

Wagon

AGENDA
REGULAR MEETING DES MOINES CITY COUNCIL
February 27, 2003 - 7:30 p.m.

CALL TO ORDER - Mayor Steenrod

*Benjamin excused
- 6 present*

PLEDGE OF ALLEGIANCE

ROLL CALL

*Allie Carlin
Amy Stig Bond*

CORRESPONDENCE

Q

COMMENTS FROM THE PUBLIC: At this time you are invited to comment on items that you wish to bring to Council's attention. Please sign in prior to the meeting and limit your comments to three minutes or less.

*Sheekler - AWC
white - port bill
AWC*

BOARD & COMMITTEE REPORTS

PRESIDING OFFICER'S REPORT

ADMINISTRATION REPORTS

Lam

CONSENT CALENDAR*

1. Motion is to approve the special and regular meeting minutes of February 13, 2003.
2. Findings: Vouchers audited and certified by the auditing officer as required by RCW 42.24.080, and those expense reimbursement claims certified as required by RCW 42.24.090, have been recorded on a listing which has been made available to the City Council.

Motion: As of this date the Des Moines City Council, by unanimous vote, does approve for payment those vouchers and payroll transfers included in the above list and further described as follows:

Claim checks # through # & electronic fund transfers in the total amount of \$

Payroll fund transfers in the total amount of \$

3. Motion is to approve the surplusing of old Motorola 9100-T MDT's and two VRM600 radio modems from the Police Department and authorize disposing of by auction, sale or transfer to other department or agencies.
4. Motion is to approve the supplemental appendix (Exhibit "A") to the agreement with Valley Communication Center, agreeing to the rate of \$21.09 for each dispatchable call, and to authorize the City Manager to sign the agreement substantially in the form as submitted.

*NOTE: Items on the Consent Calendar are either routine or have been previously discussed.
Any item may be removed by a Councilmember.

OLD BUSINESS

*passed
6-0
all*

NEW BUSINESS

1. Draft Ordinance No. 03-036 Marina Rates 1st Reading

SUMMARY: Rule 9 of the City Council Rules of Procedure allows the Presiding Officer the "option of deleting any item from the agenda until the next regular Council meeting when the full Council shall vote on whether to introduce the item on the agenda of a subsequent Council meeting". At the February 13, 2003 meeting, the Presiding Officer removed Draft Ordinance No. 03-036 regarding Marina rates from the Agenda. The purpose of this item is to provide the City Council an opportunity to decide whether or not to place the draft ordinance on a future meeting agenda for action.

2. Ad Hoc Parks, Recreation & Sr. Services Master Plan Citizens Committee Report

SUMMARY: Council created an Ad Hoc Parks, Recreation & Sr. Services Master Plan Citizens Committee in May 2002, to advise Council on long-range planning, policy and budgetary subjects related to Des Moines Parks, Recreation & Senior Services. The Committee will present the Draft Master Plan for Council discussion and direction.

3. Draft Resolution No. 02-269 Adoption of an Economic Development Plan

SUMMARY: At its April 2002 retreat, the City Council selected economic development as one of the highest strategic objectives for 2002-2003. Since that time the Finance and Economic Development Committee has worked with Administration to develop a realistic, achievable strategy to maintain and increase the economic vitality in the City. The draft resolution would adopt an economic development action plan and establish a mission statement, goals and implementation priorities.

4. Draft Ordinance No. 02-177 - Mobile Home Park Regulations - 1st Reading

SUMMARY: On June 27, 2002 Administration requested Council direction on mobile home parks. Currently, the mobile homes in the City are nonconforming uses. Under the draft ordinance mobile home parks established before July 1, 1992 remain legal, nonconforming uses. The purpose of the draft ordinance would be to allow mobile home owners, with an approved site plan, the opportunity to locate in a Des Moines' mobile home park.

5. Reconsideration of RCAA Final Billing

SUMMARY: This item will give Council an opportunity to review the information supplied by the Regional Commission on Airport Affairs (RCAA) regarding the services they have provided in 2002 to satisfy their responsibilities per the agreement between the City of Des Moines and RCAA, and to determine the final payment amount Council will authorize for these services.

NEXT MEETING DATE - Study Session March 6, 2003

ADJOURNMENT

Handwritten notes and signatures:
- "Go March 13" (circled)
- "Need Parks Rec Advisory Board ordinance / resolution"
- "See" (written vertically)
- Several blue ink signatures and scribbles at the bottom of the page.

A G E N D A I T E M

SUBJECT:

Draft Resolution No. 02-269
Adoption of an economic development plan

ATTACHMENTS:

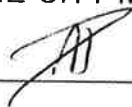
1. Economic Development Plan

AGENDA OF: February 27, 2003

DEPT. OF ORIGIN: Community Development 

DATE SUBMITTED: December 4, 2002

CLEARANCES:
☒ LEGAL 

APPROVED BY THE CITY MANAGER
FOR SUBMITTAL 

Purpose and Recommendation:

The purpose of this item is to present for City Council consideration the first citywide economic development action plan.

Suggested Motion:

"I move to adopt draft resolution 02-269 establishing an economic development plan for the city."

Background and discussion:

At its April 2002 retreat the City Council selected economic development as one of the highest strategic objectives for 2002-2003. Since that time the Finance and Economic Development Committee has worked with Administration to develop a realistic, achievable strategy to maintain and increase the economic vitality in the city. After many months of work the attached action plan was developed.

Alternatives:

1. Adopt Resolution 02-269
2. Adopt Resolution 02-269 with Council revisions
3. Do not adopt Resolution 02-269

Financial Impact:

There will be financial impacts associated with implementation of the action plan. City Council shall have the opportunity to review and approve these expenditures prior to project implementation.

Recommendation/Conclusion:

Administration recommends adoption of Resolution 02-269.

Concurrence:

None

COMMUNITIY DEVELOPMENT'S FIRST DRAFT 12/02/02
DRAFT RESOLUTION NO. 02-269

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DES MOINES, WASHINGTON adopting an economic development action plan and establishing a mission statement, goals and implementation priorities.

WHEREAS, economic development activities broaden and strengthen the local tax bases by providing meaningful employment opportunities and enhancing the quality of life for all residents, and

WHEREAS, successful economic development efforts in other communities have been planned and implemented through partnerships between the City, their local Chambers of Commerce and local businesses, and

WHEREAS, the Growth Management Act encourages establishment of economic development plans, and

WHEREAS, adoption of an economic development plan provides a clear policy basis for project implementation, and

WHEREAS, adoption of a economic development plan clearly articulates to potential developers and employers city priorities and intent, and

WHEREAS, developing a broad base of support including innovative public/private partnerships is critical for the success of any economic development program; now therefore,

THE CITY COUNCIL OF THE CITY OF DES MOINES RESOLVES AS FOLLOWS:

Sec. 1 Economic development and revitalization shall be a priority for the City of Des Moines. The City shall work diligently to implement this strategic objective in cooperation with the Greater Des Moines Chamber of Commerce, local businesses, interested organizations and residents of Des Moines.

Sec. 2 The attached "City of Des Moines Economic Development Action Plan" is hereby adopted as the City's official economic development policy document. This plan shall be a working document used to guide and direct all economic development activities of the City.

The City Manager shall keep the City Council appraised of the progress of the Economic Development Action Plan through periodic briefing at Council meeting and the inclusion of Economic Development activities in the City manager's regular report to Council.

PASSED BY THE City Council of the City of Des Moines this ____ day of _____, 2002 and signed in authentication thereof this ____ day of _____, 2002.

M A Y O R

APPROVED AS TO FORM:

City Attorney

ATTEST:

City Clerk

Published: _____

Effective Date: _____

CITY OF DES MOINES ECONOMIC DEVELOPMENT ACTION PLAN

Introduction

At its April 2002 retreat, the City Council ranked economic development as one of its highest strategic objectives. The Finance and Economic Development Committee was assigned the duty to draft a realistic, achievable strategy to maintain and increase economic vitality in the city. After many months of research and discussions with the Committee this action plan was developed.

In addition to a mission statement and goals that clearly articulate the policy directives, the action plan also includes an implementation/work program matrix that prioritizes the city's actions. The matrix also promotes accountability by including specific due dates and responsible parties.

Whereas the mission statement and goals of the economic development action plan may remain consistent for several years, the matrix is designed to be reviewed and updated on an annual basis. The matrix will serve as the major implementation document of the action plan and will be incorporated into work programs in all affected city departments.

What is economic development?

To paraphrase the definition the state legislature used in establishing the Economic Development Tax Authority, economic development broadens and strengthens state and local tax bases by providing meaningful employment opportunities and enhancing the quality of life for all citizens.

The Growth Management Act lists 13 planning goals, one of which is economic development:

"Encourage economic development throughout the state that is consistent with adopted comprehensive plans; promote economic opportunity for all citizens of the state, especially for unemployed and disadvantaged persons; and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources and local public facilities (RCW 36.70A.020(5)).

How do you make economic development happen?

Only one of three things can happen to a city:

- It can grow
- It can maintain the status quo (at least for a time)
- It can stagnate

Economic development is no one single plan, policy or program. Nor can one single, group whether public or private, can accomplish the task alone. Successful economic development plans involve everyone, from government to the smallest home business in town.

Successful economic development plans generally have three elements:

- Business development/ retention
- Infrastructure development
- Workforce development

Business Development/retention

Business development and retention are the cornerstones of any economic development effort. In this context business development/retention can include business attraction programs, promotion, joint city/ private partnerships, etc.

People will shop, visit, live and work in an area because of available services, not promises or false hype. In this area, critical mass is imperative for success. Having a significant number of commercial, cultural, tourist amenities also helps in attracting new businesses into the community, which in turn creates new jobs for local citizens.

Infrastructure development

Any economic development plan must address the issue of infrastructure support. Without adequate infrastructure support no economic development can occur. In this context infrastructure includes:

- o Roads, including gateways
- o Utilities (i.e. water, gas, electric, etc)
- o Stormwater drainage
- o Flood Control

- o Telecommunications
- o Schools

With the passage of the Growth Management Act, cities are required to establish "levels of service" and maintain "concurrency" with adopted standards. Luckily in Des Moines most of our infrastructure systems are adequate for a broad range of economic development activities.

Workforce Development

Workforce development is a statewide system of education and training that prepares people for high-skilled jobs and assures employers of a skilled workforce. A trained workforce is critical in securing family wage employers in our community. A good workforce development program will accomplish the following:

- Increase productivity
- Enhance a city's ability to compete
- Provide higher wage jobs for its citizens
- Reduce illiteracy
- Increase standards of living
- Provide opportunities for people historically denied higher-paying jobs
- Stabilize the population

The action plan matrix provides priorities for implementation in each of these three areas.

Mission and goals

Des Moines has many attractions in its favor; they do not need to be enumerated here. What the city has not done is to capitalize upon its assets. Based on a review of our advantages a draft mission statement and goals were developed. A defined mission statement and goals can provide many benefits, including:

- A policy basis for implementation
- Clearly articulates to residents, businesses and potential residents and businesses what the city represents -- a "declaration of intent"
- Inspires people to take pride in their community
- Frees the community from past failures

A good mission statement will respect a community's past while taking a reasonable view of the future. Likewise, a good mission statement cannot be all things to all people. It must always serve as a direct, focused statement of the community's intent and its future.

The City of Des Moines economic development action plan mission statement

The Des Moines Economic Development Action plan will provide a basis for activities designed to foster a diversified, vibrant, and stable economy while preserving community values. The result of this action plan will be an improved business climate leading to an increased tax base and improvements to the standards of living and quality of life for all citizens of the Waterland City

Goals:

- Attract desirable new employers consistent with the area's quality of life
- Eliminate excessive regulatory restrictions while preserving a high level of health and safety in the community
- Focus initial revitalization efforts to the downtown and Pacific Ridge communities
- Improve the image of the city through a targeted marketing and promotion program
- Develop a broad base of community support for economic development efforts including innovative public/private partnerships
- Maintain and upgrade where necessary roads, utilities and other infrastructure improvements

Implementation

Implementation priorities of the Des Moines action plan are detailed in the attached matrix. Progress on these activities will be included in the City Manager's monthly report. On an annual basis Administration will provide the Council an opportunity to review and revise the matrix. It shall be the responsibility of the Finance and Economic Development Committee to make quarterly reports to the full Council on the implementation of these priorities.

Des Moines Economic Development Action Plan Implementation Matrix

	Action	Time frame			Target Date to Start	Target Date to Complete	Est. Cost/ Matching funds	Affiliated Organizations	Action Item For:
		30-90 days	90-180	180+					
Priority 1									
	1. Work with Chamber and other groups to create a marketing plan and business attraction and retention program for the City of Des Moines • Develop marketing plan in conjunction with SWKC group • Work with Chamber to implement Recommendations • Contact Federal Way and Kent on interest in developing a joint business marketing plan		*		Jan 03	?	TBD	DM Chamber	Consultant

Action	Time frame			Target Date to Start	Target Date to Complete	Est. Cost/ Matching funds	Affiliated Organizations	Action Item For:
	30-90 days	90-180	180+					
Priority 1								
2. Review government regulations; streamline where possible								
- ID problem areas - Review process - Include at least one public meeting with user groups - Make recommendations to CC on code/process changes and priorities. Include costs and timelines - Begin code/process revisions	*	*	*	Dec. 02	Ongoing until code revision is complete			CD/Legal

Action	Time frame			Target Date to Start	Target Date to Complete	Est. Cost/ Matching funds	Affiliated Organizations	Action Item For:
	30-90 days	90-180	180+					
3. Develop downtown revitalization strategy • Allow push carts, farmer markets and other seasonal vendors in the city • Revise DC code to allow for variances • Investigate using CDBG float program for a project • Conduct market study for Downtown	*	*		Summer 03	Seasonal	TBD/unknown	DM Chamber	Judith/CD/foe

	Action	Time frame			Target Date to Start	Target Date to Complete	Est. Cost/ Matching funds	Affiliated Organizations	Action Item For:
		30-90 days	90-180	180+					
	4. Continue Implementation of PR Neighborhood Plan				Jan 03	Plan implementation ongoing; incentive plan 05			CD/Legal
	- Implement incentive plan * - Recommend revisions to PR code to CC * - Begin publicity campaign on incentive plan *								
Priority 2									
	5. Institute neighborhood meetings for businesses				Spring 03	Fall 03	0	DM chamber	City Manager
	Qtr. By business district		*						
	6. Prepare a development strategy for "south of KDM" area from KDM to 272nd		*		Jan 03	June 03	\$2,500	UW, Kent	CD/Adm

Priority	Action	Time frame			Target Date to Start	Target Date to Complete	Est. Cost/ Matching funds	Affiliated Organizations	Action Item For:
		30-90 days	90-180	180+					
Priority 3	7. Work with POS, KC, and partner cities on sub-regional economic development efforts • Develop SBDC • Marketing study • Import/Export Center			*	Jan 00	Ongoing	\$5,000/yes	KC, POS, EDA, state, member cities	CD
	8. Implement the Marina Master Plan • Boat storage (04) • Guest moorage (06) • Commercial buildings (03) • Breakers(03) • Bond sale (complete)	*		*	July 01	07			CD/Marina, Legal, CM

	Action	Time frame			Target Date to Start	Target Date to Complete	Est. Cost/ Matching funds	Affiliated Organizations	Action Item For:
		30-90 days	90-180	180+					
Priority 3 cont	9. Work with cities of Kent and Federal Way on straightening boundaries			*	Jan 03	Dec 03			
Priority 4	10. Promote economic development objectives by including goals, objectives and strategies on the city's webpage		*		June 03	June 03			
	11. Work with POS on creating a development plan for the buyout area, with the goal of beginning development within 36 months of signing, regardless of final outcome of the 3 rd runway			*	Ongoing until complete				
	- Complete "NEST" study - Continue encouraging POS to create a development plan			*	Feb 03	Dec 03	\$188,000/yes	POS, Seatac, Burien, EDA	

Priority	Action	Time frame			Target Date to Start	Target Date to Complete	Est. Cost/ Matching funds	Affiliated Organizations	Action Item For:
		30-90 days	90-180	180+					
5	12. Clearly express to all school districts via a resolution the need to work with the CC, administration and the community of the design of their facilities	*			03/03	03/03			
					04	07			
	13. Working with other organizations develop better strategies of linking student to jobs in the community			*	Sept 03	Develop program by Sept 04, then ongoing		HCC, HSD, DM chamber	

Priority 5 cont	Action	Time frame			Target Date to Start	Target Date to Complete	Est. Cost/ Matching funds	Affiliated Organizations	Action Item For:
		30-90 days	90-180	180+					
	14. Continue implementation of CIP - Where possible provide through the development process the opportunity for telecommunication expansion - Establish positive gateways at 272nd and 16th Ave Explore providing a gateway generally in the KDM/MVD area				*				Eng, CC, CD, utilities

AGENDA ITEM

BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: RCAA Final Billing

FOR AGENDA OF: February 27, 2003

ATTACHMENTS:

Various Letters and Memos regarding
RCAA's Agreement with Des
Moines and Final Payment

DEPT. OF ORIGIN: City Manager's Office

DATE SUBMITTED: November 27, 2002

CLEARANCES:

[] Legal _____

APPROVED BY CITY MANAGER
FOR SUBMITTAL: AS

Purpose and Recommendation

The purpose of this report is to provide the City Council an opportunity to review the information supplied by the Regional Commission on Airport Affairs (RCAA) regarding the services they provided in 2002 to satisfy their responsibilities per the agreement between the City of Des Moines and RCAA and to determine the final payment amount the Council will authorize for these services.

Suggested Motion:

"I move to authorize payment of \$ _____ to the Regional Commission on Airport Affairs as full and final payment for services provided in 2002."

Background

The City of Des Moines contracts with RCAA to provide various services to educate the public concerning the environmental, economic and social effects of the proposed third runway and related expansion of Seattle-Tacoma International Airport. The attached copy of the 2002 agreement provides greater detail. For these services, the City agreed to pay RCAA \$28,000 in quarterly installments of \$7,000 each.

Discussion

At its September 5, 2002, meeting, the City Council voted to terminate the contract with RCAA. The City Manager notified RCAA of this action in a letter dated September 10, 2002, with an effective date

of October 14, 2002. Under paragraph 5 of the contract, RCAA is "entitled to pro rata compensation based on the number of months this contract has remained in effect and the quantity and quality of services performed by RCAA on behalf of the City".

On September 6, 2002, RCAA sent the City an invoice for \$7,000 for services rendered in the first quarter of 2002, and an invoice for \$7,000 for services rendered in the second quarter of 2002. Attached to these two invoices was a detailed list of RCAA's 2002 expenditures to date. On September 20, 2002, RCAA invoiced the City \$7,000 for services rendered in the third quarter. Finally, on October 14, 2002, RCAA sent a final, pro rata invoice totaling \$1,065.22 for the first 14 days of the fourth quarter. Attached to this invoice was a letter detailing the services RCAA has rendered on behalf of the City and copies of several years worth of RCAA newsletters. All of this material has been previously given to the City Council and is attached to this report for Council's convenience.

Alternatives

The City Council may elect to pay all, part or none of the billings from RCAA, based upon Council's evaluation of the quantity and quality of services performed by RCAA on behalf of the City.

Financial Impact

The total billings amount to \$22,065.22. \$28,000 was allocated in the 2002 Budget for the RCAA contract.

Recommendation

None.

**AGREEMENT FOR SERVICES
BY AND BETWEEN
THE CITY OF DES MOINES AND
THE REGIONAL COMMISSION ON AIRPORT AFFAIRS ("RCAA")
FOR THE YEAR 2002**

The CITY OF DES MOINES ("City"), a municipal corporation, and the REGIONAL COMMISSION ON AIRPORT AFFAIRS ("RCAA") agree as follows:

FACTS AND ASSUMPTIONS

THIS AGREEMENT is entered into on the basis of the following facts and assumptions:

RCAA is a corporation, incorporated under the Nonprofit Corporations Act of the State of Washington.

The purpose for which RCAA is organized is to actively oppose the proposed third runway and related expansion of Seattle-Tacoma International Airport (Sea-Tac Airport) and to educate the local public concerning the environmental, economic, and social effects.

The RCAA recognizes that the City, in cooperation with the Airport Communities Coalition (ACC), is or may become engaged in litigation with the Port of Seattle, the Federal Aviation Administration, the Puget Sound Regional Council and others regarding many of the same issues with which the RCAA is concerned.

For these reasons, the City Council of the City of Des Moines has allocated funds to contract with RCAA which will be of assistance to the City in regards to the third runway or expansion of Sea-Tac Airport.

AGREEMENT FOR SERVICES

Accordingly, and in reference to the foregoing, the parties agree as follows:

1. RCAA Responsibilities

(a) RCAA shall provide to the City services which the City may from time to time require in achieving the goals previously described with regard to the third runway or expansion of Sea-Tac Airport. These services shall include the following:

- Information booths at public festivals in Burien, Normandy Park, Des Moines, Federal Way, Tukwila, Beacon Hill, Magnolia and other areas impacted by the expansion of Sea-Tac Airport;
- Schedule monthly citizen involvement activities in Olympia, Seattle, Sea-Tac Airport and the Greater Puget Sound Region, as necessary;

- Host town meetings in the Greater Puget Sound Region to inform and educate the public and elected officials as needed.
- Maintain a web site to provide in-depth and immediate information to the public;
- Publish a quarterly newsletter;
- Recruit new members;
- Expand the mailing list upon request of city councils;
- Send action alerts to all RCAA members as deemed necessary by the RCAA Board of Directors;
- Placement of informational advertisements as deemed necessary by the RCAA Board of Directors;
- Conduct elected official outreach at the state, county, and local levels;
- Provide other activities as deemed necessary by city councils;

(b) RCAA shall ensure that all of its activities on behalf of the City are in compliance with applicable state, federal and local law, including without limitation, any reporting requirements of the Washington Public Disclosure Commission that are applicable, or in the future become applicable, to actions or assignments undertaken by RCAA;

(c) RCAA will at all times maintain accurate and appropriate financial records. At any time during the term of this Agreement, within seven (7) days of a written request from the Des Moines Finance Director, RCAA agrees to make available to the City Finance Director for audit and inspection any and all records maintained by RCAA, including without limitation, receipts for goods, services, payroll, expenditures, and study costs; and

(d) RCAA will regularly seek contributions through its mailings and public activities.

2. *Limitations on RCAA Activities*

To ensure that RCAA's efforts are consistent with and complement the City's efforts through the ACC, the RCAA shall not use City funds for the following activities, without the prior approval of the City:

- Retaining experts or professionals to assist in developing technical information related to the impacts of Sea-Tac Airport;
- Dissemination of technical reports or other technical information prepared in contemplation of litigation, or in any manner related to the issues raised (or to be raised) in ACC litigation;
- Retain any professional or consultant who has been retained by the ACC (unless approved by the ACC); or

- Publication (including electronic publication) of any attorney/client privileged materials prepared for litigation by the ACC, its counsel, consultants, or staff.

3. *RCAA Meeting Requirements*

An officer of the RCAA shall meet with a member or members of the City staff on a periodic basis so that the City may provide RCAA with its requirements and RCAA may report on services rendered.

4. *City Responsibilities*

In consideration of the services performed by RCAA, the City shall compensate RCAA in the amount of twenty-eight thousand dollars (\$28,000.00) during the year 2002, payable in four installments, which shall be paid on or before February 15, 2002, May 15, 2002, August 15, 2002, and November 15, 2002, or when otherwise authorized by the City Council..

5. *Termination*

This contract may be terminated by either party upon thirty (30) days written notice, in which event RCAA will be entitled to pro rata compensation based on the number of months this contract has remained in effect and the quantity and quality of services performed by RCAA on behalf of the City.

6. *Independent Contractor, Hold Harmless Agreement*

RCAA warrants and understands that in performing services under this agreement, it is an independent contractor and is not an agent, servant, or employee of the City of Des Moines and it will not represent itself as such. RCAA agrees to defend, indemnify, and hold the City, its officers, officials, agents, employees, and volunteers harmless from any claim, damages, suit, action or liability, costs of expenses in law or equity, including attorney fees and expenses in defending against any such claim because of damages to property or personal injury arising out of the services performed under this agreement, which may be occasioned by any willful or negligent act or omission of RCAA, or any of RCAA's agents, servants, employees, or subcontractors, except to the extent such injury is caused by the negligent or willful misconduct of the City, its directors, officers, agents, servants, or employees.

//
//
//

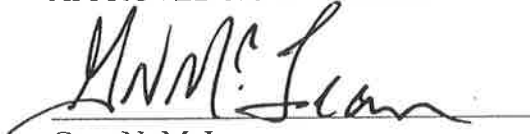
7. *Ratification, Confirmation, and Retroactive Application.*

Any acts consistent with the authority and prior to the effective date of this agreement are hereby ratified and confirmed. This agreement is effective as of January 1, 2002.

DATED this 1st day of February, 2002.

APPROVED AS TO FORM:

CITY OF DES MOINES



Gary N. McLean
City Attorney

By 
Robert L. Olander
Its City Manager

REGIONAL COMMISSION ON
AIRPORT AFFAIRS

By 
Its President

MEMORANDUM

Date: October 30, 2002

To: City Council

From: City Manager 

Subject: Information from RCAA Regarding Services Provided in and Billings for 2002

cc: City Attorney

Attached is information that I have received from the RCAA regarding the services that they have provided to the City of Des Moines in 2002. Also attached are copies of their quarterly billing statements for the first three quarters of 2002 and a prorated bill for the first two weeks of October. An item has been placed on the November 14, 2002, City Council meeting agenda to discuss RCAA's billings and to allow the City Council to decide if the services rendered meet the terms of the contract between the City and RCAA.



City of Des Moines

ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98198-6398
(206) 878-4595 T.D.D.: (206) 824-6024 FAX: (206) 870-6540



October 29, 2002

Lawrence J. Corvari, President
Regional Commission on Airport Affairs
19000 Fourth Avenue S.W.
Normandy Park, WA 98166

Dear Mr. Corvari:

Thank you for your letter of October 14, 2002, providing the requested information concerning RCAA services. The City of Des Moines will determine its 2002 payment to RCAA for all time periods prior to termination of the 2002 contract, including the first two quarters of 2002 that were first billed to the City on September 6, 2002, under the termination provision of the contract. That language specifically states that:

RCAA will be entitled to pro rata compensation based on the **number of months** this contract has remained in effect and the **quantity and quality of services performed** by RCAA on behalf of the City.

We expect that the City Council will consider this issue on November 14, 2002. I invite a representative of RCAA to address the Council during the discussion on this issue. Please advise me who will represent RCAA at the November 14 meeting.

Thank you again for your response to my letter. Please let me know if you have any questions.

Sincerely,

Tony Piasecki
City Manager

TP:sb



City of Des Moines

ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98198-6398
(206) 878-4595 T.D.D.: (206) 824-6024 FAX: (206) 870-6540



September 10, 2002

Lawrence J. Corvari, President
RCAA
19900 Fourth Avenue SW
Normandy Park, WA 98166

Dear Mr. Corvari:

The City Council of the City of Des Moines, at its September 5, 2002 meeting, directed that the City terminate its contract with RCAA. In accordance with Paragraph 5 of the contract between the City and RCAA, you are hereby notified that the City terminates its contract with RCAA, effective October 14, 2002. This termination date provides you with thirty days written notice of termination, as required by the contract, counted as required by Civil Rule 6.

Under Paragraph 5 of the contract, upon termination of the contract, RCAA is "entitled to pro rata compensation based on the number of months this contract has remained in effect and the quantity and quality of services performed by RCAA on behalf of the City." To permit the City to comply with this provision, please provide the City with a final billing by October 1, 2002, for services provided through October 14, 2002, giving both a pro rata calculation and detailed identification of services provided and dates of services, for January 1, 2002 through October 14, 2002. In order to allow the City to evaluate the "quantity and quality of services," in addition please provide a detailed identification of services provided, and dates of services, under the 2001 contract with the City. The City acknowledges that on September 6, 2002, you provided us with a billing for the first two quarters of 2002. The City requests that you provide us with the additional detailed information requested in this letter for both 2001 and 2002, in order to facilitate our timely final payment under the contract.

Thank you.

Very truly yours,

Tony Piasecki
City Manager

TP/LAM:vs

Cc: Linda A. Marousek, City Attorney

W101:RCAA/02-057

14 October 2002

Tony Piasecki
City Manager
City of Des Moines
21630 Eleventh Ave. So., Suite A
Des Moines, Washington 98198-6398

Re: RCAA billings to Des Moines:

Dear Mr Piasecki:

Please find enclosed for staff review & Council action our invoice for services for the fourth quarter, 2002, totaling \$1,065.22. The computation leading to this figure is shown on the invoice itself. Given that our services are continuous & ongoing, we believe that the appropriate method for computing the amount due us per contract for the fourth quarter is simply to prorate the quarterly payment of \$7,000 between days when the contract was in force (1-14 October), and the balance of the quarter. Your letter of 10 September, terminating the contract, asked for this computation specifically. While your letter terminating the contract asked for this billing by 1 October, our leadership has felt that it was inappropriate to submit a final bill before the terminal date, and our Office Administrator has discussed this with you, to, we believe, mutual agreement.

Your letter also asks for "detailed identification of services provided and dates of services, for January 1, 2002 through October 14, 2002". We trust that RCAA's services for the first three quarters of 2002, for which invoices are outstanding and unpaid, are not in dispute. There has been not the slightest hint of dissatisfaction with those services. Accordingly, we assume that the invoices for the first three quarters are being processed for timely payment, and that the request for a delineation of services during those quarters is only made to permit a basis for comparing prior services with services provided in the period 1-14 October.

* * * * *

It is appropriate to state at the outset that RCAA has provided the same services, in the same way, during the period 1-14 October, as during the period 1 January 2002 to 30 September 2002, and that services provided in the Year 2002 are very similar to those provided in Year 2001.

The services provided by RCAA to Burien, Des Moines, and Normandy



19900 4th Ave SW
Normandy Park, WA 98166
(206) 824-3120
FAX (206) 824-3451

<rcaa@earthlink.net>

www.rcaanews.org

Officers

Lawrence J. Corvari
President

Allan M. Furney
Vice President

Philip C. Emerson
*Vice President &
Secretary*

Jim Bartlemay
Treasurer

Directors

Mike Anderson
Jim Bartlemay
Frank Bosl
Clark Dodge
Brett Fish
Rob Frishholz
Dennis Hansen, M.D.
Jeanne Moeller
Len Oebser
Jane M. Rees

Affiliates

CANE

C.A.S.E. (Citizens
Against Sea-Tac
Expansion)

Seattle Community
Council Federation

Seattle Council on
Airport Affairs

RCAA

Tony Piasecki
Re: Final Billing
14 October 2002
Page 2

Park under its three separate but virtually identical contracts with those cities are generally of an indirect nature.

By that, I mean that instead of, say, providing material goods for the City's use, or performing consultant services direct to the City (as an engineer might do with respect to a proposed capital improvement), we provide services to the general public and others for the advantage of the City.

Purpose of services. As is said in the contract, RCAA's work is intended to "be of assistance to the City in regards to the proposed third runway and related expansion of Sea-Tac Airport". A list of activities that RCAA can engage in under this rubric is found in Paragraph 1(a) of the basic contract. And, naturally, we engage in other actions & activities in support of the no-third-runway position, though they are not listed per se in the contract. Generally, we have accepted the guidance of the Airport Communities Coalition in many of these day-to-day activities, tailoring our work to dovetail with theirs, and to be supportive of their rôle as the principal opponent of the runway project. Most our services can best be described as public-involvement and public-relations activities, premised on opposition to the third-runway project at Sea-Tac Airport, and other expansion projects there. Opposition to Sea-Tac expansion, and particularly, opposition to the third-runway proposal, has been this organization's focus since its founding, and that was the focus throughout 2002 – which is not just our position but is the position of the City of Des Moines, the other contracting cities, our friends & supporters, our affiliated organizations, and the Airport Communities Coalition.

Continuous services. Some of RCAA's services are provided day & night, week in & week out ("365/24/7"). This is particularly true of our pioneering website, which is the first great airport-concern website run by a citizen group. It is available for use by anyone any time. The website requires the services of a consultant webmaster, supported by information continuously fed to her by members of our Board, interested members of the public, and our Office Administrator. The website contains an ever-growing accumulation of Sea-Tac information that is difficult – perhaps impossible – to obtain elsewhere. Also provided 365/7/24 is our telephone answering service, by which we field public inquiries about Sea-Tac issues – many of them referred to us by staff of the contracting cities.

Work-day services. Some of our services are provided four days a week: Our office is open for regular business hours four days a week, with contract staff on duty to field phone, FAX, e-mail & in-person requests for information from contracting cities, ACC staff & consultants, other agencies, and the general public. In recent years, our office has received many requests for assistance in research and documentation from the ACC's attorneys and consultants, and from leadership, attorneys, and consultants of Citizens Against Sea-Tac Expansion, both of which

RCAA

Tony Piasecki
Re: Final Billing
14 October 2002
Page 3

have been actively involved in third-runway litigation on behalf of the ACC cities and the general public. We maintain extensive archives of relevant information and a library now occupying two rooms. Access to these resources is available during office hours to the public (but around the clock to our Board members, and as needed at any time by appointment through our contract staff).

After hours. Our Office Administrator reminds me that he handles a good volume of e-mail traffic outside of normal business hours for our Board and our affiliated organizations – this is a seven-day-a-week activity. He is not alone in this – our Board members are in touch with one another & with staff & consultants without regard to formal business hours. Urgent matters are dealt with urgently. The Administrator also reviews several e-mail publications relating to airport issues on a seven-day-a-week basis, & passes along items of interest to Board members, other volunteers, and affiliated organizations, and on occasion to news media.

Periodic services. Some of our services might be said to be provided periodically, although their impact is spread over long time periods. This category includes our (former) print newsletters and our present web letters. We published a quarterly print newsletter, focused on Sea-Tac issues, for several years, mailing to an extensive list. About 6000 Des Moines households received the newsletter regularly. Until we cut off Federal Way mailings, total distribution ran to about 40,000, and thereafter, to about 28,000. These newsletters went to all members of the Legislature, to the Congressional delegation & relevant staff, and to all voting members of the Puget Sound Regional Council, as well as the general public (some sample copies of the print newsletter are enclosed). There is further discussion of newsletters below.

Water-quality consultant. As you will note in reviewing our financial reports for Years 2001 and 2002 (previously furnished), a large item of expense for us in the last couple of years has been the services of our outstanding water-quality consultant. He has been a critical link in the technical arguments on our side of the third-runway administrative proceedings and associated litigation, with respect to environmental issues. His work has been significant in support of both the Airport Communities Coalition and C.A.S.E. (Citizens Against Sea-Tac Expansion) in this complex & highly technical effort. He has kept a watchful eye on how the Airport impacts Des Moines Creek -- rather a direct benefit to the City of DM. (We are not aware of anyone on your staff with these duties and expertise.) He reviews almost every water-quality document that is issued by any party – most importantly in the last few weeks, the drafts of the proposed renewal permit for the Airport under sec. 402 of the Clean Water Act (“NPDES permit”), & the Port’s voluminous comments on the drafts. He is a key member of the Technical Committee. He is invaluable to us in preparing for the forthcoming hearing on the renewal. All of these services

RCAA

Tony Piasecki
Re: Final Billing
14 October 2002
Page 4

have been continuous and ongoing.

Web-based Newsletters. As you may be aware, our Board made a decision some months ago to switch to a different form of newsletter. This was not only a cost-cutting measure (postage costs are accelerating) but also the result of a prolonged Board review of the effectiveness, as well as timeliness, of this method of reaching the public with the Sea-Tac runway message. So, we now issue a “webletter”, a less formal, and very timely, newsletter that is posted monthly on our website, with an e-mail alert sent to our e-mail lists at the time of posting. The first of these was posted in mid-August, the second, in mid-September, and the editors and the chairman of the Board’s Communications Committee are at work on the third, scheduled for issuance on or about 24 October.

Episodic services. Some of our services are episodic, especially “Action Alerts”. As occasion requires, we send out mailings to interested people about special events of interest, such as the various public hearings on the JARPA (sec. 401.404) applications, and the efforts of Mr Hopkins to revive the ill-fated Des Moines conveyor-belt proposal. In the last few months, we set aside funds for an Action Alert on the long-expected public hearing for a new sec. 402 (“NPDDDES”) permit for Sea-Tac Airport, and Board, staff, and consultant time has been expended in preparing for that Alert and for the public hearing.

Services to individuals. Some services are provided to specific persons. These include:

- Dealing with noise & flight-corridor inquiries
- Requests for information and research assistance, primarily from ACC’s lawyers and consultants in the last few months, but also from the general public. Here’s a comment that came in (unsolicited) the other day from a member of the public:

I personally have benefited greatly from RCAA’s resources and from Chas’ Insights {“chas” refers to our Office Administrator}. The mailed newsletter was extremely helpful to me as a newcomer to this area to understand just what was going on.

(Maintaining an office with staff has been essential to our mission of building support for the runway position of the ACC cities.)

- Working with beat reporters. RCAA is recognized as a source for information on Sea-Tac related issues, so we receive some independent inquiries from various print media. In addition, we pass along news tips and formal news releases to the local dailies and to the national e-mail airport-interest publications, all in aid of the no-third-runway effort.

* * * * *

RCAA

Tony Piasecki
Re: Final Billing
14 October 2002
Page 5

With respect to all of these activities, it has not been practical to engage in highly detailed accounting exercises, to allocate each hour of volunteer, staff, or consultant time to a particular category of activity, & then allocate the benefits of that activity as between the City of Des Moines on the one hand, other cities on the other, not to speak of the general public. To date, this has not been a requirement from any of the contracting cities.

We do track expenditures for special projects – like our recent aerial photography of various Sea-Tac construction sites (not available for inspection on the ground). We cannot (without a huge amount of new work) produce an accounting, hour by hour, for all of the time of Board members, other volunteers, contract staff, and other consultants. As is the case in any organization, a good deal of the expenses goes to overhead – phones, publications, contract staff. And there are services that are difficult to categorize – staff attendance at Port Commission meetings; Technical Committee members' meeting with the Army Corps of Engineers or the Department of Ecology; testimony at hearings; formal written comments on a variety of Airport-related issues; staff support to member groups – to mention just a few such activities.

The Board believes that it is not readily feasible to draw a distinction – which would be utterly artificial – between activities & expenditures that benefit the City of Des Moines separate and apart from benefit to the other contracting cities. For example, we made, at their request, a large contribution to the radio advertising campaign that ACC mounted earlier in the year. (This shows up in the accounting report that we sent you a few weeks back.) But how would one allocate the benefit of that expenditure as between the three cities? The cities' representative, the ACC, asked for the help; we provided it as part of the common effort.

I trust that you, your staff, & Council will find this sufficiently responsive to your inquiry. If not, please advise,

Yours sincerely,



Lawrence J. Corvari
President

Encls: Final invoice; sample print news letters

REGIONAL COMMISSION ON AIRPORT AFFAIRS

19900 4th S.W.
Normandy Park, Washington
98166-4043
Telephone: 206.824.3120
FAX: 206.824.3451
E-mail: rcaa@earthlink.net

STATEMENT

14 October 2002

City of Des Moines
21630 11th Ave. So.
Des Moines, Washington 98198-6838

RE: Services, portion, fourth quarter, 2002
As per contract between RCAA and the City of Des Moines

Normal quarterly payment per contract, \$7000
Fourth quarter, 92 days
Contract days, 14
Percentage, 15.2
Prorated amount due: $0.152 \times 7000 = \$1065.22$

Amount due:

\$1065.22

Change in Local Passengers and Yield at Top 100 U.S. Airports

First Quarter 2002 vs. First Quarter 2001

Airport	O&D Passengers	% Chg.	Yield	% Chg.	Airport	O&D Passengers	% Chg.	Yield	% Chg.
1 Los Angeles	6,101,450	-17.8%	-11.2%	-9.7%	51 Kahului	1,130,700	-6.1%	-14.9%	-11.5%
2 Las Vegas	6,016,710	-8.0%	-9.9%	-9.7%	52 Providence	1,127,830	-3.9%	-14.9%	-11.5%
3 Orlando	5,388,810	-13.3%	-9.1%	-9.7%	53 Albuquerque	1,076,450	-7.6%	-14.9%	-9.7%
4 Atlanta	5,241,730	-14.4%	-18.8%	-14.9%	54 Jacksonville	1,057,960	-12.2%	-14.9%	-14.9%
5 Chicago, O'Hare	5,202,850	-13.8%	-18.1%	-15.0%	55 Charlotte	1,039,070	-15.0%	-14.0%	-14.0%
6 Phoenix	4,890,820	-10.8%	-10.9%	-3.9%	56 Dallas, Love	1,034,120	-25.6%	-10.4%	-10.4%
7 New York, LaGuardia	4,210,120	-14.6%	-15.5%	-8.3%	57 Burbank	1,025,380	-5.7%	-10.4%	-8.3%
8 Dallas/Fort Worth	4,040,050	-12.9%	-18.2%	-7.6%	58 Milwaukee	985,620	-14.7%	-14.3%	-7.6%
9 Fort Lauderdale	3,913,930	-1.8%	-9.6%	-14.3%	59 Reno	982,820	-15.9%	-14.3%	-7.6%
10 New York, Newark	3,892,130	-15.7%	-17.8%	-14.3%	60 Cincinnati	962,240	-16.1%	-14.3%	-14.3%
11 Denver	3,876,850	-9.7%	-14.8%	-14.1%	61 Buffalo	848,820	-8.7%	-14.1%	-14.1%
12 Seattle/Tacoma	3,582,480	-8.6%	-12.1%	-10.6%	62 Tucson	812,920	-6.3%	-10.6%	-10.6%
13 Tampa	3,521,630	-7.7%	-14.1%	-12.0%	63 Memphis	746,430	-14.4%	-12.0%	-12.0%
14 Boston	3,426,960	-21.0%	-15.8%	-13.0%	64 Omaha	743,210	-6.2%	-13.0%	-13.0%
15 Baltimore	3,295,070	-8.8%	-9.9%	-10.4%	65 Manchester	717,710	2.1%	-10.4%	-10.4%
16 San Francisco	3,232,460	-25.5%	-13.6%	-13.9%	66 Louisville	715,060	-12.6%	-13.9%	-13.9%
17 San Diego	2,982,140	-8.7%	-10.8%	-28.3%	67 Norfolk	654,700	14.8%	-28.3%	-28.3%
18 Philadelphia	2,928,770	-6.6%	-17.6%	-9.7%	68 Oklahoma City	619,310	-13.4%	-9.7%	-9.7%
19 Minneapolis/St. Paul	2,927,870	-15.5%	-8.0%	-11.5%	69 Tulsa	591,880	-15.7%	-11.5%	-11.5%
20 Detroit	2,894,910	-16.0%	-12.8%	-10.6%	70 Albany, NY	589,620	-8.9%	-10.6%	-10.6%
21 Honolulu	2,800,720	-3.8%	-5.0%	-12.4%	71 Birmingham	564,250	-13.8%	-12.4%	-12.4%
22 Chicago, Midway	2,403,030	-10.0%	-8.7%	-5.3%	72 Spokane	563,870	-10.7%	-5.3%	-5.3%
23 Oakland	2,385,850	0.3%	-15.4%	-7.2%	73 El Paso	559,670	-10.2%	-7.2%	-7.2%
24 New York, Kennedy	2,361,250	1.6%	-14.3%	-8.2%	74 Anchorage	549,360	3.7%	-8.2%	-8.2%
25 Houston, Bush	2,333,730	-11.6%	-14.0%	-2.2%	75 Lithue	545,250	-9.0%	-2.2%	-2.2%
26 Miami	2,243,670	-9.6%	-13.3%	-5.2%	76 Kona	538,080	-4.9%	-5.2%	-5.2%
27 Salt Lake City	2,220,870	-10.8%	-3.7%	-6.3%	77 Boise	536,850	-12.7%	-6.3%	-6.3%
28 Washington, National	2,168,100	-26.2%	-8.9%	-11.7%	78 Greensboro	483,680	-17.4%	-11.7%	-11.7%
29 San Jose	2,134,390	-15.1%	-21.3%	-14.4%	79 Dayton	460,790	-7.4%	-14.4%	-14.4%
30 Portland, OR	2,044,000	-9.9%	-10.7%	-16.5%	80 Rochester, NY	457,740	-13.6%	-16.5%	-16.5%
31 St. Louis	2,038,350	-17.3%	-17.4%	-7.9%	81 Little Rock	447,160	-14.9%	-7.9%	-7.9%
32 New Orleans	1,967,650	-9.0%	-6.5%	-16.2%	82 Richmond	435,660	-17.6%	-16.2%	-16.2%
33 Kansas City	1,915,190	-12.0%	-12.7%	-8.0%	83 Islip	415,230	-14.0%	-8.0%	-8.0%
34 Sacramento	1,711,410	-0.6%	-12.1%	-15.3%	84 Grand Rapids	413,540	-5.8%	-15.3%	-15.3%
35 Washington, Dulles	1,680,200	-16.0%	-17.4%	-13.4%	85 Colorado Spngs	410,890	-5.6%	-13.4%	-13.4%
36 Orange County	1,661,760	-1.9%	-17.1%	-8.0%	86 Syracuse	388,030	-8.0%	-12.7%	-12.7%
37 Raleigh/Durham	1,616,160	-8.9%	-25.0%	-18.7%	87 Palm Springs	344,910	-13.4%	-18.7%	-18.7%
38 West Palm Beach	1,596,340	-9.8%	-6.6%	-18.7%	88 Des Moines	335,490	-7.8%	-18.7%	-18.7%
39 Fort Myers	1,574,880	-5.2%	-6.5%	-15.2%	89 Savannah	331,010	-6.3%	-15.2%	-15.2%
40 Cleveland	1,509,270	-13.9%	-14.2%	-9.1%	90 Sarasota/Bradenton	324,430	-9.9%	-9.1%	-9.1%
41 Indianapolis	1,424,570	-11.9%	-14.6%	4.9%	91 Hilo	321,990	-10.7%	4.9%	4.9%
42 Pittsburgh	1,397,100	-12.4%	-17.7%	-16.0%	92 Madison	299,570	-0.9%	-16.0%	-16.0%
43 Nashville	1,373,130	-12.2%	-12.4%	-9.3%	93 Charleston	293,290	-9.9%	-9.3%	-9.3%
44 Hartford	1,372,520	-12.8%	-14.1%	-22.0%	94 Pensacola	277,380	28.1%	-22.0%	-22.0%
45 San Juan	1,363,790	-7.9%	-7.5%	-18.0%	95 St. Thomas	271,030	-0.3%	-18.0%	-18.0%
46 San Antonio	1,352,490	-7.2%	-11.4%	-17.6%	96 Greenville	257,350	-14.8%	-17.6%	-17.6%
47 Ontario	1,346,840	-7.1%	-12.8%	-16.1%	97 Knoxville	256,920	-14.8%	-16.1%	-16.1%
48 Houston, Hobby	1,332,270	-12.9%	-7.0%	-11.2%	98 Jackson	250,820	-14.8%	-11.2%	-11.2%
49 Austin	1,288,650	-14.8%	-19.3%	-16.4%	99 Vail/Eagle	247,780	-2.9%	-16.4%	-16.4%
50 Columbus, OH	1,288,260	-10.3%	-13.7%	-14.9%	100 Harrisburg	240,170	-1.6%	-14.9%	-14.9%

Based on U.S. DOT O&D Survey

ECLAT
consulting

IN BRIEF

Election Coverage:

Port of Seattle: Runway Foes Chosen To Challenge Incumbents

The third runway is emerging as an issue in Port Commission elections.

In the primary election on 18 September, two announced opponents of third-runway construction at Sea-Tac Airport were selected by voters to oppose incumbent Port Commissioners in the general election.

For Position 3, Richard Pope received 42,317 votes, and will face incumbent Paige Miller (with 87,662 votes). Two other challengers received a total of 30,716 votes. Mr Pope attributed a good part of Ms Miller's support to endorsements by Democratic Party groups.

In the Position 4 race, incumbent Pat Davis received fewer votes than the combined opposition. Christopher R. Cain will oppose her in the 6 November election. Ms Davis received 67,844 votes, Mr Cain, 39,488, Jake Jacobovitch, 29,187, and Al Yuen, 20,055. The *Post-Intelligencer's* election coverage erroneously reported that Mr Cain was not an active candidate, and did not even mention that he would be on the November ballot. Ms Davis' share of the vote (less than 44 percent) shows that the long-time incumbent is in serious difficulty.

Only two candidates filed for the seat now held by Jack Block—Mr Block and Lawrence Malloy. Their names will appear on the general-election ballot. Mr Malloy is a very keen supporter of the third runway. Mr Block has been known to express an occasional doubt.

Highline Area Races

In the Highline area, all candidates for City Council posts in Normandy Park and Burien are opposed to the Sea-Tac third-runway project, & the runway is not an issue at this time in the city of Sea-Tac.

In Des Moines, there are clear differences between the finalists on this issue. At present, all members of the Des Moines Council oppose the runway project & are supporters of the

Continued on page 2

Highline School Bonds

Story on page 2.

Truth in Aviation

The Newsletter of the Regional Commission on Airport Affairs

Vol. 7, No. 2

Fall 2001

WHAT NOW?

Two weeks after the attacks on the World Trade Center & the Pentagon, Congress was forced to bail out the airlines to the tune of \$15 billion. Some industry-watchers claim business will rebound quickly once people relax a little. Others, however, point out that the airlines were in big financial trouble *before* the Trade Center disaster because of a persistent drop in business travellers. This part of the problem, they argue, is likely to persist for a very long time, even if the public regains its confidence. The airlines themselves and Boeing seem to fall in to the latter camp, laying off tens of thousands.

Additional security needs will have a huge impact on airports. Some may never re-open. All of this affects airport expansion projects planned across the country, which are dependant on industry profits and customer demand. Sea-Tac's expansion is one of the most expensive in the country and will likely take some major cuts.

At many airports across the U.S., expansion projects are in serious jeopardy, as the money streams dry up. The immediate impacts are two-

fold: first, fewer travellers means less money collected from passenger facility charges (PFCs), & second, insolvent airlines cannot meet their lease payments to airports. Third, revenues from the federal tax on aviation fuel & other taxes on air travel will start to fall. FAA's grants for airport construction come from these taxes.

Here's what is happening at some representative airports.

Twin Cities (Minneapolis - St. Paul, Minnesota). The St. Paul *Pioneer Press* reported on 22 September that the balance of a \$2.7 billion expansion project at the Minneapolis-St. Paul Airport was at risk. To balance its budget the airport is likely to cut capital costs. Of the \$2.7 billion expansion project, between \$1.75 billion and \$2 billion already has been spent or committed.

San Francisco. According to the *San Mateo Daily Journal* (20 September), the terrorist attacks may impact the decision whether or not to proceed with expansion at San Francisco. (The airport wants to fill in a big piece of the San Francisco Bay to make new land for the runway.)

Continued on page 3

ACC Blasts DOE Process, Appeals to State Pollution Board

On August 10 the state Department of Ecology (DOE) issued a Section 401 water quality certification for the third runway project. This is the third attempt by the Port to get its 401 approval. This process has been watched with concern by people in the airport communities ever since DOE reassigned the lead analyst, Tom Luster, to "more pressing projects", hired Port consultants as "independent" technical reviewers, and "negotiated" the certificate in meetings chaired by a mediator paid for by the Port. (See *TIA* Summer 2001, p.5.) The Airport Communities Coalition (ACC) has appealed the decision and asked for a stay. The hearing on the stay is scheduled for mid-October 2001, but no schedule for the main appeal has been set.

The 401 decision is a one-time opportunity for the State to determine whether the third runway meets applicable state aquatic resource regulations. These regulations cover areas such as fill, stormwater discharges, decreased streamflow, groundwater, water quality in the streams, and wetland health. By law, the Port must demonstrate that there is "reasonable assurance" that construc-

tion and the third runway itself will not violate State water quality standards.

Affidavits from experts in support of ACC's appeal point out that the Port did not even provide the information necessary to decide if applicable water quality standards *could* be met, much less reasonable assurance that they *would* be met. For example, instead of requiring a plan showing that the Port can prevent transport of contaminated groundwater through old utility corridors under the airport, DOE will allow the Port to submit the plan 60 days *after* the issuance of the certification. This, despite the fact that the Port has had years to come up with a plan, but has failed. ACC's lawyers point out that this gerrymandering of the requirements also destroys the public's legal right to comment on the plan.

In some instances, the Port provided conflicting information. For example, different Port reports claim that water behind the 150-foot high retaining wall, the "Great Wall of Sea-Tac", will transport through the wall, be diverted under the wall, or be collected behind the wall for later dis-

Continued on page 7

IN BRIEF

Highline Schools, Port Agree to Noise Pact

Settlement may have been reached in the long-running dispute between the Highline School District and the Port of Seattle about mitigation of jet-plane noise in classrooms, a development welcomed by the Regional Commission on Airport Affairs (RCAA).

In a "memorandum of understanding" between the District, the Port, Gov. Gary Locke, and U.S. Rep. Adam Smith (D-9), sources for up to \$200 million in noise-mitigation money were identified, & the parties agreed to enter into a more-detailed agreement by 31 December.

Port Doubles Its Offer

In a breakthrough, the Port agreed to contribute up to \$50 million of its own money. Previously, the Port had only offered \$40 or \$50 million that it might receive from the Federal Aviation Administration for noise mitigation. Highline School District will put up \$50 million, to

Continued on page 6

IG To Audit Runway Costs

The Office of the Inspector General of the U.S. Department of Transportation and U.S. Rep. Adam Smith (D-9) have announced that the staff of the Inspector General will analyze the current estimated costs and sources of funding for the third-runway project at Sea-Tac. The audit will also cover 13 other major runway projects in the U.S. that are scheduled for completion by 2007.

Rep. Smith seeks a broader review of the third runway. He is pressing the Inspector General to report on the violation of a major condition in the Governor's certificate to the U.S. DOT that runway construction would not violate water-quality standards. He also has suggested that the Port of Seattle is not in compliance with fiscal standards for federally-assisted projects because it does not have a budget for the third runway—no current cost estimates & no complete financing plan.

Critics of the runway project wonder if the Inspector General can obtain from the Port what no-one else has been able to get: a complete, current cost estimate, and a description of a realistic financing plan.

Truth in Aviation

The Newsletter of the Regional Commission on Airport Affairs

Vol. 7, No. 2

Summer 2001

Port Announces New \$3 Billion Terminal for Sea-Tac Airport

On 8 May, the Port of Seattle Commission approved final design and funding for a \$94 million upgrade of the main terminal at Sea-Tac Airport. Construction work on the project is to begin in a year. The renovated terminal is scheduled for a grand re-opening in September 2004.

The airport also has pending a project for expansion of its south terminal, at a cost of \$375 million.

On 26 June, Port staff presented the Port Commission with its preliminary plans for a new north terminal, to be located about 1300 yards north of the existing main terminal. The cost estimate for this project is \$3 billion. Planners told the Commission that a detailed cost analysis would be available in about two years.

Bells, Whistles, and Gold-Plating

Included in this project would be expansion of the existing northern satellite terminal, one new 'people mover', two new parking garages, and three new concourses, with a light-rail station as an op-

tion as well. The cost includes removal and relocation of two freeways, and relocation of several cargo operations. According to the Port's planners, this third terminal is needed in order to accommodate a predicted increase in passenger traffic. The present main terminal was planned for 25 million travelers a year, and the new terminal is needed for the additional 11 million increase expected by the year 2010. Staff expects construction to start in the year 2004 and to be complete in 2014.

No firm sources of funding were identified by staff. One major component of funding for airport capital projects is revenue from tenant airlines. The Port has been in private negotiations with major airline tenants for a new master lease agreement since spring 2000. The present leases expire at the end of this year, and the Port wants hefty increases in rent from the airlines. The airlines are being asked to give up their present powers to control use of their lease payments.

Runway Safety Worries Mount

Veteran Pilot Says Wall Too Close, Incursions Dangerous

Airline pilot Sven Holm, who recently retired as chief pilot for Northwest Airlines, raised a series of concerns about the safety of the proposed third runway at Sea-Tac Airport in a letter to the *Seattle Post-Intelligencer* published on 20 June. He warned that careful pilots may refuse to use the runway.

Among the safety hazards, Capt. Holm pointed out the much higher risk of a "runway incursion" (on-the-ground collision of aircraft) with the proposed configuration of three parallel runways. The environmental impact statement for the runway project estimated that this risk would increase by 21 percent, though others have put the risk higher.

Another concern was the closeness of the runway to the edge of the embankment which drops 170 feet. To gain a 2500-foot separation between the new runway and the existing main runway, the Port must lay down 19.84 million cubic yards of fill, to extend the present level ground westward. The new runway would, according to Capt. Holm, be perilously close to the edge that embankment.

Continued on page 6

Inspector General Says U.S. Incursion Problems Too Risky

"Further actions are needed to reduce runway incursions", Congress was told on 26 June by Kenneth M. Mead, Inspector General of the U.S. Department of Transportation. Runway incursions are incidents on the runway that create a collision hazard. The number of these incidents in the U.S. grew by 48 percent from 1997 to 2000, with a 25 percent spurt between 1999 and 2000, according to a study released by the Federal Aviation Administration just a few days before Mr Mead's testimony.

While many of the incidents pose only slight risk of a collision, Mr Mead noted that there is a significant number of close calls. Of these, 63 percent involved at least one commercial aircraft where the potential loss of life is high.

FAA Rapped

Primary responsibility for reducing incursions rests on the FAA. Inspector General Mead said "it is apparent that FAA's efforts, along with those of the aviation industry and airports are not sufficient. The number of runway incursions continues to go in the wrong direction." He called for "strong

Continued on page 6

IN BRIEF

Top Environmental Specialist Leaves Port, Joins ACC Staff

On 5 July, Barbara Hinkle, Senior Environmental Manager at Sea-Tac Airport, responsible for environmental oversight on all Airport expansion plans (including the third runway) left that job to join the staff of the Airport Communities Coalition, which is leading the legal fight against Sea-Tac expansion.

Ms. Hinkle became disenchanted with the mindset within the Airport staff toward the environmental rules that airport construction. She was quoted as saying that the Port does not follow through on its own environmental studies. Pressure from above to "get the job done", regardless of environmental consequences and applicable laws, was cited as a major factor in Ms Hinkle's leaving the Port. She said, "the pressure to put aside environmental concerns is growing, and with the number of projects coming on-line over the next several years, I can be more effective at the ACC, for the environment, than I ever could be at the Port of Seattle".

Announcing her employment change to the U.S. Environmental Protection Agency, she commented that she "could no longer work within a system that continually turned a deaf ear toward its obligation of public stewardship."

No interchange on SR 509 for third-runway fill trucks this year

Port of Seattle plans to build its own private interchange on SR 509 at So. 174th, for the exclusive use of trucks hauling fill, have been stopped, at least for this year, by actions of the Department of Ecology, as the result of strong pressure from the Airport Communities Coalition (ACC).

In a sternly-worded letter, Ecology told the Port that the project requires a "major modification" of a critical environmental permit – a detail that the Port conveniently overlooked in its planning. In addition, the project requires a hydraulic permit from the Department of Fish & Wildlife. Ecology also advised the Port that no action should be taken until the U.S. Army Corps of Engineers has decided whether the project falls under the federal Clean Water Act (which it does). Construction was to have begun on 1 June, according to a mailing from the Port had written to the handful of folks still living in what is called the "Westside acquisition area".

Truth in Aviation

The Newsletter of the Regional Commission on Airport Affairs

Vol. 6, No. 2

Summer 2000

FAA, Port Sued Over Violations of Federal Endangered Species Act

The federal courts have been asked to order a halt to all Sea-Tac Airport construction projects until the Federal Aviation Administration has completed formal "consultations" with federal fish and wildlife agencies, as required by the Endangered Species Act (ESA). If endangered species exist in or near an area where a federal agency is sponsoring or funding a project, the sponsoring agency must complete a "consultation" with federal wildlife agencies as to the need for special protections before allowing work to begin (or to continue).

The endangered sea bird, the marbled murrelet, has been recently sighted within two two miles of the Airport by Audobon Society observers. Endangered chinook salmon are

known to spawn in the Green River, which receives Airport run-off water via Gilliam Creek, a tributary of the Green; juvenile chinook have been observed in the upper reaches of Gilliam by a City of Tukwila fish biologist. Whether chinook could spawn in Miller Creek is disputed. There is no dispute that bull trout, also listed, and coho, cut-throat, and other salmonid fish occur in local streams.

When advised of these concerns by the Airport Communities Coalition (ACC), the FAA sought to brush off the legal requirements. Correspondence and negotiations have not persuaded the FAA that it, too, is bound by federal law, and

Continued on page 6



Photo credit: Chris Gouar

Photo of "clean fill" taken Wednesday, August 9, 2000 on S. 192nd Street, near the entrance to the Tyee Golf Course. See story, p. 4

Agencies Talk Tough As Deadlines Loom Over Sea-Tac Third Runway Project

As this issue of *Truth in Aviation* heads toward the printer, major deadlines loom over the Sea-Tac third-runway project. By 28 September, the U.S. Army Corps of Engineers is to rule on the application of the Port of Seattle to fill in wetlands (a "section 404" permit). The Engineers are waiting for a ruling by the Department of Ecology as to whether the Port's project will meet water-quality standards ("section 401 certificate"). Ecology has given the Port till 5 September to file all complete, accurate documents in support of its plan. Ecology has pledged to issue its ruling by Friday, 8 September.

Ecology has repeatedly told the Port and its major water-quality consultant, Parametrix, Inc.,

about grave deficiencies in the supporting technical studies. On 11 August, the Corps of Engineers sent a 3-page letter covering a 19-page memorandum, pointing out in detail a long list of errors, inaccuracies, and so on in the paperwork filed with the Corps, and demanding that everything be tidied up as soon as possible.

The Engineers are plainly dissatisfied with the documents already submitted, and they are, in essence, demanding a major re-write. They politely say that the final document "will require some rethinking and the provision of a rationale and much added detail". They "look forward to receiving a comprehensive, better-organized and

Continued on page 6

IN BRIEF

What Killed The Fish?

Starting on October 31, and continuing into December, dozens of seemingly-healthy adult Coho salmon have died in Miller Creek, before spawning. Stream-side residents have watched (and filmed) Coho struggling to breathe. Preliminary laboratory exams have not revealed any obvious causes of death, although suspicion naturally falls on pollutants that might come from a sewage-treatment plant nearby or from Sea-Tac Airport, at the headwaters of the creek. Shortly before the first kills, the Airport experienced an overflow from its settling ponds upstream. Locals strongly suspect Airport-related pollution as the cause of the unusual fish kill.

This winter's run of returning salmon was one of the strongest in recent memory (bearing out the contention that Miller Creek is indeed an historic salmon stream).

No Floatplanes for Seattle Waterfront

Seattle's downtown waterfront is no long threatened by increased noise from a proposed floatplane base near Pier 54 (Ivar's). Faced with strong opposition, floatplane operator Kenmore Air has withdrawn its application for a City-issued shorelines permit. The Seattle City Council has put a moratorium on applications while it looks at the whole issue.

Kenmore had planned as many as 16,000 sightseeing flight operations during the summer tourist season. Two downtown Seattle residential associations, and the Washington State ferry system, were concerned with impacts of the proposal, and appealed the City-granted permit to the Shorelines Management Hearings Board. Kenmore and Ivar's then withdrew the application, not wishing to "go out and fight the public," as Robert Munro, owner of Kenmore, put it.

Truth in Aviation

The Newsletter of the Regional Commission on Airport Affairs

Vol. 6, No. 1

Winter 2000

CROWD PACKS SEA-TAC WETLANDS HEARING

On November 3, a crowd of more than 500 people overflowed the auditorium at Foster High School in Tukwila for a hearing on the revised application of the Port of Seattle for permission to destroy 18-plus acres of wetlands as part of its third-runway project.

Both the Department of Ecology and the U.S. Army Corps of Engineers must determine that there will be no needless, unmitigated impacts on wetlands and wildlife before they can give permission for the Port to begin construction of the third runway in the headwaters of Miller and Des Moines Creek, west of the existing airport. The hearing was sponsored by the two agencies. The Corps is responsible for clearing the so-called "404" permit, which is needed to fill any wetland. Ecology is responsible for

issuing a "401" certificate, which concerns the water quality in State waters, wildlife issues, and impacts on the coastal zone.

The auditorium was too small for the crowd, so the fire marshal turned away many latecomers. Only 59 of those who signed up to speak were called to the podium. Local elected public officials led off the testimony with vigorous complaints about the over-all project, the details of the wetlands damage, and the inadequate process. Aside from some Port-paid "experts", almost all of the speakers pointed out serious deficiencies in the Port's revised application.

RCAA President Larry Corvari said after the hearing, "This huge turn-out shows that opposition to the third runway and its unacceptable

Continued on page 5



Larchi News

Concerned Highline Residents Sue Water District To Void Backroom Deal with Airport

Citizens Against Sea-Tac Expansion (C.A.S.E.), a citizens' group based in the Highline area, has sued the Highline Water District and the Port of Seattle in King County Superior Court, asking for a declaration voiding the District's attempt to transfer water rights to the Port of Seattle.

According to the complaint, the Water Dis-

trict and the Port of Seattle have secretly made an agreement to transfer one of the District's wells (Well #1) and associated water rights to the Port. The agreement was never discussed by the District Commissioners in open session, only in closed-door meetings. And the agreement's terms were kept secret until after the Commis-

Continued on page 6

IN BRIEF

KIK Organizes Students

Maria Wardian, eighth-grade student at Sylvester Middle School, in the Highline School District, has started a no-third-runway group for students, "KIK" (short for "Kids Involving Kids"). The group's goal is to get "more kids informed about what the Port of Seattle is doing to us and our future", in terms of water pollution, air pollution, and impacts on schools.

Ms Wardian and fellow students recently attended a meeting of C.A.S.E., and came away incensed by video recordings of fish dying in Miller Creek (one of the area streams hard hit by pollution from Sea-Tac Airport). She points out that the same water that flows down the creek also finds its way into local drinking-water aquifers.

Demonstration Planned

Maria is working via e-mail to bring together hundreds of kids later this winter for a demonstration "against the violence of the Port on our environment and health". She is looking for volunteers to act as representatives at every area school. Volunteers are also needed to hang posters, to make phone calls, and to spread the word, as well as telling their own stories on how the Port is affecting their own lives.

How Sea-Tac Hurts Kids

Jet noise disrupts classrooms in many schools in the Highline School District, and also in South-East Seattle. The proposed third runway at Sea-Tac would bring flight corridors closer to several Highline schools. There would also be flights directly over elementary schools in South Park and Georgetown, and over Cleveland High School on Beacon Hill. Recent studies demonstrate that airport noise elevates blood pressure in children living near the airports.

Around big airports everywhere, health data show that more kids have asthma than kids who live in other areas. Two recent studies show that airport noise raises persistent blood pressure levels in children living near airport. Jet exhausts contain compounds that are known to cause cancer. Cancer takes a long time to develop, but every child living near a major airport—like Sea-Tac—is at risk for life-threatening cancer later in life.

Contact Maria by e-mail at kiktherunway@hotmail.com or by phone at 206.244.4888.

Truth in Aviation

The Newsletter of the Regional Commission on Airport Affairs

Vol. 6, No. 3

Fall 2000

Port Resubmits Permit, Demands Fast-tracking

As most readers know, on 28 September the Port of Seattle formally withdrew its second application to the Department of Ecology and to the U.S. Army Corps of Engineers for official approval to destroy wetlands west of the present Airport, and to relocate part of Miller Creek, for its third-runway project at Sea-Tac Airport.

Under the federal Clean Water Act, the Department of Ecology is charged with determining whether an applicant's plan to build in wetlands provides "reasonable assurance" that State water-quality criteria will not be violated. The Corps of Engineers then determines whether the harm to wetlands is "in the public interest" and otherwise in compliance with the Clean Water Act. Without approval from the two agencies, the Port cannot legally proceed with its third-runway construction work in the wetlands.

The best way to understand what has happened is to review the chronology.

29 September 1999. The Port submitted its second application to the Corps and Ecology, after having to withdraw its 1997 application because of gross under-statement of the amount of wetlands involved. Ecology had 365 days to pass on the application. The Engineers had previously announced that they would not decide till after Ecology had finished its work.

Spring & Summer 2000. Port of Seattle submitted voluminous revised documents, attempting to justify the plan, some as late as late August. Ecology, Engineers, and King County stormwater experts, as well as experts retained by Airport Communities Coalition, RCAA, and C.A.S.E., raised a host of questions, many of which remain unresolved (even in late November).

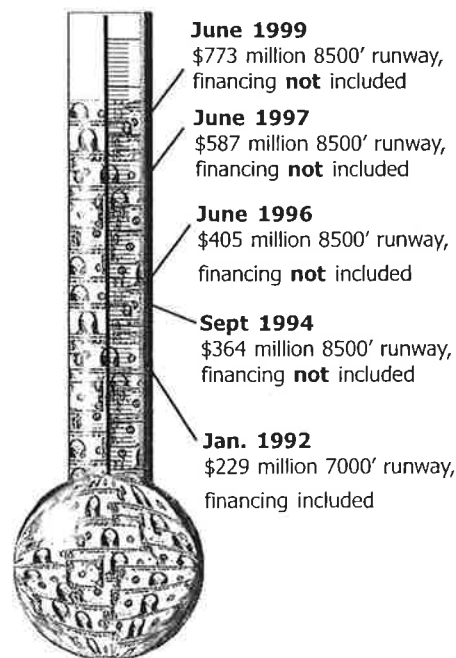
28 September 2000. A meeting—not publicly announced—was held at the office of M.R. ("Mic") Dinsmore, Executive Director of the Port of Seattle. Those present included: Joe Dear, the Governor's Chief of Staff; Mr Dinsmore; Tom Fitzsimmons, the head of the Department of Ecology; Ray Hellwig, head of the regional office of Ecology; and others. Mr Dinsmore was a major fund-raiser for Gov. Gary Locke in the last general election. The Governor and Ecology have denied that there is any political pressure in this affair, though Ecology has been officially warned that there is interest in this project "at the highest levels" of State government.

The Ecology folks brought with them their draft letter of decision on the sec. 401 application, dated that day, and shared it with the others. The letter flatly denied the application, because of multiple shortcomings. "At this time, Ecology does not have reasonable assurance the proposed project will comply with the applicable federal and state water quality requirements ..." The letter referred questions to Ecology staffer Tom Luster. The letter acknowledged that the Port intended to resubmit, and pledged to "work with" the Port, and to "provide guidance to the applicant to help develop documents with the necessary level of detail and information for our review."

What else happened next at that meeting is not known.

However on that same day (28 September), the Port announced that it was withdrawing its applications under sec. 401 and sec. 404 of the federal Clean Water Act. In a letter dated that day

Continued on page 2



Late this summer, the Port of Seattle began publicly using the figure of \$5.6 billion for the Sea-Tac Expansion, without mentioning that the entire new Denver Airport cost their taxpayers around \$4.2 billion. See our editorial on page 5.

IN BRIEF

Runway Safety Challenged

Pilots and aviation experts raised eyebrows at the public hearings commenting on difficult safety problems caused by almost-vertical walls along the west side and by the need to cross two active runways to reach the terminal. See Page 4.

A Highline student speaks:

Hi, I'm Maria W.

I represent KIK, the kids at the Highline School District. When I go to my school and can't hear my teacher, when I walk outside my door and smell jet fuel, I think, we need to move away from this stupid airport. But I love my school. I can't move.

When I swing by Miller Creek and see the dying salmon, when I watch the big dump trucks filling in the headwaters of my creek, I think, we need to move away from this stupid airport. But I love my friends. I can't move.

When I know cancer rates are much higher and I visit my Grandpa in Burien dying of cancer I think, we need to move away from this stupid airport. But I love my family here. I can't move.

Then my Mom says the Port guys are going to build another runway. They're go-

Continued on page 6

Port Out Of Money?? Audit Ordered

On 25 May 1999, the Department of Ecology issued an agreed order under the Model Toxics Control Act, requiring the Port of Seattle to complete a "Phase I" groundwater study and to issue a report on results by 22 December 1999. According to Greg Wingard, Director of Waste Action Project (and consultant to RCAA), the Port has not only has failed to complete the study but has stopped all work on it because they claim there is no more money in the budget (a large part of which was a grant from Ecology). An audit is underway to determine if the Port mis-spent the funds for the study.

Observers wonder if this is the way the Port plans to keep mitigation promises made to DOE and the Corps of Engineers in order to get wetlands permits.

Truth in Aviation

The Newsletter of the Regional Commission on Airport Affairs

Vol. 6, No. 4

Spring 2001

Third Wetlands Hearings Highlight Runway Problems

Not once, not twice, but three times, the Port of Seattle, owner-operator of Sea-Tac Airport, has sought official permission to destroy wetlands with its third-runway construction project west of the existing airport. And three times the community has turned out in great strength to tell the regulating agencies that this is a bad idea—bad for the environment, bad for people—and wasteful. Each of the first two applications had to be withdrawn, re-written, and resubmitted, because of fatal flaws.

On 26 and 27 January, the Army Corps of Engineers and the Department of Ecology held hearings on the latest proposal submitted by the Port. Hundreds of residents in attendance heard

nearly one hundred speakers tell the agencies about their concerns with the proposal. Most of the 117 speakers were in opposition, citing numerous issues—airport safety, damage to local streams, concerns with the environmental mitigation plans, lack of community mitigation, and, over and over again, the problems posed by the four vertical embankment walls.

—Against—

In their five-minute comments, a stream of residents and local elected officials carried a few basic messages to the two regulatory agencies.

* The environmental planning is questionable and incomplete in many details, especially as to

Continued on page 2

EXHIBIT 2

Aircraft Adjacent to 179 Drop From Third Runway

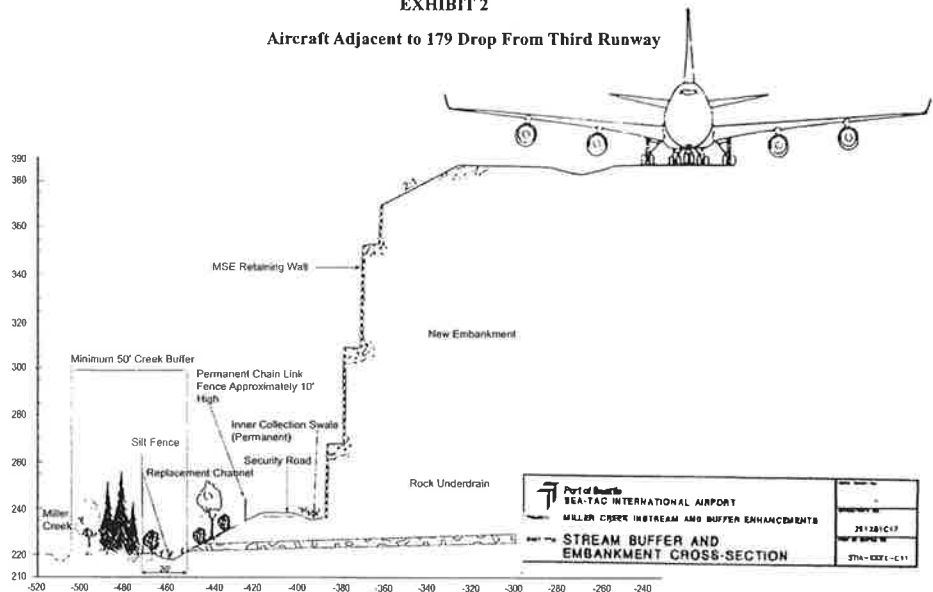


Illustration prepared from written testimony of Dr. Stephen Hockaday for Airport Communities Coalition showing a large body jet at the edge of the third runway runway safety area, 100 ft. from the 153 ft. high "mechanically stabilized wall" over Miller Creek.

Earthquake Raises Airport Seismic Safety Issues

Planners at Seattle-Tacoma International Airport have a grand vision: nearly 30 million tons of third-runway fill placed on 18 acres of wetlands, and held in place by gravity, compaction, wire mesh, and an array of concrete blocks.

People downstream from Sea-Tac Airport have another vision: nearly 30 million tons of fill—and a great amount of runway concrete—cascading toward Puget Sound when the next big near-surface earthquake strikes the Puget Sound Region. The Seattle Fault is runs just North of the Airport.

Western Washington's most recent earthquake, on 28 February, showed dramatically that airport planning and construction techniques are not adequate to withstand the known seismic hazards in the Puget Sound. Boeing Field's main runway (built on fill) broke up in places, so that the airport had to be closed. Sea-Tac Airport's control tower was knocked out of operation by damage. Yet, the quake was the least damaging of the three types of quakes: surface, tectonic-plate movements, and deep "slab" quakes.

Continued on page 3

IN BRIEF

The Decade In Review

It's been over ten years since the Port first decided to try to expand Sea-Tac, including a third runway. What's the outlook for this huge project?

See article on page 2

Seattle Neighborhood Sues King County

The Georgetown neighborhood in Seattle has sued the County over failure to write an EIS for King County Airport expansion.

See article on page 4

Floatplane Hearing Set

On Wednesday, February 24, at 5:30 p.m. in the City Council Chambers (Municipal Building 4th & Cherry, 9th floor) a Seattle City Council Committee will hold a public hearing on the temporary moratorium on seaplane operations or facilities on the downtown Seattle waterfront. The proposal forbids issuance of permits for seaplane operations on the Downtown harborfront, pending further study. The application of Kenmore Air is unaffected.

CASE Election

The following are the newly elected officers of C.A.S.E. for 1999:

Larry and Candy Corvari—Co-presidents
Arlene Brown and Claudio Parazzoli—Co-Vice Presidents
Wally Meyers—Treasurer.

The post of Secretary remains to be filled. Board Members include: Audrey Richter, Pat Pompeo, Helen Kludt, Peg Springer, Minnie Brasher, Debi Wagner, Rod Blalock, Jim Bartlemay, and Dan Caldwell (a new member).

Truth in Aviation

The Newsletter of the Regional Commission on Airport Affairs

Vol. 5, No. 3

Winter 1999

Conveyor Belt Issue Stirs Crowd

On January 14, an overflow crowd attended the Des Moines City Council meeting to express continued opposition to a proposal to construct a five-mile conveyor belt over the Des Moines beach, up through Beach Park to Sea-Tac Airport. The purpose of the conveyor belt would be to haul 18 million cubic yards (27 million tons) of fill for the third runway from Maury Island to the Airport. The proposal was thought a dead issue when the Port's own poll last year showed that Des Moines residents opposed it by nearly two to one.

The idea apparently revived when one Port commissioner opined that the Des Moines City Council could be bought off. In December, the Port put out "feelers" to ACC about discussions of a possible settlement, in hopes that the Port

could cut a deal to make a large cash payment to Des Moines or ACC in return for approval of the conveyor and dropping all lawsuits.

Although Des Moines is a member of ACC, the ACC cannot commit the city to any deal nor can it bind citizens groups involved in the runway fight. At the

(Continued on page 6)

Hearing to be Held

The public hearing on the conveyor belt E.I.S. may be held as early as mid-March. Check the RCAA website (www.rcaanews.org) or with the RCAA office by phone (824-3120) for time, date, & place.

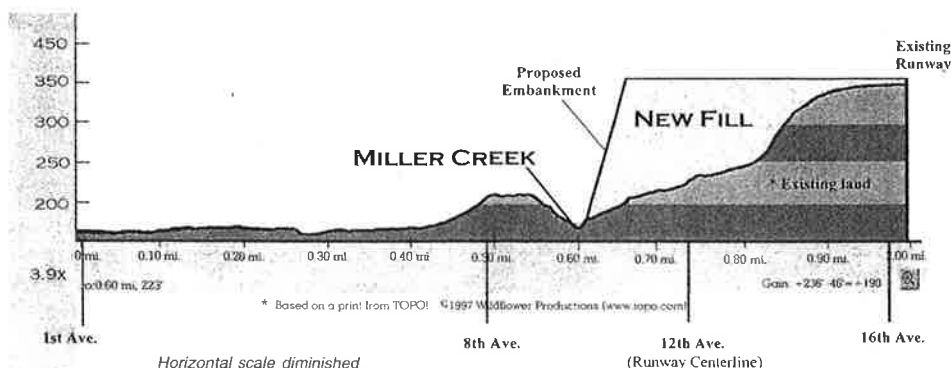
Third Runway Still "No Go" As Wetlands Stall Project

Sea-Tac's third-runway project remains at a total standstill, while the Port of Seattle attempts to solve legal problems related to wetlands permits, with no end in sight. As we reported in our Fall issue, the Port of Seattle announced in September that it needs to fill at least 8 more acres of wetlands for the third runway, a significant increase from the 11.42 acres mentioned in filings with the Department of Ecology and the Army Corps of Engineers. The Port has released no figures since its initial report, but wetlands continue to be found by Port consultants surveying land in

the acquisition area west of the airport. Unofficial reports put the present total at 25 to 30 acres. The Port has told Jonathan Freedman of the Corps that it expects to complete the survey in February 1999. This seems optimistic, considering the present pace, in part because some homeowners refuse to let the Port on their properties until acquisition is settled.

The property acquisition project is behind schedule as well, although recent increases in Port offers have speeded it up lately. According to the Westside

(Continued on page 6)



Seattle Okays Downtown Float Planes

On 17 June, two Downtown condominium associations and the State ferry system filed appeals against a permit granted on 27 May by the City to Kenmore Air for a float plan base at Pier 54 (Ivar's) on the Downtown Seattle waterfront.

Operations are limited to flights by certain non-piston aircraft, with a temporary ban on sight-seeing flights. Only on Sunday is there a night-time curfew. Day-time take-offs must occur at least 2000 feet off-shore. Evening take-offs must occur 3000 feet off shore. No float planes may land closer than 1000 feet. The ferry system is concerned about safety hazards, and the condo-owners, about noise.

Boeing Field Choppers

Although it has yet to present its Master Plan to the King County Council, KClA management proposed in June to sign a 29-year lease with Classic Helicopters to expand their facilities at Boeing Field. "They are doing this backwards," protested Seattle Commission on Airport Affairs President Mike Rees. "They are signing the long-term leases, then making the plan, and finally studying the noise and pollution. This effectively cuts citizen participation out of the planning process." Nevertheless, the lease was pushed through the King County Council's Commerce, Trade and Economic Development Committee by its chair Dwight Pelz and later adopted by the full council. Classic Helicopters is owned by Karen Walling, who also serves on the KClA Roundtable, an advisory body to airport management. After approval of the lease, Councilman Pelz proposed a reformed process for all subsequent leases.

Third Runway Costs Jump Another 31%

On 22 June, the Seattle Port Commission voted, 3-0, to accept a staff plan to add another \$186 million to its budget for construction of the third runway proposed at Sea-Tac Airport. This 31% increase brings the official estimated construction cost to \$773 million — for the runway alone. Port Commissioners blamed environmental laws and regulations for the increase in costs. However, no new laws or regulations affecting the project have come into force since the last increase in cost estimates, in 1997.

In the public-comment period just before the vote, RCAA President Al Furney, Len Oebser (speaking for C.A.S.E.), and members of the public urged the Commission to abandon the hugely over-budget project. Members of the Commission responded that the project was necessary to increase capacity at the Airport. Previously, the Port, FAA, and Puget Sound Regional Council have consistently stated that the new runway would NOT increase capacity, and that the sole purpose of the runway is to reduce bad-weather delay for arrival of passenger jets.

What About Interest?

Mr. Furney pointed out to the Commissioners that the staff proposal failed to make any allowance for the cost of borrowed money. Most Sea-Tac expansion projects must be paid for with borrowed money, and the Port has already incurred an obligation of an additional \$255 million for interest on one third-runway bond issue. No estimate of interest charges was provided to the Commissioners, even after Mr. Furney's re-

marks. The Port has in hand only \$293 million in grants and bond proceeds. Under the latest estimate, the shortfall is \$479 million. Port staff attending the Commission meeting suggested that this sum would be made up from revenue, grants, and borrowing, but did not provide any

"Our Clueless Port Commission"

—An editorial view
page 5

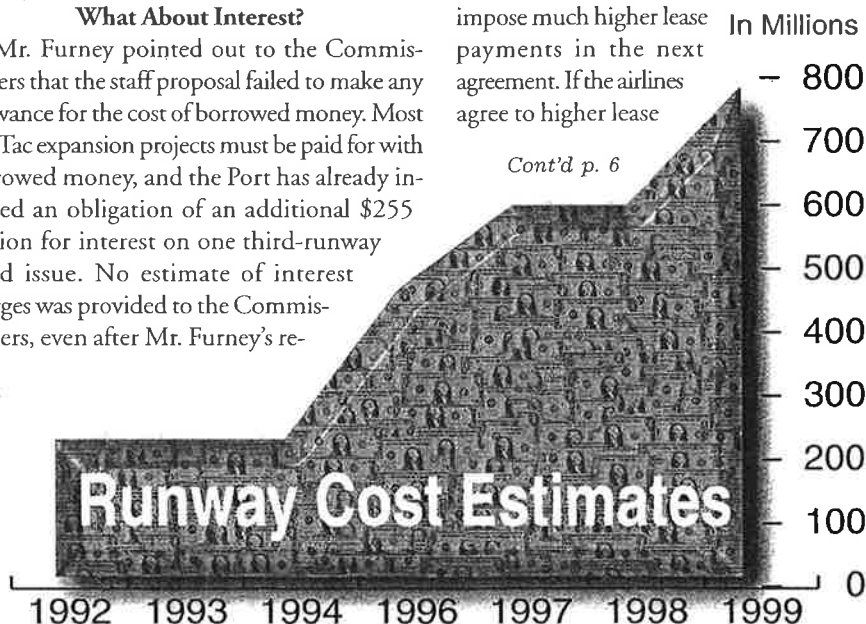
estimate of how much would be forthcoming from any source. Nor did they identify any source that had actually committed to provide an additional funding. No report on negotiations with airlines for higher lease payments was presented.

Higher Lease Payments? Passengers Pay

One possible source would be an increase in the amounts paid to the Port by the airlines for lease of facilities. The existing leases will expire 31 December 2001, and the Port hopes to impose much higher lease

payments in the next agreement. If the airlines agree to higher lease

Cont'd p. 6



IN BRIEF

Port Can't Fund Runway

Port has only part of money to build runway. Airlines balk at funding the expansion. Cost of borrowing money likely to drive actual price tag over \$1.5 billion.

See article on page 3

Dirt Trucks Roll, But Not to Runway Site

The Port sent out press releases announcing the start of third runway construction and set the trucks a-rolling, but they aren't rolling to the third runway construction site. What's going on?

See article on page 4

Port to Settle with C.A.S.E. On Discharge Permit

Contaminated water from Sea-Tac Airport will be treated in a new \$20 million facility, according to sources involved in negotiations between the state Department of Ecology, C.A.S.E., and the Airport. Both C.A.S.E. and the Airport appealed the terms of a waste-water discharge permit issued earlier this year by the Ecology. C.A.S.E. has held out for much more stringent conditions, including a new facility to treat all waste-water. Settlement documents will be signed in early September, with the Port conceding most of what C.A.S.E. demanded. Good news for the people, fish, and birds along Miller and Des Moines Creeks.

Floatplanes May Fly From Seattle Waterfront

Kenmore Air spokesperson Tim Brooks said in late August that in the next few weeks the firm will probably re-activate its application to run 72 floatplane flights per day from Seattle's central waterfront. Brooks expects speedy approval from Seattle's Department of Construction and Land Use.

Truth in Aviation

The Newsletter of the Regional Commission on Airport Affairs

Vol. 5, No. 2

Fall 1998

New Wetlands Discovery Voids DOE OK *Army Corps of Engineers Delays Permit Decision*

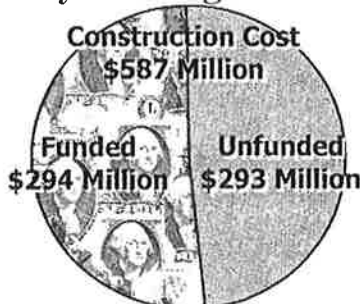
Sea-Tac third-runway construction schedules have been set back again, this time because of problems with permits for construction in wetlands in the headwaters of Miller Creek. The Airport's application now pending with the U.S. Army Corps of Engineers must be rewritten and re-submitted, owing to serious underestimates of the amount of wetlands to be filled. At least 8 and possibly more acres have been found, with more studies to do. A prior approval issued by the Department of Ecology has been rescinded.

As Sea-Tac expansion plans come under increasingly professional scrutiny, more and more problems emerge. Secur-

ing approval to fill in wetlands and to alter the headwaters of local creeks requires the Port of Seattle to obey tightly crafted regulations and specific plans, increasingly difficult to comply with, endangering success of the project.

To grant certification of the Port's compliance with sec. 401 of the federal Clean Water Act, the Department of Ecology has imposed what one observer calls the most stringent rules ever imposed on the Port, with tables of automatic penalties ranging up to \$1000 per day for relatively minor water-quality violations, accompanied by continuing requirements for a host of reports and follow-up plans. To the distress of local conservationists, however, Ecology also gave the Port approval for destruction of 11.42 acres of wetlands in the Miller Creek watershed on the promise of replacement wetlands in Auburn, in the watershed of the Green River. This action was rescinded because of the newly discovered wetlands. The Corps has a strong preference for not allowing wetlands to be filled at all and has told the Port to rework its plan so as to locate any replacements in the same drainage system.

Runway Funding Falls Short



See Story Pg. 3

Cancer Rates Higher Near Airport

Unusually high incidences of cancers, including rare brain cancers, have been reported in areas within three miles of Sea-Tac Airport. Area residents Rose Clark and Audrey Richter have been collecting cancer and other health data for years. Their work, summarized in an area map, shows higher than expected levels of cancers among past and present residents in the area, a finding confirmed in early Summer by preliminary work of the State Department of Health as to all cancers and as to the rare brain cancer, glioblastoma.

In a series of meetings chaired by Sen. Julia Patterson (D., 33), the State and County health departments have

agreed on a work program for further studies of health concerns around Sea-Tac Airport. The first step will be to analyze data in the state cancer registry, to learn what types of cancers are most prevalent around the Airport, with a report to be issued in November 1998. An effort will be made to locate all cases of glioblastoma in the Sea-Tac area, by using cancer registries, community records, and all available medical records, including the resources of Fred Hutchinson Cancer Research Center. Then, discovered glioblastoma cases will be mapped, to determine spatial relationships to the Airport.



IN BRIEF

April 9th Hearing On Wetlands

After a flood of adverse public comments, the U.S. Army Corps of Engineers has announced a public hearing on April 9 on the Port of Seattle's request for Federal permission to destroy wetlands in the site of the proposed third runway. The Port offers to create new wetlands in Auburn, in an unrelated watershed, as compensation. The hearing will be begin at 7 p.m. at the Performing Arts Center, Foster High School, 4242 So. 144th Tukwila. Please phone the RCAA office (206) 824-3120 to reserve seats on the bus.

See article on page 3

Federal Way, Tacoma Seek FAA OK For Flight Changes

Revised flight tracks, to lessen noise over Tacoma and Federal Way, will be discussed in a meeting on April 16 between a citizens' task force from the two cities and FAA. U.S. Rep. Adam Smith is spear-heading efforts to lessen impacts from the four-post plan (implemented in 1990.)

KCIA Management Wants Longer Runway

Plans for an 800-foot extension of King County International Airport's runway, to 10,000 feet, bringing jet traffic even closer to Georgetown's residential area, were unexpectedly announced to the public on February 18 by KCIA Management.

See article on page 2

Fuel Dumping?

Report suspected fuel dumping and unusual jet exhaust fumes to the Puget Sound Air Pollution Control Agency (PSAPCA), at (206) 343-8800 or 1 (800) 552-3565.

Truth in Aviation

The Newsletter of the Regional Commission on Airport Affairs

Vol. 5, No. 1

Spring 1998

AIRPORT EXPANSION PROGRAM TOO BIG FOR PORT STAFF TO HANDLE

Ambitious expansion projects at Sea-Tac Airport are starting to unravel, thanks to massive underestimates of costs and ever-growing scheduling problems. Trouble came to light on January 13, when a revised cost estimate for the new parking garage was released to the Port Commission, showing a 24 percent increase from a \$52.8 million estimate published only 11 months earlier. Undaunted, the Commission voted, 3-1, Jack Block dissenting, to plunge forward. Commissioner Gary Grant was asked, how much more will the price tag for other expansion projects increase in the next eight years? Grant replied, "That's a legitimate question, and one we'll be asking as well".

On January 23, a memorandum to the Commission reported that the complexity of managing all the 100-plus airport expansion projects was beyond the capability of Port staff. Gina Marie Lindsey, Director of the Aviation Division, and Michael Feldman (who now holds the title of Director of Aviation Professional & Technical Services) sug-

gested a slow-down of projects, new controls over capital outlays, and hiring more consultants to do such work as detailed engineering scheduling, design review, and contract administration. Lindsey and Feldman reported that the Port does not even have enough office space for all the needed staff.

In response, the Commission voted on February 24 to accept the staff proposal to seek consultants for a multi-year contract for program and construction management services for the expansion projects, at a cost of \$10.5 million for 1998 alone. During discussion, Mr Feldman commented that the present schedule for completion on various projects would require a tripling or quadrupling of the Port's normal rates of capital expenditure. He added, "... while there is urgency, certainly, to get on with the improvement program, we want to do it right, we are not interested in doing it fast." His conclusion: "Our current resources, and our delivery system, really are not adequate to deliver a program of this magnitude."

Continued on page 6

Port Changes Course, Supports Highline Schools Noise Study

Abandoning hope of favorable outcome in negotiations with the Port of Seattle, on February 12 the Highline School District announced an independent study of airport-related noise pollution in the District's schools, and the costs of solving classroom learning interference. The Highline school board has committed \$330,000 to the project, half of which comes from a grant by Governor Locke from his discretionary funds.

Announcement of the study was first belittled by the Port, but on March 4, Aviation Director Gina Marie Lindsey announced, "There is no cap at \$50 million" on the Port's potential contribution to noise remedies in the Highline Schools. She also retreated from the Port's refusal to consider paying for air

conditioning in schools. Highline School Superintendent Joe McGeehan warmly welcomed Lindsey's change of position.

In Spring 1997, the District had proposed to the Port that the two agencies jointly sponsor pilot studies of the noise problem. The negotiations failed: The Port would not commit to any assistance to the District unless the District accepted the third runway without further mitigation. While the Port public-relations machine claimed that the Port had offered \$50 million to deal with the problem, in fact, as of February 12, the Port had never made any written offer of cash assistance, in any amount, according to Highline board member Shay Shual-Berke, M.D., and the District's attorney, David Hokit.

The district plan has several steps. First, an opinion survey of residents in the district, followed by direct communication with the residents in public meetings (two were held on March 4 and

Continued on page 5

20 September 2002

Tony Piasecki
City Manager, City of Des Moines
21630 11th Ave. So
Des Moines, Washington
WA 98198-6838

Re: RCAA invoice to City of Des Moines, third-quarter, 2002

Dear Mr Piasecki:

Please find enclosed for staff & council review & action our invoice for services for the third quarter, 2002, per our contract with the City.

I note that no presentation to Council has been requested of us so far this year, though it has been the practice in the past to have such presentations on a quarterly basis.

Also, newspaper accounts of a recent Council meeting quote Mr Wasson as complaining that requests from the City for financial data have not been honored by RCAA. If that is what Mr Wasson said, he was in error. We have had no requests from the City this year until your letter terminating the contract between the City and RCAA. We did receive requests from an individual Councilmember but not from the City: it is our Board's understanding that requests for information (like all other communications) come to RCAA through the Administration. Further, our office has in fact furnished a complete record of RCAA's expenditures and income for all of 2001, mailed to each Councilmember (but never acknowledged) and, more recently, for 2002 through early September, to yourself.

Yours very truly,


Chas. H.W. Talbot
Office Administrator

encl

L02-263-DM



19900 4th Ave SW
Normandy Park, WA 98166
(206) 824-3120
FAX (206) 824-3451

<rcaa@earthlink.net>

www.rcaanews.org

Officers

Lawrence J. Corvari
President

Allan M. Furney
Vice President

Philip C. Emerson
Secretary-Treasurer

Directors

Mike Anderson
Jim Bartlemay
Frank Bosl
Clark Dodge
Brett Fish
Rob Frishholz
Dennis Hansen, M.D.
Jeanne Moeller
Len Oebser
Jane M. Rees

Affiliates

CANE

C.A.S.E. (Citizens
Against Sea-Tac
Expansion)

Seattle Community
Council Federation

Seattle Council on
Airport Affairs

REGIONAL COMMISSION ON AIRPORT AFFAIRS

19900 4th S.W.
Normandy Park, Washington
98166-4043
Telephone: 206.824.3120
FAX: 206.824.3451
E-mail: rcaa@earthlink.net

STATEMENT

20 September 2002

City of Des Moines
21630 11th Ave. So.
Des Moines, Washington 98198-6838

RE: Services, third quarter, 2002
As per contract between RCAA and the City of Des Moines

Amount due: \$7,000

INV02-03-DM

6 September 2002

Tony Piasecki
City Manager, City of Des Moines
21630 11th Ave. So
Des Moines, Washington
WA 98198-6838

Re: RCAA invoice to City of Des Moines, first & second-quarters, 2002

Dear Mr Piasecki:

Please find enclosed for staff & council review & action our invoices for services for the first and second quarters, 2002, per our contract with the City.

The general practice in years past has been for an RCAA representative to be scheduled to make a short presentation to Council from time to time (usually quarterly), at Council's request. We have not received such a request this year, but a presentation can be arranged easily enough; let me know the date.

Also, I am instructed to send you our standard year-to-date report on income & expenditures, which gives some idea of what our activities have been this year. It is current through today.

And may I call your attention to our new electronic newsletter? The first issue was posted on 12 August, focussing in a preliminary way the order of the PCHB on the sec. 401 case. We're rather pleased with it, & see this as replacing the print newsletter of the past. Find the first in the section for newsletter on our website, www.rcaanews.org. In future, there will be a special "button" for the current webletter. We'll have a new one up in a few days.

Yours very truly,

Chas. H.W. Talbot
Office Administrator

encls

L02-249-DM



19900 4th Ave SW
Normandy Park, WA 98166
(206) 824-3120
FAX (206) 824-3451

<rcaa@earthlink.net>

www.rcaanews.org

Officers

Lawrence J. Corvari
President

Allan M. Furney
Vice President

Philip C. Emerson
Secretary-Treasurer

Directors

Mike Anderson
Jim Bartlemay
Frank Bosl
Clark Dodge
Brett Fish
Rob Frishholz
Dennis Hansen, M.D.
Jeanne Moeller
Len Oebser
Jane M. Rees

Affiliates

CANE

C.A.S.E. (Citizens
Against Sea-Tac
Expansion)

Seattle Community
Council Federation

Seattle Council on
Airport Affairs

REGIONAL COMMISSION ON AIRPORT AFFAIRS

19900 4th S.W.
Normandy Park, Washington
98166-4043
Telephone: 206.824.3120
FAX: 206.824.3451
E-mail: rcaa@earthlink.net

STATEMENT

6 September 2002

City of Des Moines
21630 11th Ave. So.
Des Moines, Washington 98198-6838

RE: Services, first quarter, 2002
As per contract between RCAA and the City of Des Moines

Amount due: \$7,000.00

INV02-01-DM

REGIONAL COMMISSION ON AIRPORT AFFAIRS

19900 4th S.W.
Normandy Park, Washington
98166-4043
Telephone: 206.824.3120
FAX: 206.824.3451
E-mail: rcaa@earthlink.net

STATEMENT

6 September 2002

City of Des Moines
21630 11th Ave. So.
Des Moines, Washington 98198-6838

RE: Services, second quarter, 2002
As per contract between RCAA and the City of Des Moines

Amount due: \$7,000.00

INV02-02-DM

Itemized Categories Report

1/1/02 Through 9/6/02

Page 1

Cat/Sub	Date	Acct	Num	Description	Memo	Clr	Amount
INCOME							
0001 - Petty cash							
	8/1/02	RCAA2000	2685	Cash			-75.00
TOTAL 0001 - Petty cash							-75.00
6000 - i...							
6002 - Burien							
	1/9/02	Savings	DE...	Burien Qr 01-IV, Public	Qr 01-IV		7,000.00
	6/6/02	Savings	DE...	N Pk, Burien, Qr. 02-01			7,000.00
	8/9/02	Savings	DEP	Burien Qr. 02-1	Dep. 085		7,000.00
TOTAL 6002 - Burien							21,000.00
6003 - Des Moines							
	1/3/02	Savings	DEP	DM Qr 01-IV	078		7,000.00
TOTAL 6003 - Des Moines							7,000.00
6005 - Normandy Park							
	2/15/02	RCAA2000	DEP	Normandy Park Qr 01-IV	Dep 081		8,000.00
	6/6/02	Savings	DE...	N Pk, Burien, Qr. 02-01			8,000.00
TOTAL 6005 - Normandy Park							16,000.00
TOTAL 6000 - income contracts w cities							44,000.00
6700 - ...							
6701 - public - gen'l							
	1/9/02	Savings	DE...	Burien Qr 01-IV, Public	public contributions		65.00
TOTAL 6701 - public - gen'l							65.00
TOTAL 6700 - Contribs rec'd							65.00
6800 - interest income							
	1/7/02	Savings	DEP	Interest Earned	Dec 2001		1.95
	2/6/02	Savings	DEP	Interest Earned	Jan 2002		11.72
	3/6/02	Savings	DEP	Interest Earned	Feb 2002		6.97
	4/4/02	Savings	DEP	Interest Earned	March 02		6.61
	5/6/02	Savings	DEP	Interest Earned	Apr 02		4.09
	6/6/02	Savings	DEP	Interest Earned	May 02		2.69
	7/5/02	Savings	DEP	Interest Earned	Jun 02		9.97
TOTAL 6800 - interest income							44.00
TOTAL INCOME							44,034.00
EXPENSES							
7050 - ...							
7052 - water quality consultant							
	2/14/02	RCAA2000	2614	Greg Wingard	refresh depost, inv rec'd 23 ...		-632.00
	4/4/02	RCAA2000	2644	Greg Wingard	refresh depost, inv rec'd 23 ...		-993.88
	5/10/02	RCAA2000	2659	King County Dept Natural Re...	docs req'd by Greg Wingard		-35.00
	5/22/02	RCAA2000	2661	Greg Wingard	April special billing		-688.00
	7/12/02	RCAA2000	2672	Greg Wingard	Third-qr retainer		-2,560.00
	9/6/02	RCAA2000	2711	Greg Wingard	August arsenic work		-996.00
TOTAL 7052 - water quality consultant							-5,904.88
7055 - video, photo services							
	4/4/02	RCAA2000	2645	Brett Fish	PCHB hearing video-taping		-1,500.00

1/1/02 Through 9/6/02

Cat/Sub	Date	Acct	Num	Description	Memo	Clr	Amount
	8/1/02	RCAA2000	2680	Brett Fish	DM HE hearing; copy, video...		-43.52
	8/2/02	RCAA2000	2687	Brett Fish	aerial photo proj - 2002		-750.00
	9/6/02	RCAA2000	2704	Brett Fish	aerial photo proj - 2002 - ov...		-120.59
TOTAL 7055 - video, photo services							-2,414.11
7059 - office staffing							
	1/4/02	RCAA2000	2606	Chas. H.W. Talbot	office clerk sevices, inv 01-1...		-350.00
	1/4/02	RCAA2000	2607	Chas H.W. Talbot	Dec. off adm services; GL ...		-1,120.00
	2/14/02	RCAA2000	2618	Chas H.W. Talbot	Inv. 02-01-T; GL 7050-7059		-1,120.00
	2/14/02	RCAA2000	2619	Chas. H.W. Talbot	office clerk sevices, inv 02-0...		-360.00
	3/7/02	RCAA2000	2626	Chas. H.W. Talbot	office clerk sevices, inv 02-0...		-510.00
	3/7/02	RCAA2000	2627	Chas Talbot	Jan-Feb. office admr servic...		-1,400.00
	4/4/02	RCAA2000	2640	Chas H.W. Talbot	Mar. off adm services; GL ...		-1,120.00
	4/4/02	RCAA2000	2641	Chas. H.W. Talbot	office clerk sevices, inv 02-0...		-275.00
	5/2/02	RCAA2000	2655	Chas H.W. Talbot	Inv 02-04-T		-1,120.00
	5/2/02	RCAA2000	2656	Chas. H.W. Talbot	office clerk sevices, inv 02-0...		-315.00
	6/6/02	RCAA2000	2667	Chas H.W. Talbot	Inv 02-05-T		-1,400.00
	6/6/02	RCAA2000	2668	Chas H.W. Talbot	Inv 02-04-1-H, 05-H		-586.50
	7/12/02	RCAA2000	2673	Chas. H.W. Talbot	office clerk sevices, inv 02-0...		-190.00
	7/12/02	RCAA2000	2674	Chas Talbot	Jan-Feb. office admr servic...		-1,120.00
	7/12/02	RCAA2000	2676	Chas. H.W. Talbot	office clerk sevices, inv 02-0...		-150.00
	8/1/02	RCAA2000	2678	Chas. H.W. Talbot	office clerk sevices, inv 02-0...		-190.00
	8/1/02	RCAA2000	2683	Chas. H.W. Talbot	office clerk sevices, inv 02-0...		-190.00
	8/1/02	RCAA2000	2684	Chas Talbot	June Jly office admr service...		-1,400.00
	9/6/02	RCAA2000	2706	Chas. H.W. Talbot	office clerk sevices, inv 02-1...		-110.00
	9/6/02	RCAA2000	2710	Chas Talbot	Aug office admr services, In...		-1,120.00
	9/6/02	RCAA2000	2714	Chas. H.W. Talbot	office clerk sevices, inv 02-1...		-190.00
TOTAL 7059 - office staffing							-14,336.50
TOTAL 7050 - consultants							-22,655.49
7120 - ...							
7122 - webmaster							
	9/6/02	RCAA2000	2712	Means Talbot Associates	website maint, June - Aug; ...		-312.50
TOTAL 7122 - webmaster							-312.50
TOTAL 7120 - Website maint.							-312.50
8150 - Books, publs, subs							
	1/4/02	RCAA2000	2599	South County Journal	13-week sub., acct 6109634...		-35.00
	3/7/02	RCAA2000	2623	South County Journal	13-week sub., acct 6109634...		-35.00
	3/7/02	RCAA2000	2632	Des Moines News	inv dtd 6 March 2002, half-y...		-13.00
	4/18/02	RCAA2000	2647	Aviation Week Newsletters	Aviation & Aerospace Alma...		-106.00
	5/2/02	RCAA2000	2651	Federal Way News	half-year sub		-13.00
	6/6/02	RCAA2000	2664	South County Journal	13-week sub., acct 6109634...		-35.00
	6/6/02	RCAA2000	2670	West Seattle Herald	half-year sub.; GL 8150; in...		-21.00
	9/6/02	RCAA2000	2708	South County Journal	13-week sub., acct 6109634...		-35.00
TOTAL 8150 - Books, publs, subs							-293.00
8280 - ...							
8281 copier repairs, maint.							
	2/14/02	RCAA2000	2612	Seattle Photocopy Co.	inv. 32189		-195.24
	4/4/02	RCAA2000	2643	Sea/Tac Copy Systems	inv. 30107; dtd 3 iv 02		-441.72
	9/6/02	RCAA2000	2707	Seattle Photocopy Co.	inv. 32513 dtd 15 viii 02		-375.36
TOTAL 8281 copier repairs, maint.							-1,012.32
TOTAL 8280 - Copier expenses							-1,012.32
8600 - ...							
8601 - misc.							

1/1/02 Through 9/6/02

Cat/Sub	Date	Acct	Num	Description	Memo	Clr	Amount
	3/7/02	RCAA2000	2624	Vilma Signs	inv. dtd 21 Fb 02		-565.76
	3/7/02	RCAA2000	2625	**VOID**Labels & Lists, Inc.	inv. 34127-8, dtd 21 ii 02	R	0.00
	3/7/02	RCAA2000	2628	J. Beth Means	inv 2002-01 -- flier design		-261.25
	3/7/02	RCAA2000	2630	The Copy Company	inv. 39981: #rd RW flier		-576.56
	3/7/02	RCAA2000	2631	The Copy Company	DM insert		-592.58
	3/19/02	RCAA2000	2634	**VOID**Labels & Lists, Inc.	inv. 34373-8, dtd 15 iii 02	R	0.00
	3/21/02	RCAA2000	2635	**VOID**U. S. Postal Service	refresh bulk-mail acc 01875	R	0.00
	4/4/02	RCAA2000	2637	The Copy Company	DM insert		-921.68
	6/6/02	RCAA2000	2665	Labels & Lists, Inc.	inv. 34127-8, replacement ck		-251.80
	6/6/02	RCAA2000	2666	Labels & Lists, Inc.	373		-387.68
	9/6/02	RCAA2000	2703	JR Mailing Services, Inc.	"Let's Be Clear", DM mailing		-1,476.02
TOTAL 8601 - misc.							-5,033.33
8604 - outreach - media adv.							
	1/29/02	RCAA2000	2609	Entertainment Communicatio...		c	-10,000.00
TOTAL 8604 - outreach - media adv.							-10,000.00
TOTAL 8600 - Outreach							-15,033.33
9350 - Office supplies							
	1/4/02	RCAA2000	2602	Office Depot	acct 6011-5666-0001-7572;...		-221.63
	2/14/02	RCAA2000	2613	Office Depot	acct 6011-5666-0001-7572;...		-142.92
	2/14/02	RCAA2000	2615	xpedx -- Stores Division	Acct # 003-2000081; inv dtd...		-74.09
	3/7/02	RCAA2000	2629	Office Depot	acct 6011-5666-0001-7572;...		-58.71
	4/4/02	RCAA2000	2638	Office Depot	acct 6011-5666-0001-7572;...		-84.75
	5/2/02	RCAA2000	2654	Office Depot	acct 6011-5666-0001-7572;...		-136.99
	7/12/02	RCAA2000	2677	xpedx -- Stores Division	Acct # 003-2000081; inv dtd...		-33.83
	8/1/02	RCAA2000	2679	xpedx -- Stores Division	Acct # 003-2000081; purch ...		-53.81
	8/1/02	RCAA2000	2681	Jim Bartlemay	office supplies		-21.69
	9/6/02	RCAA2000	2713	xpedx -- Stores Division	Acct # 003-2000081; inv. dt...		-58.64
TOTAL 9350 - Office supplies							-887.06
9425 - printing, copying ex hous							
	2/14/02	RCAA2000	2611	Port Of Seattle	inv.1148, dtd 10 i 02; cust n...		-8.40
	2/14/02	RCAA2000	2617	Kinko's Inc.	acct 0000130082 inv dtd 3...		-135.68
	2/14/02	RCAA2000	2622	Port Of Seattle	inv.1152, dtd 12 ii 02; cust n...		-1.05
	4/18/02	RCAA2000	2646	Port Of Seattle	3000 pp., 3rd RW project		-450.00
	4/18/02	RCAA2000	2648	Department of Ecology	v.2 Sea-Tac Recv'g Report	R	-126.89
	4/18/02	RCAA2000	2649	Phil Emerson	A/L lease docs		-47.70
	5/10/02	RCAA2000	2658	Port Of Seattle	fiscal documents		-14.25
	5/10/02	RCAA2000	2660	Port Of Seattle	fiscal documents		-51.90
	8/1/02	RCAA2000	2682	Chas H.W. Talbot	DM Creek Plan docs		-39.75
	8/29/02	RCAA2000	2689	Department of Ecology	GW RDPR 6 viii 02		-37.80
TOTAL 9425 - printing, copying ex hous							-913.42
9440 - ...							
9441 - NL - editorial services							
	9/6/02	RCAA2000	2705	Means Talbot Associates	design new webltr; inv dtd 1...		-231.25
	9/6/02	RCAA2000	2709	Means Talbot Associates	editorial & web work, webltr ...		-637.50
TOTAL 9441 - NL - editorial services							-868.75
9443 - NL -- postage							
	6/6/02	RCAA2000	2671	U. S. Postmaster	Permit 01875; std mail; imp...		-125.00
TOTAL 9443 - NL -- postage							-125.00
TOTAL 9440 - Newsletter							-993.75
9450 - Professional fees							
	1/4/02	RCAA2000	2603	Smith & Lowney, PLLC	inv. 10968, dtd 28 xii 2001 (...)		-50.00
TOTAL 9450 - Professional fees							-50.00

Itemized Categories Report

1/1/02 Through 9/6/02

Page 4

Cat/Sub	Date	Acct	Num	Description	Memo	Clr	Amount
9480 - ...							
9483 - AA&M -- postage	5/2/02	RCAA2000	265...	JR Mailing Services, Inc.	pstage		-1,440.19
TOTAL 9483 - AA&M -- postage							-1,440.19
TOTAL 9480 - Action Alerts &c							-1,440.19
9484 AAM Mailing Services							
5/2/02	RCAA2000	265...	JR Mailing Services, Inc.				-638.16
TOTAL 9484 AAM Mailing Services							-638.16
9700 - Telcom							
1/4/02	RCAA2000	2600	Qwest	acct 206-824-3120 173-37			-154.12
1/4/02	RCAA2000	2601	Verio, Inc. - 15	Acct 10041778, inv. 563 08...			-60.00
1/4/02	RCAA2000	2604	Zone Telcom, Inc.	acct #24880; inv dtd 28 Dec...			-25.07
2/14/02	RCAA2000	2616	Qwest Dex	inv. 000005410535, dtd 27 i...			-29.59
2/14/02	RCAA2000	2620	Zone Telcom, Inc.	acct #24880; inv dtd 31 Jan ...			-23.98
2/14/02	RCAA2000	2621	Qwest	acct 206-824-3120 173-37; i...			-151.74
3/7/02	RCAA2000	2633	Qwest	acct 206-824-3120 173-37; ...			-165.00
4/4/02	RCAA2000	2636	Qwest	acct 206-824-3120 173-37; ...			-165.00
4/4/02	RCAA2000	2639	Zone Telcom, Inc.	acct #24880; inv dtd 31 Jan ...			-18.17
4/4/02	RCAA2000	2642	Earthlink, Inc.	acct 0000-000004457265; ...			-65.85
5/2/02	RCAA2000	2653	Qwest	acct 206-824-3120 173-37; ...			-147.63
6/6/02	RCAA2000	2662	Zone Telcom, Inc.	inv rec'd 7 May			-11.57
6/6/02	RCAA2000	2663	Qwest	acct 206-824-3120 173-37; ...			-149.40
6/6/02	RCAA2000	2669	Earthlink, Inc.	acct 0000-000004457265; ...			-65.85
7/12/02	RCAA2000	2675	Qwest	acct 206-824-3120 173-37; ...			-176.92
8/1/02	RCAA2000	2686	Qwest	acct 206-824-3120 173-37; ...			-165.00
9/6/02	RCAA2000	2715	Qwest	acct 206-824-3120 173-37; ...			-165.00
TOTAL 9700 - Telcom							-1,739.89
9755 - business taxes & licenses							
1/30/02	RCAA2000	2610	Department of Revenue	Qr. 01-IV B&O			-465.36
5/3/02	RCAA2000	2657	Department of Revenue	Qr. 02-0I B&O / 601 413 657			-346.82
8/6/02	RCAA2000	2688	Department of Revenue	Qr. 02-02 B&O			-236.46
TOTAL 9755 - business taxes & licenses							-1,048.64
9999 - US income tax							
1/4/02	RCAA2000	2605	U.S. Internal Revenue Service	advance pay't			-2,500.00
4/8/02	Savings	DEP	US IRS	Yr 99 tax refund?			2,000.00
7/11/02	Savings	DEP	USIRS	Dep 084 Yr 00 refund?			500.00
TOTAL 9999 - US income tax							0.00
Uncategorized Expenses							
1/29/02	RCAA2000	2608	**VOID**			R	0.00
TOTAL Uncategorized Expenses							0.00
TOTAL EXPENSES							-47,017.75
TOTAL INCOME - EXPENSES							-2,983.75
TRANSFERS							
RCAA2...							
1/9/02	Savings	TXFR	From Savings To Checking	#02-01			-2,000.00
1/30/02	Savings	TXFR	From Savings To Checking	#02-02			-10,000.00

Itemized Categories Report

1/1/02 Through 9/6/02

Page 5

Cat/Sub	Date	Acct	Num	Description	Memo	Clr	Amount
	3/21/02	Savings	TXFR	From Savings To Checking	#02-03		-2,000.00
	4/8/02	Savings	TXFR	From Savings To Checking	#02-04		-6,000.00
	5/3/02	Savings	TXFR	From Savings To Checking	#02-05		-1,700.00
	5/28/02	Savings	TXFR	From Savings To Checking	#02-06		-700.00
	6/17/02	Savings	TXFR	From Savings To Checking	#02-07		-2,700.00
	7/17/02	Savings	TXFR	From Savings To Checking	#02-08		-4,000.00
	8/5/02	Savings	TXFR	From Savings To Checking	#02-09		-3,000.00
TOTAL TO RCAA2000							-32,100.00
Savings							
	1/9/02	RCAA2000	TXFR	From Savings To Checking	#02-01		2,000.00
	1/30/02	RCAA2000	TXFR	From Savings To Checking	#02-02		10,000.00
	3/21/02	RCAA2000	TXFR	From Savings To Checking	#02-03		2,000.00
	4/8/02	RCAA2000	TXFR	From Savings To Checking	#02-04		6,000.00
	5/3/02	RCAA2000	TXFR	From Savings To Checking	#02-05		1,700.00
	5/28/02	RCAA2000	TXFR	From Savings To Checking	#02-06		700.00
	6/17/02	RCAA2000	TXFR	From Savings To Checking	#02-07		2,700.00
	7/17/02	RCAA2000	TXFR	From Savings To Checking	#02-08		4,000.00
	8/5/02	RCAA2000	TXFR	From Savings To Checking	#02-09		3,000.00
TOTAL FROM Savings							32,100.00
TOTAL TRANSFERS							0.00
OVERALL TOTAL							-2,983.75

Appendix "A"

Ordinance No. 1250

- A. Effective December 31, 1999, the following baseline rates, exclusive of any applicable tax, shall be charged for facilities and services at the Des Moines Marina:

General Moorage Berths - Resident
(Per lineal foot per month)

BERTH SIZE	OPEN	COVERED
20 Foot	\$4.39	\$5.44
24 Foot	\$4.47	\$5.53
28 Foot	\$4.76	\$5.91
32 Foot	\$5.25	\$6.49
36 Foot	\$5.79	\$7.12
40 Foot	\$6.09	\$7.48
50 Foot	\$6.18	\$7.61

- B. Overhang shall be prorated. Any portion of a foot shall be considered a full foot.
- C. Dry Shed Storage baseline rates shall be \$102.11, as of December 31, 1999.
- D. Rates for all other goods and services shall be as established by executive order of the City Manager and published at the office of the Des Moines Marina.

Appendix "B"

Ordinance No. 1250

See Sec. 1(3).

- A. Effective December 31, ¹⁹⁹⁹~~2001~~ *al*, the following baseline rates, exclusive of any applicable tax, shall be charged for facilities and services at the Des Moines Marina:

General Moorage Berths – Non-Resident (Per lineal foot per month)

BERTH SIZE	OPEN	COVERED
20 Foot	\$4.39	\$5.44
24 Foot	\$4.47	\$5.53
28 Foot	\$5.00	\$6.42
32 Foot	\$5.49	\$7.08
36 Foot	\$6.12	\$7.84
40 Foot	\$6.62	\$8.37
50 Foot	\$6.83	\$8.42

- B. Overhang shall be prorated. Any portion of a foot shall be considered a full foot.
- C. Dry Shed Storage baseline rates shall be \$104.97, as of December 31, ¹⁹⁹⁹~~2002~~ *al*.
- See Sec. 1(3)*
- D. Rates for all other goods and services shall be as established by executive order of the City Manager and published at the office of the Des Moines Marina.

MARINA
Resident/Non-Resident Rate Structure Proposals
January 2003

Alternative 1: Rate Alternative A Equalize rates to remain revenue neutral.
Alternative 2: Rate Alternative B Raise resident rates to equal non-resident rates.

CURRENT RATE STRUCTURE										
Size Slip Open:	Residents			Non-Residents			Annual Revenues			Rate Differential
	No. of Tenants	Proposed 2003 Rate (\$)	Rate Spread	No. of Tenants	Proposed 2003 Rate (\$)	Rate Spread	Residents	Non-Residents	Total	Resid vs Non-Resid Rates:
										\$ Incr % Incr
	20	3	\$4.64	10	\$4.64		\$3,340.80	\$11,136.00	\$14,476.80	\$0.00 0.000%
	24	11	4.72	37	4.72		14,952.96	50,296.32	65,249.28	0.00 0.000%
	28	22	5.02	83	5.28		37,107.84	147,248.64	184,356.48	0.26 5.179%
	32	2	5.54 0.52	16	5.80 0.52		4,254.72	35,635.20	39,889.92	0.26 4.693%
	36	10	6.11 0.57	20	6.46 0.66		26,395.20	55,814.40	82,209.60	0.35 5.728%
	40	8	6.43 0.32	30	6.99 0.53		24,691.20	100,656.00	125,347.20	0.56 8.709%
	50	4	6.52 0.09	15	7.21 0.22		15,648.00	64,890.00	80,538.00	0.69 10.583%
	54	1	6.52 0.00	1	7.21 0.00		4,224.96	4,672.08	8,897.04	0.69 10.583%
	62	1	6.73 0.21	2	7.39 0.18		5,007.12	10,996.32	16,003.44	0.66 9.807%
Covered:										
	20	9	5.75	20	5.75		12,420.00	27,600.00	40,020.00	0.00 0.000%
	24	40	5.84	101	5.84		67,276.80	169,873.92	237,150.72	0.00 0.000%
	28	46	6.24	120	6.78		96,445.44	273,369.60	369,815.04	0.54 8.654%
	32	11	6.85 0.61	39	7.47 0.69		28,934.40	111,870.72	140,805.12	0.62 9.051%
	36	11	7.52 0.67	29	8.27 0.80		35,735.04	103,606.56	139,341.60	0.75 9.973%
	40	17	7.90 0.38	9	8.83 0.56		64,464.00	38,145.60	102,609.60	0.93 11.772%
	50	4	8.03 0.13	7	8.89 0.06		19,272.00	37,338.00	56,610.00	0.86 10.710%
Dry Sheds		21	107.80	86	110.82		27,165.60	114,366.24	141,531.84	3.02 2.801%
TOTAL REVENUES							\$487,336.08	\$1,357,515.60	\$1,844,851.68	

(1) 2003 rates increased 1.9% over 2002 Rates

Alternative 1 Rate Alternative A Eliminate dual rate structure remaining revenue neutral

Size Slip Open:	Rates Required To Remain Revenue Neutral by Slip					Recommendation Revenue Neutral Rates Adj. to Spread & Total Revenue Req				
	Rates	Annual Revenue	% Chg Res Rates	% Chg Non-Res Rates		Rates	Annual Revenue	% Chg Res Rates	% Chg Non-Res Rates	Spread in Rates by Slip
	20	\$4.64	\$14,476.80	0.000%	0.000%	\$4.64	\$14,476.80	0.000%	0.000%	
	24	4.72	65,249.28	0.000%	0.000%	4.72	65,249.28	0.000%	0.000%	
	28	5.23	184,373.28	4.104%	-1.023%	5.23	184,514.40	4.183%	-0.947%	
	32	5.77	39,889.15	4.170%	-0.500%	5.75	39,744.00	3.791%	-0.862%	\$0.52
	36	6.34	82,205.28	3.813%	-1.811%	6.35	82,296.00	3.928%	-1.703%	0.60
	40	6.87	125,345.28	6.874%	-1.688%	6.85	124,944.00	6.532%	-2.003%	0.50
	50	7.07	80,541.00	8.359%	-2.011%	7.00	79,800.00	7.362%	-2.913%	0.15
	54	6.87	8,897.04	5.291%	-4.785%	7.00	9,072.00	7.362%	-2.913%	0.00
	62	7.17	16,003.44	6.538%	-2.977%	7.15	15,958.80	6.241%	-3.248%	0.15
Covered:										
	20	5.75	40,020.00	0.000%	0.000%	5.75	40,020.00	0.000%	0.000%	
	24	5.84	237,150.72	0.000%	0.000%	5.84	237,150.72	0.000%	0.000%	
	28	6.63	369,794.88	6.250%	-2.212%	6.65	370,910.40	6.571%	-1.917%	
	32	7.33	140,812.80	7.066%	-1.821%	7.30	140,160.00	6.569%	-2.276%	0.65
	36	8.06	139,345.92	7.234%	-2.491%	8.05	139,104.00	7.048%	-2.660%	0.75
	40	8.22	102,610.56	4.076%	-6.886%	8.25	102,960.00	4.430%	-6.569%	0.20
	50	8.58	56,608.20	6.812%	-3.521%	8.60	56,760.00	7.098%	-3.262%	0.35
Dry Sheds	110.23	141,531.47	2.251%	-0.535%		110.25	141,561.00	2.273%	-0.514%	
TOTAL REVENUES		\$1,844,855.10					\$1,844,681.40			

MARINA
Resident/Non-Resident Rate Structure Proposals
January 2003

Alternative 2 Rate Alternative B: Raise resident rates to equal non-resident rates

Size Slip Open:	Residents			Non-Residents			Annual Revenues		
	No of Tenants	Proposed 2003 Rate	Rate Spread	No of Tenants	Proposed 2003 Rate	Rate Spread	Residents	Non-Residents	Total
	20	3	\$4.64	10	\$4.64		\$3,340.80	\$11,136.00	\$14,476.80
	24	11	4.72	37	4.72		14,952.96	50,296.32	65,249.28
	28	22	5.28	83	5.28		39,029.76	147,248.64	186,278.40
	32	2	5.80 0.52	16	5.80	0.52	4,454.40	35,635.20	40,089.60
	36	10	6.46 0.66	20	6.46	0.66	27,907.20	55,814.40	83,721.60
	40	8	6.99 0.53	30	6.99	0.53	26,841.60	100,656.00	127,497.60
	50	4	7.21 0.22	15	7.21	0.22	17,304.00	64,890.00	82,194.00
	54	1	7.21 0.00	1	7.21	0.00	4,672.08	4,672.08	9,344.16
	62	1	7.39 0.18	2	7.39	0.18	5,498.16	10,996.32	16,494.48
Covered:									
	20	9	5.75	20	5.75		12,420.00	27,600.00	40,020.00
	24	40	5.84	101	5.84		67,276.80	169,873.92	237,150.72
	28	46	6.78	120	6.78		104,791.68	273,369.60	378,161.28
	32	11	7.47 0.69	39	7.47	0.69	31,553.28	111,870.72	143,424.00
	36	11	8.27 0.80	29	8.27	0.80	39,299.04	103,606.56	142,905.60
	40	17	8.83 0.56	9	8.83	0.56	72,052.80	38,145.60	110,198.40
	50	4	8.89 0.06	7	8.89	0.06	21,336.00	37,338.00	58,674.00
Dry Sheds	21	110.82		86	110.82		27,926.64	114,366.24	142,292.88
TOTAL REVENUES							\$520,657.20	\$1,357,515.60	\$1,878,172.80
Increase in Revenues							\$33,321.12		

PRELIMINARY
SPECIAL MEETING DES MOINES CITY COUNCIL

MINUTES

February 13, 2003

The special meeting of the Des Moines City Council was called to order by Mayor Pro Tem Benjamin at 7:00 p.m. in the City Hall Conference Room, 21630 11th Avenue South.

ROLL CALL - Present: Mayor Pro Tem Richard Benjamin, Councilmembers Bob Sheckler, Scott Thomasson and Susan White. Excused: Councilmembers Gary Petersen and Maggie Steenrod. Absent: Councilmember Don Wasson (vacation). Also present were Acting City Manager Tony Piasecki, City Attorney Linda Marousek, Assistant City Attorney Richard Brown, Public Works Director Tim Heydon and Assistant City Engineer Maiya Andrews.

Mayor Pro Tem Benjamin announced that the Council would hold an Executive Session for approximately 30 minutes to discuss real estate matters, about which public knowledge might have an adverse impact on price to the detriment of the City.

No formal action was taken.

ADJOURNMENT

The Executive Session adjourned at 7:28 p.m.

Respectfully submitted,

Linda Marousek,
City Attorney

PRELIMINARY
REGULAR MEETING DES MOINES CITY COUNCIL

MINUTES

February 13, 2003

The regular meeting of the Des Moines City Council was called to order at 7:33 p.m. by Mayor Steenrod in the City Council Chambers, 21630 11th Avenue South, Suite B.

PLEDGE OF ALLEGIANCE to the Flag was led by Councilmember Thomasson.

ROLL CALL - Present: Mayor Maggie Steenrod, Mayor Pro Tem Richard Benjamin, Councilmembers Gary Petersen, Scott Thomasson, Bob Sheckler and Susan White. Absent: Councilmember Don Wasson (vacation). Also in attendance was City Manager Tony Piasecki, City Attorney Linda Marousek, Public Works Director Tim Heydon, Parks and Recreation Director Patrice Thorell and City Clerk Denis Staab.

MOTION was made by Councilmember Petersen, seconded by Mayor Pro Tem Benjamin and passed unanimously, to excuse Councilmember Wasson.

COMMENTS FROM THE PUBLIC

Linda Tualaulei, Chairman of ACORN (Association of Community Organization for Reform Now) and Des Moines Resident

Ms. Tualaulei expressed concerns regarding Midway Park located on the east side of Pacific Highway South. She noted that the Park is surrounded by approximately 120 apartments and condos. In particular she cited the lack of lighting, along with lack of rest rooms and water fountains. She spoke of concerns for safety of children due to the lack of Park lighting, and adults traveling through the Park at night. She informed Council that residents have complained that children knock on doors requesting to use restrooms, and they use residents outside water fountains and leave them running.

Kay Sanches, ACORN Co-Chair of the Pacific Highway Group

Ms. Sanches requested Council have lights installed. She informed Council that Public Works Director Heydon has agreed to meet with the ACORN group after the meeting. She stated lights are needed between South 216th and South 220th, on 29th and 30th Avenues South. She cited this as the basic problem area for drug dealers, car thieves, thugs and crack addicts. She informed Council that residents of the area are hard working people comprising of about 1,500 families. She noted that they are tired of their cars being broken into and finding needles laying around.

Brian Wilson, ACORN

Mr. Wilson stated that he believes studies have shown that better lit streets deter crime. He felt that this would decrease drug activity dramatically. He also felt lighting in the Park is essential to keep muggers out and Park users safe.

Upon the request of Council, City Manager Piasecki stated he will give an update on the Midway Park area situation under Administration Reports.

Stuart Creighton, 182926 Edge Cliff Drive SW, Normandy Park, Chairman of ACC and Normandy Park City Councilmember

Mr. Creighton addressed allegations that were made at a Des Moines City Council meeting on January 23rd about ACC and how it conducts business. He commented as follows:

- ACC is not now, and has never been, involved in any political, legal or civil action in Des Moines. Does not interfere in policies, or politics of jurisdiction of other government agencies.
- ACC comes in contact with many citizen groups, but none of them, including Citizens for Des Moines, has any connection to ACC. ACC provides no support, monetary or otherwise, to Citizens for Des Moines.
- The Regional Commission on Airport Affairs is a private corporation in the State of Washington. They are not connected to ACC and receive no monetary support from ACC.
- The State Auditor has done a complete revenue and expenditure audit of the ACC for the last four years. That audit has been detailed and exacting and has not produced any findings or revealed any controversial expenditures. The audit report has been given to each ACC member City.

Mr. Creighton pointed out that Des Moines ACC Representative Councilmember Don Wasson has attended ACC meetings over the past year and never dissented in his vote on or raised concerns about budgetary items before the Committee. He noted that prior to the action by Des Moines to withhold funding to ACC for 2003, Mr. Wasson voted in favor of committing ACC to a course of action which had financial consequences to ACC. He concluded by requesting that if Des Moines' Councilmembers have any future concerns about ACC, that ACC be asked for clarification before making public allegations not based in fact. He reported that his statements this evening have been endorsed by the entire ACC Executive Committee.

Florence McMullin, 914 South 248th

Ms. McMullin referenced Council's discussion at the February 6th Study Session regarding a proposal to reduce Councilmember's salaries. She pointed out that this reduction would not effect any sitting Councilmember, only those elected in the future. She accused the Mayor and Mayor Pro Tem of grandstanding, noting that they could give their salaries back to the City. She concluded by stating that she felt any move to reduce Council salaries would only discourage qualified candidates from running.

Wayne Bader, 21938 Marine View Drive

Mr. Bader noted that citizens are not given unlimited time to rebut Council comments. He stated that it is bad manners and unacceptable for Councilmembers to interrupt public comments, and is part of Robert's Rules of Order. He requested that Robert's Rules be posted in the Council Chambers. He questioned why a citizens name was not released by the press when they were removed at a recent Council meeting.

Mayor Steenrod cautioned Mr. Bader not to make personal comments.

Mr. Bader requested that his notes be initialed by the City Attorney that he is not allowed to make this remark.

City Attorney Marousek informed Mr. Bader that the Mayor has the duty, and the right, under Council Rules to preserve order. She advised that the Mayor is within her rights to request that he not make personal remarks.

Mr. Bader remarked that the A.C.L.U. is going to hear about this.

Mayor Steenrod noted that it is not her intention to prevent Mr. Bader from making comments, but it is her intention to try to provide a forum for everyone to have their view heard in such a manner that people can tolerate each other views.

Mr. Bader continued by noting that it is not fair play when a small minority, including Councilmembers Thomasson and Sheckler are getting it their way. He noted that the citizens want new business in town and on Pacific Highway South. Instead of offering new incentives to come into town, there are new ones to keep them out. He reminded Council that they were elected to serve the citizens.

Michael Dannels, 1115 Woodmont Beach Road South

Mr. Dannels complained about a gate that he was forced to install, that blocks the safest and best way to exit and enter his property. He advised that the gate was required by the Building Department to finalize his building permit. He requested that he be allowed to remove the gate as it is unsafe for him and his family. He distributed photos for Council to review.

City Manager Piasecki advised that he will arrange a meeting with Mr. Dannels, the Public Works Director, City Attorney and himself to look into the matter.

Tom Sitterley, 601 South 227th

Mr. Sitterley remarked that it is a sad day when a citizen is removed from the Council chambers due to outbursts from the audience. He commented that it appears to be the same folks that are fighting the 3rd runway. He noted that he is against the 3rd runway, but before any more money is spent on the fight, the taxpayers need a complete accounting of how the money is spent. He remarked that an audit is not an accounting. He specifically noted he wants to know how much was spent on travel, dinners, attorneys and consultants.

Mr. Sitterley questioned why the City is unwilling to reduce spending instead of burning up reserves.

In conclusion, he noted that in regards to belt tightening, Councilmembers reducing their pay is an excellent idea and noted that Councilmembers can voluntarily give the money back to the City.

BOARD & COMMITTEE REPORTS

Mt. Rainier Pool

Mayor Pro Tem Benjamin reported that at a recent swim met a ceremony was held in regards to the efforts to keep the Pool open. He advised that there was a great turnout to recognize the efforts of the Ad Hoc Pool Committee and private citizens alike. He stated that the Mt. Rainier boys swim club presented a check to the Save the Pool Fund in the amount of \$543.00. The money was raised by holding a winter yard clean up effort.

Municipal Facilities Committee

Mayor Steenrod advised that the Committee will meet next week.

Finance and Economic Development Committee

Mayor Steenrod noted that the Committee will meet next week to review procurement policies. She advised that the Finance Director has prepared a draft of guidelines and policies for the Committee to review.

PRESIDING OFFICER'S REPORT

Council Compensation

Mayor Steenrod responding to public comments made earlier, announced that she was not grandstanding in regards to reducing Council pay, but was showing a leadership stance and was not intended to stop qualified Council candidates in the upcoming elections.

ADMINISTRATION REPORTS

ACORN Requests Regarding Midway Park

City Manager Piasecki requested that Public Works Director Heydon and Parks and Recreation Director Thorell report on the status of the requests received by the ACORN group regarding the Midway Park.

Parks & Recreation Director Thorell reported on the following:

- Portable restroom was in place, but has been removed for winter. Will be reinstalled this spring.
- Working with Puget Sound Energy to install two poles adjacent to the Park. Will cost the City \$15 per light per month and they will be installed shortly.
- 2004 Budget - \$78,000 is earmarked for additional lighting in the play area, re-install play equipment to a safer area and install a drinking fountain.
- Ad-hoc Committee recommends expansion of the Park area.

Public Works Director Heydon reported the following:

- Dark sections south of South 216th Streets are due to undergrounding of power. Large cost to install new poles with lights.
- Public Works has been concerned and has tried several options such as part of the street light utility. However, public comments were strong on this idea and therefore funding was not pursued. Tried for a Block Grant, but Puget Sound Energy is a private company and therefore Block Grant funds were not available for lights.
- Pacific Highway South Project will provide for sidewalks which will include lighting.
- Potential funds may be imposed through impact fees for new development in the area.

City Manager Piasecki informed Council that he has asked the Public Works Director to continue searching for funding sources outside of the City. He noted that current City CIP funds are pretty well stretched to the maximum, but we could take another look to see if one or two lights could be installed in the near future.

Upon questioning by Council, City Manager Piasecki stated he will check with the Police Department to see if any crime statistics exist for this area.

MOTION was made by Councilmember Thomasson, seconded by Councilmember Sheckler, to remand this issue to the Public Safety and Transportation Committee for recommendations. Motion passed unanimously.

Mt. Rainier Pool Fund

City Manager announced that, to date, private donations total \$30,740. He reported that the cities of SeaTac and Normandy Park have paid their commitments in full, as has the Highline School District.

He noted the January preliminary costs figure is \$29,000, revenue was \$23,000. He noted that he will distribute a detailed cost break down for Council to review. He advised that King County has cautioned that although revenue and costs appeared to be close, January is when most of the season passes are sold, therefore revenue for January tends to higher than other months.

A-Frame Sign Complaints

City Manager Piasecki noted that he has distributed a memo prepared by the Community Development in response to complaints regarding A-frame signs. He advised that Community Development feels that the current code makes it difficult to formally regulate such signs. They have decided to attack the problem on a more informal basis, talking to the businesses in the community to let them know that these signs are illegal and ask for voluntary compliance. He concluded by informing Council that the issue of A-frame signs and how they are regulated, is something that should come back to Council to review in more detail to see what, if any, changes should be made.

Home Land Security

City Manager Piasecki informed Council that Des Moines Police does receive various information put out by the State on the Federal level regarding threat warnings. He advised that no specific threats have been made to the State of Washington, and certainly not the City of Des Moines, but information is distributed to all appropriate Police personnel. He concluded that Des Moines Police are very aware of the threat level, but no specific activities are being undertaken.

Upon questioning by Council, City Manager Piasecki advised that if an emergency situation should arise, this would be part of an entire emergency response by both the City and King County. He noted King County, for the most part, would handle all official information through the normal media channels on television and radio.

CONSENT CALENDAR was read by City Clerk Staab.

1. ~~Motion is to approve the minutes of January 23 and 30, 2003.~~ [ED NOTE: January 23, 2003 minutes were removed by Mayor Pro Tem Benjamin.]

2. Findings: Vouchers audited and certified by the auditing officer as required by RCW 42.24.080, and those expense reimbursement claims certified as required by RCW 42.24.090, have been recorded on a listing which has been made available to the City Council.

Motion: As of this date the Des Moines City Council, by unanimous vote, does approve for payment those vouchers and payroll transfers included in the above list and further described as follows:

Claim checks #84041 through #84248 & electronic fund transfers in the total amount of \$457,731.85

Payroll fund transfers in the total amount of \$347,921.74

3. Motion is to purchase 2,513 square feet of land and improvements from Mark D. and Shannon L. Johnson in the amount of \$55,732.00 plus closing costs, and to authorize the City Manager to sign the Purchase and sale agreement substantially in the form as submitted.
4. Motion is to purchase 700 square feet of land and improvements from James Henry O'Hara and Jennifer Jane O'Hara in the amount of \$26,667.00 plus closing costs, and to authorize the City Manager to sign the Purchase and Sale Agreement substantially in the form as submitted.
5. Motion is to purchase 3,750 square feet of land and improvements from Jack I. and Lily L. Almo in the amount of \$110,186.00 plus closing costs, and to authorize the City Manager to sign the Purchase and Sale Agreement substantially in the form as submitted.
6. Motion is to purchase 924 square feet of land and improvements from DBJ Properties, LLC in the amount of \$252,000.00 plus closing costs, and to authorize the City Manager to sign the Purchase and Sale Agreement substantially in the form as submitted.
7. Motion is to approve the "Consent Judgment & Decree of Appropriation" in King County Superior Court Case No. 02-2-19400-1 KNT and authorize the City Attorney to approve said Judgment and Decree and present to the court, for approval and entry substantially in the form as submitted.
8. Motion is to approve the "Consent Judgment & Decree of Appropriation" in King County Superior Court Cause No. 02-2-19404-4 KNT and to authorize the City Attorney to approve said Judgment and Decree and present to the court, for approval and entry substantially in the form as submitted.
9. Motion is to approve the "Consent Judgment & Decree of Appropriation" in King County Superior Court Cause No. 02-2-19397-8 KNT and to authorize the City Attorney to approve said Judgment and Decree and present to the court, for approval and entry substantially in the form as submitted.

Mayor Pro Tem Benjamin requested that Item #1, approval of minutes, be removed from the Consent Calendar.

Mayor Steenrod and Councilmember Petersen announced that they were recusing themselves from Consent Items #3 through #9.

MOTION was made by Councilmember Sheckler, seconded by Councilmember Thomasson and passed unanimously, to approve the Consent Calendar as read. Motion passed unanimously.

Removed Consent Item #1 - Approval of Minutes

Mayor Pro Tem Benjamin noted that a statement made by him on page 3 of the January 23, 2003 minutes, does not accurately reflect what he said. He requested that the Clerk insert verbatim the statement he read and that the minutes come back for approval at the next regular meeting.

MOTION was made by Mayor Pro Tem Benjamin, seconded by Councilmember Thomasson, to approve the Special Meeting Minutes of January 23, 2003; and the Regular Meeting Minutes of January 30, 2003 and table the Regular Meeting Minutes of January 23, 2003. Motion passed unanimously.

8:30 p.m. EXECUTIVE SESSION

Mayor Steenrod announced that the Council will take a 5 minute break and then convene to an Executive Session.

City Attorney Marousek stated that the purpose of the executive session is to discuss with legal counsel representing the City litigation or potential litigation to which the City is, or is likely, to become a party and about which public knowledge regarding the discussion is likely to result in an adverse legal or financial consequence to the City. The session is expected to last 10 minutes. 8:45 p.m. City Manager Piasecki announced that the executive session is expected to last approximately another 5 minutes.

9:00 p.m. City Manager Piasecki announced that the executive session is expected to last approximately another 5 minutes.

At 9:10 p.m. the Executive Session adjourned with no formal action taken.

9:20 p.m. The regular meeting resumed.

NEW BUSINESS

Senior Services Advisory Committee Report

John Carroll, Chairman of the Senior Services Advisory Committee, noted that the Committee was organized under Ordinance No. 1161 in January 1996, to advise the Council from time to time as to the needs to seniors. He stated that a part of the ordinance states the Committee should report to Council annually on the activities of the previous year, which is the purpose this evening. Mr. Carroll introduced members of the Committee who were present: Councilmember White - Council Representative, George Hadley, Keith Noess, Kaylene Moon and Natalie Wilcox-McCann.

Mr. Carroll proceeded to review the following Committee activities for the year 2002:

- Sent letter to the Council in April explaining the need for one location for senior programs
- Mr. Carroll and Ms. Moon were appointed by Council to serve on the City Municipal Facilities committee to study a temporary home for senior programs and services.
- Committee members interviewed senior center lunch participants during the summer regarding their location preferences for a temporary senior center home. Consensus: They did not care so much where they met, as that there were all back together in one location.
- Came before Council in early 2002 to express support of the construction of Steven J. Underwood Sports Park.
- Presented to Council in September their support and appreciation to Council for the renovation of the Des Moines Activity Center.
- Representatives attended the annual Senior Lobby Day in Olympia in February.
- Hosted visits from our county, state and federal elected officials from April through September at lunch program.
- Committee member Hadley and 3 Normandy Park participants were successful in asking the City of Normandy Park for \$12,000 for fiscal years 2003/2004 for Senior Center programs and services.
- Committee members Hadley and Carroll were appointed in June to serve on Congressman Smith's Advisory Board.

Ms. Moon proceeded to thank the following:

- Des Moines Council for approval of funds for Activity Center.
- Des Moines Masonic Lodge for use of their building for nutrition program.
- Des Moines Police Dept. for meeting room space for senior programs.
- King County fire Dist. #26 for meeting room space for senior programs.
- Wesley Homes & Judson Park Retirement Communities for classroom space.
- Des Moines Parks & Public Works Departments for nutrition storage & office space.
- Senior Center volunteers for their flexibility and patience with temporary locations.
- Participants & their patience.

Ms. Wilcox-McCann informed Council of the following 2003 activities that are planned:

- Senior Outreach - continue to communicate with elected officials, research options to reach more homebound seniors in the community. Find a way to reach the seniors living alone that need contact with people and perhaps meals.
- Continue to be responsive to the Des Moines City Council
- Continue to support senior programs and services in the Des Moines/Normandy Park communities.

In conclusion, Mr. Carroll informed Council that they currently have a vacancy on the Committee and while they have well qualified candidates, they do not meet the criteria contained in Ordinance No. 1161 that they must live in the City. He requested Council consider amending the ordinance to allow at least two more members to reside outside of the City.

MOTION was made by Councilmember White, seconded by Mayor Pro Tem Benjamin, to direct administration to prepare an ordinance to allow 2 more members on the Committee that live outside the City limits, but must work or do volunteer work within the City. Motion passed unanimously.

Draft Resolution No. 02-269 Adoption of an Economic Development Plan

City Manager Piasecki informed Council that the Community Development Director is ill and not able to attend this meeting.

MOTION was made by Councilmember Sheckler, seconded by Councilmember White and passed unanimously, to move Draft Resolution No. 02-269 regarding adoption of an Economic Development Plan to the meeting of February 27, 2003.

Draft Resolution No. 03-023 Ballot Title for Advisory Vote on Funding 3rd Runway Fight

City Manager Piasecki introduced the subject noting the resolution is presented in accordance with Council action taken at the special meeting on January 13, 2003, directing staff to prepare a resolution to place this issue on the April ballot. He noted that should Council choose to have a traditional election (polling places, absentee ballot) the cost is \$2 per registered voter. If Council chooses a mail only election the cost is between \$2.50 and \$2.75 per registered voter. He advised that the minimum cost would be \$32,600 and could go up to almost \$45,000.

Councilmember Sheckler noted that he brought this up because a Councilmember kept stating that 66% of the citizens, based on a non-scientific survey, are not in favor of supporting the fight against the 3rd runway. He stated that he believes that to be nonsense, so in order to get the discussion off the table, he requested that a scientific survey be conducted. He noted that somehow that changed from a survey into an election. He informed Council that he will do

whatever is necessary to take this question and answer it. He believes that a survey is a better way to go because the costs is less, but can support putting it to a vote of the people.

Councilmember Thomasson advised that he is not in favor of this resolution because this was discussed before the PDC report came out and it seems that someone with a lot of money can't help but influence the outcome of elections in this town. He is unclear whether we would really get a good reflection of what our community thinks, or how they may be influenced by an expensive campaign over the next several weeks. His preference would be to take the money that an election would cost and put it into funding ACC. He stated that he has never doubted that the majority of citizens favor the 3rd runway not being constructed. He noted that he is willing to assume the roll of an elected official to make the tough choices on how the City's finances should be spent and feels it is more important to fund the runway fight, rather than an election.

Councilmember White expressed total agreement with Councilmember Thomasson, and would like to see the funding restored to ACC.

Councilmember Petersen noted that when he was running for Council, some of his campaign literature stated that he was for a referendum before the people, so that the people could vote on the issue of the 3rd runway. He advised that he still stands behind that. However, he noted that this is for an April vote and the cost of the election, because it is special, is pretty high. He noted that if the issue is placed on the November ballot the cost would be around 60 cents per registered voter, therefore he favors using the November ballot.

Mayor Steenrod expressed concern over the cost of the April ballot, and acknowledge that placing it on the November ballot would be more cost effective. She noted she agrees that Councilmembers need to do what they believe to be the right thing as elected officials, however believes this ballot issue would answer the question once and for all whether citizens wish to continue to fund the fight against the 3rd runway. She noted that ACC financial statements show Des Moines contributed a \$945,000 in 2001, but not that much in 2002, therefore it is not right to say Des Moines is not paying its fair share. She also noted that the recent financial report supplied by ACC does show that nearly 88% of their expenditures did go to legal and consulting fees. She remarked however, that she still is not comfortable with ACC funds being spent on items that are not directly related to fighting the 3rd runway.

Mayor Pro Tem Benjamin questioned how much private donations have been received to date to fight the 3rd runway. City Manager Piasecki responded that \$500.00 has been received from Mayor Steenrod.

Upon questioning by Councilmember Sheckler as to what this had to do with the advisory ballot issue, Mayor Pro Tem Benjamin stated that this proves that the 3rd runway fight is not important enough to citizens to contribute funds, and therefore it may not be important for the City to contribute funds either.

MOTION was made by Councilmember Sheckler to pass Draft Resolution No. 03-023, submitting to the electorate of the City of Des Moines on The April 22, 2003 King County Ballot, for advisory purposes, the question of whether the City of Des Moines should continue to contribute City funds for its share of the expense of organized opposition to the construction of a third runway at Seattle-Tacoma International Airport. Motion DIED for lack of a second.

MOTION was made by Mayor Steenrod, seconded by Mayor Pro Tem Benjamin, to direct staff to draft a resolution to place the same question on the ballot for the next general election. Motion FAILED 3 to 3 with Councilmembers Sheckler, Thomasson and White voting NO.

Draft Ordinance No. 03-036 Marina Rates

Mayor Steenrod advised that she is removing this item from the Agenda as she firmly believes that this item needs to go to the Municipal Facilities Committee which is meeting on February 24th.

Councilmember Thomasson noted that the item can only go to Council Committee by motion.

Mayor Steenrod then pulled the item and directed that it be placed on the February 27, 2003.

City Manager Piasecki advised that at the February 27th meeting the only action that Council can take is to decide which future meeting agenda that the item should be placed on.

Councilmember Thomasson expressed disappointment as he feels this is an urgent issue that the Council needs to deal with.

Mayor Steenrod voiced the opinion that more time is needed to make sure Council is not taking action without proper deliberations.

Claims Warrant #83550 Reconsideration

City Manager Piasecki noted this item represents a claim voucher that was on list of Claims on the December 19, 2002 meeting. The claim would pay partial reimbursement of legal fees incurred by Councilmembers Wasson, Benjamin and Steenrod in defense of the lawsuit "Citizens for Des Moines v. Don Wasson, et al". The Presiding Officer at the December 19th meeting removed this item from the agenda and it has been on several subsequent agendas before tonight until it was placed on this Agenda for action by Council motion at the January 30th Council meeting.

Mayor Steenrod and Mayor Pro Tem Benjamin announced that they will recuse themselves from participation on this item.

MOTION was made by Councilmember Petersen to authorize payment of the last three items on the December 19, 2002 Claims list, check #83550.

Councilmember Petersen stated that he has made this motion based upon the fact that he did not receive legal representation during this case from the legal counsel that provided services for Steenrod, Benjamin and Wasson. He advised that he was represented by his own attorney and he also represented himself.

City Attorney Marousek advised Councilmember Petersen that under RCW 42.23.030 does require a Councilmember to reveal any interests. She felt it was important to reveal whether he is presently represented by this attorney.

Councilmember Petersen stated that he is at this time, presently represented by this attorney. (ED NOTE: Legal counsel is Short, Cressman & Burges.)

MOTION DIED for lack of 2nd.

NEXT MEETING DATE

Mayor Steenrod announced that the next regular meeting will be February 27, 2003.

ADJOURNMENT

10:05 p.m. **MOTION** was made by Councilmember White, seconded by Councilmember Thomasson and passed unanimously, to adjourn.

Respectfully submitted,

Denis Staab
City Clerk

AGENDA ITEM

SUBJECT: Surplus Property

ATTACHMENTS:

Memo from Commander O'Leary
with Attachment

AGENDA OF: February 27, 2003

DEPT. OF ORIGIN: Police

DATE SUBMITTED: February 23, 2003

CLEARANCES:

[X] Police Dept.

[]

John O'Leary

APPROVED BY CITY MANAGER
FOR SUBMITTAL: *AT*

Purpose and Recommendation:

The purpose of this item is to surplus old Mobile Data Terminals from the Police Department.

Suggested Motion:

The following motion will appear on the Consent Calendar:

"Motion is to approve the surplusing of old Motorola 9100-T MDT's and two VRM600 radio modems from the Police Department and authorize disposing of by auction, sale or transfer to other department or agencies."

Background:

The attached memo requests the surplusing of the old Motorola Mobile Data Terminals and two VRM 600 radio modems as they have been replaced, and are obsolete and/or are no longer in working order. Therefore the Police Department has requested Council declare these items surplus.

Discussion:

None.

Alternatives:

None.

Financial Impact:

None

Recommendation/Conclusion:

Administration recommends Council surplus the equipment as requested.

Concurrence:

N/A

p:\users\denis\Agenda Item Covers:Agenda Item Police Surplus.doc

Des Moines Police Department

Placing the Needs of the Community First

MEMORANDUM

To: Denis Staab

From: Commander John O'Leary 

Date: 02-05-03

Subject: Surplus Property

Attached is a memorandum I requested from Sgt. Doug Jenkins identifying some old radio data equipment, (MDT's...Mobile Data Terminals) which were replaced with equipment the police department obtained from a U.S. Department of Justice grant. These data terminals were purchased approximately eleven years ago and are no longer supported for use by our dispatch agency because of technology and equipment upgrades they have made with their dispatch center. We are requesting it be declared surplus property.

Data terminals were used by the department to receive and send information between officers in the field, the dispatch center, other officers and other law enforcement agencies. This information includes data about specific calls, persons, vehicles, and property. This also served as the primary link for obtaining licensing information and wanted persons information. The listed property is no longer serviceable by this agency for that purpose.

It might still be in use in some areas of the state or nation but because of the dated technology they are of extremely limited value. Absent the need by another agency for the equipment there maybe a disposal fee because of the hazardous materials in computer monitor equipment.

Cc Chief of Police Donald Obermiller
Commander Kevin Tucker
Sgt. Doug Jenkins

MEMORANDUM

DATE: February 12, 2003

TO: Commander O'Leary

FROM: Msgt. Jenkins 

VIA: Direct

SUBJECT: Old MDT's

The following is a list of the old Motorola 9100-T MDT's. I've also included two VRM600 radio modems. While the MDT's can function on their own, the radio modems require a computer. I would ask that the city declare all of these items as surplus so that we can either sell them or dispose of them.

9100-T MDT's

Serial Number	314SVE0198
	314SVW0104
	314SVE0196
	314SVE0106
	314SVE0182
	314SVE0197 (Does not work)
	314SVE200
	314SVW0103
	314SVW0105
	314SVE0183

VRM-600'S

Serial Number	508SXQ0360
	508SXQ0361

AGENDA ITEM

BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT:
Valley Communications Contract Agreement

FOR AGENDA OF: February 27, 2003

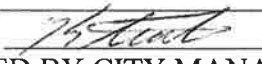
DEPT. OF ORIGIN: Police

DATE SUBMITTED: February 21, 2003

ATTACHMENTS:
Appendix to Agreement with Valley
Communications (Exhibit "A")

CLEARANCES:

☐ Legal

☒ Police 

APPROVED BY CITY MANAGER

FOR SUBMITTAL: 

PURPOSE and RECOMMENDATIONS:

The purpose of this report is to request City Council approval of a supplemental appendix regarding an increase in emergency dispatch costs from Valley Communications.

Recommended Motion:

"I move that the City Council approve the supplemental appendix (Exhibit "A") to the agreement with Valley Communication Center, agreeing to the rate of \$21.09 for each dispatchable call, and to authorize the City Manager to finalize and sign the agreement substantially in the form as submitted."

Background

On January 11, 1995, in an effort to improve customer service and officer safety, the Des Moines Police Department Communications Center closed, with all dispatch functions being contracted to Valley Communications. Valley Communications maintains a dispatching facility capable of providing emergency dispatching and call answering for police and fire services. This service allows the Des Moines Police Department to continue to provide uninterrupted call answering, dispatch services, and to share the cost of implementing improved technologies.

Valley Communications is comprised of five (5) owner / controlling cities: Kent, Renton, Tukwila, Auburn and Federal Way. Each of these cities has police and fire departments in Valley Comm. There are four (4) contract police agencies: Des Moines, Algona, Pacific, and Black Diamond and twelve (12) contract fire departments; North Highline Fire, Seatac Fire, City of Pacific Fire, City of Black Diamond Fire, KCFD #20, KCFD #2, KCFD #26, KCFD #40, KCFD #43, KCFD #44, KCFD #47, Vashon, and the Valley Medic Units.

The cost to the contract cities is based upon a cost per call for service, which is intended to recover the operating costs of running the Communication Center. These costs include utilities, operating supplies, salaries and benefits, etc. In 2002 the cost per call for services was \$20.46. In the latter half of 2002, the Operations Board as well as the Budget Committee reviewed the operating funds needed for 2003 and recommended to the Executive Board an increase of \$.63 per call for service. This increase was voted upon and passed by the Executive Board. As a result of this action by the board, the charge per call for service has increased to \$21.09.

Financial Impact

In 2002 the costs for services from Valley Communications was \$546,093. In 2003 (including the rate increase) the projected cost for dispatch is \$560,042. This is an increase of \$13,979.00 or (2.56%). Staff anticipated this increase, and the 2003 budget presented to, and approved by Council covers the costs increase.

Alternatives

One alternative available to the City Council is the option of opening our own communications center. Staff has looked into and reviewed the costs associated with opening our own communications center as an alternative to Valley Communications. The costs to start up a Communication Center were examined by Renton Police Department in 1999. Staff reviewed this model, and modified it to reflect our staffing levels and calls for service needs. The first year costs associated with opening a Communication Center were \$2.7 million, which includes such items as computer equipment and software, radio consoles, call receiver consoles, recording equipment, 9-1-1 equipment, personnel costs, phone lines, etc. This does not include the building or building space modifications needed to house a dispatch center nor does it include interfund costs for maintenance or equipment replacement, which occurs at 8-10 year intervals. Reoccurring annual costs would be approximately \$901,747 but this does not include any building costs such as utilities, CAD or 800 MHz maintenance agreements, custodial etc.

Recommendation

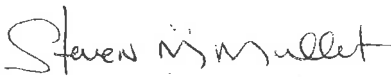
It is staff recommendation that City Council approve the supplemental appendix (Exhibit "A") to the agreement with Valley Communication Center, agreeing to the rate of \$21.09 for each dispatchable call for service.

EXHIBIT "A"
to the
AGREEMENT
by and between
VALLEY COMMUNICATIONS CENTER
and
DES MOINES POLICE DEPARTMENT

This **APPENDIX** is supplemental to the **AGREEMENT** between **VALLEY COMMUNICATIONS CENTER** and **DES MOINES POLICE DEPARTMENT** in order to establish annual rates and fees under the **EMERGENCY DISPATCH AGREEMENT**.

- A.1 This appendix shall remain in effect from **January 1, 2003** thru **December 31, 2003** unless automatically extended subject to the revised rate structure in Section 14.1.
- A.2 The rate shall be **Twenty One Dollars and Nine Cents (\$21.09)** for each dispatchable call.

Signed this 7th day of January, 2003.



MAYOR Steve Mullet
ADMINISTRATIVE BOARD CHAIRPERSON

CITY MANAGER

A G E N D A I T E M

SUBJECT: Draft 2003 Parks, Recreation and Senior Services Master Plan

AGENDA OF: February 27, 2003

DEPT. OF ORIGIN: Parks, Recreation and Senior Services

ATTACHMENTS:

- A. Draft 2003 Parks, Recreation and Senior Services Master Plan Overview (Powerpoint Presentation)
- B. 2003 Ad Hoc Parks, Recreation and Senior Services Citizens Committee Priority Projects Funding Overview
- C. Draft 2003 Parks, Recreation and Senior Services Master Plan Project Sheets
- D. Levy Lid Lift- Impact to City of Des Moines Property Owners

DATE SUBMITTED: February 20, 2003

CLEARANCES:

☒ Park & Recreation Director 
☐ Finance Director

APPROVED BY THE CITY MANAGER
FOR SUBMITTAL 

Purpose:

Presentation of the Draft Master Plan by the Ad Hoc Parks, Recreation and Senior Services Master Plan Citizens Committee for City Council discussion and direction.

Background:

City Council created an Ad Hoc Parks, Recreation and Senior Services Master Plan Citizens Committee by Resolution in May 2002 to advise City Council on long-range planning, policy and budgetary subjects related to Des Moines Parks, Recreation and Senior Services.

The committee worked with staff to host community workshops and attend numerous neighborhood meetings in July through September to gain public feedback regarding recreation needs. The committee met as a whole every three weeks to review demographic data, evaluate citizen and user group surveys and to create a vision and make recommendations for the 2003 Master Plan.

Beginning in Fall 2001, Des Moines citizens were asked to fill out and return a postage paid survey to tell us what parks, recreation and senior citizen facilities, programs and services are needed for families, neighborhoods and the community. Surveys were mailed to each Des Moines residence in the Parks, Recreation and Senior Services Program Guide and in the City Currents. These tools were evaluated by the Master Plan Citizens Committee as part of their process to establish priorities for parks and open space, recreation and senior services development.

The committee's findings and recommendations will be presented to City Council for review at the February 27, 2003 meeting.

Discussion:

The 2003 Parks, Recreation and Senior Services Master Plan provides a strong vision and direction for parks, open space, recreation facilities, and services and programs for Des Moines.

Master Plan Objectives

- 1) Assess the current recreation needs and interests of Des Moines stakeholders:
 - Evaluate and inventory existing public and private park and recreation facilities and programs
 - Forecast demand and needs for future park and recreation services
- 2) Provide a vision, goals and priorities for the following areas based on the program and service needs of Des Moines stakeholders:
 - Acquisition of park land for conservation, open space, and active recreation
 - Repair and renovation of existing facilities
 - Development of new recreation facilities, and interlocal projects
 - Research and analyze opportunities for collaborative projects and programs with other agencies such as: schools, utilities, governments, and private business
 - Provide cost estimates for improving and maintaining existing recreation facilities, developing new facilities, and establishing a long range program of capital renovations and improvements
 - Recommend standards and programs for existing and future facilities and recreation programs.
 - Develop graphic and narrative description of acquisition and facilities development requirements.
 - Develop an implementation and action program for the long range plan
 - Recommend a funding program to finance improvements and program services.
- 3) Meet the requirements of the Growth Management Act, Des Moines Comprehensive Plan and Washington State funding agencies through the development of needs analysis and a comprehensive capital planning tool.

Needs Assessment

The Citizens Committee evaluated the distribution of Des Moines parkland based on the city's ten neighborhoods or planning areas including: North Hill, North Central, Downtown, Central, Pacific Ridge, Zenith, South Des Moines, Woodmont West, Woodmont East and Redondo.

The Greater Des Moines Comprehensive Plan adopted by Ordinance No. 1160 in 1995 established ratio of 8.5 acres/1,000 population of combined park land (including mini, neighborhood, community, special use/waterfront, sports fields/complexes) as the standard in the acquisition of parklands. Conservancy parks and open space, which are typically undeveloped, have a great value to the community but do not include significant opportunities for active recreation and therefore were not included in the above ratio. The 1997 Park and Recreation Master Plan recommended changing the ratio from 8.5 acres/1,000 population for the above park types to 4 acres/1,000 population as the standard for parklands that are accessible, developable and usable for recreation activities. The 8.5 acre/1,000 population ratio remains the recommended ratio for combined park land including conservancy parks and open space.

Des Moines has an inventory of 128.5 acres of park land, indicating a 161 acre shortage of required parkland. Of this amount approximately 83 acres or 2.5 acres/1,000 population is usable for recreational purposes. New land acquisitions proposed in the 2003 Master Plan would increase the combined City recreational acreage to approximately 88 acres or 2.6 acres/1,000 population and overall park land to 138 acres or 4 acres/1,000 population. With the proposed acquisition of property at five park sites, Des Moines combined park land acres will

grow to 4.5 acres/1,000 population still shy of the 8.5 acres/1,000 population standard. The projects adding park acres represent three Neighborhood Parks (7 acres), transfer of one Community Park (5.5 acres), and a Conservancy Park expansion (5 acres) for a total of 17.5 acres.

The Master Plan also recommends renovation and repair at eleven existing park and recreation facilities, development of five new facilities and partnerships with South King County cities, School Districts and Public Utilities to complete ten interlocal projects important to our region.

Alternatives:

The Ad Hoc Master Plan Citizens Committee participated in visioning exercises resulting in Long Range Priorities and Development Objectives and Capital Policy Recommendations:

Capital Policy Recommendations

- Dedicate a sustainable portion of Real Estate Excise Tax as ongoing capital funding source for the major capital maintenance of existing recreation buildings and park facilities
- Utilize Levy Lid Lift funding in the amount of \$.20 for multiple park projects throughout Des Moines (see projects below) and a Citizen Voted Bond Issue to fund the Community Center project
- Actively seek joint use and shared cost opportunities such as: Interlocal agreements with other governmental agencies, collaborative opportunities with interdepartmental projects, public/private partnerships and volunteerism to develop and maintain parks and facilities
- Support economic development (especially in the downtown, Port of Seattle buyout area and Pacific Highway) through creation of a more aesthetically pleasing environment such as: city gateways and signage to include directional road signs to recreational facilities, well kept streetscapes, banners, and flower baskets
- Provide adequate parking at all recreational facilities
- Support Marina and Redondo Waterfront Improvement Plans capitalizing on Des Moines best recreational features, its waterfront amenities

Long Range Priorities and Development Objectives

The Plan objective is to locate, acquire, develop and improve a good distribution of both neighborhood and citywide recreation and open space areas that provide for a variety of easily accessible recreation opportunities for all Des Moines citizens. Listed below is a summary of the proposed projects, their priority and estimated capital and maintenance costs.

Parks, Recreation and Senior Services Master Plan Summary of Projects

Master Plan projects have been prioritized into three categories. Priority One projects correspond to the 2003-2008 Capital Improvement Plan. It is anticipated that these projects can be implemented within that timeframe. Priority Two and Priority Three projects are important projects that should be planned for implementation between 2003- 2014 as opportunities become available (e.g., annexation, interlocal agreement, or alternative funding).

PROJECT LIST	EST. CIP COST	EST. MAINT. COST	PRIORITY
<i>PARKLANDS ACQUISITION</i>			
East Woodmont Park	\$450,000	N/A	2
Pacific Ridge Park	\$450,000	N/A	2
Woodmont Park Expansion	\$300,000	N/A	3
<i>INTERLOCAL PARKLANDS ACQUISITION</i>			
Mt. Rainier Pool	Undetermined	N/A	1
Olympic School (Highline School District)	Undetermined	N/A	3
SR-509 Right-of-Way (Washington State)	Undetermined	N/A	3
Zenith Park (Highline School District)	\$500,000	N/A	1
<i>FACILITIES RENOVATION & REPAIR</i>			
Cecil Powell Park	\$41,680	N/A	1
Des Moines Activity Center	\$79,450	\$8,000	1
Des Moines Beach Park	\$1,143,200	\$6,000	1
Des Moines Field House Park	\$78,570	\$8,000	1
Des Moines Memorial Park	\$6,000	N/A	NA
Kiddie Park	\$27,949	\$3,000	1
Midway Park	\$81,000	\$6,000	1
Parkside Park	\$147,250	\$20,000	1
South Marina Park	\$5,000	N/A	3
Westwood Park	\$2,600	N/A	1
Wooton Park	\$135,248	N/A	1
<i>INTERLOCAL FACILITIES REN. & REPAIR</i>			
Water Tower Park	\$1,000	N/A	1
Zenith Park	\$71,000	\$12,000	1
<i>NEW FACILITIES DEVELOPMENT</i>			
Community Center	\$6.5 M	\$120,000	1
Des Moines Creek Trail Phase II	\$200,000	\$6,000	1
East Woodmont Park	\$447,127	\$20,000	2
Pacific Highway Streetscapes -Public Works		\$60,000	1
Pacific Ridge Park	\$229,477	\$14,000	2
Steven J. Underwood Memorial. Park 1-B	\$693,700	\$12,000	1
Steven J. Underwood Memorial Park II	\$1,079,085	\$14,000	1
<i>INTERLOCAL DEVELOPMENT PROJECTS</i>			
Aquatics Facility/Mt. Rainier High School (Comm. Center & Pool)	\$75,000/yr	N/A	1
Dog Park	\$5,000	N/A	1
Des Moines Creek Trail Phase(509 Conn.)	Undetermined	N/A	3
Highline Community College/Redondo Pier	Undetermined	N/A	3
Midway Park Expansion Puget Power Property	\$62,200	\$12,000	1
Olympic Elementary School	Undetermined	N/A	3
Sounders Soccer Stadium and Fields	Undetermined	N/A	3
SR 509 ROW	Undetermined	N/A	3
Water Tower Park	\$1,000	N/A	1
Zenith Park	\$279,085	N/A	3

Plan Implementation

Implementation of the Master Plan will require interlocal collaboration, joint planning, and a commitment of financial resources from numerous sources. The City of Des Moines Parks, Recreation and Senior Services Department will work with other city departments, school districts, Highline Community College, neighboring cities, King County, local utility districts, Washington State and Des Moines residents and businesses to achieve the Plan.

Proposed projects have been developed based on engineers cost estimates for construction, cost per acre for land acquisition, and ongoing maintenance and operations cost per project. The actual costs of future projects will depend on many factors such as number of projects implemented, site-specific development conditions, economic and inflationary factors, maintenance and operations levels, and political decisions (See Attachment C- 2003 Ad Hoc Parks, Recreation and Senior Services Citizens Committee Project Sheets).

Financial Impact:

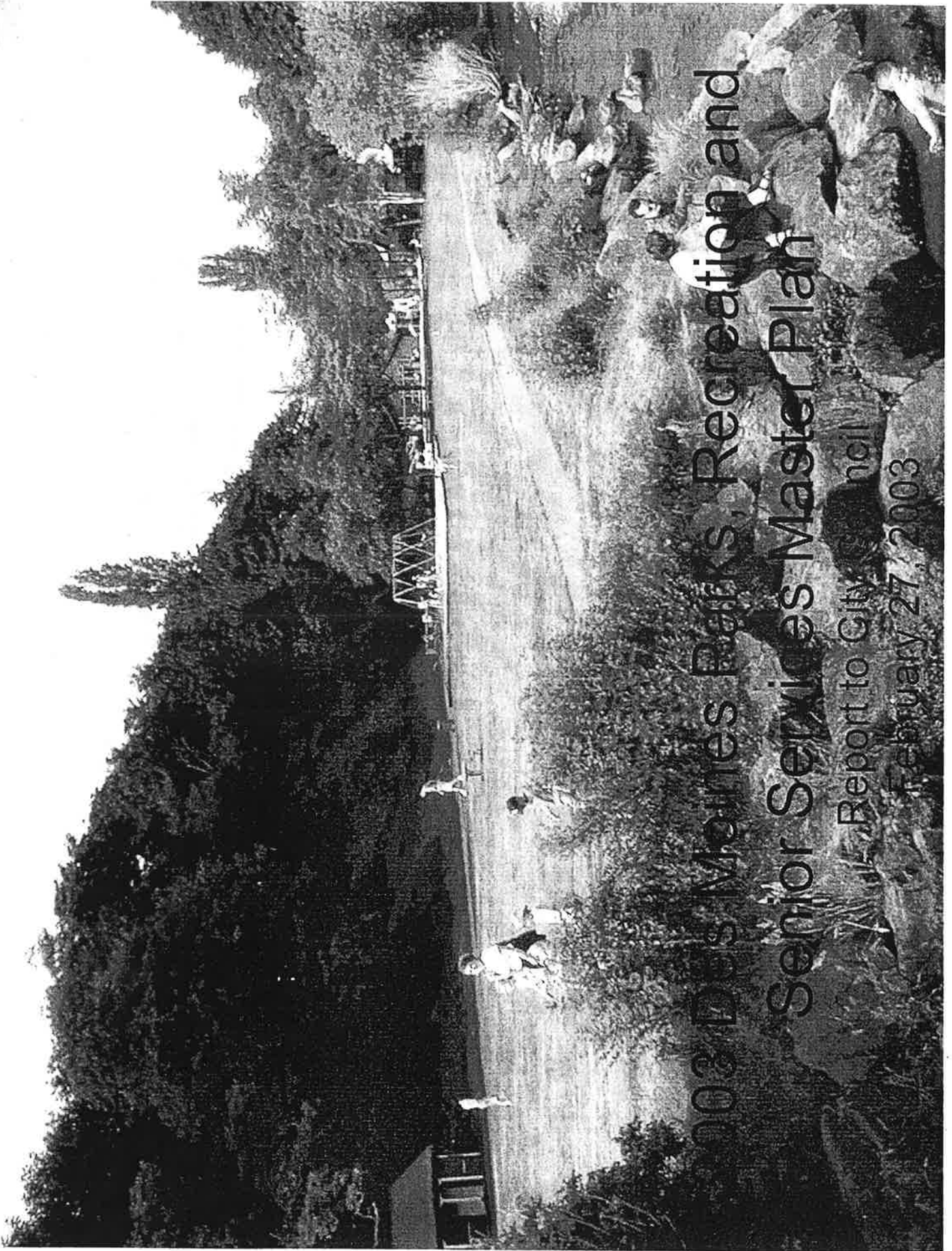
The Draft Master Plan proposes a 12 year Capital Improvement Plan to address Parks, Recreation and Senior Services needs. Proposed funding sources include adopted 2003-2008 Municipal Capital Improvement park funds totaling \$912,028.00, and reprogramming 2003-2008 Municipal Capital Improvement funds totaling \$621,191.00, voted bond funds in the amount of \$6.5M, grants in the amount of \$429,085.00. The Plan also requires City council approval of a voted \$.20 Levy Lid Lift ballot measure as a sustainable funding source contributing \$4,894,734.00 during the 12-year Plan and providing for continued maintenance and operations money for Levy projects into the future (See Attachment B- 2003 Ad Hoc Parks, Recreation and Senior Services Citizens Committee Priority Projects Funding Overview and Attachment D- Levy Lid Lift- Impact to City of Des Moines Property Owners).

Recommendation/Conclusion:

The Ad Hoc Parks, Recreation and Senior Services Master Plan Citizens Committee and staff recommend that the Des Moines City Council review the Draft 2003 Parks, Recreation and Senior Services Master Plan and direct the Ad Hoc Master Plan Citizens Committee and staff to prepare a final draft for a future public hearing and City Council adoption and implementation of the Master Plan in 2003.

Concurrence:

Interdepartmental involvement included City of Des Moines Administration, Community Development, Marina, Finance, Public Works and Parks, Recreation and Senior Services Departments. The neighboring cities of Kent, Federal Way and SeaTac and Highline and Federal Way School Districts provided advice regarding existing and future recreational resources impacting Des Moines and the greater South King County area.



2003 Des Moines Parks, Recreation and Senior Services Master Plan

Report to City Council

February 27, 2003

Purpose of 2003 Master Plan

Assess the current recreational needs and interests of Des Moines stakeholders:

- Evaluate and inventory existing public and private park and recreation facilities and programs.
- Forecast demand and needs for future parks, recreation and senior services.
- Provide a vision, goals and priorities for the following areas based on the program and service needs of Des Moines stakeholders:
- Acquisition of park land for conservation, open space, and active recreation
- Repair and renovation of existing facilities
- Development of new recreation facilities, and interlocal projects
- Research and analyze opportunities for collaborative projects and programs with other agencies such as: schools, utilities, governments, and private business

- Provide cost estimates for improving and maintaining existing recreation facilities, developing new facilities, and establishing a long range program of capital renovations and improvements
- Recommend standards and programs for existing and future facilities and recreation programs.
- Develop graphic and narrative description of acquisition and facilities development requirements.
- Develop an implementation and action program for the long range plan
- Recommend a funding program to finance improvements and program services.

Meet the requirements of the Growth Management Act, Des Moines Comprehensive Plan and Washington State funding agencies through the development of needs analysis and a comprehensive capital planning tool.

Master Plan Process

- Ad Hoc Citizens Advisory Committee appointed in June 2002
- Community Open Houses held in July 2002 and participated at meetings in Des Moines neighborhoods in August - October
- Ad Hoc Committee Meeting Overview:
 - Committee meetings held every three weeks July 2002 - February 2003
 - Committee visioning sessions were held to identify long-range project and program priorities
 - Committee prioritized acquisitions, development, repair and renovations and ongoing maintenance and operation programs
 - Finance Sub Committee reviewed project cost estimates and economic impacts and proposed project funding options such as: REET funds, Levy Lid Lift, interlocal collaboration, government and private grants, taxing options, citizen donations, easements, user fees, lease agreements, concessionaire contracts and other funding mechanisms
 - Committee reviewed current level of service standards and strategies for achieving the standards

Committee and Staff review of Interdepartmental and Interlocal Plans:

City planning documents such as Transportation Plan bicycle and pedestrians routes, Comprehensive Plan land use and 2000-2002 US Census data, 2003-2008 Capital Improvement Plan and Marina Master Plan.

Neighboring Cities (SeaTac, Kent and Federal Way), King County and State Parks plans for potential development collaborations such as regional parks and trails, aquatic facilities, recreation programs

School District long-range capital plans and timelines for building and field renovations and new construction (Mt. Rainier H.S., Midway Elementary, Pacific Middle School, Des Moines Elementary, North Hill Elementary , Olympic Elementary, and Woodmont Elementary Schools)

Ad Hoc Parks, Recreation and Senior Services Master Plan Committee & Staff

Shelly Parker, COMMITTEE CHAIR & FINANCE SUB COMMITTEE

Victor Anderson, VICE CHAIR & FINANCE SUB COMMITTEE

Joan Allan, FINANCE SUB COMMITTEE

Tracy Duvall

Gary Hisel

Jim Jollimore

James Jones

Sonja Kreshel

Lauren Lord, FINANCE SUB COMMITTEE

David Markwell

Del Rivero

William Rudberg

Joann Sagar

Brenda Siegrist

Thomas Sitterley

James Stewart

Stuart Stewart

D. J. Taylor

Thelma Vannoy, FINANCE SUB COMMITTEE

Patrice Thorell, PARKS, RECREATION & SENIOR SERVICES DIRECTOR

Annette Chomica, ADMINISTRATIVE ASSISTANT

Bob Houston, RECREATION MANAGER

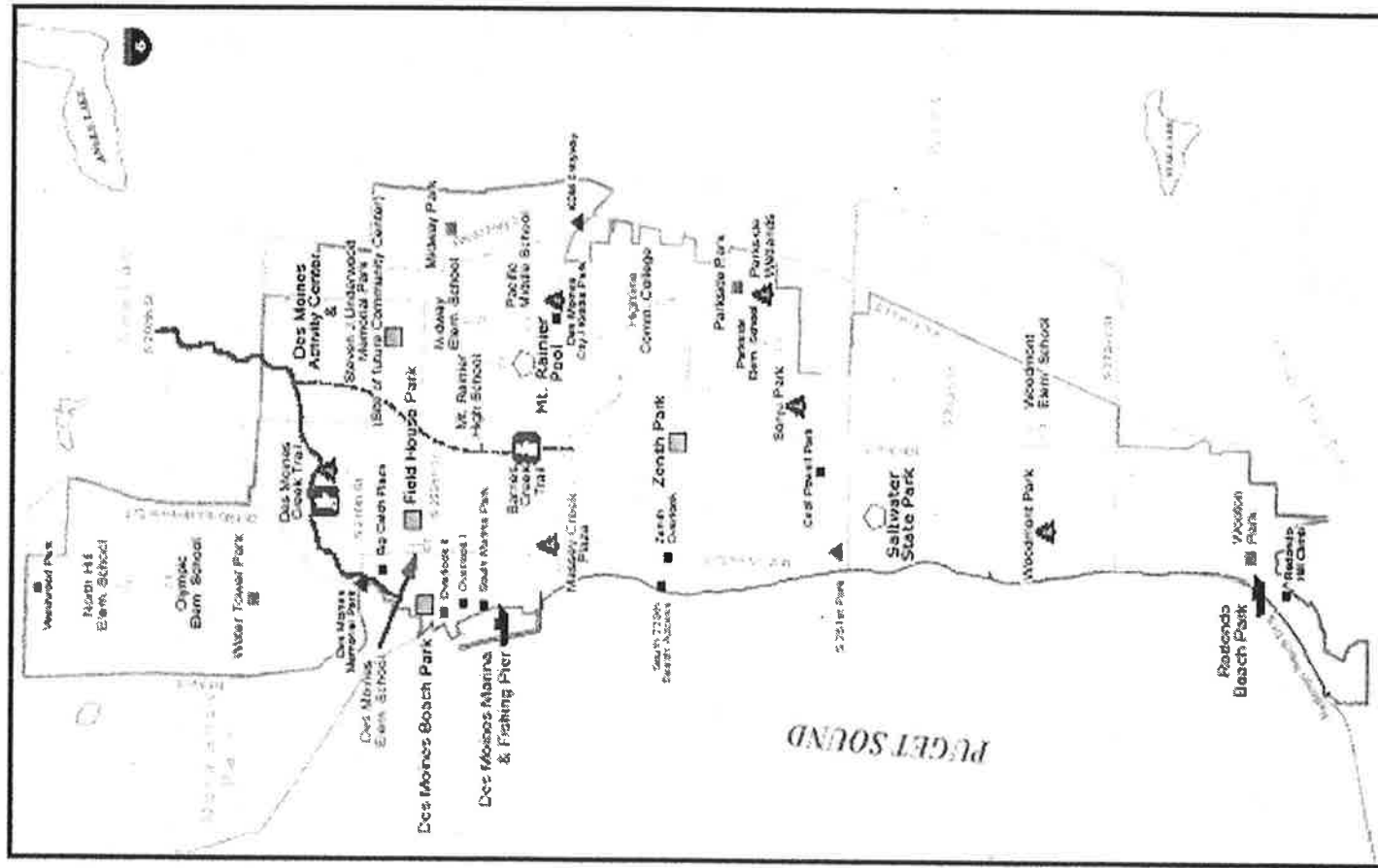
Bill Miller, PARK MANAGER

Sue Padden, SENIOR SERVICES MANAGER

City of
Des Moines
2003 Parks, Recreation & Senior Services
Master Plan

2003 Parks, Recreation & Senior Services
Master Plan

Parks & Recreation Facilities



- ✓ Des Moines has an inventory of 128.5 acres of total park land.
- ✓ 8.5 acres/1,000 population is the adopted standard for total park land (mini, neighborhood, community, special use, sports fields/complexes, trails and pathways, regional and conservancy).
- ✓ In 2003, Des Moines has a deficit of 4.5 acres/1,000 population for total park land.

- ✓ In 2003, Des Moines has a deficit of 4.5 acres/1,000 population for total park land.



STATE WORKING GROUP ON
ECONOMIC DEVELOPMENT

Service Area	Service Area Population	Developed Park Acres	Undeveloped & Conservancy Acres	Des Moines Standard 8.5 Acre/1,000 Population Ratio	(Unmet Need) or Extra Capacity
North Hill	5,069	1.85	0	43.09 Acres	(41.24 Acres)
North Central	60	21	4.79	5.10 Acres	20.69 Acres
Downtown	1,117	37	.2	9.5 Acres	27.7 Acres
Central Des Moines	7,297	5.7	8.69	62.03 Acres	(47.64 Acres)
Pacific Ridge	2,932	1.6	0	24.93 Acres	(23.33 Acres)
Zenith	4,267	6	0	36.27 Acres	(30.27 Acres)
South Des Moines	4,793	4.4	23.3	40.74 Acres	(13.04 Acres)
Woodmont West	1,734	0	8.7	14.74 Acres	(6.04 Acres)
Woodmont East	5,140	0	0	43.69 Acres	(43.69 Acres)
Redondo	1,567	5.09	0.1	13.32 Acres	(8.13 Acres)
Totals	33,976	82.64 Acres	45.78 Acres	288.8 Acres	(160.38 Acres)
Des Moines Park Land Standards		4 Acres/1,000 Population	4.5 Acres /1,000 Population	8.5 Acres/1,000 Population	

* The evaluation of Des Moines' ten neighborhood planning areas (North Hill, Downtown, Central Des Moines, North Central, Pacific Ridge, Zenith, South Des Moines, Woodmont West, Woodmont East, and Redondo) revealed a severe shortage of park resources and facilities in North Hill, Pacific Ridge, Woodmont West and Woodmont East areas of Des Moines.

City of Des Moines

2003 Parks, Recreation & Senior Services
Master Plan

Municipal Capital Improvements 2003-2008

Park Type

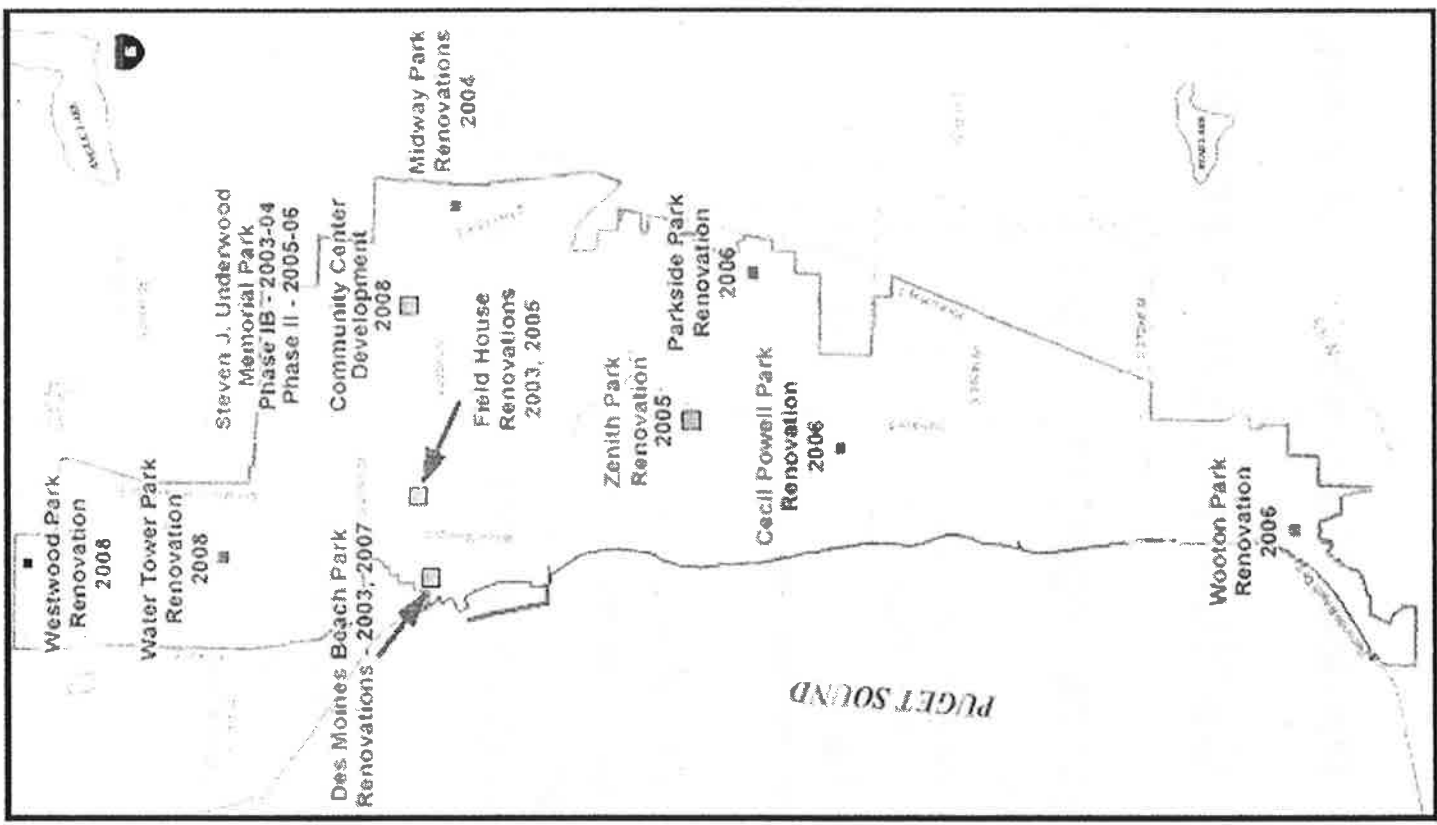
■ Mini

■ Neighborhood

■ Community

■ Des Moines City Limits

■ Planning Area Boundary



File Path: C:\parks\map\july03\2003
Product of City of Des Moines GIS

Parks, Recreation & Senior Services

Capital Improvement Plan 2003-2008

PARKS AND RECREATION PROJECTS	2003	2004	2005	2006	2007	2008
Des Moines Beach Park Repairs	\$14,500					
Field House Renovation CDBG & WA Heritage	\$160,090					
Steven J. Underwood Memorial Park Phase --1B	\$233,300	\$160,512				
Parks & Recreation Master Plan	\$20,000					
Woodmont Park Land Acquisition(Removed Council)						
*Community Center						\$6,643,440
*Steven J. Underwood Memorial Park Phase --II			\$858,720	\$360,000		
Des Moines Creek Trail Phase II (Rem.per Council)						
Play Equipment Replacement		\$78,410	\$161,930	\$145,016	\$72,420	\$60,440
TOTAL PARKS & RECREATION MCI PROJECTS	\$427,890	\$238,922	\$1,020,650	\$505,016	\$72,420	\$6,703,880

* Project funds to be determined

Major Issues Facing Parks, Recreation and Senior Services

- Aging and flood/water damaged city buildings
- Lack of adequate facilities (size, facility distribution and amenities such as play equipment, lighting, restrooms, and parking)
- Rapid community growth in past decade (annexation of unincorporated King County areas with limited or improperly maintained recreation resources)
- Population and program growth quicker than facility development
- Shifting demographics and social trends
 - Increase of latch key youth and increase of aging society needing programs and services
- Stewardship
 - Legal and ethical requirements to take care of city's natural resources and existing parks and facilities
- Scarce resources (National, State, and Local)
 - Funding reductions (I-695, I-776 and other tax restrictions creates more competition for funds, park closures and facility transfers (from King County to Cities)

2003 Master Plan Capital Policy

Recommendations

Dedicate a sustainable portion of Real Estate Excise Tax as ongoing capital funding source for the major capital maintenance of existing recreation buildings and park facilities

Utilize Levy Lid Lift funding in the amount of \$.20 for multiple park projects throughout Des Moines (see projects below) and a Citizen Voted Bond Issue to fund the Community Center project

Actively seek joint use and shared cost opportunities such as: Interlocal agreements with other governmental agencies, collaborative opportunities with interdepartmental projects, public/private partnerships and volunteerism to develop and maintain parks and facilities

Support economic development (especially in the downtown, Port of Seattle buyout area and Pacific Highway) through creation of a more aesthetically pleasing environment such as: city gateways and signage to include directional road signs to recreational facilities, well kept streetscapes, banners, and flower baskets.

Provide adequate parking at all recreational facilities

Support Marina and Redondo Waterfront Improvement Plans capitalizing on Des Moines best recreational features its waterfront amenities

Capital Projects Priorities:

Priority One projects correspond to 2002-2007 Capital Improvement Program projects which are currently underway through previous planning processes. Additional projects included have been determined to be of pressing importance, are one-time opportunities, or meet multiple identified needs of the community. It is anticipated that these projects can be implemented in the near future, within one to five years.

Priority Two projects are those that should be planned for implementation between 2003 and 2008 or as opportunities become available, e.g., scheduled capital maintenance is required, Interlocal agreement with other agencies are underway, after completion of other project phases, or alternative funding is possible.

Priority Three projects meet needs currently identified and should be planned for implementation as opportunities become available, e.g., timing fits with other projects to be developed e.g., facility development follows land acquisition, and/or grant funding availability.

Master Plan Capital Project Recommendations

- ✓ Recommended Acquisitions 2003-2014:

- Acquired two (2) new park sites for recreational purposes

- Acquire one (1) Interlocal park site for recreational purposes

- ✓ Recommended Renovation and Repairs 2003-2014:

- Nine (9) existing park and recreation facilities

- Three (3) Interlocal park and recreation facilities

- ✓ Recommended New Development 2003-2014:

- Five (5) new park facilities

- Three (3) new Interlocal facilities

Proposed Acquisitions

**Future Proposed
City Acquisitions**

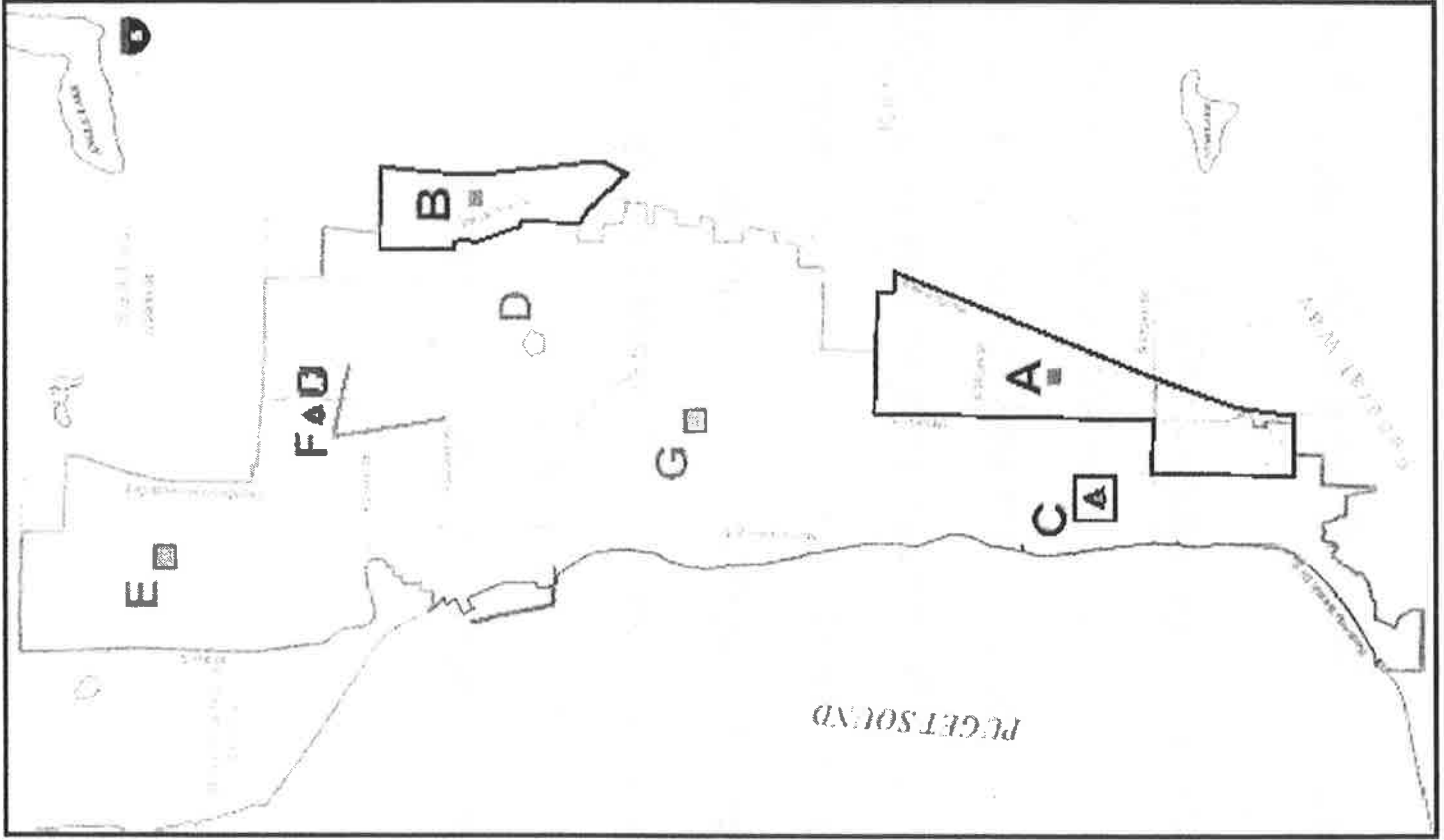
- A. East Woodmont Area**
(Neighborhood Park)
(Property to be determined)
- B. Pacific Ridge Area**
(Neighborhood Park)
(Property to be determined)
- C. Woodmont Park Expansion**
(Conservancy Park)
(Property south of Woodmont Park)

**Future Proposed
Interlocal Acquisitions**

- D. Mt. Rainier Pool**
(Regional Park)
Owned by Ring County
- E. Olympic Elem. School**
(Community Park)
Owned by Highway S. D.
- F. SR 509 Right of Way**
(Trail and Conservancy Strip)
Owned by Washington State
- G. Zenith Park**
(Community Park)
Owned by Highway S. D.

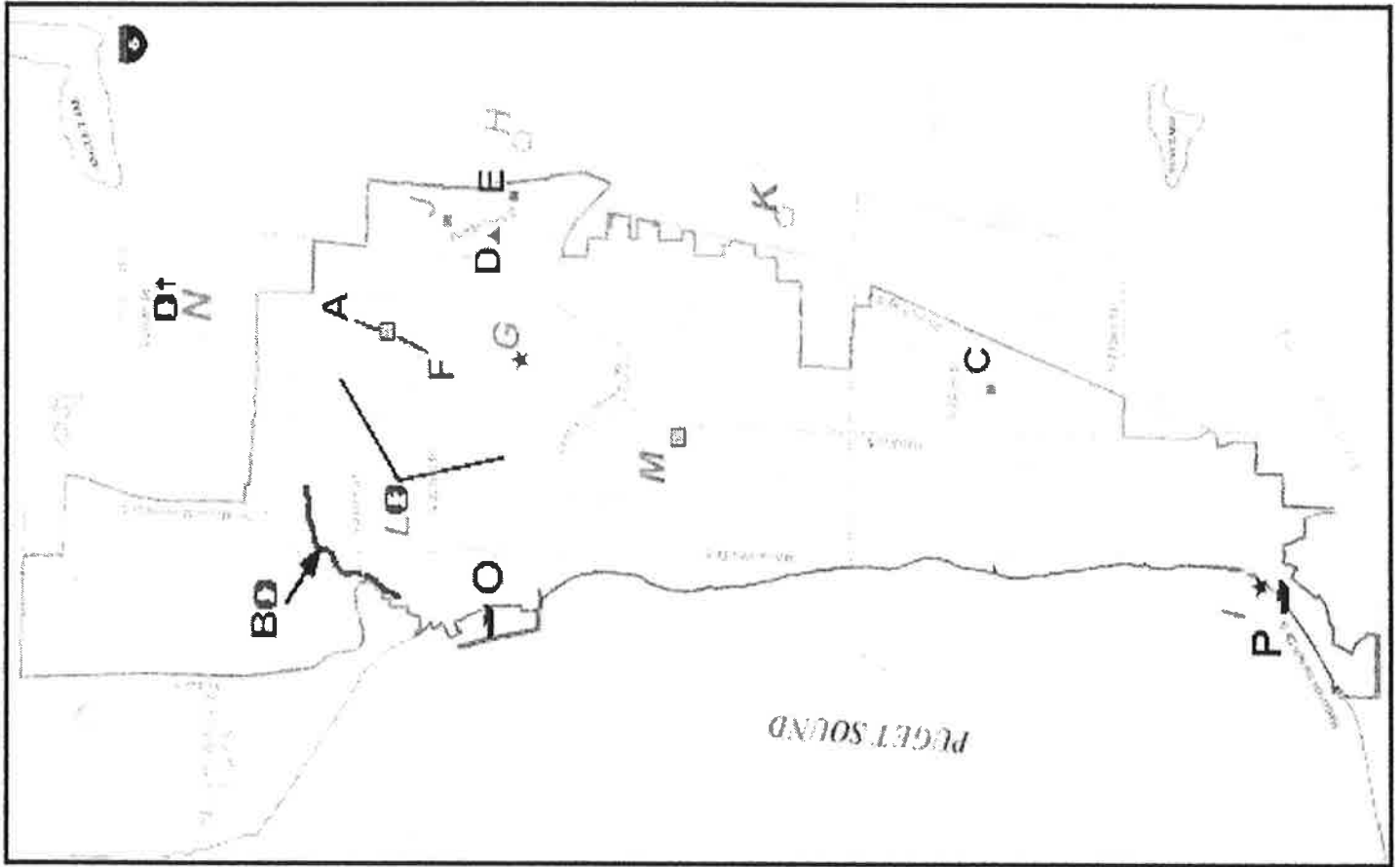
Park Types

-  Neighborhood
-  Community
-  Conservancy
-  Regional
-  Trail
-  Des Moines City Limits
-  Planning Area Boundary



**New Park
Development Projects**

Future Proposed New Development	
A.	Community Center
B.	Des Moines Creek Trail Phase II
C.	East Woodmont Park Gate to the Greenway
D.	Pacific Highway Streetclosures
E.	Pacific Ridge Park Gate to the Greenway
F.	Steven J. Underwood Memorial Park Phases 2 & 3
Future Proposed Interlocal New Development	
G.	Aquatics Facility Gate to the Greenway
H.	Dog Park (Grandview Park Site)
I.	Higgins Community College Park Improvements
J.	Midway Park Expansion
K.	Sauden's Stadium & Fields
L.	SR 500 Right of Way Trail
M.	Zenith Park Improvements
N.	Des Moines Creek Trail (SR 500 Connection)
Future Proposed Waterfront Development	
O.	Des Moines Marshes
P.	Redondo Beach Park
Park Types	
■	Neighborhood
□	Community
○	Regional
▲	ROW
★	Special
◻	Trail
—	Waterfront
~	Park Trails Polyline



Repairs and Renovations

**Future Proposed Facility
Repairs and Renovations**

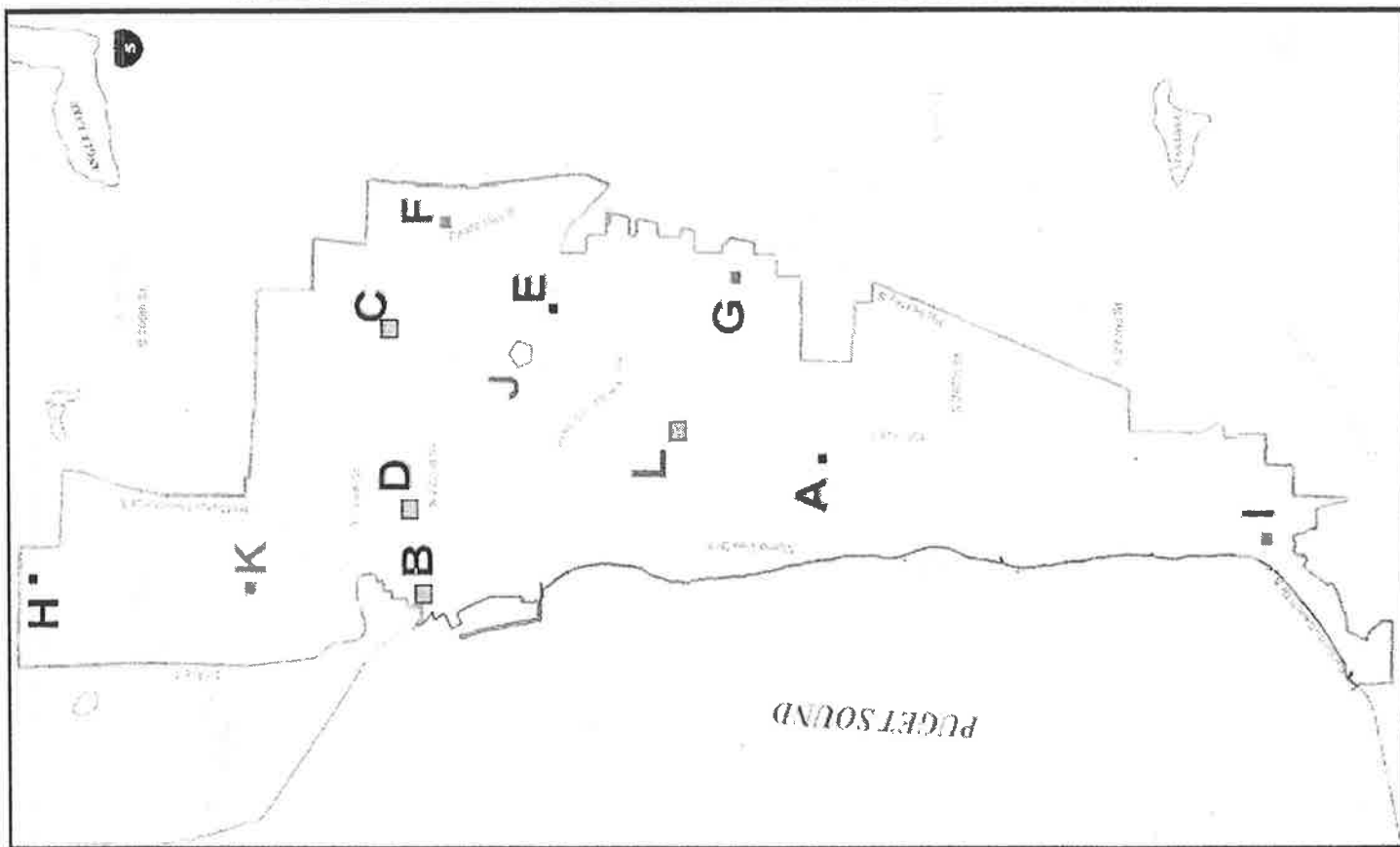
- A. Cecil Powell Park
- B. Des Moines Beach Park
- C. Des Moines Activity Center
- D. Des Moines Field House
- E. Kiddie Park
- F. Midway Park
- G. Parkside Park
- H. Westwood Park
- I. Wootton Park

**Future Proposed Interlocal
Facility Repairs and
Renovations**

- J. Mt. Rainier Pool
(Owned by King County)
- K. Water Tower Park
(Owned by Highline Water District)
- L. Zenith Park
(Owned by Highline School District)

Park Types

- Mini
- Neighborhood
- Community
- Regional
- Planning Area Boundary
- Des Moines City Limits



**2003 Ad Hoc Parks, Recreation and
Senior Services Master Plan Citizens
Committee**

**Priority Projects
2003 - 2014 Funding Overview**

ITEM #	PRIORITY	1 - CAPITAL PROJECTS 2003-2008	2003	2004	2005	2006	2007	2008	Funding Sources Notes
		Renovation & Repair Projects:							
1.a		Activity Center Parking, Walks & Landscaping			\$48,500				MCI -Ad Hoc Reprogramming Request
1.b		Activity Center Sidewalk to 216th & Patio			\$30,950				Ad Hoc Proposed Levy Lid Lift
2.a		Beach Park Master Plan		\$50,000					MCI -Ad Hoc Reprogramming Request
2.b		Beach Park Master Plan Renovations			\$275,000	\$250,000	\$250,000	\$250,000	Ad Hoc Proposed Levy Lid Lift
2.c		Beach Park Play Equipment					\$68,200		MCI -Ad Hoc Reprogramming Request
3.a		Midway Park Play Area Improvements		\$81,000					MCI -Ad Hoc Reprogramming Request
4.a		Parkside Park Play Area Improvements			\$66,100				MCI -Ad Hoc Reprogramming Request
4.b		Parkside Park Walks & Sports court			\$81,150				MCI -Ad Hoc Reprogramming Request
5.a		Wootton Park Improvements (continued in 2013)				\$42,770			MCI -Ad Hoc Reprogramming Request
6		Field House Park Improvements				\$78,570			MCI -Ad Hoc Reprogramming Request
7		Cecil Powell Park Improvements				\$41,680			MCI -Ad Hoc Reprogramming Request
8		Kiddie Park Improvements						\$27,949	MCI -Ad Hoc Reprogramming Request
9		Westwood Park Improvements						\$2,600	MCI -Ad Hoc Reprogramming Request
		Interlocal Renovation & Repair Projects:							
3.b		Midway Park Expansion			\$62,200				Ad Hoc Proposed Levy Lid Lift
10		Water Tower Park Improvements						\$1,000	MCI -Ad Hoc Reprogramming Request
11.a		Zenith Park Play Equipment (continued in 2009)			\$71,000				Ad Hoc Proposed Levy Lid Lift
		New Development Projects:							
12		Community Center						\$6,500,000	Voted Bond- Council & Ad Hoc Recommend
13.a		Underwood Park Phase IB- 1 Field & Restrooms	\$233,300	\$160,400	\$150,000				\$393,812 MCI Council Approved
13.b		Alternate IB- Lighting for 2 fields			\$150,000				MCI -Ad Hoc Reprogramming Request
13.c		Underwood Phase II Soccer Field with Lights \$1,079,085 (continued in 2009)						\$400,000 \$300,000 \$279,085	\$150,000 IAC Grant Funding Request MCI -Ad Hoc Reprogramming Request Ad Hoc Proposed Levy Lid Lift
		Interlocal New Development:							
14		Regional Aquatics Facility (continued in 2009)	\$5,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	Ad Hoc Proposed Levy Lid Lift
15		Regional Dog Park	\$238,300	\$366,400	\$1,009,800	\$488,020	\$393,200	\$7,835,634	Ad Hoc General Fund Request
		TOTAL PRIORITY 1 PROJECTS							

Master Plan Funding Overview:						2008 Funding Sources Totals		
	2003	2004	2005	2006	2007	2008		
2003-2008 MCI Park Funds Available	\$233,300	\$238,922	\$161,930	\$145,016	\$72,420	\$60,440	\$912,028	
New Funding Sources:								
Ad Hoc MCI Funds Reprogramming Requests	\$0	\$52,478	\$183,820	\$18,004	(\$4,220)	\$371,109	\$621,191	
Ad Hoc Proposed Voted Bond Funds						\$6,500,000	\$6,500,000	
Ad Hoc Proposed Grants			\$150,000			\$279,085	\$429,085	
Ad Hoc Proposed Levy Lid Lift- Capital Fund		\$75,000	\$514,150	\$325,000	\$325,000	\$625,000	\$1,864,150	
Total Master Plan Funding Overview	\$233,300	\$366,400	\$1,009,900	\$488,020	\$393,200	\$7,835,634	\$10,326,454	

LEVY LID LIFT OVERVIEW		2003	2004	2005	2006	2007	2008 Levy Lid Lift Funding Totals
Recommend \$.20 Levy Lid Lift for Parks		\$0	\$423,170	\$427,402	\$431,676	\$435,992	\$440,352
Levy Lid Lift Starting Fund Balance & New Funds		\$0	\$423,170	\$751,572	\$619,098	\$671,090	\$721,442
Levy Lid Lift Funds Proposed Capital Expenditures		\$0	(\$75,000)	(\$514,150)	(\$325,000)	(\$325,000)	(\$625,000)
Ad Hoc Proposed Levy Lid Lift- Maint. & Op. Fund		\$0	(\$24,000)	(\$50,000)	(\$59,000)	(\$65,000)	(\$65,000)
Levy Lid Lift Remaining Funds Year-End		\$0	\$324,170	\$187,422	\$235,098	\$281,090	\$31,442

Note: \$.20 Levy Lid Lift in 12 years to reach Ad Hoc funding goal

2003 Ad Hoc Parks, Recreation and Senior Services Master Plan Citizens Committee Priority Projects

ITEM #	ALL PRIORITIES- CAPITAL PROJECTS 2009-2014	2009	2010	2011	2012	2013	2014	Funding Sources Notes
Land Acquisition Projects:								
16.a	East Woodmont Park- priority 2		\$250,000					Ad Hoc Proposed Levy Lid Lift
17.a	Pacific Ridge Park- priority 2		\$200,000	\$250,000				MCI -Ad Hoc New Request
Interlocal Land Acquisition Projects:								
11.b	Zenith Park- priority 1	\$300,000						Ad Hoc Proposed Levy Lid Lift
New Development Projects:								
13.c	Underwood Phase II Soccer Field (continued)	\$200,000						MCI -Ad Hoc New Request
18.	Des Moines Creek Trail - Phase II- priority 1	\$100,000						Ad Hoc Proposed Levy Lid Lift
5.b	Wootton Park Parking Expansion- priority 1				\$100,000			MCI -Ad Hoc Reprogramming Request
16.b	East Woodmont Park- priority 2				\$100,000	\$92,478		MCI -Ad Hoc New Request
17.b	Pacific Ridge Park- priority 2				\$297,127			Ad Hoc Proposed Levy Lid Lift
Interlocal New Development Projects:								
14.	Regional Aquatics Facility- priority 1 continued	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	Ad Hoc Proposed Levy Lid Lift
11.c	Zenith Park Additions- priority 3				\$150,000	\$229,477		MCI -Ad Hoc New Request
TOTAL ALL PRIORITY PROJECTS								
		\$675,000	\$525,000	\$525,000	\$722,127	\$396,955	\$336,464	Ad Hoc Proposed Levy Lid Lift
Master Plan Funding Overview:								
	2009-2014 MCI Park Funds Available							
New Funding Sources:								
	Ad Hoc MCI Funding Requests 2009-2014	\$300,000	\$200,000	\$200,000	\$250,000	\$92,478		\$1,042,478
	Ad Hoc Proposed Grants							
	Ad Hoc Proposed Levy Lid Lift- Capital Fund	\$375,000	\$325,000	\$325,000	\$472,127	\$304,477	\$336,464	\$2,138,068
	Total Master Plan Funding Overview	\$675,000	\$525,000	\$525,000	\$722,127	\$396,955	\$336,464	\$3,180,546
LEVY LID LIFT OVERVIEW								
	Recommend \$20 Levy Lid Lift for Parks	\$444,756	\$449,203	\$453,695	\$458,232	\$462,814	\$467,442	\$2,736,142
	Levy Lid Lift Starting Fund Balance & New Funds	\$476,198	\$471,401	\$521,096	\$575,328	\$467,015	\$510,980	\$31,442
	Levy Lid Lift Funds Proposed Expenditures	(\$375,000)	(\$325,000)	(\$325,000)	(\$472,127)	(\$304,477)	(\$336,464)	(\$2,138,068)
	Ad Hoc Proposed Levy Lid Lift- Maint. & Op. Fund	(\$79,000)	(\$79,000)	(\$79,000)	(\$99,000)	(\$119,000)	(\$131,000)	(\$586,000)
	Levy Lid Lift Remaining Funds Year-End	\$22,198	\$67,401	\$117,096	\$4,201	\$43,538	\$43,516	\$43,516
Note: \$20 Levy Lid Lift = 12 years to reach Ad Hoc funding goal								

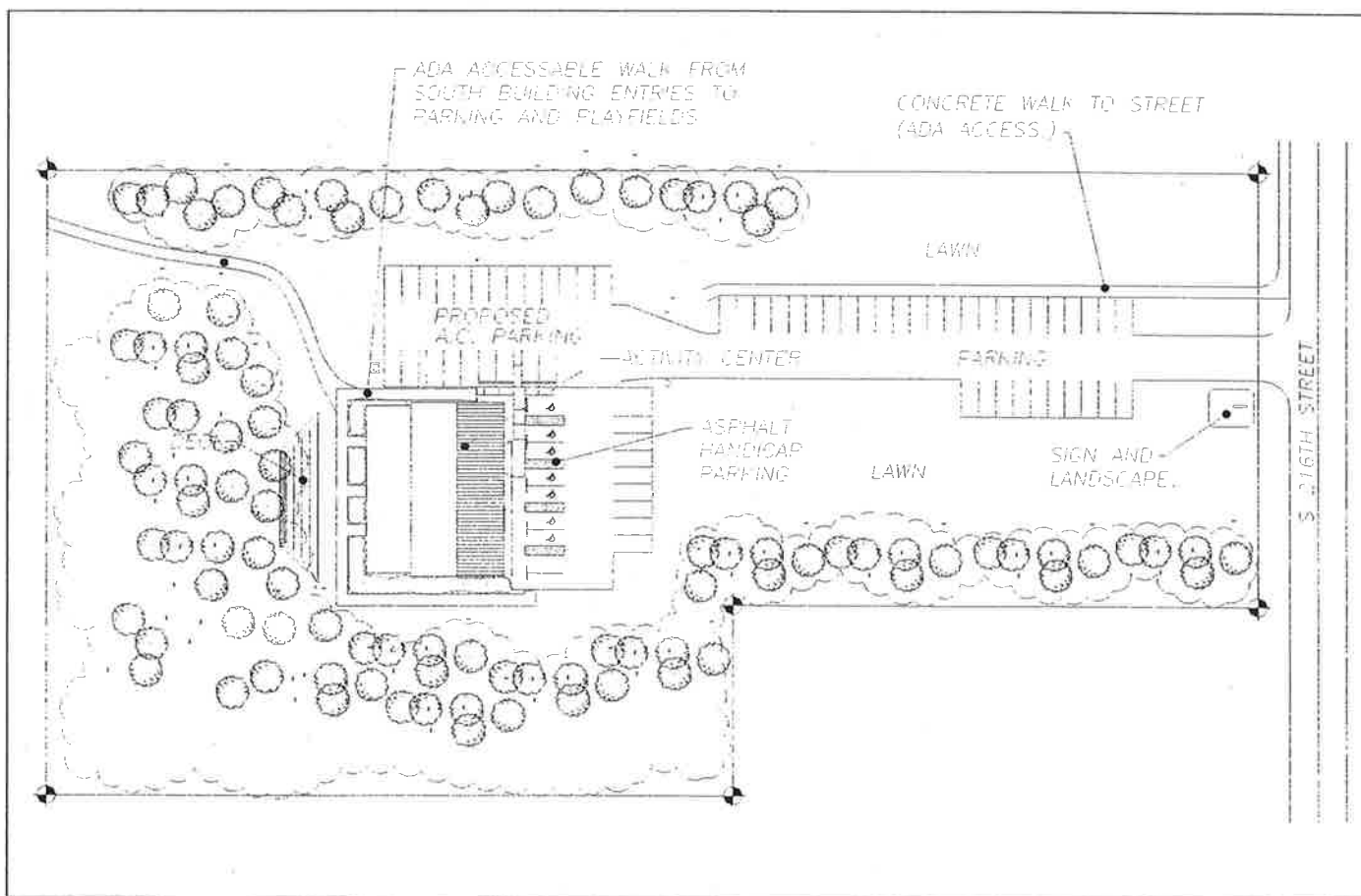
Notes:

- Master Plan Projects 2014 & Beyond:**
 - Olympic Elementary School Acquisition - priority 3
 - SR 509 ROW Land Acquisition- priority 3
 - Woodmont Park Open Space Expansion- priority 3
- Post 2014 Levy Lid Lift Funds:**
 - Endowment to pay for levy projects' capital maintenance & operations
- Regional Aquatics Facility:**
 - Funding requirements to be determined prior to Levy based on Interlocal Collaboration
- 2003-2008 Approved CIP transfers from Parks Projects to Arterial Streets:**
 - 2004- \$50,000, 2005-\$200,000, 2006- \$31,250, 2008- \$628,965 Total= \$910,215
- 2003-2008 MCI Funds Ad Hoc Reprogramming Request:**
 - 2004- \$52,478, 2005- \$183,820, 2006- \$18,004, 2007- (\$4,220), 2008- \$371,109, Total= \$621,191

Des Moines Park and Recreation Master Plan

Activity Center

Address:	2045 South 216 th Street
Size:	4.14 Acres
Zoning:	Residential; Suburban Estates
Park Classification:	Indoor Recreation Facility
Description:	The Activity Center is a multi-purpose facility for senior service programs, meetings, art classes, dancing, and other active and passive activities.
Goal:	Indoor facility for passive and active indoor recreation
Existing Facilities:	Renovated interior spaces, parking and access to community park for walking trails and sports.
Proposed Improvements:	ADA pathway and parking improvements and landscaping, and deck or patio.



Design & Construction Cost:	1(a) \$48,500; 1(b) \$30,950
Maintenance Level:	I
Existing Annual Maintenance Cost:	Not Determined
Annual Maintenance Cost for Proposed Improvements:	1(a) \$8,000

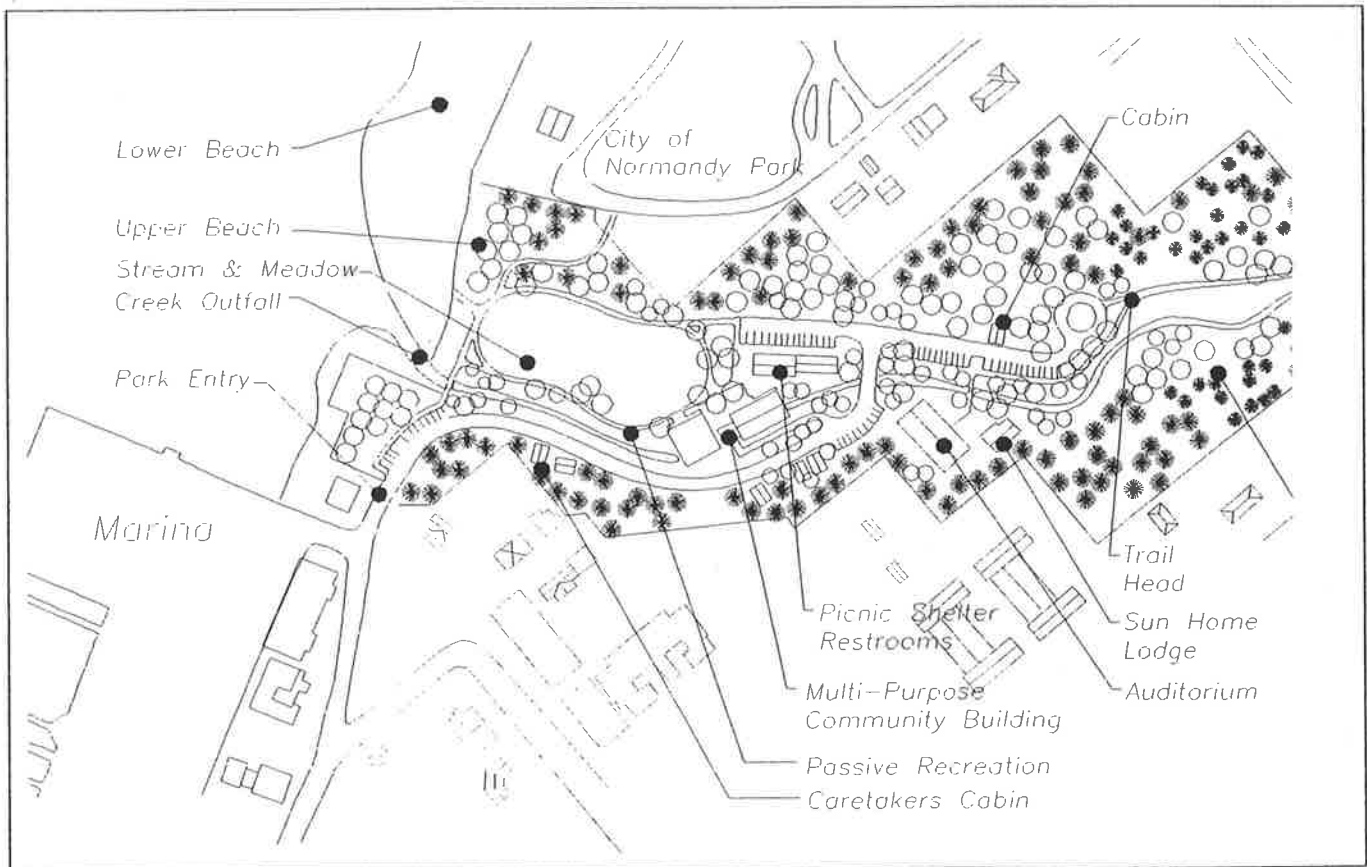
PROJECT #2

Des Moines Park and Recreation Master Plan

Des Moines Beach Park

Address: 22030 Cliff Avenue South
Size: 22.3 acres
Zoning: Residential; Suburban Estates
Park Classification: Community Park
Description: Des Moines Beach Park is a multi-purpose park providing public access to Puget Sound tidal flats and Des Moines Creek. The park is the future trailhead of the Des Moines Creek Trail. The park is located at the north end of Cliff Drive and the Marina.

Goal: Waterfront recreation
Existing Facilities: Play equipment, recreation buildings, picnic shelter, picnic tables, restrooms, benches, open lawn area, parking, beach access, and Des Moines Creek.
Proposed Improvements: Master Plan to evaluate future uses and waterfront improvements.



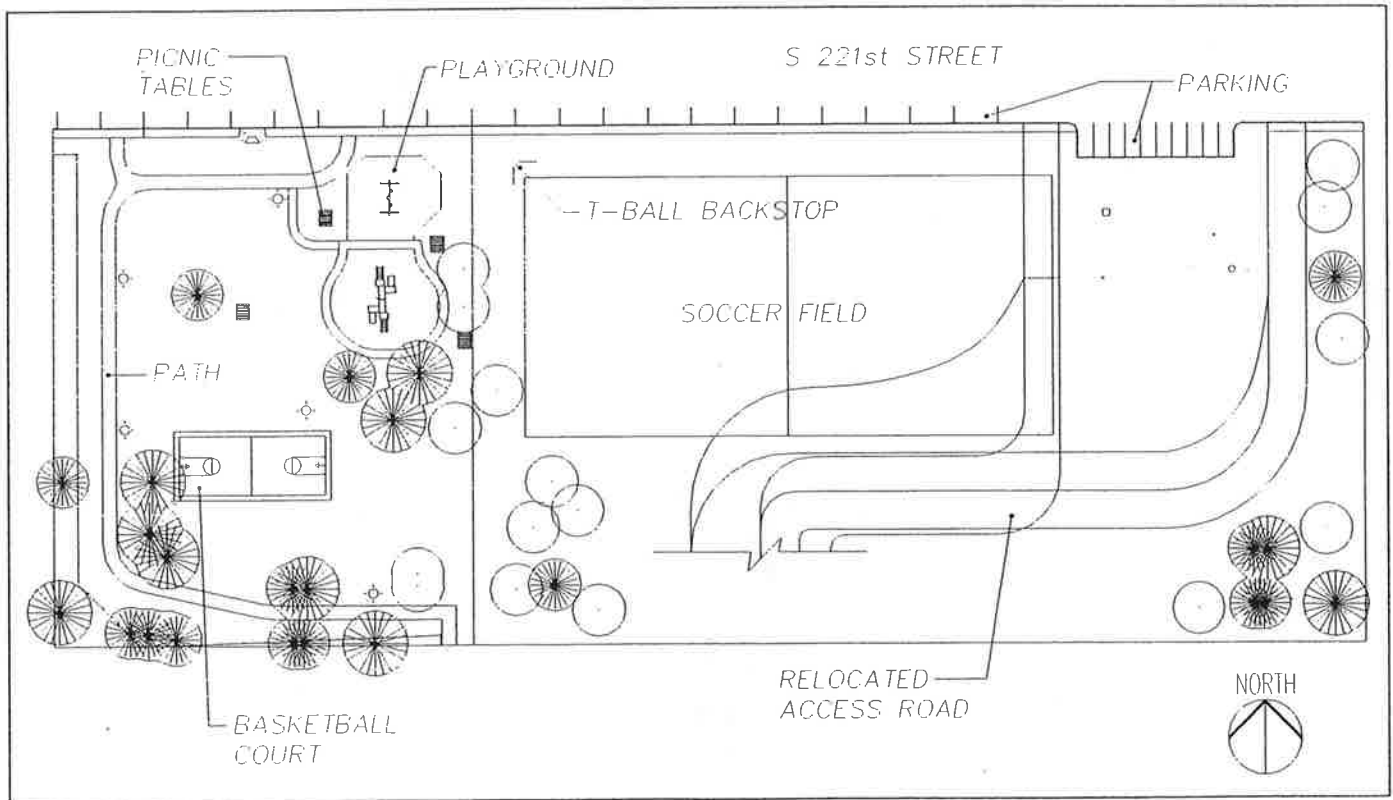
Master Plan: 2(a) \$75,000.00
Design & Construction Cost: 2(b) \$1,000,000 – Future park renovations
2(c) \$68,200 – Play area resurfacing & walkways to ADA standards
Maintenance Level: I
Existing Annual Maintenance Cost: \$120,000.00
Annual Maintenance Cost for Proposed Improvements: 2(c) \$6,000

Des Moines Park and Recreation Master Plan

Midway Park

Address: 2900 221st Street
 Size: 1.6 Acres
 Zoning: Residential; Suburban Estates
 Park Classification: Neighborhood Park
 Description: Midway Park is a small neighborhood park with play equipment, sports court, picnic tables, and walking paths. A playfield is located on Puget Sound Energy property to the east of the park.

Goal: Neighborhood recreation
 Existing Facilities: Two play areas, basketball court, picnic tables and on street parking.
 Proposed Improvements: Park lighting, pathway improvements, play equipment relocation, and drinking fountain. Park expansion with sports field and parking.



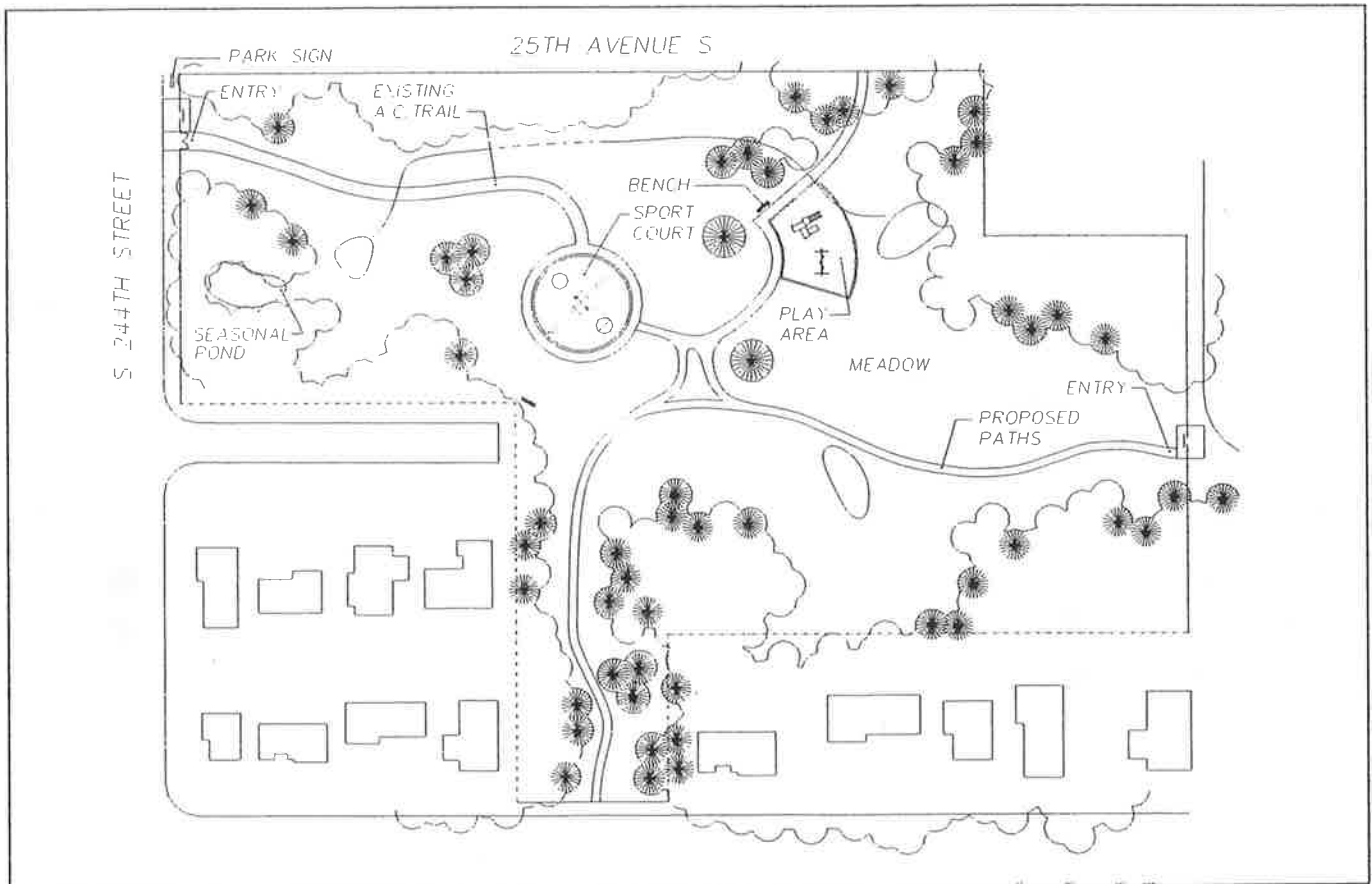
Design & Construction Cost: 3(a) \$81,000, 3(b) \$62,200
 Maintenance Level: II
 Existing Annual Maintenance Cost: \$9,000
 Annual Maintenance Cost for Proposed Improvements: 3(a) \$6,000, 3(b) \$12,000

PROJECT #4

Des Moines Park and Recreation Master Plan

Parkside Park

Address: 2500 244th Street
Size: 4.4 Acres
Zoning: Residential; Suburban Estates
Park Classification: Neighborhood Park
Description: Parkside Park is a small neighborhood park with sports courts and walking paths. Due to deterioration, play equipment was removed in 1999. Large trees protect the open, hilly, grassed areas in the center of the park. The 4.4-acre park is located at South 244th Street and 26th Place South.
Goal: Neighborhood recreation
Existing Facilities: Meadow, basketball court, & trail.
Proposed Improvements: Contour hillside for safety and security improvements; install play equipment, relocate existing play equipment, replace sports court and pathways to make ADA accessible.

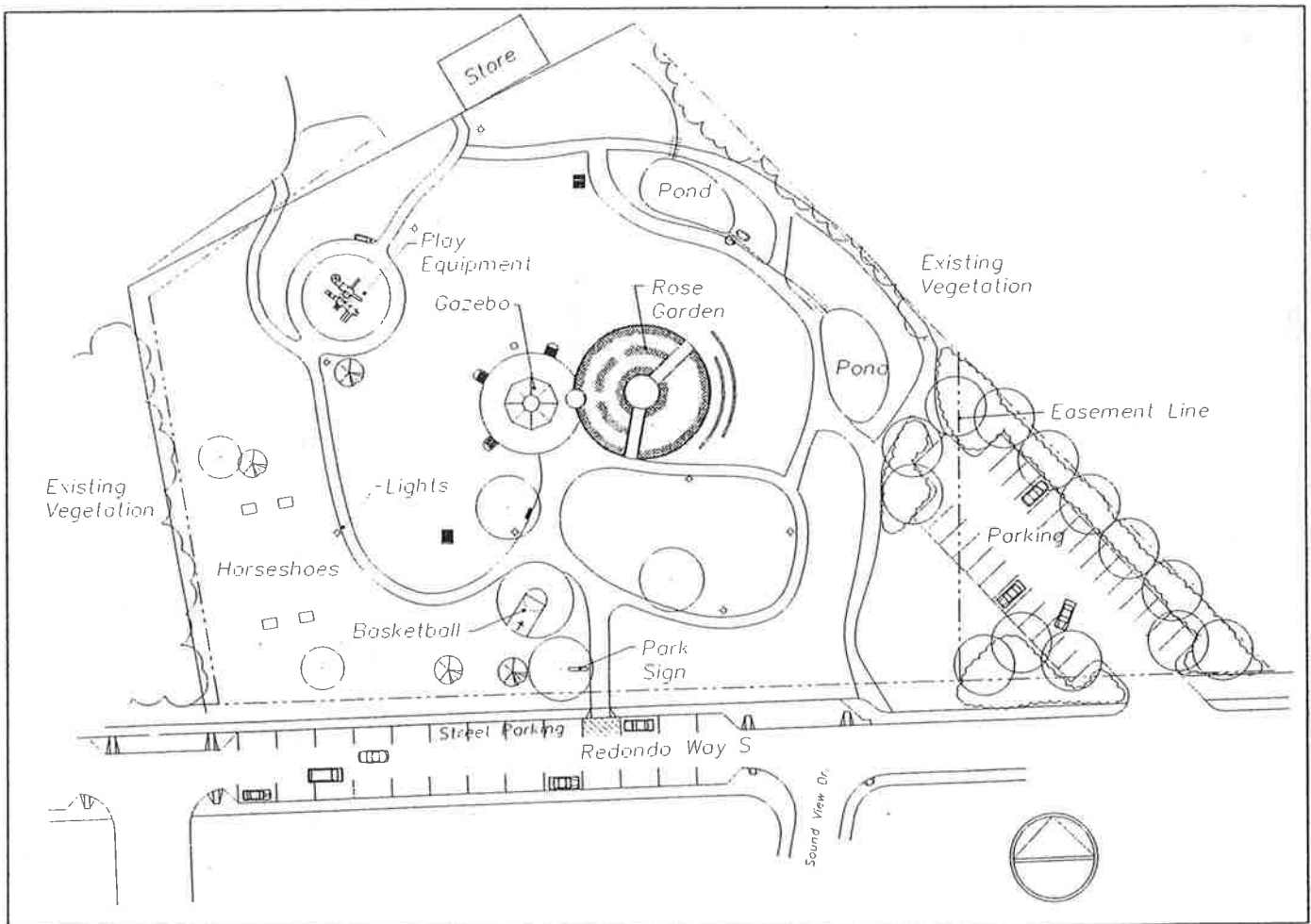


Design & Construction Cost: 4(a) \$66,100 primary; 4(b) \$81,150
Maintenance Level: II
Existing Annual Maintenance Cost: \$4,000
Annual Maintenance Cost for Proposed Improvements: 4(a) \$6,000; 4(b) \$8,000

Des Moines Park and Recreation Master Plan

Wooton Park

Address: South 283rd Street
 Size: 2.9 acres
 Zoning: Residential; Suburban Estates
 Park Classification: Neighborhood Park
 Description: Wooton Park is a neighborhood park providing both passive and active recreational opportunities. It also offers views of Puget Sound.
 Goal: Passive and Active Recreation
 Existing Facilities: Picnic tables, benches, gazebo, barbeque, basketball half court, play equipment, horseshoe pits, rose garden, pathways, & landscaping
 Proposed Improvements: Play equipment and lighting replacement (2006).



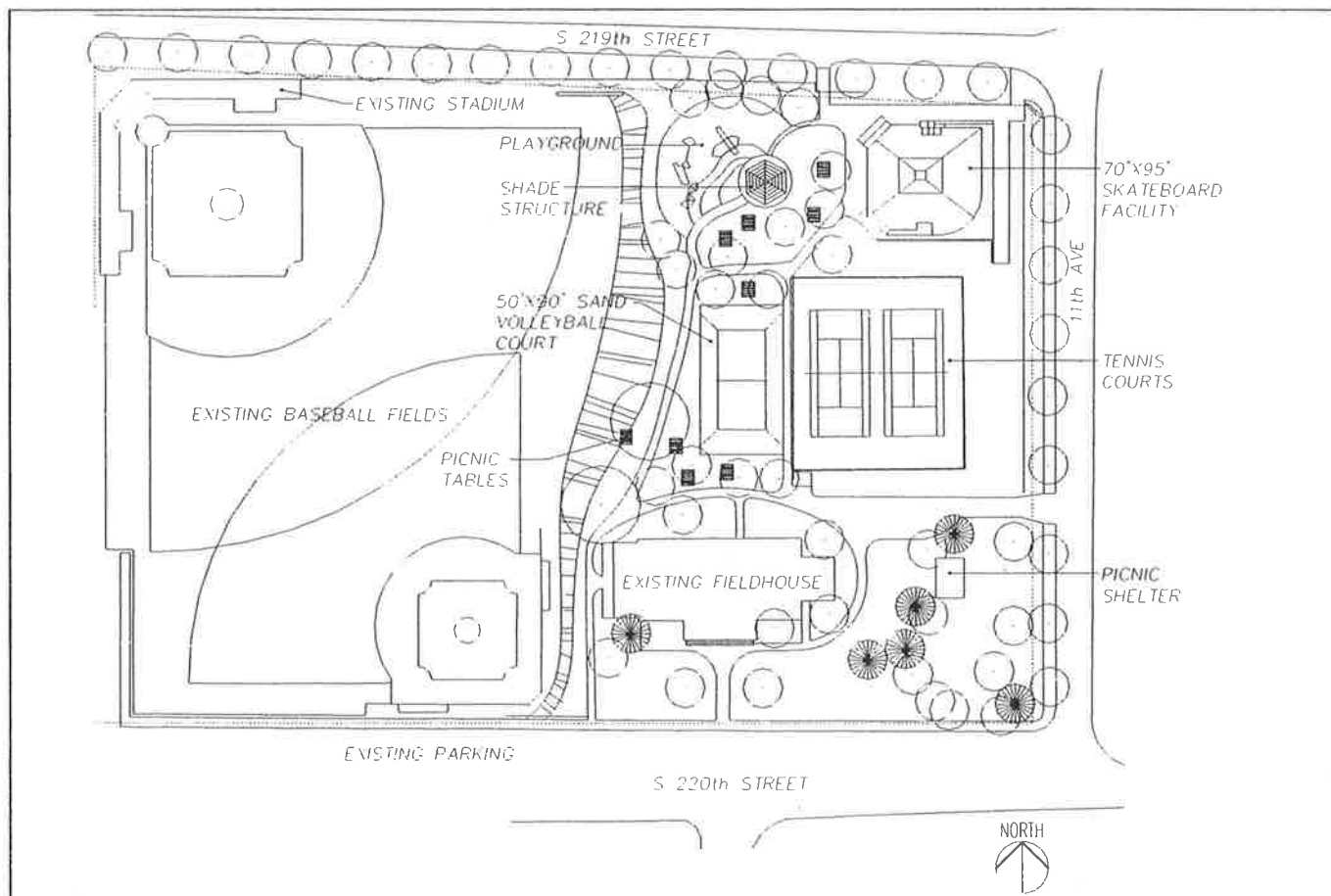
Design & Construction Cost: 5(a) \$42,770
 5(b) \$29,500- Street Frontage Improvements
 5(b) \$48,950 – Parking at Southeast Corner
 Maintenance Level: I
 Existing Annual Maintenance Cost: \$18,000
 Annual Maintenance Cost for Proposed Improvements: 5(a) \$6,000

PROJECT #6

Des Moines Park and Recreation Master Plan

Des Moines Field House Park

Address: 1000 South 220th Street
Size: 5.2 acres
Zoning: Residential; Suburban Estates
Park Classification: Community Park
Description: The Des Moines Field House is the only city-owned indoor activity facility/gymnasium. The WPA-built log field house has been designated a King County Historic Landmark. The City of Des Moines Park and Recreation Department administrative offices are located in the Field House.
Goal: Community recreation
Existing Facilities: Field House, softball stadium, play equipment, skateboard facility, picnic tables, picnic shelter, park offices, indoor basketball, & community rooms.
Proposed Improvements: Park-Sand volleyball court, shade structure, play equipment, and pathway improvements. Field House improvements funded with Community Development Block Grant Funds (CDBG).



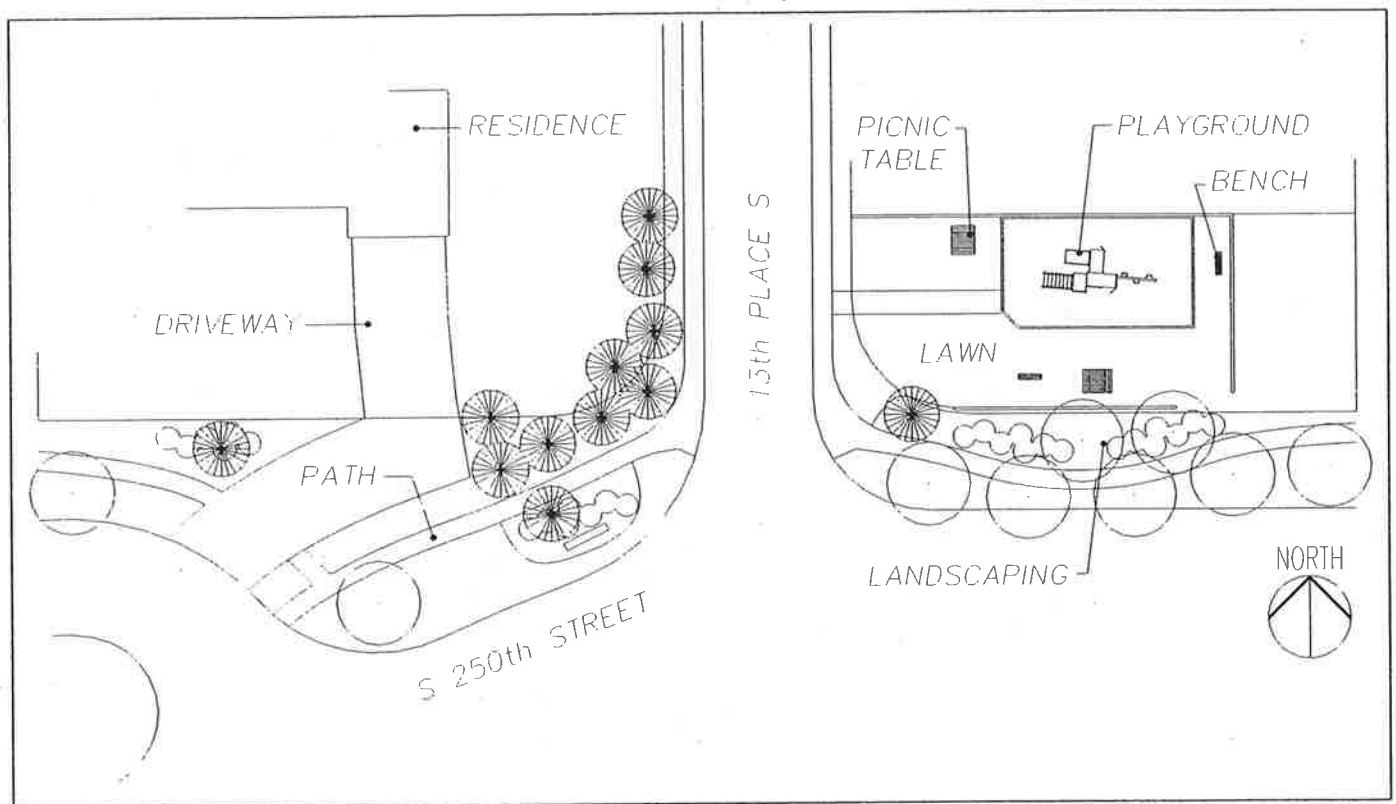
Design & Construction Cost: \$78,570 (park); \$160,000 (Building CDBG)
Maintenance Level: I
Existing Annual Maintenance Cost: \$45,000
Annual Maintenance Cost for Proposed Improvements: \$6,000

Des Moines Park and Recreation Master Plan

Cecil Powell Park

Address: 1300 S. 250th Street
 Size: 0.2 acres
 Zoning: Residential
 Park Classification: Mini-Park
 Description: Cecil Powell Park is a small neighborhood play area for children and families with play equipment, lawn, and benches.

Goal: Neighborhood Park
 Existing Facilities: Open lawn, play equipment, benches and landscape areas.
 Proposed Improvements: Play equipment, walkway



Design & Construction Cost: \$41,680
 Maintenance Level: I
 Existing Annual Maintenance Cost: \$2,500
 Annual Maintenance Cost for Proposed Improvements: \$0

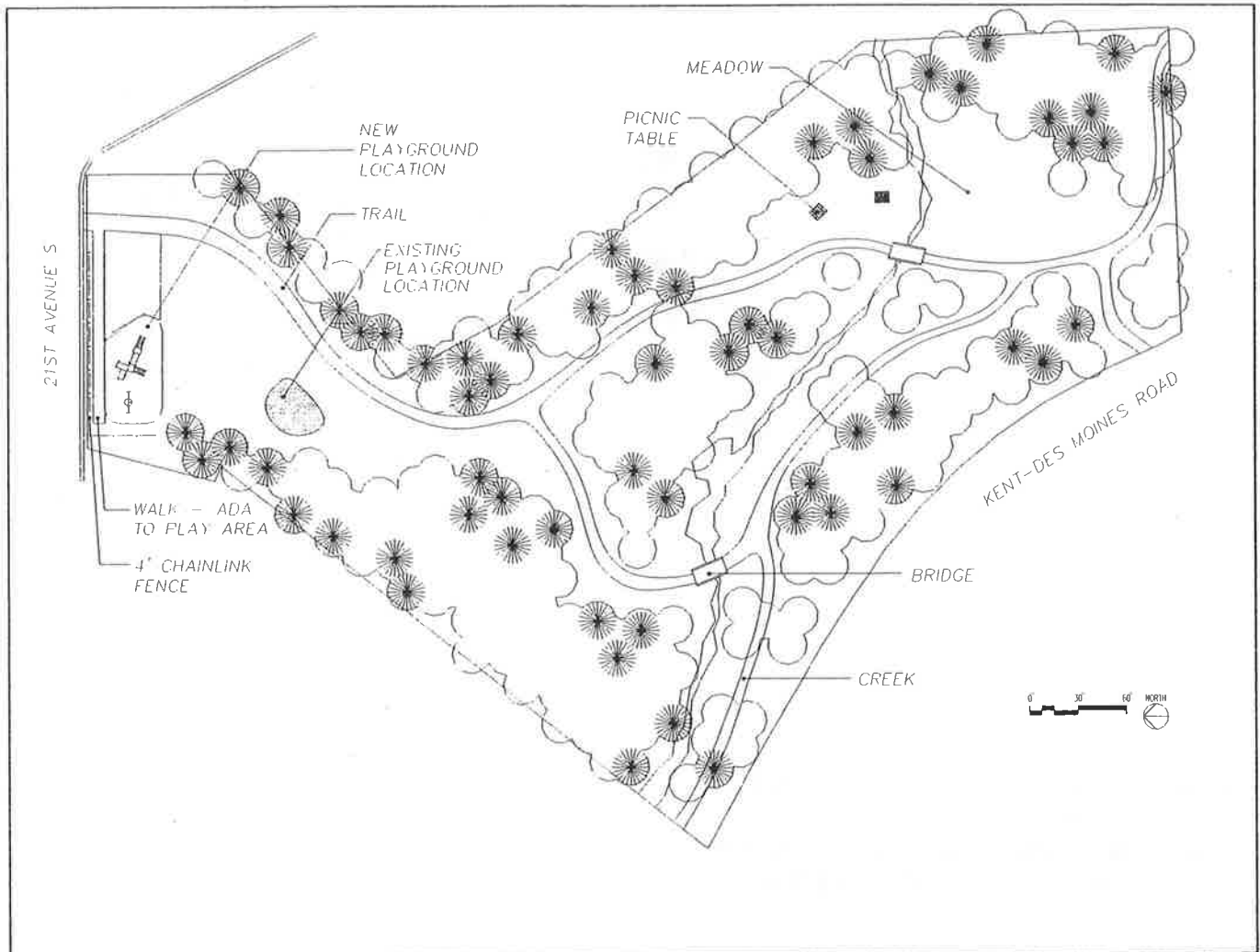
PROJECT #8

Des Moines Park and Recreation Master Plan

City Park/Kiddie Park

Address: 21st Avenue & Kent-Des Moines Road
Size: 3.2 acres
Zoning: Residential; Suburban Estates
Park Classification: Conservancy and Mini-Park
Description: City Park/Kiddie Park is a neighborhood park of lawn, trees, play equipment, picnic tables, and nature trails. The active areas overlook the Massey Creek ravine.

Goal: Neighborhood recreation
Existing Facilities: Trail, picnic tables, play equipment, meadow.
Proposed Improvements: Relocate play equipment to more visible upland area and replace equipment as needed.

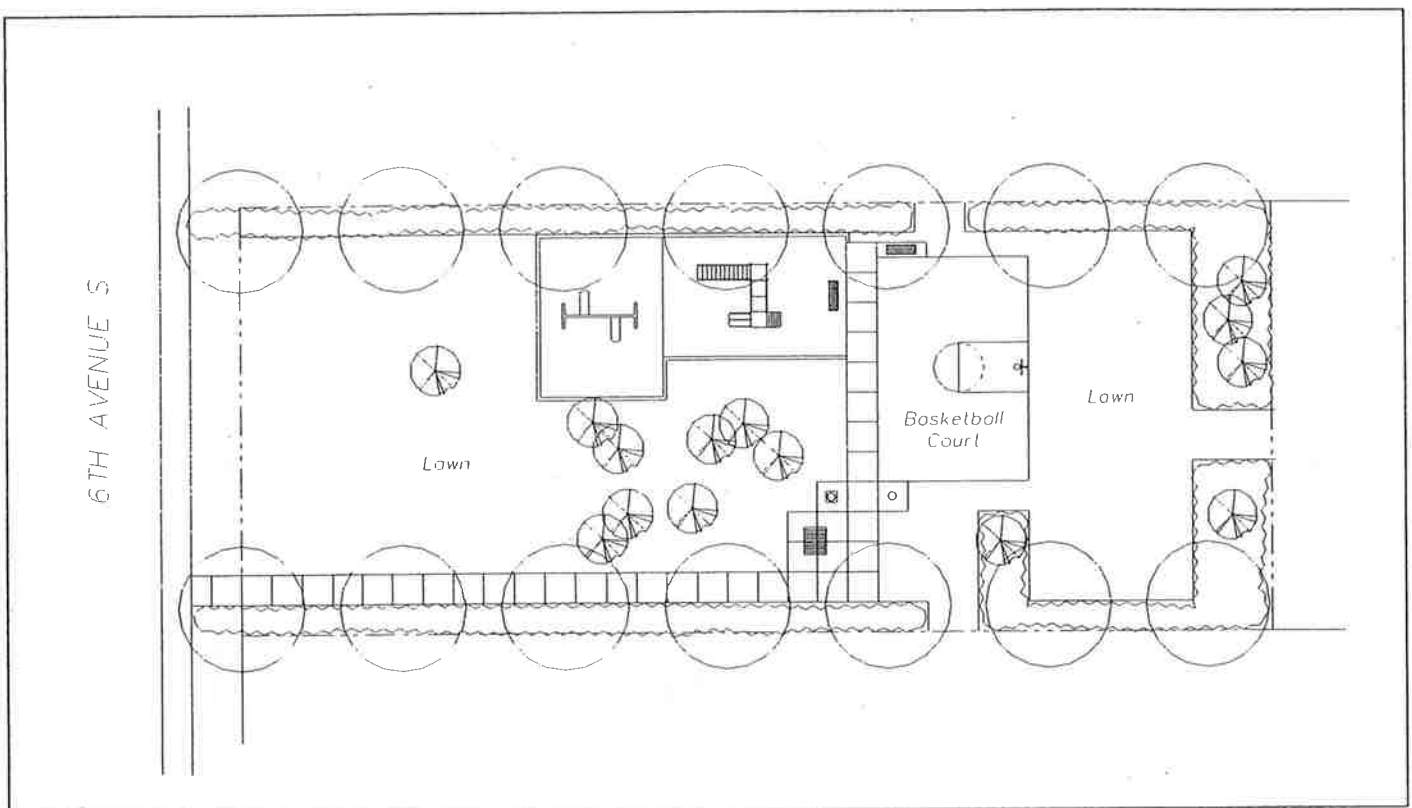


Design & Construction Cost: \$27,949
Maintenance Level: II
Existing Annual Maintenance Cost: \$12,800

Des Moines Park and Recreation Master Plan

Westwood Park

Address: 6th Avenue S. & S. 192nd Street
 Size: 1.34 Acres
 Zoning: Residential; Suburban Estates
 Park Classification: Mini-Park
 Description: Westwood Park is a neighborhood park for passive and active use.
 Goal: Neighborhood recreation
 Existing Facilities: Walkway, sports court, play structure, picnic table, benches, drinking fountain
 Proposed Improvements: Play equipment restoration, and resurfacing.



Design & Construction Cost: \$2,600
 Maintenance Level: II
 Existing Annual Maintenance Cost: \$6,000
 Annual Maintenance Cost for Proposed Improvements: \$0

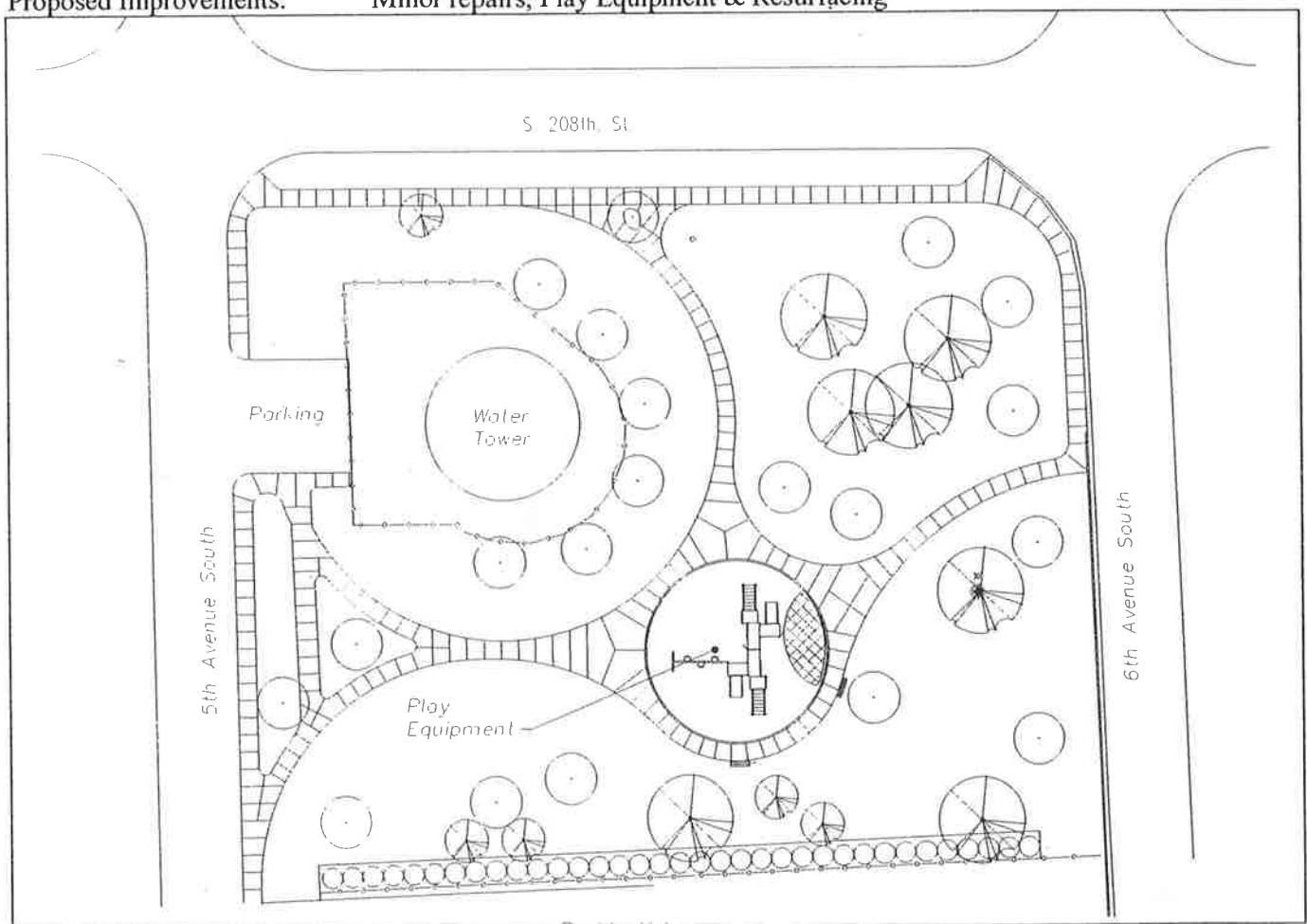
PROJECT #10

Des Moines Park and Recreation Master Plan

Water Tower Park

Address: South 208th Street between 5th Avenue South and 6th Avenue South
Size: 1.34 Acres
Zoning: Residential; Suburban Estates
Park Classification: Neighborhood Parks
Description: Water Tower Park is leased and managed by the City of Des Moines from Highline Water District with Play equipment, picnic tables, benches, open lawn area, pathways, on street parking, & irrigation.

Goal: Neighborhood recreation
Proposed Improvements: Minor repairs, Play Equipment & Resurfacing

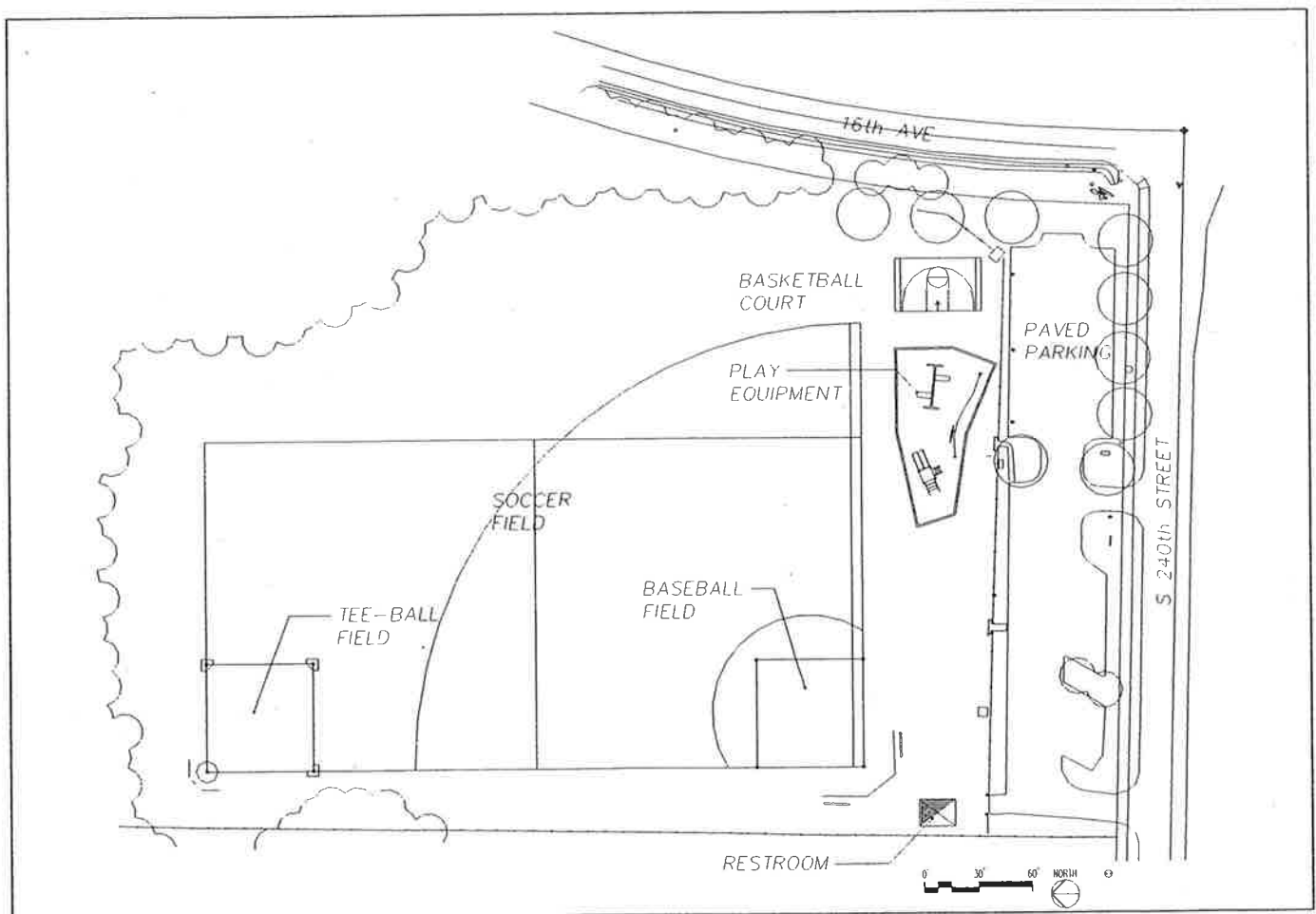


Design & Construction Cost: \$1,000
Maintenance Level: I
Existing Annual Maintenance Cost: \$8,000
Annual Maintenance Cost for Existing Improvements: \$8,000

Des Moines Park and Recreation Master Plan

Zenith Park

Address: NW corner of South 240th Street and 16th Avenue South
 Size: 5.5 Acres
 Zoning: Residential
 Park Classification: Community Park
 Description: Zenith Park is a 5.5-acre community park with heavily used sports fields. The total Zenith site occupies 11.6 acres. The 5.5 acre developed portion is leased and managed by the City of Des Moines from the Highline School District.
 Goal: Community recreation, sports
 Existing Facilities: Multipurpose sports fields, sports court, and parking.
 Proposed Improvements: Field lights, drinking fountain, play equipment, irrigation repair, and restrooms.



Land Acquisition: 11(b) \$500,000
 Design & Construction Cost: 11 (a) \$71,000; 11 (c) \$261,464
 Maintenance Level: I
 Existing Annual Maintenance Cost: \$30,000
 Annual Maintenance Cost for Proposed Improvements \$12,000

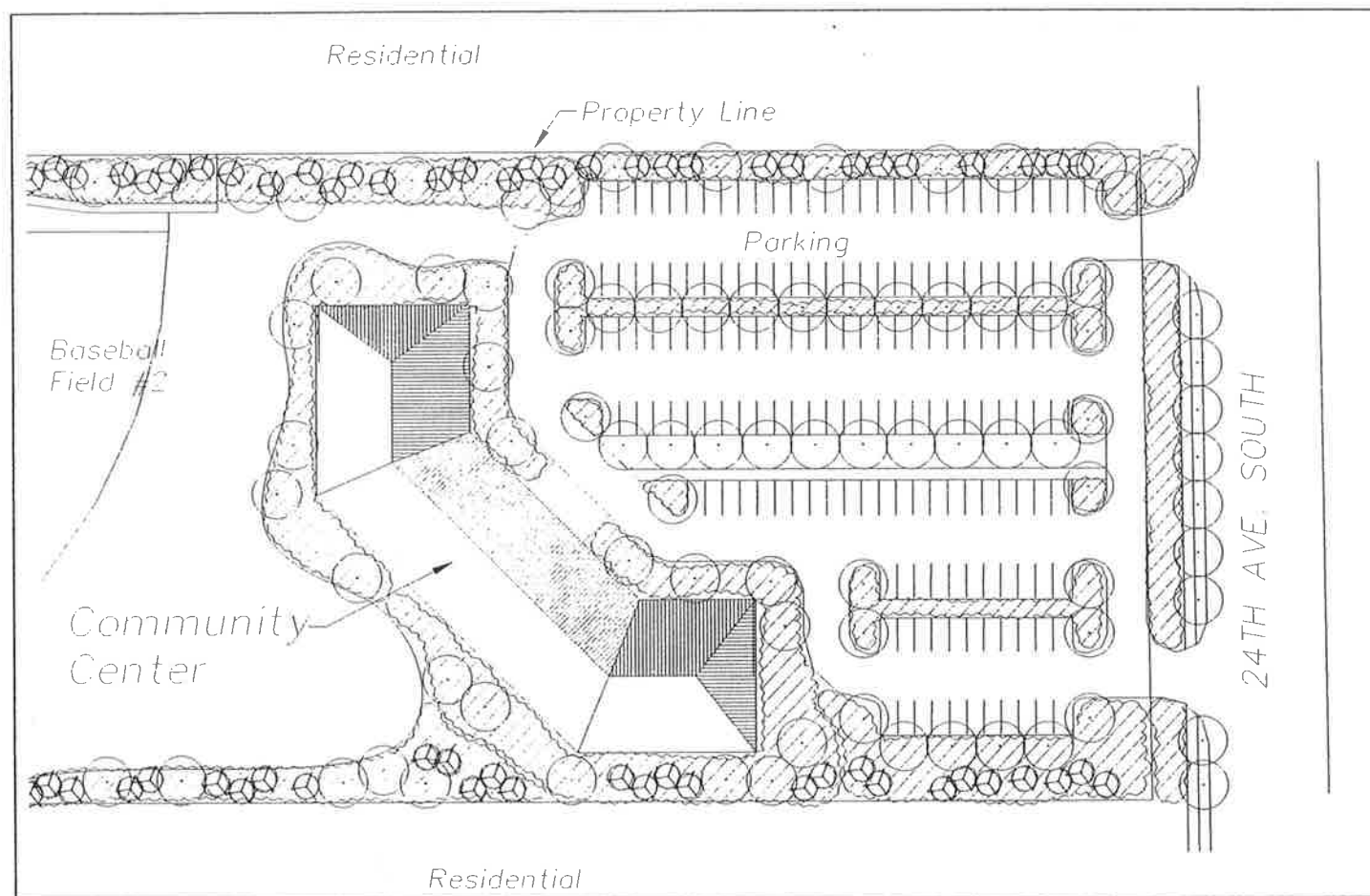
PROJECT #12

Des Moines Park and Recreation Master Plan

Community Center @ Underwood Park

Address: 21939 24th Avenue South
Size: 20,000 sq. ft.
Zoning: Residential; Suburban Estates
Park Classification: Community Park
Description: New 20,000 square foot, with commercial kitchen, large meeting room, multi-purpose rooms, and restrooms.

Goal: Community recreation
Improvements: Construction of a new multi-purpose recreation facility, parking, and trails.

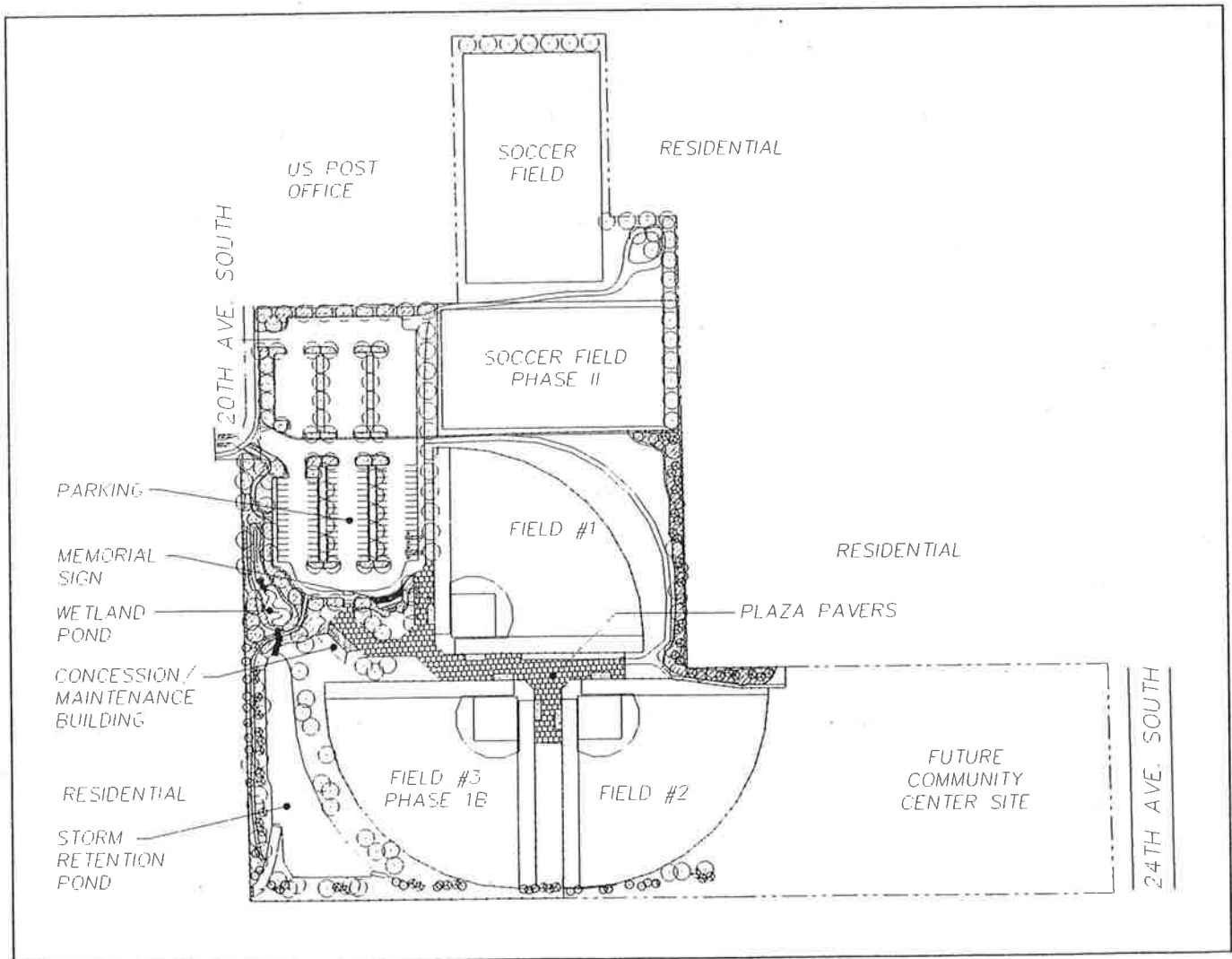


Design & Construction Cost: \$6,500,000
Maintenance Level: I
Existing Annual Maintenance Cost: \$0
Annual Maintenance Cost for Proposed Improvements: \$120,000-\$180,000

Des Moines Park and Recreation Master Plan

Steven J. Underwood Memorial Park

Address: 21800 20th Avenue South
 Size: 20 Acres
 Zoning: Residential
 Park Classification: Community Park; Sports Complex
 Description: The first phase of this sports complex includes two competition softball fields, storm pond retention, parking, paver plaza, and a walking trail around the site.
 Goal: Community Recreation, League and Tournament Sports
 Proposed Improvements: Phase IB – One competition softball field, restrooms, field lights
 Phase II – One competition soccer field, field lights, and parking



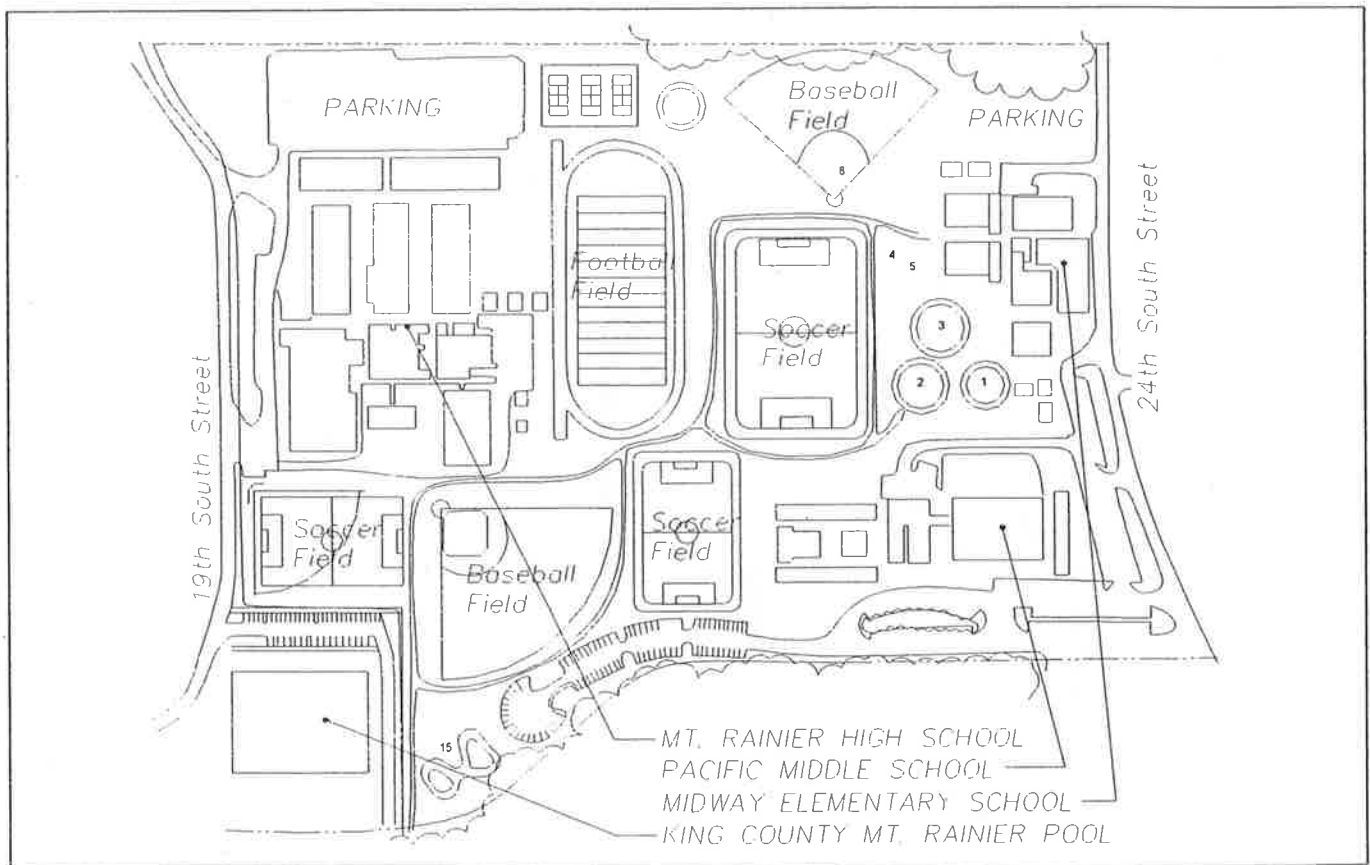
Design & Construction Cost: 13(a) Phase IB - \$393,700; 13(b)– Lighting - \$300,000
 13(c) Phase II - \$1,079,085
 Maintenance Level: I
 Existing Annual Maintenance Cost: \$50,000
 Annual Maintenance Cost for Proposed Improvements: 13(a) \$12,000; 13(c) \$14,000

PROJECT #14

Des Moines Park and Recreation Master Plan

Aquatics Facility

Address: TBD
Size: 5 Acres, 20,000- 30,000 Sq.Ft.
Zoning: Residential; SE
Park Classification: Regional Park
Description: Regional Aquatics Facility or Mt. Rainier High School Pool
Goal: Regional aquatics & recreation
Existing Facilities: King County Mt. Rainier Pool and parking on land leased from Highline School District.
Proposed Improvements: Alternatives: 1) Provide new regional (Burien, Des Moines, Kent, SeaTac, Normandy Park and Highline School District) aquatics facility to replace King County Mt. Rainier Pool. 2) King County Pool may transfer to South King County cities or to another entity in 2003 or beyond. 3) Provide improved public access and parking at King County Mt. Rainier Pool located at the High School in conjunction with new school construction in 2005.



Design & Construction Cost: Undetermined
Maintenance Level: I
Existing Annual Maintenance Cost: Interlocal Collaboration- \$75,000
Annual Maintenance Cost for Proposed Improvements: \$100,000

Des Moines Park and Recreation Master Plan

Dog Park(Grandview Park)

Address: South 228th Street & Military Rd.
Size: 10-40 Acres
Zoning: City of SeaTac
Park Classification: Off Leash Dog Area
Description: The Dog Park would include a fenced area for active and passive off leash dog activities.
Goal: Off Leash Area for Dogs
Existing Facilities: Closed Park located in the city of SeaTac formerly used primarily for youth and adult soccer. Park has parking and access to community walking trails.
Proposed Improvements: Fencing to surround off leash area, drinking fountain and dog watering area, benches, security lighting, portable or permanent restrooms, landscaping, and dog amenities.

Design & Construction Cost: \$5,000 Des Moines (South King County Cities pay capital costs on per capita basis)
Maintenance Level: II
Existing Annual Maintenance Cost: \$0
Annual Maintenance Cost for Proposed Improvements: \$25,000 (by others)

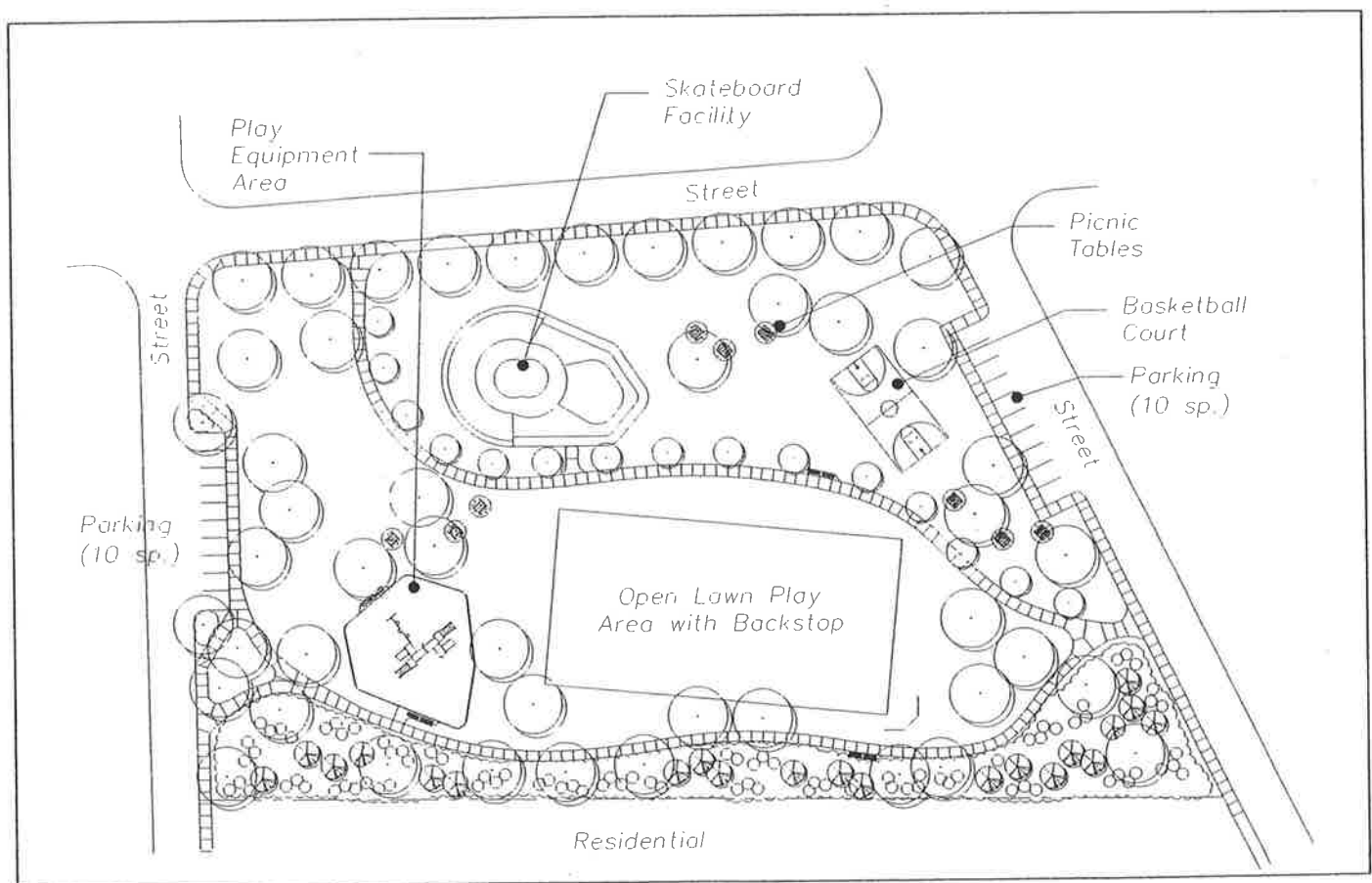
PROJECT #16

Des Moines Park and Recreation Master Plan

East Woodmont Prototypical Park

Address: East Woodmont Area (Site TBD)
Size: 3 acres
Zoning: Residential; Suburban Estates
Park Classification: Neighborhood Park
Description: Three acre park for use by neighborhood in densely populated area of Des Moines.

Goal: Neighborhood recreation
Proposed Improvements: Play equipment, sports court, picnic tables, benches, open lawn area, skateboard facility, pathways, off street parking, and irrigation.

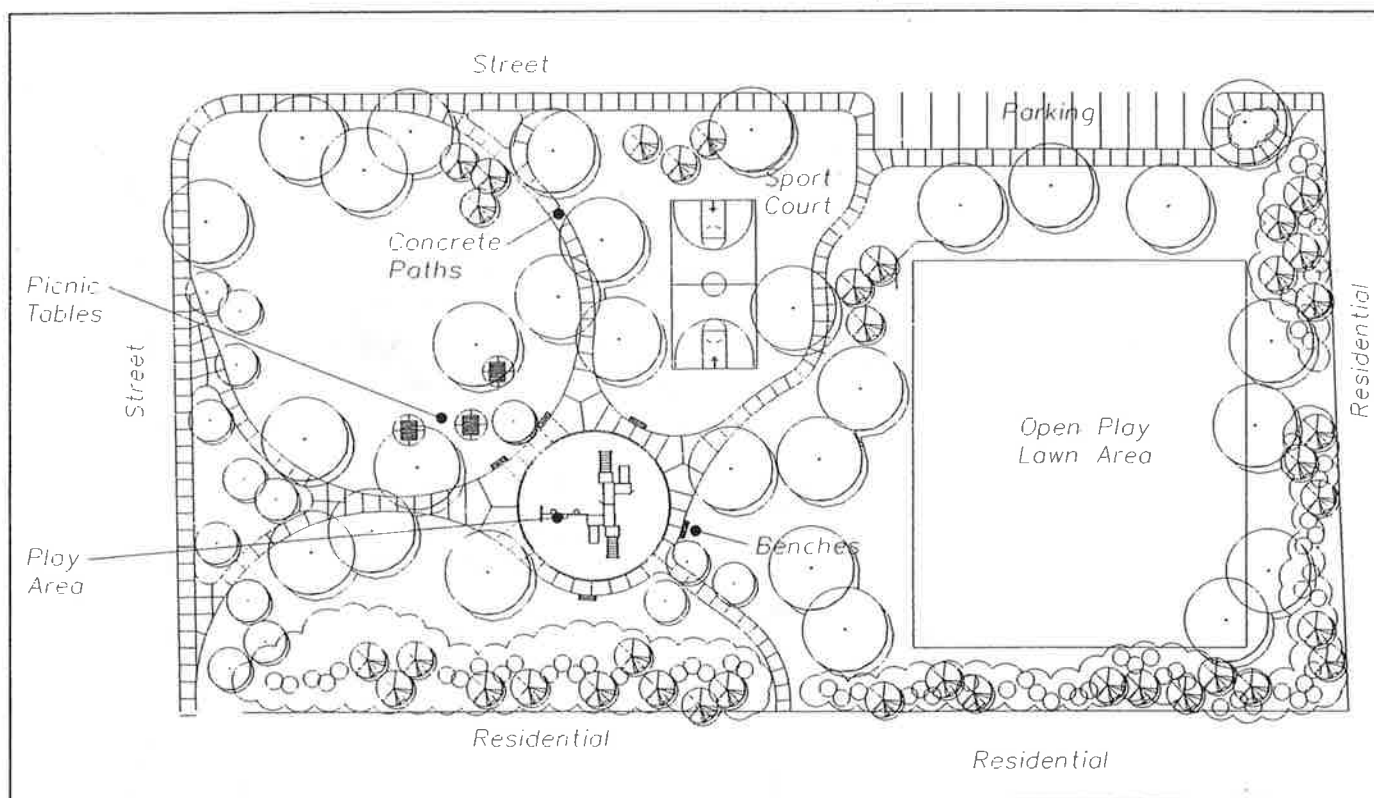


Land Acquisition:	16(a) \$300,000-450,000
Design & Construction Cost:	16 (b) \$447,126
Maintenance Level:	I
Existing Annual Maintenance Cost:	\$N/A
Annual Maintenance Cost for Proposed Improvements:	\$20,000

Des Moines Park and Recreation Master Plan

Pacific Ridge Prototypical Park

Address:	Pacific Ridge Area (TBD)
Size:	2 Acres
Zoning:	Residential; Suburban Estates
Park Classification:	Neighborhood Park
Description:	Two acre park for use by neighborhood in densely populated area of Des Moines.
Goal:	Neighborhood recreation
Proposed Improvements:	Play equipment, picnic tables, benches, open lawn area, pathways, off street parking, & irrigation.



Land Acquisition:	17(a) \$200,000-450,000
Design & Construction Cost:	17(b) \$229,500
Maintenance Level:	I
Existing Annual Maintenance Cost:	\$0
Annual Maintenance Cost for Proposed Improvements:	\$14,000

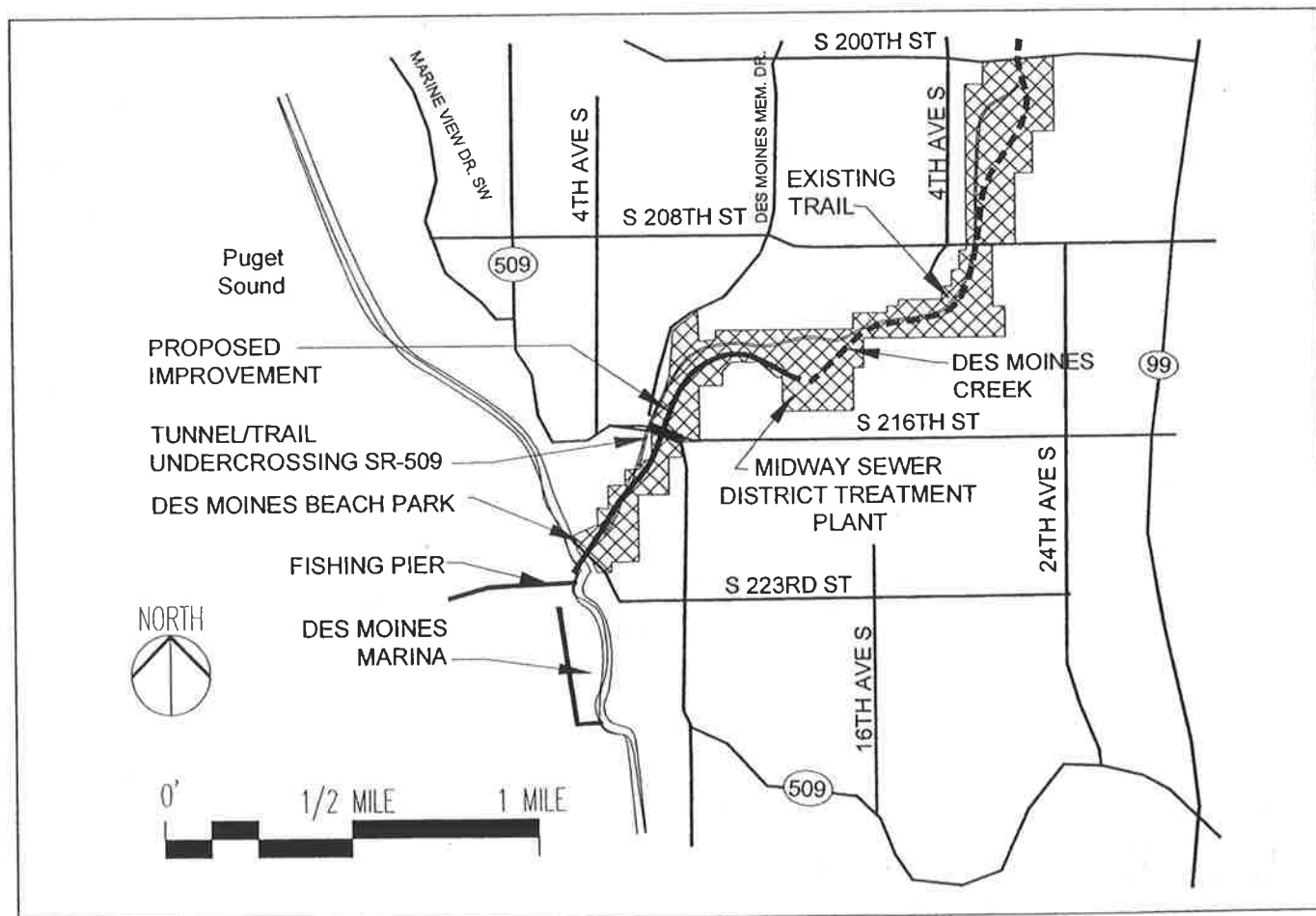
PROJECT #18

Des Moines Park and Recreation Master Plan

Des Moines Creek Trail

Address: Along Des Moines Creek between Des Moines Beach Park and South 200th St.
Size: 9.58 AC./1.5 Mi. within Des Moines, .5 Mi. within SeaTac
Zoning: Residential; suburban Estates
Park Classification: Conservancy/ Trail
Description: A Class 1 Trail connecting the City of Des Moines to the City of Sea-Tac along the Des Moines Creek. Trailheads located at Des Moines Beach Park and at South 200th Street in Sea-Tac.

Goal: Passive recreation
Proposed Improvements: Completion of 12 foot wide paved surface, trailheads with parking, benches, interpretive signage, and underpassage at Marine View Drive to connect trail from Midway Sewer District to Des Moines Beach Park.



Design & Construction Cost: \$186,600 - \$200,000
Maintenance Level: II
Existing Annual Maintenance Cost: \$2,000
Annual Maintenance Cost for Proposed Improvements: \$6,000

Attachment D
Proposed Levy Lid Lift – Impact to City of Des Moines Property Owners

What is a levy lid lift?

A levy lid lift allows for an increase in property taxes under RCW 84.55.050. A simple majority vote is needed. In order for a jurisdiction to be able to do a levy lid lift, the jurisdiction's current property tax rate has to be below its maximum amount.

What is the City of Des Moines maximum regular property tax levy rate?

The maximum regular property tax levy rate by law is \$1.60 per \$1,000 of assessed valuation.

What is the City of Des Moines current regular property tax levy rate?

The levy mil rate for 2003 is \$1.32819 per \$1,000 of assessed valuation. It is anticipated that the levy rate for 2004 will be \$1.24210 per \$1,000 of assessed valuation based on a growth rate of 8%.

What is the proposed levy lid lift rate for the 2003 Parks, Recreation and Senior Services Master Plan Priority Projects?

The proposed levy lid lift rate is \$.20 per \$1,000 of assessed valuation. The Master Plan's Levy Lid Lift Funding Overview also assumes that the City Council would approve a 1% collection increase in revenue each year. However, the Master Plan Funding Overview does not project new construction revenue increases at this time.

How would the proposed levy lid lift rate increase of \$.20 impact a Des Moines property owner?

The following table shows the total property taxes for the City of Des Moines from the 2003 regular levy rate and from enacting a levy lid lift rate of \$.20 in 2003 for various assessed valuations. Assuming that the assessed valuation for Des Moines increases each year as property values increase, both levy rates would decline, but property tax increases and decreases would be dependent upon assessed valuations of individual properties.

Sample Property Assessed Valuation Amounts	2003 Regular Levy Amount \$1.32819	Proposed Levy Lid Lift of \$.20	2003 Tax Increase with Voter Approved \$.20 Levy Lid Lift
\$100,000	\$132.82	\$20.00	\$152.82
\$250,000	\$332.05	\$50.00	\$382.05
\$350,000	\$464.87	\$70.00	\$534.87
\$400,000	\$531.28	\$80.00	\$611.28