/25/08	\$ 36,423	\$ 36,423	0.64%	0.35%	0.65	0.65	0.65%	0.46%
16	0420173027	MURREY'S DISPOSAL CO INC	8/25/08	\$ 19,612	\$ 19,612	0.35%	0.19%	0.35	0.35	0.35%	0.25%
17	0420173021	MURREY'S DISPOSAL CO INC	8/25/08	\$ 52,112	\$ 52,112	0.92%	0.50%	0.93	0.93	0.93%	0.66%
18	0420173020	MURREY'S DISPOSAL CO INC	8/25/08	\$ 104,224	\$ 104,224	1.84%	1.01%	1.86	1.86	1.87%	1.32%
19	0420202003	MURREY'S DISPOSAL CO INC	8/25/08	\$ 56,035	\$ 56,035	0.99%	0.54%	1.00	1.00	1.00%	0.71%
20	0420184020	D M DISPOSAL CO INC	8/25/08	\$ 243,127	\$ 243,127	4.30%	2.35%	4.34	4.34	4.36%	3.08%
21	0420191000	D M DISPOSAL CO INC	8/25/08	\$ 27,014	\$ 27,014	0.48%	0.26%	0.48	0.48	0.48%	0.34%
22	0420202035	O NEILL & MARTIN		\$ 551,771	-	0.00%	0.00%	8.20	0.00	0.00%	0.00%
23	0420202040	MURREY TRUST		\$ 216,295	-	0.00%	0.00%	3.86	0.00	0.00%	0.00%
24	0420173047	POTTER MARTIN A & CHARLOTTE J	4/15/08	\$ 67,325	\$ 67,325	1.19%	0.65%	1.00	1.00	1.00%	0.71%
25	0420173048	POTTER MARTIN A & CHARLOTTE J	4/15/08	\$ 129,396	\$ 129,396	2.29%	1.25%	1.92	1.92	1.93%	1.36%
26	0420173008	POTTER MARTIN A & CHARLOTTE J	4/15/08	\$ 129,396	\$ 129,396	2.29%	1.25%	1.95	1.95	1.96%	1.39%
27	0420173024	KNUDSON FAMILY TRUST		\$ 131,284	-	0.00%	0.00%	1.95	0.00	0.00%	0.00%
28	0420173025	DURIS FAMILY LP	8/26/08	\$ 131,284	\$ 131,284	2.32%	1.27%	1.95	1.95	1.96%	1.39%
29	0420173018	RICHTER JOAN E	8/29/08	\$ 170,333	\$ 170,333	3.01%	1.65%	2.53	2.53	2.54%	1.80%
34	0420191020	MURREY'S DISPOSAL INC	8/25/08	\$ 12,327	\$ 12,327	0.22%	0.12%	0.22	0.22	0.22%	0.16%
42	0420173039	REES DALE M & MARLA J TTEE	8/22/08	\$ 125,224	\$ 125,224	2.22%	1.21%	1.86	1.86	1.87%	1.32%
43	0420173037	REES DALE M & MARLA J TTEE	8/22/08	\$ 111,087	\$ 111,087	1.97%	1.07%	1.65	1.65	1.66%	1.17%
44	0420173038	REES DALE M & MARLA J TTEE	8/22/08	\$ 23,564	\$ 23,564	0.42%	0.23%	0.35	0.35	0.35%	0.25%
45	0420173029	REES DALE M & MARLA J TTEE	8/22/08	\$ 23,564	\$ 23,564	0.42%	0.23%	0.35	0.35	0.35%	0.25%
46	0420173031	REES DALE M & MARLA J TTEE	8/22/08	\$ 144,749	\$ 144,749	2.56%	1.40%	2.15	2.15	2.16%	1.53%
47	0420206001	Sulikosky, Edward & Joanna	7/31/08	\$ 35,682	\$ 35,682	0.63%	0.35%	0.53	0.53	0.53%	0.38%
48	0420206002	ROESCH DAVID E & PATSY A	7/31/08	\$ 260,548	\$ 260,548	4.61%	2.52%	3.87	3.87	3.89%	2.75%
49	0420173040	Graffis, Jerry & Patricia		\$ 30,969	-	0.00%	0.00%	0.46	0.00	0.00%	0.00%
			Subtotal	\$ 5,460,076	\$ 3,467,749	61.38%	33.54%	99.54	59.88	60.16%	42.54%
30	0420202071	CITY OF FIFE	Assumed	\$ 1,556,605	\$ 1,556,605		15.05%	9.26	9.26		6.58%
31	0420202070	CITY OF FIFE	Assumed	\$ 1,053,667	\$ 1,053,667		10.19%	13.68	13.68		9.72%
32	0420202072	CITY OF FIFE	Assumed	\$ 101,269	\$ 101,269		0.98%	1.10	1.10		0.78%
33	0420202073	CITY OF FIFE	Assumed	\$ 2,275	\$ 2,275		0.02%	0.34	0.34		0.24%
34	0420202071	CITY OF FIFE	Assumed	\$ 38,687	\$ 38,687		0.37%	0.02	0.02		0.01%
35	0420202072	CITY OF FIFE	Assumed	\$ 118,338	\$ 118,338		1.14%	0.89	0.89		0.63%
36	0420202074	CITY OF FIFE	Assumed	\$ 17,068	\$ 17,068		0.17%	0.02	0.02		0.01%
37	0420202075	CITY OF FIFE	Assumed	\$ 72,823	\$ 72,823		0.70%	0.64	0.64		0.45%
38	0420202073	CITY OF FIFE	Assumed	\$ 2,275	\$ 2,275		0.02%	0.15	0.15		0.11%
39	0420202074	CITY OF FIFE	Assumed	\$ 184,335	\$ 184,335		1.78%	1.04	1.04		0.74%
40	0420202075	CITY OF FIFE	Assumed	\$ 125,166	\$ 125,166		1.21%	12.47	12.47		8.86%
41	0420201117	CITY OF FIFE	Assumed	\$ 1,417,417	\$ 1,417,417		13.71%	1.62	1.62		1.15%
			Subtotal	\$ 4,689,925	\$ 4,689,925		45.36%	41.23	41.23		29.29%
			Grand Total	\$ 10,340,001	\$ 8,157,674		78.89%	140.77	101.11		71.83%

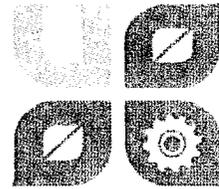
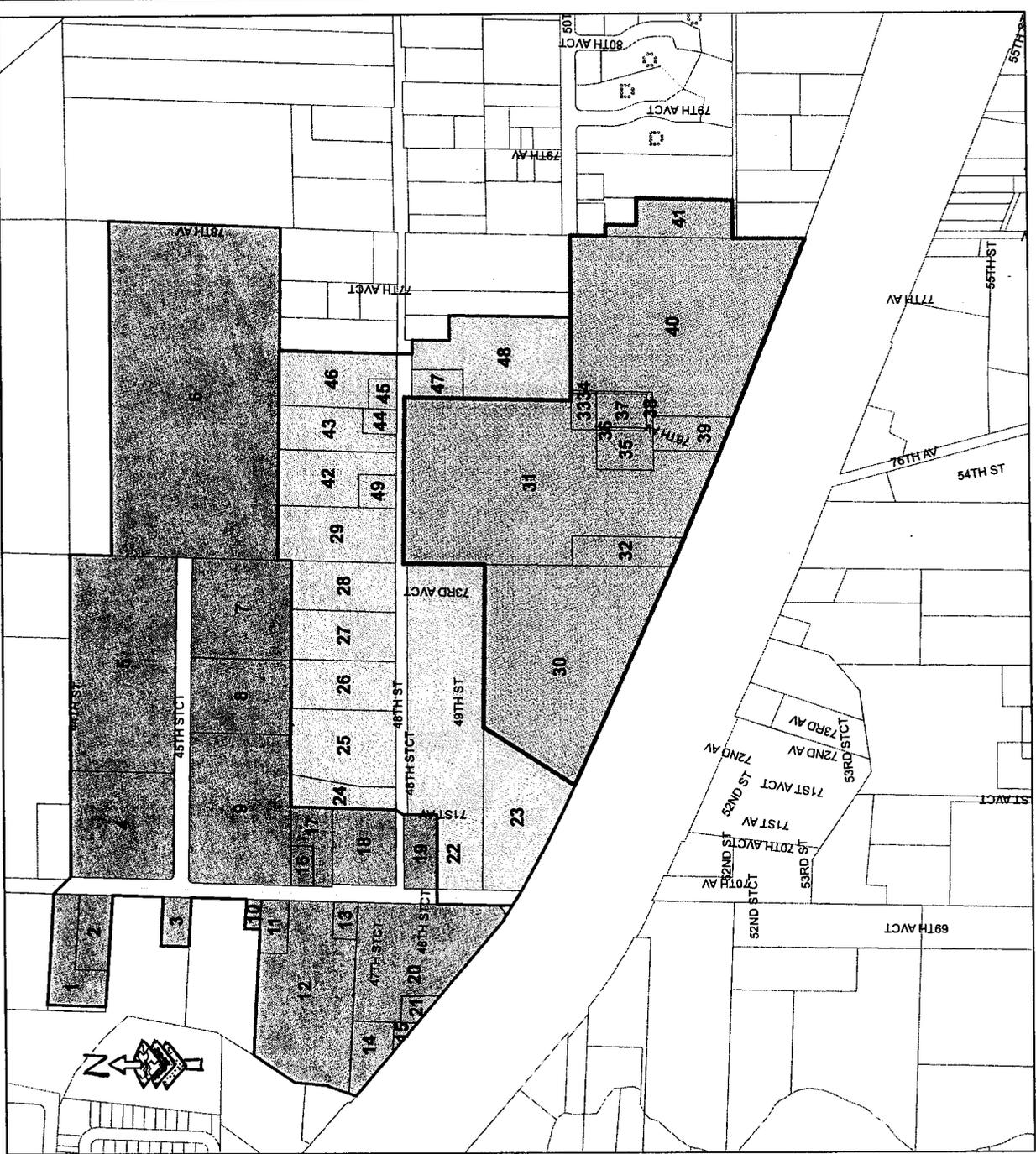


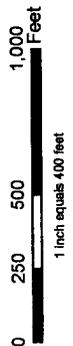
EXHIBIT A
City of Fife
LID No. 08-2
48th St East
LID Properties



LOT #	TAX PARCEL NUMBER
1	0420184057
2	0420184058
3	0420184038
4	0420177004
5	0420177003
6	0420173012
7	0420177002
8	0420177001
9	0420173044
10	0420184043
11	0420184039
12	0420184018
13	0420184036
14	0420184036
15	0420191020
16	0420173027
17	0420173021
18	0420173020
19	0420202003
20	0420184020
21	0420191000
22	0420202035
23	0420202040
24	0420173047
25	0420173048
26	0420173008
27	0420173024
28	0420173025
29	0420173018
30	0420202071
31	0420202700
32	0420202072
33	0420202073
34	0420202701
35	0420202702
36	0420202074
37	0420202075
38	0420202703
39	0420202704
40	0420202705
41	0420201117
42	0420173039
43	0420173037
44	0420173038
45	0420173028
46	0420173031
47	0420202001
48	0420202002
49	0420173040

LEGEND

- Sewer LID Boundary
- Sewer LID Parcels
- Sewer & Water LID Boundary
- Sewer & Water LID Parcels
- Sewer, Water & Storm LID Boundary
- Sewer, Water & Storm LID Parcels

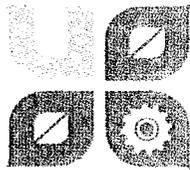


Prepared by RH2 Engineering
 Modified: March 19, 2008
YOUR BEST SOURCE FOR WATER AND WASTEWATER LID No. 8-2 Properties

EXHIBIT B

Lot #	Taxpayer Name	Parcel Number	Total Acres	Buildable Acres	Buildable % of Parcel	Buildable % of LID	Preliminary Water Assess	Preliminary Sewer Assess	Preliminary Storm Assess	Preliminary Total Assess	Mailing Address
1	Markham William C	0420184057	1.52	1.02	100.0%	1.12%	\$17,162	\$65,179	\$0	\$102,342	PO Box 935 Spanaway Wa 98387-0935
2	Markham William C	0420184058	1.02	1.02	100.0%	0.75%	\$0	\$57,155	\$0	\$57,155	Spanaway Wa 98387-0935
3	Birt Jeanne M	0420184038	0.59	0.59	100.0%	0.44%	\$0	\$33,060	\$0	\$33,060	File Wa 98424
4	Choo Investment LLC	0420177004	4.00	3.80	94.9%	2.80%	\$0	\$212,696	\$0	\$212,696	7009 46th Street Ct E File Wa 98424-3700
5	Choo Investment LLC	0420177003	8.14	5.23	64.3%	3.88%	\$0	\$293,311	\$0	\$293,311	14416 W Thorne Ln Sw Lakewood Wa 98466-2132
6	Choo Investment LLC	0420177012	20.00	17.89	89.8%	13.27%	\$0	\$1,007,956	\$0	\$1,007,956	450 Shattuck Ave S Ste 401 Lakewood Wa 98402-4483
7	Choo Investment LLC	0420177012	20.00	3.68	18.8%	2.71%	\$0	\$206,032	\$0	\$206,032	14416 W Thorne Ln Sw Lakewood Wa 98402-4483
8	Premier Industries Inc	0420177001	2.90	2.90	100.0%	2.14%	\$0	\$162,502	\$0	\$162,502	1019 Pacific Ave Ste 1501 Tacoma Wa 98402-4483
9	Premier Industries Inc	0420177004	5.84	5.84	100.0%	4.31%	\$0	\$327,244	\$0	\$327,244	PO Box 399 Tacoma Wa 98371-0158
10	Murray's Disposal Co Inc	0420184043	0.17	0.17	100.0%	0.13%	\$0	\$33,581	\$0	\$33,581	PO Box 389 Puyallup Wa 98371-0158
11	Murray's Disposal Co Inc	0420184039	0.60	0.60	100.0%	0.44%	\$0	\$349,097	\$0	\$349,097	35 Iron Point Cir Ste 200 Folsom Ca 95630-6569
12	Murray's Disposal Co Inc	0420184018	6.23	6.23	100.0%	4.60%	\$0	\$22,229	\$0	\$22,229	35 Iron Point Cir Ste 200 Folsom Ca 95630-6569
13	Murray's Disposal Co Inc	0420184041	0.40	0.40	100.0%	0.29%	\$0	\$38,423	\$0	\$38,423	PO Box 399 Puyallup Wa 98371-0158
14	Murray's Disposal Co Inc	0420184038	0.65	0.65	100.0%	0.48%	\$0	\$12,327	\$0	\$12,327	PO Box 399 Puyallup Wa 98371-0158
15	Murray's Disposal Co Inc	0420191020	0.22	0.22	100.0%	0.16%	\$0	\$19,612	\$0	\$19,612	PO Box 399 Puyallup Wa 98371-0158
16	Murray's Disposal Co Inc	0420173027	0.35	0.35	100.0%	0.26%	\$0	\$52,112	\$0	\$52,112	PO Box 399 Puyallup Wa 98371-0158
17	Murray's Disposal Co Inc	0420173021	0.93	0.93	100.0%	0.69%	\$0	\$104,224	\$0	\$104,224	PO Box 399 Puyallup Wa 98371-0158
18	Murray's Disposal Co Inc	0420173020	1.86	1.86	100.0%	1.37%	\$0	\$56,035	\$0	\$56,035	PO Box 399 Puyallup Wa 98371-0158
19	Murray's Disposal Co Inc	0420202003	1.00	1.00	100.0%	0.74%	\$0	\$243,127	\$0	\$243,127	PO Box 399 Puyallup Wa 98371-0158
20	D M Disposal Co Inc	0420184020	4.34	4.34	100.0%	3.20%	\$0	\$27,014	\$0	\$27,014	524 Olympic Dr Nw Ste 214 Gig Harbor Wa 98335-1792
21	D M Disposal Co Inc	0420191000	0.48	0.48	100.0%	0.36%	\$92,530	\$458,240	\$0	\$551,771	P.O. Box 1657 Tacoma Wa 98401
22	O'Neill & Martin	0420202035	8.20	8.20	100.0%	6.05%	\$0	\$216,295	\$0	\$216,295	7111 48th St E File Wa 98424
23	Murray Trust	0420202040	3.86	3.86	100.0%	2.85%	\$11,290	\$56,035	\$0	\$67,325	7111 48th St E File Wa 98424
24	Potter Martin A & Charlotte J	0420173047	1.00	1.00	100.0%	0.74%	\$10,999	\$107,696	\$0	\$118,695	7111 48th St E File Wa 98424
25	Potter Martin A & Charlotte J	0420173048	1.92	1.92	100.0%	1.42%	\$21,699	\$107,696	\$0	\$129,396	7111 48th St E File Wa 98424
26	Potter Martin A & Charlotte J	0420173008	1.92	1.92	100.0%	1.42%	\$109,268	\$107,696	\$0	\$216,964	2481 Santa Ysabel Ave Puyallup Wa 98372-3227
27	Knudson Family Trust	0420173024	1.95	1.95	100.0%	1.44%	\$22,016	\$109,268	\$0	\$131,284	524 Olympic Dr Nw Ste 214 Gig Harbor Wa 98335-1792
28	Duris Family Lp	0420173025	1.95	1.95	100.0%	1.44%	\$26,564	\$141,769	\$0	\$168,333	328 4th Ave Se Puyallup Wa 98372-3227
29	Richter Joan E	0420173018	2.53	2.53	100.0%	1.87%	\$104,548	\$516,884	\$0	\$621,432	5411 23rd St E File Wa 98424-2061
30	City Of File	0420202071	9.28	9.28	100.0%	6.83%	\$154,450	\$766,558	\$635,596	\$1,556,605	5411 23rd St E File Wa 98424-2061
31	City Of File	0420202700	13.68	13.68	100.0%	10.09%	\$12,419	\$81,639	\$51,108	\$125,166	5411 23rd St E File Wa 98424-2061
32	City Of File	0420202072	1.10	1.10	100.0%	0.81%	\$3,639	\$19,051	\$15,797	\$38,687	5411 23rd St E File Wa 98424-2061
33	City Of File	0420202073	0.94	0.94	100.0%	0.25%	\$228	\$1,120	\$929	\$2,275	5411 23rd St E File Wa 98424-2061
34	City Of File	0420202701	0.02	0.02	100.0%	0.01%	\$10,048	\$48,871	\$41,351	\$101,269	5411 23rd St E File Wa 98424-2061
35	City Of File	0420202702	0.89	0.89	100.0%	0.66%	\$228	\$48,871	\$41,351	\$101,269	5411 23rd St E File Wa 98424-2061
36	City Of File	0420202074	0.02	0.02	100.0%	0.01%	\$228	\$48,871	\$41,351	\$101,269	5411 23rd St E File Wa 98424-2061
37	City Of File	0420202075	0.64	0.64	100.0%	0.47%	\$7,226	\$35,662	\$28,735	\$72,823	5411 23rd St E File Wa 98424-2061
38	City Of File	0420202703	0.15	0.15	100.0%	0.11%	\$1,694	\$8,405	\$6,969	\$17,068	5411 23rd St E File Wa 98424-2061
39	City Of File	0420202704	1.04	1.04	100.0%	0.77%	\$11,742	\$56,276	\$48,320	\$116,338	5411 23rd St E File Wa 98424-2061
40	City Of File	0420202705	12.47	12.46	99.9%	9.19%	\$140,640	\$688,015	\$578,763	\$1,417,417	5411 23rd St E File Wa 98424-2061
41	City Of File	0420201117	1.82	1.82	100.0%	1.20%	\$18,290	\$90,777	\$75,268	\$184,335	5411 23rd St E File Wa 98424-2061
42	Rees Dale M & Maria J Ttee	0420173039	1.86	1.86	100.0%	1.37%	\$21,000	\$104,224	\$0	\$125,224	7519 48th St E File Wa 98424-3735
43	Rees Dale M & Maria J Ttee	0420173037	1.65	1.65	100.0%	1.22%	\$18,628	\$92,458	\$0	\$111,087	7519 48th St E File Wa 98424-3735
44	Rees Dale M & Maria J Ttee	0420173038	0.35	0.35	100.0%	0.26%	\$3,952	\$19,612	\$0	\$23,564	7519 48th St E File Wa 98424-3735
45	Rees Dale M & Maria J Ttee	0420173029	0.35	0.35	100.0%	0.26%	\$3,952	\$19,612	\$0	\$23,564	7519 48th St E File Wa 98424-3735
46	Rees Dale M & Maria J Ttee	0420173031	2.15	2.15	100.0%	1.59%	\$24,274	\$120,475	\$0	\$144,749	7519 48th St E File Wa 98424-3735
47	Sulkosky Edward J & Joanna	0420206001	0.53	0.53	100.0%	0.39%	\$5,984	\$29,688	\$0	\$35,681	7519 48th St E File Wa 98424-3735
48	ROESCH DAVID E & PATSY A	0420206002	3.87	3.87	100.0%	2.85%	\$43,693	\$216,855	\$0	\$260,548	2218 93RD AVENUE CT E EDGEWOOD WA 98371-2152
49	Graffis Jerry W & Patricia	0420173040	0.46	0.46	100.0%	0.34%	\$5,193	\$25,775	\$0	\$30,968	7501 48th St E File Wa 98424-3735
TOTAL			140.74	135.56	96.3%	0.00%	\$829,000	\$7,598,000	\$1,915,000	\$10,342,000	
						\$11,290/ac	\$56,035/ac	\$1,291/ac	\$48,462/ac	\$113,787/ac	
						\$0.26/sf	\$1.07/sf	\$2.61/sf			

EXHIBIT C
City of Fife
LID No. 08-2
48th St East
Sanitary Sewer
Alignment



LEGEND

- LID Sanitary Sewer Boundary
- Pierce County Parcels
- County Contours (20-foot)
- 100 Year Floodway
- Proposed Sanitary Sewer Manholes
- Existing Sewer
- Proposed Sanitary Sewer Alignment (Color by Diameter)

8"
 12"
 15"

- Unbuildable Land and Wetland Buffers
- Lidar Data
- Elevation Value
- High : 45
- Low : 15

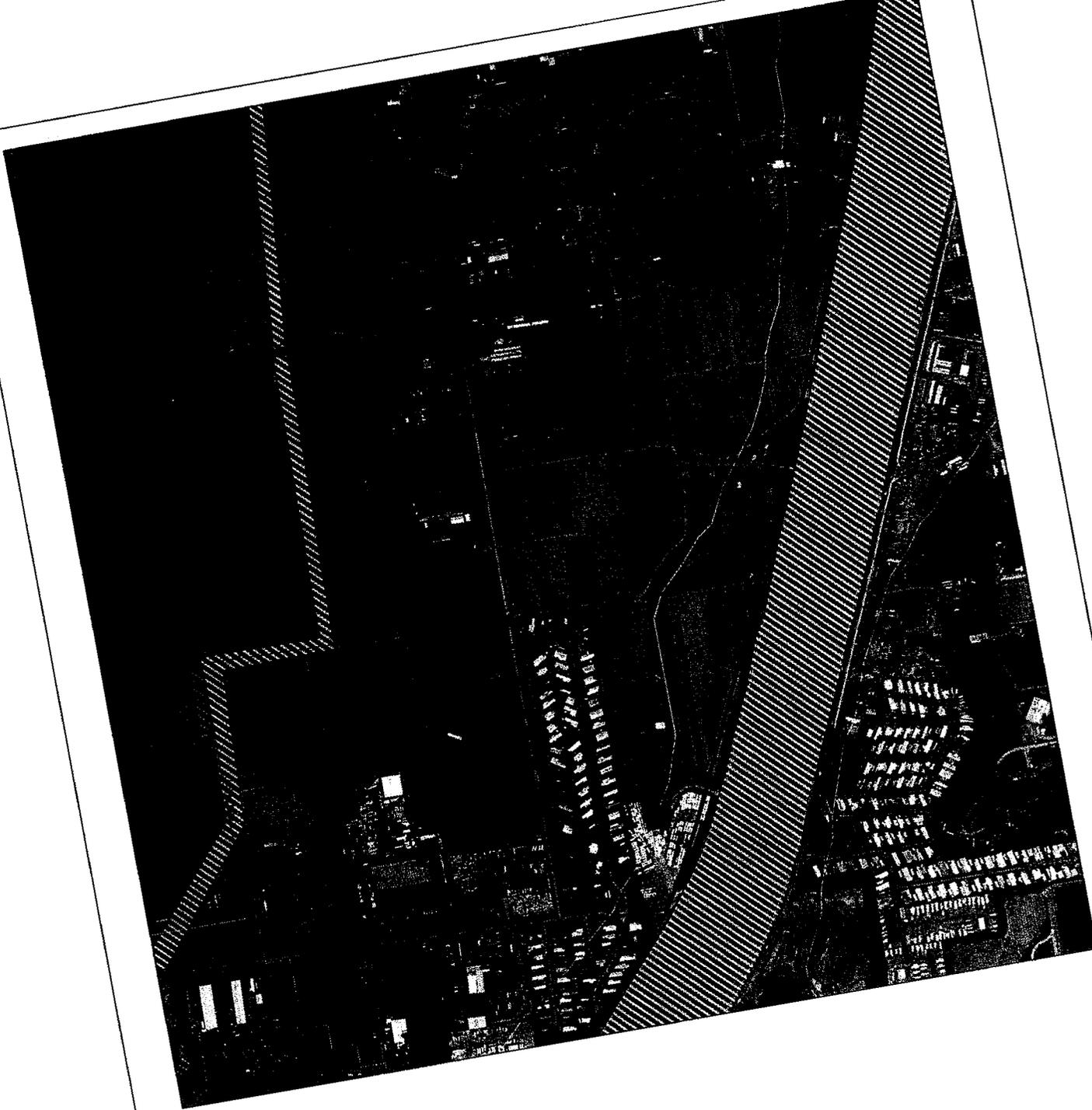
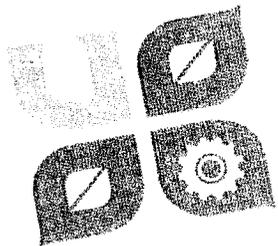


Prepared by RH2 Engineering

Modified: March 7, 2008

PROJECT NO. 08-2 (LID) 08-20-08-01-01

EXHIBIT D
City of Fife
LID No. 08-2
48th St East
Water Alignment

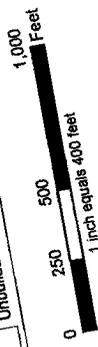


LEGEND

- LID Water Boundary
- Pierce County Parcels
- County Contours (20-foot)
- ▨ 100 Year Floodway
- - - Existing Water Main
- Proposed Water Main

Diameter

- 8"
- 12"
- Unbuildable Land and Wetland Buffers

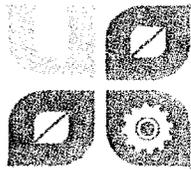


Prepared by RH2 Engineering

Modified: March 7, 2008

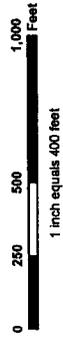
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EXHIBIT E
City of Fife
LID No. 08-2
48th St East
Storm Drainage
Alignment



LEGEND

	Storm Drainage LID Boundary
	Proposed Storm Drainage Alignment
	SD Pipe
	SD Ditch
	Pond
	CB
	100 Year Floodway
	Elevation Value
	High : 45
	Low : 15



Prepared by RH2 Engineering

Modified: March 19, 2008

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MEMORANDUM
For Meeting of October 9, 2007

TO: Mayor and Councilmembers
THROUGH: Steve Worthington
FROM: Russ Blount
SUBJECT: **Resolution 1238** – Authorize Agreement with RH2 Engineers for Development and Testing of Holt Well

REPORT IN BRIEF: Review proposal from RH2 for Development and Testing of Holt Well

BACKGROUND: The Council approved Resolution 1152 on October 9, 2007, authorizing RH2 to provide engineering of Municipal Water Supply Wells and Alternatives. The analysis determined that the Holt site was appropriate for further development and testing.

The Holt well is an incomplete well that was drilled to 600 feet in depth on the Holt property in 2005-7, while Randy Holt still controlled the drilling company that bears his name. He invested in the well during employees' and equipment slack time, on speculation that if the well was productive the City of Fife or another party would buy the well. Mr. Holt has since sold the company, though not the property, and the new owner is not willing to make further investments on speculation.

It is common among municipal water purveyors to invest in well testing and construction in advance of any binding agreement for purchase of the well, as the value cannot be known until the well is completed. If water purveyors bought the land and rights before drilling, they would own many vacant sites of former dry holes; once the wells have been completed and tested purveyors can negotiate purchases or condemn sites for purchase at a court-determined fair market value.

ATTACHMENTS: Resolution 1238, RH2 proposal.

DISCUSSION: Further well drilling and subsequent testing will both prepare the City of Fife for the decision as to whether or not this well is suitable for purchase and use, but also improve its position to negotiate a more favorable long-term contract for purchase of water from Tacoma Public Utilities or an alternate purveyor.

FISCAL IMPACT: The proposal is for services to be provided on an hourly basis, with the fee limited to \$50,000 unless further authorized.

ALTERNATIVE COURSES OF ACTION:

1. Approve Resolution 1238 as written.
2. Amend Resolution 1238, and then approve as amended
3. Decline to approve Resolution 1238

RECOMMENDATIONS: Approve Resolution 1238 as written.

SUGGESTED MOTION: Motion to approve Resolution 1238.



Russ Blount
 Public Works Director

Approved for Agenda



Steve Worthington
 City Manager

RESOLUTION NO. 1238

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FIFE, PIERCE COUNTY, WASHINGTON AUTHORIZING A CONTRACT WITH RH2 ENGINEERING, INC. FOR ENGINEERING SERVICES ASSOCIATED WITH DEVELOPING AND TESTING THE HOLT WELL

WHEREAS, the City of Fife has submitted a comprehensive water system plan update to Washington State Department of Health (WDOH) and that document describes the City's plan to provide for future water demand through development of one or more municipal wells; and

WHEREAS, An incomplete well exists on tax parcel 0420171064, owned by Randy and Barbara Holt, and the completion and testing of that well will to lead to either a well suitable for acquisition and development or to the elimination of that site from further consideration;

WHEREAS, The Council approved Resolution 1152 on October 9, 2007, authorizing RH2 to provide engineering of Municipal Water Supply Wells and Alternatives and RH2 has determined that the likelihood of successful development of a well at the Holt site is sufficient as to warrant further development and testing; now, therefore

BE IT RESOLVED that the Fife City Council hereby:

Authorizes the execution of a contract with RH2 Engineering Inc. for provision of engineering services associated with the development and testing of the well on tax parcel 0420171064 in general accordance with the scope and fee as attached hereto, and the standard form of agreement for professional services as prepared by the City Attorney.

ADOPTED by the City Council at an open public meeting held on the 9th day of September, 2008.

Barry D. Johnson, Mayor

Attest:

Steven Marcotte, City Clerk



RH2 ENGINEERING, INC
http://www.rh2.com
mailbox@rh2.com
1.800.720.8052

August 19, 2008

Mr. Russ Blount, P.E.
Public Works Director
City of Fife
5411 23rd Street East
Fife, WA 98424

WESTERN WASHINGTON
12100 NE 195th St., Suite 100
Bothell, WA 98011
(tel) 425.951.5400
(fax) 425.398.2774

Sent Via: Email and US Mail

**Subject: Groundwater Supply Development Contract Amendment No. 1
Holt Well Exploration**

Dear Mr. Blount:

Enclosed with this letter is Contract Amendment No. 1 for continuing the Holt Well exploration. Randy Holt owns a well and property near Valley Avenue East and Freeman Road East. This boring has been drilled to a depth of approximately 700 feet. We recommend that this boring be deepened to a depth of approximately 900 feet to explore the production capacity and water quality of the aquifers in this area.

If the results of this additional exploratory boring show favorable conditions for groundwater development, RH2 will recommend how the City of Fife (City) should proceed in developing potential groundwater sources in this area, which likely would include installing a test screen, pumping the well for 24 hours and evaluating the pumping results to assess potential well yield. Pumping test costs and analysis are not included in this phase of work and are estimated at \$40,000 to \$45,000 for a drilling contractor and professional services. If results from this well and testing are favorable, the City may enter into an agreement with Randy Holt for the ownership of this well.

The Scope of Work for this amendment is attached as **Exhibit A**, and our Engineering Fee Estimate is attached as **Exhibit B**, with a fee amount not to exceed \$50,000 unless written authorization to exceed that amount is received from the City. The costs for exploratory well drilling are based on unit prices provided by the drilling contractor and 200 feet of drilling. Should drilling conditions change or deeper drilling be required the contract would require an amendment to cover the additional costs.

This work will be accomplished via a contract amendment to the Professional Services Agreement for the Groundwater Supply Development Contract between the City of Fife and RH2 Engineering, Inc. Following approval and acceptance please provide authorization by signing two copies of Contract Amendment No. 1, keeping one for your files and returning one to RH2.

RECEIVED
PUBLIC WORKS

AUG 20 2008

City of Fife



We are prepared to proceed with this work as soon as authorization is received from the City. If you have any questions regarding this proposal, please contact us at your earliest convenience.

Sincerely,

RH2 ENGINEERING, INC.

A handwritten signature in black ink, appearing to read 'Tony Pardi', is written over the typed name.

Tony Pardi, P.E.
Vice President

SN/TVP/jw/sp

Enclosures: Contract Amendment No. 1 (two copies)
Exhibit A: Scope of Work
Exhibit B: Engineering Fee Estimate

Contract Amendment No. 1
Groundwater Supply Development

In accordance with our Professional Services Agreement for Groundwater Supply Development dated November 28, 2007, this is an authorization to revise the project Scope of Work as described below. The work will be performed and invoiced using the terms and conditions listed in the Original Agreement.

Add the following items to the Scope of Work:

Please see the attached **Exhibit A, Scope of Work** and **Exhibit B, Fee Estimate**.

The engineering fee authorization will increase by \$50,000 for a total authorization amount of \$215,000.

Please sign this authorization in the space provided below and mail or fax to RH2 Engineering, 12100 NE 195th Street, Suite 100, Bothell, WA 98011. FAX 425-398-2774.

RH2 Engineering, Inc.

City of Fife

Signature

Signature

Title

Title

Date

Date

Tony V. Pardi

Vice President

8/19/08

CITY OF FIFE
HOLT WELL EXPLORATION
CONTRACT AMENDMENT NO. 1
EXHIBIT A
SCOPE OF WORK

Phase 1 – Development of an Exploration Well

Objective: Deepen the existing Holt boring located on Randy Holt's property near Valley Avenue East and Freeman Road East. The drilling will be completed by Boart Longyear. RH2 will use the results from this well exploration to advise the City of Fife (City) on the potential of reliable water production and water quality from the aquifers in this area. Depending on the outcome of this drilling operation the well may be abandoned per Department of Ecology (Ecology) standards or further developed for use by the City.

Approach:

- A. Coordination with Boart Longyear to deepen the existing Holt well, including setting up the drilling rig, removing the existing plug, flushing the 10-inch casing down to the bottom of the existing 12-inch well, drilling an additional 200 feet of 10-inch casing, limited well-yield testing using bail-down methods and disposal of cuttings.
- B. Coordination with Randy Holt on the potential transfer of ownership of this well.
- C. On-site observation of the well drilling operation by a licensed geologist to confirm the compliance of drilling activities with standards of practice and Ecology well drilling regulations. Observations will include drilling activity; drill cuttings inspection; field testing of groundwater quality parameters, including pH, iron, manganese and odors; and observation of groundwater levels. Deliverables will include a summary of drilling activities and observations and a log of the boring. Note: Changing drilling conditions or deeper drilling would require a contract amendment for additional costs.
- D. Prepare a letter recommending how the City should proceed with its groundwater development effort based on the outcome of this exploratory well. Note: If the findings indicate favorable conditions, the next step would include installation of a well screen and 8-to-24 hours of pumping to assess aquifer conditions, water quality and sustainable yield. This subsequent task is not included in this Scope of Work.

Product: Complete well drilling to a depth of 900 feet. Comments and recommendations contained in a letter report regarding the results of the exploratory well.

**EXHIBIT B
CITY OF FIFE
COMPLETION OF THE HOLT EXPLORATION WELL
ESTIMATE OF TIME AND EXPENSE**

Principal VI		Professional VI		Administrative I	
Principal		Project Engineer		Word Proc.	
Hrs	Cost	Hrs	Cost	Hrs	Cost

DIRECT PERSONNEL COST

PHASE ONE - DEVELOPMENT OF AN EXPLORATION WELL

Coordination with Boart Longyear		\$0	2	\$316	1	\$51	\$367
Coordination with Randy Holt	2	\$340	2	\$316	1	\$51	\$707
Observation of Well Drilling and Development		\$0	6	\$948	1	\$51	\$999
Recommendation on Next Steps	4	\$680	2	\$316	1	\$51	\$1,047

SUBTOTAL PERSONNEL COSTS	6	\$1,020	12	\$1,896	4	\$204	\$3,120
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NON-PERSONNEL COSTS

Exploration Well Drilling		\$46,800
Faxes, Postage, Mileage, and Miscellaneous Expenses		\$55
Printing		\$25

SUBTOTAL NON-PERSONNEL EXPENSES		\$46,880
--	--	-----------------

TOTAL		\$50,000
--------------	--	-----------------

MEMORANDUM
For the Meeting of September 9, 2008

TO: Honorable Mayor and City Council
 THROUGH: Steve Worthington, City Manager
 FROM: Carl Durham, Acting Community Development Director; Chris Pasinetti, Planner
 1
 SUBJECT: Commute Trip Reduction (CTR) Plan update.

REPORT IN BRIEF: In 2006, the State Legislature passed the Commute Trip Reduction (CTR) Efficiency Act, in order to improve the carrying capacity of the state transportation system, improve air quality, and conserve energy. The Act requires local governments in nine Washington counties experiencing the greatest traffic congestion to develop (and implement) plans to lower the number of vehicle miles traveled (VMT), as well as reduce single-occupant vehicle (SOV) trips. The 2006 CTR Efficiency Act applies to local jurisdictions in Pierce County. A draft plan for Fife has been prepared by City Staff, with assistance from a consultant.

BACKGROUND: The CTR Efficiency Act is based on the 1991 CTR law that requires major employers (at least 100 employees at a single worksite that arrive between 6am and 9am, public or private) to implement trip reduction programs. As a result of the changes in the CTR law, the City is required to develop its CTR Plan, and include goals and targets through the year 2011, with a description of the methodology for meeting those goals & targets. The CTR Plan is a collection of goals and policies, facility and service improvements, and marketing strategies that support a reduction in drive-alone trips and vehicle miles traveled.

The Fife Municipal Code will need to be amended to accommodate the new plan and the revised goals from the CTR Efficiency Act. For example:

FMC 17.19.070(A)-....The employees program must be designed to meet SOV/VMT reduction goals of 15 percent, 20 percent, 25 percent, and 35 percent for 1995, 1997, 1999, and 2005, respectively, from the zone's base year values.

The new plan designates that affected employers need a minimum 10% SOV rate and a 13% VMT reduction from their base line assessment 2011. This is consistent with the state law that requires that local jurisdictions to set goals and targets for their entire jurisdiction. The minimum target that each jurisdiction is required to establish for its urban growth area is a 10% reduction in drive alone commute trips by CTR commuters and a 13% reduction in vehicle miles traveled (VMT) per CTR commuter (pg. 13 CTR Efficiency Act Local Planning Guide).

Staff is suggesting amending the FMC to update the language and make it consistent with the updated plan's goals. Adopting the plan by reference will allow future revisions to the plan without the need for amending the FMC.

DISCUSSION: The City's plan update has been endorsed by Puget Sound Regional Council (PSRC) and was used to help create the Regional CTR Plan to be compatible with the CTR Efficiency Act. The City's plan is in attachment 1 to this staff report. Attachment 2 is an informational packet from WSDOT (Washington State Department of Transportation) regarding the CTR Efficiency Act.

Some of the benefits of the CTR plan include:

- Implements and meets goals within the City of Fife's Comprehensive Plan
Transportation Element:
Policy 1.3 Continue to implement the Commute Trip Reduction Plan for affected employees within the City and a Commute Trip Reduction Program for City work sites.

Implementation 1.3.2 Continue to implement a Commute Trip Reduction Ordinance and Plan requiring major employers to take steps to reduce the proportion of their employees who commute to work in single occupancy vehicles.

- Updates the FMC to achieve the goals of the CTR Efficiency Act.
- Conforms with State Law (Clean Air Act RCW 70.94)
- Helps meet the Goals of GMA (Growth Management Act) :
Discourage sprawling development
Encourage efficient transportation systems

Attachment 3 shows the steps taken to develop the CTR plan and subsequent adoption. Also in this attachment is an e-mail confirming that the Puget Sound Regional Council forwarded the plan to the CTR board, and the board approved the plan. This is the second to last step on the flow chart included; the last step is for the jurisdiction to adopt the final CTR plan into local ordinance. The optional step is not necessary as we currently have many goals and policies regarding commute trip reduction within the City's Comprehensive Plan.

FISCAL IMPACTS: None directly as a result of adopting the plan update; there is an indirect result from reducing drive alone trips (SOV's) and Vehicle Miles Traveled (VMT's) in forms of increased road system efficiency, reduced traffic congestion, reduced air pollution, and a reduction in road way wear and tear. Also, there is a cost for contracting with the City of Tacoma to implement our CTR plan.

RECOMMENDATIONS: Staff suggests that the City Council review and discuss the CTR updated plan as seen in attachment 1.

SUGGESTED MOTION: None at this time. Staff would like Council direction to bring an Ordinance to adopt the CTR plan and update the FMC.



Carl Durhman,
Community Development Director



Approved for Agenda:
Steve Worthington, City Manager

City of Fife Draft Commute Trip Reduction Plan



June 2007

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I. BASELINE ASSESSMENT	3
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IV. STRATEGIES FOR ACHIEVING GOALS AND TARGETS	16
V. REQUIREMENTS FOR MAJOR EMPLOYERS	22
VI. FINANCIAL PLAN	25
VII. IMPLEMENTATION STRUCTURE	29
VIII. PUBLIC OUTREACH AND COORDINATION OF PLANS.....	31

List of Appendices

Appendix A:	City of Fife Vicinity CTR Work sites
Appendix B:	City of Fife Comprehensive Plan Map
Appendix C:	City of Fife Zoning Map
Appendix D:	City of Fife Transit Services and Facilities
Appendix E:	City of Fife Non-Motorized Facilities
Appendix F:	Commute Trip Reduction Workshop Summary
Appendix G:	Summary of Policies That Support CTR
Appendix H:	Glossary of Terms

INTRODUCTION

In 1993, the City of Fife adopted the Commute Trip Reduction Ordinance (FMC 17.19). The purpose of this ordinance was to comply with the Commute Trip Reduction Act RCW 70.94.521 adopted by the Washington State Legislature in 1991. This law requires employers of 100 or more employees who arrive between 6 and 9 a.m. to develop and implement a program to encourage their employees to reduce vehicle miles traveled and drive alone trips.

In 2006, the Washington State Legislature passed the Commute Trip Reduction Efficiency Act which amended the requirements for local governments in those counties experiencing the greatest automobile-related air pollution and traffic congestion to develop and implement plans to reduce drive alone trips. This plan is required and has been prepared in accordance with these revisions to RCW 70.94.521.

The Commute Trip Reduction Plan is a collection of jurisdiction-adopted goals and policies, facility and service improvements, and marketing strategies about how the jurisdiction will help make progress for reducing drive alone trips and vehicle miles traveled over the next four years. The goal of the CTR plan is to reduce drive alone trips by 10% and vehicle miles traveled by 13%. Building upon the success of the existing commute trip reduction program, the City of Fife strives to meet the goals of the plan for the future by working in partnership and coordination with other agencies and employers.

This proposed Plan has been developed through extensive involvement by employers, transit agencies, organizations and individuals from throughout the City who helped identify strategies and ways for successful achievement of the goals. This plan helps to support the achievement of the City's vision and the goals of its comprehensive plan.

Benefits of the CTR Program to Fife

Although the Commute Trip Reduction Program only applies to a few sites in Fife, the CTR program will continue to grow and address a variety of transportation and environmental issues. Several trends are increasing the value of CTR in Fife, particularly as an alternative to expanding roads and parking facilities. Those trends include:

- *Rising facility costs.* The cost of expanding highways and parking facilities is increasing. In many cases it is more cost effective to manage demand than to continue expanding supply. If the CTR program is successful, it will help reduce the demand on state, regional and local streets. This in turn helps to reduce the need to expand the roadway system.
- *Demographics.* As the population becomes older and more mature, it will become more important to increase the availability of quality travel options for non-drivers. Senior citizens will be more dependent on transit and non-motorized travel options.
- *Energy Costs.* Vehicle fuel costs have risen dramatically and are projected to increase in the future due to depletion of oil supplies and environmental constraints. Rising costs

have increased the demand for non-drive alone travel alternatives. The vanpool market, in particular, has exceeded demand and there are currently waiting lists for available vanpools.

- *Consumer preferences and market trends.* CTR is addressing current consumer preferences in which more consumers want to live in more multi-modal communities where it is possible to walk and bicycle safely, use neighborhood services, and have access to quality public transportation.
- *Environmental concerns.* CTR helps to address concerns over air pollution, sprawl and other environmental impacts by reducing the demand for automobiles. Automobiles comprise 55% of air pollutants. For each car that is taken off the road, there is a significant benefit to the environment.

In summary, the CTR program is a cost-effective program that addresses a number of issues in Fife. Although CTR has been applied to only a few work sites, the program will continue to grow and expand as solutions are needed to complex transportation and environmental issues.

I. BASELINE ASSESSMENT

Affected CTR Work Sites

The CTR plan focuses on reducing drive alone trips and vehicle miles traveled among major work sites. As part of the CTR plan requirements, an assessment of the land use and transportation conditions was performed for each CTR-affected work site. Under the CTR ordinance, there are four affected work sites in the City of Fife. Those work sites include the following:

Name	Address
City of Fife	5411 23 rd St E.
Comcast Cable Communications	1323 34 th Ave. E
DSHS	6416 Pacific Highway E.
Morning Sun	3500 20 th St. E

The attached map of the jurisdiction shows the locations of the CTR work sites (see Appendix A).

Additional Work Sites

The CTR law only applies to work sites in which 100 or more employees arrive at the site between 6 and 9 am. According to City of Fife business license applications, there are a number of businesses that might meet these criteria and are not currently in the CTR program. The City of Fife is working with Pierce County to evaluate whether these sites are truly affected CTR work sites. Those sites found to be affected will be included in the CTR program and others will be encouraged to join the program voluntarily. The following is a list of work sites that appear to qualify as CTR-affected sites as of June 11, 2007. In partnership with City of Tacoma and Pierce County certain procedures are required. City of Tacoma implements City of Fife's CTR plan, which would require them to contact the employer and determine if they qualify for the plan.

Bassett Furniture
Bunzl Extrusion, Inc.
Costco Business
Milgard Manufacturing
Rushforth Construction
Smith Fire Systems
United Parcel
Viking Freight System
Diane's Foods
Northwest Metal Products Co.

Major Issues Regarding Land Use and Transportation Conditions Around CTR Work Sites

City of Fife – 5411 23rd Street E., Fife, WA 98424

Existing and planned land use conditions:	<p>This work site is located in a Public Use/Open Space Zone.</p> <p>There are no proposed changes to the land use in this area.</p>
Existing and planned transportation facilities:	<p>This work site is located on a collector street, adjacent to a principle arterial, Valley Ave E.</p> <p>There are plans to improve an intersection near this work site and to widen 23rd and Valley Ave to three lanes in the future.</p>
Existing and planned transit services and facilities:	<p>This work site is located near a bus stop for Pierce Transit route 501.</p> <p>There are no proposed changes to the transit system near this work site.</p>
Existing parking conditions:	<p>There is free parking for employees and visitors at this work site.</p>

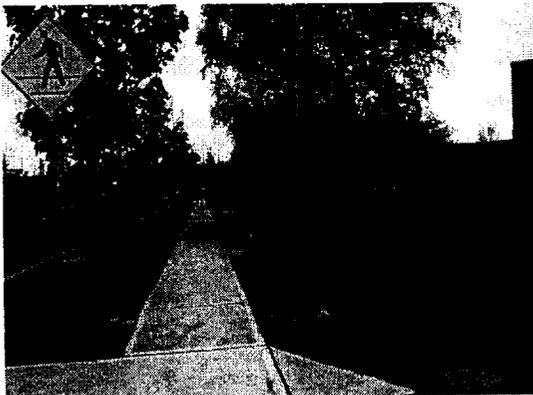
City of Fife – 5411 23rd Street E., Fife, WA 98424



Building



Parking lot



Sidewalk and pedestrian crosswalk



Bike rack at building entrance

City of Fife	City of Fife
ID Number:	E70094
Total Number of Employees:	117
Affected CTR Employees:	44
2011 Drive Alone Goal:	72%
2011 VMT/Employee Goal:	10 Miles/day
Services Available:	Bus, close to train in Tacoma
Bus Routes:	501
Parking:	There is free parking for employees and visitors at this work site
Recommended CTR Strategies:	Provide subsidies for carpooling and vanpooling, offer discounted transit pass to employees, and offer telework program.

Comcast Cable Communications – 1323 34th Avenue E., Fife, WA 98424

Existing and planned land use conditions:	<p>This work site is located in an industrial zone.</p> <p>There are no proposed changes to the land use in this area.</p>
Existing and planned transportation facilities:	<p>This work site is located on a local street, adjacent to principle arterials, Pacific Highway South and Port of Tacoma Road.</p> <p>There are plans to improve an intersection near this work site and to widen 34th to three lanes and Port of Tacoma Road to 5 lanes in the future.</p>
Existing and planned transit services and facilities:	<p>This work site is located near a bus stop for Pierce Transit route 500.</p> <p>There are no proposed changes to the transit system near this work site.</p>
Existing parking conditions:	<p>There is free parking for employees and visitors at this work site.</p>

Comcast Cable Communications – 1323 34th Avenue E., Fife, WA 98424



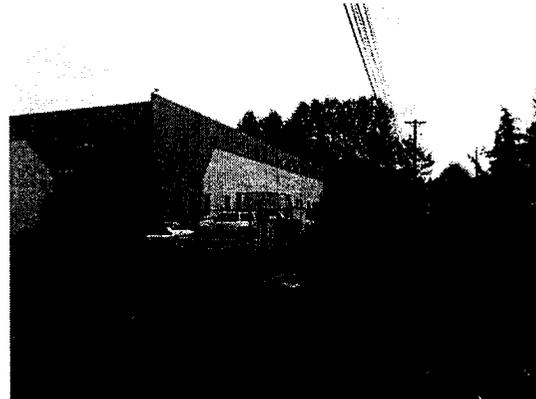
Building



Parking lot



Driveway



Pedestrian footpath

City of Fife	Comcast Cable Communications
ID Number:	E71639
Total Number of Employees:	516
Affected CTR Employees:	254
2011 Drive Alone Goal:	59%
2011 VMT/Employee Goal:	9 Miles/day
Services Available:	Bus, close to train in Tacoma
Bus Routes:	500
Parking:	There is free parking for employees and visitors at this work site
Recommended CTR Strategies:	Offer subsidies for carpooling and vanpooling, offer discounted transit pass to employees and provide telework program for selected employees.

DSHS – Fife – 6416 Pacific Highway E., Fife, WA 98424

Existing and planned land use conditions:	<p>This work site is located in a regional commercial zoned area.</p> <p>There are no proposed changes to the land use in this area.</p>
Existing and planned transportation facilities:	<p>This work site is located on a principle arterial.</p> <p>There are plans to improve an intersection near this work site and to make Pacific Highway South more pedestrian friendly in this area.</p>
Existing and planned transit services and facilities:	<p>This work site is located near a bus stop for Pierce Transit route 500.</p> <p>There are no proposed changes to the transit system near this work site.</p>
Existing parking conditions:	<p>There is free parking for employees and visitors at this work site.</p>

DSHS – Fife – 6416 Pacific Highway E., Fife, WA 98424



Building



Parking lot



Bike rack



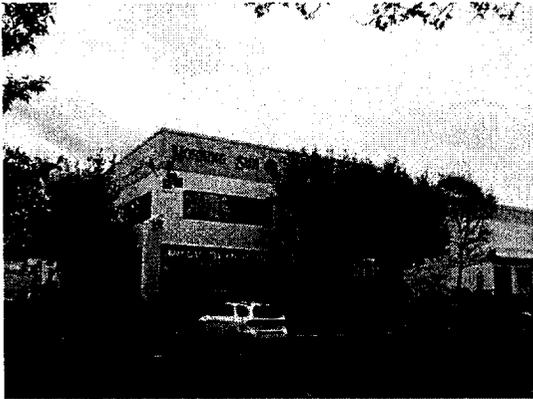
Pacific Highway

City of Fife	DSHS – Fife
ID Number:	E71720
Total Number of Employees:	102
Affected CTR Employees:	102
2011 Drive Alone Goal:	73%
2011 VMT/Employee Goal:	12 Miles/day
Services Available:	Bus
Bus Routes:	500
Parking:	There is free parking for employees and visitors at this work site
Recommended CTR Strategies:	Offer telework program and discounted transit pass to employees.

Morning Sun – 3500 20th Street E., Fife, WA 98424

Existing and planned land use conditions:	This work site is located in an industrial zoned area. There are no proposed changes to the land use in this area.
Existing and planned transportation facilities:	This work site is located on a minor arterial. There are plans to improve an intersection near this work site.
Existing and planned transit services and facilities:	This work site is located near a bus stop for Pierce Transit route 501. There are no proposed changes to the transit system near this work site.
Existing parking conditions:	There is free parking for employees and visitors at this work site.

Morning Sun – 3500 C 20th Street E., Fife, WA 98424



Building



Parking lot



Handicapped parking



Carpool parking

City of Fife	Morning Sun
ID Number:	E70037
Total Number of Employees:	210
Affected CTR Employees:	210
2011 Drive Alone Goal:	70%
2011 VMT/Employee Goal:	9 Miles/day
Services Available:	Bus, close to train in Tacoma
Bus Routes:	501
Parking:	There is free parking for employees and visitors at this work site
Recommended CTR Strategies:	Offer subsidies for carpooling and vanpooling to employees. Provide discounted transit passes to employees.

Supporting Comprehensive Plan Policies

As part of the baseline assessment, the City reviewed its existing Comprehensive Plan to identify policies that support the CTR law. The most current version of the City of Fife's Comprehensive Plan was adopted in the fall of 2005. Key goals and policies that support CTR include the City of Fife's plans to concentrate mixed use growth on Pacific Highway East that are supportive of transit, pedestrian and bicycle use. The City will be incorporating transition zones to help make an appealing landscaping area between different land uses. The City's policies also support non-motorized connections. The City will be making improvements to bike lanes, sidewalks, and other trails throughout the City. The City has some strong transportation Plan policies that support CTR including promoting multi-modal transportation, strong Transportation Demand Management and CTR policies and locating park and rides in transit-oriented design developments and close to the highway.

Appendix G includes an analysis of the comprehensive plan goals and policies that support CTR. The CTR Planning Guide included a list of goals and policies that CTR-affected jurisdictions should incorporate into their comprehensive plans. The analysis shows that there are a number of goals and policies that are not yet incorporated in the Fife Comprehensive Plan. During the next update cycle, the appropriate steps could be taken to create a stronger basis for the City's CTR program.

Supporting Transit Plan Policies and Programs

In December 2006, Pierce Transit adopted the Transit Development Plan for 2007-2012. The Plan identifies priorities for future investments and service improvements. Pierce Transit will provide a number of services to CTR-affected work sites which will help them achieve their 2011 goals.

Public requests for new or expanded fixed route services far outstrip Pierce Transit's ability to accommodate the requests. Given the large number of possible new services, planned service improvements focus on only the most essential projects. Pierce Transit plans a number of projects that would affect this City. Each will depend upon Pierce Transit's continued ability to secure adequate operating funding.

2008 – 12 Changes:

- Begin employer-oriented Bus PLUS services throughout the Port of Tacoma and portions of Fife.
- Add 20 expansion vanpools during 2007. After that, the vanpool program will grow by ten vehicles per year until 2011, when it will increase to fifteen per year.
- Sound Transit will continue to increase the number of Sounder Trains that serve Pierce County. For the first time, reverse direction commuter rail services will be initiated.
- Continue sponsoring marketing programs that focus on promoting alternate modes of transportation. These marketing efforts will include: Reaching out to employers and employees at major work sites and in specific industries (e.g., health care) and making a significant effort to tailor services to the needs of this market group; Conducting outreach

- efforts to key target markets including new residents, seniors and youth; and Increasing overall public awareness of local and regional transit, vanpool and rideshare services.
- Continue to monitor all Pierce Transit services, looking for operational improvements and economies that will allow existing services to operate more efficiently and effectively, or to provide improved service to existing destinations. Economies that are achieved through this program may allow Pierce Transit to provide additional new services that are not identified within its service expansion program.

Planning Coordination and Cross Boundary Issues

The Commute Trip Reduction plans in Pierce County were coordinated between the Cities of Tacoma, Fife, Lakewood, Puyallup, DuPont, University Place and Unincorporated Pierce County. Between February 2006 and June 2007, representatives from the CTR-affected jurisdictions met on a regular basis to coordinate their CTR plans. Discussions were also held with the Puget Sound Regional Council to coordinate with jurisdictions of other counties within the region. CTR-affected jurisdictions in Pierce County worked together on various CTR issues and agreed to do the following items:

- Developed a consistent framework for preparing the CTR plans.
- Pooled resources together to hire a consultant to prepare the draft CTR plans for all CTR-affected jurisdictions.
- Prepared common strategies for achieving the CTR goals.
- Prepared a joint financial plan for implementing the CTR plans.
- The Cities of Lakewood, DuPont, Puyallup and University Place agreed to contract with Pierce County to administer the CTR program.
- The City of Fife agreed to contract with the City of Tacoma to administer the CTR program.

CTR-affected jurisdictions also compared their Comprehensive Plan policies and identified any inconsistencies that would affect their CTR plans. Many of the goals and policies of the CTR-affected jurisdictions are consistent with each other and the Puget Sound Regional Council Vision 2020. All of the CTR-affected jurisdiction plans in Pierce County contain policies that support CTR visions for a Downtown or Town Center which have goals for higher density and mixed-use development that is supportive of transit, pedestrian and bicycle use.

CTR-affected jurisdictions incorporate policies that support pedestrian-oriented streetscape environments for residential and commercial activity. They also encourage mixed-use development patterns that provide a variety of commercial and residential opportunities, including multi-family and small lot single-family residences.

CTR-affected jurisdictions also discussed cross boundary issues that occur in Pierce County. Because of Pierce County's close proximity to the job and commercial centers of King County and Thurston County, there are a number of travelers who make trips between Pierce County, King County, and Thurston County. The main cross boundary issue that affects the local CTR plan is the issue of transit services from Tacoma, Lakewood, Puyallup, DuPont, Fife and University Place to destinations in King County and Thurston County.

For commuters that travel from Pierce County to King County and from Thurston County to Pierce County, the following cross boundary issues that affect the local CTR plans were identified:

- Provide more frequent commuter rail service through Sounder
- Extension of light rail to Seattle (Planned for later in the decade)
- Extension of east corridors
- More frequent transit service to eastern Pierce County
- Expand transit service from Thurston County during off-peak hours
- Expand the park-and-ride system in Thurston County
- Connect HOV lanes south of Tacoma (currently none exist south of the Tacoma Dome)
- Connect bicycle and pedestrian routes in Pierce County
- Expand capacity on the Express Bus to and from Seattle (from downtown Tacoma and the 512 Park and Ride in Lakewood)

II. and III. BASELINE AND GOALS FOR 2011

The goal of the Fife CTR plan is to reduce drive alone trips by 10% and vehicle miles traveled by 13% at CTR-affected work sites. The base rates have been determined using the most recent CTR survey data. At the time that this plan was prepared, survey data from 2005 was used to prepare the base rates.

The overall goals and target rates for Fife have been calculated by aggregating the CTR work sites in Fife. The tables below show the base rate, goal and target rates.

Area of Jurisdiction	2005 SOV Rate	Goal	2011 SOV Target Rate	2005 VMT	Goal	2011 Target VMT
Fife	80%	Reduce by 10%	72%	12.40	Reduce by 13%	10.79

Employer	2005 SOV Rate	Goal	2011 SOV Target Rate	2005 VMT	Goal	2011 Target VMT
City of Fife	66%	Reduce by 10%	59%	10	Reduce by 13%	9
Comcast Cable	89%	Reduce by 10%	80%	15	Reduce by 13%	13
DCS	82%	Reduce by 10%	73%	14	Reduce by 13%	12
Morning Sun	78%	Reduce by 10%	70%	10	Reduce by 13%	9

IV. STRATEGIES FOR ACHIEVING GOALS AND TARGETS

Potential Actions for the City to Eliminate Barriers

The following potential actions have been identified as strategies that will help the City achieve its 2011 goal. The City will perform these strategies in coordination with Pierce Transit and other Pierce County jurisdictions.

- Parking

To increase the percentage of commuters using transit, vanpool, carpool and non-motorized forms of transportation, the City will work with CTR employers to implement a parking management program, such as parking cashout and employee paid parking. The City will also implement its Comprehensive Plan policies on parking management. The City may also review the development code for parking requirements that discourage drive alone vehicle travel.

- Transit

The City will continue to work with Pierce Transit and Sound Transit to provide a full range of public transportation services, including local and express fixed route bus services, commuter rail, the Tacoma Link light rail line, deviated fixed route service, rideshare matching, ADA paratransit and vanpool services to CTR-affected and other employer work sites. Under the 2007 – 2012 Transit Development Plan, Pierce Transit identified its priorities for services and future investments. These include:

- Initiation of reverse commute service on the Sounder Commuter Rail line providing commute hour service from Seattle, the Green River Valley, Sumner and Puyallup to Downtown Tacoma;
- Initiation of deviated fixed route services that link Downtown Tacoma and the Tacoma Dome Station with the Port of Tacoma;
- Continued expansion of vanpool services, and provision of carpool information and ridematch services.
- Continued business partnerships, providing commute option programs to employees.

Pierce Transit will continue to work with the City to implement the requirements of the CTR Efficiency Act and help employers achieve their 2011 goals.

- Create Local Networking Opportunities

To increase opportunities for ridesharing and creating partnerships between employers, the City, in coordination with Pierce Transit, will create local networking opportunities for affected employers. Local networking with other CTR-affected employers and businesses will offer opportunities to discuss CTR and transportation issues, conduct joint commute option promotions, and offer coordinated programs that can benefit their employees.

- Land Use

The City will implement its current land use policies that encourage the development of Mixed Use Centers. Employers will be encouraged to locate in the Centers where higher levels of services, such as transit, non-motorized and TDM programs are offered. Higher densities will be allowed which will help increase transit, vanpooling and ridesharing activities.

- Employer Assistance

To help CTR-affected and other business work sites achieve their goals, the City and Pierce Transit will continue to provide assistance to employers with implementing their programs. Pierce Transit will help promote CTR programs at work sites through a variety of services and preparing public information materials.

- Management Support and ETC Training

The City, in coordination with Pierce Transit, will work with the Tacoma-Pierce County Chamber of Commerce and other business organizations to increase support for CTR programs. It will also develop guidelines for Employee Transportation Coordinators and provide training to help them implement their programs.

Recommended Strategies to Achieve Goals

Based on the potential actions that were identified, the following strategies are planned that will help the CTR-affected work sites make progress towards their 2011 goal. These strategies will be performed in coordination with Pierce Transit and other Pierce County cities.

Strategy	Description
Policies and Regulations	
Implement City's Vision for Pacific Highway East.	The City of Fife's plans to concentrate mixed use growth on Pacific Highway East that is supportive of transit, rideshare, pedestrian and bicycle use.
Employer Notification and Enforcement	The City will work to improve the system of how employers notify the City when they become affected by the CTR law and how existing CTR-affected employers notify the City about program changes.
ETC Training and Guidelines	The City will work with Employee Transportation Coordinators (ETCs) to implement successful CTR programs. ETCs will be responsible for attending training and networking opportunities, coordinating annual fairs, conducting promotions, distributing information, notifying the jurisdiction about program changes, and meeting program reporting and surveying requirements. The City will work with employers to ensure that they provide ETCs with adequate time and support to be successful to meet their goals and target reductions.
Review Parking Policies	The City will review existing parking requirements that may discourage drive alone vehicle use. Specifically, the parking review will fully implement the Comprehensive Plan policies on parking management. The City will look for opportunities to implement parking management zones.
Amend Comprehensive Plan to include language about the CTR Efficiency Act	The City will review its Comprehensive Plan and add new policies to correspond with its CTR plan, if necessary.
Transportation Management Plans	The City will work with developers to implement TDM elements in new development, including commuter information centers, preferential parking for carpools and vanpools, bike lockers, showers, bike racks, and bus stops. The City will require developers to work with Pierce Transit early in the plan development process to ensure transit oriented design occurs.

Strategy	Description
Services and Facilities	
Transit Services	Pierce Transit will continue to provide transit services to CTR work sites, where service is currently available. Pierce Transit will make service enhancements based on its updated Six-Year Transit Development Plan
Sound Transit Services	The City will work with Sound Transit to implement additional services on Sounder and Regional Express Bus services. Additional service on Sounder is scheduled to begin in fall 2007 (see above).
Park and ride Lots	The City will work with Pierce Transit to expand the Pierce County park and ride lot system. Pierce Transit plans to undertake a major park and ride demand study that will identify where future demands in south and east Pierce County for added park and ride capacity will arise. This may be done through adding capacity at existing lots, adding new lots, and leasing capacity from private sources.
Vanpool Services	Pierce Transit will target adding 10 new vans per year between 2007 and 2011.
Carpool Services	The City and Pierce Transit will continue to encourage carpooling and vanpooling through the use of www.rideshareonline.com .
Bicycling and Walking Amenities	The City will work with major employers to encourage the provision of amenities such as bike lockers, access to shower facilities, and changing facilities to increase usage of non-motorized transportation.
Enhance Bicycle and Pedestrian Facilities	The City will work to improve its system of bicycle and pedestrian facilities. This may include adding new bike lanes, trails and signage to improve the pedestrian and bicycling environment.
Telework Program	The City will work to create a telework education program that would increase employer knowledge on how to implement telework at their work site, if applicable. The program should include education on human resource policies and information technology assistance to allow employees to work from home.

Strategy	Description
Vanshare Program	The City will work with Pierce Transit to expand vanshare usage as appropriate. This program will help commuters make the connection between (1) travel from a home area to a transit center or park and ride lot where they will connect with transit or (2) from a transit center or park and ride lot to their destination after having used a bus or the train to that location. Vanshare travel a maximum of 20 miles round trip. Participation is intended for individuals who use a mass transportation mode to or from the vanshare location.
Alternative and Flexible Schedules	The City will work with Pierce Transit to encourage employers to offer alternative and flexible work schedules for their employees, including compressed work weeks.
Emergency Ride Home	Pierce Transit will provide a limited number of rides to non-drive alone participants from their work site to their home in the case of an emergency.
Employer Assistance	The City will provide assistance to affected employers to help them meet the requirements of the CTR Efficiency ACT and implement their programs.
Marketing and Incentives	
Management Support	The City and Pierce Transit will work with CTR work site managers and owners to educate them about the benefits of CTR to their organizations.
Subsidies	The City, in coordination with Pierce Transit, will encourage employers to offer subsidy programs to persuade employees to shift to non-drive alone commute modes. Examples include six-months of free vanpool participation, transit pass subsidies, and a one-time payment or gift card for starting a carpool.
Parking Management	The City will encourage employers to charge employees for parking or allow their employees to receive cash for their parking spot if they choose to not use their parking space, which could be used toward transit costs or vanpool costs.
Marketing and Education	The City will work with Pierce Transit to expand education efforts to CTR employees about

Strategy	Description
	alternative commuting including web site, workshops, information brochures, and posters.
Promotional Events	The City will work with Pierce Transit and major employers to conduct on site promotions, transportation fairs, and activities to increase awareness and use of commute alternatives.
Networking Opportunities	The City and Pierce Transit will work with the major employers to create networking opportunities to discuss CTR issues, coordinate ridesharing programs, and conduct joint promotional efforts.
Partner with Complimentary Agencies to Promote CTR	The City will work to develop partnerships with complimentary organizations to promote CTR as a method for maintaining healthy living and business vitality. Joint promotional efforts, grants, and programs will be explored.

V. REQUIREMENTS FOR MAJOR EMPLOYERS

Employers that are affected by the CTR Law will be required to implement the following program elements:

Required Element	Description
Designate Employee Transportation Coordinator	<p>The Employee Transportation Coordinator is the point of contact between the employer and its workforce to implement, promote and administer the organization's CTR program. He/she is also the point of contact between the employer and the local jurisdiction to track the employer's progress in meeting CTR requirements.</p> <p>Affected employers will be responsible for obtaining adequate training for the ETC, allow them to attend networking meetings, and provide them with the necessary time and support to administer a program that reduces SOV trips and average vehicle miles traveled.</p> <p>Employers will be required to select an employee for this role who has the necessary skill set and job placement to effect positive change.</p>
Regular Distribution of Information to Employees	<p>Information on program elements or commute alternatives will be distributed at least monthly to employees. Information packets will be distributed to new employees at CTR-affected work sites. Examples of information that will be distributed will include:</p> <ul style="list-style-type: none"> • Description of the employer's commute options program • Emergency Ride Home • Vanpool information • Transit system maps and schedules • Ridematching information • Campaign promotional materials • Other timely promotional materials
CTR Reporting	<p>The employer is required to meet a set of annual and quarterly reporting requirements to determine if progress is being made towards achieving the goals and targets.</p>
CTR Survey	<p>Biennially, the employer is required to collect commuter information using a state approved method and to achieve at least a 70 percent response rate.</p>
Implementation of a Set of Measures	<p>The employer is required to implement a set of measures that are designed to increase the percentage of employees using some or all of the following modes:</p> <ul style="list-style-type: none"> • Vanpool • Carpool

Required Element	Description
	<ul style="list-style-type: none"> • Transit • Bicycle or walking • Telework, Compressed Work Week • Other non-single occupant vehicle modes <p>Measures to reduce drive alone trips and vehicle miles traveled include, but are not limited to:</p> <ul style="list-style-type: none"> • Provision of preferential parking or reduced parking charges for high occupancy vehicles • Instituting or increasing parking charges for single-occupant vehicles • Provision of commuter ride matching services • Provision of subsidies for transit fares • Provisions of vans for vanpools • Provisions of subsidies for carpooling or vanpooling • Provision of car sharing services • Permitting the use of the employer's vehicles for carpooling or vanpooling • Provision for subsidies for bicyclist and walkers • Permitting flexible work schedules that facilitate the use of commute alternatives to driving alone • Establishment of a compressed work week schedules program (such as 4/40 or 9/80) that eliminates a trip into the work site • Cooperation with transportation providers to provide additional regular or express service to the work site • Construction of special loading and unloading facilities for transit, carpool, and vanpool users • Provision of bicycle parking facilities, lockers, changing areas, and showers • Provision of a program for parking incentives such as a rebate for employees who do not use the parking facility • Establishment of a program to permit employees to work part or full time at home or at an alternative work site closer to their homes (telework) • Implementation of other measures designed to facilitate the use of high-occupancy vehicles such as on-site day care facilities, earned paid time off, incentives and emergency taxi services • Employers or owners of work sites may form or utilize an existing transportation management association or other transportation-related associations by RCS 35.87A.010 to

Required Element	Description
	assist members in developing and implementing commute trip reduction programs
Emergency Ride Home	Work with Pierce Transit and the City to offer the Emergency Ride Home program to employees.

VI. FINANCIAL PLAN

Pierce County has entered into an inter-local agreement to work with other Pierce County Cities to implement the CTR program. The following financial plan has been jointly prepared for the cities of Pierce County, Tacoma, Puyallup, Lakewood, Fife, DuPont, and University Place.

Funding Sources

The CTR programs administered in Pierce County are funded by a number of sources, as described in the following table.

Source of Funding	Responsible Agency	Estimated Amount for 2008	Estimated Amount for 2009	Estimated Amount for 2010	Estimated Amount for 2011
CTR Base Funding	WSDOT	\$141,000	\$141,000	\$141,000	\$141,000
CMAQ Funds	Pierce County	\$162,000	\$162,000	\$162,000	\$162,000
Local Funds from Pierce Transit (vanpools and transit services)	Pierce Transit	\$19.5 million	\$19.5 million	\$19.5 million	\$19.5 million
Contributions from Local Jurisdictions	Cities, County	\$18,400	\$17,000	\$17,000	\$17,000
Sound Transit services	Sound Transit	\$10.9 million	\$10.9 million	\$10.9 million	\$10.9 million
Employers	Employers	\$6,500	\$6,500	\$6,500	\$6,500
TOTAL		\$30,727,900	\$30,726,500	\$30,726,500	\$30,726,500

Program Expenses

The cost of implementing is shared primarily by the City, the transit agency, and the employers. The following is a summary of the types of expenses incurred throughout Pierce County.

Expense	Responsible Party	Estimated Annual Cost 2008	Estimated Annual Cost 2009	Estimated Annual Cost 2010	Estimated Annual Cost 2011
Prepare local CTR plan, Comprehensive Plan, and CTR ordinance	All CTR-Affected Pierce County Jurisdictions	\$57,000	\$25,000	\$25,000	\$25,000
Employer Notification	City of Tacoma	\$0	\$10,000	\$10,000	\$10,000
Administer CTR program (contract management, annual reporting, program review, surveys, coordination meetings)	City of Tacoma	\$25,500	\$25,500	\$25,500	\$25,500
Promotions and Marketing	Pierce Transit	\$93,500	\$93,500	\$93,500	\$93,500
Emergency Ride Home Program	Pierce County	\$2,500	\$2,500	\$2,500	\$2,500
Provision of supporting Pierce Transit services	Pierce Transit	\$18,100,000	\$18,100,000	\$18,100,000	\$18,100,000
Provision of Sound Transit Services	Sound Transit	\$10,900,000	\$10,900,000	\$10,900,000	\$10,900,000
Provision of supporting vanpool services	Pierce Transit	\$1,414,000	\$1,414,000	\$1,414,000	\$1,414,000
Bike to Work Campaign	City of Tacoma	\$13,500	\$13,500	\$13,500	\$13,500
Offer program incentives	Cities, County, Pierce Transit, Employer	\$23,000	\$23,000	\$23,000	\$23,000
TOTAL		\$30,629,000	\$30,607,000	\$30,607,000	\$30,607,000

Financial Gaps

The following table summarizes program areas that are not currently funded. However, some potential funding sources have been identified for the applicable organization to target.

Service or Strategy	Target Market	What Strategy Will Accomplish	Financial Gap
Develop Management Support	Chief Executive Officers, program managers	Increase management support for CTR program by giving employer recognition and describing benefits of program to CEOs	\$ 100,000
Telework Education and Compressed Work Week	CEOs, ETCs	Training and assistance to help set up telework programs	\$ 75,000
Transit, vanpool and carpool subsidies	Commuters at CTR-affected work sites	Subsidies to encourage commuters to shift to transit, vanpool and carpools	\$ 300,000
Marketing and Promotions	Commuters at CTR-affected work sites	Increase awareness of transit and ridesharing programs.	\$100,000
Smart Card Readers	Vanpool participants	Implement the smart card reader which will help improve vanpool services.	\$ 75,000
Employer On-Site Assistance	ETCs	Provide on-site assistance to employers to help them promote and market their CTR programs to employees	\$ 115,000
Commuter Calendar	Commuters, ETCs	Develop a commuter calendar that will help commuters track trips and improve reporting.	\$ 40,000
Bicycle Amenities	Commuters	Work with employers to provide amenities to bicycle commuters, i.e. bike racks, lockers, and public information.	\$ 50,000
TOTAL			\$855,000

The following funding sources have been identified that potentially could be used to fund CTR programs:

- Congestion Management Air Quality Grants
- Surface Transportation Program Grants
- Employer Trip Reduction Performance Grants
- Washington State Construction Mitigation Funding
- Transit Agency Funds
- Local Jurisdiction Funds
- Major Employers

Summary

The following table shows the amount of money necessary to implement all of the proposed strategies listed in the previous tables. There are insufficient funds at this time; however, some potential funding sources were identified in the previous table for the jurisdiction or transit agency to target.

Budget Summary	Estimated Annual Cost 2008	Estimated Annual Cost 2009	Estimated Annual Cost 2010	Estimated Annual Cost 2011
Existing Funding	\$30,727,900	\$30,726,500	\$30,726,500	\$30,726,500
Existing Expenses	\$30,639,000	\$30,607,000	\$30,607,000	\$30,607,000
Unfunded Programs	\$855,000	\$855,000	\$855,000	\$855,000
Needed Funds	\$766,100	\$735,500	\$735,500	\$735,500

VII. IMPLEMENTATION STRUCTURE

The City plans to work in partnership with Pierce Transit and its affected work sites to implement the CTR program.

Organization	Responsibility
City of Fife	The City will be responsible for developing and implementing their local CTR plan. It is responsible for ensuring that CTR plan is consistent with its local comprehensive plans. As part of its CTR plan, the City will set the goals and targets for the affected employers.
City of Tacoma	Under contract with the City of Fife, the City of Tacoma will administer the City's CTR program. The City of Tacoma will be responsible for ensuring that affected employers are in compliance with the CTR law.
Pierce Transit	In partnership with the City, Pierce Transit will be responsible for employer outreach, conducting marketing and promotional activities, and providing services to CTR-affected work sites.
Major Employers	Employers that are affected under the CTR law are responsible for notifying the City when they are affected. Employers are responsible for implementing their CTR program requirements, including information distribution, designating an ETC, submitting program reports, delegating adequate time for ETCs to perform duties and implementing program elements.

CTR Program Activities

Program Strategy or Service	Agency Responsible for Administering	Scheduled Date for Implementation
Policies and Regulations		
Update Comprehensive Plan	City of Fife	2008
CTR Program Enforcement	City of Fife	On-going
Implement Vision of Downtown Fife and Centers	City of Fife	On-going
Review Parking Policies	City of Fife	2008 - 2011
Services and Facilities		
Transit Services	Pierce Transit	On-going
Vanpool Services	Pierce Transit	On-going
Sounder and Regional Express	Sound Transit	On-going

Bus		
Ridematching services	Pierce Transit	On-going
Bicycle and Pedestrian Facilities	City of Fife	On-going
Marketing and Incentives		
Management Support	Pierce County, City of Fife, Pierce Transit, Employers	On-going
Parking Management	City of Fife and Pierce Transit	On-going
Marketing and Education	Pierce Transit	On-going
Promotional Events	Pierce Transit	On-going
Build partnerships with other agencies with complementary goals such as the health groups and business associations	Pierce County, City of Fife and Pierce Transit	On-going

VIII. PUBLIC OUTREACH AND COORDINATION OF PLANS

The City's CTR Plan was developed in consultation with the following organizations:

- City of Puyallup
- City of Lakewood
- City of University Place
- City of Fife
- City of DuPont
- Pierce County
- Pierce Transit

The dates of the consultations with these jurisdictions occurred on:

- January 12, 2007
- April 4, 2007
- April 19, 2007
- April 25, 2007
- April 30, 2007
- May 16, 2007

During these consultations, the following issues were discussed:

- Existing Conditions
- Goals for 2011
- Proposed Strategies
- Financing Plan
- Implementation Plan
- Employer Outreach

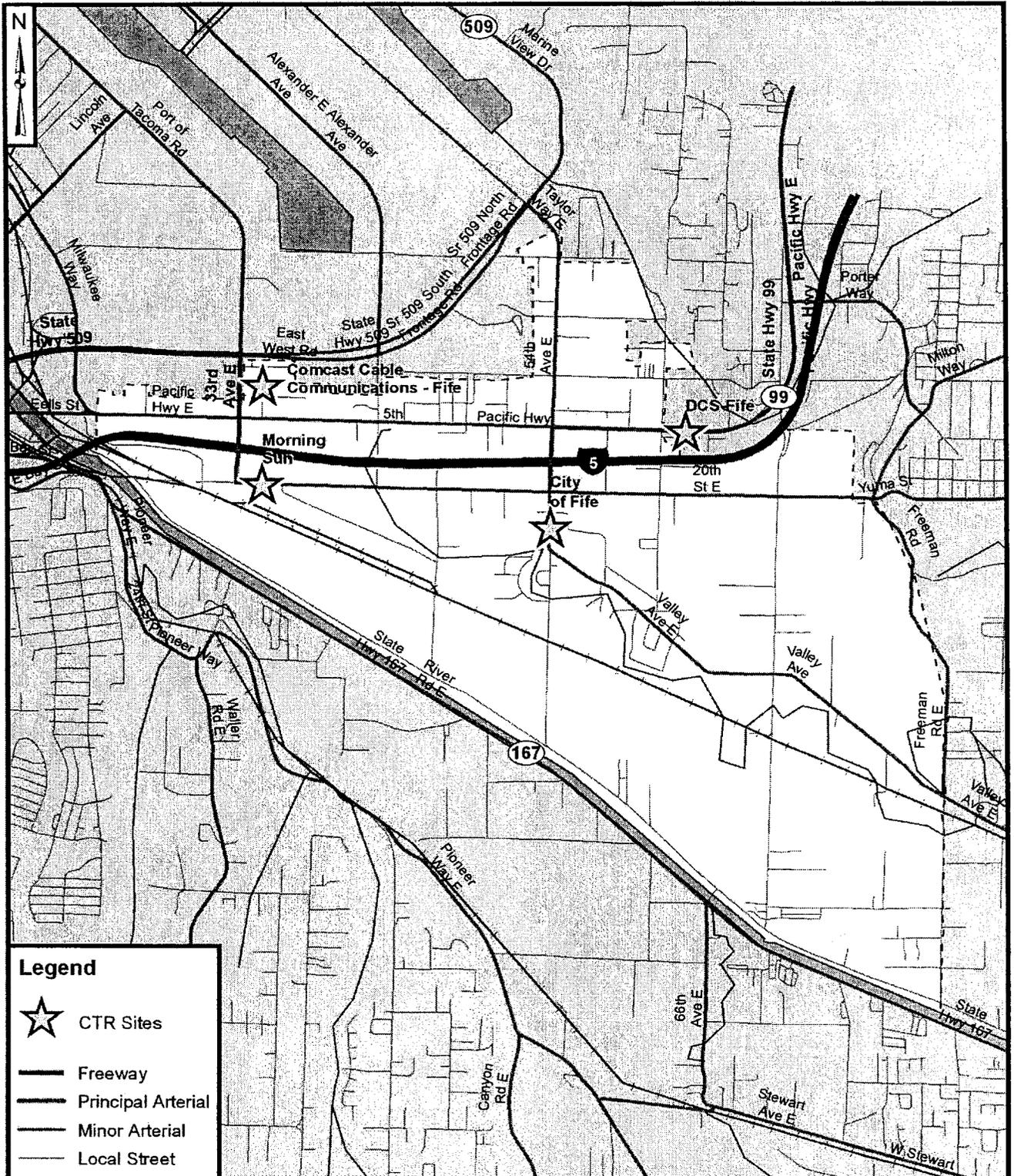
On March 28, 2007, a CTR Employer Workshop was held for all affected employers at Pierce Transit. During this workshop, employer requirements to comply with the CTR law and CTR strategies were discussed.

APPENDICES

Appendix A

CITY OF FIFE

VICINITY CTR WORK SITE PLANS



Legend

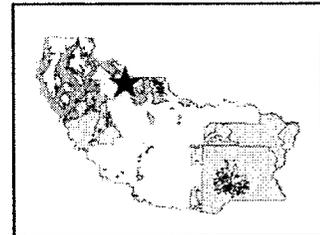
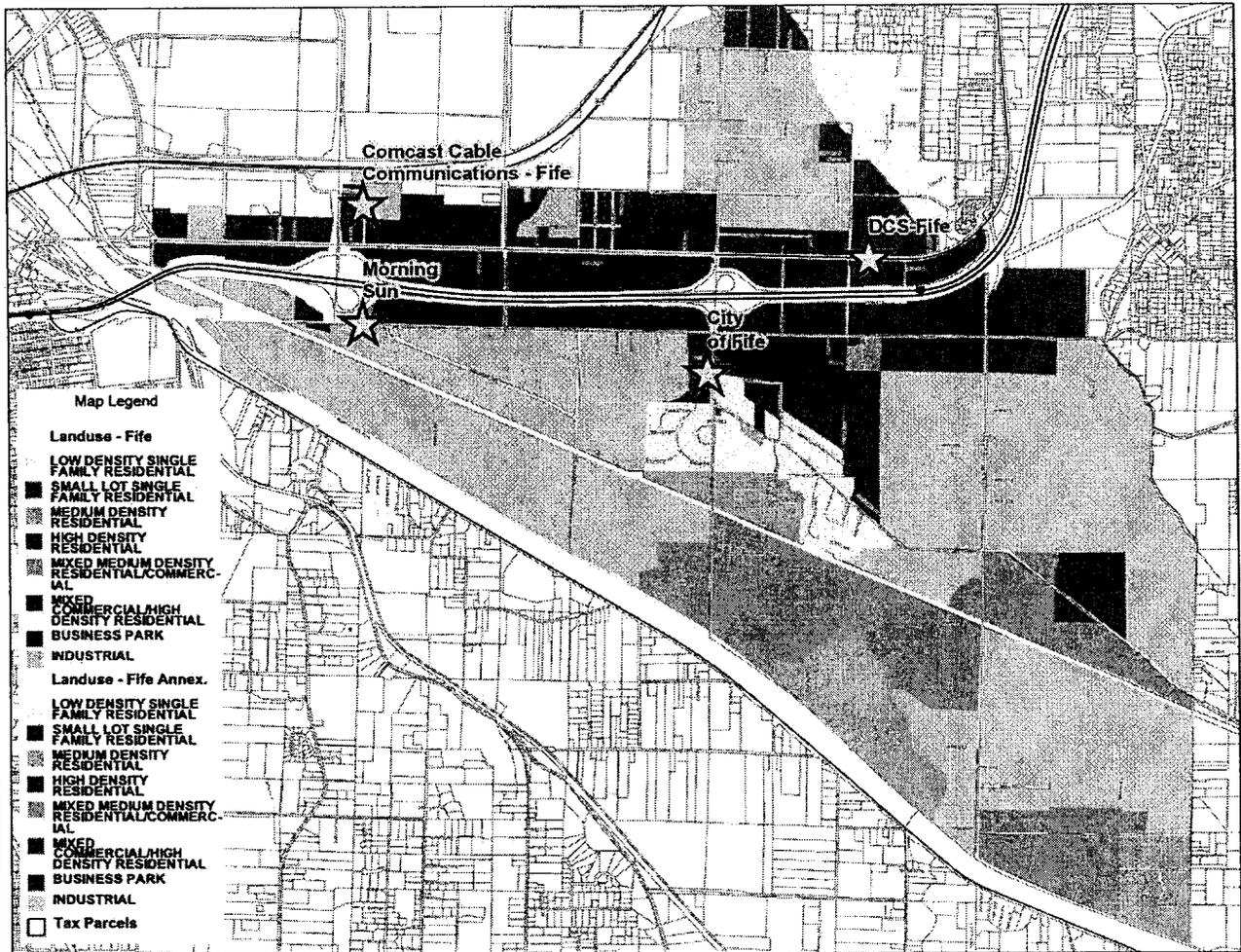
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- Freeway
- Principal Arterial
- Minor Arterial
- Local Street

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 March 23, 2007

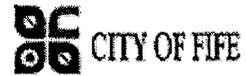
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Fife CTR Plan
Fife CTR Employers
Figure A

Appendix B
CITY OF FIFE
COMPREHENSIVE PLAN



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Pertee

March 23, 2007

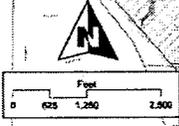
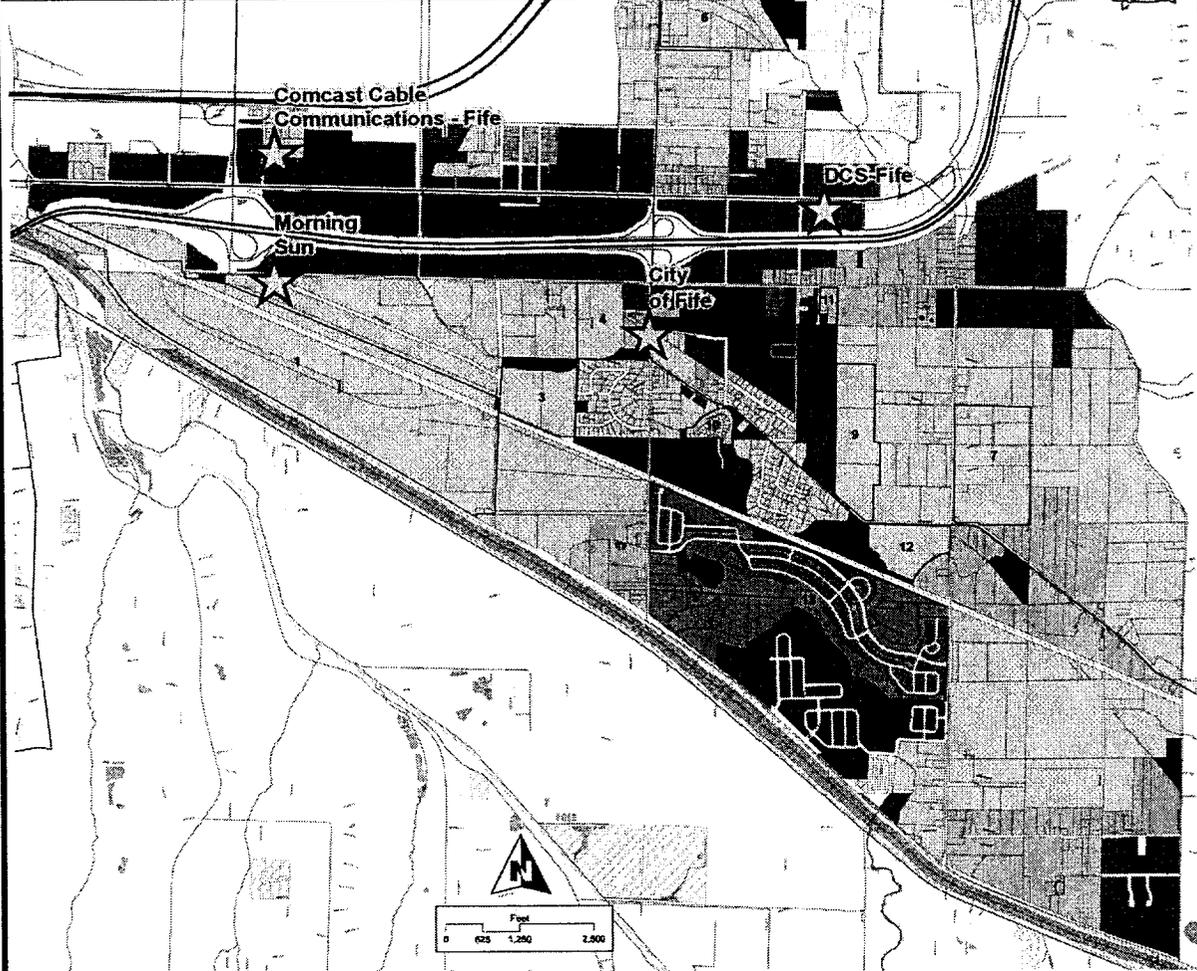
Fife CTR Plan
 Fife CTR Employers
 Comprehensive Plan
 Source Map Date: 05/14/2007
 Figure B

Appendix C

CITY OF FIFE

ZONING MAP

CITY OF FIFE ZONING MAP



Legend	
[Pattern]	1- Ordinance 353, 433 & 548
[Pattern]	2- Ordinance 816
[Pattern]	3- Ordinance 898
[Pattern]	4- Ordinance 1122
[Pattern]	5- Ordinance 1156
[Pattern]	6- Ordinance 1203
[Pattern]	7- Ordinance 1206
[Pattern]	8- Ordinance 1244, 1320
[Pattern]	9- Ordinance 1367
[Pattern]	10- Ordinance 353, 433 & 548
[Pattern]	11- Ordinance 1320
[Pattern]	12- Ordinance 1406
[Pattern]	13- Ordinance 1408

Zoning607		<call other values>	
[Pattern]	PUBLIC USE/OPEN SPACE	[Pattern]	INDUSTRIAL
[Pattern]	SINGLE FAMILY RESIDENTIAL	[Pattern]	parcelid_07
[Pattern]	SMALL LOT RESIDENTIAL	[Pattern]	Water body
[Pattern]	MEDIUM DENSITY RESIDENTIAL	[Pattern]	island
[Pattern]	HIGH DENSITY RESIDENTIAL	[Pattern]	swamp
[Pattern]	NEIGHBORHOOD RESIDENTIAL	[Pattern]	Hydro - Centerlines
[Pattern]	NEIGHBORHOOD COMMERCIAL	[Pattern]	Parcel_Annexid_07
[Pattern]	COMMUNITY COMMERCIAL	[Pattern]	Annexation_Boundary
[Pattern]	REGIONAL COMMERCIAL	[Pattern]	Puyallup Tribal Trust Land
[Pattern]	BUSINESS PARK		

Roads	
Road Class	
[Line Style]	Interstate Highway
[Line Style]	Highway Ramp
[Line Style]	Limited Access State Highway
[Line Style]	Other State Highway
[Line Style]	Major Road
[Line Style]	Arterial
[Line Style]	Residential
[Line Style]	Unknown
[Line Style]	Roads Anno - 15k

06/06/07
Comm. Dev. Dept.

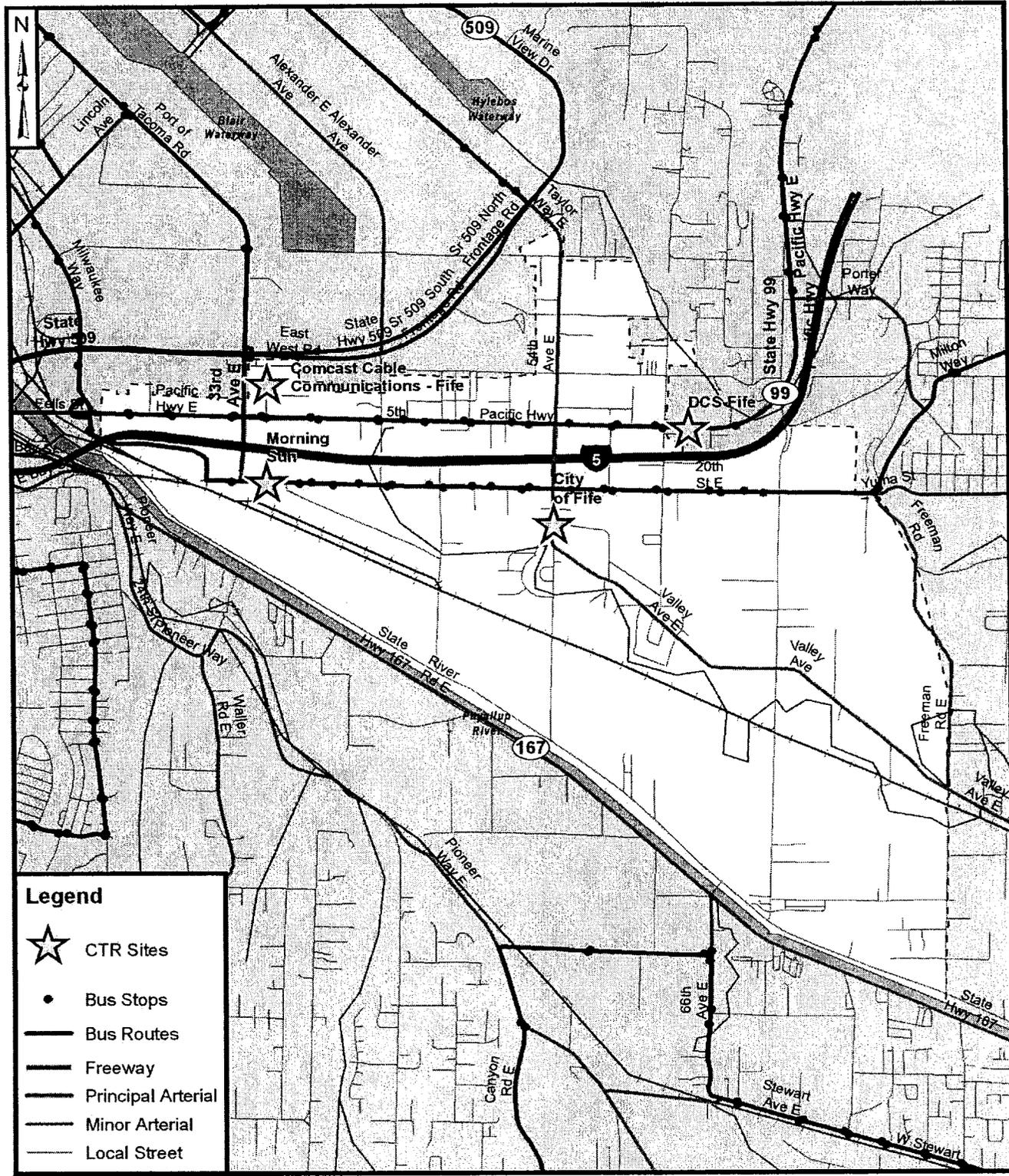

Pertee
June 11th, 2007

Fife CTR Plan
Fife CTR Employers
2007 Zoning
Source Map Date: 06/06/2007
Figure C

Appendix D

CITY OF FIFE

TRANSIT SERVICES AND FACILITIES



Legend

- ★ CTR Sites
- Bus Stops
- Bus Routes
- Freeway
- Principal Arterial
- Minor Arterial
- Local Street



Perteeet
March 23, 2007

0 0.5 1
Miles

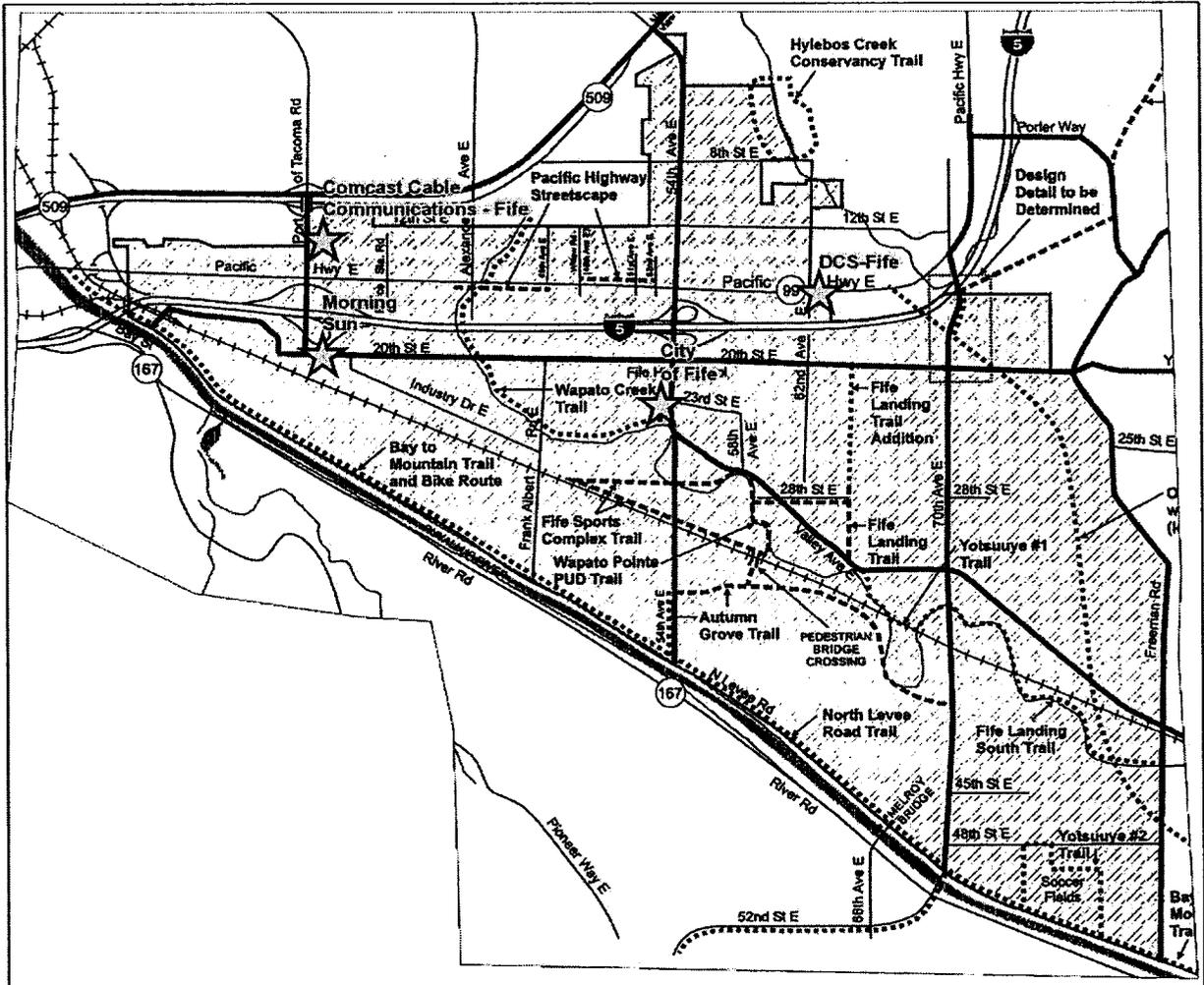
Fife CTR Plan
Fife CTR Employers
Transit Routes and Bus Stops

Figure D

Appendix E

CITY OF FIFE

NON-MOTORIZED FACILITIES



 <small>DAVID EVANS - A B B C O U T L E E -</small>	<p>LEGEND</p> <p>□ Fife city limits (study area)</p> <p>..... Planned trails ⁽¹⁾</p> <p>— On-Road Bicycle Touring Routes ⁽²⁾</p> <p>— Existing trails</p>
<p>⁽¹⁾ Also refers to the City of Fife Comprehensive Parks, Recreation, and Open Space Plan, for most of the planned trails.</p> <p>⁽²⁾ Class 1, 2 or 3 Bike Lane Required, per Parks, Recreation and Open Space Plan.</p>	
 City of Fife	<p>Transportation Element Comprehensive Plan 2002 Update</p> <p>May 2003</p>

Figure 12
**EXISTING, PLANNED AND
 PROPOSED TRAILS AND
 ON-ROAD BIKE ROUTES**

Appendix F

COMMUTE TRIP REDUCTION WORKSHOP SUMMARY

**Pierce County Local Jurisdictions Commute Trip Reduction Employer Workshop
Held at Pierce Transit, Lakewood
March 28, 2007**

Attendees:

Company	Representative
The Boeing Company	Nancy Musser
City of DuPont	Hillary Jones
City of Lakewood	Dan Penrose
City of Lakewood	DJ Lietzau
City of Lakewood	Debi Young
City of Puyallup	Nancy Eklund
City of Puyallup	Scharon Gilge
City of University Place	Sarah Ortiz
Clover Park Technical College	Eva Stricklen
Comcast Cable Communications-Fife	Marie Simonson
Comcast Cable Communications-Fife	Richard Rolle
Comcast Cable Communications-Puyallup	Melody Paddock
DSHS-Division of Child Support-Fife	Mary Asche
Franciscan Health Systems	Eric Kaplan
Good Samaritan Hospital	Amy Kastberg
HQ, I Corps and Ft. Lewis	Kelly Rosacrans
HQ, I Corps and Ft. Lewis	Terry Austin
Pacific Lutheran University	Gretchen Crogrove
Perteet Inc.	Carolyn Mayer
Perteet Inc.	Erin Martindale
Pierce College	Annemarie Cadle
Pierce County	Jesse Hamashima
Pierce County	Mike Galizio
Pierce County	Debbie Germer
Pierce Transit	Sharon Stockwell
Pierce Transit	Rachel Grover
Pierce Transit	Karen Henderson
Pierce Transit	Louise Bray
State Farm Insurance	Cinda Waller
WA State Department of Transportation	Keith Cotton
WA State Department of Transportation	Brian Lagerberg
WA State Department of Transportation	Ed Hillsman
WA State National Guard-Camp Murray	Lee Strehlow
WA State National Guard-Camp Murray	Doug Stearnes
Westmark Products	Mike Milsten

Agenda:

- Introductory Remarks – John Ladenburg, Pierce County Executive
- Overview of CTR Efficiency Act – Carolyn Mayer, Perteet Inc.
- Employer Profile – Terry Austin, Sustainability Coordinator, Fort Lewis
- Small Group Discussions led by Dan Penrose of the City of Lakewood and Debbie Germer of Pierce County

Summary of Small Group Discussions:

1. What are the benefits of having a CTR program for your organization?
 - Improves parking
 - Improves morale – by offering compressed work week schedules, designated carpool parking, incentives and subsidies
 - Sharing the ride reduces tardiness and helps with better balance with home life
 - Better employee retention
 - Seen as employee benefit
2. What elements of the CTR program have been working well in your organization?
 - Most folks said carpooling is the most effective alternative to driving alone.
 - Preferential parking
 - Vanpooling at the larger sites is popular too
 - Use a compressed work week
 - Incentives and subsidies
3. Do you find there are barriers to increasing participation in transit and ridesharing programs?
 - Not enough support from management to allow Employee Transportation Coordinator to devote time to program.
 - Most employers don't care how people get to work, only that their employees arrive on time.
 - State should do more advertising to reach out to the general population on transit use and ridesharing programs
 - The whole program is on the responsibility of the Employee Transportation Coordinator. Managers/Company doesn't know how much time and money it takes to run the program.
 - Show businesses how they can benefit from CTR programs.
 - Many employee schedules/shifts—hard to coordinate ridesharing and communicate programs
 - Not enough transit service
 - Not sufficient connections from one mode of transit to another
 - Need bike and sidewalk facility improvements
 - Lack of budget for incentives
 - Better placement of the Employee Transportation Coordinator
 - Hard to encourage employees to use www.RideshareOnline.com
 - Hard to motivate wealthy people to not drive alone

- Why does the state require the same standards for all types of employers (health care, manufacturing, etc)?
- CTR-affected employers can't make the difference alone—need a massive movement
- State needs to do more advertising on TV, etc to not drive alone
- Location of employee homes from work
- Availability of vanpools from Pierce Transit
- State funding for vans only allows for "new" vans, not replacement vans or staff to operate/administer additional vans.
- Need to explore vanshare program
- Bring Sounder to DuPont—then use DuPont station for park and ride lot
- New roads not including bike lanes, need connectivity
- No funding for incentives or program in general

4. To help shift more of your organization's employees from driving alone to alternative modes of commuting, what kinds of programs and services would you suggest be offered at the organization?

- Incentives that work include subsidies, cash, gift cards, vacation package and other giveaways
- Who would be the ideal candidate to be an Employee Transportation Coordinator?
 - Someone who is interested and passionate about the issue
 - Someone who can use the site data to show management where there are cost savings and other improvements.
- Need to invite CEOs to a meeting to educate them on CTR; similar to today's meeting
- Telework—work from home
- State money and state support
- Provide the Employee Transportation Coordinator with more time
- Coordination between employers
- Improvements to ridematch
- Management support

5. What type of assistance from Pierce Transit and your jurisdiction would you like to see that would help your organization with its CTR program?

- Educate CEOs and management on CTR issues—they need to be onboard to have a successful program and allow Employee Transportation Coordinator to spend significant time on the program.
- Coordinate with neighboring businesses
- More participation from Pierce Transit at work sites—more onsite assistance
- More marketing and promotion at state and regional level
- Discounted bus passes or bulk purchase
- Keep Emergency Ride Home—it works well
- Complete update of Pierce County bicycle guide map
- Vanpool maps that show pick up and drop off locations
- Create a threshold that requires a part-time paid Employee Transportation Coordinator
- Participation in employer events/fairs
- Improve ridematch system

6. Other Comments

- Vanpools are hard to organize for second and third shift employees
- Craigslist.com also has rideshare boards
- How can we coordinate with neighboring businesses for rideshare programs? (mailings, who would lead such a group?)
- Motivating people to carpool and vanpool is harder than incentives for transit passes, etc...
- Use alternative fuels for vanpools
- Pierce Transit should find ways to help CTR employers with discounted transit passes or to allow employers to get a discount when buying transit passes in bulk
- Employee Transportation Coordinator's need to sell the importance to managers of employee moral
- Communications needs to occur at all levels—Employee Transportation Coordinators, Managers, State, CTR Board and land use
- Managers need to be informed of current situations with traffic, trends, business benefits
- When Employee Transportation Coordinators approach CEOs and managers, can jurisdictions attend to provide more support and background information on the importance of CTR?

Appendix G

COMMUTE TRIP REDUCTION SUMMARY OF POLICIES THAT SUPPORT CTR

COMPREHENSIVE PLAN GOALS AND POLICIES ANALYSIS

This section provides a list of CTR supportive comprehensive plan goals and policies that the City of Fife either has or doesn't have. The right hand column identifies the policies that the jurisdiction has in place relating to the recommended goals and policies in the left hand column. If the jurisdiction doesn't have some of the recommended goals and policies listed below, then they may want to consider adding some of these recommended goals and policies to their comprehensive plan during the next update.

Example Commute Trip Reduction & Growth Management Planning Policies	Goals & Policies in Current Plans
Land Use Element	
Inter-Agency Coordination	
Work with transit providers to provide transit that is fast, frequent and reliable between urban centers, urban villages, GTEC's and accessible to most of the City's residences and businesses.	None
Urban Growth Areas	
Enter into agreements and establish procedures for setting priorities, programming, maintaining and financing for countywide, regional and state transportation facilities and services consistent with the GMA current federal transportation legislation	None
Land use and transportation goals and decisions should be integrated with one another and coordinated with adjacent jurisdictions and with the Regional Transportation Plan to determine the types and levels of transportation facilities to be provided within the unincorporated county.	None
The county/city should use future land use projections to identify and provide for adequate safety, structural, rights-of-way and other possible improvements that support vehicle transportation, non-motorized and transit needs of the region plus use alternative transit modes as areas develop.	None
Integrate Commute Trip Reduction land use planning by requiring non-motorized pedestrian connections between retail, living, and work places. Non-motorized connects shall include, but not be limited to: transit connections, bus stops, sidewalks, bike facilities, trails and encouraging employers to participate in ride sharing programs.	None
When evaluating land use changes to the Comprehensive Plan, proposals should include an analysis of how the development furthers the goals of Commute Trip Reduction planning.	None

Example Commute Trip Reduction & Growth Management Planning Policies	Goals & Policies in Current Plans
<p>Pursue transportation demand management (TDM) strategies at the local/regional level by coordinating with regional and state partners so customers see their travel choices and the various TDM promotions as a coordinated, integrated system that makes a difference in the community.</p> <p>Example: Regulations to influence travel behavior Marketing Improvements in services and facilities</p>	None
<p>Require the integration of non-motorized and transit connections when planning and developing urban centers or GTEC's.</p>	None
<p>Establish urban centers and/or GTEC's where they can be served by regional transit agencies, or work with the appropriate transit agency to expand service to the urban center within a reasonable timeframe.</p>	None
Urban Design	
<p>Encourage new housing developments to be located in urban growth areas and small towns to help provide a sense of community and safe, non-motorized transportation to community facilities and public transit modes.</p>	1.6
<p>Discourage transportation improvements that would trigger development that is premature or not consistent with applicable comprehensive plans, policies, or zoning.</p>	None
<p>Provide aesthetic and functional amenities along pedestrian facilities, such as water fountains, benches, trash receptacles, public art, and open spaces (such as seating plazas).</p>	None
<p>Provide pedestrian, and bicycle connections in newly developing areas of the city, promoting both internal access and linkages with the rest of the City.</p>	None
<p>Incorporate transit-supportive and pedestrian friendly design features in new development through the development review process. Examples include: Provide pedestrian pathways that minimize walking distances to activities and to transit stops. Provide weather protection such as covered walkways or arcades connecting building developments, and covered waiting areas for transit and ridesharing.</p>	None
<p>Incorporate guidelines for addressing that sidewalks and walkways are separated from the roadway by a landscaping strip or drainage swale.</p>	None

Example Commute Trip Reduction & Growth Management Planning Policies	Goals & Policies in Current Plans
Adopt pedestrian friendly design guidelines, especially in high pedestrian activity zones, such as wide sidewalks, landscape buffers or strips, street trees, adequate lighting, traffic calming measures (such as traffic circles, curb bulbs, raised medians, speed tables and chicanes), special pavements, and bollards.	None
Adopt development design standards that promote a pedestrian friendly environment. Such standards may include reduced building setbacks, requirements for display windows, building entrances oriented toward the street, and locating parking lots to the rear or side of buildings.	None
Secure bike lanes and trail improvements or easements through the development review process to develop portions of the bicycle and pedestrian system.	4.7
<p>Require new developments to incorporate non-motorized features or programs designed to promote use of alternatives to single-occupant vehicles, such as;</p> <ul style="list-style-type: none"> • Preferential parking for car pools and van pools • Special loading and unloading facilities • Transit facilities, including comfortable bus stops, and waiting areas, adequate turning room, and where appropriate, signal preemption and queue-jump lanes • Bicycle parking and related facilities 	None
Inter-Agency Coordination	
Pursue strategies that make transit safe, secure, comfortable, and affordable.	None
Integrate multiple access modes, including buses, carpools, and vanpools, bicycles, and pedestrians.	None
Integrate transit-oriented development opportunities with the private and public sectors.	None
Zoning	
<p>Discourage the development of major, stand-alone park and ride facilities with city limits. Situations where additions to park and ride capacity could be considered include:</p> <p>At the terminus for a major, regional transit system.</p> <p>When opportunities exist for "shared parking" (e.g., where transit commuter parking can be leased from another development. Such as a shopping center, movie theatre, church, etc.)</p> <p>Areas where alternatives to automobile uses are particularly inadequate (e.g., lack of direct transit system, or pedestrian and bicycle access) or cannot be provided in a cost-effective manner.</p>	None

Example Commute Trip Reduction & Growth Management Planning Policies	Goals & Policies in Current Plans
Allow a reduction in the number of required parking spaces if a development provides ride-share programs, car pool parking spaces, bike racks, lockers or other approved non-motorized parking options.	None
Encourage transit oriented development and pedestrian friendly land use characteristics through zoning and land use policies that encourage mixtures of land uses, increased densities in targeted areas with design standards.	None
Adopt a parking credit program that allows developers to reduce the number of required parking spaces if they provide an alternative transportation program to single occupant vehicles.	None
Housing Element	
Work with other jurisdictions to achieve a jobs/housing balance that makes it possible for people to live closer to where they work.	None
Promote quality, community-friendly residential development, through features such as enhanced open space and pedestrian connectivity.	None
Capital Facilities Element	
Explore the possibility of encouraging cooperative funding for bicycle trails.	None
Implement a methodology for public-private partnerships when it would result in a more efficient use of public resources.	None
Aggressively seek funding opportunities for safety, mobility, intermodal, bicycle, pedestrian, neighborhood, and transportation demand management improvements	None
Provide adequate and predictable funding to construct and maintain pedestrian and bicycle capital projects.	None
Effectively link pedestrian project funding and approval decisions to priorities identified in the CTR plan, as well as the Non-Motorized element of the jurisdiction's Comprehensive Plan.	None
Support a greater investment in pedestrian enhancements, and ensure that all new transportation projects include funding for pedestrian improvements.	None
Continue programs to construct, maintain, and repair sidewalks.	None
Assign high priority to pedestrian and bicycle projects that provide access to major employment areas and activity centers, provide linkages to transit, complete planned bicycle facilities and provide system connectivity.	None

Example Commute Trip Reduction & Growth Management Planning Policies	Goals & Policies in Current Plans
Effectively link TDM program funding and approval decisions to priorities identified in the CTR plan, as well as the transportation element of the jurisdiction's Comprehensive Plan.	None
Utilities Element	
Secure sidewalk and trail easements over existing utility lines where ever feasible	None
Transportation Element	
Carpools, Vanpools, & Ride Share	
Ensure that the City as an employer sets a positive example by maintaining a strong transportation demand management program for its employees.	None
Pedestrian System Connectivity	
The county should ensure that continuous and/or direct bicycle lanes are provided between all jurisdictions and major activity centers.	None
Consider pedestrians along with other travel modes in all aspects of developing the transportation system. Provide safe and convenient pedestrian access in all new and improved transportation projects, unless exceptional circumstances exist.	1.1, 4.1
Remove barriers and deterrents along the existing pedestrian system to create better access between employment facilities, residential and other uses.	1.1, 4.1
Coordinate the local jurisdiction's existing and planned pedestrian system with adjacent jurisdictions to provide a continuous, coordinated system, especially when major employment and activity centers are nearby.	None
Secure sidewalks and trail improvements or easements through the development review process to develop portions of the pedestrian system.	None
Pedestrian Safety and Security	
Adopt and use national (American Association of State Highway and Transportation Officials, AASHTO) design standards for pedestrian facilities.	None
Address the special needs of citizens with various degrees of mobility in planning, designing, implementing and maintaining pedestrian facilities.	None
Provide consistently designed pedestrian activated signal crossings, and consider technologies that enhance pedestrian safety at crossings, such as longer crossing times and audible crossings.	None

Example Commute Trip Reduction & Growth Management Planning Policies	Goals & Policies in Current Plans
Consider access management to reduce the number of conflict points (driveways) between pedestrians and vehicles, thereby improving pedestrian safety.	None
Ensure that pedestrian facilities are designed and monitored to improve security and safety, through lighting, openness, vegetation upkeep and security features such as panic buttons at key locations.	None
Design midblock crossings with safety as a high priority, and consider improvements such as pedestrian crossing signals, flared curbs (bulbouts), pedestrian refuge islands, medians, and adequate sight distance around parked vehicles.	None
Pedestrian and Bicycle Convenience	
Conduct periodic analyses of bicycle and pedestrian environments in and around urban centers and regional transit stations to identify deficiencies and to plan access improvements.	None
Include bicycle facilities in the six-year capital improvement program (for trails that will be utilized by bikes) or the six-year transportation program (for widening shoulder projects that will accommodate bikes).	None
Implement way-finding (signage) along sidewalks and trails that direct pedestrians to key locations or destinations, such as major activity centers, business districts, institutions, major medical facilities, parks or recreational facilities.	None
Provide internal pedestrian circulation systems within and between existing, new or redeveloping commercial, multi-family or single family developments, and other appropriate activity centers. Provide convenient connections to frontage pedestrian systems and transit facilities.	None
Encourage transit use by improving pedestrian and bicycle linkages to the existing and future transit and school bus system, and by improving the security of and utility of park and ride lots and bus stops.	Yes
Provide bicycle connections and secure bicycle parking and storage convenient to major transit facilities; increase the number of secure parking areas for bicycles.	None
Conduct bicycle transportation studies to improve safety and overall quality of bicycling.	None
Cooperate with the public and private schools, bicycle clubs and other interests groups to provide education and strategies to promote safe riding skills and the transportation and recreation opportunities of bicycling.	None

Example Commute Trip Reduction & Growth Management Planning Policies	Goals & Policies in Current Plans
Improve mobility and safe access for walking and bicycling, and create incentives to promote non-motorized travel to employment centers, commercial districts, transit stations, schools and major institutions, and recreational destinations	None
Update and review the Pedestrian and Bicycle transportation Plan every five years. The updates should consider the existing and future role of the single-occupant vehicle in relation to non-motorized and public transportation modes, as well as newly annexed areas, areas experiencing unforeseen development and/or redevelopment, and other emerging issues.	None
Develop an effective "share the road/share the trail" concept for pedestrian and bicycle education programs for the motorized and non-motorized public.	None
Accessibility	
Sidewalks or pedestrian facilities should be located along all both sides of all arterials, collectors, and at least one side of most local streets.	None
Pedestrian facilities should be wide enough to allow the disabled, such as wheelchair users, to access them, usually a minimum of 5' to 6'. A wider facility should be provided along principal arterials (generally a minimum of 8'), or in business districts that attract more pedestrians.	None
Direct pedestrian linkages should be considered whenever possible, to connect between internal land uses and arterials. This reduces walking distances to transit stops and commercial uses.	None
Public Transportation	
Encourage interconnections and time coordination of public transportation modes (bus, coach and rail) to increase level of service and ridership.	TR7
Work with transit providers to provide transit service that is fast, frequent, and reliable between urban centers and urban villages and that is accessible to most of the City's residences and businesses. Pursue strategies that make transit safe, secure, comfortable, and affordable.	TR7
Support development of an integrated, regional high capacity transit system that links urban centers within the City and the region.	None
Develop partnerships with transit providers to implement projects providing neighborhood-to-transit links that improve pedestrian and bicycle access to transit services and facilities.	None

Example Commute Trip Reduction & Growth Management Planning Policies	Goals & Policies in Current Plans
Coordinate with regional, state, and federal agencies, local governments, and transit providers when planning and operating transportation facilities and services in order to promote regional mobility for people and goods and the urban center approach to growth management.	None
Design transit access into large developments, considering bus lanes, stops, shelters, non-motorized lanes & facilities as part of the project design	None
Coordinate with transit providers and the private sector to develop and implement compatible transportation demand management regulations and strategies that are consistent with the Commute Trip Reduction Act.	1.0, 1.3
Work with car share companies to provide car share opportunities at key locations, such as major employers, business districts, and high density residential areas.	None
Provide preferential lanes, such as High Occupancy Vehicle (HOV) lanes on roads which will benefit commuters the most, such as those with major transit routes, and those experiencing the greatest congestion.	1.5
Ferries	
For water-borne travel across Puget Sound, encourage the expansion of the passenger-only ferry service and land-side facilities and terminals that encourage walk-on (by-foot, bicycle, transit) trips rather than ferry travel with automobiles.	None
Coordinate ferry arrivals and departures with mass transit systems to ensure an efficient flow of people and traffic.	None
Education and Encouragement	
Educate the general public and public officials about the economic, transportation system performance, environmental, health and social benefits of walking and biking and develop improved programs to encourage increased levels of walking and biking.	None
Educate drivers and pedestrians about pedestrian safety issues, and enforce pedestrian related laws.	None
Consider the formation of a pedestrian advisory committee to provide input to the jurisdiction (staff and elected officials) on pedestrian related issues and needs, as well as review of major transportation projects to ensure that pedestrian needs are adequately addressed or considered.	None

Example Commute Trip Reduction & Growth Management Planning Policies	Goals & Policies in Current Plans
Develop a pedestrian walking/biking map that is focused on major activity centers, such as business districts or major employment areas. The map should identify sidewalks, trails, bike routes, transit corridors and bus stops/transit centers, and key activity centers such as institutional uses and government centers, major employers, commercial or retail areas, parks, and other points of interest.	None
Monitoring	
Ensure that the local government monitors the results of its TDM programs and policies, and continually evaluate changes needed to improve mode split goals.	None
Continually evaluate large employer CTR program effectiveness and reduce the employer threshold if needed to achieve the jurisdiction's mode split goals.	None
Economic Development Element	
Funding Mechanisms	
Promote public awareness of the impact travel choices have on household finances, personal quality of life, society, and the environment, and increase awareness of the range of travel choices available.	None
Employment	
Require large employers to implement a commute trip reduction program for employees, as mandated by the Commute Trip Reduction Act.	None
The county/city should encourage employers in urbanized areas to offer staggered work hours or flextime and other Transportation demand Management programs such as parking management, ride match services and preferential parking of vanpools, carpools, covered bike racks, lockers and showers at work sites.	None
Encourage employers to provide information and marketing on commute alternatives, such as transit schedules, rideshare information, and guaranteed ride home programs.	None
Encourage employers to develop telecommuting options, which allow employees to work one or more days at home or at a "satellite work center" closer to their homes.	None
Encourage employers to allow flexible work schedules or compressed work weeks to help reduce the number of vehicles using local and regional roadways.	None
Encourage major employers to provide daycare opportunities onsite or nearby.	None

Example Commute Trip Reduction & Growth Management Planning Policies	Goals & Policies in Current Plans
Encourage employers to provide subsidies to employees who commute using other modes, such as free or reduced prices for transit passes, or discounted parking for rideshare vehicles.	None
Parks & Open Space Element	
Provide for adequate roadway, pedestrian, and bicycling connections in newly developing areas of the City, promoting both internal access and linkages with the rest of the City.	4
Identify areas to be designated as pedestrian promenades, with pedestrian friendly environments.	None
Provide for uniform bicycle and pedestrian markings and design standards for travel along City bikeways and walkways.	None

Appendix H
GLOSSARY OF TERMS

GLOSSARY OF TERMS

Affected Employee: Under the Commute Trip Reduction (CTR) law, an affected employee is a full-time employee who regularly begins work between 6 a.m. and 9 a.m., at a single work site, on two or more weekdays for at least 12 continuous months.

Affected Employer: An employer is "affected" under the CTR law if there are at least 100 "affected" employees at a single work site.

Alternative Work Schedules: AWS programs offer alternatives to the typical eight-hour work day. Options include flex-time, a compressed work week, and staggered work hours.

Automobile Dependency: Transportation and land use patterns that result in high levels of automobile use and limited transportation alternatives. In this case, "automobile" includes cars, vans, light trucks, SUVs and motorcycles

Base Year: The CTR law requires affected employers to measure the results of their employee trip program against base year values for VMT and drive alone vehicles. The goal year is 2011.

Bus Rapid Transit: Special lanes dedicated to transit buses, often incorporating other features to insure high quality transit service.

Carpool: Two to six people age 16 and older, sharing the ride in an automobile to and from the work place.

Commute: The trip made by an employee between their home and work locations, regardless of the distance or mode used.

Compressed Work Week: A work week that is compressed from the typical five-day, 40 hour work week into a shorter work week but maintaining the same number of hours.

Commute Trip Reduction Program: A CTR program is comprised of strategies used by an employer to reduce employee use of single-occupant vehicles (SOVs) and the vehicle miles traveled (VMT) per employee. The CTR program specifies the measures to be used that will achieve the target goals.

Drive Alone Vehicle: A vehicle that is occupied by one person.

Employee Transportation Coordinator: The CTR law requires employers to appoint an employee transportation coordinator, or ETC. The person is a personal change agent who provides the "human touch" needed to remedy traffic congestion and air pollution problems. An ETC is the organization's key contact person providing commuting information to employees and liaison activities with transit agencies and local jurisdictions. The ETC creates marketing strategies, administers employee ridesharing programs, and measures results.

Guaranteed Ride Home (GRH): GRH programs provide an emergency ride home for employees who commute to work in a ridesharing mode and have an illness or emergency. Typically, an employee can take a cab ride home and charge the ride to their employer's account or be reimbursed for the expense.

High-Occupancy Vehicle (HOV): a passenger vehicle carrying more than a specified minimum number of passengers. HOVs include carpools, vanpools, and buses. HOV requirements are often indicated as 3+ (three or more passengers required) or 4+ (four or more passengers required).

HOV Lane: This is a traffic lane limited to carrying high occupancy vehicles (HOVs) and certain other qualified vehicles.

HOT Lanes (High Occupancy Toll Lanes): HOV facilities that allow lower occupancy vehicles, such as solo drivers, to use the facility if they pay a toll. This offers users three options: drive alone on an unpriced but congested general purpose lane, drive alone and pay to use a less congested lane, or rideshare (carpool, vanpool or ride transit) to use a less congested lane without any additional fee.

Mobility: The movement of people and goods.

Mobility Management (Also called *Transportation Demand Management*): Various strategies that change travel behavior (how, when and where people travel) in order to increase transport system efficiency and achieve specific objectives such as reduced traffic congestion, road and parking cost savings, increased safety, improved mobility for non-drivers, energy conservation and pollution emission reductions.

Nonmotorized Transportation (also known as *Active Transportation* and *Human Powered Transportation*) includes Walking, Bicycling, Small-Wheeled Transport (skates, skateboards, push scooters and hand carts) and Wheelchair travel.

Parking Management: Strategies aimed at making better use of available parking supply. Parking management strategies include preferential parking or price discounts for carpools and/or short-term parkers, and disincentives, prohibitions and price supplements for those contributing more to congestion.

Parking Pricing: Strategy to reduce automobile use by requiring motorists to pay directly for using parking facilities. Time variable parking pricing can be used as a congestion reduction strategy.

Parking Cash-Out: This means that people (typically commuters, and sometimes residents of multi-family housing) who are offered a free parking space are also offered the cash equivalent when they use alternative transportation modes and so do not impose parking costs.

Ridesharing: Ridesharing is any cooperative effort of two or more people sharing a motor vehicle traveling to a common destination, such as a work site. Carpools and vanpools are common forms of ridesharing.

Smart Growth: Land use development practices that create more resource efficient and livable communities, with more accessible land use patterns, an alternative to sprawl.

Sprawl: Dispersed, low-density, single-use, automobile dependent land use patterns.

Stakeholder: Individuals or groups that are affected by a decision and have an interest in its outcome.

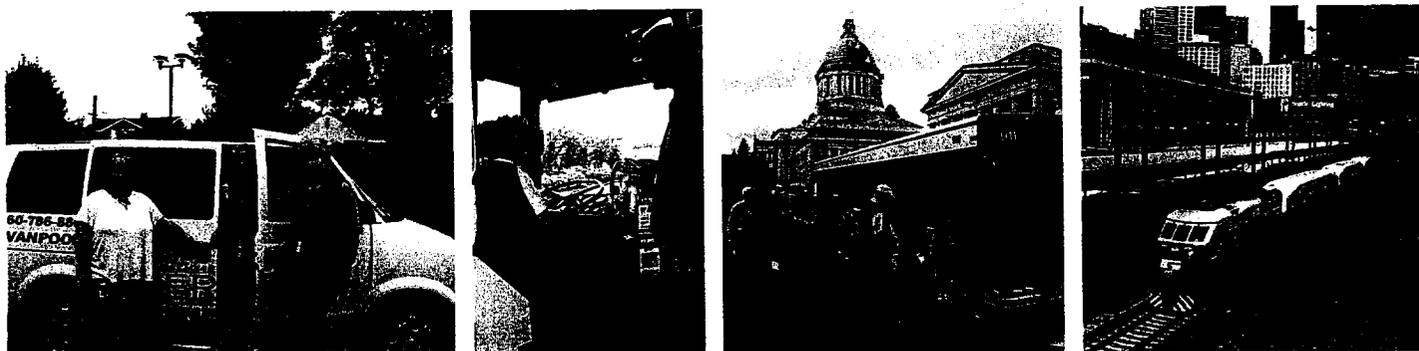
Teleworking: Teleworking involves the use of telephones, computers, and other technology to work from a location other than a conventional office.

Transportation Demand Management (TDM): Various strategies that change travel behavior (how, when and where people travel) in order to increase transport system efficiency and achieve specific objectives such as reduced traffic congestion, road and parking cost savings, increased safety, improved mobility for non-drivers, energy conservation and pollution emission reductions. Also called *Mobility Management*.

Transportation Management Association (TMA): A TMA is a partnership or organization that brings interested parties together to work on transportation issues.

Vanpool: A vanpool consists of seven to fifteen people sharing their commute in a passenger van, generally riding to the same place of employment.

Vehicle Miles Traveled: Number of miles a vehicle has traveled for a commute.



October 2006

Commuter Trip Reduction Program

Implementing the CTR Efficiency Act

The Washington State Legislature passed the Commuter Trip Reduction (CTR) law in 1991. The CTR program uses partnerships among employers, local jurisdictions, planning organizations, transit systems, and the state to encourage employees to ride the bus, vanpool, carpool, walk, bike, work from home, or compress their workweek. The major goals for the CTR program are to:

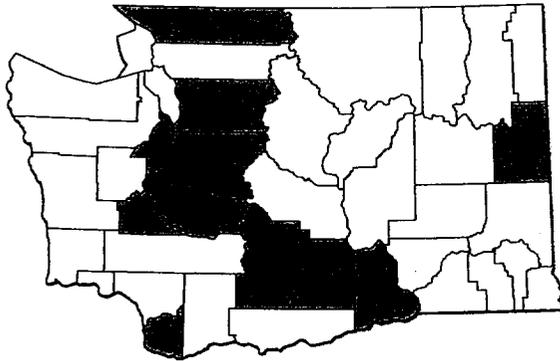
- Improve transportation system efficiency
- Conserve energy
- Improve air quality

In 2006, the Legislature unanimously adopted changes to the CTR law to make the program more effective, efficient, and targeted. The modified CTR program will officially start on January 1, 2008. To implement the CTR Efficiency Act, the Washington State Department of Transportation (WSDOT) is working with cities, counties, planning organizations, and transit systems to develop the rules and create new plans.

Current CTR Program

Washington State's CTR program works with major employers in the state's ten most populous counties to encourage employees to commute without driving alone. About 500,000 employees at nearly 1,100 worksites in the state have access to CTR programs.

Today: Ten Counties in the CTR Program



The CTR Program Is Working

The drive-alone rate at worksites participating in CTR decreased from 70.8 percent in 1993 to 65.7 percent in 2005. This contributed to Washington's overall drive-alone commuting rate declining slightly from 1990 to 2000 (one of only two states where the percentage dropped). Statewide, employees commuting to CTR worksites made over 20,000 fewer vehicle trips each weekday morning in 2005 than they did when they entered the program.

CTR Enhances Transportation Efficiency

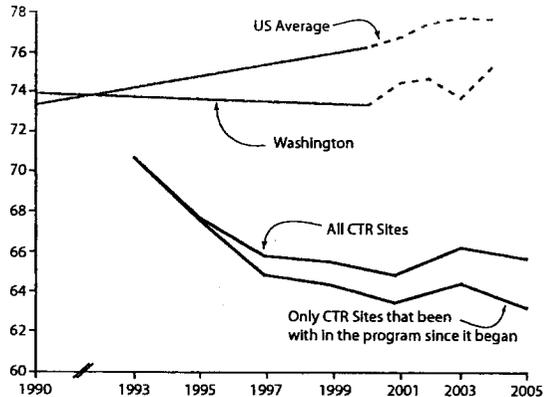
Making the state's transportation system more efficient is the CTR program's most important goal. The 7 percent reduction in drive-alone trips at CTR sites from 1993 to 2005 creates substantial benefits, particularly at bottlenecks and chokepoints on key highways. CTR employees in the central Puget Sound made more than 14,200 fewer vehicle trips each weekday morning in 2005 than they did when their employers entered the program. The absence of these trips reduced travel delay by an estimated 11.6 percent on average during the peak morning commute in the region.

CTR Conserves Energy and Improves Air Quality

CTR worksite commuters reduced petroleum use in Washington by about 5.8 million gallons of fuel in 2005, saving \$13.7 million through the choices they made. They also reduced emissions of three regulated air pollutants by nearly 3,800 tons and emissions of greenhouse gases by the equivalent of 74,200 tons of carbon dioxide.

Drive Alone Comparison

CTR Worksites, Washington State, and the United States, 1990 to 2005
Percentage of commute trips taken by driving alone



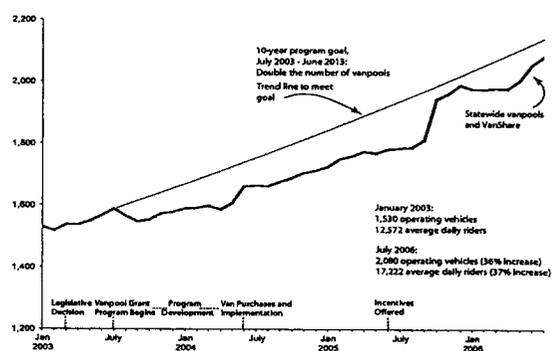
Other Programs Support the Success of CTR

Several strategies contribute to the success of the CTR program. Washington has over 2,000 vanpool vans operating on our roads, the largest vanpool program in the nation. The legislature recognized that the vanpool program increases the CTR program's effectiveness and provided an additional \$3.9 million to purchase over 150 new vans in 2006. Some of the state programs that support CTR include:

- Trip Reduction Performance Program
- Rideshare Tax Credits
- Vanpool Grant Program
- Regional Mobility Grant Program
- Park and Ride Lots

For information about these programs, visit www.wsdot.wa.gov/dtm

Public vanpools operating in Washington
January 2003 to July 2006



CTR Task Force Recommended Program Changes

The Governor-appointed CTR Task Force represents the varying statewide perspectives of residents, businesses, state agencies, transit agencies, and local jurisdictions. The Task Force reported to the Legislature in December 2005 and recommended that CTR be continued, with modifications to make the program more effective, efficient, and targeted.

Modified CTR Program

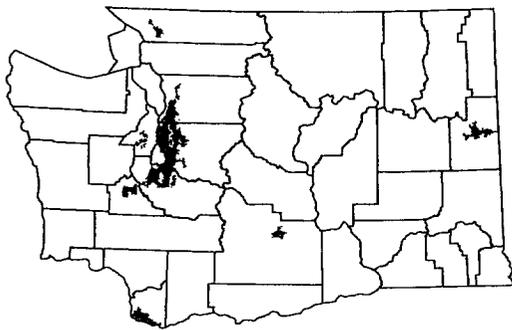
Governor Signs CTR Efficiency Act

On March 29, Governor Chris Gregoire signed the Commute Trip Reduction (CTR) Efficiency Act, Engrossed Substitute Senate Bill 6566. At the signing, Governor Gregoire was surrounded by members of the CTR Task Force and program partners celebrating the culmination of two years of work to improve the CTR Program.

The most significant changes to the CTR law include:

- Focusing the Program on Congested Highway Corridors**
 The new CTR law shifts the program from the ten most populous counties to those urban growth areas that contain the most congested state highways. This change focuses the program on the areas of the state that will deliver a high return on state and private investment. Other jurisdictions may participate and tribal governments are encouraged to establish CTR programs.

Urban Growth Areas in the CTR Program
(Preliminary Determination)



- Increasing Planning Coordination Among Local, Regional, and State Levels**
 The new CTR law establishes a state CTR planning framework that will better integrate CTR with local, regional, and state transportation and land use planning and investment.



Based on an evaluation of local, regional, and state needs, local jurisdictions may create customized programs with goals and strategies that best fit the complexities of that particular area. In addition, more state agencies must participate in the modified program.

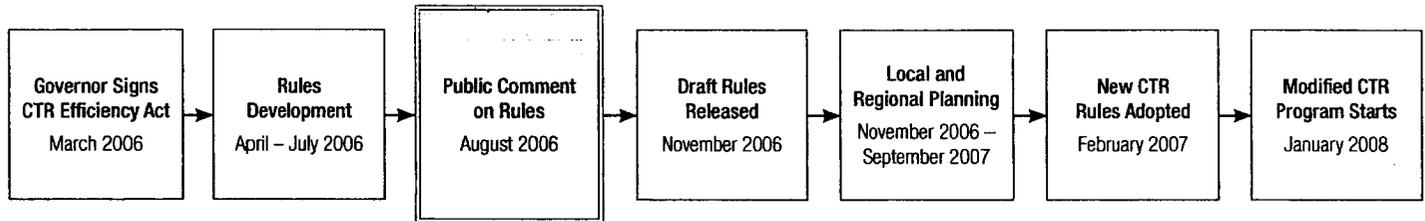
- Providing Flexibility to Local Jurisdictions to Develop Customized Trip Reduction Programs in Key Employment and Residential Centers**
 The new CTR law gives local jurisdictions the option to establish Growth and Transportation Efficiency Centers (GTECs) where they may implement customized trip reduction programs and transportation-efficient land use policies that go beyond the requirements of the base CTR program.
- Streamlining the CTR Task Force Into a Smaller, More Policy-Oriented CTR Board**
 The new CTR law reduces the size of the Task Force to 16 members and establishes it as a permanent board to review and approve local and regional plans, develop the program funding allocations and the state plan, and provide general policy guidance for the program.

How the CTR Program is Changing

	Current CTR Program	Modified CTR Program (effective January 1, 2008)
Where	County-wide in ten counties	Urban growth areas
Participation	Population over 150,000	Congested highway corridors
Who Participates	Major employers (over 100 employees) in ten counties required to participate	Major employers (over 100 employees) in urban growth areas required to participate; in voluntary centers, more employees and residents may participate
Who Oversees Program	28-member CTR Task Force establishes policy and provides guidance	16-member CTR Board establishes policy, provides guidance, and allocates funding
Performance Goals	All employers have same goal targets	Employer goals may vary based on local and regional goals beyond the state minimum target
Performance Review	Worksite programs reviewed each year	Worksite programs may be reviewed every two years
Planning Requirements	No planning required	Coordination with transportation and growth planning required

Implementation Process

Major Milestones for Implementing the Modified CTR Program



Implementing the CTR Efficiency Act will require updating the state guidelines into rules, creating regional plans, and updating local plans and policies. Everyone involved—affected local jurisdictions, regional transportation planning organizations (RTPOs), major employers, transit agencies, WSDOT, and the CTR board—will need to work collaboratively through January 2008 and beyond to implement the changes.

An implementation work group is developing the CTR program rules. The work group consists of CTR board members and staff from cities, counties, RTPOs, transit agencies, WSDOT, and others, as well as representatives from major employers.

What's in the Rules?

Building on the existing CTR guidelines, the new rules will specify the requirements in the CTR Efficiency Act for:

- Program goals and measurement
- Local CTR ordinances, plans, and administration
- Regional CTR plans
- State CTR plan and role of the CTR board
- Growth and Transportation Efficiency Centers (GTECs)
- Other details related to the CTR Efficiency Act

**For more information on the CTR Program, contact
WSDOT's Public Transportation and Rail Division.**

Keith Cotton
cottonk@wsdot.wa.gov
360-705-7910

www.wsdot.wa.gov/tdm/taskforce/tfmaterials.cfm#program



Implementation Schedule

The timeline for implementing the new law includes:

- WSDOT, in collaboration with the implementation work group, develops the program rules from *April to July 2006*.
- Public comment on the draft rules in *August 2006*.
- WSDOT releases the final draft rules in *November 2006*. CTR program rules are adopted into Washington Administrative Code (WAC) by *February 2007*.
- Supported by state planning funds and following the final draft program rules, local jurisdictions and RTPOs develop CTR plans in a collaborative process from *November 2006 to September 2007*. During this time, local jurisdictions may choose to designate Growth and Transportation Efficiency Centers (GTECs). The CTR board will approve local and regional plans by *January 2008*.
- The modified program begins in *January 2008*. Local jurisdictions begin to implement plans, update ordinances, and educate employers on the program changes; employers begin to evaluate potential program changes.

How Can You Be Involved?

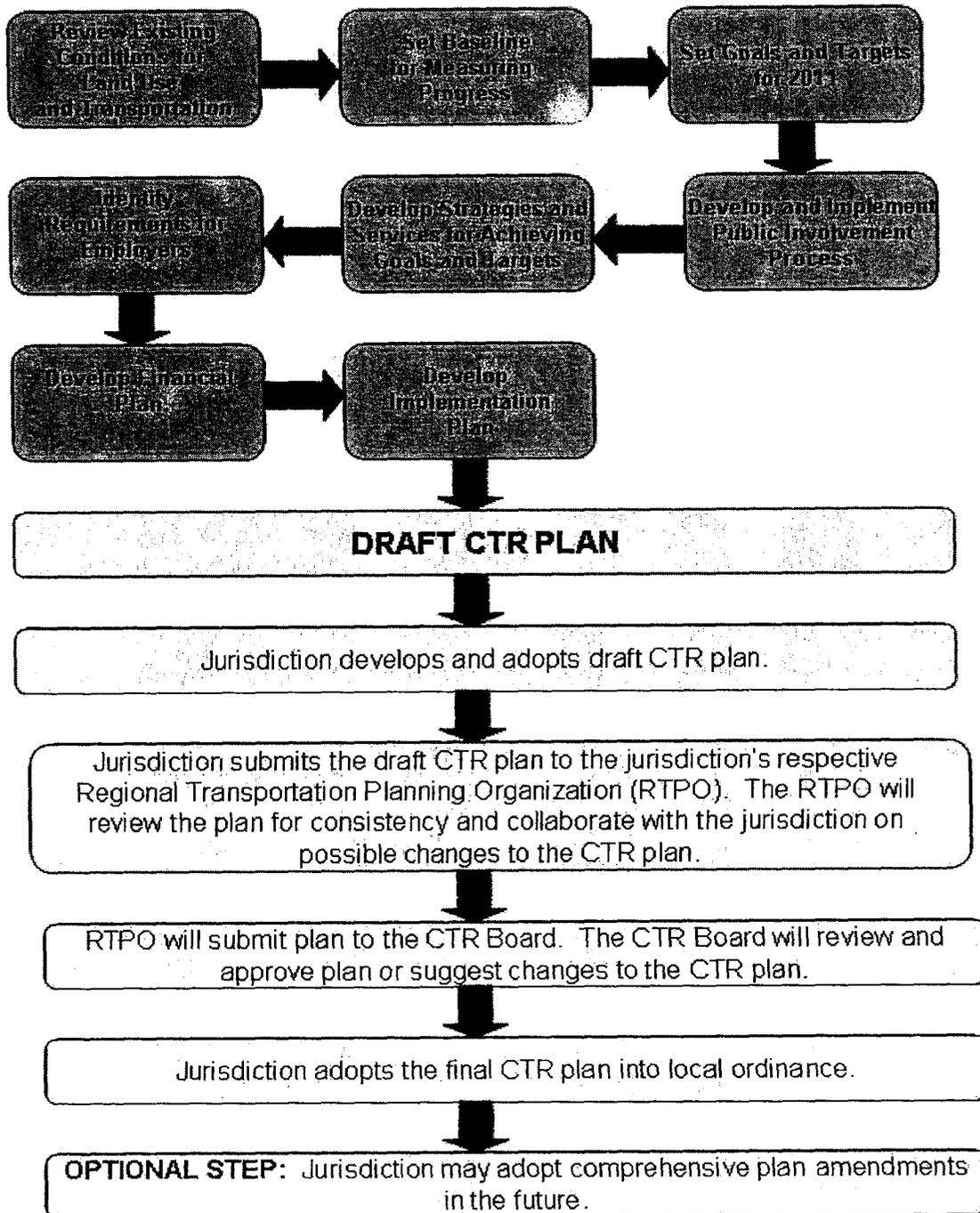
It is vital that everyone be informed and active in the rules development process, so that WSDOT can build consensus around the changes. There are several ways to be involved:

- Visit the CTR Efficiency Act website often at www.wsdot.wa.gov/tdm/taskforce/tfmaterials.cfm#program
- Sign up to receive e-mail announcements on the CTR program implementation and learn about opportunities to give your feedback on the draft rules.
- Attend one of many CTR briefings for local jurisdictions, planning organizations, employers, legislators, and others.
- Request a presentation for your group.

CTR PLANNING AND APPROVAL PROCESS

The Commute Trip Reduction (CTR) Program rules specify the process for developing and adopting the CTR plans. Listed below are the required steps to develop and adopt the CTR plans:

PROCESS FOR DEVELOPING CTR PLANS



Christopher Pasinetti

From: Debbie Germer [DGERMER@co.pierce.wa.us]
Sent: Thursday, February 14, 2008 11:25 AM
To: Bill Kingman; Linda Lansing; NancyE@ci.puyallup.wa.us; ScharonG@ci.puyallup.wa.us; LWUNG@ci.tacoma.wa.us; Christopher Pasinetti; Katie Bolam; Dan Penrose; dwiatr@cityoftacoma.org; JMalone@cityofup.com
Cc: Sharon Stockwell
Subject: Select Date for CTR Jurisdiction Meeting
Attachments: Debbie Germer.vcf

Hello Everyone,

Our CTR Plans have been approved by the state CTR Board. WSDOT is going to provide the Model Ordinance soon (they promised).

I plan on using the WSDOT document to draft our ordinance and code for us in Pierce County to adopt along with our CTR Plans.

I would like to set a meeting date for us to comment on the draft document, decide on our public involvement plans, and share council adoptions plans.

Please email me your availability for the week of March 3.

Thanks,

Debbie Germer
Pierce County
3619 Pacific AVE
Tacoma, WA 98418

(253) 798-3556 Fax: 798-2727
1-800-992-2456, 3556
dgermer@co.pierce.wa.us

"Majestic Pierce County: Window to Northwest Grandeur"

No virus found in this incoming message.

Checked by AVG.

Version: 8.0.93 / Virus Database: 270.2.0/1493 - Release Date: 6/9/2008 5:25 PM

MEMORANDUM
For Meeting of September 9th, 2008

9B

TO: Mayor and Councilmembers
FROM: Steve Worthington, City Manager
SUBJECT: Lodging Tax Advisory Committee Recommendations

REPORT IN BRIEF: The City of Fife receives lodging tax each year which is earmarked for tourism marketing. This year the City asked for proposals for that purpose to fund in 2008. The Lodging Tax Advisory Committee recommendations are listed below.

BACKGROUND: The Fife City Council solicited Requests for Proposals from those agencies and groups actively engaged in the promotion and enhancement of tourism in the City of Fife during calendar year 2009. In addition, the City has anticipated funding certain projects that are identified by contract which are included in the list below.

DISCUSSION: Council to discuss use of funds as presented.

FISCAL IMPACT:

SUMMARY FOR 2009 FUNDING			
1,000,000	Beginning Balance		
600,000	Stadium-Convention Tax Revenue		
20,000	Investment Interest		
157,000	Transfer Tribal Interlocal (fee in lieu of taxes)		
1,777,000	TOTAL FUNDS AVAILABLE		
Requirements		Total Funding	Total Funding
75,000	RFP Tacoma Regional CVB	60,000	60,000
75,000	RFP Tacoma Pierce County Sports Commission	65,000	65,000
60,500	RFP Fife Area Chamber of Commerce	60,500	
8,000	RFP Daffodil Festival, Inc.	8,000	5,000
60,000	RFP Fife Historical Society	60,000	50,000
15,000	Fife-Milton Float Association	15,000	15,000
40,000	Fife Harvest Festival	40,000	40,000
61,000	Fife Locomotive & Caboose Group	61,000	35,000
50,000	Fife Historical Society- Contract	50,000	50,000
25,000	Advertising	25,000	
88,200	City of Fife Marketing Department	88,200	80,400
34,500	Penn, Schoen & Berland****RECEIVED LATE	35,400	19,000
16,000	Street Banner Program	16,000	15,000
5,000	Family Car Show	5,000	
7,000	Performing Arts Center	7,000	
430,000	City Property payments		
1,060,200	Subtotal of expenses shown above		
716,800	REMAINING BALANCE		

ALTERNATIVE COURSES OF ACTION:

Excluding contractual agreements, Council could alter the funding amounts as well as the conditions for use of the allocated funds.

RECOMMENDATION/SUGGESTED MOTION:

Council to direct Staff to place approved funding items for the 2009 Budget. Recommended no less than \$300,000 remaining fund balance.

A handwritten signature in black ink, appearing to read "Steve Worthington", written over a horizontal line.

Approved for Agenda:
Steve Worthington, City Manager