FIFE CITY COUNCIL
REGULAR MEETING MINUTES

Fife City Hall
Council Chambers

Date: May 26, 2009
Time: 7:00 p.m.

EXECUTIVE SESSION

Mayor Johnson convened an executive session at 6:00 p.m. for the purpose of Real Estate RCW 42.30.140 for approximately 45 minutes.

ADJOURNMENT

Mayor Johnson adjourned the executive session at 6:45 p.m.

CALL TO ORDER AND ROLL CALL

Mayor Johnson called the regular meeting of the Fife City Council to order at 7:07 p.m. with the following Councilmembers present: Richard Godwin, Glenn Hull, Butch Brooks, Barry Johnson, Rob Cerqui, Nancy de Booy, and Kim Roscoe.

Staff present: City Manager Steve Worthington, Assistant City Attorney Gregory Amann, Finance Director Steve Marcotte, Public Works Director Russ Blount, Parks, Recreation, and Community Services Director Kurt Reuter, Police Chief Brad Blackburn, Municipal Court Judge Kevin Ringus, Administrative Assistant Andrea Richards, Financial Analyst Dave DeGroot, and Recording Secretary William Gow II.

PLEDGE OF ALLEGIANCE

Councilmember Roscoe led the pledge of allegiance.

CHANGES, ADDITIONS, OR DELETIONS TO AGENDA

Motion

Councilmember Brooks moved, seconded by Councilmember Godwin, to pull setting a special meeting for May 30, 2009 from the agenda. Motion carried unanimously.

Motion

Councilmember Brooks moved, seconded by Councilmember Godwin, to add setting a special meeting for Tuesday, June 2, 2009 at 7:00 p.m. to the consent agenda. Motion carried unanimously.

CONSENT AGENDA

a. Approval of Minutes: Date: April 21, 2009 Study Session
April 28, 2009 Council Meeting

b. Approval of Vouchers:
Payroll From 4-30-09: #45599 – 45651 $548,868.92
Payroll From 5-15-09: #45652 – 45692 $384,947.66
Claims From 5-12-09: #73992 – 76095 $359,865.31
Claims From 5-26-09: #76096 – 76250 $1,064,537.38

c. Set a Special Meeting for Tuesday, June 2, 2009 Council Budget Retreat at 7 p.m.

Motion

Councilmember Brooks moved, seconded by Councilmember Godwin, to approve consent the consent agenda as amended. Motion carried unanimously.

Motion

Councilmember Brooks moved, seconded by Councilmember Godwin, to set a special meeting for Tuesday, June 2, 2009 at 7:00 p.m. Motion carried unanimously.

SPECIAL PRESENTATIONS

Employee Service Pins

Mayor Johnson and City Manager Worthington presented service award certificate of appreciation and service pins to the following employees:

Five Years – Thomas Vradenburg, Police Officer & Paula Schwan Police Officer
Ten Years – John Severson, Engineering Technician, John Severson, Engineering Technician, & Ken Green, Maintenance Lead

The following employees who were not attendance were recognized for their years of service:

Five Years:
Stephan Montgomery – GIS Technician
Thomas Gow – Police Officer
Michael Malave – Police Officer
Scott Nyberg – Maintenance Lead
Ryan Micenko – Police Officer

Ten Years:
Heather Farnworth - Court Clerk
Martin Miller – Water Quality Specialist
Tony Petersen, Lead Court Clerk

Fifteen Years:
Kevin Farris – Police Lieutenant
Douglas Burrus – Police Lieutenant

Twenty Years:
Helen Ware – Deputy City Clerk
Pam Harris – Assistant Finance Director
Carl Durham – Interim Community Development Director

Twenty Five Years:
Connie Zackula – Communications/Records Officer

Civil Service Commissioner Retirement

Mayor Johnson recognized and presented a plaque of appreciation to Chuck Lundin for his 11 years of service on the Fife Civil Service Commission. Mr. Lundin said he enjoyed his 11 years on the Commission and encouraged residents to consider the Civil Service Commission if they wish to learn more about the Police Department.

Proclamations: National Correction Officers Week & National Police Officers Week

Mayor Johnson read a proclamation recognizing May 3 through May 9, 2009, as National Corrections Officer Week and May 10 through May 16, 2009, as National Police Week in the City of Fife. He presented the proclamations to Police Chief Blackburn. Police Chief Blackburn commented on the excellent caliber of Fife's law enforcement personnel.

Daffodil Community Float Recognition

Mayor Johnson recognized the efforts of Councilmember Godwin and several other individuals for their work on the Fife/Milton float, which earned the 1st place award for Communities & Cities with fewer than 10,000 in population. The volunteers spent an incredible number of hours preparing the float for the Daffodil Parade. Councilmember Godwin acknowledged the assistance of Al Godwin, Doug Schmidt, Dale Rees, and Pat Huleey. He described how the theme for the float was selected. He acknowledged several local businesses for their donations of materials, flowers, hats, and graphics, and students from the Fife School District who rode on the float, and a local scout troop who also assisted. Mayor Johnson presented Certificates of Appreciation to Councilmember Godwin and Mr. Huleey. The other volunteers were unable to attend the meeting.

PSRC VISION 2040 Award

Mayor Johnson introduced Mike Clark from David Evans & Associates. Mayor Johnson reported he attended the Puget Sound Regional Council awards ceremony with Director Blount and Randy Anderson of David Evans & Associates, to receive the award in April. PSRC schedules an award ceremony for its VISION 2040 to recognize communities for outstanding projects and leadership. The City of Fife received the VISION 2040 award for Fife's Valley Avenue East project and the stream relocation of Wapato Creek. The relocation of the creek was necessary to widen the road. The City considered the action as an opportunity for substantial restoration of the creek and increasing wetland habitat.

Mr. Clark advised that he worked on a similar project for King County approximately 10 years ago. The agencies in the region are beginning to recognize the value in the resource, which is also recognized by the award. The Wapato Creek system is a great resource. He said he and his company had a good time working with the City's team on the project. He presented a poster summarizing the work accomplished and the value the City of Fife has in terms of its mission statement and efforts for environmental restoration/protection.

Public Service Excellence Awards

City Manager Worthington reported the month of May is Public Service Month. The City is focusing on what employees have accomplished as well as community members in public service. Approximately three years ago, the City created a special award for presentation of a Public Service Excellence award involving two categories – an employee and a community member. Of the employee nominees, the Award Selection Committee selected Gary Hammer for his service to the community and City. Mr. Hammer has served the City for 12 years in the Public Works Department. The second nominee was Gary Maschner, Senior Engineering Technician.

City Manager Worthington presented a plaque and pin for Excellence to Mr.

Hammer.

Mayor Johnson recognized the two community nominees, Donald Alveshere, Fife Planning Commission, and Melanie Reimer, Park Board. Ms. Reimer was selected to receive the award this year. She has served on the Park Board for three years, including one year as Chair. She also volunteers at many City events. Mayor Johnson presented a plaque and pin for Excellence to Ms. Reimer.

Award recipients thanked the Council and the City for the award and recognition.

COUNCIL DELEGATE REPORT

Councilmember Hull reported on the recent trip to Washington, D.C., and visit with congressional delegates. He shared some of the names of individuals City officials met with during the visit to discuss various City projects.

Councilmember Brooks attended the monthly RAMP meeting. The main topic was on the reauthorization of the transportation bill. He also attended the Pierce County Regional Council meeting. The discussion focused on changes to the Countywide Planning Policies for affordable housing. Councilmember Brooks said he represented the Council and City during the Governor's signing of the transportation budget in Tacoma at the convention center.

Councilmember de Booy reported on her attendance to a memorial service for veterans in Milton.

Councilmember Roscoe said the Zoo Trek Jubilee is scheduled for July 17, 2009. The Fife School Board is currently meeting to discuss the 2009-2014 Capital Facilities Plan, the shortfall for the 2009/2010 school year, and a timeline for making decisions and communicating with the public.

Mayor Johnson said the Washington, D.C. trip went well. He expressed appreciation to Fife's federal congressional delegates for meeting with City officials. City officials attended Representative Adam Smith's 9th District Day, which included Senator Cantwell's speech on what's occurring in Washington State. Senator Cantwell acknowledged the Puyallup River levy issue in her speech. Mayor Johnson reported on the good attendance at last week's Mayor's Forum and the discussion on the proposed door tax. Councilmembers Godwin and Roscoe also attended. He acknowledged Mike Seeger, Fife Flowers, for hosting the forum. Mayor Johnson said he attended the Memorial Day celebration in the City of Milton. Approximately 400 people attended the event.

ORDINANCES AND RESOLUTIONS

ORDINANCES:

#1693; Loading Dock Door Tax

Motion

Councilmember Brooks moved, seconded by Councilmember Godwin, to approve Ordinance #1693; Loading Dock Door Tax.

City Clerk/Finance Director Marcotte read the title of Ordinance #1693:

An ordinance of the City Council of the City of Fife, Washington, creating a new Chapter 5.04 of the Fife Municipal Code, imposing an excise on the business of operating loading dock doors within the City, for the purpose of regulation and raising revenue to improve freight mobility; and providing for matters properly related thereto.

City Manager Worthington reported that during the last 18 months, the City of Fife has been working with other communities and entities on ways to fund appropriate maintenance of truck routes within the community. A number of proposals have been studied. In today's environmental, there is no specific dedicated funding for maintenance of roads or truck routes. The City uses General Fund monies for maintenance. Consequently, maintenance of truck routes and roads must compete with other needs within the City. The City has been investing approximately $500,000 to $700,000 annually for the last seven years on maintenance of roadways.

The proposed ordinance is an opportunity for a funding source to help pay for truck routes and roadway maintenance. Impact fees are used only for new capacity and not for maintenance of roadways. Impact fees also do not pay the full cost of building a new road. The approximate cost for a mile of asphalt is $700,000. Truck routes experience exceptional wear because of the truck's load on the road. Overlays last approximately five to seven years on truck routes. Truck routes have exceptional costs associated with the roadway because of the wear factor. Because of that, the City is seeking specific revenues related to maintenance of truck routes. The proposed ordinance provides for a fee paid by businesses with loading dock doors. The fee would be paid with the annual business license. The fee is an excise tax. The City of Fife would be the first jurisdiction within the state to levy an excise tax for loading dock doors. The first two doors of any business in the City would not pay the annual tax of $100 annually for each door. Revenue generated through the excise tax would fund approximately 15% of the maintenance cost of a road. The City anticipates receiving approximately $100,000 in revenue the first year based on 1,000 loading dock doors in use.

As an alternative, the Council could choose to impose Business and Occupation tax to create new revenue to pay for maintenance. For warehousing activities, the B&O tax rate would be 4/100ths of a cent per transaction amount, amounting to $62 million of transactions to equate to $250,000 in new revenue. Staff does not recommend imposing B&O tax.

The Council could also elect to increase utility tax rates, which applies uniformly to all users. Those are the options identified by staff for increasing revenue to fund

maintenance. Alternatively, the Council could reduce maintenance on truck routes or reduce services in another category to pay for maintenance of truck routes.

Staff proposes an excise tax as an equitable share of the impact caused by the businesses on City roadways and truck routes.

City Manager Worthington reviewed several changes to the ordinance since the Council's last review, which provides additional information on why the ordinance is being adopted, effective date of collection, and use of revenues.

Mayor Johnson invited public comments.

Public Comment

Alan Wallace, Williams Kastner, an attorney representing Western Container Corporation, referred to an e-mail previously sent to the Council. He thanked City Manager Worthington for including a provision within the ordinance clarifying the intent of the revenue for maintenance of truck routes. There are some debatable points about the legality of the excise tax. Another practical concern about the ordinance is that there is no provision capping the assessment rate. Western Container Corporation was constructed with 84 loading dock doors, with only 10 in operation. Many mega buildings operate under a similar scenario. There is the likelihood of only 500 actively used doors rather than 1,000 doors. The ordinance does not restrict the revenue to maintenance but also allows for reconstruction and improvement of the road. There are concerns that if the City has a $10 million roadway project to rebuild a truck route, there will be stormwater improvements creating an expensive roadway project. The concern is with no cap included in the ordinance. He asked staff to consider addressing the cap by adding language, such as no increase of more than 10% annually without notifying affected parties. Western Container Corporation prefers remaining in business in Fife and intends to do so for many years, and wants to ensure provisions within the ordinance are addressed appropriately to avoid future problems for local businesses.

Tim Currier, property manager for several buildings in the City totaling 800,000 square feet with approximately 200 loading dock doors, said the proposal is troubling because of the perception that a specific group of users should pay a special premium because trucks are causing, what is perceived to be, a higher wear rate on roads. Fife is in a unique location because of its proximity to the Port of Tacoma and trucks driving through the City to access the freeway or through the City. Many of the routes are used heavily not because of local traffic but because of the through nature of truck traffic. Creating a tax assessment for a specific group creates a bad precedence. He asked the Council to consider whether the proposal is the kind of message it wants to send to the business community.

Councilmember Brooks questioned whether Mr. Currier is contending that trucks do not create a higher wear rate on roadways. Mr. Currier said there was discussion on the degree of wear rate. There has been some argument by some about whether the facts as stated by the City Manager are in fact, worse case scenario. Overweight trucks have a greater impact than an average truck. There was some

discussion by a previous Councilmember that much of the truck traffic is generated by trucks from the Port of Tacoma that are diverting through Fife because they are overloaded and want to avoid scales on I-5.

Bruce Brown, American Fast Freight, said local businesses do not generate the volume of trucks traveling on Fife streets. The weigh station on I-5 is causing trucks to reroute through the City to avoid the hassle, paperwork, or possible infractions. Local businesses do provide truck traffic. However, the majority of trucks are not from local businesses. Exempting businesses with only two doors focuses on the wrong population responsible for most of the street damage.

Mike Seeger, Fife Flowers, 1504 54th Avenue East, said he's worked on the issue and understands the City is attempting to deal with a broken funding mechanism. The City needs to find a way to fund maintenance of roads, as other funding sources are no longer available. He asked the Council to consider an amendment to change the fee from $100 to $1 for each door beginning in 2010 to afford time for more work on developing a solution. It would provide time for the attorneys to work through the issues. He asked the Council to challenge all those that are part of the problem to work as a group and develop a solution over the next nine months.

Mr. Seeger responded to comments from Councilmember de Booy regarding the proposal to reduce the excise tax from $100 to $1 and indicated the intent is to provide some time for the stakeholder group to develop some solution for the City to fund maintenance of truck routes prior to 2010. He cited potential stakeholders who would be involved in the process.

City Manager Worthington reported the City has conducted two stakeholder meetings that the City organized. The stakeholders were encouraged to continue the process.

Carole Sue Braaten, 2410 Berry Lane East, said she supports an ordinance for assessing warehouses that have been allowed by the City although protested by the citizens because of possible damage. The proposed assessment of $100 is not significant annually for the amount of damage caused by trucks. Prior to the Radiance subdivision and other developments, there were less than 4,000 citizens in the City. The City cannot sustain the amount necessary nor can the taxpayers assume the burden for the impacts caused by trucks. She cited the ordinance that required an adequate impact statement of the actual impacts caused by trucks. She commented on the need to stop truck traffic along the levy. The City also needs to address trucks from the Port because of the damage caused by trucks traveling from the Port. Industrial uses must be responsible for adverse actions. She suggested the issue should have been addressed three years ago. The Council was irresponsible when it didn't address the issue.

Patrick Hulcey, 4703 15th Street East, said the first tilt ups were constructed next to his neighborhood approximately 30 years ago. Over the years, the neighborhood

experienced trucks and tried to prevent access to the neighborhood. As that occurred, the City continued to grow as well as businesses, which began to offset residential development. However, things are changing and residential uses are developing. The proposed ordinance is not the way to handle the issue. He agreed with a prior speaker that most of the truck traffic is through the Port on the way to the freeway or going through Fife. Many of the trucks dodge the weigh station. Most of them are container trucks and not trucks from local trucking companies. There are insufficient trucking companies in Fife to generate the amount of funds needed. For those existing business with dock doors, it's not fair to assess a tax. There should be some middle ground. More than 80% of the truck traffic is generated from the Port. He suggested some alternative should be developed that is reasonable, otherwise many of the businesses will move out of Fife. The economy has led to many businesses closing or near closing. The City can't afford to lose more businesses. The City's in a good location to site warehouses. It's important that the City ensure the area is attractive to generate business development rather than driving business away. He advocated for the City and businesses to work together to develop a solution.

Sean Eagan, Port of Tacoma, said the Port of Tacoma officials understand the importance and challenges associated with investing in infrastructure. The Port has similar challenges. The City has additional infrastructure needs not experienced by the Port while the Port also has other infrastructure needs. As a local jurisdiction, the Port appreciates the challenges the City is facing. Additionally, the City's tax base has eroded based on decisions beyond the City's control at the state level. The City's toolbox has been depleted. It makes sense to find a nexus between a revenue source and the impacts. There are three broad options, such as taxing trucks, assessing a tax on cargo, or taxing facilities generating truck traffic. The Port hired a company, Heffron Transportation, to perform a truck count to determine the origin of truck traffic and how much truck traffic is generated from the Port. The company found that during peak hours, the vast majority of trucks traveling through Fife were not generated by the Port. Southbound on 54th Avenue on I-5, 90% of the trucks are not Port-related. In the case of 70th Avenue southbound, 85% of the trucks are non-Port related. He offered assistance to the City if the Council chooses to pursue a different path, such as lobbying efforts or sharing ideas on potential options. The Port understands the City has a real need and is offering its assistance.

Councilmember Godwin commented that he's lived in Fife for many years and has witnessed trucks traveling from the Port. Mr. Eagan acknowledged that container trucks are generated from the Port. Councilmember Godwin disagreed with the data and emphasized the number of trucks generated by the Port.

Councilmember Hull commented on the state's mismanagement of gas tax funds. He agreed with the Port's suggestion to begin lobbying the state for more road funds. Mr. Eagan referred to the debate during 2005 over the Transportation Partnership Act. The Port of Tacoma advocated for part of the package involving truck weight fees to be dedicated to major freight corridors for expansion or preservation. There is also the possibility of the Legislature revisiting the issue of

transportation within the state. He said he is engaging with the Port Commission during the summer on a series of policy questions and strategies to gear up for the legislative debate, as well as partnering with local jurisdictions to determine ways to achieve mutual goals.

Councilmember Godwin indicated there are approximately six million containers received by the Port each year. Mr. Eagan said the Port will only move 1.4 million 20-foot containers. Most of the containers coming through the Port are 40-foot. Councilmember Godwin said the figure was from the Port's literature. Mr. Eagan said the highest number of containers handled by Port was two million in 2005. Councilmember Godwin asked about the percentage of containers leaving the Port by rail. Mr. Eagan said approximately 70% of the containers are moved by rail. Councilmember Godwin questioned how the City could possibly generate the number of trucks cited in the Port's report.

Mayor Johnson asked about factors affecting Port container traffic. Mr. Eagan said the largest factor is global slowdown, which is impacting ports throughout North America as well as internationally. Cargo volume is down by 17% compared to last year. The second challenge is increased competition from the East Coast and Gulf Coast ports, which are capturing more of the transpacific trade. Ports will also face increased competition when the Panama Canal is widened. The Port is also dealing with competition from Canada. Last week, the Port decided to lay off 20% of its workforce.

Mr. Egan responded to questions from the Mayor about the freight corridor in Long Beach, California, and how it was funded. Mr. Eagan said the corridor is a freight corridor consisting of a rail spur from the rail yards to the docks to offload cargo from the ships quickly.

Mayor Johnson noted that during the Mayor's Forum, several citizens commented on the possibility of the Port's participating in the program at some level and having the Port address what it's willing to do. Mr. Eagan cited the Port's proactive efforts for interchange funding. Part of the challenge in terms of the Port's assistance is limitations based on the State Auditor's guidance.

Mr. Egan addressed questions about the study. The study focused on trucks carrying containers, trucks with a container chassis but no container, flat bed trucks, auto trailers, and bobtail trucks.

Kory Edwards, 5510 15th Street East, referred to previous discussions with the City Manager when he was a member of the Council in 2007. The idea was not to generate revenue, but evolved from a Valley City meeting discussion on how trucks damage roads. Most of the trucks on 167th are not container trucks. Those trucks are not traveling to Auburn, Kent, or Fife unless the trucks are delivering goods. State legislators discussed an option of leveling a $50 fee on trucks generated from ports to help build roads. In many cases, trucks are only traveling to a specific community to drop off or pick up freight. More truck traffic is generated by

businesses with the highest number of dock doors. Car dealers on the north side of the freeway also have deliveries, but the impact is offset by generation of sales tax through sales of autos. He noted that as a truck driver in the 1979/80, the only reason he drove through Fife was to avoid the scales when the truck was overloaded coming from California. The dispatcher informed him of the route through Fife to avoid the scale on I-5. Most of the Port traffic going northbound is traveling through Fife for the same reason – to avoid the scale. There are three problems – Port traffic trying to avoid the scale traveling northbound, trucks traveling to Fife warehouses, and Port traffic to I-5. The idea of the fee was not designed to pay for all roads in the City; it was simply a mechanism to help the City generate some funds.

Discussion followed on the fines truck companies pay for overweight trucks and the possibility of Fife establishing a weigh station as one way to discourage truck traffic. Mr. Edwards advised that within 45 minutes of establishing an inspection site, truck traffic would cease because of communication between truckers.

Councilmember Roscoe commended staff for efforts to develop a solution to fund road maintenance. Roadway maintenance is necessary and trucks are contributing to the problem. She commended citizens and business owners who testified and acknowledged that there is a problem and that the current system does not offer any solution. She supported continuing discussions with the Port on solutions for truck traffic through Fife. The proposal is not the solution for road maintenance as it only represents a small percentage of the funds necessary to maintain roads damaged by trucks. However, it's a step in the right direction and it will initiate all interested parties to work on developing a solution.

Councilmember Godwin said he's not supportive of the ordinance because of the inequities of approximately 10% of local companies paying 80% of the damage caused by trucks from the Port. He encouraged staff, businesses, and the Port to work together to find a better solution.

Councilmember Hull said although trucks cause stress on Fife's roads, the benefits outweigh the damage through increased business that fund the City's operations. Fife is unique in that it's located next to the Port of Tacoma, which is one of the largest ports in the nation. Trucks moving through Fife are a good sign as trucks bring business. Businesses hire workers and workers instill confidence in the economy, which is sorely needed at this time. By taxing truck-based companies, the City is potentially eliminating a partner in the future that will assist the City in solving the problem in bringing a positive message to the Governor and the Legislature. He urged the Council to vote against the ordinance.

Councilmember Brooks commented that the stakeholder group agreed to the notion of paying a fair share. The problem was in determining the fair share and the funding mechanism to address the problem. Although the City has only a few tools left, the proposal is not one he likes, as well as a legal gamble to the City. It is too concentrated on one sector of business and that everyone, including the Port

needs to be involved in working on a solution. If the ordinance passes, the City will spend time defending something that is not going to adequately fund the problem. He advocated for working towards a solution.

Mayor Johnson said if the Council has no vested interest in the ordinance and doesn't pass the ordinance, the discussion will end. If the Council moves forward or delays the ordinance, more participants will be willing to work with the City . Everyone has a vested interest. It's a regional as well as national problem if freight can't adequately move throughout communities from ports. It's likely that if the Council doesn't pass the ordinance, stakeholders won't be interested in working with the City on a solution.

Motion

Mayor Johnson moved, seconded by Councilmember Hull, to amend the motion to delay the effective date of the ordinance to January 1, 2011 to afford a year to work on the issue, as well as amending the provision setting the annual rate to revisit the rate every two years and tie it to the Consumer Price Index (CPI).

Councilmember de Booy supported the proposed amendment. Councilmember Godwin spoke against the amendment because it only delays the inequity.

Motion

Roll Call Vote:
Councilmember Godwin – No
Councilmember Hull – No
Councilmember Brooks – Yes
Mayor Johnson – Yes
Councilmember Cerqui – No
Councilmember de Booy – Yes
Councilmember Roscoe – Yes

The amendment to the motion carried.

Councilmember de Booy said she can't support the ordinance because of the inequity as well as some issues within the ordinance. It also appears that the Council is targeting a specific group. The intent of working together with a coalition of interested parties is the best approach to work on solution.

Councilmember Cerqui said he also doesn't support the tax, as it's detrimental to business and not good public policy. Enforcement of the tax in terms of doors in use or not is use would also be problematic for the City. The City should consider examining impact fees and credit development is provided for frontage improvements. Other options could include localized gas tax or another mechanism. Another observation is warehouses and business districts generate less demand for government services but do require more for roads.

Motion

Roll Call Vote:
Councilmember Godwin – No

Councilmember Hull – No
Councilmember Brooks – No
Mayor Johnson – Yes
Councilmember Cerqui – No
Councilmember de Booy – No
Councilmember Roscoe – Yes

Motion failed.

#1696; Directing Pierce County to Place Library District Annexation on November Ballot Conduct

Motion

Councilmember Brooks moved, seconded by Councilmember Hull, to approve Ordinance #1696; Directing Pierce County to Place Library District Annexation on November Ballot Conduct.

City Clerk/Finance Director Marcotte read the title of Ordinance #1696:

An ordinance of the City Council of the City of Fife, Pierce County, Washington, declaring the intent to annex the City of Fife into the Pierce County Rural Library District, and submitting to the qualified voters of the City at an election to be held on November 3, 2009, in conjunction with the State General Election, a proposition authorizing the annexation of the City into the Pierce County rural Library District.

City Manager Worthington reported the ordinance is for placement of a proposition on the November ballot for annexation to the Pierce County Library District. The action is second reading of the ordinance. In the previous meeting, the Council requested some amendments to the ordinance as well as inclusion of language within the ballot title.

Assistant City Attorney Amann advised that the request to include a statement that passage of the proposition would result in real property with the City being subject to Library District Taxation was not allowed by the Auditor's Office under the RCW. However, an explanatory statement could be included in the voter's pamphlet. The ordinance was changed to reflect that intent.

Councilmember Godwin said he's never really supported the proposal although not opposed to a library. He commended staff for securing the best agreement for the City, but that it falls short on dollars and cents in terms of value. For a city of 8,000 citizens, residents will pay approximately the same as a city of 24,000 people

because of the City's valuation in commercial businesses. He said he supports including the proposition on the ballot to enable citizens to vote on the measure.

It was noted that the City of Bonney Lake's library serves upwards of 20,000 people in a library the size projected for the City of Fife, which will serve up to 8,000 residents.

Motion **Motion carried unanimously.**

RECESS Mayor Johnson recessed the meeting from 9:25 p.m. to 9:41 p.m. for a break.

Councilmember Cerqui left the meeting at 9:30 p.m.

RESOLUTIONS

#1302; Approve ILA with WSDOT for Use of ROW

Motion **Councilmember Brooks moved, seconded by Councilmember Godwin, to approve Resolution #1302; Approve ILA with WSDOT for Use of ROW.**

City Clerk/Finance Director Marcotte read the title of Resolution #1302:

A resolution of the City Council of the City of Fife, Pierce County, Washington, authorizing the City Manager to execute an agreement with the Washington State Department of Transportation for transfer of portions of SR 167 unused property to the City of Fife for street right of way purposes.

Director Blount displayed an image of WSDOT's website for the SR 167 Freeway Project showing the interchange with Valley Avenue East in Fife. WSDOT has acquired most of the property for the interchange including some property owned by Councilmember Cerqui's parents and other properties. WSDOT is prepared to deed to the City of Fife the property necessary to widen Valley Avenue. The proposed resolution authorizes the City Manager to execute the deed of ownership to the City of Fife. Staff recommends approval of the resolution.

Director Blount addressed questions and identified the various properties involved in the project. The Cerqui's are required to vacate the property by June 30, 2009. The state enforces vacation of the lease. He addressed questions on timing for the bids with respect to the vacation of the property. No other properties are occupied.

Motion **Motion carried unanimously.**

#1303; Approve Water Comprehensive Plan

Motion

Councilmember Brooks moved, seconded by Councilmember Godwin, to approve Resolution #1303; Approve Water Comprehensive Plan.

City Clerk/Finance Director Marcotte read the title of Resolution #1303:

A resolution of the City Council of the City of Fife, Washington, adopting the Water System Plan as approved by the Washington State Department of Health.

Director Blount advised that the City submitted the plan to the Department of Health (DOH). The plan was approved by DOH. The plan will be forwarded to the Planning Commission for possible adoption in whole or in part as part of the City's overall comprehensive plan under the Growth Management Plan. Staff recommends approval of the resolution.

Motion

Motion carried unanimously.

#1304; Approve WSDOT Standard Emergency Mutual Aid Agreement

Motion

Councilmember Brooks, seconded by Councilmember Godwin, to approve Resolution #1304; Approve WSDOT Standard Emergency Mutual Aid Agreement.

City Clerk/Finance Director Marcotte read the title of Resolution #1304:

A resolution of the City Council of the City of Fife, Pierce County, Washington, authorizing the City Manager to enter a Public Works Emergency Response Mutual Aid Agreement with other state and local agencies.

Director Blount reported the agreement simplifies reimbursement of Fife's costs by the Federal Emergency Management Agency (FEMA) if Fife requests aid. The City is receiving reimbursement for the January 2009 flood. Approval of the agreement will provide insurance provisions in advance and billing processes established to simplify reimbursement. Staff recommends approval of the resolution.

Motion

Motion carried unanimously.

#1305; Approve Auto License Plate Reader

Motion

Councilmember Brooks moved, seconded by Councilmember Godwin, to approve Resolution #1305; Approve Auto License Plate Reader.

City Clerk/Finance Director Marcotte read the title of Resolution #1305:

A resolution of the City Council of the City of Fife, Pierce County, Washington, authorizing the City Manager to purchase an automatic license plate reader unit for an amount not to exceed the grant amount of $28,000.00.

Police Chief Blackburn reported the unit provides the capability of reading license plates to ascertain whether the plates are stolen parked in motels or traveling along the roadway. The unit saves time and assists the City in security measures. The purchase is grant funded. Staff recommends approval of the resolution. Fife is one o two cities in the county to receive the grant award.

Motion

Motion carried unanimously.

CITY MANAGER REPORT

City Manager Worthington reported on the following:

- City Manager Worthington reported on Police Chief Blackburn's recent completion of his Bachelor of Science degree.
- Municipal Court is providing an amnesty program for outstanding unpaid infractions. Judge Ringus reported on the statewide effort to license drivers by offering amnesty to drivers by reducing half of the collection costs for unpaid infractions and tickets in an effort for drivers to pay their fines. The program has been extended another 30 days. The last amnesty program was three years ago.

Motion

Councilmember Brooks moved, seconded by Councilmember Godwin, to extend the meeting until completion of the agenda. Motion carried unanimously.

- The volunteer appreciation dinner was rescheduled during summer at a local park. The dinner was previously scheduled for May 28, 2009.
- The filing deadline for public office is the end of business hours on June 5, 2009. Three positions on the Council are up for filing.
- Mayor Johnson and Councilmember Hull were acknowledged for their efforts during the recent trip to Washington, D.C. and for meeting with federal delegates.
- Meghan Erkkinen, *Fife Free Press* newspaper, was acknowledged for providing coverage of Fife events during the last several years. Several Councilmembers acknowledged her work as well.

COUNCILMEMBER COMMENTS

Councilmember Roscoe shared information on the upcoming Camp Patriot event for injured veterans to summit Mt. Rainer. A kick-off fundraiser is scheduled on July 5, 2009 at Quest Field with the Seahawks donating the Fox Sports Fox Sports Network Lounge at the south end of the Qwest Field for the 2009 Quest for the Summit Kick Off Event. Interested citizens can obtain more information at www.camppatriot.org.

Mayor Johnson urged businesses to become involved in determining a solution for funding road maintenance.

CITZEN COMMENTS

Carole Sue Braaten, 2410 Berry Lane East, asked the Council not to utilize the City's financial reserve to balance the budget as it would be detrimental and could be devastating to the City in the long-term. The City needs to consider other measures, such as renegotiating union contracts. She commented on the high rate of unemployment with many people no longer counted on the unemployment rolls because they have exhausted their unemployment benefits.

Pat Hulcey, Fife Historical Society, provided an update on museum activities.

ADJOURNMENT

With there being no further business, Mayor Johnson adjourned the meeting at 10:14 p.m.

Barry Johnson, Mayor

Steve Marcotte, City Clerk/Finance Director

Prepared by Valerie L. Gow, Recording Secretary/President
Puget Sound Meeting Services