CITY OF MERCER ISLAND
CITY COUNCIL REGULAR HYBRID MEETING
Tuesday, May 05, 2026 at 5:00 PM

MERCER ISLAND CITY COUNCIL:

Mayor David Rosenbaum, Deputy Mayor Daniel Becker,
Councilmembers: Lisa Anderl, Julie Hsieh,
Craig Reynolds, Wendy Weiker, and Ted Weinberg

LOCATION & CONTACT:

MICEC – Slater Room Council Chambers and via Zoom
8236 SE 24th Street | Mercer Island, WA 98040
206.275.7793 | www.mercerisland.gov

We strive to create an inclusive and accessible experience. Those requiring accommodation for meetings should notify the City Clerk's Office three days prior to the meeting at 206.275.7793 or by emailing cityclerk@mercerisland.gov.

The hybrid meeting will be live streamed on the City Council's YouTube Channel.

Individuals wishing to speak live during Appearances (public comment period) or the Public Hearing must register with the City Clerk at 206.275.7793 or cityclerk@mercerisland.gov before 4 PM on the day of the Council meeting. Each speaker will be allowed to speak for three (3) minutes. A timer will be visible to online to speakers, City Council, and meeting participants.

Written comments may be sent to the City Council at council@mercerisland.gov.

Join the meeting at 5:00 PM (Appearances or the Public Hearing will start sometime after 5:00 PM) by:

- **Telephone:** Call 253.215.8782 and enter Webinar ID 833 1992 3691 and Password 730224
- **Zoom:** Click this link (Webinar ID 833 1992 3691; Password 730224)
- **In Person:** Mercer Island Community & Event Center – Slater Room Council Chambers (8236 SE 24th Street, Mercer Island, WA 98040)

MEETING AGENDA

CALL TO ORDER & ROLL CALL, 5:00 PM

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL

CITY MANAGER REPORT

APPEARANCES

(This is the opportunity for anyone to speak to the City Council on any item, except items before the City Council requiring a public hearing, any quasi-judicial matters, or campaign-related matters)

CONSENT AGENDA

1. AB 6913: April 24, 2026 Payroll Certification

Recommended Action: Approve the April 24, 2026 Payroll Certification in the amount of $975,663.63 and authorize the Mayor to sign the certification on behalf of the entire City Council.

2. AB 6914: Certification for Claims Paid March 31, 2026 through April 15, 2026

Recommended Action: Approve the March 31, 2026 through April 15, 2026 Accounts Payable Certification of Claims in the amount of $2,111,879.53 and authorize the Mayor to sign the certification on behalf of the entire City Council.

3. **City Council Regular Hybrid Meeting Minutes of April 21, 2026 and City Council Special Hybrid Meeting Minutes of April 28, 2026**

   Recommended Action: Approve the City Council Regular Hybrid Meeting Minutes of April 21, 2026 and City Council Special Hybrid Meeting Minutes of April 28, 2026.

4. **AB 6915: Affordable Housing Week, Proclamation No. 384**

   Recommended Action: Approve Proclamation No. 384 proclaiming May 18-22, 2026, as Affordable Housing Week on Mercer Island.

5. **AB 6916: National Boating Safety Week, Proclamation No. 385**

   Recommended Action: Approve Proclamation No. 385 proclaiming May 16-22, 2026 as National Boating Safety Week on Mercer Island.

6. **AB 6924: Jewish American Heritage Month, Proclamation No. 386**

   Recommended Action: Approve Proclamation No. 386 Proclaiming May 2026 as Jewish American Heritage Month on Mercer Island.

7. **AB 6917: Eastside Transportation Partnership Letter in Support of Sound Transit Link Light Rail 4 Line**

   Recommended Action: Authorize Councilmembers Weinberg and Hsieh to vote in favor of the Eastside Transportation Partnership's Letter in Support of Sound Transit Link 4 Line.

8. **AB 6922: SCA 2027 Sewer Rates Response Letter**

   Recommended Action: Direct the City Council liaison to the Sound Cities Association Public Issues Committee, Councilmember Weiker, to support the SCA Sewer Rates Response Letter (Exhibit 1) and take action on behalf of the City Council on any proposed amendments.

9. **AB 6923: EPSCA Successor Interlocal Agreement**

   Recommended Action: Authorize the City Manager to execute the Successor Interlocal Agreement (ILA) with the Eastside Public Safety Communications Agency Joint Board, substantially in the form presented in Exhibit 1 and to approve and execute any future amendments to the ILA that are determined to be de minimis or non-substantive and in the best interest of the City.

EXECUTIVE SESSION 1 - Approximately 60 Minutes

10. **Pending or Potential Litigation**
    Executive Session to discuss with legal counsel pending or potential litigation pursuant to RCW 42.30.110(1)(i).

REGULAR BUSINESS

11. **AB 6918: Puget Sound Regional Council (PRSC) General Assembly Voting Delegate**

    Recommended Action: Appoint Councilmember _____ as the voting delegate at the PSRC General Assembly on May 28, 2026.

12. **AB 6919: Continuance of the April 7, 2026 Public Hearing and Adoption of 2027-2032 Transportation Improvement Program**

    Recommended Action: Continue public hearing and adopt the 2027-2032 Transportation Improvement Program as shown in Exhibit 1.

13. **AB 6921: Fiscal Year 2025 Year-End Financial Status Update and Budget Amending Ordinance**

    Recommended Action: Adopt Ordinance No. 26-04, amending the 2025-2026 Biennial Budget.

14. **AB 6920: Presentation on the Existing Condition of the Public Works Building**

    Recommended Action: No action needed. Receive Report.

OTHER BUSINESS

15. Planning Schedule

16. Councilmember Absences & Reports

EXECUTIVE SESSION 2 - Approximately 30 Minutes

17. Real Estate Acquisition

Executive Session to consider the selection of a site or the acquisition of real estate by lease or purchase when public knowledge regarding such consideration would cause a likelihood of increased price pursuant to RCW 42.30.110(1)(b).

ADJOURNMENT

BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND

AB 6913
May 5, 2026
Consent Agenda

AGENDA BILL INFORMATION

TITLE:	AB 6913: April 24, 2026 Payroll Certification	☐ Discussion Only ☒ Action Needed: ☒ Motion ☐ Ordinance ☐ Resolution
RECOMMENDED ACTION:	Approve the April 24, 2026 Payroll Certification in the amount of $975,663.63.	

DEPARTMENT:	Administrative Services
STAFF:	Ali Spietz, Chief of Administration Nicole Vannatter, Human Resources Manager
COUNCIL LIAISON:	n/a
EXHIBITS:	1. April 24, 2026 Payroll Certification 2. FTE/LTE Counts
CITY COUNCIL PRIORITY:	n/a

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

EXECUTIVE SUMMARY

This agenda bill is to approve the City of Mercer Island payroll certification for the period from April 1, 2026 through April 15, 2026 in the amount of $975,663.63 (see Exhibit 1).

BACKGROUND

RCW 42.24.080 requires that all claims presented against the City by performing labor must be certified by the appropriate official to ensure that the labor was performed as described, and that the claims are just, due, and unpaid obligations against the City, before payment can be made. RCW 42.24.180 allows the payment of claims to occur prior to City Council approval to expedite processing of the payment of claims, provided, however, that review and approval of the claims' documentation occur at the next regularly scheduled public meeting. The Payroll Certification details the total payment to employees for labor performed and benefits payments made for each payroll. The City is on a semi-monthly payroll schedule with payments on the 10th and 25th of each month.

ISSUE/DISCUSSION

Each payroll varies depending on several factors (i.e., number of employees, pay changes, leave cash outs, overtime, etc.). In addition to regular pay for employees, this payroll has variations that are outlined below.

Additional payments:

Description	Amount
Leave cash outs for current employees	$5,576.01
Leave cash outs for terminated employees	$838.24
Service and recognition awards	$200.00
Overtime earnings (see chart for overtime hours by department).	$9,060.56
Total	**$15,674.81**

Overtime hours by department:

Department	Hours
Administrative Services	1.00
City Attorney's Office	
City Manager's Office	
Community Planning & Development	
Finance	
Municipal Court	
Police	66.25
Public Works	22.50
Thrift Shop	2.25
Youth & Family Services	
Total Overtime Hours	**92.00**

NEXT STEPS

FTE/LTE COUNTS

The table in Exhibit 2 shows the budgeted versus actual counts for Full Time Equivalents (FTEs) and Limited Term Equivalents (LTEs) for the current payroll. Casual labor employees (temporary and seasonal) are not included in the counts.

Casual Labor

In addition to FTE and LTE employees, the City utilizes casual labor to address workload needs that exceed the capacity or expertise of the City's regular staff and that are time limited or seasonal. Casual labor is used primarily to address seasonal workload needs and short-term workload issues created by special projects or position vacancies. Compared to an LTE position, a casual labor position has limited benefits and is filled for a shorter period (1-3 months, 6 months, or 9 months). The departments/divisions that utilize casual labor the most are Parks Maintenance, Recreation, Public Works, and the Thrift Shop.

RECOMMENDED ACTION

Approve the April 24, 2026 Payroll Certification in the amount of $975,663.63 and authorize the Mayor to sign the certification on behalf of the entire City Council.

CITY OF MERCER ISLAND PAYROLL CERTIFICATION

PAYROLL PERIOD ENDING		**04.15.2026**
PAYROLL DATED		**04.24.2026**
Net Cash	$	648,687.73
Net Voids/Manuals		
Net Total	**$**	**648,687.73**
Federal Tax Deposit	$	108,568.35
Social Security and Medicare Taxes	$	73,230.08
State Tax (California & Oregon)	$	696.18
State Tax (California)	$	3.14
Family/Medical Leave Tax (California & Oregon)	$	59.55
Public Employees Retirement System 1 (PERS 1)	$	-
Public Employees' Retirement System (PERS Plan 2)	$	31,738.66
Public Employees' Retirement System (PERS Plan 3)	$	10,397.15
Public Employees' Retirement System (PERSJM)	$	760.25
Public Safety Employees' Retirement System (PSERS)	$	-
Law Enforcement Officers' & Fire Fighters' Retirement System (LEOFF Plan2)	$	18,029.93
Regence, Kaiser & LEOFF Trust Medical & Dental Insurance Deductions	$	15,663.55
Domestic Partner Medical Insurance Deductions	$	3,975.17
Health Care - Flexible Spending Account Contributions	$	3,646.52
Dependent Care - Flexible Spending Account Contributions	$	1,500.83
MS Roth IRA Contributions	$	1,340.55
MS 457 Deferred Compensation Contributions	$	43,745.71
ICMA 401K Deferred Compensation Contributions	$	-
Garnishments (Chapter 13)	$	1,072.03
Tax Wage Garnishment	$	-
Child Support Wage Garnishment	$	867.50
Mercer Island Employee Association Dues	$	260.00
AFSCME Union Dues	$	3,731.40
Police Union Dues	$	3,567.83
Standard - Supplemental Life Insurance	$	223.84
Unum - Long Term Care Insurance	$	176.90
AFLAC - Supplemental Insurance Plans	$	193.37
Nationwide - Pet Insurance	$	218.50
Transportation - Flexible Spending Account Contributions	$	106.50
Miscellaneous	$	107.51
Oregon Transit Tax and Oregon Benefit Tax	$	8.71
Washington Long Term Care	$	3,086.19
Tax & Benefit Obligations Total	**$**	**326,975.90**
TOTAL GROSS PAYROLL	**$**	**975,663.63**

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the City of Mercer Island, and that I am authorized to authenticate and certify to said claim.

Finance Director

I, the undersigned, do hereby certify that the City Council has reviewed the documentation supporting claims paid and approved all checks or warrants issued in payment of claims.

Ma 6 Date

FTE AND LTE COUNTS AS OF 4/15/2026

Full Time Equivalents (FTEs)	2025 Budgeted	2025 Actual
Administrative Services	14.50	14.50
City Attorney's Office	2.00	2.00
City Manager's Office	3.00	3.00
Community Planning & Development	17.00	16.00
Finance	9.00	9.00
Municipal Court	3.10	3.10
Police	37.50	36.50
Public Works	64.00	62.00
Recreation	10.25	9.25
Youth & Family Services	11.93	11.93
Thrift Shop	3.00	3.00
Total FTEs	**175.28**	**170.28**
Limited Term Equivalents (LTEs)	**2025 Budgeted**	**2025 Actual**
Administrative Services	1.00	1.00
City Manager's Office	1.00	1.00
Community Planning & Development	2.00	2.00
Public Works	4.75	2.75
Youth & Family Services	2.83	1.83
Thrift Shop	6.50	7.70
Total LTEs	**18.08**	**16.28**
Total FTEs & LTEs	**193.36**	**186.57**

FTE Vacancies:

1.0 Deputy Public Works Director
1.0 Planner
1.0 Police Officer
1.0 Recreation Facility Supervisor
1.0 Support Services Foreman

BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND

AB 6914
May 5, 2026
Consent Agenda

AGENDA BILL INFORMATION

TITLE:	AB 6914: Certification for Claims Paid March 31, 2026 through April 15, 2026	☐ Discussion Only ☒ Action Needed: ☒ Motion ☐ Ordinance ☐ Resolution
RECOMMENDED ACTION:	Approve the Accounts Payable Certification for Claims paid March 31, 2026 through April 15, 2026 in the amount of $2,111,879.53.	

DEPARTMENT:	Finance
STAFF:	Matt Mornick, Finance Director LaJuan Tuttle, Deputy Finance Director
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Certification for Claims Paid March 31 - April 15, 2026
CITY COUNCIL PRIORITY:	n/a

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

EXECUTIVE SUMMARY

The purpose of this agenda bill is to approve the March 31, 2026 through April 15, 2026 Accounts Payable Certification of Claims in the amount of $2,111,879.53 (see Exhibit 1).

BACKGROUND

Claims refer to all external payments that are made to satisfy the obligations of the City, regardless of how payments are processed (e.g., through warrants, checks, electronic funds transfers, etc.). RCW 42.24.080 requires that all claims presented against the City must be certified by the appropriate official to ensure that the claims are just, true, and unpaid obligations against the City, before payment can be made.

RCW 42.24.180 allows the payment of claims to occur prior to City Council approval to expedite processing of the payment of claims, provided the review and approval of the claims' documentation occurs at the following regularly scheduled public meeting.

ISSUE/DISCUSSION

The Accounts Payable Certification of Claims (see Exhibit 1) includes a table that summarizes the claims paid March 31, 2026 through April 15, 2026:

The table combines printed checks and electronic payments. The disbursement method is identified by the Method code in the first column of the table:

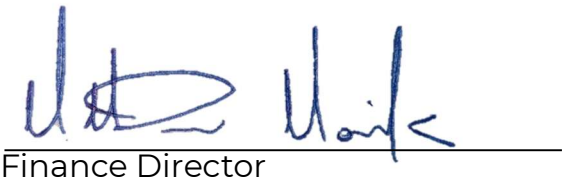
- **Check Register** includes printed accounts payable checks.
- **Direct Disbursement** includes wire transfers. Note that "check" numbers are two digits to easily identify them as distinct from printed checks.
- **Electronic Funds Transfer** includes EFT/ACH payments. "Check" numbers started at 5000 for this payment type.

RECOMMENDED ACTION

Approve the March 31, 2026 through April 15, 2026 Accounts Payable Certification of Claims in the amount of $2,111,879.53 and authorize the Mayor to sign the certification on behalf of the entire City Council.

City of Mercer Island
Certification of Claims

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered, or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the City of Mercer Island, and that I am authorized to authenticate and certify to said claim.



Finance Director

I, the undersigned, do hereby certify that the City Council has reviewed the documentation supporting claims paid and approved all checks or warrants issued in payment of claims.

_____ _____

Mayor Date

Date	Method	Checks	Warrant	Total Amount
03/31/26	Direct Disbursement	246 – 256, 258	WT03-26	$389,428.79
03/31/26	Direct Disbursement	257	WT 03-26	$266,347.06
04/02/26	Check Register	226779-226865	040226	$978,859.02
04/02/26	Electronic Funds Transfer	5190 – 5197	EFT 0402	$29,139.37
04/10/26	Check Register	226866	041026	$99,972.49
04/13/26	Check Register	226867-226899	041626	$336,950.46
04/13/26	Electronic Funds Transfer	5198 - 5203	EFT 0413	$11,182.34
			GRAND TOTAL:	**$2,111,879.53**

CITY COUNCIL MINUTES
REGULAR HYBRID MEETING
APRIL 21, 2026

CALL TO ORDER & ROLL CALL

Mayor Dave Rosenbaum called the Regular Hybrid Meeting to order at 5:00 pm in the Slater Room Council Chambers at the Mercer Island Community & Event Center, 8236 SE 24th Street, Mercer Island, Washington.

Mayor Dave Rosenbaum, Deputy Mayor Daniel Becker and Councilmembers Lisa Anderl (arrived 5:01 pm), Julie Hsieh, Craig Reynolds, Wendy Weiker, and Ted Weinberg attended in person.

PLEDGE OF ALLEGIANCE

Councilmember Weinberg lead the City Council in delivering the Pledge of Allegiance.

AGENDA APPROVAL

It was moved by Anderl; seconded by Weinberg to:
Approve the agenda as presented.
PASSED: 7-0
FOR: 7 (Anderl, Becker, Hsieh, Reynolds, Rosenbaum, Weiker and Weinberg)

CITY MANAGER REPORT

City Manager Jessi Bon reported on the following items:

- **Council, Boards & Commission Meetings:**
  - City Council Meeting on Tuesday, May 5 at 5:00 pm
  - Planning Commission Special Meeting on Wednesday, April 29 at 6:00 pm
  - Planning Commission Special Meeting on Wednesday, May 6 at 6:00 pm
  - Parks & Recreation Commission Meeting on Thursday, May 7 at 5:00 pm
  - Utility Board Meeting on Tuesday, May 12 at 5:00 pm
- **City Updates:**
  - Annual Board & Commission Recruitment – Open through May 8 for vacant and expiring positions on the City's advisory boards and commissions. Appointments are scheduled for the May 19 City Council meeting.
  - 80th Avenue SE Improvements – Work continues on the sidewalk improvement project in Town Center, focusing on replacing sidewalks, trees, and lighting along the east side of 80th Avenue SE.
  - 2024 Water System Improvements - This project replaces over 6,000 linear feet of undersized and aging cast iron water mains and makes improvements to our storm infrastructure along 86th Ave SE and 84th Ave SE. Asphalt grinding and pavement overlays are wrapping up this week, and final punch list items will be completed by July.
  - Marine Patrol Storm Debris Update - To date, more than 100 tons of debris have been removed through our coordinated partnership with the U.S. Army Corps of Engineers, significantly accelerating cleanup efforts while reducing City costs by eliminating the need for onshore hauling and disposal. Approximately 50% of Mercer Island and partner city shorelines have been cleared.
- **Upcoming Events:**
  - DEA Drug Take Back Day – City Hall Loading Dock – April 25 from 10:00 am – 2:00 pm
  - Community Baby Shower – Mercer island Community & Event Center – May 3 – 1:00 pm – 3:00 pm

- **News:**
  - Spring in the P-Patch – This spring we welcomed 9 new gardeners from the waiting list to the P-Patch, bringing the program to its full capacity of 65 community members. We are looking forward to a vibrant and productive growing season ahead!

APPEARANCES

Addie Smith spoke about being a hate crime survivor.

Conor Hansen. SRM Development owner of Tabit Village, spoke about affordable housing.

CONSENT AGENDA

AB 6905: April 10, 2026 Payroll Certification

Recommended Action: Approve the April 10, 2026 Payroll Certification in the amount of $1,013,668.76 and authorize the Mayor to sign the certification on behalf of the entire City Council.

City Council Special Joint Meeting Minutes of February 5, 2026 and City Council Regular Hybrid Meeting Minutes of April 7, 2026

Recommended Action: Approve the City Council Special Joint Meeting Minutes of February 5, 2026 and City Council Regular Hybrid Meeting Minutes of April 7, 2026.

AB 6906: Certification for Claims Paid March 16, 2026 through March 31, 2026

Recommended Actions: Approve the March 16, 2026 through March 31, 2026 Accounts Payable Certification of Claims in the amount of $1,200,739.97 and authorize the Mayor to sign the certification on behalf of the entire City Council.

AB 6907: Earth Day, Proclamation No. 383

Recommended Action: Approve Proclamation No. 383 proclaiming April 22, 2026 as Earth Day on Mercer Island.

AB 6904: Water Supply Pipeline Project Update

Recommended Action: Authorize the 10-inch water main improvement as part of the Water Supply Pipeline project (90.40.0032), to be constructed by Kar-Vel Construction as a subcontractor to Scarsella Brothers Inc., for a construction cost in the amount of $1,152,337.19, and authorize the City Manager to execute any necessary related documents.

AB 6910: Approval of Letter of Appreciation to 41st Legislative District Delegation for Support of State Funding for Mercer Island Community and Event Center HVAC Replacement Project

Recommended Action: Authorize the Mayor to sign letters of appreciation to 41st Legislative District Delegation for support of state funding for Mercer Island Community and Event Center HVAC Replacement Project.

AB 6912: Budget Appropriation for Utility Rate Modeling

Recommended Action: Appropriate $19,175 from the Water Fund, $7,375 from the Sewer Fund, and $2,950 from the Storm Water Fund (total of $29,500) and direct the City Manager to perform the utility rate model update for the 2027-2028 biennium.

It was moved by Weinberg; seconded by Reynolds to:
Approve the Consent Agenda as presented, and the recommendations contained therein.
PASSED: 7-0
FOR: 7 (Anderl, Becker, Hsieh, Reynolds, Rosenbaum, Weiker and Weinberg)

City Council was in recess from 5:18 pm – 5:23 pm.

EXECUTIVE SESSION 1

At 5:23 pm, Mayor Rosenbaum convened an Executive Session in Room 104 at the Mercer Island Community & Event Center, 8236 SE 24th Street, Mercer Island, WA and via Microsoft Teams for approximately 60 minutes until 6:23 pm.

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

Mayor David Rosenbaum, Deputy Mayor Daniel Becker and Councilmembers Lisa Anderl Julie Hsieh, Craig Reynolds, Wendy Weiker, and Ted Weinberg participated in person.

City Attorney Bio Park participated in person.

Mayor Rosenbaum extended the Executive Session at 6:23 pm for an additional 30 minutes to 6:53 pm.

Mayor Rosenbaum extended the Executive Session at 6:53 pm for an additional 15 minutes to 7:08 pm.

Mayor Rosenbaum adjourned the Executive Session at 7:08 pm.

City Council was in recess from 7:08 pm to 7:13 pm.

REGULAR BUSINESS

AB 6908: Revised 2026 Fee Schedule Adoption (Resolution No. 1693)

Management Analyst Amelia Tjaden spoke about the background of the fee schedule and the last time the fee schedule was amended in December 2025. She discussed parking in and around the Town Center, the usage counts at the Park & Ride in February and April 2026, and how parking at the Mercer Island Community & Event Center(MICEC) is utilized typically only by community center participants, noting during regional events like Summer Celebration and SeaFair, MICEC may sell special event parking passes to the community. Management Analyst Tjaden noted the preparation for the 2026 FIFA World Cup triggered an internal review of existing policies and procedures for larger regional events which highlighted the need to establish special event pricing for parking in the City's Fee Schedule. She spoke proposed amendments to the 2026 Fee Schedule for special event parking in Town Center and Parks & Recreation fees for parking.

City Council asked questions of staff.

It was moved by Anderl; seconded by Becker to:
Approve Resolution No. 1693 adopting the Revised 2026 Fee Schedule, effective May 1, 2026.
PASSED: 7-0
FOR: 7 (Anderl, Becker, Hsieh, Reynolds, Rosenbaum, Weiker, and Weinberg)

AB 6909: GMA Compliance – Policy Direction on Development Code Amendments

Principal Planner Adam Zack spoke about the three items staff are seeking policy direction on for the development code amendments related to Growth Management Act (GMA) compliance related to:

- What rate and affordability level should be required by the new inclusionary zoning.
- Should "adult entertainment" and "warehousing" be allowed land uses in the new TC-8 subarea.
- Should the Town Center design standards that affect floor area ratio be reviewed during Phase 1 or Phase 2 of the Station Subarea Plan.

He discussed inclusionary zoning and how it relates with fee-in-lieu and by combining inclusionary zoning with fee-in-lieu it would help to close the 0-30% AMI unit deficit by generating funds for these units. Principal

Planner Zack spoke about the alternatives for inclusionary zoning and the staff recommendation of a 10% requirement.

Principal Planner Zack discussed the previous City Council direction to increase height to eight stories in Town Center and six stories in surrounding multifamily zones, which will transition the Town Center from six subareas to two (TC-8 and TCMF-6). He noted there is a need to resolve the allowable land uses when consolidating the land use table for the new subareas and that direction was needed on whether "adult entertainment" and "warehousing uses" should be allowed or prohibited in the new Town Center subareas.

Principal Planner Zack spoke about the design standards in Title 19 of the Mercer Island City Code related floor area ratio and the direction needed on whether to remove them in Phase 1 or review them Phase 2.

City Council asked questions of staff.

It was moved by Weinberg; seconded by Reynolds to:
Direct staff to set the inclusionary zoning requirements such that 50% AMI affordable units comprise at least 15% of units in the TC-8 subarea and at least 10% of units in the other Town Center subareas when drafting code amendments to comply with the GMHB Order.
FAILED: 2-5
FOR: 2 (Reynolds and Weinberg)
AGAINST: 5 (Anderl, Becker, Hsieh, Rosenbaum, and Weiker)

It was moved by Weiker; seconded by Anderl to:
Direct staff to set the inclusionary zoning requirements at 10 percent of units to be affordable at 50 percent AMI when drafting code amendments to comply with the GMHB Order.
PASSED: 7-0
FOR: 7 (Anderl, Becker, Hsieh, Reynolds, Rosenbaum, Weiker, and Weinberg)

It was moved by Weinberg; seconded by Anderl to:
Direct staff to prohibit adult entertainment and warehousing in the TC-8 subarea when drafting code amendments to comply with the GMHB Order.
PASSED: 7-0
FOR: 7 (Anderl, Becker, Hsieh, Reynolds, Rosenbaum, Weiker, and Weinberg)

It was moved by Weinberg; seconded by Reynolds to:
Direct staff to include policy direction in the Station Subarea Plan to review the requirement for average daylight plane, major site features, and major façade modulation during Station Subarea Plan Phase 2.
PASSED: 7-0
FOR: 7 (Anderl, Becker, Hsieh, Reynolds, Rosenbaum, Weiker, and Weinberg)

AB 6911: GMA Compliance – Legislative Review Process

CPD Deputy Director Alison Van Gorp spoke about the proposed legislative review schedule for the Planning Commission review of the proposed GMA compliance amendments to the Comprehensive Plan, Development Code, and the new Station Subarea Plan.

It was moved by Reynolds; seconded by Weinberg to:
Approve the Planning Commission legislative review schedule in Exhibit 1 and direct staff to initiate Planning Commission review of the proposed GMA compliance amendments to the Comprehensive Plan, Development Code, and the new Station Subarea Plan.
PASSED: 7-0
FOR: 7 (Anderl, Becker, Hsieh, Reynolds, Rosenbaum, Weiker, and Weinberg)

OTHER BUSINESS
Planning Schedule
City Manager Jessi Bon spoke about the Special City Council Meeting on April 28.

Councilmember Absences and Reports

Deputy Mayor Becker noted he attended the first meeting of the ARCH Piolet Council of Elected Officials, the ARCH Investments Celebration, and the King County Solid Waste Advisory Committee meeting.
Councilmember Weiker noted there is an Energy Smart Eastside meeting at MICEC on April 23.
Councilmember Weinberg noted he attended the Eastside Transportation Partnership meeting, his next open brunch is on May 16 at the Crawlspace.
Councilmember Reynolds noted he is hosting a table at the Alliance for Gun Responsibility Luncheon.
Councilmember Hsieh noted she attended the Sound Cities Association Public Issues Committee meeting, the SCA Regional Transit Committee meeting, and the Arts Council meeting. She noted her next community gathering will be to talk about art at the Rock on April 29 and that she is hosting a ride the light rail to the market on May 7.

City Council was in recess from 8:22 pm to 8:31 pm.

EXECUTIVE SESSION 2

At 8:31 pm, Mayor Rosenbaum convened an Executive Session in Room 104 at the Mercer Island Community & Event Center, 8236 SE 24th Street, Mercer Island, WA and via Microsoft Teams for approximately 45 minutes until 9:16 pm.

Executive Session to consider the selection of a site or the acquisition of real estate by lease or purchase when public knowledge regarding such consideration would cause a likelihood of increased price pursuant to RCW 42.30.110(1)(b).

Mayor David Rosenbaum, Deputy Mayor Daniel Becker and Councilmembers Lisa Anderl Julie Hsieh, Craig Reynolds, Wendy Weiker, and Ted Weinberg participated in person.

Mayor Rosenbaum adjourned the Executive Session at 9:16 pm.

ADJOURNMENT

The Regular Hybrid Council Meeting adjourned at 9:17 pm.

_____
Dave Rosenbaum, Mayor

Attest:

_____
Andrea Larson, City Clerk

CITY COUNCIL MINUTES
SPECIAL HYBRID MEETING
APRIL 28, 2026

CALL TO ORDER & ROLL CALL

Mayor Dave Rosenbaum called the Special Hybrid Meeting to order at 5:30 pm via Zoom and in the Slater Room Council Chambers at the Mercer Island Community & Event Center, 8236 SE 24th Street, Mercer Island, Washington.

Mayor Dave Rosenbaum, Deputy Mayor Daniel Becker and Councilmembers Lisa Anderl (arrived 5:32 pm), Julie Hsieh, Craig Reynolds, Wendy Weiker, and Ted Weinberg (arrived 5:32 pm) attended via Zoom.

EXECUTIVE SESSION 1

At 5:32 pm, Mayor Rosenbaum convened an Executive Session via Microsoft Teams for approximately 60 minutes until 6:32 pm.

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

Mayor David Rosenbaum, Deputy Mayor Daniel Becker and Councilmembers Lisa Anderl Julie Hsieh, Craig Reynolds, Wendy Weiker, and Ted Weinberg participated via Microsoft Teams.

City Attorney Bio Park participated via Microsoft Teams.

Mayor Rosenbaum extended the Executive Session at 6:32 pm for an additional 10 minutes to 6:42 pm.

Mayor Rosenbaum extended the Executive Session at 6:42 pm for an additional 10 minutes to 6:52 pm.

Mayor Rosenbaum extended the Executive Session at 6:52 pm for an additional 5 minutes to 6:57 pm.

Mayor Rosenbaum extended the Executive Session at 6:57 pm for an additional 5 minutes to 7:02 pm.

Mayor Rosenbaum adjourned the Executive Session at 7:01 pm.

ADJOURNMENT

The Special Hybrid Council Meeting adjourned at 7:02 pm.

_____
Dave Rosenbaum, Mayor

Attest:

_____
Andrea Larson, City Clerk

BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND

AB 6915
May 5, 2026
Consent Agenda

AGENDA BILL INFORMATION

TITLE:	AB 6915: Affordable Housing Week, Proclamation No. 384	☐ Discussion Only ☒ Action Needed: ☒ Motion ☐ Ordinance ☐ Resolution
RECOMMENDED ACTION:	Approve Proclamation No. 384 proclaiming the week of May 18 to 22, 2026 as Affordable Housing Week on Mercer Island.	

DEPARTMENT:	Community Planning and Development
STAFF:	Dave Rosenbaum, Mayor Jeff Thomas, Community Planning and Development Director Alison Van Gorp, Community Planning and Development Deputy Director
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Proclamation No. 384
CITY COUNCIL PRIORITY:	n/a

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

EXECUTIVE SUMMARY

The purpose of this agenda bill is to proclaim May 18-22, 2026 as Affordable Housing Week on Mercer Island.

- Homelessness remains a major challenge in King County and current economic conditions continue to put pressure on low- and middle-income households in our region.
- Significant investments in building, preserving, and subsidizing new affordable homes are needed.
- The Growth Management Act now requires cities like Mercer Island to plan to accommodate projected housing needs as a part of the 2024 Comprehensive Plan.

In addition to planning for housing, the City also contributes to affordable housing development and preservation as a member of ARCH (A Regional Coalition for Housing).

BACKGROUND

Homelessness remains one of the most difficult and complex issues facing King County. The King County Regional Homelessness Authority estimates that more than 53,000 people experienced homelessness in King County in 2022, up from 40,000 people in 2020. The impacts of the COVID-19 Pandemic and rising housing

costs continue to exacerbate the challenges low- and middle- income people face in the region. Continuing high rates of inflation and increasing costs of goods and services mean that family budgets are stretched.

King County currently faces a shortfall of 149,000 affordable homes. That number is expected to grow to 212,000 homes by 2044.

In 2022, the City completed a Housing Needs Assessment to understand Mercer Island's existing and future housing needs and to inform the 2024 periodic update to the Comprehensive Plan. A Supplement to this assessment was completed in early 2024, analyzing the City's housing capacity across income segments. City staff continue to coordinate with other East King County jurisdictions to address affordable housing needs through ARCH, including annual investments in the ARCH Housing Trust Fund, which has helped create over 7,000 units of affordable housing in East King County.

ISSUE/DISCUSSION

Since 2016, the Housing Development Consortium (HDC) of Seattle-King County has partnered with its diverse membership body to coordinate Affordable Housing Week, aimed at recognizing the need to preserve and increase affordable housing in King County communities. HDC's members encompass all major nonprofit housing developers in King County as well as financial institutions, consultants, architects, building contractors, attorneys, accountants, service providers, local housing authorities, and government agencies.

Each year, Affordable Housing Week brings together residents from across King County to focus attention on affordable housing and to promote thriving communities where everyone has an opportunity to live with dignity in safe, healthy, and affordable homes. Affordable Housing Week activities are attended and led by cities, organizations, advocates, and residents.

Proclaiming May 18-22 as Affordable Housing Week in Mercer Island shines a light on both the need for more affordable housing in King County, as well as the important work already underway to understand and address that need. For more information on affordable housing in King County and to learn about the events and activities planned for May 18-22, visit the Affordable Housing Week webpage.

RECOMMENDED ACTION

Approve Proclamation No. 384 proclaiming May 18-22, 2026, as Affordable Housing Week on Mercer Island.

City of Mercer Island, Washington
Affordable Housing Week Proclamation

WHEREAS, all people should have access to safe, healthy, and affordable homes within communities that provide opportunity. The U.S. Department of Housing and Urban Development defines affordable housing as "housing on which the occupant is paying no more than 30 percent of gross income for housing costs, including utilities". The state Department of Commerce projects that by 2044, King County needs nearly 200,000 net new housing units for households at or below 80 percent of area median income.

Studies have found that each $100 increase in median rent results in a 15 percent increase in homelessness in metro areas and a 39 percent increase in homelessness in nearby suburbs and rural areas. The COVID-19 pandemic exacerbated many existing financial constraints for low- and moderate-income households. The Centers for Disease Control and Prevention recognize safe, healthy, and affordable housing within communities of opportunity as key social determinants of health.

Everyone benefits from affordable housing, including the people who reside in these properties, their neighbors, businesses, employers, and the community as a whole.

United to raise public awareness, people, organizations, and communities throughout King County are participating in local Affordable Housing Week activities to elevate the critical need to create healthy communities with ample affordable housing.

NOW, THEREFORE, I, David Rosenbaum, Mayor of the City of Mercer Island, do hereby proclaim May 18-22, 2026, as

Affordable Housing Week

APPROVED, this 5th day of May 2026

_____

Mayor David Rosenbaum

Proclamation No. 384

BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND

AB 6916
May 5, 2026
Consent Agenda

AGENDA BILL INFORMATION

TITLE:	AB 6916: National Boating Safety Week, Proclamation No. 385	☐ Discussion Only ☒ Action Needed: ☒ Motion ☐ Ordinance ☐ Resolution
RECOMMENDED ACTION:	Approve Proclamation No. 385 proclaiming May 16-22, 2026 as National Boating Safety Week on Mercer Island.	

DEPARTMENT:	City Council
STAFF:	Mayor Dave Rosenbaum Andrea Larson, City Clerk David Herzog, Marine Patrol Sergeant
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Proclamation No. 385
CITY COUNCIL PRIORITY:	n/a

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

EXECUTIVE SUMMARY

The purpose of this agenda bill is to proclaim May 16-22, 2026 as Safe Boating and Paddling Week.

- Drowning is the leading cause of death in recreational boating accidents.
- The vast majority of drowning victims were not wearing a life jacket.
- Most accidents are caused by human error, not mechanical failure.
- State law requires all vessels, including canoes, kayaks, and stand-up paddleboards have at least one properly fitted, Coast Guard-approved life jacket for each person onboard. All children, aged 12 and younger must always wear a life jacket while in a boat.
- The Marine Patrol Unit encourages all boaters to wear their life jackets every time they go out on the water. The best life jacket is the one that you will wear.
- National Safe Boating Week focuses on reducing these risks through education and awareness, especially ahead of Memorial Day weekend when boating activity increases.

BACKGROUND

For over 100 million Americans, boating continues to be a popular recreational activity. From coast to coast, and everywhere in between, people are taking to the water and enjoying time together boating, sailing,

paddling, and fishing. During National Safe Boating Week, the U.S. Coast Guard and its federal, state, and local safe boating partners encourage all boaters to explore and enjoy America's beautiful waters responsibly.

ISSUE/DISCUSSION

Safe boating begins with preparation. The Coast Guard estimates that human error accounts for most boating accidents and that life jackets could prevent nearly 83 percent of boating fatalities. Basic boating safety procedures like carrying lifesaving emergency distress and communications equipment, wearing life jackets, attending safe boating courses, participating in free boat safety checks, and staying sober when navigating help ensure boaters on America's coastal, inland, and offshore waters stay safe throughout the season.

National Safe Boating Week is observed to bring attention to important life-saving tips for recreational boaters so that they can have a safe and fun experience on the water throughout the year.

On May 3, 2026 the Marine Patrol Unit will visit Northwood Elementary as part of a Touch a Truck event. At this event, the Marine Patrol Unit will speak to children and community members about the importance of water safety including to never boat or swim along, always have an adult present, plan ahead for inclement or hazardous weather, and always let someone know what your planned day looks like, so they can check in with you to ensure you are safe. The Marine Patrol Unit also participates in additional events on water safety throughout the year with both local partners and with partner jurisdictions.

RECOMMENDED ACTION

Approve Proclamation No. 385 proclaiming May 16-22, 2026 as National Boating Safety Week on Mercer Island.

City of Mercer Island, Washington
Proclamation

WHEREAS, On average, 650 people die each year in boating related accidents in the U.S., with the vast majority of those accidents caused by human error and poor judgment and not by the boat, equipment, or environmental factors.

A significant number of boaters who lose their lives by drowning each year would be alive today had they worn their life jackets.

Safe boating begins with preparation. The Coast Guard estimates that human error accounts for most boating accidents and that life jackets could prevent nearly 83 percent of boating fatalities.

Through basic boating safety procedures – carrying lifesaving emergency distress and communications equipment, wearing life jackets, attending safe boating courses, participating in free boat safety checks, and staying sober when navigating – we can help ensure boaters on America's coastal, inland, and offshore waters stay safe throughout the season.

Mercer Island is surrounded by Lake Washington, and a large number of Mercer Island residents of all ages engage in recreational boating.

The United States Coast Guard Auxiliary, the Mercer Island Marine Patrol, and other local boating safety groups are dedicated to the promotion of recreational boating safety.

NOW, THEREFORE, I, Dave Rosenbaum, Mayor of the City of Mercer Island, do hereby proclaim May 16 – 22, 2026 as

NATIONAL BOATING SAFETY WEEK

And encourage all Mercer Island residents to dedicate themselves to learning about and practicing safe boating, including wearing life jackets.

APPROVED, this 5th day of May 2026

_____

Mayor Dave Rosenbaum

Proclamation No. 385

BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND

AB 6924
May 5, 2026
Consent Agenda

AGENDA BILL INFORMATION

TITLE:	AB 6924: Jewish American Heritage Month, Proclamation No. 386	☐ Discussion Only ☒ Action Needed: ☒ Motion ☐ Ordinance ☐ Resolution
RECOMMENDED ACTION:	Approve Proclamation No. 386 Proclaiming May 2026 as Jewish American Heritage Month on Mercer Island.	

DEPARTMENT:	City Council
STAFF:	Mayor Dave Rosenbaum Deputy Mayor Daniel Becker Andrea Larson, City Clerk
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Proclamation No. 386
CITY COUNCIL PRIORITY:	n/a

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

EXECUTIVE SUMMARY

The purpose of this agenda bill is to proclaim May 2026 as Jewish American Heritage Month in Mercer Island (Exhibit 1).

ISSUE/DISCUSSION

Each May, Americans of all backgrounds join together to discover, explore, and celebrate the vibrant and varied American Jewish experience from the dawn of our nation to the present day. Jewish American Heritage Month is an opportunity to recognize the contributions of Jewish people to American culture, history, science, government, music, and arts.

RECOMMENDED ACTION

Approve Proclamation No. 386 Proclaiming May 2026 as Jewish American Heritage Month on Mercer Island.

City of Mercer Island, Washington
Proclamation

WHEREAS, Since 1654 when the first Jewish people landed on the shores of New Amsterdam, which would become the United States, the Jewish community has significantly contributed to the founding, growth, prosperity, and enrichment of our nation.

The first wave of Jewish American settlers arrived in the Northwest in the middle of the 19th Century. By 1889, when the Washington Territory became the forty-second state in the Union, Jewish citizens and their businesses had been contributing to the development of this state for four decades. Washington's early Jewish history includes a Territorial Governor, state legislators, and several Jewish mayors.

Mercer Island is the proud home of one of Washington State's largest Jewish populations and to several Jewish institutions and organizations. Jewish Americans have made significant contributions to the Mercer Island community.

The narrative of Jewish Americans is a pivotal chapter in the broader American story, contributing significantly to the religious, cultural, political, economic, and intellectual life of our nation.

The Jewish community has been an integral part of the Mercer Island community for many years. Jewish festivals and events educate and enrich the cultural landscape of Mercer Island, bringing together people of all backgrounds to celebrate the Jewish religion, heritage, and culture.

We stand united with individuals of all faiths and backgrounds in denouncing bigotry and hatred, promoting values of equality, compassion, and tolerance, and committing to eradicating prejudice wherever it is found. Jewish American Heritage Month offers a valued opportunity to acknowledge and celebrate Jewish heritage, thereby fostering understanding and respect, which are essential in combatting antisemitism.

NOW, THEREFORE, I, Dave Rosenbaum, Mayor of the City of Mercer Island, do hereby proclaim May 2026, as

Jewish American Heritage Month

in the City of Mercer Island and urge all to recognize this observance, celebrate the contributions of our Jewish community, and continue to work towards a society that reflects the dignity and worth of every community member and work diligently against antisemitism and all forms of hatred.

APPROVED, this 5th day of May 2026.

_____

Mayor Dave Rosenbaum

Proclamation No. 386

BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND

AB 6917
May 5, 2026
Consent Agenda

AGENDA BILL INFORMATION

TITLE:	AB 6917: Eastside Transportation Partnership Letter in Support of Sound Transit Link Light Rail 4 Line.	☐ Discussion Only ☒ Action Needed: ☒ Motion ☐ Ordinance ☐ Resolution
RECOMMENDED ACTION:	Authorize Councilmembers to vote in favor of the Eastside Transportation Partnership's Letter in support of Sound Transit Link 4 Line.	

DEPARTMENT:	City Council
STAFF:	Amelia Tjaden, Management Analyst II
COUNCIL LIAISON:	Ted Weinberg Julie Hsieh
EXHIBITS:	1. Eastside Transportation Partnership Letter in Support of Link 4 Line
CITY COUNCIL PRIORITY:	n/a

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

EXECUTIVE SUMMARY

The purpose of this agenda item is to seek City Council approval to support the Eastside Transportation Partnership's Letter in Support of Sound Transit Link light rail 4 Line.

- The Eastside Transportation Partnership (ETP) provides an Eastside forum for inter-jurisdictional cooperation to implement coordinated, prioritized transportation plans and programs through leadership, education, and advocacy.
- The proposed Sound Transit Link 4 Line would connect South Kirkland to Issaquah, greatly increasing the connectivity of the communities on the eastside of Lake Washington.
- Sound Transit is facing a large projected budget shortfall, and the 4 Line is at risk of being delayed, deferred, or significantly scaled back.

BACKGROUND

Eastside Transportation Partnership

The Eastside Transportation Partnership (ETP) serves as the "transportation board for the area East of Lake Washington in King County to share information, build consensus, and provide advice on plans, programs, policies and priorities for countywide, regional, state, and federal transportation decisions." Membership is comprised of elected officials from cities and towns throughout the Eastside. Mercer Island has two voting

members on the ETP. Councilmembers Ted Weinberg and Julie Hsieh currently serve as the City's representatives and attend the monthly meetings.

Sound Transit Link Line 4

The proposed Sound Transit Link light rail 4 Line would connect the communities on the eastside of Lake Washington. Beginning near the current South Kirkland Park-and-Ride, the proposed route would serve three existing stations — Wilburton, Bellevue Downtown and East Main stations — before heading further east through Eastgate to downtown Issaquah.

Sound Transit has projected a large budget shortfall in coming years. The Sound Transit Board is evaluating different approaches to updating the system plan in Summer 2026. The Link 4 Line is at risk of being delayed, deferred, or significantly scaled back as a result of the budget shortfall.

ISSUE/DISCUSSION

The Eastside Transportation Partnership has drafted a Letter of Support for the Sound Transit Link 4 Line (see Exhibit 1) urging Sound Transit Board Members to advance the 4 Line in a manner that is fiscally responsible, equitable, and responsive to community needs. The City Council needs to authorize Councilmembers Weinberg and Hsieh to vote in favor of the Letter in order to convey Mercer Island's support for the 4 Line.

RECOMMENDED ACTION

Authorize Councilmembers Weinberg and Hsieh to vote in favor of the Eastside Transportation Partnership's Letter in Support of Sound Transit Link 4 Line.

EASTSIDE TRANSPORTATION PARTNERSHIP LETTER IN SUPPORT OF LINE 4

Beaux Arts
Bellevue
Bothell
Carnation
Clyde Hill
Duvall
Hunts Point
Issaquah
Kenmore
Kirkland
Medina
Mercer Island
Newcastle
North Bend
Redmond
Renton
Sammamish
Snoqualmie
Woodinville
Yarrow Point

Dear Sound Transit Board Members,

On behalf of the Eastside Transportation Partnership (ETP), we write to express our strong support for advancing the development of Sound Transit's 4 Line serving East King County. As a collaborative body representing 20 Eastside cities, ETP is committed to ensuring an efficient, safe, and equitable transportation system that meets the needs of our growing communities.

First and foremost, we emphasize the importance of subarea equity. Voters approved Sound Transit investments with the clear understanding that revenue generated within East King County would be reinvested in East King County projects. Advancing Line 4 is essential to fulfilling that commitment and maintaining public trust in the agency's long-term vision.

We also recognize the financial challenges facing major capital transit projects and are eager to partner with Sound Transit to identify cost-saving opportunities. We encourage consideration of strategies such as pursuing alternative options for parking with impacted jurisdictions, developing public-private partnerships, streamlining permitting, and prioritizing more cost-effective alignments, including options within the I-90 median and the Eastrail Corridor. These approaches can meaningfully reduce project costs while maintaining high-quality service.

Beyond cost containment, ETP is interested in exploring innovative approaches to streamline project delivery. This includes evaluating mechanisms such as tax increment financing (TIF) to bring additional financial resources to the project, as well as considering expanded permitting authority for Sound Transit. We stand ready to collaborate to advance these and other solutions.

Importantly, the 4 Line will serve communities with significant and growing transportation needs. The corridor connects underserved populations, including permanent supportive housing and shelter facilities near Eastgate, affordable and permanent supportive housing developments in South Kirkland and Factoria, and a forthcoming affordable housing project in Issaquah. Providing reliable, high-capacity transit to these communities is critical to advancing equity, access, and economic opportunity across the Eastside.

ETP is committed to working in close coordination with Sound Transit to advance the 4 Line in a manner that is fiscally responsible, equitable, and responsive to community needs. We appreciate your leadership and look forward to continued collaboration.

Sincerely,

Chair James Randolph
Deputy Mayor, City of Woodinville
jrandolph@ci.woodinville.gov

Vice Chair Kelly Jiang
Deputy Council President, City of Issaquah
kelly.jiang@issaquahwa.gov

BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND

AB 6922
May 5, 2026
Consent Agenda

AGENDA BILL INFORMATION

TITLE:	AB 6922: SCA 2027 Sewer Rates Response Letter	☐ Discussion Only ☒ Action Needed: ☒ Motion ☐ Ordinance ☐ Resolution
RECOMMENDED ACTION:	Direct the City Council liaison to the Sound Cities Association Public Issues Committee, Councilmember Weiker, to support the SCA Sewer Rates Response Letter (Exhibit 1) and take action on behalf of the City Council on any proposed amendments.	

DEPARTMENT:	City Manager
STAFF:	Robbie Cunningham Adams, Senior Management Analyst Jason Kintner, Chief of Operations
COUNCIL LIAISON:	Wendy Weiker
EXHIBITS:	1. Draft SCA 2027 Proposed Sewer Rate Response Letter
CITY COUNCIL PRIORITY:	3. Make once-in-a-generation investments to update and modernize aging infrastructure, capital facilities, and parks.

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

EXECUTIVE SUMMARY

The purpose of this agenda item is to seek City Council support for the Sewer Rate Response Letter (Exhibit 1) drafted by the Sound Cities Association to the King County Council, that is being reviewed by the Public Issues Committee.

- The Sound Cities Association (SCA) was founded in the 1970's to help the current 37 member cities in King County act locally and partner regionally to create vital, livable communities through advocacy, education, leadership, mutual support and networking.
- The Public Issues Committee (PIC) is a committee of SCA comprised of a representative of each city in SCA for the purpose of making recommendations on policies and committee appointments to the Board.
- Councilmember Wendy Weiker serves as the representative to the SCA PIC on behalf of the Mercer Island City Council, and Councilmember Julie Hsieh serves as the alternate.
- SCA) is engaging with the King County Council on the proposed 2027 Sewer Rate and Capacity Charge.
- SCA is seeking approval and feedback by the Public Issues Committee (PIC) on a proposed SCA Sewer Rates Response Letter to the King County Council supporting recommendations by the Metropolitan Water Pollution Abatement Advisory Committee (MWPAAC) and Regional Water Quality Committee

(RWQC) as the King County Council considers proposed 2027 sewer rates and capacity charges (Exhibit 1). The letter will be considered by the PIC at the May 13, 2026 meeting.

- The proposed sewer rate ordinance as transmitted by the County Executive to the County Council, including comprehensive background materials, can be viewed at the link here.

BACKGROUND

The Sound Cities Association (SCA) was founded in the 1970's to help the current 37 member cities in King County act locally and partner regionally to create vital, livable communities through advocacy, education, leadership, mutual support and networking. It's members include nearly every City in King County except for Seattle and Bothell. SCA's primary focus is on advocating for shared policy goals of member cities at the County level.

The SCA Public Issues Committee (PIC) was established by SCA in 1995 as a standing board committee. Per SCA Bylaws, the PIC "shall review and evaluate policy positions and recommend to the Board what, if any, action should be taken on such policy positions". The PIC includes a representative of each city in SCA. Each SCA member has a seat and equal vote at the PIC. It is the body responsible for making recommendations on policies and committee appointments to the Board. The PIC is SCA's vehicle for bringing policies to member cities, and for member cities to bring policies to SCA. The PIC not only evaluates and recommends policy positions, but it also recommends regional committee and board appointments to the SCA Board of Directors.

Sound Cities Association (SCA) is engaging with the King County Council on the proposed 2027 Sewer Rate and Capacity Charge. The County is proposing a 2027 monthly sewer rate of $70.65, a 12.75% increase over the current monthly sewer rate of $62.66. Currently, monthly sewer rates are projected to double by 2033 and triple over the course of the forecasting period. These increases only account for the regional portion of the sewer rate, as cities and sewer districts levy their own rate increases to fund their local systems, further adding to the ratepayer burden.

City staff have been collaborating with SCA and the Metropolitan Water Pollution Abatement Advisory Committee (MWPAAC) and Regional Water Quality Committee (RWQC) to support policy solutions that maintain regional sewer infrastructure, protect the environment, and address affordability for rate payers.

You can view the proposed sewer rate ordinance as transmitted by the County Executive to the County Council, including comprehensive background materials, at the link here.

ISSUE/DISCUSSION

SCA is seeking approval and feedback by the Public Issues Committee (PIC) on a proposed SCA Sewer Rates Response Letter to the King County Council supporting recommendations by the Metropolitan Water Pollution Abatement Advisory Committee (MWPAAC) and Regional Water Quality Committee (RWQC) as the King County Council considers proposed 2027 sewer rates and capacity charges (Exhibit 1).

Staff and Councilmember Weiker, the Council appointed voting representative on the PIC, recommend a motion to direct Councilmember Weiker to support the SCA response letter as drafted. While staff and Councilmember Weiker have no recommended text changes to propose, staff recommend a motion to allow Councilmember Weiker to vote on the City's behalf on any proposed amendments, as the full Council will not have an opportunity to review all of the proposed amendments ahead of the May 13, 2026 PIC meeting.

NEXT STEPS

The SCA Board of Directors will review the recommendation provided by the PIC and is expected to take final action on the letter at their May 20, 2026 board meeting.

RECOMMENDED ACTION

Direct the City Council liaison to the Sound Cities Association Public Issues Committee, Councilmember Weiker, to support the SCA Sewer Rates Response Letter (Exhibit 1) and take action on behalf of the City Council on any proposed amendments.

SCA Public Issues Committee – April 8, 2026 – Item 7 – Attachment A

Draft SCA 2027 Proposed Sewer Rate Response Letter

Metropolitan King County Council
516 3rd Ave.
Seattle, WA 98104

Dear Chair Sarah Perry and King County Councilmembers,

On behalf of the Sound Cities Association (SCA), I am writing regarding Proposed Ordinance [X] 2027 Proposed Sewer Rate and Capacity Charge. SCA is deeply concerned about the affordability of the sewer rates proposed for 2027 and forecasted in the near-term. Ratepayers are facing the compounding impacts of multiple years of double-digit sewer rate increases and sharp rate increases from other utilities. This trend is unsustainable. We request that WTD continue its Sewer Rate and Capital Work Plan including third-party review and multi-year rate options, incorporate a longer-range financial outlook, provide transparent reporting on system health and policy alignment, and clearly articulate the steps taken to identify and achieve cost savings.

We are aware of the 2027 proposed monthly sewer rate of $70.65, a 12.75% increase over the current monthly sewer rate of $62.66. Currently, monthly sewer rates are projected to double by 2033 and triple over the course of the forecasting period. These increases only account for the regional portion of the sewer rate, as cities and sewer districts levy their own rate increases to fund their local systems, further adding to ratepayer burden. In light of this, we encourage WTD to more holistically incorporate an understanding of the significant impact of rates on people living in the County. Sharp wholesale rate increases mean cities need to more acutely track their own ability to increase rates to address local system needs. We request that rate examinations not be siloed, such that increases to other utilities' rates, especially by the County, are factored into future sewer rate proposals.

We are committed to the health of Puget Sound and the people living around it. We understand the importance of maintaining dependable infrastructure to ensure the system continues to protect public and environmental health and acknowledge that rate increases may be necessary to do so. However, rate increases must be balanced with ratepayer needs.

To address these concerns, we support the recommendations proposed in letters by the Metropolitan Water Pollution Abatement Advisory Committee (MWPAAC) and Regional Water Quality Committee (RWQC). We therefore request WTD:

- Continue the work on the Sewer Rate and Capital Work Plan, including third-party capital program review and work towards multi-year rate options.
- Ensure future rate conversations include a focus on a longer-range view beyond the current 10- to 20-year window.
- Continue to consider and present information on the needs of the system and whether rates have kept up with those needs.
- Articulate steps WTD has taken to find savings across its categories of expenditure and the communicate the amount of those savings.
- Provide clear reporting on how WTD has aligned with its adopted policies. While we appreciate the inclusion of multiple rate scenarios in this year's process, exact policy levers available to affect sewer rates remain unclear, as does how policy choices made thus far have contributed to rate growth.
- Work with the RWQC to determine policies regarding rate affordability for future cycles.
- Collaborate with regulators to develop a data-informed regulatory approach to achieve meaningful environmental outcomes. Alternative pathways for regulatory capital projects should also provide relief from the stacking of expensive projects.

Thank you for your increased transparency during this year's sewer rate development process and for your continued partnership. We look forward to continuing to collaborate on ways to address the growing affordability crisis for our ratepayers.

Sincerely,
[SCA Board of Directors]

Cc: Girmay Zahilay, King County Executive
John Taylor, Director, Department of Natural Resources and Parks
Kamuron Gurol, Director, Wastewater Treatment Division
Sharman Herrin, Government Relations, Wastewater Treatment Division
Regional Water Quality Committee Members

BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND

AB 6923
May 5, 2026
Consent Agenda

AGENDA BILL INFORMATION

TITLE:	AB 6923: EPSCA Successor Interlocal Agreement	☐ Discussion Only ☒ Action Needed: ☒ Motion ☐ Ordinance ☐ Resolution
RECOMMENDED ACTION:	Authorize the City Manager to execute the Successor Interlocal Agreement with the Eastside Public Safety Communications Agency Joint Board (EPSCA) as substantially shown in Exhibit 1 to AB 6923.	

DEPARTMENT:	Police
STAFF:	Michelle Bennett – Chief of Police Jeff Magnan – Police Commander
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Successor Interlocal Agreement with EPSCA 2. Interlocal Agreement with PSERN
CITY COUNCIL PRIORITY:	n/a

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

EXECUTIVE SUMMARY

The purpose of this agenda item is to authorize the City Manager to execute the Successor Interlocal Agreement (see Exhibit 1) with the Eastside Public Safety Communications Agency (EPSCA) which formally authorizes the creation of the EPSCA Joint Board.

- The Eastside Public Safety Communications Agency (EPSCA) was established in 1992 through an interlocal agreement among the founding cities.
- EPSCA was responsible for owning, operating, and maintaining the infrastructure necessary to connect local 911 dispatch centers to the regional 800 MHz emergency radio network.
- In early 2023, member agencies transitioned from the EPSCA radio network to the Puget Sound Emergency Radio Network (PSERN), a modernized regional system designed to enhance interoperability, resiliency, and coverage.
- PSERN is a countywide network and is run by a Board of Directors that has four voting members (EPSCA, Valleycom, King County, and Seattle) and two non-voting members representing King County fire and police departments.
- On October 23, 2023, the EPSCA Board of Directors voted to dissolve the organization and terminate the original interlocal agreement. As part of the transition and dissolution process, the Board established a "Joint Board."

- The Joint Board (see Exhibit 1) is the successor administrative entity to EPSCA for the limited purpose of facilitating the Principals' performance of their rights and obligations under the PSERN Operator Interlocal Agreement, including the appointment of a PSERN Executive Board member and alternate, as well as the exercise of any other shared rights and responsibilities established under that agreement. The PSERN Operator Interlocal Agreement is attached as Exhibit 2.

BACKGROUND

The Eastside Public Safety Communications Agency (EPSCA) was established in 1992 through an interlocal agreement (ILA) among the founding cities of Bellevue, Kirkland, Mercer Island, and Redmond. The City of Issaquah joined in 1993, followed by additional agencies that participated as subscriber members. EPSCA was responsible for owning, operating, and maintaining the infrastructure necessary to connect local 911 dispatch centers to the regional 800 MHz emergency radio network.

For more than three decades, EPSCA provided critical emergency radio network services and systems management to its member agencies. During this time, all Mercer Island Police and Fire radio communications—including dispatch operations—were transmitted through the EPSCA-managed system.

In 2015, King County voters approved funding for the Puget Sound Emergency Radio Network System (PSERN). In 2020, the EPSCA cities, together with King County and the Cities of Auburn, Federal Way, Kent, Renton, Seattle and Tukwila, entered into the "Puget Sound Emergency Radio Network Operator Interlocal Cooperation Agreement" (see Exhibit 2), which created a separate governmental agency, under authority of Chapters 39.34 and 24.06 RCW, to assume ownership and control of the PSERN System following the construction and full acceptance of such system.

In early 2023, EPSCA member agencies transitioned to PSERN, a modernized regional system designed to enhance interoperability, resiliency, and coverage.

Because the EPSCA radio communications system is no longer in use, there is no reason for EPSCA to exist as a separate legal entity. However, the members of EPSCA must maintain a contractual relationship outlining their process for jointly selecting a member to serve on the PSERN Board and for keeping ESPCA members informed on and involved in PSERN activities. On October 23, 2023, the EPSCA Board of Directors voted to dissolve the organization as a nonprofit corporation and terminate the original interlocal agreement. As part of the transition and dissolution process, the Board established a "Joint Board" structure. The Joint Board framework acknowledges the PSERN Interlocal Agreement and reflects the intent of the member agencies to adopt a successor interlocal agreement. This successor agreement will formally conclude EPSCA's operations and establish a governance structure for selecting and representing the former EPSCA member agencies within the PSERN system.

ISSUE/DISCUSSION

The PSERN Operator Interlocal Agreement (see Exhibit 2, Section 4.2.1.3), establishes the composition of the PSERN Agency Executive Board. This provision authorizes representation from the EPSCA Cities by designating one Principal to serve on behalf of all EPSCA Principals. The selected Principal is granted the authority to participate with other PSERN Principals as a member of the Executive Board.

The approval of the EPSCA successor Interlocal Agreement (Exhibit 1) provides a formal and legal mechanism to select the EPSCA voting member on PSERN from this point forward. Under this Interlocal, the parties agree

that the existing EPSCA agency will be dissolved and instead EPSCA will be reestablished as a Joint Board, rather than as a separate legal entity. Further, the EPSCA board agrees it will work together to jointly select the ESPCA representative to the PSERN Board.

RECOMMENDED ACTION

Authorize the City Manager to execute the Successor Interlocal Agreement (ILA) with the Eastside Public Safety Communications Agency Joint Board, substantially in the form presented in Exhibit 1 and to approve and execute any future amendments to the ILA that are determined to be de minimis or non-substantive and in the best interest of the City.

Successor EPSCA Interlocal Agreement

EASTSIDE PUBLIC SAFETY COMMUNICATIONS AGENCY
JOINT BOARD INTERLOCAL AGREEMENT

THIS AGREEMENT is entered into by and between the Cities of Bellevue, Issaquah, Mercer Island, Kirkland, and Redmond, (collectively, the "Principals") pursuant to the Interlocal Cooperation Act, Ch. 39.34 RCW, and has been authorized by the legislative body of each jurisdiction.

RECITALS

WHEREAS, the Cities of Bellevue, Kirkland, Mercer Island and Redmond in 1992 entered into an interlocal agreement establishing the Eastside Public Safety Communications Agency ("EPSCA"), and the City of Issaquah joined EPSCA by executing an Addendum to that interlocal agreement in 1993 EPSCA (collectively, the "1992 Agreement"); and

WHEREAS, in order to maximize the availability and effectiveness of radio communications at minimum costs, the Principals developed and maintained an integrated emergency and public safety radio communications system in East King County (the "System") as part of a regional 800 MHz trunked radio communications network implemented on a county-wide basis in King County; and

WHEREAS, in March 2013, the Principals entered into the Amended and Restated Eastside Public Safety Communications Agency Interlocal Agreement, which established EPSCA as a governmental agency formed as a nonprofit corporation under Chapters 39.24 and 24.06 RCW; and

WHEREAS, in April 2015, the voters of King County approved funding for a new consolidated public safety radio system, known as the "Puget Sound Emergency Radio Network System" or "PSERN System"; and

WHEREAS, in 2020, the Principals, together with King County and the Cities of Auburn, Federal Way, Kent, Renton, Seattle and Tukwila (collectively, the "PSERN member agencies" entered into the "Puget Sound Emergency Radio Network Operator Interlocal Cooperation Agreement" ("PSERN Operator ILA"), which created a separate governmental agency (the "PSERN Agency"), under authority of Chapters 39.34 and 24.06 RCW, to assume ownership and control of the PSERN System following the construction and full acceptance of such system; and

WHEREAS, the PSERN Operator ILA grants to each Principal a right to participate with the other Principals in the selection of a single member to serve on the PSERN Agency executive board ("PSERN Board") on behalf of all Principals, as well as the selection of a designee and alternative for such member, and grants the individual Principals certain other rights; and

WHEREAS, thereafter, the Principals entered into the Second Amended and Restated Eastside Public Safety Communications Agency Interlocal Agreement ("2021 Agreement") adding processes for jointly exercising their rights and responsibilities under the PSERN Operator ILA; and

WHEREAS, the PSERN system was constructed and full system acceptance of the system by the PSERN Agency occurred in December of 2023, at which point the EPSCA System was fully replaced and no longer in use; and

WHEREAS, on October 23, 2023, the EPSCA Board of Directors ("Board of Directors") voted to dissolve EPSCA as a nonprofit corporation and terminate the Second Amended and Restated Agreement at the point the dissolution activities are completed and to thereupon create a joint board through which the Principals will thereafter jointly exercise their rights and responsibilities under the PSERN Operator ILA; and

WHEREAS, the Principals have approved this Eastside Public Safety Communications Agency Joint Board Agreement ("EPSCA Joint Board Agreement") as a successor agreement to the 2021 Agreement, in order to continue to facilitate the joint exercise of their rights and responsibilities under the PSERN Operator ILA; and

WHEREAS, the Principals intend that this EPSCA Joint Board Agreement go into effect immediately upon the dissolution of EPSCA as a separate nonprofit corporation and the termination of the Second Amended and Restated Agreement; and

WHEREAS, this agreement is authorized by the Interlocal Cooperation Act chapter 39.34 of the Revised Code of Washington;

WHEREAS, all Principals retain the responsibility and authority for their operational departments with respect to any activities related to public safety radio dispatch and related services, and nothing within this agreement is intended to alter or modify those responsibilities or authority.

NOW THEREFORE, in consideration of the promises and agreements contained in this agreement and subject to the terms and conditions set forth, it is mutually understood and agreed by the parties as follows:

SECTION 1. CREATION OF EPSCA JOINT BOARD.
The Principals hereby create the **Eastside Public Safety Agency Joint Board ("Joint Board")** for the purpose of serving as the group through which the Principals determine to jointly exercise their rights under the PSERN Operator ILA as authorized by the Interlocal Cooperation Act (ch. 39.34 RCW). The Joint Board is not formed as a separate legal entity. The Joint Board is the successor administrative entity to EPSCA for purposes of facilitating the performance by the Principals of their rights and responsibilities under the PSERN Operator ILA to appoint a PSERN Board Member and Alternate and any other joint rights and responsibilities under the PSERN Operator ILA.

SECTION 2. EFFECTIVE DATE AND TERM OF AGREEMENT.
This Agreement shall be deemed adopted and effective as of the last date signed below, subject to the Agreement having been executed on or prior to such date by all Principals party to the Second Amended and Restated Agreement. This Agreement shall be of unlimited duration, subject to termination provisions contained herein. From and after its effective date, this Agreement replaces the 2021 Agreement, which shall be of no further force or effect.

SECTION 3. DEFINITIONS.
a) Administrator. The "Administrator" is the Principal designated from time to time by the Joint Board, to undertake all administrative functions on behalf of the Joint Board. The Administrator shall be selected by the Joint Board by simple majority vote.

b) Chief Executive Officer or CEO. For purposes of this Agreement, “Chief Executive Officer” or “CEO” with respect to any Principal is the city manager for a city with a council manager form of city government, or the mayor or city administrator for a city with a council-mayor form of city government.

c) EPSCA. “EPSCA” means the Eastside Public Safety Communications Agency, which was dissolved as a separate nonprofit corporation as of the effective date of this Agreement. The Joint Board is the successor to EPSCA.

d) EPSCA PSERN Board Representative. The “EPSCA PSERN Board Representative” is the person selected by the Joint Board pursuant to Section 6 of this Agreement to represent the Principals on the PSERN Board.

e) Joint Board. The “Joint Board” is the body established by Section 1 of this Agreement.

f) Member. A “Member” or “Joint Board Member” is the individual representing a Principal on the Joint Board, whether the Chief Executive Officer of such Principal or his/her designated alternate.

g) Principal. A “Principal” is a general-purpose municipal corporation formed as a city under the laws of the state of Washington that has accepted the terms of and is a party to this Agreement. The original Principals are the Cities of Bellevue, Issaquah, Kirkland, Mercer Island and Redmond, each of whom are party to the PSERN Operations Period ILA and have rights under that agreement to jointly appoint an EPSCA PERSN Board Representative.

h) PSERN Agency. The “PSERN Agency” is the Puget Sound Emergency Radio Network Operator Agency, the governmental agency formed pursuant to the Operations Period ILA as a separate nonprofit corporation whose members are the parties to the Operations Period ILA.

i) PSERN Operator ILA. The “PSERN Operator ILA” is the Puget Sound Emergency Radio Network Operator Interlocal Cooperation Agreement, by and among King County and the cities of Auburn, Bellevue, Federal Way, Issaquah, Kent, Kirkland, Mercer Island, Redmond, Renton, Seattle and Tukwila, established 2021.

j) PSERN System. The “PSERN System” is the Puget Sound Emergency Radio Network System including the land mobile radio system constructed pursuant to the Puget Sound Emergency Radio Network Implementation Period Interlocal Cooperation Agreement, by and among King County and the Cities of Auburn, Bellevue, Federal Way, Issaquah, Kent, Kirkland, Mercer Island, Redmond, Renton, Seattle and Tukwila, entered into in 2015.

k) PSERN Board. The “PSERN Board” is the four-member executive board governing operations of the PSERN Agency.

l) Simple Majority Vote. A “Simple Majority Vote” of the Joint Board means a majority of the votes of the Members present constituting a quorum and voting, with each Member present and voting having one vote.

m) Supermajority Vote. A “Supermajority Vote” means Joint Board approval of an item accomplished by securing affirmative votes of not less than two-thirds (66%) of all Members of the Joint Board in number.

SECTION 4. JOINT BOARD POWERS.

The Joint Board shall have all powers allowed by law for a joint board administrative agency created under RCW 39.34.030, as it may be amended, in furtherance of the purpose of the Joint Board as set forth in Section 1.

SECTION 5. JOINT BOARD COMPOSITION AND OPERATION.

a) Composition. The Joint Board shall be composed of one (1) representative from each Principal, which representative shall be the Chief Executive Officer of each such Principal

or his/her alternate as provided in Section 5.d. Such representatives are referred to as a Member or Members of the Joint Board.

b) Conditions for Serving on Joint Board. All Members and their alternates shall serve without compensation from the Joint Board. Members may serve only for such time as they are the duly appointed, acting or elected Chief Executive Officer of their respective Principal city.

c) Powers. The Joint Board shall have final decision-making authority upon all policy issues and shall exercise the powers described in Section 4. The Joint Board may delegate responsibility for execution of Joint Board policies and directives and for administrative decision-making to the Administrator.

d) Alternates. Each Member of the Joint Board may designate one alternate to serve on the Joint Board when such Member is absent or unable to serve, provided that each such alternate must be previously designated and must have operational responsibilities within his or her respective agency. Such alternate shall have the authority to bind the Principals when acting in the Member's stead.

e) Quorum. A simple majority of the Members (or their alternates) in number (excluding any Member which per Section 9 has given notice of withdrawal or has which been terminated by vote of the Joint Board) shall constitute a quorum of the Joint Board for purposes of doing business on any issue.

f) Voting. The Joint Board shall strive to operate by consensus. Except as otherwise described herein, all Joint Board decisions require a Simple Majority Vote for approval. A Member, or their alternate, may not split his or her vote on an issue. No voting by proxies shall be allowed.

i. A Member representing a Principal that has given notice of withdrawal, or which has been terminated by vote of the Joint Board shall be authorized to cast votes at the Joint Board only on those matters defined in Section 8 and subject to Section 9.

g) Officers. The Joint Board shall have two officers: a Chair and Vice-Chair. It will be the function of the Chair to preside at the meetings of the Joint Board. The Vice-Chair shall assume this role in absence of the Chair.

a. At the first meeting of the Joint Board following the effective date of this Agreement, the officers shall be elected, and shall serve in this capacity through May 31, 202_, whereupon a new Chair and Vice-Chair shall be elected by the Board. Annually thereafter, the Joint Board shall elect a new Chair and Vice-Chair for one-year terms commencing each June 1.
b. In the event of a vacancy in the Chair position, the Vice-Chair shall assume the Chair for the balance of the term of the departed Chair. In the event of a vacancy in the Vice-Chair position, the Joint Board shall elect a new Vice-Chair to serve to the balance of the term of the departed Vice-Chair. An officer elected to fill the unexpired term of his or her predecessor shall not be precluded from serving one or more full annual terms of office following the end of such unexpired term.
c. Any officer appointed by the Board may be removed by vote of the Board upon 30 days' written notice, with or without cause, in which event the Board shall promptly elect a new officer who shall serve until the next regular officers' board term begins (June I).
d. The Board shall appoint persons to serve as Secretary and Treasurer of the Joint Board, provided that such persons shall not be Members of the Joint Board.

h) Staffing. The Administrator shall assign agency staff to support the Joint Board as it deems appropriate.

i) Meetings. The Joint Board shall meet as often as it deems necessary and not less than once every six (6) months, at a time and place designated by the Chair of the Joint Board or by a majority of its Members. Not less than fourteen (14) calendar days' advance notice of regular meetings shall be given. Special meetings may be called by the Chair or any two (2) Members

upon giving all other Members not less than ten (10) calendar days' prior notice. In an emergency, the Joint Board may dispense with written notice requirements for special meetings, but must, in good faith, implement best efforts to provide fair and reasonable notice to all Joint Board Members. Members (or alternates) may participate in meetings by telephone conference or other comparable means.

j) Joint Board Meeting Procedures. Unless otherwise approved by vote of the Joint Board, upon the request of any Member of the Joint Board, Robert's Revised Rules of Order shall govern any proceeding of the Joint Board.

SECTION 6. AGREEMENTS WITH RESPECT TO PSERN AGENCY and PSERN OPERATOR ILA.

a) Selection of EPSCA PSERN Board Member, Designee and Alternate. The Principals have a joint right under the PSERN Operator ILA to select one PSERN Board member, his or her designee, and an alternate. The Principals agree to exercise this right as follows:

i. Qualifications. The EPSCA PSERN Board Representative must be the Chief Executive Officer of one of the Principals. The designee and alternate of the EPSCA PSERN Board Representative as described in the PSERN Operator ILA are deemed by the Principals to be a single appointee (referred to as the "Alternate") and must similarly be the Chief Executive Officer of one of the Principals.

ii. Term of Office. Both the EPSCA PSERN Board Representative and Alternate shall be appointed for two-year terms. No person may be so appointed in excess of three (3) consecutive terms.

iii. Powers. The ESPCA PSERN Board Representative and Alternate shall have all the rights and responsibilities outlined in the PSERN Operator ILA for members of the PSERN Board.

iv. Responsibilities. The EPSCA PSERN Board Representative and Alternate are expected to take all reasonable steps to keep Joint Board Members informed about the activities of the PSERN Agency and the PSERN Board, both in advance of major actions and to confirm decisions made by the PSERN Board. For this purpose, Joint Board meeting agendas shall include a standing item for report by the EPSCA PSERN Board Representative or Alternate. The EPSCA PSERN Board Representative and Alternate are encouraged to provide additional information regarding PSERN between Joint Board meetings as they deem appropriate.

v. Vacancies. The EPSCA PSERN Board Representative and Alternate shall provide reasonable advance written or email notice to the Joint Board Chair if they wish to or must step down from their positions prior to the end of their appointed terms. Within 30 days of the Chair's receipt of such notice or the next regular Joint Board meeting, whichever is sooner, the Chair shall convene the Joint Board for the purpose of filling any such vacancy.

vi. Appointment and Removal Process. Except as otherwise provided in Section 6.b, the Principals representatives on the Joint Board shall select or remove the EPSCA PSERN Board Representative and Alternate, or fill any vacancies of such positions, at a duly noticed regular or special EPSCA Board Meeting. The affirmative vote of three (3) Principals' Joint Board Members is necessary to appoint a PSERN Board Representative or Alternate. A PSERN Board Representative or Alternate may be removed by a vote of four (4) of the Principals' Board Members at a duly noticed Joint Board meeting.

b) Approval of Amendments to the PSERN Operator ILA. The PSERN Operator ILA prescribes that the Principals are responsible to determine what constitutes legislative approval

or disapproval from their respective cities when an amendment is proposed to the PSERN Operator ILA that cannot be approved by PSERN Board action, as further described in Section 15 of the PSERN Operator ILA. The Principals hereby agree that legislative approval when required shall require approval of the legislative bodies of all of the Principals remaining party to the PSERN Operator ILA.

SECTION 7. COST ALLOCATION; PAYMENT.

a) Cost Allocation. The Administrator, with prior approval of the Joint Board, shall as necessary contract with appropriate third parties for any facilities and services necessary to the operation of the Joint Board. Any necessary expenses of the Joint Board shall be approved by a supermajority vote of the Joint Board, shall be allocated equally between all Principals unless otherwise agreed to by all Principals, and shall not exceed $500 in a calendar year.

b) Payment and Delinquencies. Payments shall be made within 45 days of invoice by the Administrator, and any payments not received when due shall bear interest at the rate of 12% per annum, or such lower maximum allowable rate as provided by law, until paid. If a payment is more than three (3) months delinquent, the delinquent Principal shall not be entitled to vote until all delinquent payments together with interest have been paid. Withdrawal from this Agreement does not extinguish the obligation to pay the Joint Board for services, together with interest.

SECTION 8. RETAINED POWERS OF PARTICIPATING AGENCIES. Each Principal shall retain the responsibility and authority for its operational departments with respect to any activities related to public safety radio dispatch and related services.

SECTION 9. WITHDRAWAL BY OR TERMINATION OF PRINCIPAL.

a) Any Principal may withdraw its membership and terminate its participation in this Agreement by providing written notice and serving that notice on the Joint Board on or before December 31 in any year. After providing appropriate notice as provided in this section, that Principal's membership withdrawal shall become effective on the last day of the calendar year following delivery and service of appropriate notice to all other Principals.

b) Time is of the essence in giving notice of termination or withdrawal.

c) The termination or withdrawal of a Principal shall not discharge or relieve any Principal of its obligations under this Agreement.

d) A Joint Board Member representing a Principal that (1) has given notice of withdrawal, or (2) has been terminated by vote of the Joint Board, which termination is effective at a future date, shall be authorized to cast votes at the Joint Board only on budgets items to be implemented prior to the withdrawal or termination date.

e) Effect of Withdrawal of an original Principal. If an original Principal withdraws from this Agreement, but remains party to the PSERN Operator ILA, that Principal may no longer participate in the selection or removal of the EPSCA PSERN Board Representative and Alternate. If an Original Principal withdraws from the PSERN Operator ILA, but remains party to this Agreement, its Joint Board Member shall not participate in the selection of the EPSCA PSERN Board Representative or Alternate, and its Chief Executive Officer may not serve in either capacity; and in this event, a vote of not less than sixty-six percent (66%) of the remaining Original Principal's Joint Board Members is required to confirm or revoke the appointment of the EPSCA PSERN Board Representative or Alternate.

SECTION 10. AMENDMENT OF AGREEMENT.

This Agreement may be amended upon approval of a Supermajority Vote of the Joint Board, except that any amendment affecting the terms and conditions of membership on the Joint Board, voting rights of Joint Board members, powers of the Joint Board, Principal contribution responsibilities, hold harmless and indemnification requirements, provisions regarding duration,

termination or withdrawal, expansion of the scope of services provided by the Joint Board (Sections 1 and 4), or the conditions of this Section shall require consent of the legislative authorities of all Principals.

SECTION 11. TERMINATION OF AGREEMENT; DISSOLUTION OF AGENCY.

a) This Agreement may be terminated upon the Supermajority Vote of Principals. The termination shall be by direction of the Joint Board wind up business by a specified date which date shall be at least ninety (90) days from the date of the vote to terminate. Upon the final termination date, this Agreement shall be fully terminated.

b) Upon termination of this Agreement, all property acquired during the life of the Agreement remaining in ownership of the Joint Board shall be disposed of in the following manner:

i. All real and personal property purchased pursuant to this agreement and all unexpended funds or reserve funds, net of all outstanding Joint Board liabilities, shall be distributed to those Principals still participating in Joint Board on the day prior to the termination date and shall be apportioned equally between the Principals.

ii. In the event outstanding liabilities of the Joint Board exceed the value of personal and real property and funds on hand, all Principals shall contribute to such liabilities in the same manner as which they would share in the distribution of properties and funds.

c) Notwithstanding the foregoing, in the event of withdrawal or termination of Principals such that not more than three (3) Principals remain party to this Agreement, then the Agreement shall terminate one (1) year from the first date that only three (3) Principals remain. Nothing precludes the remaining Principles from entering into a new agreement to exercise their rights under the PSERN Operator ILA.

d) Notwithstanding the foregoing, the Agreement may not be terminated if to do so would abrogate any outstanding obligations of the Joint Board unless provision is made for those obligations.

SECTION 12. DISPUTE RESOLUTION.

a) Whenever any dispute arises between the Principals or between the Principals and the Joint Board (referred to collectively in this Section as the ‘‘parties”) under this Agreement which is not resolved by routine meetings or communications, the parties agree to seek resolution of such dispute by the process described in this Section.

b) The parties shall seek in good faith to resolve any such dispute or concern by meeting, as soon as feasible. The meeting shall include the Chair of the Joint Board and a representative(s) of the Principal(s) involved in the dispute.

c) If the parties do not come to an agreement on the dispute or concern, any party may demand mediation through a process to be mutually agreed to in good faith between the parties within 30 days, which may include binding or nonbinding decisions or recommendations. The mediator(s) shall be individuals skilled in the legal and business aspects of the subject matter of this Agreement. The parties shall share equally the costs of mediation and assume their own costs.

d) If the mediation process cannot be agreed upon within 30 days, or if all parties subject to the dispute agree within 30 days to proceed immediately to arbitration, then the dispute or concern shall be settled by binding arbitration in accordance with Rules of the American Arbitration Association and Mediation Service, or other agreed upon arbitration rules. The location of the arbitration shall be mutually agreed, and its proceedings will be governed by the laws of Washington. The arbitrator(s) shall be individual(s) skilled in the legal and business aspects of the subject matter of this Agreement. The cost of the arbitration shall be in the discretion of the arbitrator(s), provided, however, that no party shall be obliged to pay more than its own costs and

the cost of the arbitrator, if there is one arbitrator, or the costs of its own appointed arbitrator and the third arbitrator, if there are three arbitrators.

SECTION 13. INTERGOVERNMENTAL COOPERATION. The Joint Board shall cooperate with local, state, and federal governmental agencies in order to maximize the utilization of grant funds for equipment and operations and to enhance the effectiveness of public safety dispatch and public safety records operations and to minimize costs of said public service delivery.

SECTION 14. INDEMNIFICATION AND HOLD HARMLESS.

a) Each Principal shall defend, indemnify, and hold harmless the Joint Board, other Principals, and such Principals' officers, officials, employees, agents, and volunteers from any and all claims, injuries, damages, losses, or suits (including attorney fees) arising out of that Principal's acts or omissions in connection with the performance of its obligations under this Agreement, except to the extent the injuries or damages are caused by another Principal or the Joint Board.

b) It is further specifically and expressly understood that the indemnification provided in this Section constitutes the party's waiver of immunity under Industrial Insurance Title 51 RCW, solely for the purpose of this indemnification. This waiver has been mutually negotiated by the parties.

c) The provisions of this Section shall survive the expiration or termination of this Agreement.

d) Each party shall give the other parties proper notice of any claim or suit coming within the purview of these indemnities. The indemnitor will assume the defense of any claim, demand or action against such indemnitees and will, upon the request of the indemnitees, allow the indemnitees to participate in the defense thereof, such participation to be at the expense of the indemnitees. The indemnitees will in any case cooperate fully with the indemnitor in the defense and will, at their expense, provide all relevant documents, witnesses and other assistance within their possession or control upon the reasonable request of the indemnitor. Settlement by the indemnitees without the indemnitor's prior written consent shall release the indemnitor from the indemnity as to the claim, demand or action so settled.

SECTION 15. NOTICE.

Notices required to be given to the Joint Board under the terms of this Agreement shall be directed to the following unless all parties are otherwise notified in writing:

Chair, EPSCA Joint Board
c/o his/her/their Principal agency's address

Notices to Principals or Members required hereunder may be given by mail or email (with confirmation of transmission), or personal delivery. Any Principal wishing to change its mail or email address shall promptly notify the Chair of the Joint Board. Notice or other written communication shall be deemed to be delivered at the time when the same is postmarked in the mail, sent by email (with confirmation of transmission), or received by personal delivery.

SECTION 16. VENUE.

The venue for any action related to this Agreement shall be in the Superior Court in and for King County, Washington at Seattle.

SECTION 17. FILING.

As required by RCW 39.34.040, this Agreement shall be listed by subject on a Principal's website or other electronically retrievable public source.

SECTION 18. NO THIRD-PARTY BENEFICIARIES.
There are no third-party beneficiaries to this Agreement. No person or entity other than a party to this Agreement shall have any rights hereunder or any authority to enforce its provisions, and any such rights or enforcement must be consistent with and subject to the terms of this Agreement.

SECTION 19. SEVERABILITY.
The invalidity or any clause, sentence, paragraph, subdivision, section, or portion of this Agreement shall not affect the validity of the remainder of the Agreement.

SECTION 20. RATIFICATION.
All prior acts taken by the Principals and the Joint Board consistent with this Agreement are hereby ratified and confirmed.

SECTION 21. EXECUTION AND COUNTERPARTS.
This Agreement and any amendments thereto, shall be executed on behalf of each Principal by its duly authorized representative. This Agreement may be executed in any number of counterparts, each of which shall be an original, but those counterparts will constitute one and the same instrument.

IN WITNESS WHEREOF, this Agreement has been executed by each Principal on the dates set forth below.

PUGET SOUND EMERGENCY RADIO NETWORK OPERATOR INTERLOCAL COOPERATION AGREEMENT

This Puget Sound Emergency Radio Network Operator Interlocal Cooperation Agreement ("Agreement") is entered into pursuant to chapter 39.34 RCW (the "Interlocal Cooperation Act") by and among King County and the cities of Auburn, Bellevue, Federal Way, Issaquah, Kent, Kirkland, Mercer Island, Redmond, Renton, Seattle, and Tukwila, each a political subdivision or municipal corporation of the State of Washington (individually, a "Party" and collectively, the "Parties").

RECITALS

A. The Parties, under various interlocal agreements, have been responsible for the ownership, operation and maintenance of various elements in the current King County Emergency Radio Communications System (KCERCS), a voice radio system that is nearly twenty years old and is increasingly unsupported by the supplier of the system's equipment, software and related repairs.

B. The Parties determined that it is in the public interest that a new public safety radio system be implemented that will provide public safety agencies and other user groups in the region with improved coverage and capacity, as well as uniformly high-quality emergency radio communications. Said new system is referred to herein as the "Puget Sound Emergency Radio Network System" or "PSERN System."

C. The costs of implementing the PSERN System are financed through a funding measure approved by voters at the April 2015 election.

D. The Parties executed a separate agreement ("Implementation Period ILA") that designates King County to act as the lead agency for planning, procurement, financing and implementation of the PSERN System with the oversight of a Joint Board established pursuant to the Implementation Period ILA.

E. The Implementation Period ILA contemplates that the Parties will create a new separate governmental agency under RCW 39.34.030(3)(b) that is organized as a non-profit corporation under Chapter 24.06 RCW as authorized by the Interlocal Cooperation Act to assume the ownership and control of the PSERN System following Full System Acceptance and be responsible for the ownership, operations, maintenance, management and on-going upgrading/replacing of the PSERN System during its useful life.

F. The purpose of this Agreement is to create the new governmental agency to be known as the "PSERN Operator" and establish the terms for governance of the PSERN Operator and the terms under which the PSERN Operator will undertake the ownership, operations, maintenance, management and on-going upgrading/replacing of the PSERN System. NOW, THEREFORE, in consideration of the mutual promises, benefits and covenants contained herein and other valuable consideration, the sufficiency of which is hereby acknowledged, the Parties agree to the above Recitals and the following:

1.0 RULES OF CONSTRUCTION AND DEFINITIONS

1.1 Rules of Construction

1.1.1 Unless the context requires otherwise, the singular form of a word shall also mean and include the plural (and vice versa), and the masculine gender shall also mean and include the feminine and neutral genders (and vice versa).

1.1.2 References to statutes or regulations include all current and future statutory or regulatory provisions consolidating, amending or replacing the statute or regulation referred to.

1.1.3 References to sections, exhibits, attachments or appendices to this Agreement and references to articles or sections followed by a number shall be deemed to include all subarticles, subsections, subclauses, subparagraphs and other divisions bearing the same number as a prefix.

1.1.4 The words “including,” “includes” and “include” shall be deemed to be followed by the words “without limitation.”

1.1.5 The words “shall” or “will” shall be deemed to require mandatory action.

1.1.6 Words such as “herein,” “hereof” and “hereunder” are not limited to the specific provision within which such words appear but shall refer to the entire Agreement taken as a whole.

1.1.7 Words such as “person” or “party” shall be deemed to include individuals, political subdivisions, governmental agencies, associations, firms, companies, corporations, partnerships, and joint ventures.

1.1.8 References to “days” shall mean calendar days unless expressly stated to be “Business Days.” If the due date for a task, payment, or any other requirement falls on a Saturday, Sunday or holiday observed by King County, the due date shall be deemed to be the next Business Day.

1.1.9 The headings and captions inserted into this Agreement are for convenience of reference only and in no way define, limit, or otherwise describe the scope or intent of this Agreement, or any provision hereof, or in any way affect the interpretation of this Agreement.

1.1.10 This Agreement was negotiated and prepared by the Parties and their respective attorneys. The Parties acknowledge and agree that the rule of construction that an ambiguous contract should be construed against the drafter shall not be applied in any construction or interpretation of this Agreement.

1.2 Definitions

Words and terms used in this Agreement and not otherwise defined herein (including in the recitals which are hereby incorporated into this Agreement by this reference) shall be given their ordinary and usual meanings or their well-known technical industry meanings except that the following terms are defined for this Agreement as follows:

1.2.1 Board of Directors or Board means the board described in Section 4.0 of this Agreement and shall be the governing body of the PSERN Operator.

1.2.2 Agreement means this Puget Sound Emergency Radio Network Operator Interlocal Cooperation Agreement, as it may hereafter be amended or modified from time to time, together with all exhibits and appendices hereto, as they may hereafter be amended or modified.

1.2.3 Consolidated Service Area means those geographic areas of King County, Pierce County and Snohomish County, Washington, previously served by the emergency radio networks of King County, the City of Seattle, EPSCA and Valley Com, and which areas are to be prospectively served by the PSERN System. The Consolidated Service Area shall also include those other geographic areas that are added to the area served by the PSERN System as expanded in accordance with action of the Board of Directors.

1.2.4 Director means a person designated as a member of the Board of Directors pursuant to Section 4.2 of this Agreement.

1.2.5 Dispatch Center means an organization that has entered into an agreement with King County or the PSERN Operator for console service on the PSERN System.

1.2.6 EPSCA means the Eastside Public Safety Communications Agency, formed pursuant to chapters 39.34 and 24.06 RCW, created by the cities of Bellevue, Issaquah, Kirkland, Mercer Island and Redmond, or its successor agency.

1.2.7 Executive Director means the chief executive officer for the PSERN Operator appointed by and serving at the pleasure of the Board of Directors.

1.2.8 Full System Acceptance or FSA means the determination issued to the PSERN System Contractor upon the Contractor satisfactorily completing the final system development phase milestone pursuant to King County Contract No. 5729347 (Contract for the Design, Development, Implementation, Testing and On-Going Support, Maintenance and Upgrade of the Puget Sound Emergency Radio System, executed on December 17, 2014).

1.2.9 KCERS means the King County Emergency Radio Communication System.

1.2.10 Operations Period means the period that commences with the first full month after FSA and continuing through the life of the PSERN System.

1.2.11 PSERN Transitional Employee means an individual: (1) who, at the time of FSA, is employed by King County, the City of Seattle, EPSCA, or ValleyCom in a management, administration, finance, operations, and/or maintenance position for a subregion of KCERCS; (2) whose employment with King County, the City of Seattle, EPSCA, or ValleyCom will be eliminated as a direct result of the PSERN project; and (3) who will not be hired by the PSERN Operator in a comparable capacity because the PSERN Operator has no or fewer comparable positions.

1.2.12 Puget Sound Emergency Radio Network Operator or PSERN Operator means the governmental agency formed under this Agreement and RCW 39.34.030(3)(b) that is organized as a nonprofit corporation under chapter 24.06 RCW as authorized by the Interlocal Cooperation Act for the purpose of owning, operating, maintaining, managing and ongoing upgrading/replacing of the PSERN System during the Operations Period.

1.2.13 Puget Sound Emergency Radio Network System or PSERN System means the land mobile radio system constructed under the Implementation Period ILA. It also means all equipment, software, and other work deployed during the Operations Period to provide public safety communication service(s) or an addition to an existing infrastructure during the Operations Period to provide new or additional public safety communication service(s).

1.2.14 System means an infrastructure that is deployed to provide public safety communication service(s) or an addition to an existing infrastructure to provide new or additional public safety communication service(s).

1.2.15 Service Rate means the rate or rates charged to User Agencies in accordance with the Rate Model at Exhibit A, or as it may be amended by action of the Board of Directors.

1.2.16 Services means voice, data, video, or other communication services provided to User Agencies and Dispatch Centers through an agreement with King County or the PSERN Operator.

1.2.17 User Agency means an entity that is authorized under an agreement with King County or the PSERN Operator to register and use a radio or other device on the PSERN System.

1.2.18 Valley Communications Center or Valley Com means the Governmental Administrative Agency formed by interlocal agreement under Chapter 39.34 RCW, created by the cities of Auburn, Federal Way, Kent, Renton, and Tukwila.

2.0 DURATION OF AGREEMENT

This Agreement shall be effective on the date it is last signed by an authorized representative of each the Parties and is filed and/or posted as provided in Section 15.2 ("Effective Date"). This Agreement shall remain in effect until terminated as provided in Section 12.0.

3.0 PURPOSE OF THE AGREEMENT; FINANCING; SERVICES

The purpose of this Agreement is to provide communication Services throughout the Operations Period to User Agencies and any other agencies permitted to be licensed in the 800 MHz Public Safety Radio Spectrum pursuant to 47 C.F.R. Part 90 that are within the boundaries of the Consolidated Service Area. To effectuate this purpose, the Parties hereby create a governmental administrative agency called the "Puget Sound Emergency Radio Network Operator". The Parties each assign to the PSERN Operator the responsibility of owning, operating, maintaining, managing and ongoing upgrading/replacing of the PSERN System during the Operations Period as permitted by the Interlocal Cooperation Act. The PSERN Operator shall be formed pursuant to RCW 39.34.030(3)(b) and shall be organized as a nonprofit corporation under chapter 24.06 RCW.

The Parties hereto acknowledge and agree that each is executing this Agreement in order to facilitiate the creation of the PSERN Operator as a separate governmental administrative agency pursuant to the Interlocal Cooperation Act and not a "joint board" within the meaning of RCW 39.34.030(4)(a). All debts, obligations and liabilities incurred by the PSERN Operator shall be satisfied exclusively from the assets and properties of the PSERN Operator and no creditor or other person shall have any right of action against the Parties hereto, the User Agencies or any other public or private entity or agency on account of any debts, obligations, or liabilities of the PSERN Operator unless explicitly agreed to in writing by the Party hereto, the User Agency, or such entity or agency.

The expenses of the PSERN Operator shall be financed through a funding measure approved by voters at the April 2015 election and with user fees (Service Rates) to be assessed against and paid by all User Agencies. It is the intent of the Parties that Service Rates be computed as provided in Exhibit A and be set to cover all operating expenses of the PSERN Operator, unless otherwise directed by the Board of Directors.

This Agreement shall not obligate the Parties to incur debt on behalf of the PSERN Operator. Each Party's financial obligations to PSERN shall be limited to payment of Service Rates unless otherwise agreed upon in writing.

The PSERN Operator shall have the responsibility and authority for providing communication Services as provided in this Agreement, including but not limited to owning, operating, maintaining, managing and ongoing upgrading/replacing of the PSERN System during the Operations Period and all related incidental radio communications functions.

4.0 BOARD OF DIRECTORS

4.1 Creation of Board of Directors

The PSERN Operator shall be governed by a Board of Directors that is hereby created pursuant to the Interlocal Cooperation Act and chapter 24.06 RCW that shall act in the best interests of PSERN and in furtherance of the purpose of this Agreement. The

Board's composition, powers, responsibilities, quorum and meeting requirements shall be included in the PSERN Operator's articles of incorporation or bylaws.

4.2 Composition of the Board of Directors

4.2.1 The Board of Directors shall be composed of the four following voting members:

4.2.1.1 the King County executive, or a designee of the executive approved by the King County council;

4.2.1.2 the City of Seattle mayor, or his/her designee;

4.2.1.3 one mayor or city manager or his/her designee representing the Cities of Bellevue, Issaquah, Kirkland, Mercer Island and Redmond (the "EPSCA Cities"); and

4.2.1.4 one mayor or city manager or his/her designee representing the Cities of Auburn, Federal Way, Kent, Renton and Tukwila (the "Valley Com Cities").

4.2.2 The Board of Directors shall also include two nonvoting members to comment and participate in discussions but who are not entitled to vote on any matter. One nonvoting member shall be appointed by the King County Police Chiefs Association and one member selected jointly by the King County Fire Commissioners Association and the King County Fire Chiefs Association.

4.2.3 An authorized representative of King County, the City of Seattle, the Valley Com Cities and the EPSCA Cities shall provide written notice of its initial Board of Directors member and alternate member to the Chair of the Joint Board established under the Implementation Period ILA. Thereafter, notice of a change to a Party's Board of Directors member or alternate shall be effective upon delivery of written notice to the Chair of the Board of Directors. The notice shall include the name and contact information for the new member or alternate.

4.2.4 An authorized representative of King County, the City of Seattle, the Valley Com Cities and the EPSCA Cities shall promptly replace any vacancy in its Board of Directors member or alternate and may, at any time, replace its Board of Directors member or alternate by giving notice as provided in Section 4.2.3. If the County or the City of Seattle fails to fill a vacancy for its Board of Directors member and alternate, its chief executive officer or his/her designee shall attend all meetings until one of the vacancies is filled. If one of the groups of cities listed in Sections 4.2.1.3 or 4.2.1.4 fails to fill a vacancy for its Board of Directors member and alternate, then the chief executive officer or his/her designee of one of the cities in that group shall attend all meetings until one of the vacancies is filled.

4.2.5 The officers of the PSERN Operator shall consist of a Chair, Vice Chair, a Secretary, a Treasurer and such other officers and assistant officers as may be

deemed necessary and set forth in the bylaws. Any two or more offices may be held by the same person, except the offices of Chair and Secretary. The officers shall be elected from among the voting members of the Board. The Chair shall preside at the meetings of the Board of Directors. The Vice Chair shall serve in the absence of the Chair.

4.3 Quorum and Meeting Procedures

4.3.1 A quorum for a meeting of the Board of Directors shall be all four of the Board members who have voting authority. Action by the Board of Directors shall require the affirmative vote of all four voting Board members, except as provided otherwise in this Agreement.

4.3.2 Any Board of Directors member who has voting authority may request that a vote on a measure be deferred until the next meeting. The measure shall then be deferred for one meeting unless the other three voting members find either that there is an emergency requiring that the vote be taken at the originally scheduled meeting or that a delay would likely result in harm to the public, User Agencies or the PSERN Operator. A vote on the same measure shall not be deferred a second time without the concurrence of the majority of the Board of Directors' voting members.

4.3.3 The Board of Directors shall establish bylaws and procedures for its operations and meetings including setting a regular meeting schedule and location, providing for the scheduling of special and emergency meetings, and providing for attendance by telephone or other electronic voice communication.

4.3.4 The regular meeting schedule shall be established by the Board of Directors, with a minimum of two meetings being held each calendar year. Special or emergency meetings may be called by the Chair or by at least two voting members of the Board.

4.3.5 The first meeting of the Board of Directors will be held as soon as practicable and necessary to begin operations of the PSERN Operator. The members described in Section 4.2.3 shall attend the meeting and shall elect a Chair and Vice Chair to serve a term that will begin upon election and extend through the remainder of that calendar year and the calendar year immediately following. Thereafter, the Board of Directors shall elect a Chair and Vice Chair at the final meeting of each year to allow each to serve a two-year term that will begin on January 1 of the following year.

4.3.6 The Board of Directors shall hold an annual meeting to coincide with the first regular meeting each year. During the annual meeting, the Executive Director shall report on the state of the PSERN Operator.

4.3.7 The Board of Directors shall take actions by vote and each voting Board member shall be entitled to one vote. All votes shall have equal weight in the decision-making process. Any voting Board member may call for a vote on an issue. Meetings shall be conducted according to the most recent edition of

Robert's Revised Rules of Order unless otherwise directed by the Board of Directors.

4.3.8 Board members must be present at a meeting to vote and may not vote by proxy, provided that, if provided for in the bylaws, a member may participate in Board meetings and may vote on Board issues via telephone or other electronic voice communication.

4.3.9 The Board of Directors shall comply with applicable requirements of the Washington State Open Public Meetings Act, Chapter 42.30 RCW.

4.3.10 An alternate attending Board of Directors meetings on behalf of a regular member of the Board shall be considered to be a member for purposes of that meeting and entitled to exercise all rights of the member to participate in such meetings, including participating in discussion, making motions, and voting on matters coming before the Board.

4.3.11 Notwithstanding any other provision in this Agreement, the Board of Directors may take action by three affirmative votes when each of the following conditions is met: (1) a matter has been identified for action in the notice or proposed agenda for at least two meetings in a row, and (2) both meetings were regularly scheduled meetings or properly notified and scheduled special meetings in accordance with the bylaws and RCW 42.30, and (3) the same voting member failed to attend both meetings and failed to send an alternate. In this event, for this one action item only, a quorum of the Board of Directors will consist of three members.

4.4 Board of Directors Actions

The PSERN Operator, through its Board of Directors, shall have all powers allowed by law for interlocal agencies created under RCW 39.34.030 and chapter 24.06 RCW, as they now exist or may hereafter be amended, and as authorized, amended, or removed by the Board of Directors, as provided for in this Agreement, and including but not limited to the following:

a. Amend this Agreement, subject to Section 15.13;

b. Establish committees and advisory groups to perform activities related to the PSERN System;

c. Adopt and amend budgets and approve expenditures;

d. Adopt and amend policies and bylaws for the administration and regulation of the PSERN Operator;

e. Adopt and amend purchasing and contracting policies consistent with state law;

f. Direct and supervise the activities of the Operating Board;

g. Direct the activities of the Executive Director;

h. If the Board determines that the Executive Director will be directly hired as an employee of the PSERN Operator, then the Board shall hire, set the compensation for, and be authorized to terminate the employment of the Executive Director.

i. If the Board determines that the Executive Director will be a contracted employee from another governmental agency, the Board will contract for an “at will” employee approved by the Board and who may be terminated from the position by a unanimous vote by the Board.

j. Evaluate the Executive Director's performance and give the Executive Director a written evaluation of his or her performance at least annually;

k. Establish a fund or special fund or funds as authorized by RCW 39.34.030;

l. Establish Service Rates in accordance with Exhibit A or any amendments thereto;

m. Review and amend terms of use for User Agencies, as necessary;

n. Conduct regular and special meetings;

o. Approve PSERN operation and maintenance standards;

p. Determine the Services the PSERN Operator shall offer and the terms under which they will be offered;

q. Approve agreements with third parties;

r. Incur financial obligations in the name of the PSERN Operator to make purchases or contracts for Services to implement the purposes of this Agreement; provided, however, nothing in this Agreement shall authorize the PSERN Operator to issue bonds or incur indebtedness in the name of any Party hereto or that shall be considered a debt or a guarantee of any Party hereto without its express written consent;

s. Purchase, take, receive, lease, take by gift, or otherwise acquire, own, hold, improve, use and otherwise deal in and with real or personal property, or any interest therein, in the name of the PSERN Operator;

t. Sell, convey, mortgage, pledge, lease, exchange, transfer, and otherwise dispose of all of its real or personal property, or any interest therein, and assets;

u. Sue and be sued, complain and defend, in all courts of competent jurisdiction;

v. Hold licenses for radio frequencies;

w. Recommend action to the legislative bodies of the Parties and User Agencies;

w. Delegate the Board of Directors' authority under this Agreement subject to any applicable law and to such limitations and conditions as the Board of Directors may establish;

x. Enter into agreements with other agencies to accomplish tasks for the PSERN Operator such as agreements for services such as procurement and property leasing;

y. Contract for staff through agreements with other agencies that specify the employment policies, compensations amounts, and supervisory structure that will apply to such staff;

z. Exercise any powers necessary to further the goals and purposes of this Agreement that are consistent with the powers of the Parties;

aa. Add parties to this Agreement and concurrently amend the membership of the Board of Directors, subject to the limitations of Section 15.13;

bb. Take necessary actions to prepare and plan for a public safety radio system(s) to succeed the PSERN System;

cc. To the extent permitted by law, accept loans or grants of funds from any federal, state, local or private agencies and receive and distribute funds; and

dd. The PSERN Operator shall have no power to levy taxes.

4.5 Impasse Resolution Procedure

4.5.1 If a matter requiring Board action is moved at a Board of Directors meeting but fails for lack of a unanimous vote by all four (4) Directors, a voting Director may submit written notice of an impasse to the other Directors and the Executive Director. The notice shall include a statement of the action being sought and the history of any Board deliberation or vote(s) on the matter.

4.5.2 Within seven (7) days of receipt of a notice of impasse, the Board Chair shall designate a mediator to assist the Board in resolving the impasse. The mediator shall be experienced in resolving disputes among public sector and/or nonprofit agencies and may not be an employee or consultant of any of the Parties, unless otherwise agreed to by the Parties.

4.5.3 The Parties agree that it is essential to the success of the PSERN System that any impasse be resolved as quickly as possible and accordingly agree to instruct their respective Directors to cooperate with the mediator in good faith,

including expediting responses to any mediator requests for information and discussion.

4.5.4 The mediator shall promptly investigate the impasse and the respective positions of the voting Directors. The mediator may recommend one or more non-binding alternatives for resolving the impasse. Regardless of the outcome of the mediation, the cost of the mediator's fees and expenses shall be divided into four equal parts to be paid by (1) the County, (2) the City, (3) the EPSCA Cities and the (4) Valley Com Cities. The EPSCA Cities and Valley Com Cities shall each be responsible for apportioning their one quarter share of the costs among their members and for informing the PSERN Operator of the apportionment. The PSERN Operator shall pay the mediator and invoice each Party for its share. Each Party shall pay the PSERN Operator within thirty (30) days of the Party's receipt of the invoice.

4.5.5 If the impasse is not resolved within ten (10) days of the mediator providing his/her recommendation(s), the Elected Executives Committee (EEC) shall meet with the Board of Directors to attempt to resolve the impasse. The EEC shall be composed of the King County Executive; the Mayor of the City of Seattle; one elected official designated by the EPSCA Cities; and one elected office designated by the Valley Com Cities. The Board of Directors and the EEC shall convene to consider the matter and attempt to reach a resolution, which may include re-submitting the matter for a Board of Directors vote, not later than twenty (20) days after the date the mediator provided his/her recommendation(s).

5.0 OPERATING BOARD

The Board of Directors will create an Operating Board of PSERN System User Agencies, which will include at least one fire commissioner as a member, to provide advice and perform other duties as deemed appropriate by the Board of Directors. The obligation to create and maintain an Operating Board shall be included in the PSERN Operator's articles of incorporation or bylaws.

6.0 EXECUTIVE DIRECTOR

If the Executive Director is directly hired as an employee of the PSERN Operator, the Board shall be responsible for the appointment and termination of the Executive Director. If the Board enters into an agreement with another governmental agency to contract for an Executive Director, the agreement shall give the Board the authority to appoint the Executive Director and to terminate the Executive Director from his/her position.

The Executive Director shall report to the Board of Directors and shallregularly advise the Board on matters related to the operation and functions of the PSERN System and the PSERN Operator, including proposed budgets, financial and liability issues, and all other appropriate matters related to the PSERN System and the PSERN Operator. The Executive Director may also request assistance from the Operating Board to address tasks calling for technical and user-related expertise.

6.1 Executive Director Duties

The Executive Director shall:

a. Manage the PSERN Operator's day-to-day activities consistent with applicable policies, procedures, and standards;

b. Retain appropriate PSERN Operator staff either through the direct hire of such staff or through an agreement with an agency to provide such staff;

c. Hire, evaluate, supervise, discipline, and terminate staff in compliance with applicable budget, policies, procedures, agreements and standards;

d. Propose and administer Annual Budgets including a contingency;

e. Consistent with applicable budget and procurement policies adopted by the Board, approve expenditures and sign contracts in amounts as established by the Board of Directors without additional approval of the Board of Directors;

f. Track the performance of PSERN systems and Services;

g. Provide support to the Board of Directors;

h. Recommend policies, procedures, and standards, and changes thereto, including without limitation policies governing the procurement of goods, services, public works and improvements, staffing and emergency responses;

i. Provide written monthly reports to the Board of Directors describing the PSERN Operator's budget status, PSERN System performance against targets, partial or full PSERN System outages, purchases equal to or greater than $10,000, and usage statistics;

j. Maintain and manage records in accordance with applicable state and federal laws and regulations;

k. Prepare an annual report for the PSERN Operator as required by RCW 23.95.255; and

l. Perform other duties as assigned by the Board of Directors.

6.2 Qualifications and Status of the Executive Director

The Executive Director shall have experience or comparable equivalent skills in the technical, financial and administrative fields of public safety radio and his or her appointment shall be on the basis of merit only. If the Executive Director is directly hired by the PSERN Operator, he/she will serve in an "at will" position that may not be modified by any PSERN Agency policy, rule, or regulation regarding discipline or

termination of PSERN Agency employees, and accordingly, the Executive Director may only be terminated from his or her position by the Board of Directors.

7.0 EMERGENCY PROCEDURES

In the case of an emergency, the Executive Director shall have the authority to issue a determination of emergency under applicable law. The Executive Director shall communicate to the Board of Directors each decision made pursuant to any emergency determination as soon as reasonably possible and shall issue a written finding of the existence of the emergency no later than two weeks following the award of any contract executed pursuant to the emergency determination.

8.0 PSERN OPERATOR EMPLOYMENT

8.1 Employees Generally

The Board of Directors shall require the PSERN Operator to comply with all applicable federal, state and local laws, ordinances and regulations pertaining to all current and future employees. In addition, the PSERN Operator shall be an equal opportunity employer and make reasonable efforts to maintain a diverse work force.

8.2. Employment of Current Regular Employees

8.2.1 Offer of Employment

8.2.1.1 As of the Effective Date of this Agreement, there are 3.0 FTE City of Seattle employees and 8.0 FTE King County employees who are employed to primarily work on KCERCS infrastructure and whose job duties will be assumed by the PSERN Operator after FSA ("Qualified Employees"). It is the intention of the Parties that each of those Qualified Employees have the option of working for the PSERN Operator and that the PSERN Operator and the County and City of Seattle will work cooperatively to transition the employees who accept such option to work for the PSERN Operator on a schedule that does not adversely impact public safety functions prior to FSA.

8.2.1.2 Directly Hired Employees

If the Board of Directors determines that PSERN Operator staff shall be directly hired by the PSERN Operator and to implement the intent of Section 8.2.1., then no later than the date to be set by the Board of Directors, the PSERN Operator will offer employment to each of the Qualified Employees for similar employment with the PSERN Operator. The offer shall remain open for no more than thirty (30) days unless otherwise determined by the Board of Directors. Each Qualified Employee who accepts the offer shall become a "Transferring Employee." The PSERN Executive Director shall use best efforts to ensure each Transferring Employee a smooth and prompt transition to employment with the PSERN Operator.

The Board of Directors shall require the PSERN Operator to use its best efforts to offer the Transferring Employees opportunities for professional advancement and a package of employee benefits that are similar to the opportunities and benefits available to the Transferring Employees at their current agency at the time of transition to PSERN employment.

8.2.1.3 Agency-Provided Employees

If the Board of Directors determines that PSERN Operator staff will be contracted for through an agreement with another governmental agency, then no later than the date set by the Board of Directors, the agency providing such staff will offer employment to each of the Qualified Employees for similar employment with the agency for PSERN Operator work. The offer shall remain open for no more than thirty (30) days unless otherwise determined by the agency providing the PSERN Operator staff. Each Qualified Employee who accepts the offer shall become an "Agency Employee." The agency providing PSERN Operator staff shall use best efforts to ensure each Agency Employee a smooth and prompt transition to employment with the agency and work for the PSERN Operator.

8.2.2 Retirement Benefits

If the Board of Directors determines that PSERN Operator staff shall be directly hired, then the PSERN Operator will participate in the Public Employees' Retirement System (PERS) and will offer PERS retirement benefits through the Washington State Department of Retirement Systems to Transferring Employees and Transitional Employees.

8.3 Temporary Employment of PSERN Transitional Employees

8.3.1 Any PSERN Transitional Employee who requests temporary employment with the PSERN Operator shall be employed as a temporary employee by the PSERN Operator or if the PSERN Operator does not directly hire its employees, then by the agency providing staff for the PSERN Operator.. The period of temporary employment shall not exceed eighteen (18) months from the time of transition to such employment or a shorter duration if requested by the PSERN Transitional Employee. The time of transition shall be within 60 days after FSA unless another date is agreed to by the PSERN Operator and the PSERN Transitional Employee.

8.3.2 While employed as temporary employees performing work for the PSERN Operator, PSERN Transitional Employees shall be entitled to a salary and package of benefits similar to what the Transitional Employee received prior to his or her transition to PSERN Operator work. The full cost of compensation, including salary and benefits, provided to PSERN Transitional Employees shall be paid by the PSERN Operator, either directly or pursuant to an agreement with another agency for the provision of staff.

8.3.3 While employed as temporary employees performing work for the PSERN Operator, PSERN Transitional Employees must meet all employment requirements applicable to permanent PSERN Operator employees or employees of the applicable employing agency. Nothing in this Agreement shall preclude the PSERN Operator's or applicable employing agency's ability to take employment action, up to and including termination of employment, regarding a PSERN Transitional Employee who fails to meet any requirement of his/her employment.

8.3.4 Nothing in this section shall preclude the PSERN Operator or an applicable employing agency from hiring a PSERN Transitional Employee serving as a temporary employee to a permanent position.

8.4 No Third-Party Beneficiaries.

Employees affected by this Agreement are not intended to be third-party beneficiaries to this Agreement and cannot sue to enforce its terms.

9.0 Service Level Requirements

9.1 Contractor Services

The PSERN Operator shall ensure the following services are provided by the Contractor throughout the expected service life of the PSERN System:

(i) technical support;
(ii) infrastructure repair;
(iii) System updates; and
(iv) System upgrades.

9.2 Minimum Performance

The PSERN Operator shall ensure the following minimum performance requirements for the PSERN System:

(i) DAQ 3.4;
(ii) 97% reliability;
(iii) 97% portable on-street coverage in the Primary Bounded Area;
(iv) 95% portable on-street coverage in the Highway Buffer Covered Areas;
(v) grade of service of 1.0;
(vi) 99.999% availability of backhaul;
(vii) at least 17db added signal above the baseline PSERN design within the three (3) polygon coverage areas shown in Exhibit B; and
(viii) provide 97% portable on-street coverage with 97% SAR (service area reliability) in the three (3) polygon coverage areas shown in Exhibit B.

10.0 RESERVED

11.0 WITHDRAWAL AND REMOVAL

11.1 Withdrawal of a Party

11.1.1 A Party may withdraw from this Agreement effective on the last day of a calendar year by giving written notice to the Board at least two years prior to the proposed effective date for withdrawal.

11.1.2 Any Party that has given notice of its intent to withdraw must meet with the Executive Director or his or her designee to develop a departure plan that is intended to ensure an orderly separation of the Party from the PSERN Operator in a manner that is consistent with this Agreement. The departure plan may include the transfer of funds and equipment or other assets and such plan must be approved by unanimous vote of the Board of Directors.

11.1.3 Costs of Withdrawal

11.1.3.1 A Party that withdraws shall remain responsible for any obligations that arose prior to the effective date of the withdrawal and for any that are specified under Section 15.17 as surviving a withdrawal.

11.1.3.2 As a condition of withdrawal, the withdrawing Party must pay any direct costs resulting from the withdrawal. The Board of Directors may also set a different withdrawal date as it deems appropriate; however, the withdrawal date shall not be later than one year after the withdrawing Party's proposed withdrawal date.

11.1.3.3 Any costs or other amounts owed by a withdrawing Party under this Agreement or any other agreement between the withdrawing Party and the PSERN Operator shall be paid prior to the effective date of the withdrawal or, if such amounts are not then known or established, then within thirty (30) days after the amount is known or established. However, the withdrawing Party shall not be responsible for amounts not known or established within one hundred (100) days of the date of withdrawal.

11.1.4 A member of the Board of Directors representing a Party that has given notice of withdrawal which is effective at a future date, shall be authorized to cast votes with the Board of Directors only on budgets and other items to be implemented prior to the withdrawal date unless permission to vote on a matter is granted by all remaining Board members.

11.1.5 A Party that has given its notice of withdrawal may revoke its notice of withdrawal by delivering a written notice of such revocation to the Board of Directors. The Board, in its sole discretion, may by unanimous vote of the remaining members of the Board, determine to accept or deny the revocation and under what conditions any acceptance shall be permitted.

11.1.6 If a Party withdraws from this Agreement, the withdrawing Party will forfeit any and all rights it may have to PSERN System real, personal, or intellectual

property and any rights to participate in the PSERN Operator, unless otherwise provided by the Board of Directors.

11.2 Removal of a Board Member.

The Board of Directors may, by majority vote and for cause, remove a Board member from the Board of Directors and terminate the Board member's right to participate in governance of the PSERN Operator. Immediately after the vote removing a Board member, the Party's alternate shall become its Board of Directors member. If the Party has not designated an alternate, the vacancy provisions in Section 4.2.4 shall apply. Cause for removal may include failure to act in good faith in participating in the Board of Directors and willful, arbitrary failure to perform the Board member's obligations as set forth in this Agreement.

12.0 DISSOLUTION AND TERMINATION

12.1 Three (3) or more Directors may, at any one time, call for a vote on the complete dissolution of the PSERN Operator and termination of this Agreement. Upon both: (a) the affirmative vote of a majority of the full Board for dissolution and termination; and (b) the affirmative vote of a majority of the Parties' legislative bodies for dissolution and termination, the Board shall establish a task force to determine how the PSERN System assets and liabilities will be divided upon such dissolution and termination. For purposes of this section, each Party shall determine what constitutes an affirmative vote of its legislative body.

12.2 Approval of the plan for disposition of the PSERN System assets and liabilities (the "Disposition Plan") shall require a unanimous affirmative vote of the full Board. If the Board fails to approve the Disposition Plan within one (1) year of the last legislative body vote under Section 12.1.b, the Parties shall proceed with the impasse resolution procedures in Section 4.5.

12.3 Following the approval of the Disposition Plan, the PSERN Operator shall wind up business in accordance with the Disposition Plan and any other terms set by the Board. The Board shall set the date for termination of this Agreement by affirmative majority vote of the full Board.

13.0 LEGAL RELATIONS

13.1 Employees and No Third Party Beneficiaries

13.1.1 Nothing in this Agreement shall make any employee of one Party an employee of another Party for any purpose, including, but not limited to, for withholding of taxes, payment of benefits, worker's compensation pursuant to Title 51 RCW, or any other rights or privileges accorded by virtue of their employment. No Party assumes any responsibility for the payment of any compensation, fees, wages, benefits or taxes to or on behalf of any other Party's employees. No employees or agents of one Party shall be deemed, or represent themselves to be, employees of another Party.

13.1.2 It is understood and agreed that this Agreement is solely for the benefit of the Parties and gives no right to any other person or entity.

13.2 Indemnification.

Each Party to this Agreement shall protect, defend, indemnify, and save harmless the other Parties and their respective officials and employees, from any and all claims, arising out of, or in any way resulting from, the indemnifying Party's willful or negligent acts or omissions arising out of this Agreement. No Party will be required to indemnify, defend, or save harmless any other Party if the claim, suit, or action for injuries, death, or damages is caused by the sole negligence of that other Party. Where such claims, suits, or actions result from concurrent negligence of two or more Parties, these indemnity provisions shall be valid and enforceable only to the extent of each Party's own negligence. Each of the Parties agrees that its obligations under this Section extend to any claim, demand, and/or cause of action brought by, or on behalf of, any of its employees or agents. For this purpose, each of the Parties, by mutual negotiation, hereby waives, with respect to each of the other Parties only, any immunity that would otherwise be available against such claims under the Industrial Insurance provisions of Title 51 RCW. Any loss or liability resulting from the negligent acts, errors, or omissions of the Board of Directors, Operating Board, Executive Director and/or staff, while acting within the scope of their authority under this Agreement, shall be borne by the PSERN Operator exclusively.

13.3 Insurance

The Board of Directors, Executive Director, and PSERN Operator shall take such steps as are reasonably practicable to minimize the liability of the Parties, including but not limited to the utilization of sound business practices. The Board of Directors shall determine which, if any, insurance policies or self-insurance programs for governmental entities authorized in the State of Washington may be reasonably and practicably acquired to cover liability exposures and other potential losses arising from the operations of the PSERN Operator and the activities of the Parties pursuant to this Agreement (which may include Directors and Officers, Commercial General Liability, Auto, Workers' Compensation, Stop Gap/Employer's Liability, errors and omissions, crime/ fidelity insurance, CyberRisk, property damage or loss), and shall direct the acquisition of same.

14.0 PUBLIC RECORDS

14.1 The Executive Director shall keep records related to the PSERN System and PSERN Operator as required by law and in accordance with the policies, procedures and retention schedules as may be established by the Board of Directors.

14.2 Each Party shall keep records related to the PSERN System and PSERN Operator as required by law and in accordance with such the policies, procedures and retention schedules as may be established by the Party, and each Party shall be responsible for responding to public disclosure requests addressed to it in accordance with the Washington Public Records Act, Chapter 42.56 RCW, and such procedures as may be established by the Party.

14.3 The Executive Director shall be responsible for responding to public disclosure requests addressed to the PSERN Operator in accordance with the Washington Public Records Act, Chapter 42.56 RCW, and such procedures as may be established by the Board of Directors.

15.0 GENERAL

15.1 RESERVED

15.2 Filing of Agreement

Pursuant to RCW 39.34.040, prior to its entry into force, this Agreement shall be filed with the King County Recorder's Office or, alternatively, listed by subject on a Party's web site or other electronically retrievable public source.

15.3 Time of the Essence

The Parties recognize that time is of the essence in the performance of the provisions of this Agreement.

15.4 Compliance with Laws

During the term of this Agreement, the Parties hereto agree to comply with all federal, state, and local laws as necessary to carry out the terms of this Agreement. Further, to the extent that any emergency communication Services involve the retention, security, confidentiality or other handling of certain “protected” health information under the federal Health Insurance Portability and Accountability Act of 1996 (“HIPAA”) and its implementing regulations thereunder by the U.S. Department of Health and Human Services and other applicable laws including chapter 70.02 RCW, the Washington Uniform Health Care Information Act, as amended, the Parties agree to comply with such laws and execute documents as necessary to implement the requirements under such laws.

15.5 Specific Performance

In the event a Party fails to perform an obligation under this Agreement, the other Parties or any one of them shall have the right to bring an action for specific performance, damages and any other remedies available under this Agreement, at law or in equity.

15.6 No Waiver

No term or provision of this Agreement shall be deemed waived and no breach excused unless such waiver, excuse, or consent shall be in writing and signed by the Party or Parties claimed to have waived or consented. If the waiving or consenting Party is the PSERN Operator, then the writing must be signed by all of the voting members of the Board of Directors. Waiver of any default of this Agreement shall not be deemed a waiver of any subsequent default. Waiver of breach of any provision of this Agreement

shall not be deemed to be a waiver of any other or subsequent breach. Waiver of such default and waiver of such breach shall not be construed to be a modification of the terms of this Agreement unless stated to be such through written approval of all Parties.

15.7 Parties Not Relieved of Statutory Obligation

Pursuant to RCW 39.34.030(5), this Agreement shall not relieve any Party of any obligation or responsibility imposed upon it by law except that, to the extent of actual and timely performance thereof by the Board of Directors, the performance may be offered in satisfaction of the obligation or responsibility.

15.8 Nondiscrimination

The Parties shall comply with the nondiscrimination requirements of applicable federal, state and local statutes and regulations.

15.9 No Assignment

No Party shall transfer or assign a portion or all of its responsibilities or rights under this Agreement, except with the prior authorization of the Board of Directors.

15.10 Merger, Consolidation or Sale of All or Substantially All Assets

Approval of the merger or consolidation of the PSERN Operator with another entity, or the sale of all or substantially all assets of the PSERN Operator, shall require a unanimous vote of the Board of Directors.

15.11 Dispute Resolution

If one or more Parties believe another Party has failed to comply with the terms of this Agreement, the affected Parties shall attempt to resolve the matter informally. If the Parties are unable to resolve the matter informally, any Party may submit the matter to mediation under Section 4.5. In any event, if the matter is not resolved, then any Party shall be entitled to pursue any legal remedy available.

15.12 Entire Agreement

The Parties agree that this Agreement, including any attached exhibits, constitutes a single, integrated, written contract expressing the entire understanding and agreement between the Parties. No other agreement, written or oral, expressed or implied, exists between the Parties with respect to the subject matter of this Agreement, and the Parties declare and represent that no promise, inducement, or other agreement not expressly contained in this Agreement has been made conferring any benefit upon them.

15.13 Amendments

15.13.1 Except as provided in this Section, the Agreement may be amended by the Board of Directors from time to time in order to carry out the corporate

purposes of the PSERN Operator. Any such modification shall be in writing and executed by the Chair of the Board of Directors after providing not less than thirty (30) days' advance written notice to all Parties of such proposed modification, and upon unanimous approval of the Board of Directors. However, the following terms of this Agreement may only be amended in writing after approval of each of the legislative bodies of Seattle, King County, EPSCA, and Valley Com; however, for purposes of this legislative determination, EPSCA and Valley Com will each be responsible to determine what constitutes legislative approval or disapproval from their member cities, before tendering their single vote on amendment:

a. Expansion of the PSERN Operator's scope of services or Party funding obligations described in Section 3.0.
b. The composition of the Board of Directors.
c. Addition of new Parties.
d. Voting rights of members of the Board of Directors.
e. Powers of the Board of Directors.
f. Hold harmless and indemnification requirements.
g. Provisions regarding duration, dissolution, termination or withdrawal.
h. The conditions of this Section.

15.13.2 Nothing in this Section 15.13 shall be construed to require legislative authority consent for the agreement to serve an additional User Agency.

15.14 Notices

15.14.1 Any notice under this Agreement shall be in writing and shall be addressed to the Parties as listed below. Any notice may be given by certified mail, courier delivery, or personal delivery. Notice is deemed given when delivered. Email, acknowledgement requested, may be used for notice that does not allege a breach or dispute under this Agreement. Email notice is deemed given when the recipient acknowledges receipt.

15.14.2 The names and contact information set forth in this Agreement shall apply until amended in writing by a Party providing new contact information to each other Party and the date the amendment is effective.

15.15 Conflicts

15.15.1 In the event that any conflict exists between this Agreement and any exhibits hereto, the Agreement shall control.

15.15.2 In the event of a conflict between any provision of this Agreement and a provision of the Implementation Period ILA, the Implementation Period ILA shall control unless otherwise determined by the Board of Directors pursuant to vote under Section 4.3.1.

15.16 Choice of Law; Venue

This Agreement and any rights, remedies, and/or obligations provided for in this Agreement shall be governed, construed, and enforced in accordance with the substantive and procedural laws of the State of Washington. The Parties agree that the Superior Court of King County, Washington shall have exclusive jurisdiction and venue over any legal action arising under this Agreement.

15.17 Severability

The provisions of this Agreement are severable. If any portion, provision, or part of this Agreement is held, determined, or adjudicated by a court of competent jurisdiction to be invalid, unenforceable, or void for any reason whatsoever, each such portion, provision, or part shall be severed from the remaining portions, provisions, or parts of this Agreement and the remaining provisions shall remain in full force and effect.

15.18 Survival Provisions

The following provisions shall survive and remain applicable to each of the Parties notwithstanding any termination or expiration of this Agreement and notwithstanding a Party's withdrawal or removal from this Agreement.

Section 13	Legal Relations
Section 14	Public Records
Section 15.16	Choice of Law; Venue

15.19 Counterparts

This Agreement shall be executed in counterparts, any one of which shall be deemed to be an original, and all of which together shall constitute one and the same instrument.

15.20 Execution

This Agreement shall be executed on behalf of each Party by its duly authorized representative, pursuant to an appropriate motion, resolution, or ordinance of such Party.

Exhibit A
Cost Allocation Model

For the first year of PSERN System operation, rates to be paid by each User Agency and Dispatch Center will be computed as provided in this Exhibit A. The PSERN System annual operating budget and the number of public safety radios, other radios, and consoles will be known quantities at the time the rates are computed.

Division of Budget Between Radios and Consoles

Percentage of annual budget to be paid with radio user fees = **X.**
Percentage of annual budget to be paid with console user fees = Y.

X = [83% of employee-related costs in the PSERN System annual operating budget + annual vendor costs for radio-related equipment] / PSERN System annual operating budget x 100.

Y = [17% of employee-related costs in the PSERN System annual operating budget + annual vendor costs for console-related equipment] / PSERN System annual operating budget x 100.

Public Safety and Other Radio Rates

X% of the PSERN System annual operating budget will be paid with public safety radio rates and other radio rates combined.

The other radio rate shall be 78% of the public safety radio rate.

X% of PSERN System annual operating budget = [12 x the monthly public safety radio rate x the number of public safety radios]+ [12 x the monthly other radio rate x the number of other radios].

Console Rates

Y% of the PSERN System annual operating budget will be paid with console rates.

Y% of PSERN System annual operating budget = 12 x the monthly console rate x the number of consoles.

END OF EXHIBIT A.

Exhibit 8
Polygon Coverage Areas with Added Signal

• A-SOLUTION$

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TEDH'.4.S
rBDH S,Z:.C;t::1.SGJ

15.20 Execution

This Agreement shall be executed on behalf of each Party by its duly authorized representative, pursuant to an appropriate motion, resolution, or ordinance of such Party.

IN WITNESS WHEREOF, authorized representatives of the Parties have signed their names and indicated the date of signing in the spaces provided below.

KING COUNTY

Name _____

Title _____

Date _____

Approved as to Form:

Deputy Prosecuting Attorney

CITY OF AUBURN

Name _____

Title _____

Date _____

Attest:

City Clerk

Approved as to Form:

City Attorney

IN WITNESS WHEREOF, authorized representatives of the Parties have signed their names and indicated the date of signing in the spaces provided below.

KING COUNTY

Name .....
Title .....
Date .....

Approved as to Form:

Deputy Prosecuting Attorney

CITY OF AUBURN

Name .....
Title .....
Date .....

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF BELLEVUE

Name....J....JC!,!!,...q...
Title ...
Date ...

Attest:

Clerk

Approved as to Form:

City Attorney, ASSISTANT CITY ATTORNEY

OF FEDERAL WAY

Name
Titie
Date

Attest:

City Clerk

Approved as to Form:

City Attorney

Page 23

CITY OF BELLEVUE

Name _____
Title _____
Date _____

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

CITY OF FEDERAL WAY

Name: Jim Ferrell
Title: Mayor
Date 5/2/24

Attest:

City Clerk, Stephanie Courtney, CMC

Approved as to Form:

City Attorney, J. Ryan Call

CITY OF ISSAQUAH

Name _____
Title _____

Date _____

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

CITY OF KENT

Name _____
Title _____

Date _____

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

Deputy Prosecuting Attorney

City Attorney

CITY OF BELLEVUE

Name _____
Title _____
Date _____

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF FEDERAL WAY

Name _____
Title _____
Date _____

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF ISSAQUAH

DocuSigned by:
Mayor Pauly
Name Mayor Pauly
Title Mayor
Date 7/30/2020

Attest:

DocuSigned by:
7/30/2020
City Clerk

Approved as to Form:

CITY OF KENT

Name _____
Title _____
Date _____

Attest:

City Clerk

Approved as to Form:

DocuSigned by:
Natalie McNabb 7/30/2020
City Attorney
on behalf of City attorney

City Attorney

CITY OF KIRKLAND

Name _____
Title _____
Date _____

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF MERCER ISLAND

Name _____
Title _____
Date _____

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF REDMOND

Name _____
Title _____
Date _____

Attest:

City Clerk

Approved as to Form:

CITY OF RENTON

Name _____
Title _____
Date _____

Attest:

City Clerk

Approved as to Form:

CITY OF ISSAQUAH

Name _ _ _ _ _ _ _ _ _ _ _ _
Title
Date .....

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF KENT ?

l?e??

Title MA??
Date 5-11-?0

Attest:

City Clerk

Approved as to Form:

CtyAttorney

CITY OF KIRKLAND

Name _ _ _ _ _ _ _ _ _ _ _ _
Title _ _ _ _ _ _ _ _ _ _ _ _
Date _ _ _ _ _ _ _ _ _ _ _ _

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF MERCER ISLAND

Name _____
Title _____
Date _____

Attest:

City Clerk

Approved as to Form:

City Attorney

Page 24

15.20 Execution

This Agreement shall be executed on behalf of each Party by its duly authorized representative, pursuant to an appropriate motion, resolution, or ordinance of such Party.

IN WITNESS WHEREOF, authorized representatives of the Parties have signed their names and indicated the date of signing in the spaces provided below.

KING COUNTY

Name Dow Constantine

Title King County Executive

Date 11/04/2020

Dow Constantine

Approved as to Form:

Deputy Prosecuting Attorney

CITY OF AUBURN

Name _____

Title _____

Date _____

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF KIRKLAND

Name Tracey Dunlap
Title Deputy City Manager

Date 1/3/2024

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF MERCER ISLAND

Name .....
Title .....

Date .....

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF REDMOND

Name .....
Title .....

Date .....

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF RENTON

Name .....
Title .....

Date .....

Attest:

City Clerk

Approved as to Form:

City Attorney

Page 25

CITY OF ISSAQUAH

Name _____
Title _____
Date _____

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

CITY OF KENT

Name _____
Title _____
Date _____

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

CITY OF KIRKLAND

Name _____
Title _____

Date _____

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

CITY OF MERCER ISLAND

Name Jessi Bon
Title City Manager

Date October 6, 2020

Attest:

_____
City Clerk

Approved as to Form:

/s/ Bio Park 9/28/2020
City Attorney

DocuSign Envelope ID: 0D097FE1-CC9E-4D05-8DC9-EC19E92A8302

Attest:

City Clerk

Approved as to Form:

City Attorney

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF KIRKLAND

Name

Title

Date

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF MERCER ISLAND

Name

Title

Date

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF REDMOND

DocuSigned by:
Angela Birney
F678C3A6CA90451...

Name Angela Birney

Title Mayor

CITY OF RENTON

Name

Title

DocuSign Envelope ID: 0D097FE1-CC9E-4D05-8DC9-EC19E92A8302

Date 8/24/2020

Attest:

DocuSigned by:
Cheryl Xanthos
E725E589816E4E1...
City Clerk

Approved as to Form:

DocuSigned by:
Jim Haney
85394CE968994B5...
City Attorney

Date

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF SEATTLE

Name
Title

Date

Approved as to Form:

City Attorney

CITY OF TUKWILA

Name
Title

Date

Attest:

City Clerk

Approved as to Form:

City Attorney

Name _ _ _ _ _ _ _ _ _ _ _ _ _ _
Title

Date .....

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

Name Armando Pavone
Title Mayor

Date 5/22/2020

Attest:

_____
City Clerk

Approved as to Form:

Approved by Shane Moloney via 4/21/2020 email

_____
City Attorney

CITY OF SEATTLE

Name .....
Ttiie .....

Date .....

Approved as to Form:

_____
City Attorney

CITY OF TUKWILA

Name .....
Titie .....

Date .....

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

City Attorney

City Attorney

CITY OF SEATTLE

Saad Bashir (Oct 27, 2020 11:06 PDT)

Name Saad Bashir
Title Chief Technology Officer
Date 10/27/20

Approved as to Form:

City Attorney

CITY OF TUKWILA

Name _____
Title _____
Date _____

Attest:

City Clerk

Approved as to Form:

City Attorney

Name
Title

Date

Attest:

City Clerk

Approved as to Form:

City Attorney

Name Armando Pavone
Title Mayor

Date 5/22/2020

Attest:

City Clerk

Approved as to Form:

Approved by Shane Moloney via 4/21/2020 email

City Attorney

CITY OF SEATTLE

Name
Ttiie

Date

Approved as to Form:

City Attorney

CITY OF TUKWILA

Name Allan Ekberg
Title Mayor

Date 10/20/2020

Attest:

eSigned via SeamlessDocs.com
Christy O'Flaherty

City Clerk

Approved as to Form:

eSigned via SeamlessDocs.com
Kari Sand

City Attorney

Page 25

BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND

AB 6918
May 5, 2026
Regular Business

AGENDA BILL INFORMATION

TITLE:	AB 6918: Puget Sound Regional Council (PRSC) General Assembly Voting Delegate	☐ Discussion Only ☒ Action Needed: ☒ Motion ☐ Ordinance ☐ Resolution
RECOMMENDED ACTION:	Appoint a voting delegate for the PSRC General Assembly Meeting on May 28, 2026.	

DEPARTMENT:	City Council
STAFF:	Mayor Dave Rosenbaum Andrea Larson, City Clerk
COUNCIL LIAISON:	n/a
EXHIBITS:	n/a
CITY COUNCIL PRIORITY:	n/a

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

EXECUTIVE SUMMARY

The purpose of this agenda bill is to appoint a voting delegate for the Puget Sound Regional Council (PSRC) General Assembly meeting on May 28, 2026.

ISSUE/DISCUSSION

The Puget Sound Regional Council (PSRC) develops policies and coordinates decisions about regional growth, transportation, and economic development planning within King, Pierce, Snohomish, and Kitsap counties. The City of Mercer Island is a member of PSRC along with over 100 other members, including counties, cities and towns, ports, state and local transportation agencies and Tribal governments within the region.

PSRC's General Assembly will meet on May 28, 2026 to vote on major decisions, establish the budget, and elect new officers. All mayors, county executives, commissioners, and councilmembers of PSRC member jurisdictions and tribes may vote at the assembly and are encouraged to participate. PSRC needs at least one City of Mercer Island Councilmember to participate and be counted towards the quorum and vote on behalf of Mercer Island.

RECOMMENDED ACTION

Appoint Councilmember _____ as the voting delegate at the PSRC General Assembly on May 28, 2026.

BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND

AB 6919
May 5, 2026
Regular Business

AGENDA BILL INFORMATION

TITLE:	AB 6919: Continuance of the April 7, 2026 Public Hearing and Adoption of 2027-2032 Transportation Improvement Program	☐ Discussion Only ☒ Action Needed: ☒ Motion ☐ Ordinance ☐ Resolution
RECOMMENDED ACTION:	Continue public hearing and adopt the 2027-2032 Transportation Improvement Program as shown in Exhibit 1.	

DEPARTMENT:	Public Works
STAFF:	Jason Kintner, Chief of Operations Matt Mornick, Finance Director Clint Morris, Interim Public Works Director Kellye Hilde, Deputy Public Works Director Rebecca Corigliano, Transportation Engineer Ian Powell, Street Engineer
COUNCIL LIAISON:	n/a
EXHIBITS:	1. 2027-2032 Transportation Improvement Plan 2. Street Fund (110) Six-Year Forecast 3. Summary of Public Comments Received Prior to April 21, 2026 4. Project Descriptions 5. Map of Proposed Roadway and PBF Improvements 6. Map of Mercer Way Shoulder Improvements 7. 2025 Pavement Condition Index (PCI) Map
CITY COUNCIL PRIORITY:	3. Make once-in-a-generation investments to update and modernize aging infrastructure, capital facilities, and parks.

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

EXECUTIVE SUMMARY

The purpose of this agenda item is to continue the public hearing on the 2027-2032 Transportation Improvement Program (TIP) and for the City Council to adopt the TIP (Exhibit 1).

- RCW 35.77.010 requires cities to formally adopt a TIP annually and submit it to the Washington State Department of Transportation (WSDOT) and the Puget Sound Regional Council (PSRC) by July 1.

- The public comment period to solicit community input on the 2027-2032 TIP is January 13 to April 21, 2026. A public hearing was opened during the April 7, 2026 City Council meeting (AB 6903) and continued to the May 5, 2026 City Council meeting.
- No modifications to the TIP project list were proposed by the City Council during the preview meeting on April 7, 2026.
- TIP-defined transportation projects are included in the City's Capital Improvement Program (CIP). Exhibit 2 outlines the associated six-year forecast and 2027–2028 budgetary actions. Once the City Council approves the biennial budget later this year, funding will be appropriated for the 2027–2028 biennium.
- A total of 69 comments were received during the public comment period (Exhibit 3). Any public comment received after publication of this packet, prior to the closing of the public hearing, will also be included as part of the record.
- Exhibits 4 through 6 outline the overall description, and location for each transportation-focused capital project within the six-year TIP period.
- Exhibit 7 shows the most recent Pavement Condition Index (PCI) data collected in 2025, which supports the TIP project list.

BACKGROUND

The six-year TIP is a planning tool used to identify specific projects that serve to maintain, preserve, and maximize use of the existing roadway and pedestrian/bicycle facilities. It forecasts revenues and expenditures within the Street Fund over the six-year planning period.

RCW 35.77.010 requires cities to formally adopt a TIP annually and submit it to the Washington State Department of Transportation (WSDOT) and the Puget Sound Regional Council (PSRC) by July 1. Once the TIP is adopted, projects are budgeted and funded through the City's Capital Improvement Program (CIP) during the biennial budget process.

ISSUE/DISCUSSION

During the preview meeting on April 7, 2026, City Council held a public hearing on the 2027-2032 TIP (AB 6903). A resident requested a new crosswalk near the 5800 block of West Mercer Way to connect pedestrians with nearby trails. In response, staff will evaluate the request based on crosswalk installation criteria through the Neighborhood Traffic Program. Additionally, potential pedestrian enhancements at this location will be considered during upcoming updates to the 2026 Pedestrian and Bicycle Facilities (PBF) and the 2027 Parks, Recreation, and Open Space (PROS) plans.

An additional 37 public comments were reviewed and considered by staff following the TIP preview. The 69 public comments received between the start of the public comment period on January 13, 2026 to the publication of this packet are summarized in Exhibit 3.

No modifications to the TIP project list were proposed by the City Council during the April 7, 2026 preview meeting. Therefore, Exhibits 1, 2 and 4 through 6 (outlining the associated six-year forecast and project costs, descriptions, and location) remain unchanged.

The 2025 Pavement Condition Index (PCI) Map, which was in draft form during the TIP preview, is now finalized and included as Exhibit 7 to illustrate Mercer Island's overall road network health. The 2025 PCI data shows an overall increase in network scores. In 2022, the network score was 75; for 2025, the network score

is 78. PCI data gives a score from 0 to 100 for all street segments in the network as well as an aggregate score for the entire network. This increase in the overall network score is mostly attributed to new distress detection technology that improves data collection and reduces errors in the data. Also, over the last six years, road projects have repaved numerous streets in the Poor and Failed categories, which has significantly lowered the backlog of failed streets in need of repaving. The 2025 PCI data supports both the proposed transportation improvement projects in 2027-2028 as we as the delayed project timelines as described in AB 6903.

NEXT STEPS

With the adoption of the 2027-2032 Transportation Improvement Program (TIP) on May 5, 2026, staff will submit the TIP to the Washington State Department of Transportation (WSDOT) and the Puget Sound Regional Council (PSRC) by July 1, 2026.

RECOMMENDED ACTION

Continue public hearing and adopt the 2027-2032 Transportation Improvement Program as shown in Exhibit 1.

Six-Year Transportation Improvement Program
Detail of Proposed Expenditures
2027-2032

Projects	Project ID	Status	Note	2027F	2028F	2029F	2030F	2031F	2032F
Preservation and Maintenance Projects									
A. Residential Streets Preservation Program									
Residential Street Resurfacing	90.20.0001	Modified	Annual program to resurface residential streets. Reduced by $100,000 all six years.	895,000	922,500	950,100	977,600	1,005,200	1,032,800
A. Subtotal Residential Streets Preservation Program				**895,000**	**922,500**	**950,100**	**977,600**	**1,005,200**	**1,032,800**
B. Arterial Street Improvements									
Arterial Preservation Program	90.20.0002		Annual program to extend life of arterial streets through targeted repairs and patching.	80,500	82,900	85,400	87,900	90,400	92,800
SE 27th Street Overlay (76th Avenue SE to 80th Avenue SE)	90.20.0014	Modified	Resurface with HMA overlay (Town Center). Moved from 2026 to 2027.	647,643	-	-	-	-	-
North Mercer Way Overlay (8400 Block to SE 35th Street)	90.20.0015	Modified	Resurface with HMA overlay. Includes SE 26th Street (ICW - 84th Ave SE). Tied to sidewalk project. Moved from 2027 to 2029.	-	-	840,200	-	-	-
76th Avenue SE & NMW Overlay	90.20.0017	Modified	Resurface with HMA overlay (Westbound I-90 on ramp). Moved from 2026 to 2027.	225,000	-	-	-	-	-
East Mercer Way Overlay (SE 36th to SE 40th Street)	90.20.0019		Resurface with HMA overlay.	-	453,500	-	-	-	-
West Mercer Way Overlay (SE 56th to EMW)	90.20.0021	Modified	Resurface with HMA overlay. Moved from 2029 to 2030.	-	-	-	2,468,800	-	-
78th Ave SE Overlay (SE 40th Street to WMW)	90.20.0026	Modified	Resurface with HMA overlay. Tied to sidewalk project. Moved from 2030 to 2031.	-	-	-	-	466,100	-
SE 24th Street Overlay (72nd Avenue SE to 76th Avenue SE)	90.20.0027	Modified	Resurface with HMA overlay. Tied to sidewalk project. Moved from 2030 to 2031.	-	-	-	-	631,200	-
West Mercer Way Overlay (I-90 to SE 24th Street and 32nd to 28th)	90.20.0033	Modified	Resurface with HMA overlay. Moved from 2030-2031 to 2031-2032.	-	-	-	-	67,300	693,500
B. Subtotal Arterial Street Improvements				**953,143**	**536,400**	**925,600**	**2,556,700**	**1,255,000**	**786,300**
New Construction Projects									
C. Pedestrian & Bicycle Facilities - New									
ADA Transition Plan Implementation	90.20.0003	Modified	Plan, enhance, and construct pedestrian facility improvements to comply with the ADA Transition Plan. Reduced by $50,000 all six years.	200,000	206,100	212,300	218,400	224,600	230,800
Traffic Safety and Operations Improvements	90.20.0004		Minor transportation improvements to address traffic operation and safety issues and concerns.	100,000	103,000	106,100	109,200	112,300	115,400
PBF Plan Implementation	90.20.0005		Annual program to identify, prioritize, design and construct small spot improvements and gap completion projects to pedestrian and bicycle facilities citywide, as identified in the PBF Plan.	50,000	51,500	53,000	54,600	56,100	57,700
SE 40th Street Sidewalk Improvements (Gallagher Hill to 93rd Avenue SE)	90.20.0006	Modified	Replace/improve existing sidewalk, construct bike lanes supporting SRTS. Tied to overlay project. Updated to follow Water Supply Pipeline Project.	893,000	-	-	-	-	-
78th Avenue SE Sidewalk Improvements (SE 32nd to SE 34th Street)	90.20.0007	Modified	Replace existing curb, sidewalk & ADA ramps. Replace street trees and street lighting. Moved from 2026-2027 to 2029-2030.	-	-	82,600	777,700	-	-
Gallagher Hill Road Sidewalk Improvements (SE 36th to SE 40th Streets)	90.20.0009	Modified	New sidewalk, gap completion. In conjunction with resurfacing project. Updated to follow Water Supply Pipeline Project.	869,000	-	-	-	-	-
East Mercer Way Roadside Shoulders - Ph 11 (SE 79th Street to 8400 block)	90.20.0016		Final phase of Mercer Ways Roadside Shoulders project. Year and cost updated to match 2025-2026 CIP.	470,589	-	-	-	-	-
81st Ave SE Sidewalk Improvement (NMW to SE 24th Street)	90.20.0020	Modified	Replace/improve existing sidewalk. Cost updated to include ramp enhancement at SE 24th Street. Moved from 2027 to 2029.	-	-	286,600	-	-	-
77th Ave SE Channelization Upgrades (SE 32nd Street to North Mercer Way)	90.20.0022	Modified	This is a placeholder to implement street standards required by MICC 19.11.120. Scope will be modified when/if Council modifies the standard. Moved from 2030 to 2031.	-	-	-	-	84,200	-
84th Ave SE Pedestrian Improvements (SE 33rd Place to SE 36th St)	90.20.0025	Modified	Improve pedestrian area. Moved from 2029 to 2032.	-	-	-	-	-	310,400
SE 24th Street Sidewalk Improvements (72nd to 76th Avenue SE)	90.20.0028	Modified	Replace/improve existing sidewalk, ADA ramps, and crosswalks. Tied to overlay project. Moved from 2030 to 2031.	-	-	-	-	783,900	-
78th Avenue SE Sidewalk (SE 40th Street to WMW)	90.20.0029	Modified	New sidewalk. Tied to overlay project. TIB or SRTS grant eligible. Moved from 2030 to 2031.	-	-	-	-	423,400	-
Mercerwood Drive Pedestrian Improvements (93rd to 96th Avenue SE)	90.20.0030	Modified	New sidewalk, ADA ramps, and crosswalk. Moved from 2029-2030 to 2030-2031.	-	-	-	220,000	1,335,400	-

Six-Year Transportation Improvement Program
Detail of Proposed Expenditures
2027-2032

Projects	Project ID	Status	Note	2027F	2028F	2029F	2030F	2031F	2032F
Island Crest Way Crosswalk Enhancement (SE 46th Street)	90.20.0031	Modified	Enhance crossing with pedestrian signal and ADA ramps. SRTS grant eligible. Moved from 2029-2030 to 2031-2032.	-	-	-	-	90,200	572,300
SE 27th Street Sidewalk Improvements (74th to 76th Avenue SE)	90.20.0032	Modified	Replace/improve existing curb, sidewalk & ADA ramps. Replace street trees and street lighting. Moved from 2029-2030 to 2030-2031.	-	-	-	129,200	794,500	-
NMW Sidewalk (Fortuna to SE 35th Street)	90.20.0034	Modified	New sidewalk. Removal guardrail. Tied to overlay project. Moved from 2027 to 2029.	-	-	175,100	-	-	-
ICW Shared Use Path Phase 1	90.20.0040		Construction of the Shared Use Path Phase 1 (SE 60th Street to Island Park Elementary) accelerated from 2030. Funding includes a $743,007 Washington State Transportation Improvement Board (TIB) grant.	1,909,000	-	-	-	-	-
92nd Avenue SE Sidewalk Improvements (SE 40th to SE 41st St)	90.20.0043	New	New sidewalk. TIB or SRTS grant eligible.	-	-	100,500	625,000	-	-
C. Subtotal Pedestrian & Bicycle Facilities - New				**4,491,589**	**360,600**	**1,016,200**	**2,134,100**	**3,904,600**	**1,286,600**
D. TIP Other									
ICW Corridor Improvements (SE 68th Street to SE 53rd Place)	90.20.0013	Modified	Placeholder for construction of intersection safety improvements at SE 68th Street and SE 53rd Place. Moved from 2030 to 2031.	-	-	-	-	1,322,400	-
Pedestrian & Bicycle Facilities Plan Update	90.20.0018		Comprehensive update will incorporate ADA Transition Plan, evaluate projects and priorities based on current standards, and provide a roadmap and foundation for future improvments. Funding includes $320k Safe Streets and Roads for All grant. $80k City contribution to come from 90.20.0004.	160,000	-	-	-	-	-
Transportation Action Plan	90.20.0041		This plan will recommend projects and strategies to improve roadway safety on Mercer Island. Funding includes $160k Safe Streets and Roads for All grant. 90.20.0018 grant funds are tied to this Action Plan. $40K City contribution to come from 90.20.0004.	80,000	82,400	-	-	-	-
Aubrey Davis Park Mountains to Sound Trail Lighting (Island Crest Way to Shorewood Dr)	90.25.0008		Install lighting to enhance safety for trail users. Pursuing WSDOT Pedestrian Bicycle Program grant.	75,000	608,700	-	-	-	-
Street Standard Details	90.20.0042	New	Update Public Works street standard details to assist with planning and design efforts.	50,000	103,000	53,000	-	-	-
D. Subtotal TIP Other				**365,000**	**794,100**	**53,000**	**-**	**1,322,400**	**-**
E. Capital Project Management									
Capital Project Management				509,563	546,200	585,000	626,100	669,500	715,400
E. Subtotal Capital Project Management				**509,563**	**546,200**	**585,000**	**626,100**	**669,500**	**715,400**
F. Street Operations									
Non-TIP Operations + Overhead				1,000,975	1,075,100	1,153,700	1,237,000	1,325,300	1,418,800
F. Street Operations				**1,000,975**	**1,075,100**	**1,153,700**	**1,237,000**	**1,325,300**	**1,418,800**
Total Project Costs				**$ 8,215,270**	**$ 4,234,900**	**$ 4,683,600**	**$ 7,531,500**	**$ 9,482,000**	**$ 5,239,900**

Street Fund Financial Forecast

2027-2032

RESOURCES	2027F	2028F	2029F	2030F	2031F	2032F
Beginning Fund Balance	**$ 4,516,412**	**$ 805,112**	**$ 664,999**	**$ (625,479)**	**$ (4,380,875)**	**$ (10,319,022)**
REVENUES						
Appropriated Fund Balance						
REET-2	1,782,709	1,824,817	1,918,382	2,017,645	2,122,953	2,234,674
TBD Vehicle Fees	355,000	355,000	355,000	355,000	355,000	355,000
State Grants	240,000	665,600				
WA State TIB Grant	743,000					
WA State DOT Grant	80,000	80,000				
State Multimodal Transport	33,000	33,000	33,000	33,000	33,000	33,000
Motor Vehicle Fuel Tax	444,900	449,300	453,800	458,300	462,900	467,500
Transportation Impact Fees	85,000	85,000	85,000	85,000	85,000	85,000
Tree Replacement Fee	35,000	35,000	35,000	35,000	35,000	35,000
Interfund Transfer Revenue	705,360	567,070	512,940	792,159	450,000	450,000
Total Revenues	4,503,969	4,094,787	3,393,122	3,776,104	3,543,853	3,660,174
Total Street Fund Resources	**9,020,381**	**4,899,899**	**4,058,121**	**3,150,625**	**(837,022)**	**(6,658,848)**
EXPENDITURES						
A. Residential Streets Preservation Program	895,000	922,500	950,100	977,600	1,005,200	1,032,800
B. Arterial Street Improvements	953,143	536,400	925,600	2,556,700	1,255,000	786,300
C. Pedestrian & Bicycle Facilities - New	4,491,589	360,600	1,016,200	2,134,100	3,904,600	1,286,600
D. TIP Other	365,000	794,100	53,000	-	1,322,400	-
E. Capital Project Management	509,563	546,200	585,000	626,100	669,500	715,400
F. Street Operations	1,000,975	1,075,100	1,153,700	1,237,000	1,325,300	1,418,800
Total Expenditures	8,215,270	4,234,900	4,683,600	7,531,500	9,482,000	5,239,900
Ending Fund Balance *(including reserves)*	**$ 805,112**	**$ 664,999**	**$ (625,479)**	**$ (4,380,875)**	**$ (10,319,022)**	**$ (11,898,748)**

** 2028-2032 includes an inflation factor based on PPI by commodity, highways and streets.*

Log #	Category	Location	Comment/Question	Staff Response
1	Pedestrian and Bicycle Project	City-wide	Hello. I am a long-time resident, pedestrian, and bicyclist. In the past year, I have noticed increasing rudeness from bicyclists and lack of sharing the road with vehicles. I would appreciate clearer rules on road-sharing between bicyclists and drivers, and an encouragement for both parties to share the road. It is becoming increasingly stressful to drive here, and I have been unfairly cursed and yelled at by bikers several times. I love our island and would like to keep it civil. In my opinion, drivers have first priority on roads. As a biker, I bike on designated trails. Thank you.	Thank you for your comment. City staff are looking for opportunities for bicycling education, including Road Safety Best Practices based on Resolution 1452 (https://www.mercerisland.gov/publicworks/page/road-safety-best-practices). The Transportation Action Plan, planned for 2027-2028, will also recommend projects and strategies to improve roadway safety City-wide.
2	Pedestrian and Bicycle Project	West Mercer Way between SE 33rd and SE 34th Street	This corner is extremely dangerous for pedestrians. Cars often speed well beyond the 25 mph limit, and there is no line of sight into walkers. I am concerned an accident will happen. Thank you.	Crews recently trimmed back hedges and bushes on West Mercer Way near SE 33rd and SE 34th Street in late December 2025 to improve sight lines and maintain shoulder clearance. City staff will continue to monitor this location through the Neighborhood Traffic Program for further vegetation trimming and possible pavement marking improvements. City staff will also share speeding concerns with MIPD .
3	Pedestrian and Bicycle Project	West Mercer Way north of 72nd Place SE	It does not feel safe to walk this corner, going southward on West Mercer Way from where I live at 3805 West Mercer Way. Rebecca Corignliano and Brian Hartvigson have been helping me with this, but additional work is needed. Thank you!	Additional improvements to be considered by City staff upon development of the Pedestrian and Bicycle Facilities (PBF) Plan Update in 2026-2027. In the meantime, City staff will monitor the trimmed vegetation and double-edge line pavement markings that were installed as part of the Neighborhood Traffic Program.
4	Non-TIP	Fruitland Landing	I saw in the report, "In 2027, likely residential paving work will occur in the Mercerwood neighborhood on portions of 95th, 96th, and 97th Avenues, following watermain replacement work." Other neighborhoods were also included. However, my neighborhood, the Fruitland Landing neighborhood (especially along 97th Ave at SE 34th St), was not noted to be repaved. There has been several years of extensive water main work. I want to make sure this is repaved. We've been told the work was to have already been completed, including the roads being repaved, but it's still a mess.	Fruitland Landing roads impacted by King County's Sewer Upgrade Project will be repaved by Walsh Construction during the next permitted weather window (which begins mid-March). Please find updates regarding Fruitland Landing restoration work here: https://content.govdelivery.com/accounts/WAKING/bulletins/4044746
5	Non-TIP	Various Locations	Not sure this is the right place for this suggestion. With the rail opening soon, I request a bus run on the North & NE corner of MI to the MI Park and Ride. A stop would include the mini-village between Gallagher Hill & the intersection of EMW & SE 36th St (accommodating SJCC, French American School, and the various office complexes at the bottom of Gallagher Hill), and run along North Mercer Way, with a few other stops (e.g. 35th and N. Mercer Way. I think there is a DART bus, but it seems there are some restrictions with DART.	Please request additional bus routes through Metro.

Log #	Category	Location	Comment/Question	Staff Response
6	Pedestrian and Bicycle Project	SE 68th Street & Island Crest Way	Comment on SE. 68th St/ICW improvements. I live on SE 68th and travel through the SE 68/ICW intersection daily as a driver and as a pedestrian. There is substantial pedestrian activity at the intersection from the trails; there are also frequent/ongoing car/ped conflicts and close calls. The proposed pedestrian improvements appear to be focused on ADA compliant crossings ramps. That's appropriate but I feel strongly that some additional pedestrian safety improvements — such as enhanced crosswalks, flags/activated ped light — are also needed now. The ped crossing at SE 61st/ICW was upgraded last year and it has much less ped activity compared to SE 68th. Please consider adding additional safety improvements in this planning cycle. They are long overdue.	SE 68th Street intersection improvements will be considered as a stand alone project or combined with SE 53rd Place intersection improvements or a future phase of the shared use path (first phase from Island Park Elementary to SE 60th Street will be constructed in 2027). There is currently a construction placeholder for this work in 2030. Please note that rectangular rapid-flashing beacons (RRFBs) are meant for enhancing visibility at locations where a stop is unexpected. Since this intersection is stop-controlled, RRFBs are not included in the proposed pedestrian improvements.
7	Pedestrian and Bicycle Project	Island Crest Way from SE 53rd Place to SE 68th Street	Building a separated, safe north-south bike and pedestrian path along the "missing link" of Island Crest Way (from 53rd to 68th) should be a top priority for the Transportation Improvement Program (TIP). This project would provide a vital, protected connection for commuters heading to the Town Center and light rail station, as well as students traveling to and from school. As the use of bicycles and new forms of micromobility continues to rise, the city's Comprehensive Plan explicitly calls for a fully connected network for non-motorized travel. Currently, Mercer Island lags behind our neighboring Lake Washington communities in providing separated bike infrastructure. Without these dedicated paths, conflicts between cars, cyclists, and pedestrians are inevitable. The state and county have increased grant funding for this infrastructure; we should take advantage of this opportunity.	Thank you for your comment in support of the ped/bike connection on Island Crest Way between SE 53rd Place and SE 68th Street.

Log #	Category	Location	Comment/Question	Staff Response
8	Pedestrian and Bicycle Project	East Mercer Way and West Mercer Way	Walking and cycling should be promoted and supported in Mercer Island. We are fortunate to have a community where most of our needs are only a short distance away. However, walking and cycling in our main thoroughfares of EMW and WMW (the most direct and level routes to town center from many residences) is a dangerous undertaking. I think many parents do not feel comfortable letting their children walk on WMW to West Mercer Elementary however short the distance. Thus, parents feel obliged to drive their kids to and from school, creating more traffic, and more unnecessary trips, and depriving the children from outdoor physical exercise. Motorized vehicles are not looking for pedestrians and cyclist around the many blind curves on Mercer Way (and many do not heed the 25 MPH limit on many of the curves,) this danger discourages walking and cycling. Please consider improving the main thoroughfares with a physical separation between dedicated pedestrian-cycling paths and motor vehicles.	Improvements to the Mercer Ways will be considered as part of the Pedestrian and Bicycle Facilities (PBF) Plan Update.
9	Other Transportation Project	Town Center-wide	Preparing for the perfect storm. Before COVID ridership at the Mercer Island Transit Center was so great that a bus would roll into the stop every 10 minutes. You didn't have to run to catch a bus to Seattle because you knew there would be another even before you got to the loading zone. Covid changed this but for how long? I think everything will return to normal when the new Light Rail Station opens, only more so. The question is "Will we be ready?" Mayor Bassett ten years ago understood this challenge. He promoted more commuter parking in the Town Center. He pushed for more sidewalk lighting so North end residents could walk to our transit hub instead of driving. He looked for local churches to partner with to help create resident only commuter parking near the transit hub. He personally lobbied for local buses to help transport residents on the south end to the north so they didn't need to drive. He worked directly with residents to solve community challenges. Since this time, many options for commuters have gone. Especially the number of public commuter parking spaces that existed on our Town Center streets. Along with this, private parking spaces that helped commuters have gone away as well with the new two hour parking limits that have forced our business community to	Lighting enhancements for crosswalks and sidewalks are included in the City's pedestrian and bicycle facilities projects. The Town Center Parking Area opened in late July 2025 with an additional 33 new stalls for all day parking and bike locker storage. Utilization of this lot is being monitored.

Log #	Category	Location	Comment/Question	Staff Response
			move their employee and business parking to their private customer parking, forcing their customers out on the street to public parking. While sharing of private parking at one time was common, today almost every private parking lot is patrolled. The days of sharing are over. Today it is every business doing what it must to stay alive. While some lighting has improved next to the new Light Rail Station, almost all other sidewalks are still unlit, requiring driving for north end residents when the sun is down. This includes not just north end neighborhoods like Shorewood Heights, around the Roanoke Inn and First Hill but actual residents living directly next to the Town Center. What we can do in short order is to ask the few churches that haven't partnered with Sound Transit to help out until the storm has passed. We can also in very short order just use paint to add extra public parking to our streets with dead center lanes. As well we can pretty quickly fix all the street lights in Town Center to shine both on the street and the sidewalk as is being done at the new rail station. Then long term we can get serious about lighting all our sidewalks coming into the Town Center from the north end. None of these sidewalks should ever again be unsafe to use after dark. Above all though, I think we need to consider what it was that Mayor Bassett and the city manager of the time did that was best. They never tried to do it alone. They never felt that they alone held all the answers. They formed the Town Center Stakeholder Group, the Citizen Advisory Group (CAG), the Mercer Island Wayfinding Committee,... They brought together residents of all backgrounds, viewpoints and skill-sets and asked them to help out. They asked them to work with them to make sure we had a wonderful home to live in. It is this teamwork of residents and city that made our community a great place to live. It is this attitude that will also help us to avoid the storms that lie ahead of us in the future. Thanks, Jim	

Log #	Category	Location	Comment/Question	Staff Response
10	Pedestrian and Bicycle Project	City-wide	Mercer Island needs much more (and better) infrastructure to support bicycles and related forms of transportation. Many of our roads and intersections are unsafe for cyclists. Yet, the number of bikes, e-bikes, and e-scooters on our roads has been rapidly growing. My family of five lives by Lakeridge Elementary School. And across all of us, we own and regularly use five traditional bicycles, two e-bikes with top speeds of around 20 mph, and an e-scooter with a similar top speed of around 20 mph. One observation I have from living here for the last 14 years and watching my children grow up is that the most important roadways on Mercer Island, such as Island Crest Way and East and West Mercer Way, are not particularly safe for children (or adults for that matter) who are riding bikes, e-bikes, and e-scooters. I appreciate the work the City has done to widen some of the shoulder areas of East and West Mercer Way. And I'd very much like that work to continue, ideally at a more aggressive pace. And I'd like the Island Crest Way Corridor Improvements Project to be fully approved and move forward at a more aggressive pace as well. Other areas around the Island are similarly unsafe. As an example, the intersection of 40th Street and Island Crest Way is unsafe for cyclists even though the east/west corridor is a designated bike route with bicycles painted on the roadway. But if you actually use the lane as it suggests on a bike, you'll find yourself surrounded by cars and needing to navigate a complicated, multi-lane intersection. I worry every time my wife and kids ride from our home on the south end of Mercer Island to the north end and back. My kids make that trip regularly by bike and scooter in all weather conditions and sometimes outside of daylight hours. There really isn't a safe way right now for kids to get around the Island on bikes and scooters. Meanwhile, King County actively encourages cycling and e-cycling, and has been building infrastructure to support it. The cities of Seattle and Bellevue have made safe bike routes a priority, and both have come a long way in the last ten years. It's time we do the same.	Thank you for your comment in support of the Mercer Way Roadside Shoulders and Island Crest Way Corridor Improvements. As the Pedestrian and Bicycle Facilities (PBF) Plan is updated in 2026-2027 with prioritized projects and strategies to increase multi-modal safety, we plan to add additional improvement projects to the Six-Year TIP list.

Log #	Category	Location	Comment/Question	Staff Response
11	Pedestrian and Bicycle Project	City-wide	I would like to echo other comments about the lack of cycling infrastructure on Mercer Island. What exists, is often dangerous (e.g. the ICW/40th intersection) or piecemeal and non-specific (e.g ICW is entirely a bumpy, sometimes narrow, unmarked path shared with pedestrians with no right of way specifications). Almost all bike route sections are unlit, to boot. Establishing one quality north south route with an east west connector to EMW and WMW is my strong recommendation, as a parent who would love to bike to any on island destination, thereby minimizing traffic through arterials for those that drive.	The Shared Use Path Phase 1 is a step toward a north/south route, but additional planning work through the Pedestrian and Bicycle Facilities (PBF) Plan will be crucial for completing connections.
12	Pedestrian and Bicycle Project	Island Crest Way	I am encouraged the city is moving forward on completing the north-south bike/ped route. This project has been on the city's radar since at least 1996. The current update is to construct a route on the west side of ICW, from IP school's new crosswalk light to SE 60th. That helps access to IP school and the bike skills area. But it is an isolated section, with gaps at both ends. On the north end, the current route ends at ICW and 90th SE/the mailbox. Southbound cyclists have to make a dangerous crossing of 90th to continue to the new crosswalk, on a narrow sidewalk; or try to cross ICW at 90th despite the lack of a crosswalk. Suggestion: make the southbound bike route from the Ellis Pond/library area cross ICW at 47th, using the existing crosswalk light. Cyclists could continue south on ICW, using the existing shoulder, marked and adequately separated from traffic. South of SE 60th is another gap, until the route turns west along SE 62nd. Doubtless, many peds and bikes will continue to use the existing dirt path on the west side, but that path is narrow for bikes and peds going both directions. Suggestion: make the route one way southbound for bikes on the west side of ICW; bidirectional for peds. Continue it along ICW to SE 68th, either making a bike lane along ICW or using one of the two parallel paths in Pioneer Park for bikes, the other for peds. That would be safer than bidirectional for bikes and peds, and should allow a narrower path, = fewer trees impacted. South of 68th, the bike route could continue along ICW to SE 71st. A route safer than the current one would go through the Estates neighborhood to the middle school, Lakeridge, the ball fields etc.	Thank you for your comment in support of Island Crest Way Shared Use Path Phase 1, and for your suggestions to improve the network to the north and south of the first phase extents. Your suggestions will be considered as the first phase is completed.

Log #	Category	Location	Comment/Question	Staff Response
			If the route on the east side of ICW were one way northbound for bikes, bidirectional for peds, beginning at SE 68th, the existing sidewalk could be widened. If needed, additional area could be gained by cutting back the laurel that encroaches on city property. As cyclists reach 90th/the mailbox, they could continue north along ICW (using the shoulder on ICW, marked and separated as a bike lane), or go up 90th along the current route.	
13	Pedestrian and Bicycle Project	Island Crest Way and City-wide	Please stop researching and start making community safe biking and walking infrastructure on the island. It's a public island and this talking is taking too long to get er done please: Completing the North-South Route: Establishing a safe bike route along Island Crest Way and filling the "missing link" between 53rd and 68th. Intersection Safety: Clearly marking the intersection of Island Crest Way and 40th to safely guide cyclists through the junction. Building a Connected Network: Fulfilling the City's Comprehensive Plan by connecting the current "chopped up" segments into a cohesive, island-wide bicycle network. Thank.you for making the island safe and usable for a healthy happy community of outdoor and fitness lovers. Reduce our Stress!	The Shared Use Path Phase 1 (to be constructed in 2027) will complete the first "missing link" from 53rd going south to 60th. Additional phases will be considered in future updates to the TIP as funding is available. The current bicycle route on SE 40th Street shares the roadway with vehicles. Improvements to this route may be considered as part of the PBF Plan Update. Our goal with the PBF Plan Update is to plan for a safe, island-wide pedestrian and bicycle network.
14	Pedestrian and Bicycle Project		I've been cycling across the Puget Sound Region for 25 years and on long rides it's always disheartening when I cross the bridge and get back on the island. So little has been done in our community to improve cycling infrastructure or support bike commuting since I moved here. By contrast, when I cycle through the cities around us I'm constantly finding new bits of bike paths, revised signalling, new bike lanes or other improvements. The rest of the region is moving ahead: Mercer Island feels stuck. If I would focus on one thing it would be creating a safe path along Island Crest Way, filling in the "missing link" between 68th street and 55th. School kids, bike commuters, and recreational cyclists all need a more direct and safer path through this section. The progress announced so far is modest, and the plans are moving ahead at a disturbingly slow speed.	The Shared Use Path Phase 1 (to be constructed in 2027) will complete the first "missing link" from 53rd going south to 60th. Additional phases will be considered in future updates to the TIP as funding is available.

Log #	Category	Location	Comment/Question	Staff Response
			Two things make this gap even worse than before: (a) the availability of e-bikes makes convenient, comfortable bike commuting even more attractive than before and (b) the opening of light rail will dramatically increase the desire for south end residents to make it to the north end without a car. I know there are plans to address this. They're too modest. They are moving too slow.	
15	Other Transportation Project	93rd Avenue SE south of SE 70th Place	Road surface on 93rd Ave SE is in EXTREMELY POOR condition and is well past its useful lifespan. Please fully resurface this road (the numerous attempts at spot repairing the gigantic potholes is not working).	Staff will utilize Pavement Condition Index (PCI) data from September 2025 for consideration in the upcoming resurfacing schedule.
16	Other Transportation Project	93rd Avenue SE south of SE 70th Place	On 93rd Ave SE, the section south of SE 70th Pl, is in *very* poor repair. Lots of sections that are starting to look unpaved with the amount of road damage and potholes. Several of our biggest potholes were spot repaired last summer, and within a month they had already reappeared. This section of road is badly in need of repaving.	Staff will utilize Pavement Condition Index (PCI) data from September 2025 for consideration in the upcoming resurfacing schedule.
17	Other Transportation Project	93rd Avenue SE south of SE 70th Place	I've lived here sine 2006 and our little section of 93rd Ave gets hardly any traffic, but is always in disrepair with potholes and other issues. They've tried spot repairs but it never works. The road surface needs to be torn up and replaced with something permanent. I'm fed up with having to weave my way home from work every day to avoid the road damage!	Staff will utilize Pavement Condition Index (PCI) data from September 2025 for consideration in the upcoming resurfacing schedule.
18	Non-TIP	93rd Avenue SE south of SE 70th Place	On this city-owned corner, there are several Utility Access panels that are frequently damaged and buried in dirt by cars and trucks that cut the corner. The dirt fills up the meter and valve boxes with mud so they can't easily be accessed. The corner needs a small curb or concrete bollard installed to prevent vehicles from leaving the roadway.	Comment to be shared with Operations & Maintenance team.
19	Other Transportation Project	93rd Avenue SE south of SE 70th Place	93rd Ave SE has deteriorated to a condition that warrants immediate repaving. The current state of the roadway poses ongoing concerns for residents and should be addressed without further delay. Prompt action to restore the pavement would improve safety, accessibility, and overall quality of life in the neighborhood.	Staff will utilize Pavement Condition Index (PCI) data from September 2025 for consideration in the upcoming resurfacing schedule.

Log #	Category	Location	Comment/Question	Staff Response
20	Pedestrian and Bicycle Project	77th Avenue SE, SE 22nd Street, Lid Park	"[90.20.0022] 77th Avenue SE Channelization (SE 32nd Street to North Mercer Way). The scope is consistent with the current Town Center street standards described in MICC 19.11.120. The 2022 Town Center Parking Study adopted by AB 6369 recommends studying options for street reconfiguration on 77th Avenue SE as a good candidate but no specific design or timeframe was recommended. The City Council directed staff in Exhibit 2, AB 6711 | Exhibit 4 | Page 26log #2 of AB 6369 (Summary of Discussion Items + Follow Up Actions) to adjust the scope of this project if the Council ultimately decides to pursue an alternative design option in the future. This project will remain in the "out-years" as a placeholder until such a decision is made. Alternatively, the Council could choose to remove the project from the TIP, however, it would result in private development projects such as Xing Hua on 77th Avenue SE, north of SE 29th Street to build the code required street improvements along their property frontage – replace the bike lanes and center turn lane with on-street parking and sharrows. If the project remains in the TIP, developers could pay the City their fair share of the improvement in lieu of building them". This is from the TIP. I think the city and council have done a good job over the last four years on our infrastructure including trails and roads. But the key factor going forward we learned from the $500,000 WSDOT grant to improve pedestrian safety through the Lid Park is just how expensive these projects are (even for just mixed use paved trails that are already paved), or can be if the plans become unrealistic (the original request by NIM's was for a separate dedicated bike path running along the east side of the park that would have cost at least $10 million). Just the design cost was over $125,000. Anything that requires design and new concrete will cost a fortune. Re: the quote above I don't quite understand eliminating the dedicated bike lanes on 77th that are the only dedicated north/south bike lanes to and from the light rail station and south end of the Island through the town center. There are major intersections along 77th at 29th and 27th, and numerous business driveways including Met Market and McDonalds that create a lot of ingress and	Thank you for your feedback on the placeholder 77th Avenue SE Channelization project. Regarding bikes rerouting to SE 22nd Street instead of using North Mercer Way – preferred routes and improvements will be investigated as part of the PBF Plan Update (occurring in 2026-2027). Restroom facilities will need to be incorporated into other plans (such as Parks, Recreations, and Open Space Plan).

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			egress traffic on 77th plus deliveries. If cars are parked along 77th (and the SEPA review for MICA parking showed a maximum of 37 parking spots being created) they are going to create a blind spot for cars entering and exiting these businesses with bikes riding fast along in the sharrows, especially if the parked vehicles are tall like vans or SUV's, which means there would have to be a no parking zone on either side of each driveway to create sight lines. The issue is cars have to inch into the bike path/sharrows just to see traffic coming along the street (which will be a problem for the north/south "gap" trail on ICW). There will also be significant backups from cars trying to turn left. Imagine 27th with no turn lanes. This project is based on criteria from long ago. The parking study was updated with the council's recent parking management plan, and work from home has significantly reduced parking pressures from commuters on town center streets. The new lot on the old Tully's property has hardly any cars parked in it, and the park and ride is usually half full on weekdays., 78th is not a good north/south arterial (and should not be used as one), and the Island lost SOV access westbound from ICW due to poor negotiations during the SEPA permitting process for light rail which puts more pressure on 77th. Finally I would like to see bikes removed from the Lid Park as much as possible and signage that directs bicyclists onto 22nd instead of along a sidewalk on NMW, especially after light rail opens and there could be many bus riders disembarking on the north side of NMW onto the sidewalk to cross NMW to catch the train in a hurry. Using the sidewalk for a mixed use trail for the Sound to Mountains Trail makes little sense, especially since it crosses a park and ride and two very busy lighted intersections. It is very difficult for a car turning onto 81st or from 81st to NMW to identify bicyclists riding fast along the sidewalk while looking for traffic from both directions moving quickly from exiting I-90 westbound. The city manager during the Aubrey Davis Park Master Plan suggested a bathroom on the far west side of the parking lot in the lower field where the porta potty is today, and I agree that would be a good station for bicyclists crossing the bridge to stop and use the bathroom without creating new impervious surfaces in the park, get water, and for signage directing them onto West Mercer Way toward 22nd rather than into the Lid Park which is really only appropriate for very slow or novice riders.	

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21	Other Transportation Project	Tully's Lot	The city of Mercer Island is actually making it more difficult for Islanders to commute via mass transit with their changes to the permitting in the downtown core for parking and also the open access parking lot where the old Tully's used to be. This parking lot remains mostly empty, derailing the narrative that it is necessary for downtown businesses to thrive. The more pressing need is for Islanders outside of major transit lines to be able to drive to the north end and Park so that they can take mass transit. This lot, which the city owns, should be reserved solely for Islanders. Whether the City charges for this or not is a separate question, but it should be for Islanders only, and in my view that is a non-negotiable ingredient to Islanders being able to take advantage of mass transit.	Comment to be shared with staff managing parking enforcement in the Town Center.
22	Pedestrian and Bicycle Project	Island Crest Way	I'm urging support for the Island Crest Way Trail. Access to the south end of the island by bicycle is limited to East or West Mercer Ways followed by a significant hill to the shopping center. The Island Crest corridor contains access to many significant island resources--churches, virtually all the public schools, the library--yet it is not safely rideable by bicycle. Seems making access easier would be a genuine benefit to many plus reduce car trips. With electric bicycles becoming way more popular, in the immediate future there will be much more need for safe bicycle routes. Island Crest is the main thorough on the Island and is not safely ridable. Time for a change there.	Thank you for your comment in support of the Island Crest Way path improvements.
23	Pedestrian and Bicycle Project	West Mercer Way	Please address the safety issues along the West Mercer Way corridor next to West Mercer Elementary. This area between Merrimount and 78th Ave SE has been brought to the attention of the Mercer Island PD, the City, and the School District multiple times by community members over the past 10+ years. This is due to frequent vehicle speeding and lack of safe walking and biking space for children and community members to reach West Mercer Elementary and Homestead Park. The School District installed a solar speed radar sign years ago, which does not function because of lack of sun light. The School District also updated School Zone signage and the City has updated School Zone road painting and years ago put No Parking signs during school hours. However, these efforts have not made the area sufficiently safe for walking and biking. Each time that the police department patrols the zone, they pull over speeding violators. The School Zone is too small to be effective and needs to be extended to 78th Ave SE and Merrimount so that drivers are forced to slow down and to watch for children. There also needs to be dedicated walking and biking areas (such as what is found near Luther Burbank	Improvements to the West Mercer Way corridor for West Mercer Elementary will be analyzed as part of the PBF Plan Update. In the meantime, Staff will monitor the efficacy of the neighborhood traffic measures installed in 2025 (School Zone pavement markings and sign enhancements). Staff will also continue coordination with MISD for safe routes to school priorities.

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			Park on North Mercer Way or sidewalks) that allow children to walk to and from school independently and safely. As it is, parents walk with their children because vehicles do not slow down through the area. The other schools on the island have safe walking and biking routes on the surrounding roads, and lengthier school zones to control traffic. Even if the School Zone is improved, children and other community members still need to be able to access the park and playground at West Mercer Elementary and Homestead Park. The entire area needs to have the speed clearly reduced to 25mph with traffic mitigation to force vehicles to slow down such as what is seen in similar school areas in Seattle (speed bumps, painted lines, etc.). It is vital that this West Mercer Way corridor near West Mercer Elementary and Homestead Park is improved so that it is safe for children and all community members. West Mercer Elementary should have the same safe walking and biking routes that other elementary schools on the island have.	
24	Pedestrian and Bicycle Project	Various	To align our infrastructure with the Comprehensive Plan's multimodal goals, we ask the Council to prioritize the following: Accelerate the PBF Update: Ensure the 2026–2027 update to the Pedestrian and Bicycle Facilities (PBF) Plan remains on track to identify and bridge high-stress gaps. Execute the Island Crest Way Corridor: Fully utilize secured grant funding to transform this high-stress corridor. This project must not be an isolated segment; it must be extended to create a seamless connection from Mercer Island Middle School (IMS) to the Town Center. Fund Protected "Last-Mile" Links: Prioritize dedicated, separated infrastructure on 77th Ave SE and other Town Center feeder routes to ensure safe access to regional transit. Clearly Mark Key Intersections: Designate and mark safe bike passages through high-conflict intersections, such as Island Crest Way and SE 40th Street. Our goal of a "pedestrian-friendly and transit-oriented environment" will only be realized when our most vulnerable cyclists—our children and seniors—feel safe	The PBF Plan Update is on track for completion in 2026-2027. The Shared Use Path Phase 1 is also still on track for construction in 2027. Additional phases will be considered in future updates to the TIP as funding is available. "Last-mile" links and marked intersections will be evaluated as part of the PBF Plan Update.

Log #	Category	Location	Comment/Question	Staff Response
			navigating the entirety of the Island. Thank you for your continued commitment to a safer, more connected Mercer Island.	
25	Pedestrian and Bicycle Project	Various	Dear Mercer Island City Council, As you finalize the **2027–2031 Transportation Improvement Program (TIP)**, we urge the Council to move beyond "routine accommodation" and prioritize the completion of a truly connected, low-stress bicycle network. The City's own data demonstrates a clear mandate for action. The **2024 Community Survey** shows that while 91% of residents feel safe generally, only **42%** are satisfied with our safe biking facilities—a "satisfaction gap" that has persisted since at least 2018. Notably, the condition of bicycle infrastructure is now a **top-three** streets and infrastructure priority for MI residents. To align our infrastructure with the Comprehensive Plan's multimodal goals, we ask the Council to prioritize the following: • **Accelerate the PBF Update:** Ensure the 2026–2027 update to the Pedestrian and Bicycle Facilities (PBF) Plan remains on track to identify and bridge high-stress gaps. • **Execute the Island Crest Way Corridor:** Fully utilize secured grant funding to transform this high-stress corridor. This project must not be an isolated segment; it must be extended to create a seamless connection from **Mercer Island Middle School (IMS)** to the **Town Center**. • **Fund Protected "Last-Mile" Links:** Prioritize dedicated, separated infrastructure on **77th Ave SE** and other Town Center feeder routes to ensure safe access to regional transit. • **Clearly Mark Key Intersections:** Designate and mark safe bike passages through high-conflict intersections, such as **Island Crest Way and SE 40th Street**. Our goal of a "pedestrian-friendly and transit-oriented environment" will only be realized when our most vulnerable cyclists—our children and seniors—feel safe navigating the entirety of the Island. Thank you for your continued commitment to a safer, more connected Mercer Island. Sincerely, Debbie Bertlin, Jim Shannon, Don Mochtel, Steve Frazier	The PBF Plan Update is on track for completion in 2026-2027. The Shared Use Path Phase 1 is also still on track for construction in 2027. Additional phases will be considered in future updates to the TIP as funding is available. "Last-mile" links and marked intersections will be evaluated as part of the PBF Plan Update.

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			Jose Oncina, Shelly Bowman, Jolanne Stanton, Cali Ridolfi, Carl Platou, Jay Greer, Mark Clausen Jim Stanton, Jeff Koontz, Kirk Griffin, Kevin Hockley Alan Bunin	
26	Pedestrian and Bicycle Project	SE 35th Street	we should use the 95th Ave right-of-way to provide through access for bikes + peds (multi-use-path from SE 36th to S3 40th St. This would greatly improve access from Mercerwood neighborhood to businesses and facilliates along SE 36th St; the I-90 trail; and Gallagher Hill. Mercerwood has no walkable parks whatsoever.It would provide a quiet, safe, and more direct alternative to walking/biking along Mercerwood Dr or E Mercer Way, both of which are more highly trafficked arterial streets. Via this route, hundreds of homes would have safer bike access to Town Center and the light rail stations.An additional pocket-park with playground in the back of the City's parcel would greatly add to the neighborhood as well.Now is the time, so peds/bikes/people are kept in mind as the City rebuilds its utility shops on this parcel.Illustrated a direct alignment of the path, as well as an alternative that would avoid moving any existing city facillities.	This comment will be shared with staff managing the City Hall project.
27	Pedestrian and Bicycle Project	East Mercer Way	Paved shoulders are not "Pedestrian Bike Facillities" if people are allowed to park on them. They're also not very safe or pleasant, especially for bikes, if they are not level from side-to-side and are interrupted by large unmarked holes and storm drains. We should build real side-walks/paths along EMW, at least as far as Mercerwood shoreclub - as cars travel at much higher speeds in these straighter sections (and often floor it to pass cyclists at their first opportunity after miles of curves).Picture doesn't capture it, but storm drains like the one at corner of 40th and EMW is sunken considerably below grade, making it quite dangerous to bike over. But calling this a "paved shoulder" that is a "pedestrian bike facillity" only encourages drivers to bully/intimidate any cyclist who isn't fully riding on this shoulder, despite the danger. Our city suggesting that people are supposed to walk/bike in the shoulder is breeding a dangerous culture of entitlement, where drivers feel they should be able to rip through EMW at 30+. Personally, I bike on the roadway because it's much safer than the shoulder, and I'm fit enough to reach 25 mph on flats, or use e-bike assist on climbs. But even then I have been yelled at by motorists to "share the road" - even though I biking at nearly the 30 mph speed limit.	Improvements to the Mercer Ways will be considered as part of the Pedestrian and Bicycle Facilities (PBF) Plan Update.

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28	Pedestrian and Bicycle Project	West Mercer Way	We would love to see the school zone extended for West Mercer Elementary on West Mercer way. Our kids and lot of kids in the neighborhood walk to school and we would like the neighborhood to be safe for kids. We would love a crosswalk to cross West Mercer Way safely and metal reflectors that clearly demarcate the sidewalk. There isn't a sidewalk on west Mercer way and that may be the solution. This will help school kids but everyone else in the neighborhood.	Improvements to the West Mercer Way corridor for West Mercer Elementary will be analyzed as part of the PBF Plan Update. In the meantime, Staff will monitor the efficacy of the neighborhood traffic measures installed in 2025 (School Zone pavement markings and sign enhancements). Staff will also continue coordination with MISD for safe routes to school priorities.
29	Pedestrian and Bicycle Project	Various	I agree with many of the other proposals including the Island Crest Way Corridor and adding protected bikeways on major roads such as Island Crest Way and 78th Ave SE. I also urge the MI City Council to request Metro to terminate the low-ridership route 630 and reinvest all the service hours into making route 204 more frequent. The MI City Council must also urge Metro to change the routing of 204 to better serve MIHS (Mercer Island High School) as currently the bus stop is over half a mile away from the school, a change in routing would massively improve the overall usefulness of the route and boost student ridership. To achieve a "transit-oriented environment" we must make our transit a viable option this means it must be at a usable frequency and serve the destinations that MI residents and students want. As a more long term plan we must build out and expand our downtown area to allow more residents to be within walking distance to everyday amenities, this will massively reduce overall traffic on the island and allow people who can't drive to be more independent. Thank you for making Mercer Island a safer more convenient place for all.	Thank you for your comments in support of Island Crest Way Corridor and bike enhancements on major roads. For Metro coordination, please use the following link: https://kingcountymetro.my.salesforce-sites.com/customers/cs_app#/cs/general Staff will continue to identify mobility and gap completion projects.

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30	Pedestrian and Bicycle Project	East Mercer Way	I am writing to request improvements to East Mercer Way (EMW). 1- Student Safety Crosswalks: School pick-up occurs on the southbound lane of EMW at SE 38th St. There are no sidewalks past the EMW side street (EMW-SS) which is unnamed on the map (it lies between Frontage Road and SE 38th Street) and 38th Street. Students have no safe way to cross the street. The sidewalk needs extending, crosswalks needs to be added (beyond the 2 that exists, and flashing signs need to be added to the area for pedestrians, ideally like the new signs installed in the city center that pedestrians can press to indicate they intend to cross so that traffic can stop. Right now, although there are 2 crosswalks (one just north of EMW-SS and the other just south of EMW-SS), but cars don't always stop for the pedestrians (either because they don't see them or because they are driving too fast). This type of signage would also be ideal for SE 38th St, SE 39th St, the unnamed street south of SE 39th St, and SE 40th St. In total, there would be 6 of these flashing pedestrian signs as follows: a. North of EMW-SS (there's already a crosswalk here, it just needs a flashing sign) b. South of EMW-SS (there's already a crosswalk here, it just needs a flashing sign) c. Crosswalk and Flashing Sign at SE 38th and EMW d. Crosswalk and Flashing Sign at SE 39th and EMW e. Crosswalk and Flashing Sign at the unnamed street south of SE 39th St f. Crosswalk and Flashing Sign at SE 40th St and EMW 2- Slowing Down Traffic: Vehicles travel over the speed limit along EMW, especially as they are approaching the entrance to I-90. Some form of speed mitigation needs to be implemented. One suggestion: a minimum of 2 speed bumps, one just north of Frontage Rd and one just south of SE 39th St. 3- Managing Ingress & Egress onto EMW (from JCC parking, EMW-SS, & SE 39th St): EMW-SS lies just north of the JCC parking exit. Vehicles exiting the JCC are often seeking to turn north onto EMW. Vehicles traveling along EMW are often traveling over the speed limit. Moreover, traffic has increased in the area. EMW-SS lies just north of the JCC ingress/egress. The vehicles exiting the JCC often turn left (north onto EMW) with disregard to vehicles exiting EMW-SS, even though vehicles turning right (north) from EMW-SS have right of way. Trying to turn onto EMW-SS from EMW also creates challenges. In order to safely do so, one has to	1. Crosswalk enhancements will be considered as part of the resurfacing project on East Mercer Way. Staff will evaluate pedestrian routes following completion of adjacent construction work and will also consider the recommendations established by the PBF Plan Update (to be completed in 2026/2027). 2. Traffic calming measures will be evaluated on East Mercer Way through the City's Neighborhood Traffic Program. Please note the adopted criteria for speed humps does not consider arterial streets for installation. 3. Ingress and egress concerns will be shared with staff who review the annual Transportation Management Plans that are submitted by adjacent facilities. 4. Traffic flow concerns will be shared with staff who review the annual Transportation Management Plans that are submitted by adjacent facilities.

Log #	Category	Location	Comment/Question	Staff Response
			station there car in front of the JCC exit and U-turn onto EMW-SS, otherwise the cars exiting the JCC often will try to turn north onto EMW in front of the vehicles turning onto EMW-SS. I have reached out to the JCC on several instances regarding this issue, but each time they have indicated the public roadway is under City of Mercer Island jurisdiction. Therefore, I am requesting that the City of Mercer Island make improvements to the area to mitigate this traffic concern before there's an accident. Perhaps signage (and the speed bumps in No. 2 above) will help mitigate the situation. 4- Traffic Flow along EMW due to JCC: EMW has one lane northbound and one lane southbound. There is a left turn lane onto SE 36th St. During high use of the JCC, particularly during summer camps, it's nearly impossible to travel southbound along EMW. EMW is not meant for this level of traffic without modifications.	
31	Other Transportation Project	East Mercer Way	I am extremely concerned about the Traffic for Mercer Island Residents and Pedestrian injury risk on East Mercer Way. Traffic is already an issue at the intersections between Frontage road and SE 39th during school drop off and pick up hours for FAS, JCC, as well as in the summers for Summer camp/school. Traffic backs up in both Southbound and Northbound directions and often appears to be an accident just waiting to happen. It appears Herzl-Ner Tamid has been permitted to build a pre-K to 8th grade school which will only multiply the traffic with hundreds of additional vehicles entering and exiting the Island on top of actual Mercer Island Residents trying to exit the Island to go to work in the morning or to return home in the afternoon. I agree with many of the comments and suggestions by Ronil below. Something certainly has to be done to provide a solution for the traffic and to minimize safety risks for motor vehicle accidents and pedestrian vs motor vehicle accidents. Is it possible to reroute the JCC/FAS exit directly across from Frontage road/HNT and put up a 4-way stop light at a clear 4-way intersection? Additionally there should be individual extended length left and right turn lanes for each direction along with a main central lane at the intersection.	Traffic mitigation measures will be constructed on East Mercer Way as part of conditions of permit approval. Please note private development impact analyses are not evaluated as part of the Six-Year TIP.

Log #	Category	Location	Comment/Question	Staff Response
32			I am writing to request improvements to East Mercer Way (EMW). 1-Student Safety Crosswalks: School pick-up occurs on the southbound lane of EMW at SE 38th St. There are no sidewalks past the EMW side street (EMW-SS) which is unnamed on the map (it lies between Frontage Road and SE 38th Street) and 38th Street. Students have no safe way to cross the street. The sidewalk needs extending, crosswalks needs to be added (beyond the 2 that exists, and flashing signs need to be added to the area for pedestrians, ideally like the new signs installed in the city center that pedestrians can press to indicate they intend to cross so that traffic can stop. Right now, although there are 2 crosswalks (one just north of EMW-SS and the other just south of EMW-SS), but cars don't always stop for the pedestrians (either because they don't see them or because they are driving too fast). This type of signage would also be ideal for SE 38th St, SE 39th St, the unnamed street south of SE 39th St, and SE 40th St. In total, there would be 6 of these flashing pedestrian signs as follows:a.North of EMW-SS (there's already a crosswalk here, it just needs a flashing sign)b.South of EMW-SS (there's already a crosswalk here, it just needs a flashing sign)c.Crosswalk and Flashing Sign at SE 38th and EMWd.Crosswalk and Flashing Sign at SE 39th and EMWe.Crosswalk and Flashing Sign at the unnamed street south of SE 39th Stf.Crosswalk and Flashing Sign at SE 40th St and EMW2-Slowing Down Traffic: Vehicles travel over the speed limit along EMW, especially as they are approaching the entrance to I-90. Some form of speed mitigation needs to be implemented. One suggestion: a minimum of 2 speed bumps, one just north of Frontage Rd and one just south of SE 39th St. 3-Managing Ingress & Egress onto EMW (from JCC parking, EMW-SS, & SE 39th St): EMW-SS lies just north of the JCC parking exit. Vehicles exiting the JCC are often seeking to turn north onto EMW. Vehicles traveling along EMW are often traveling over the speed limit. Moreover, traffic has increased in the area. EMW-SS lies just north of the JCC ingress/egress. The vehicles exiting the JCC often turn left (north onto EMW) with disregard to vehicles exiting EMW-SS, even though vehicles turning right (north) from EMW-SS have right of way. Trying to turn onto EMW-SS from EMW also creates challenges. In order to safely do so, one has to station there car in front of the JCC exit and U-turn onto EMW-SS, otherwise the cars exiting the JCC often will try to turn north onto EMW in front of the vehicles turning onto EMW-SS. I have reached out to the JCC on several instances regarding this issue, but each time they have indicated the public roadway is under City of Mercer Island jurisdiction. Therefore, I am requesting that the City of Mercer Island make improvements to	1. Crosswalk enhancements will be considered as part of the resurfacing project on East Mercer Way. Staff will evaluate pedestrian routes following completion of adjacent construction work and will also consider the recommendations established by the PBF Plan Update (to be completed in 2026/2027). 2. Traffic calming measures will be evaluated on East Mercer Way through the City's Neighborhood Traffic Program. Please note the adopted criteria for speed humps does not consider arterial streets for installation. 3. Ingress and egress concerns will be shared with staff who review the annual Transportation Management Plans that are submitted by adjacent facilities. 4. Traffic flow concerns will be shared with staff who review the annual Transportation Management Plans that are submitted by adjacent facilities. 5. Private development traffic impact analyses are not evaluated as part of the Six-Year TIP.

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			the area to mitigate this traffic concern before there's an accident. Perhaps signage (and the speed bumps in No. 2 above) will help mitigate the situation. 4-Traffic Flow along EMW due to JCC: EMW has one lane northbound and one lane southbound. There is a left turn lane onto SE 36th St. During high use of the JCC, particularly during summer camps, it's nearly impossible to travel southbound along EMW. EMW is not meant for this level of traffic without modifications.5-Traffic Issues related to the Herzl Permit for a New School: Improvements are needed due to the pre-K to 8th grade school on the Herzl Synagogue property that was permitted in 2025 by the City of Mercer Island. The property owner is getting ready to build the school, with an expected opening date for the fall of 2026. Traffic will be impacted as a result of the school, as noted in the Traffic Impact Analysis conducted by the property owner, but the property owner is not making these improvements, viewing it as the City's responsibility. I would like to direct the City of Mercer Island to that Traffic Impact Analysis (TIA), dated January 2025, and conducted by TranpoGroup, which can be found in the permitting file for the project. As a resident in this area, I have reviewed the study and it fails to grasp the true traffic conditions in this area. It is deficient and a new one is required. For example, we already face significant traffic challenges that are not captured here due to traffic issues with the JCC camps (see No. 4), along with other activities in the synagogue and JCC. Moreover, the TIA doesn't adequately describe EMW, indicating that there are sidewalks when there are not. There are many others. The hearing examiner also noted resident comments expressing concerns, but did not address them, viewing them instead as "outside the scope of the design review criteria." (Page 16 of the November 21, 2025 Design Review decision). The hearing examiner did provide for some recommendations regarding the traffic impact, which include the following (along with some additional recommendations by me):a.Provide a left turn lane from southbound East Mercer Way to the Frontage Road serving the site.b.The addition of the southbound left turn lane may reduce the length of adjacent northbound left turn lane at the SE 36th Street/East Mercer Way intersection. Verify with a traffic operations analysis that, with the addition of the southbound left turn lane to the Frontage Road, the northbound left turn lane at the SE 36th Street/East Mercer Way intersection will have sufficient storage length to accommodate vehicles, including buses, which currently pick-up students along EMW, starting at the intersection for SE 38th St. If it cannot, then the City needs to determine how it will address the traffic issues. c.The left turn lane from southbound East Mercer Way to the Frontage Road serving the site may	

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			consequently require narrowing of the northbound lane on East Mercer Way, especially as approaching the Frontage Road serving the site. Confirm adequacy of curb radii for right turning vehicles exiting from the Frontage Road onto northbound East Mercer Way based on lane width designed for East Mercer Way, if said East Mercer Way lane width is narrower than existing condition. The design vehicle shall be a S-BUS-40 (school bus). Modify curb radii if reasonably warranted.d.A study and plan are needed to protect Mercer Island public school students whose buses will also be traveling along EMW south to pick them up for school within the timeframes that traffic will be heightened due to the Herzl private school. Traffic congestion will likely result in late arrivals at school if this issue isn't addressed.e.Traffic flow patterns that allow for egress/ingress into the Herzl property at the same time that JCC usage/camps are at their highest (see No. 4).f.A requirement that all vehicle parking for traffic related to use of the Herzl property be accommodated on-site. Overflow parking will not be allowed on public/side streets, including weekdays, weeknights and weekends. (We currently have issues with overflow parking, particularly during high usage times of the synagogue.) Signs need to be installed. g."No Parking During School Days" signage and prevention of vehicle parking along the roadway, side streets, and shoulders. (When vehicles park along EMW, pedestrians are relegated to walking along EMW because there are no sidewalks and those shoulders are used by pedestrians.)h.Signs and enforcement to prevent parking along EMW and side streetsBased on the City of Mercer Island's 2025-2030 Six-Year Transportation Improvement Plan, the only planned improvements to EMW include resurfacing. Thus, improvements on EMW are of prime importance, especially if they impact Mercer Island Public Students as a result of the traffic congestion at this new private school – the City of Mercer Island has allowed the permit to be granted and the private school to be built without making the necessary improvements to the roadway and therefore this point requires immediate attention.	
33	Pedestrian and Bicycle Project	Various	According to the 2024 Community Survey 91% of residents feel safe generally, but only 42% are satisfied with our safe biking facilities. More to the point the condition of bicycle infrastructure is now a top-three streets and infrastructure priority for MI residents. The city should to prioritize the following: * Execute the Island Crest Way Corridor: Fully utilize secured grant funding to transform this high-stress corridor. This project must not be an isolated segment; it	The PBF Plan Update is on track for completion in 2026-2027. The Shared Use Path Phase 1 is also still on track for construction in 2027. Additional phases will be considered in future updates to the TIP as funding is available. "Last-mile" links and marked intersections will be evaluated as part of the PBF Plan Update.

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			must be extended to create a seamless connection from Mercer Island Middle School (IMS) to the Town Center. * Fund Protected "Last-Mile" Links: Prioritize dedicated, separated infrastructure on 77th Ave SE and other Town Center feeder routes to ensure safe access to regional transit. * Clearly Mark Key Intersections: Designate and mark safe bike passages through high-conflict intersections, such as Island Crest Way and SE 40th Street. - [ ] Accelerate the PBF Update: Ensure the 2026–2027 update to the Pedestrian and Bicycle Facilities (PBF) Plan remains on track to identify and bridge high-stress gaps. - [ ] The Comp plans calls for "a pedestrian-friendly and transit-oriented environment" which means one that our most vulnerable cyclists—our children and seniors—should feel safe navigating the entire island.	
34	Pedestrian and Bicycle Project	Various	Council Members: Islanders have long been dissatisfied with progress on a safe and effective bicycle network. Lack of sufficient infrastructure places very high on the list of resident transportation concerns. Among all of the goals of our Pedestrian and Bicycle Facilities Plan, it is vital that the Council prioritize action to complete the following: • Update the Plan in 2026-2027, as intended • Complete the Island Crest Way corridor - and connections from this trail to IMS and the Town Center • Provide protected bicycle infrastructure in Town Center for safe access to businesses and regional transit • Clearly mark key intersections presenting safety hazards that discourage ridership - e.g. SE 40th and Island Crest Way. The time is now for the benefits of bicycle and pedestrian transportation - including progress on our climate protection goals. Thank you. Carolyn Boatsman	The PBF Plan Update is on track for completion in 2026-2027. The Shared Use Path Phase 1 is also still on track for construction in 2027. Additional phases will be considered in future updates to the TIP as funding is available. "Last-mile" links and marked intersections will be evaluated as part of the PBF Plan Update.

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35	Pedestrian and Bicycle Project		Doug MacDonald had a good analysis of e-scooters &c. He was head of WSDOT when I was in the legislature. Read his post to the end. Folks are starting to push back on the e-scooter companies. On a slightly different tangent: I've been disappointed in the new traffic signals Town Center. I've found they significantly increase the time it takes to walk from our condo to the P&R. Their design focuses on automobiles to the detriment of pedestrians despite the city's stated interest in a walkable Town Center. The fixable problem is the left turn signal. It sets priority so in each cycle pedestrians wait for left turning cars. I understand why a traffic engineer would make that choice but it annoys me as a pedestrian. Choosing to have left turning cars wait for pedestrians has little impact on cars but would richly benefit pedestrians.	The traffic signal upgrades were completed in 2025 to improve pedestrian safety. These improvements included flashing yellow arrows with pedestrian protected phasing, leading pedestrian intervals, reflectorized backplates, and Accessible Pedestrian Signal (APS) push buttons. Signal timing adjustments may be implemented as pedestrian, bicycle, and vehicle traffic patterns are established following opening of the Sound Transit light rail station.
36	Pedestrian and Bicycle Project	Island Crest Way	commenting to support a N-S Island Crest Way bike corridor and bicycle facilities in general	Thank you for your comment in support. The Shared Use Path Phase 1 is scheduled for construction in 2027.
37	Pedestrian and Bicycle Project	West Mercer Way and Merrimount Drive	I implore the City Council to prioritize the safety of the corridor on West Mercer Way between West Mercer Elementary and Merrimount Drive. This 0.3 mile stretch is used by many to access the green space of Homestead Field and as the pedestrian route to downtown. Most importantly, it is frequented by dozens of children walking to West Mercer Elementary or the bus stop at Merrimount Dr. This blind corner is a disaster waiting to happen. The posted speed limit is not adhered to and vehicles regularly cut the curve to save momentum. The school zone speed restriction is not even one full block - the shortest for any school zone on the island. Please come and see for yourself. It is clear - we must protect our children on their way to school with an extended school zone, better signage and road paint that lasts more than a couple of months.	Improvements to the West Mercer Way corridor for West Mercer Elementary will be analyzed as part of the PBF Plan Update. In the meantime, Staff will monitor the efficacy of the neighborhood traffic measures installed in 2025 (School Zone pavement markings and sign enhancements). Staff will also continue coordination with MISD for safe routes to school priorities.
38	Pedestrian and Bicycle Project	Various	Hey, cyclists! Share the road! Obey the traffic rules! You don't own the streets! In the past, Mercer island city council members decided not to restrict cyclists but educate them but I don't see any result at all. The 99% of the cyclists act as if they are racers and own the streets, prioritizing themselves. They never stop on stop signs and they don't notify to pedestrians when they are passing the trails that can cause serious accidents. Many don't even have front light and rear on. In many occasions they are in a group. I'm wondering if they got a permits from city. They just go through together at the all way stop intersection as if they are one huge vehicle instead one at a time. Many are not ride on the shoulder and double triple side by side blocking the	City staff are looking for opportunities for bicycling education, including Road Safety Best Practices based on Resolution 1452 (https://www.mercerisland.gov/publicworks/page/road-safety-best-practices). The Transportation Action Plan, planned for 2027-2028, will also recommend projects and strategies to improve roadway safety City-wide.

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			narrow local streets even some cars are behind them. Rarely seen mannered cyclists. It seems the most of the lack of mannered cyclists are not commuters just visitors from nearby cities for their fun or training on weekend. The street, especially on north and east Mercer way has the most problem. Does Somebody consider about local residence safety and rights rather than cyclists from outside the island? Hope the current council members see the ongoing issues of cyclists manners and apply the same restrictions and reinforcement as they do to drivers. It's no use and waste if just improving path for cyclists by spending local taxpayers money in my opinion.	
39	Pedestrian and Bicycle Project	North Mercer Way, Mercerwood Drive to SE 40th Street	Need better paint job on the streets. Especially, crosswalks on north Mercer way are faded away and hard to see from drivers. Need sidewalks on Mercer wood drive to the SE 40th street where many people walk with dogs or run, sometime wheelchair too on the narrow shoulder where cars parked. Also need shuttle or bus(public transportation) services in all neighborhood to connect light rail station. No access in east side of island for now. The Park and ride has been over filled even before light rail came.	Striping improvements on North Mercer Way will be shared with the Maintenance & Operations team. Sidewalks on Mercerwood Drive are proposed as part of Mercerwood Sidewalk Improvements (90.20.0030) Please reach out to Metro for public transportation service requests.
40	Pedestrian and Bicycle Project	2558 76th Avenue SE	This intersection is not good. It should:- have a new crosswalk for the east-west connection- existing north-south crosswalk is too wide, especially for slow, elderly users in the area.- the two turn lanes are underutilized and should be consolidated to one, with the leftover space being painted over to reduce crosswalk width	The existing mid-block crossing at 7620 SE 27th Street will be upgraded to a rectangular rapid-flashing beacon (RRFB) crossing in summer 2026. Crosswalk distance shortening throughout the City will be considered as part of the PBF Plan Update.
41	Other Transportation Project	76th Avenue SE & SE 27th Street	This stop sign has a lot of people that just roll through it at 15 mph without stopping. Consider a basic traffic circle to discourage this.	Comment to be shared with MIPD for stop sign enforcement.
42	Pedestrian and Bicycle Project	77th Avenue SE & SE 27th Street	This intersection is used heavily by pedestrians. It would be great to have walk cycles automatically, instead of requiring the button.	Pedestrian volumes at Mercer Island signals are not high enough to have a pedestrian phase every cycle, which would result in vehicle delays and decline in overall intersection operations. Instead, Mercer Island signals use Accessible Pedestrian Signal (APS) pushbuttons to activate the pedestrian phase in a signal cycle. This way, pedestrian phases do not occur if no pedestrians are present at the intersection. Staff are monitoring new pedestrian/bicycle and traffic patterns upon the opening of the Sound Transit light rail station and may consider automatic pedestrian recall in the future.
43	Pedestrian and Bicycle Project	77th Avenue SE & SE 29th Street	This intersection is unpleasant to use as a pedestrian. Consider narrowing lanes at the intersection to reduce pedestrian crossing time	Crosswalk distance shortening throughout the City will be considered as part of the PBF Plan Update. Existing ramps will be upgraded to meet ADA compliance in summer 2026.

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44	Other Transportation Project	78th Avenue SE & SE 29th Street	This would be safer as an all-way stop	All-way stop control to be assessed by staff through the Neighborhood Traffic Program following completion of adjacent private development construction.
45	Other Transportation Project	78th Avenue SE & SE 30th Street	This would be safer as an all-way stop	All-way stop control to be assessed by staff through the Neighborhood Traffic Program.
46	Pedestrian and Bicycle Project	78th Avenue SE & SE 27th Street	This intersection has heavy pedestrian traffic and would benefit from an automatic walk cycle	Pedestrian volumes at Mercer Island signals are not high enough to have a pedestrian phase every cycle, which would result in vehicle delays and decline in overall intersection operations. Instead, Mercer Island signals use Accessible Pedestrian Signal (APS) pushbuttons to activate the pedestrian phase in a signal cycle. This way, pedestrian phases do not occur if no pedestrians are present at the intersection. Staff are monitoring new pedestrian/bicycle and traffic patterns upon the opening of the Sound Transit light rail station and may consider automatic pedestrian recall in the future.
47	Pedestrian and Bicycle Project	80th Avenue SE & SE 27th Street	This intersection has heavy pedestrian traffic and would benefit from an automatic walk cycle	Pedestrian volumes at Mercer Island signals are not high enough to have a pedestrian phase every cycle, which would result in vehicle delays and decline in overall intersection operations. Instead, Mercer Island signals use Accessible Pedestrian Signal (APS) pushbuttons to activate the pedestrian phase in a signal cycle. This way, pedestrian phases do not occur if no pedestrians are present at the intersection. Staff are monitoring new pedestrian/bicycle and traffic patterns upon the opening of the Sound Transit light rail station and may consider automatic pedestrian recall in the future.
48	Pedestrian and Bicycle Project	77th Avenue SE & Sunset Highway	It would be great if this functioned as an all-way walk intersection, with paint allowing for people to walk from the southwest to northeast corners.	Staff plan to monitor pedestrian and bicycle patterns with the opening of the Sound Transit light rail station for additional enhancements at this intersection.
49	Pedestrian and Bicycle Project	77th Avenue SE north of SE 29th Street	This long block between the new apartment building and Metropolitan Market really should have a pedestrian crossing	Pedestrian patterns to be assessed on 77th Avenue SE through the Neighborhood Traffic Program following completion of adjacent private development construction.
50	Pedestrian and Bicycle Project	76th Avenue SE & SE 24th Street	The crosswalk paint is fading and needs to be repainted. Ideally it should be converted to vertical bars instead of long horizontal lines for better visibility. It would be great if we could also square off the corners on the west side -- the rounded corners create an excessively long crosswalk and encourage drivers to roll through the stop sign.	Intersection to be resurfaced as part of the SE 24th Street Overlay (90.20.0027). Crosswalk repainting with piano-key style bars will be considered for installation following resurfacing.
51	Pedestrian and Bicycle Project	SE 24th Street west of 76th Avenue SE	This area needs a midblock crossing. It is frequently used by people going between the park, cafe, residential area, and office building	Since this location is in close proximity to the crosswalk at 76th Avenue SE, and there are no existing ADA-ramps on either side of SE 24th Street, a new mid-block crosswalk is not advised. The Six-Year Transportation Improvement Program (TIP)

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				plans for sidewalk improvements on SE 24th Street in 2031. Enhancements to the existing pedestrian facility may be considered as part of the project scope.
52	Pedestrian and Bicycle Project	77th Avenue SE north of SE 27th Street	The bicycle lane here is often used as temporary parking for people picking up/dropping off. We should use some basic form of protection, such as flex posts, to discourage this	Bicycle lanes on 77th Avenue SE to be evaluated through 77th Avenue SE Channelization (90.20.0022) and Street Standard Details (90.20.0042).
53	Pedestrian and Bicycle Project	77th Avenue SE south of SE 27th Street	77th Ave SE needs some form of protection for the bicycle lanes. This road does not feel safe to ride on unless you are a confident cyclist.	Bicycle lanes on 77th Avenue SE to be evaluated through 77th Avenue SE Channelization (90.20.0022) and Street Standard Details (90.20.0042).
54	Pedestrian and Bicycle Project	SE 27th Street west of 77th Avenue SE	The sidewalk here is very narrow. Can we work with the property owner to remove the bushes and widen the sidewalk?	Sidewalk widening may be considered as part of a future sidewalk improvement project.
55	Non-TIP	I-90 off ramp at SE 26th Street	The slip lane here is extremely unsafe for pedestrians and cyclists. This offramp from the freeway is taken at high speeds and puts drivers directly in conflict with trail users. Consider closing off the slip lane and requiring drivers to use the traffic light at the intersection.	WSDOT intersection.
56	Pedestrian and Bicycle Project	Island Crest Way & SE 40th Street	This intersection is unpleasant for people walking. Can we do something to make it feel less light a high-throughput boulevard and more like a neighborhood intersection?	Pedestrian improvements at ICW & SE 40th Street to be assessed through the Pedestrian Bicycle Facilities (PBF) Plan Update.
57	Other Transportation Project	Island Crest Way south of SE 42nd Street	This section of Island Crest Way would benefit from a 4-lane to 3-lane conversion, which have been shown to discourage speeding and allow for more safe entry/exit for property owners. Right now if functions like a "stroad" -- both a local street and a high-throughput road, which benefits neither use case. We should commit to traffic calming here.	Roadway dieting to be assessed through the Transportation Action Plan (2027-2028).
58	Other Transportation Project	Island Crest Way & SE 68th Street	This intersection should probably be a roundabout	A SE 68th Street intersection feasibility study was completed in 2023-2024. Results of the study recommend pedestrian safety improvements to be installed, but not a roundabout. Please find the study as a document linked on the Island Crest Way Corridor Improvements Let's Talk page: https://letstalk.mercergov.org/island-crest-way-corridor-improvements-analysis-and-design
59	Pedestrian and Bicycle Project	72nd Avenue SE south of SE 29th Street	72nd Ave SE should have sidewalks, at least on one side of the road. As it stands it does not feel safe to walk on.	Sidewalk installation to be assessed through the Pedestrian Bicycle Facilities (PBF) Plan Update.
60	Pedestrian and Bicycle Project	80th Avenue SE & SE 28th Street	This intersection is excessively wide. We should reduce it to 2 lanes at the intersection instead of 3, which would reduce the crossing width for pedestrians.	Reducing crossing distances for pedestrians throughout the Town Center will be assessed through the Pedestrian Bicycle Facilities (PBF) Plan Update.

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61	Pedestrian and Bicycle Project	SE 27th Street & 76th Avenue SE	The lanes on SE 27th St should have a bicycle lane. They are already much wider than necessary (14ft?) so this could be done by simply repainting differently when the road is repaved.	Pavement marking changes on SE 27th Street to be assessed through the Pedestrian Bicycle Facilities (PBF) Plan Update.
62	Other Transportation Project	SE 24th Street & 81st Avenue SE	4 way stop needed, traffic throughput is relatively even on all sides and sight lines on 82nd are poor.	Through the Neighborhood Traffic Program, staff plan to collect traffic and pedestrian/bicycle data in April and August 2026 to determine if all-way stop control is warranted.
63	Pedestrian and Bicycle Project	E Mercer Way I-90 Ramps	I just witnessed a bicyclist struck by a car at the intersection of Westbound I90 and East Mercer Way. To the credit of the driver, he pulled over immediately and ran back to assist and the cyclist and possibly the bike appeared to be okay. None the less, as a Mercer Island resident of 30+ years and avid cyclist, this particular stretch of road has been on my mind a lot and witnessing the accident today prompted me to finally say something.The small stretch of East Mercer Way that crosses I90 and 36th Street (Gallagher Hill Rd) is heavily used by cyclist leaving the I90 bike trail either on their way home or on their way to the popular Mercer Island loop. Unfortunately, this stretch of road appears to have been designed without bicycles in mind, making it simultaneously one of the most used cyclist routes and most dangerous.Let's start with how one gets from the I90 path coming from Bellevue onto East Mercer Way. There are several options, all with their own problems.1)You can move over into the traffic lane and turn left with the green light. Technically, this may be the appropriate legal maneuver but considering that the cars are exiting a freeway at a high rate of speed, it is exceedingly dangerous and I sincerely hope no one tries it.2)You can turn left with the traffic light directly from the bike path. This is safe most of the time as most cars coming off the freeway are also turning left, but it is legal for a car coming off the free to go straight, back onto the freeway which could take out any bicycle turning left.3)You can cross East Mercer Way on the green light and then wait for the East Mercer Way signal before proceeding. This is what the cyclist was doing that was struck by the car today. Unfortunately for him, many of the cars that are turning left onto the freeway are not watching for cyclist, likely due in part because there is no pedestrian crossing at that point or any other markings on the road that would cause a car to expect a pedestrian or bike. Also, if you try this maneuver and there are no cars waiting across the intersection on East Mercer Way, there appears to be no way for a cyclist to trigger the light.4)You could press the pedestrian button and cross the I90 and enter the pedestrian trail on the North side of East Mercer Way. This is perhaps the safest thing to do but I can't remember ever seeing a cyclist do it, and if they did attempt it, the pedestrian trail entrance is poorly	Bicycle routes connecting with the I-90 trail will be assessed for improvement through the PBF Plan Update (2026-2027). WSDOT coordination will be required for implementing improvements, as this interchange is within WSDOT right-of-way.

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			designed for bicycles and even a little dangerous. Beyond that, the pedestrian path at the intersection on the South side of the freeway is also poorly designed for bikes.After you have successfully turned onto East Mercer Way, you are now confronted with two lanes, one turning right and one going straight, and no extra space for bicycles. What should a cyclist do? Do you stay on the right and then cross over at the last minute hoping a car turning right does not hit you? Do you occupy the middle of the right lane making it more likely cars will see you? Do you ride between the two lanes? Or do you occupy the middle of the left lane? I honestly don't know what the safest thing to do is at this point.Lastly, when you come to the intersection of 36th and East Mercer Way, you encounter a signal that is designed to be unviewable from an angle making it impossible for a cyclist to know when the light is green.All of this would not be so bad if this stretch of road was someplace else, but this section of road is heavily used by bicycles. Also, this stretch of road stands out in contrast to the rest of the island which I consider very bicycle friendly. I have many thoughts on possible improvements and would be happy to talk about them. I also suspect you have people on staff that are more qualified than me and may come up with equally good or better ideas.	
64	Pedestrian and Bicycle Project	Various	I would like to express my particular support for the following elements in this year's TIP: • Completing project *90.20.0040*, the ICW Missing Link. This project is supported by a substantial grant In addition to the safety issues it addresses, filling in the ICW Missing link would facilitate people on bikes, e-bikes and scooters commuting to the light rail station and reduce the number of cars looking for parking. • Revising the PDF Plan *90.20.0018* creating a Transportation Action Plan *90.20.0041* also has grant support and could generate the longer term vision for an island transportation network that we sorely need. The 1996 and 2010 PBFs are basically collections of projects and lack priorities, time lines, and a coherent vision of a connected network called for by the city's Comp Plan. • Improving safe bike/pedestrian access to island schools. • Completing the shoulders on East Mercer Way. *90.20.0022* Additionally, The open-ended nature of the 77th Ave Channelization project 90.20.0022 in the city center continues to be of concern **if** it leads to reducing bike lanes in the city center.	Thank you for your comment in support of 90.20.0018, 90.20.0016, 90.20.0040, and 90.20.0041. Staff will continue to coordinate with MISD to improve safe routes to school.

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65	Pedestrian and Bicycle Project	Various	Hello City Council, I've written and appeared in the past to show my support for new bicycle infrastructure projects on Mercer Island as well as my support for allowing legal e-bikes in our Parks. I'm unable to appear at tonight's City Council meeting. But in the spirit of information sharing, I'm attaching a link to the YouTube video, "Greater Seattle Area Bike Projects to Follow in 2026." This video provides a nice overview of all the major bicycle infrastructure projects that are happening right now in our surrounding communities. Greater Seattle Area Bike Projects to Follow in 2026 youtu.be I just wanted to highlight the large amount of attention our surrounding communities are giving to bicycle infrastructure. The projects in Bellevue later in the video are of particular note. For years Bellevue had been known as being a community that wasn't bicycle-friendly. It had been very difficult to get around Bellevue safely by bike. But that's really improved over the last ten years or so.	Thank you for your comment in support of bicycle infrastructure and sharing the video highlighting Greater Seattle Area bike projects.

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			You'll also see that some communities are specifically focused on creating new bicycle infrastructure that ties into their new light rail stations. This approach seems very relevant to us. In short, I just wanted to focus your attention on this topic and show you what our surrounding communities are doing right now to support safe cycling in the hope that it may spark additional focus on Mercer Island. Thank you for your time.	
66	Pedestrian and Bicycle Project	Various	Tonight I'd like to make a general observation. Which is Bicycles, scooters and E-bikes are an important component of our transportation system that needs safe infrastructure to support it. The federal government, Washington State, King County, and nearly all our neighbors have already integrated micro mobility into their long-term planning. Mercer Island's infrastructure hasn't kept pace. We see the "side effects" of our current infrastructure every day: • Our elementary and middle schools are choked with cars because parents (rightfully) don't feel safe letting their kids bike on our current streets. • We're seeing more kids riding in our parks because parents—rightfully—don't trust the safety of our roads or sidewalks. • We're facing parking challenges in the Town Center and at the light rail station. We need to give more people a safe way to get there without a 4,000-pound vehicle. Washington's most recent transportation package (Move Ahead Washington) carved out nearly **$1.3 billion** for active transportation. This includes massive funding for: • Safe Routes to School programs • Pedestrian and bicycle grant programs • Complete Streets initiatives • Bicycle and pedestrian education It is great to see the city starting to tap into those funding sources, especially when funds are tight.	Thank you for your comment.

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			To sum up, as you make decisions about the TIP, bikes, e-bikes and e-scooters should be viewed as more than recreational devices and start seeing them as the traffic-reduction tools they are.	
67	Pedestrian and Bicycle Project	Island Crest Way	In particular, completing north-south bike and ped route should be a priority. Now that light rail has arrived, we can expect the park and ride to fill up soon, quite possibly with mostly off-island cars. (This was the case pre-covid; the south Bellevue park and ride usually had empty spaces while the one on MI was usually full by 7:30 am.) Apparently, Metro does not plan to increase bus route frequency on the island. MI residents need additional options to access the light rail. Finishing the north-south route would enhance access to the light rail (and town center). This could be done cost-effectively and be a small but positive action by the Council to address an important need.	The Shared Use Path Phase 1 (to be constructed in 2027) will complete the first "missing link" from 53rd going south to 60th. Additional phases will be considered in future updates to the TIP as funding is available. Planning work through the Pedestrian and Bicycle Facilities (PBF) Plan will also be crucial for completing connections.
68	Pedestrian and Bicycle Project	84th Avenue SE and West Mercer Way	Hi there, I'm writing with concern about the crosswalk at the corner of 84th and WMW trailhead. While the staircase was beautifully installed, the crosswalk is not enough to have cars stop for pedestrians. I am a mother of 2 elementary students and we also have many other elementary and middle schoolers in the neighborhood. Standing at the bus stop every day with these kids, I see not only how fast these cars drive, but how they do NOT stop for children, let alone adults. I've reached out already and the city quickly provided reflective sign stickers, but we really do need a flashing light or crossing flags, as cars speed by even when people are clearly waiting to cross, even with traffic and construction, even with people pushing babies in strollers! It'd be fabulous to include more visibility / cross walk protection.	Rectangular rapid-flashing beacon (RRFB) crossings locations are prioritized based on utilization by pedestrians and direct connections to trip generators (such as schools, parks, trails, facilities). We also score candidate locations based on existing ADA-compliant facilities (ramps and sidewalk/trail) leading up to the RRFB crossing to ensure safe, accessible transitions. Since this location does not have ADA-facilities or a direct connection to a school, it scores lower on our criteria for installation. Advanced pedestrian crossing warning signage to be considered for installation through the Neighborhood Traffic Program. In the last year, City crews installed reflectorized post-sleeves on the signposts to increase visibility of pedestrians.
69	Non-TIP	SE 71st Street and West Mercer Way	I am formally requesting that the 2027-2032 TIP include Utility Undergrounding for West Mercer Way (specifically the south-end segments near SE 71st St). As shown in the attached image, the primary high-voltage lines and transformers are currently integrated into the mature conifer canopy. This represents an unmitigated fire risk to a primary arterial and earthquake evacuation route. It is a matter of fiscal necessity that the City coordinates this undergrounding with the AC Water Main Replacement Program planned for this area. Utilizing a "Joint Trench" approach during the upcoming water pipe mobilization is the only cost-effective way to resolve this safety hazard. We must avoid the "double-dig" scenario where the road is resurfaced without addressing the grid's vulnerability to vegetation-related failure.	Overhead electrical lines are owned and maintained by Puget Sound Energy. Moving overhead lines underground must be coordinated through Puget Sound Energy.

SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM
Project Descriptions
(2027-2032)

[90.20.001] - Residential Street Resurfacing

Historically, this program consists of hot mix asphalt (HMA) overlays on an average of 1.0 mile of residential streets annually. The HMA overlay program began in 1989. Prior to that, the City's primary pavement resurfacing program was chip sealing and slurry sealing. In 2011, the City returned to using chip sealing (on a limited basis) as another tool for street pavement preservation. To date, chip seal projects have been performed in 2011, 2013, and 2018. The Residential Street Preservation Program also performs large size roadway patching, occasional crack sealing projects, and improves about one substandard street per biennium, all as the needs arise.

The City's pavement condition data is an integral part of determining the locations and schedule of future residential street asphalt overlays and chip seal work. Pavement Condition Index (PCI) data was collected in 2013, 2016, 2019, 2022, and most recently in 2025. When PCI falls below a score of 70, staff considers a roadway for resurfacing. For roadways with resurfacing needs that also have pending utility work (storm drainage, new watermain, etc.), these roadways are typically scheduled for paving in the years following completion of that major utility work. The timing and limits of residential street resurfacing work in future TIPs may change, as determined by updated pavement condition information.

Some of the residential roadways planned for future HMA repaving are listed below. Other roadways may be added or the timing of these streets below may change based on when and where watermain construction, storm drainage construction, franchise utility work, and major housing projects occur.

- In 2027, residential paving work will occur in the Mercerwood neighborhood on portions of 93rd and 94th Avenues, following watermain replacement work. Portions of 70th and 74th Avenues in the First Hill Neighborhood will also be paved.

- In 2028, residential paving work will occur in the Mercerwood neighborhood on portions of 95th, 96th, and 97th Avenues, following watermain replacement work.

- In 2029, the residential streets of SE 60th and SE 61st Streets and 90th, 92nd, 93rd, and 94th Avenues (east of Island Crest Way) are planned for repaving. A portion of SE 78th Street west of 84th Avenue SE will also be paved.

- In 2030, the residential streets of SE 72nd Place, 91st Ave SE, 91st Place SE and 92nd Place SE are planned for repaving.

- In 2031, the residential streets of SE 58th and SE 59th Streets and 91st Avenue (lying east of Island Crest Way) are planned for paving.

- Street resurfacing to occur in 2032 will be determined during development of the TIP in 2027, utilizing PCI data collected in September 2025.

Arterial Street Improvements

- **[90.20.0002] Arterial Preservation Program** work continues annually. The purpose of this program is to extend the life of arterial streets proactively, by repairing isolated pavement failure areas through crack sealing, square cut patching, and grinding and repaving of full-lane-width segments. Crack sealing extends the life of existing pavements by sealing out water intrusion.

- **[90.20.0014] SE 27th Street (76th Avenue SE to 80th Avenue SE)** will resurface SE 27th Street from 76th Avenue to 80th Avenue in the Town Center with a grind and HMA overlay of the existing roadway. This roadway was last resurfaced in 1994, and its current PCI is in the Fair range. Puget Sound Energy (PSE) has underground utility work planned on SE 27th Street in 2026, therefore staff are planning resurfacing work to occur in 2027.

- **[90.20.0015] North Mercer Way (8400 Block to SE 35th Street).** This project will resurface North Mercer Way with an HMA overlay in 2029. Work will also include sidewalk repairs for ADA compliance and resurfacing of nearby SE 26th Street (Island Crest Way to 84th Avenue). This portion of North Mercer was last repaved in 1994 by WSDOT at the end of the I-90 freeway construction. While its PCI ratings are in the Satisfactory and Fair ranges, staff believes PCI scores will drop into the Poor range by 2029, after completion of the King County North Mercer Interceptor Sewer pipeline project.

- **[90.20.0017] 76th Avenue SE and North Mercer Way.** This project will resurface the intersection of North Mercer Way and 76th Avenue SE at the westbound I-90 freeway on-ramp as well as North Mercer Way up to SE 22nd Street with a grind and hot mix asphalt overlay. The intersection is nearing the end of its pavement life and the Sound Transit traffic signal project currently under construction has impacted the area with utility cuts. It will need resurfacing after completion of the signal project and is therefore planned for 2027.

- **[90.20.0019] East Mercer Way (SE 36th Street to SE 40th Street).** This project will resurface this portion of East Mercer Way with a HMA overlay in 2028. Last repaved in the mid-1980's by WSDOT, this roadway's current PCI is in the Fair range and is expected to decline during water supply pipeline construction.

- **[90.20.0021] West Mercer Way (SE 56th Street to East Mercer Way)** is planned for resurfacing in 2030 with an HMA overlay. This roadway was last repaved in 1995 with an HMA overlay. Its current PCI scores are in the Fair to Satisfactory range and its condition will continue to slowly decline. Patching and crack sealing have both been performed in recent years. The actual timeframe for repaving could be later, based on future PCI data to be collected in 2028.

- **[90.20.0026] 78th Avenue SE (SE 40th Street to West Mercer Way)** will resurface this portion of 78th Ave SE with a HMA overlay in 2031. Last repaved in 2001, this roadway's current PCI is in the Fair range. The overlay project will be tied to the 78th Ave SE sidewalk improvements project [90.25.0029], also proposed for 2031.

- **[90.20.0027] SE 24th Street (72nd Avenue SE to 76th Avenue SE)** will resurface this portion of SE 24th Street with a HMA overlay in 2031. Last repaved in 1993, this roadway's current PCI is in the Fair range but is expected to decline further in the coming years. Project limits could increase based on future pavement conditions. This project will be tied to the SE 24th sidewalk improvements project [90.25.0028] also proposed for 2031.

- **[90.20.0033] West Mercer Way (I-90 to SE 24th Street and SE 28th to SE 32nd Streets)** will resurface portions of West Mercer Way with a HMA overlay in 2032, with design planned in 2031. These sections of roadway were last resurfaced in 1994, 2003, and 2013. While current PCI scores are in the Satisfactory and Fair ranges, staff believe this area of West Mercer Way will be in need of resurfacing by 2032. Future PCI data in 2028 may revise this future project's limits.

Pedestrian and Bicycle Facilities – New

- **[90.20.0003] ADA Transition Plan Implementation** is an annual program to design and construct spot improvements to pedestrian facilities citywide to meet compliance standards established by the Americans with Disabilities Act (ADA) and documented in the City's ADA Transition Plan. ADA upgrades will be focused in Town Center, then expand throughout the City.

- **[90.20.0004] Minor Capital – Traffic Operations Improvements** is an annual program to provide minor capital transportation improvements City-wide to address traffic operations issues and concerns. Typical projects include upgrading signs to new mandated standards, channelization modifications or improvements, roadway safety improvements, upgrading traffic signals for increased efficiency and safety, and new or revised street lighting. It may also fund traffic data collection or City contributions to grants.

- **[90.20.0005] PBF Plan Implementation** is an annual program to identify, prioritize, design and construct small spot improvements and gap completion projects to pedestrian and bicycle facilities citywide as identified in the PBF Plan. Specific projects for this program have not yet been identified or prioritized for construction. Additional pedestrian and bicycle facility projects, besides those listed in the PBF Plan, may be considered if the goals of the PBF Plan are met.

- **[90.20.0006] SE 40th Street Sidewalk Improvements (Gallagher Hill Road to 93rd Avenue SE).** This project will replace sidewalks and create bike lanes on SE 40th Street from Gallagher Hill Road to 93rd Avenue SE following water supply pipeline installation. Work will include constructing new curbs, gutters, and sidewalks along both sides of the roadway; minor drainage improvements; landscaping; and new pavement markings. Construction is planned for 2027.

- **[90.20.0007] 78th Avenue SE Sidewalk Improvements (SE 32nd Street to SE 34th Street).** This project will reconstruct curbs, sidewalks, and ADA ramps, and replace street trees along the east side of 78th Avenue SE from SE 32nd to SE 34th Streets. It will also replace street lighting on both sides of the street and address tree root damage along the west side of the street (minor storm and water system repairs may be needed). Construction is planned for 2029 following Mercerdale Sewer Upsizing.

- **[90.20.0009] Gallagher Hill Road Sidewalk Improvements (SE 36th Street to SE 40th Street).** This project will construct a new sidewalk along the downhill lane and a bike lane

along the uphill lane of Gallagher Hill Road between SE 36th and SE 40th Streets following water supply pipeline installation. Sidewalk and bike lane elements will be designed to meet current ADA standards. Work will include installing new curbs, gutters, sidewalks, street lighting, and storm drainage. Construction is planned for 2027.

- **[90.20.0016] East Mercer Way Roadside Shoulders - Phase 11 (SE 79th Street to 8400 block).** This project will create a new paved shoulder from SE 79th Street to the 8400 block. This is the final phase of the Mercer Way Roadside Shoulder Improvement projects and will remove the last gap in pedestrian and bicycle facilities along East Mercer Way's entire 4.8-mile length. Construction is planned for 2027.

- **[90.20.0020] 81st Avenue SE Sidewalk Improvements (North Mercer Way to SE 24th Street).** This project proposes to reconstruct concrete curb, gutter, sidewalk and ADA ramps along the east side of 81st Avenue SE to provide a safe walk route to the park and ride as well as to the new Sound Transit station and is planned for 2029. An additional ramp wing will also be added to the existing ADA-compliant ramp on the north leg of SE 24th Street.

- **[90.20.0022] 77th Avenue SE Channelization (SE 32nd Street to North Mercer Way).** The scope is consistent with the current Town Center street standards described in MICC 19.11.120. The 2022 Town Center Parking Study adopted by AB 6369 recommends studying options for street reconfiguration on 77th Avenue SE as a good candidate but no specific design or timeframe was recommended. The City Council directed staff in Exhibit 2, log #2 of AB 6369 (Summary of Discussion Items + Follow Up Actions) to adjust the scope of this project if the Council ultimately decides to pursue an alternative design option in the future. This project will remain in the "out-years" as a placeholder until such a decision is made. Alternatively, the Council could choose to remove the project from the TIP. If the project remains in the TIP, developers could pay the City their fair share of the improvement in lieu of building them.

- **[90.20.0025] 84th Avenue SE Pedestrian Improvements (SE 33rd Place to SE 36th Street).** This project will construct a new sidewalk or path along the east side of 84th Avenue SE from SE 33rd Place to SE 36th Street. This section of 84th Avenue SE has a 20 ft-wide paved roadway and is signed as a bike route. There are intermittent sections of shoulder with gravel and grass, but there is not a consistent pedestrian facility on the east side of 84th Avenue SE. Construction is planned for 2032.

- **[90.20.0028] SE 24th Street Sidewalk Improvements (72nd Avenue SE to 76th Avenue SE).** This project will reconstruct concrete curb, gutter and sidewalk along SE 24th Street to upgrade the current walking facility. This project is tied to the SE 24th Street overlay project (90.25.0027). Construction is planned for 2031.

- **[90.20.0029] 78th Avenue SE Sidewalk Improvements (SE 40th Street to West Mercer Way).** This project proposes to install concrete curb, gutter and sidewalk along the west side of 78th Ave SE from SE 40th to SE 41st Streets to provide a walking facility where none currently exists. The project will also upgrade an existing walkway on the east side of the roadway with concrete curbs and sidewalks to improve the connection from the adjacent neighborhood to SE 40th Street, providing access to the Town Center and West Mercer Elementary School. This project is tied to the 78th Ave SE overlay project [90.25.0026]. Construction is planned for 2031.

- **[90.20.0030] Mercerwood Drive Pedestrian Improvements (93rd to 96th Avenue SE).** In 2027, sidewalk will be installed on the south side of SE 40th Street from its existing terminus near Gallagher Hill Road to 93rd Avenue SE, the start of Mercerwood Drive. This project will continue new sidewalk from 93rd Avenue SE to 96th Avenue SE on the south side of Mercerwood Drive, with ADA ramps and a new pedestrian crossing at 96th Avenue SE. Bike lane installation may also be considered. Construction is planned for 2031.

- **[90.20.0031] Island Crest Way Crosswalk Enhancement (SE 46th Street).** This project will enhance the existing crosswalk on Island Crest Way just north of SE 46th Street. Improvements to the existing facility include a pedestrian signal and ADA enhancements to the two curb ramps on each side of Island Crest Way and the center median. This project may also include intersection safety elements at 86th Avenue SE. Construction is planned for 2032.

- **[90.20.0032] SE 27th Street Sidewalk Improvements (74th Avenue SE to 76th Avenue SE).** This sidewalk improvement project is located at the western edge of Town Center, along the south side of SE 27th Street, from 76th Avenue SE to the west approximately 325 feet. New curb and gutter, sidewalk, driveways, and ADA curb ramps will be constructed. Street trees will be replaced to allow space for new street trees to mature without sidewalk damage. This project will also replace street lighting and storm drainage systems where needed upon replacement of the sidewalk. Construction is planned for 2031 in an "out-year" in case the frontage is re-constructed during property improvements.

- **[90.20.0034] North Mercer Way Sidewalk Improvements (Fortuna Drive to SE 35th Street).** This project proposes to remove the existing guardrail behind the existing curb and gutter and construct a new concrete sidewalk and ADA ramps along the north side of North Mercer Way to provide a walking facility where none currently exists. This project will close a gap in the City's existing sidewalk infrastructure and is planned for 2029, in conjunction with the North Mercer Way overlay [90.20.0015].

- **[90.20.0040] ICW Shared Use Path Phase 1** will construct the Shared Use Path from Island Park Elementary to SE 60th Street in 2027, which will have design completed in 2026 through 90.20.0013. Construction is planned for 2027 due to $743,007 of construction funding secured through a Washington State Transportation Improvement Board grant.

- **[90.20.0043] 92nd Avenue SE Sidewalk Improvements (SE 40th Street to SE 41st Street).** This project will build concrete curb, gutter, and sidewalk along the west side of 92nd Avenue to provide a "safe walk route" for Northwood Elementary and the High School, as well as a bus stop location for Islander Middle School. It will also complete a missing link on 92nd Avenue by connecting with sidewalks the School District constructed in 2015 along the High School frontage, creating a continuous sidewalk from SE 40th to SE 42nd Streets. This project may be eligible for Transportation Improvement Board or Safe Routes to School grant funding. Construction is planned for 2030.

Other

- **[90.20.0013] ICW Corridor Improvements (SE 68th Street to SE 53rd Place).** This project will construct the traffic safety and operation improvements identified as part of the Island

Crest Way Corridor Safety Analysis in 2022 and Island Crest Way Corridor Improvements (90th Avenue SE to SE 63rd Street) in the 2023-2024 biennium. A construction placeholder is shown in 2031 for SE 68th Street or SE 53rd Place intersection improvements until funding is secured.

- **[90.20.0018] Pedestrian and Bicycle Facilities Plan (PBF Plan) Update** is proposed for the 2026-2027 biennium to provide a comprehensive update to the current PBF Plan, last updated in 2010 from the original 1996 plan. Over time, construction standards have changed and new facilities have been built. Updates to the Plan will incorporate the results of the ADA Transition Plan, evaluate the use of urban street design guidelines such as the National Association of City Transportation Officials (NACTO), and identify/evaluate projects, provide a preliminary scope of work, and establish priorities of work with the intention of providing a roadmap, foundation, and timeline for future improvements. Mercer Island has been awarded $320,000 through the Safe Streets and Roads for All (SS4A) FY24 grant program to support this project.

- **[90.20.0041] Transportation Action Plan** is proposed for 2027-2028 to recommend projects and strategies to improve roadway safety on Mercer Island. Findings from 90.20.0018 will inform development of the Transportation Action Plan. Mercer Island has been awarded $160,000 through the Safe Streets and Roads for All (SS4A) FY23 grant program to support this project. Supplemental grant funds for 90.20.0018 are tied to the Transportation Action Plan grant funds.

- **[90.25.0008] Aubrey Davis Park Mountains to Sound Trail Lighting (Island Crest Way to Shorewood Dr).** This project will illuminate the Mountains to Sound Greenway (I-90) Trail along the north side of the tall retaining wall from Shorewood to Island Crest Way, a distance of approximately half a mile, as part of Mercer Island's Parks, Recreation, and Open Space (PROS) Plan. Staff is currently pursuing grant funding through WSDOT's Pedestrian & Bicycle program. Construction is planned for 2028.

- **[90.20.0042] Street Standards Details.** This project will update Mercer Island Public Works streets standard details to assist with planning and design efforts. The standard details will provide engineering drawings and specifications to ensure uniform construction of streets, storm drainage, and the transportation network. Currently, staff rely on other agency details for reference (such as the Washington State Department of Transportation). Establishing comprehensive standard street details ensures all infrastructure, whether built by the City or private developers, aligns with long-term safety, sustainability, and aesthetic goals based on best practices for maintaining a multimodal transportation network.

Unfunded PBF Projects – Beyond 2032

- **Merrimount Drive Sidewalk Improvements (Island Crest Way to West Mercer Way).** The project proposes to install concrete curb, gutter, and sidewalk along both sides of Merrimount Drive. The project improves walkability by providing a defined route and place for school kids to walk and wait for the school bus or walk to West Mercer Elementary.

- **86th Avenue SE Sidewalk Improvements (SE 42nd Street to Island Crest Way).** This project proposes to install concrete curb, gutter, and sidewalk along the east side of 86th Avenue SE to provide a walking facility where none currently exists. The project will complete a missing link in the sidewalk network and connect Island Crest Way and adjacent neighborhoods to the High School, Northwood Elementary School, the Mary Wayte Pool, and PEAK.

- **SE 34th Street Sidewalk Improvement (78th Avenue SE to 80th Avenue SE) –** This project will reconstruct curbs, sidewalk, ADA-compliant ramps, and street trees with silva cells along the north side of SE 34th Street where the existing sidewalk currently has significant root damage and heaving due to nearby street trees. This project will improve pedestrian mobility in Town Center.

- **Mercerwood Drive Pedestrian Improvements (96th Avenue SE to East Mercer Way) –** This project will install a pedestrian facility on both sides of Mercerwood Drive, to connect to the 90.25.0030 new sidewalk and East Mercer Way. This project will improve pedestrian safety, especially for students and families accessing schools and other gathering places on SE 40th Street and East Mercer Way. This pedestrian improvement is included in the 2010 PBF Plan.

2027-2032 Six - Year TIP Roadway & PBF Improvements

- Roadway Project
- PBF Project
- 2027
- 2028
- 2029
- 2030
- 2031
- 2032

N

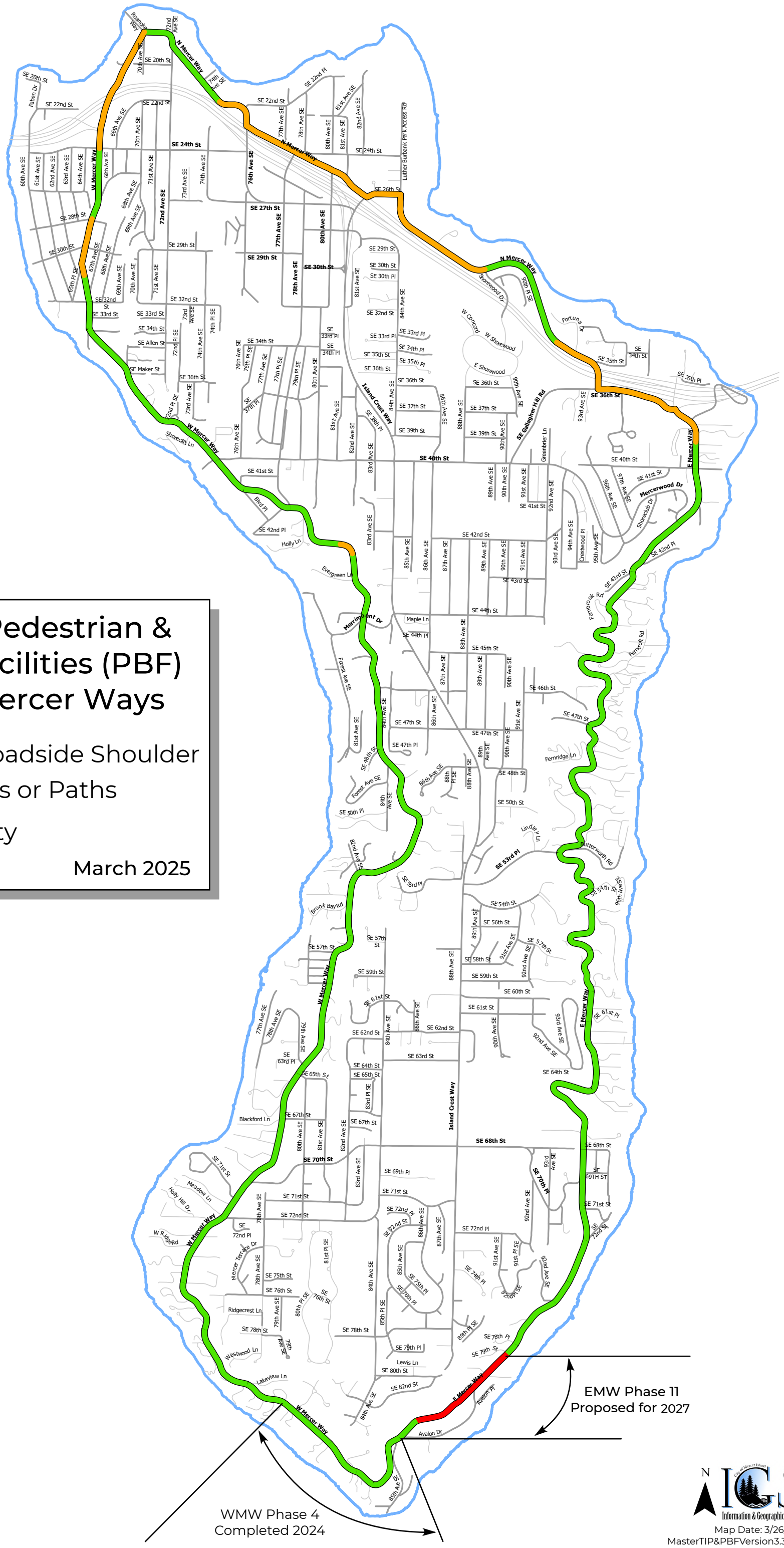
Information & Geographic Services

Map Date: 3/26/2026
MasterTIP&PBFVersion3.3.aprx
Layout & Map: 2027_to_2032_TIP&PBF

Current Pedestrian & Bicycle Facilities (PBF) on the Mercer Ways

- Paved Roadside Shoulder
- Sidewalks or Paths
- No Facility

March 2025



132

N

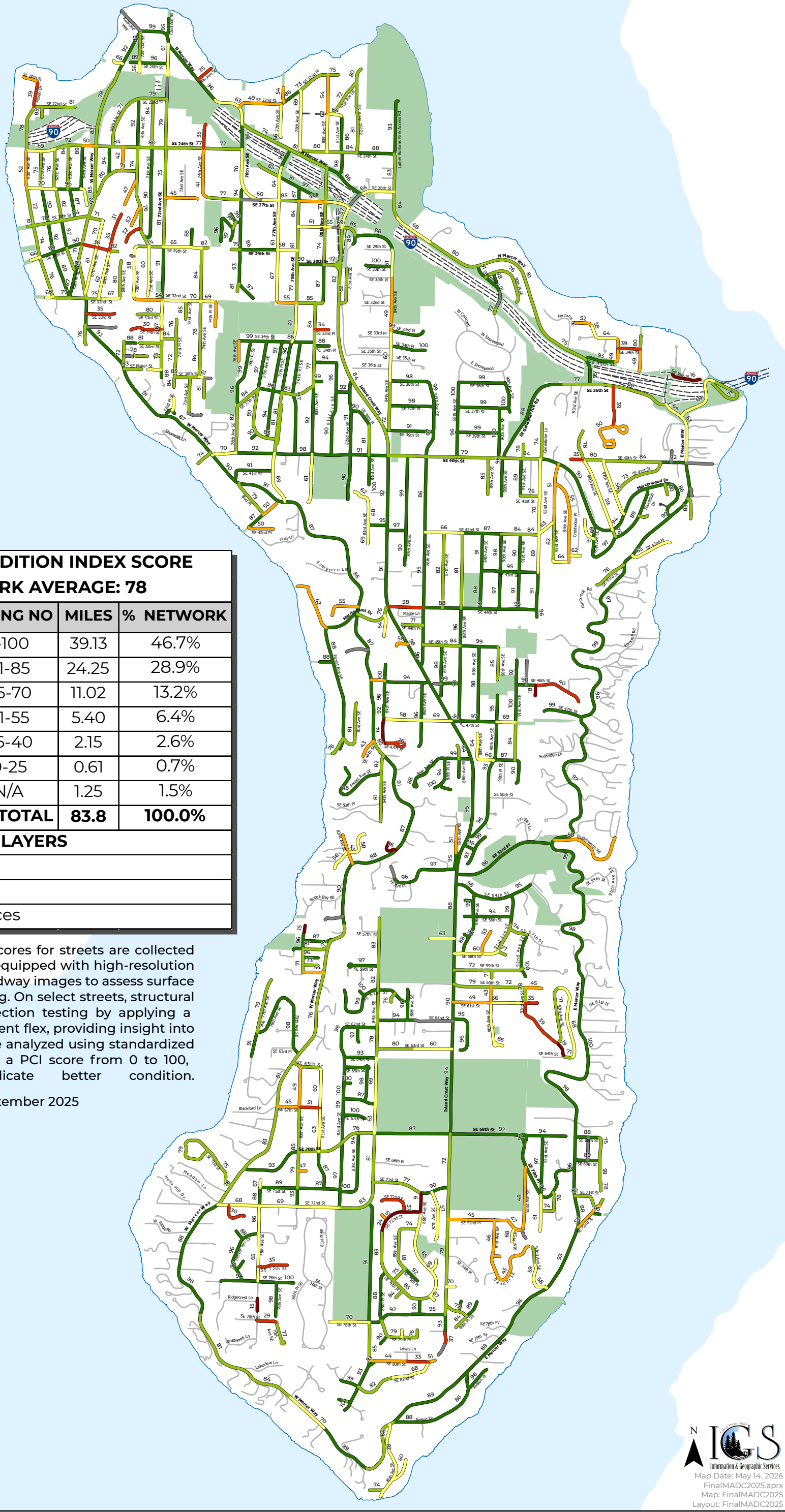
IGS Information & Geographic Services

Map Date: 3/26/2025
MasterTIP&PBFVersion3.3.aprx
Map & Layout: 2025WMercerWaysPBF

Disclaimer: No warranties of any sort including accuracy, fitness or merchantability accompany this map.

2025 PAVEMENT CONDITION INDEX (PCI)

Arterial & Residential Streets



2025 PAVEMENT CONDITION INDEX SCORE
STREET NETWORK AVERAGE: 78

COLOR	RATING TEXT	RATING NO	MILES	% NETWORK
	Good	86-100	39.13	46.7%
	Satisfactory	71-85	24.25	28.9%
	Fair	56-70	11.02	13.2%
	Poor	41-55	5.40	6.4%
	Very Poor	26-40	2.15	2.6%
	Failed	0-25	0.61	0.7%
	No Survey	N/A	1.25	1.5%
		TOTAL	**83.8**	**100.0%**

OTHER LAYERS

	Private Streets
133	Interstate 90 (I-90)
	Parks & Open Spaces

Pavement condition index (PCI) scores for streets are collected using specialized survey vehicles equipped with high-resolution cameras that capture detailed roadway images to assess surface conditions like cracking and rutting. On select streets, structural strength is evaluated using deflection testing by applying a controlled load to measure pavement flex, providing insight into structural strength. These data are analyzed using standardized engineering methods to produce a PCI score from 0 to 100, where higher values indicate better condition.

Mercer Island Collection Date: September 2025

N

GIS Information & Geographic Services

Map Date: May 14, 2026
FinalMADC2025.aprx
Map: FinalMADC2025
Layout: FinalMADC2025

BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND

AB 6921
May 5, 2026
Regular Business

AGENDA BILL INFORMATION

TITLE:	AB 6921: Fiscal Year 2025 Year-End Financial Status Update and Budget Amending Ordinance	☐ Discussion Only ☒ Action Needed: ☐ Motion ☒ Ordinance ☐ Resolution
RECOMMENDED ACTION:	Receive the Fiscal Year 2025 Year-end Financial Status Update and Adopt Ordinance No. 26-04, Amending the 2025-2026 Biennial Budget.	

DEPARTMENT:	Finance
STAFF:	Matt Mornick, Finance Director LaJuan Tuttle, Deputy Finance Director Ben Schumacher, Financial Analyst II Merrill Thomas-Schadt, Senior Management Analyst
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Fiscal Year 2025 Year-End Financial Status Update 2. Ordinance No. 26-04 2025-2026 Budget Amendments
CITY COUNCIL PRIORITY:	4. Focus efforts and actions to be an environmentally and fiscally sustainable, connected, and diverse community.

EXECUTIVE SUMMARY

This agenda item summarizes the City's financial position as of December 31, 2025.

- Every two years, the Mercer Island City Council adopts a financial plan that covers a two-year period, known as a biennium. The current 2025-2026 budget is a balanced $222 million plan that emphasizes prudent fiscal management while tackling a backlog of infrastructure needs.
- Efforts are underway to draft the 2027-2028 preliminary budget. The 2025 year-end analysis (Exhibit 1) kicks off the first of several budget focused items with the City Council that culminate with the review and formal adoption of the 2027-2028 biennial budget this fall.
- The General Fund ended fiscal year 2025 with a total balance of $10.4 million. Of this, $5.3 million is committed per Council-adopted financial policies and prior legislative actions.
- The remaining $5.1 million represents the available unassigned fund balance, of which $3.4 million is savings from prior years. The remainder is largely the result of stronger-than-anticipated revenues in general sales tax, business & occupation (B&O) tax, and investment earnings in 2025.
- Of the $42.6 million amended General Fund expenditure budget, 98.7% was spent in 2025.
- In May 2017, the City Council accepted a $10.05 million Sound Transit mitigation package to offset permanent traffic impacts from the East Link light rail project. The City successfully met the December 31, 2025 expenditure deadline, fully investing the entire settlement funds in Mercer Island.
- Exhibit 1 provides detailed analysis across all City funds, including final revenue and expenditure actuals, reserves and long-term liabilities, and budget amendments adopted during fiscal year 2025.

- Ordinance No. 26-04 (Exhibit 2) formalizes previously approved adjustments and requests a new appropriation of $150,000 from the unassigned fund balance to address current operational needs.

BACKGROUND

Every two years, the Mercer Island City Council adopts a financial plan that covers a two-year period, known as a biennium. The current 2025-2026 budget is a balanced $222 million plan that emphasizes prudent fiscal management while tackling a backlog of infrastructure needs. Efforts are currently underway to build the 2027-2028 preliminary budget.

Each spring, the City Council receives a comprehensive financial update for the preceding fiscal year (Exhibit 1). The primary objective is to provide the City Council with the necessary context on the City's fiscal standing as the City Council works through policy decisions that impact the City's limited financial resources during the second year of the current biennium.

What is more, the year-end financial overview provides the initial foundation to develop the 2027-2028 biennial budget, which will be presented for City Council review beginning in September 2026.

ISSUE/DISCUSSION

In May 2025, the City Council received a revenue forecast (AB 6680) indicating that General Fund expenditures were tracking within budget while revenues were projected to exceed estimates. This forecast proved accurate through fiscal year-end, driven by sustained growth in core revenue streams.

General Fund Revenues

As of December 2025, the General Fund recorded $40.1 million in revenues, reaching 93% of the amended budget. Key drivers of this performance included sales tax, business and occupation (B&O) tax, and investment interest earnings (see Exhibit 1).

The City collected $6.9 million in general sales tax revenues, outperforming budget expectations by $270,000. Activity remained strong across most sectors throughout 2025, with construction and retail/wholesale trade emerging as the top-performing categories. Overall, year-end sales tax revenues represented a $1.0 million increase over the prior year.[1]

B&O tax revenues exceeded budget expectations by $640,000, representing a $390,000 increase over FY 2024. This tax is levied at a rate of 0.10% on gross revenues exceeding $150,000, with quarterly filings required for businesses earning over $1.0 million annually.

Interest earnings in the General Fund performed $274,000 above budget expectations for 2025. However, total earnings declined compared to the historic peak of $2.1 million set in 2024 (Figure 1). This decrease is attributed to lower levels of idle cash reserves and a decline in the Local Government Investment Pool (LGIP) rate, which fell from 4.62% in December 2024 to 3.87% in December 2025.

[1] Due to the City's 2024 transition to cash-basis accounting, the January 2024 sales tax distribution was accrued back to December 2023. Consequently, these funds are excluded from 2024 totals, creating a one-time variance in year-to-year comparisons throughout the 2024–2025 transition period. See Exhibit 1 for further details on the cash-basis reporting shift.

Figure 1

001 - General Fund	
Year	Interest Earnings
2025	$ 1,676,126
2024	2,142,037
2023	1,703,978
2022	-
2021	-

The shift in interest revenue mirrors broader economic trends. Following the Federal Reserve's aggressive rate hikes to mitigate inflation – which moved the City from near-zero interest earnings between 2020 and 2022 to record highs in 2024 – the economic environment through December 2025 reflects a cooling phase. Rates remain significantly higher than at the start of the decade. However, 2025 results signal a stabilization of this revenue source as market rates and cash balances begin to normalize.

General Fund Expenditures

At the end of 2025, General Fund expenditures were 98.7% of the amended budget. Expenditure carryovers from 2025 to the 2026 budget ($40,844 in Figure 2) relate to incomplete projects, programs, contracts, or purchases that were authorized but not spent by the end of 2025. Within a biennium, funding and the expenditure authority is automatically “carried over” to the second year of the budget. These include resources such as cash and grants that were obligated but unspent.

Fund Balance

The fund balance in the General Fund at the end of 2025 is $10.4 million. Of this, $5.3 million is reserved based on prior City Council actions. The remaining $5.1 million unassigned fund balance in Figure 2 represents savings from prior years and the 2025 revenue surplus in the General Fund.

Adequate fund balance is a key element of the City's long-term fiscal management strategy. In times when economic health yields a year-end surplus, the City’s financial policies (Resolution No. 1667) provide guidance on how to use unassigned fund balance. Examples include replenishing operating reserves to target levels and investing in one-time work items.

Figure 2

GENERAL FUND BALANCE *as of 12/31/25*	TOTAL
RESERVED	
NON-SPENDABLE	
Petty cash	$ 1,000
Inventory of supplies	120,857
RESTRICTED	
Law enforcement restricted	81,793
Customer deposits	75,323
COMMITTED	
LEOFF I long-term care reserve	2,954,174
Compensated absences reserve	675,299
WSDOT lease deposit	1,667
Unearned recreation revenue	497,686
ASSIGNED	
Expenditure carryover to 2026 budget	40,844
Budgeted fund balance 2026 budget	795,938
Expenditure control budgeting reserve	45,092
RESERVED SUBTOTAL	**$ 5,289,672**
UNASSIGNED FUND BALANCE	**$ 5,124,091**
TOTAL FUND BALANCE	**$ 10,413,763**

Most of this unassigned fund balance ties to $3.4 million in prior year savings. The remainder is a result of General Fund revenues exceeding budget expectations, as outlined above.

Per the City's financial management policies, the five categories of fund balance in the General Fund include:

1. **Non-spendable** fund balance which cannot be spent, such as the principle of an endowment or inventories.
2. **Restricted** fund balance, which has externally enforceable limitations on the use imposed by creditors, grantors, and government laws and regulations.
3. **Committed** fund balance that encompasses long-term limitations imposed by the City Council. For example, Council committed a portion of fund balance to offset the long-term liability from the Washington Law Enforcement Officers' and Firefighters' System (LEOFF I) retirement plan.
4. **Assigned** fund balance, which the City Council earmarks for an intended use that may be temporary or short-term in nature.
5. **Unassigned** fund balance comprises what is left after considering the other four categories. The use is least constrained and is also referred to as available fund balance.

2017 Sound Transit Settlement Agreement

In May 2017, the City Council accepted a $10.05 million settlement from Sound Transit to mitigate East Link light rail impacts. These funds were restricted to high-priority community projects, including traffic safety, "last mile" transit access, Aubrey Davis Park improvements, and emergency services training.

To remain compliant, the City was required to expend the funds and submit all reimbursement invoices by December 31, 2025. The City met this deadline, submitting the final invoice in October 2025 and ensuring all

designated mitigation projects were fully funded by Sound Transit. Detail about how these funds were invested in Mercer Island between 2017-2025 is included in Exhibit 1.

Budget Amending Ordinance

Ordinance No. 26-04 (Exhibit 2) outlines budget adjustments previously approved by the City Council. It also includes budget appropriation requests amounting to $150,000 from unassigned fund balance in the General Fund. These include:

Real Estate Services

Staff request a $50,000 appropriation of unassigned General Fund balance for real estate consulting services to evaluate acquisition, sale, and leasing opportunities.

Staff are exploring alternative facility solutions following the failure of Proposition 1 in November 2025, which fell short of the 60% approval required to fund a new Public Safety and Maintenance (PSM) facility. This funding supports a contract amendment with Heartland, the City's real estate broker, who previously facilitated the 2025 acquisition of the building located at 9655 SE 36th Street.

Long-Range Planning Professional Services Appropriation

Community Planning and Development (CPD) recommends a budget appropriation to comply with the Growth Management Hearings Board's Final Decision and Order (GMHB Order). The GMHB Order is the outcome of the appeal to the City's Comprehensive Plan periodic update, adopted in late 2024.

The GMHB Order was issued in August 2025 and requires amendments to the Comprehensive Plan and development regulations by July 31, 2026. The short timeline, along with the required scope of work for compliance, necessitates an investment in professional services.

In November 2025, the City Council appropriated $200,000 for professional services to further mandatory GMHB compliance work that is well underway. Outside consultants developed a land capacity analysis, evaluated potential development scenarios and policy options, and drafted a Station Subarea Plan as well as amendments to the Comprehensive Plan.

As of April 2026, additional resources are required to comply with the GMHB Order. These resources will support further analysis of policy options, modeling impacts to transportation infrastructure and conducting environmental review of the proposed actions provided by the City's consultants. An additional $100,000 appropriation of unassigned General Fund balance is requested to support these tasks.

Support for Senior Programming

Separate from the $150,000 General Fund balance appropriation requests, the Mercer Island Youth & Family Services Foundation (MIYFS Foundation) awarded a $30,000 grant to the City of Mercer Island's Youth & Family Services (YFS) Department in January 2026 to support and sustain critical services for older adults.

The Foundation approved the one-time grant to help fund two key senior initiatives in 2026: the Stay Active & Independent for Life (SAIL) falls prevention classes and the Seniors Rising newsletter. The grant will also offset administrative and supplies costs associated with three monthly senior support groups—Living Alone, Caregiver Support, and Death Café.

In addition to the MIYFS Foundation award, the YFS Department received a $1,600 grant from the Mercer Island Community Fund to support the Senior social lunch program in 2026.

By adopting Ordinance No. 26-04 (Exhibit 2), the City Council authorizes the City Manager to accept the MIYFS grants and include the spending authority in the Youth and Family Services Department 2026 budget to cover the associated expenditures.

NEXT STEPS

If approved by the City Council, the budget appropriations outlined in Exhibit 2 will reduce the 2025 General Fund unassigned fund balance $150,000, resulting in $4,974,091 remaining.

Staff will return to the City Council in June to provide a revenue forecast for the City's primary operating funds. This forecast will lay the foundation to develop the 2027-2028 preliminary biennial budget, that will be presented to Council for review and adoption later this fall. During that time, staff will present Council with recommendations on the potential disposition of the remaining 2025 unassigned fund balance in the General Fund.

RECOMMENDED ACTION

Adopt Ordinance No. 26-04, amending the 2025-2026 Biennial Budget.

INTRODUCTION

The Financial Status Update provides a budget to actual comparison of revenues and expenditures for the General Fund and all other funds from January through December 2025.

Beginning Fund Balance represents net excess resources from a prior year that have been appropriated to fund budgeted expenditures in fiscal year 2025.

Accounting Procedure Change in 2024

Effective January 1, 2024, the City transitioned from GAAP accrual accounting to the cash basis method, as defined by the Washington State Auditor's Office (SAO).

The primary difference lies in timing: while accrual accounting records transactions when they are earned or incurred, cash basis accounting recognizes them only when payment is received or issued.

This shift creates one-time reporting variances in 2024 and 2025 when comparing performance to prior years. Specifically, revenues received in January 2024 were accrued back to December 2023 and will not be reported again under the new cash system. This "bridge year" impact is most apparent in year-over-year comparisons for state-shared revenues (such as sales and fuel taxes), Real Estate Excise Taxes (REET), and certain external utility taxes.

MAY 5, 2025

FINANCIAL STATUS UPDATE

AS OF DECEMBER 31, 2025

2025 General Fund

REVENUES

$ in millions

Adopted Budget	$37.8
Amended Budget	43.1
Actuals as of 12/31*	40.0

**93% of Amended Budget*

EXPENDITURES

$ in millions

Adopted Budget	$37.2
Amended Budget	42.5
Actuals as of 12/31*	42.0

**98.6% of Amended Budget*

Contingency Fund Balance

$4.9 million

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GENERAL FUND

Revenues

Overall, General Fund revenues exceeded budget expectations through the end of the fiscal year. The 2025 amended revenue budget is included in the table below along with year-to-date (YTD) actuals, and YTD actuals as a percentage of the amended budget. Prior YTD actuals are presented for comparative purposes.

The budget and actual amounts are for the entire fiscal year, January 1 through the end of December. Additional detail regarding primary General Fund revenues and material variances from the original budget is discussed in the narrative below.

GENERAL FUND: Revenues

As of December 31, 2025

Revenue Category	2025 Adopted Budget	2025 Amended Budget	Prior YTD 12/31/2024	YTD 12/31/2025	YTD Revenue as % of Amended Budget
Property Tax	$ 13,960,148	$ 13,960,148	$ 13,734,426	$ 13,871,768	99.4%
Sales Tax - General	6,659,111	6,659,111	5,887,597	6,930,380	104.1%
Sales Tax - Criminal Justice	979,734	979,734	848,874	930,077	94.9%
Utility Taxes	4,983,774	4,983,774	4,270,073	4,935,566	99.0%
B&O Taxes	748,495	748,495	998,679	1,388,644	185.5%
Shared Revenues	1,581,950	1,649,775	1,596,077	1,710,627	103.7%
Cost Allocation-Overhead	2,411,870	2,411,870	1,041,309	2,224,512	92.2%
EMS Revenues	2,113,511	2,113,511	1,727,957	1,862,756	88.1%
Parks & Recreation	1,412,500	1,412,500	1,410,541	1,693,613	119.9%
License, Permit & Zoning	638,541	638,541	4,383,067	686,856	107.6%
Municipal Court	175,000	175,000	139,729	199,174	113.8%
Miscellaneous Revenue	311,456	311,456	358,887	470,123	150.9%
Interest Earnings	1,402,500	1,402,500	2,294,206	1,676,126	119.5%
Interfund Transfers	0	0	0	1,502,730	N/A
Total Revenues	**$ 37,378,590**	**$ 37,446,415**	**$ 38,691,423**	**$ 40,082,953**	**107.0%**
Appropriated Fund Balance	391,273	5,661,994	0	0	0.0%
Total Resources	**$ 37,769,863**	**$ 43,108,409**	**$ 38,691,423**	**$ 40,082,953**	**93.0%**

Property Tax is 99.4 percent of the budget at the end of the year. This revenue is on track with historical expectations.

General Sales Tax is 104.1 percent of the adopted budget through the end of December. Fiscal year 2024 totals were impacted by the change to cash basis reporting. This revenue category exceeded budget expectations in 2025.

Construction has historically been the largest component of sales tax revenue and has outperformed the Retail & Wholesale Trade sector in both 2024 and 2025. Retail & Wholesale Trade is up in 2025 compared to the previous year, while Construction has increased and maintains its place as the top performing

business sector. Sales tax revenues have been strong through the fourth quarter of 2025 despite economic uncertainties. The following table compares sales tax revenue by business sector from February through December for 2024 and 2025.

2024-2025 General Sales Tax Revenue by Business Sector ($ in thousands)						
Business Sector	FEB thru DEC 2024	FEB thru DEC 2025	Increase / (Decrease)	% of Total		
				2024	2025	% Chg
Construction	$2,337	$2,646	$309	39.7%	41.6%	1.9%
Retail & Wholesale Trade	$1,748	$1,783	$35	29.7%	28.0%	-1.7%
All Other Sectors	$505	$438	($67)	8.6%	6.9%	-1.7%
Admin & Support Services	$490	$520	$29	8.3%	8.2%	-0.2%
Food Services	$271	$333	$62	4.6%	5.2%	0.6%
Professional, Scientific & Tech	$210	$217	$8	3.6%	3.4%	-0.1%
Finance/Insurance/Real Estate	$174	$182	$8	3.0%	2.9%	-0.1%
Telecommunications	$153	$242	$89	2.6%	3.8%	1.2%
Total	**$5,888**	**$6,360**	**$473**	**100.0%**	**100.0%**	

**The table excludes January for 2024 and 2025 due to the change in accounting procedures.*

Criminal Justice Sales Tax is 94.9 percent of the adopted budget at the end of the year. This revenue consists of a 0.1 percent sales tax imposed by King County that is shared amongst cities in the county on a per capita (population) basis. It is closely tied to county wide taxable sales numbers. According to the most recent data from King County's Office of Economic and Financial Analysis, taxable sales are up through the fourth quarter of 2025 by 3.9 percent compared to the prior fiscal year.

Utility Taxes are 99.0 percent of budget at the end of December. Fiscal year 2024 totals were impacted by the change to cash basis reporting and the delay in both monthly and quarterly (e.g., cable and garbage) utility tax remittances. In 2025 this revenue category is performing with budget expectations and historical trends.

Business & Occupation (B&O) Tax is 185.5 percent of budget at the end of the year. Most of the City's registered businesses file an annual B&O tax return where the deadline for remitting annual taxes is April 15th of the following year. This revenue exceeded budget expectations for the fiscal year due to greater than anticipated market activity.

Shared Revenues are 103.7 percent of the budget through the end of December. This revenue category is impacted by the change to cash basis reporting. In 2025, this revenue category is performing with historical trends.

Major revenue sources include State shared taxes; hazardous waste grants; the I-90 corridor landscape maintenance revenue from the Washington State Department of Transportation; vessel registration fees received from the state through King County; the marine patrol services contract revenue from partner cities; and financial support for the School Resource Officer received from the Mercer Island School District.

EMS Revenues are 88.1 percent of budget at the end of the year. Revenues in this line are below budget expectations due to an update to the City's agreement with Eastside Fire & Rescue (EF&R). Ambulance Transport fees that used to be received as a direct revenue are now being collected by EF&R. The City is reimbursed in Q1 of the current year for prior year ambulance transport revenues, less an administrative

fee, to reduce the costs associated with the City's contract with EF&R. As a result, revenues were expected to remain below budget expectations throughout the biennium.

Parks and Recreation revenues are 119.9 percent of budget at the end of December. Revenue sources include field rentals, boat launch fees, program fees, and rent payments from the annex building outside the Mercer Island Community and Event Center (MICEC). Recreation program revenues are above prior year totals primarily due to Community Center and the Field Use rentals, which are up $70 thousand and $68 thousand respectively compared to the prior year.

License, Permit, and Zoning Fees are 107.6 percent of budget at the end of the year. This revenue category consists of fees related to business licenses and a cable franchise. This revenue is performing within budget expectations.

This revenue category historically included fees related to development services. During the 2025-2026 biennial budget process, the City Council directed staff to establish a fund for all Community Planning & Development (CPD) revenue and expenditures, referred to as the Development Services Fund (180). Analysis regarding the new Development Services Fund is included in the "All Other Funds" section of the quarterly status update.

Municipal Court revenues are performing within budget expectations, ending the year at 113.8 percent of budget. Revenues for 2024 in this category were impacted by the transition to cash basis. Total revenues in 2025 increased compared to the prior year partially due the transition to cash basis, but primarily to the volume of case filings increasing towards numbers not seen since 2018.

Interest Earnings are budgeted in the General Fund as an estimate of earnings tied to the balance of the City's idle General Fund cash resources and LEOFF 1 long-term care reserve as invested in the State Treasury Local Government Investment Pool (LGIP). Per current budget policy, interest earnings are distributed to the various funds based on their relative cash balances at the end of each quarter.

Revenues are performing above budget expectations, ending the year at 119.5 percent of budget. However, revenues are lower than the prior year due to lower idle cash reserves and interest rates tracking lower than the same period in the prior year, falling from 4.62 percent in December 2024 to 3.87 percent in December 2025.

All other revenues are within budget expectations through the end of December.

Expenditures

Overall, General Fund expenditures are within budget estimates at the end of the fiscal year. The table below lists the 2025 amended expenditure budget, year-to-date actuals, and year-to-date actuals as a percentage of the amended budget. Prior year actuals are presented for comparative purposes.

The budget and actual amounts are for the entire fiscal year, January through the end of December. Additional details of material variances from the amended budget are discussed in the narrative below.

GENERAL FUND: Expenditures

As of December 31, 2025

General Fund Department	2025 Adopted Budget	2025 Amended Budget	Prior YTD 12/31/2024	YTD 12/31/2025	YTD Expense as % of Amended Budget
Administrative Services*	$ 1,203,941	$ 1,354,941	$ 479,187	$ 1,113,200	82.2%
City Attorney's Office	1,078,131	1,078,131	946,599	1,265,507	117.4%
City Council	60,626	60,626	53,556	52,072	85.9%
City Manager's Office*	756,734	756,734	1,276,149	773,735	102.2%
Community Planning & Development		50,000		47,971	95.9%
Finance	1,502,600	1,502,600	1,311,344	1,252,290	83.3%
Fire	8,851,380	8,851,380	9,114,731	9,135,706	103.2%
Human Resources	874,188	852,188	792,997	732,248	85.9%
Information & Geographic Services	203,983	203,983	187,478	181,250	88.9%
Municipal Court	694,875	694,875	522,972	614,325	88.4%
Non-Departmental	2,530,711	2,560,711	3,808,107	2,143,029	83.7%
Parks & Recreation	2,313,817	2,313,817	2,200,529	2,141,881	92.6%
Police	9,491,752	9,528,752	9,029,214	9,915,287	104.1%
Public Works	5,799,178	5,867,003	5,078,263	6,322,183	107.8%
Total Expenditures	**$ 35,361,916**	**$ 35,675,741**	**$ 34,801,124**	**$ 35,690,683**	**100.0%**
Interfund Transfers	1,871,823	6,896,544	3,923,083	6,323,962	91.7%
Total Expenditures + Interfund Transfers	**$ 37,233,739**	**$ 42,572,285**	**$ 38,724,207**	**$ 42,014,645**	**98.7%**

**With the change of enterprise-wide financial software in 2025, a handful of divisions were reclassified among departments.*

In reviewing expenditures by department, the following are noteworthy:

The **City Attorney's Office** expenditures ended the year at 117.4 percent of budget. This is primarily tied to higher than anticipated costs related to legal services for internal departments. Other budgeted operating expenditures are within expectations.

Fire department expenditures are 103.2 percent of budget at the end of December. This reflects the third of three payments for the one-time transition costs related to represented Fire staff that was made in the first quarter of the fiscal year. All other expenditures are within budget.

Police department expenditures are 104.1 percent of budget at the end of the year. This is due to higher than anticipated salary costs related to the Chief position, contract jail service costs that include invoices from the prior year, and higher than anticipated overtime costs within the Patrol division. Other operating expenditures are performing within historical expectations.

Public Works department ended the year at 107.8 percent of budgeted expectations. This is primarily tied to higher than anticipated supply costs across multiple Parks Maintenance divisions. Staff is closely monitoring rising supply costs at the midpoint of the 2025-2026 biennial budget and beyond.

All other expenditures are within expectations through the end of the fiscal year.

UTILITY FUNDS

At the end of December, all three Utility funds are within expectations for operating revenues and expenditures.

Revenues

The table below lists the 2025 adopted and amended revenue budget, January through December actuals, and the percentage of budget received. Prior year actuals are presented for comparative purposes. The budget and actual amounts include January 1 through December 31, 2025. Additional detail regarding major variances is discussed in the narrative following the table.

UTILITY FUNDS: Revenues

As of December 31, 2025

Revenue Category	2025 Adopted Budget	2025 Amended Budget	Prior YTD 12/31/2024	YTD 12/31/2025	YTD Revenue as % of Amended Budget
Operating Revenues					
Water Utility	$ 12,596,569	$ 12,596,569	$ 11,405,409	$ 13,726,542	109.0%
Sewer Utility	12,636,827	12,636,827	12,181,273	12,559,976	99.4%
Storm Water Utility	2,999,045		2,668,401	3,103,419	103.5%
Interest Earnings					
Water Utility	712,250	712,250	1,048,218	1,473,244	206.8%
Sewer Utility	181,615	181,615	509,163	427,062	235.1%
Storm Water Utility	115,883	115,883	248,899	232,946	201.0%
Proceeds of Debt Issuance					
Water Utility	-	-	29,886,813	-	N/A
Sewer Utility	-	-	-	-	N/A
Storm Water Utility	-	-	-	-	N/A
Total Revenues	**$ 29,242,189**	**$ 26,243,144**	**$ 57,948,176**	**$ 31,523,189**	**120.1%**

Sewer and Storm Water Utility operating revenues are within budget expectations and reflect the seasonality of utility revenues. Water Utility revenues were higher than anticipated due to insurance settlement monies received in November. Adopted rate increases that became effective January 1, 2025, result in dollar increases as compared to fiscal year 2024 revenues over the same period.

Interest earnings for the Water, Sewer, and Storm Water Utility funds have continued to exceed revenue expectations. The Local Government Investment Pool held a better than anticipated earnings yield throughout 2025, ranging from 4.62 percent at the beginning of January to 3.87 percent through the end of December.

Expenditures

The table below lists the 2025 adopted and amended expenditure budget by Utility fund and category, January through December actuals, and a percentage of budget spent. Prior year actuals are presented for comparative purposes. The budget and actual amounts are through the entire fiscal year. Additional details of major variances are discussed following the table.

UTILITY FUNDS: Expenditures

As of December 31, 2025

Category	2025 Adopted Budget	2025 Amended Budget	Prior YTD 12/31/24	YTD 12/31/25	YTD Expense as % of Amended Budget
Operating Expenditures					
Water Utility	$ 7,206,789	$ 7,206,789	$ 6,431,498	$ 6,802,050	94.4%
Sewer Utility	9,589,207	9,589,207	8,413,567	9,210,208	96.0%
Storm Water Utility	2,436,253	2,486,253	1,895,025	2,143,466	86.2%
Capital Projects					
Water Utility	13,326,729	24,672,618	15,030,232	12,058,912	48.9%
Sewer Utility	4,478,584	7,826,242	2,706,167	2,475,173	31.6%
Storm Water Utility	2,413,497	2,645,902	651,174	628,365	23.7%
Debt Service					
Water Utility	2,426,562	2,426,562	585,412	2,337,226	96.3%
Sewer Utility	1,028,615	1,028,615	1,031,829	1,028,615	100.0%
Storm Water Utility	-	-	-	-	N/A
Total Expenditures	**$ 42,906,236**	**$ 57,882,188**	**$ 36,744,903**	**$ 36,684,017**	**63%**

Year-end expenditures for the Storm Water and Sewer Utility funds remain aligned with budget expectations. However, operating expenditures in the Water Utility finished the year under budget, primarily due to lower than anticipated costs for water purchased for resale. This variance is largely attributable to seasonal weather patterns, which significantly influence water consumption and the volatility of utility expenditures.

Regarding capital investment, several major projects are currently in the design or construction phases. Staff is prioritizing Water Utility projects to ensure timely expenditure of time-gated revenues from the Fall 2024 Limited Tax General Obligations (LTGO) bond issuance. Per federal tax law, 85% of LTGO bond proceeds must be spent within three years of issuance. Work is on track to meet this requirement.

Comprehensive project details are available in the 2025-2026 Capital Improvement Program (CIP) Update (AB 6790) and the dedicated CIP section within this exhibit.

ALL OTHER FUNDS

Revenues

The table below lists the 2025 amended revenue budget, year-end actuals, and the percentage of budget received. Prior year actuals are presented for comparative purposes. The budget and actual amounts are through the end of December. Additional details of major variances are discussed in the narrative following the table.

ALL OTHER FUNDS: Revenues

As of December 31, 2025

Fund Name	2025 Adopted Budget	2025 Amended Budget	Prior YTD 12/31/2024	YTD 12/31/2025	YTD Revenue as % of Amended Budget
Self Insurance Claim	$ 10,000	$ 10,000	$ -	$ -	N/A
Street	5,495,896	6,951,202	5,711,155	7,138,191	102.7%
Contingency	-	-	65,712	-	N/A
1% for the Arts	15,000	32,000	68,106	52,474	164.0%
Youth & Family Services	3,876,503	3,906,503	3,776,857	3,160,154	80.9%
ARPA	-	-	4,768,466	-	N/A
Development Services	4,200,890	4,200,890	3,963,697	6,215,818	148.0%
Town Center Parking Facilities	-	744,082	35,489	-	N/A
Capital Improvement	10,883,279	15,919,390	10,236,747	5,157,572	32.4%
Technology & Equipment	650,000	852,208	280,000	908,419	106.6%
Municipal Facility Replacement	168,773	11,595,837	3,400,000	7,448,029	64.2%
Equipment Rental	3,355,378	3,610,915	1,611,904	1,685,924	46.7%
Computer Equipment	1,705,225	1,705,225	1,335,305	1,485,730	87.1%
Firefighter's Pension	137,000	137,000	118,129	116,717	85.2%

Street Fund revenues are 102.7 percent of budget at the end of December. The primary revenue sources in the Street Fund for fiscal year 2025 are Real Estate Excise Tax (REET) and expected reimbursements from the 2017 Sound Transit Settlement Agreement. Just over $4.4 million of Sound Transit Mitigation reimbursements has been received through December, $1.9 million over what was originally budgeted for receipt this year. The City submitted its final invoice for reimbursement in October thus reaching the full amount of the settlement, a total of $10.05 million since 2017.

The Street Fund is impacted by the change to cash basis reporting for comparison purposes. REET revenues ended the year down 1.8 percent when compared to 2024. Year-over-year (February – December) comparisons indicate 2025 revenues remained lower than prior years due to a sluggish real estate market on the Island.

Property sales recorded in February through December of 2025 were down 11 sales when compared to the same period in 2024. The property sales recorded for both 2024 and 2025 fall well below the 10-year historical average. The average property sale price in FY 2025 also decreased when compared to 2024 by about $3 thousand. Taken together, these are the primary drivers of the total REET revenue decline experienced in 2025.

Youth & Family Services revenues ended December at 80.9 percent of the amended budget. This is primarily due to a slowdown in Thrift Shop and counseling service revenue actuals compared to budget

expectations. An agreement with the Boys & Girl Club Organization to fund a counselor position was terminated based on a mutual agreement between both parties, resulting in no service costs being incurred or recouped this biennium. Even though Thrift Shop revenues were $150.7 thousand below budget expectations, they are up $89.2 thousand in fiscal year 2025 relative to the prior year despite the closure of the Thrift Shop this spring to address safety improvements to the building. Other revenues are within budget expectations.

Development Services Fund revenues are 148 percent of budget at the end of the year. This is primarily due to a one-time transfer of development restricted fund balance from the General Fund to the Development Services Fund that included deferred development fee revenue tied to ongoing permit projects at the turn of the fiscal year and prior year resources generated by CPD that are restricted to permit-related services. Even if the one-time transfer is ignored, revenues related to development activity still exceeded budget expectations in 2025 due mainly to an increase in permitting activity compared to historical expectations.

Capital Improvement Fund revenues are 32.4 percent of budget at the end of the year. Similar to the Street Fund, REET is a primary revenue source in the Capital Improvement Fund. Staff will continue to monitor factors relating to REET to better inform expectations for the remainder of FY 2025 and beyond.

In addition, the budget for revenues in 2025 includes $3.6 million in State Grant funding, of which 22.6 percent has been collected to date. Staff intend to submit for reimbursement for these available funds as project milestones are met. As an example, reimbursement for grants related to the Luther Burbank Dock & Waterfront Improvements project occur once the waterfront design is complete (Q2 2026) and after construction is complete (Q4 2027).

Technology and Equipment Fund revenues ended December at 106.6 percent of budget. This is primarily due to a one-time distribution of funds from Eastside Public Safety Communications Agency (EPSCA). The Eastside Public Safety Communications Agency (EPSCA) was a multi-city interlocal agency responsible for managing the emergency radio network for several cities in East King County. It was recently dissolved to make way for a more modern, unified, countywide emergency communication system known as Puget Sound Emergency Radio Network (PSERN).

All other revenues are within budget expectations.

Municipal Facility Replacement Fund revenues ended the year at 64.2 percent of budget. The influx of revenue to this fund represents the Council's decision to acquire the building located at 9655 SE 36th Street (AB6738). The building's purchase was finalized in September (AB6756) and space planning work for the building is expected to begin in 2026.

Firefighter's Pension Fund revenues are 85.2 percent of budget at the end of year. Investment interest earnings are similar when compared to 2024. This decrease in interest earnings comes as local government investment pool yields have remained consistent, although slightly fell relative to the same period in the prior year.

All other revenues are within expected norms through the end of the fiscal year.

Expenditures

The table below lists the 2025 amended expenditures budget by fund, end of the year actuals, and a percentage of budget spent. Prior year actuals are presented for comparative purposes. The budget and actual amounts are through the end of December. Additional details of major variances are discussed in the narrative following the table.

ALL OTHER FUNDS: Expenditures

As of December 31, 2025

Fund Name	2025 Adopted Budget	2025 Amended Budget	Prior YTD 12/31/2024	YTD 12/31/2025	YTD Expense as % of Amended Budget
Self Insurance Claim	$ 10,000	$ 10,000	$ -	$ -	N/A
Street	5,495,896	6,951,202	9,119,869	5,602,881	80.6%
Contingency	-	-	-	-	N/A
1% for the Arts	15,000	32,000	27,995	31,953	99.9%
Youth & Family Services	3,876,503	3,906,503	3,412,533	3,379,802	86.5%
ARPA	-	-	4,768,465	-	N/A
Development Services	4,104,376	4,104,376	3,198,954	3,778,219	92.1%
Town Center Parking Facilities	-	744,082	-	744,082	100.0%
Capital Improvement	10,883,279	16,069,390	8,434,426	8,021,008	49.9%
Technology & Equipment	493,000	695,208	295,077	247,053	35.5%
Municipal Facility Replacement	-	11,427,064	-	11,267,781	98.6%
Equipment Rental	2,536,727	2,792,264	1,572,976	2,733,581	97.9%
Computer Equipment	1,463,979	1,463,979	1,324,575	1,345,221	91.9%
Firefighter's Pension	137,000	137,000	124,019	89,949	65.7%

Street Fund: Total expenditures are 80.6 percent of budget at the end of the year. Operating expenditures are within budget expectations. This level of expenditure for the capital projects in the Street Fund are commonplace given many capital projects are currently underway, resulting in notable expenditures in the second year of the two-year budget.

Capital Improvement Fund expenditures ended December at 49.9 percent of budget. This level of expenditure for capital projects is commonplace given how many capital projects are currently underway. Expenditures are $831 thousand more compared to 2024, reflecting staff's focus on tackling significant capital reinvestments. Capital project details can be found in the 2025-2026 Capital Improvement Program Update (AB 6790) presented by Public Works staff presented in October 2025.

Technology & Equipment Fund: Total expenditures are 35.5 percent of budget at the end of the year. This level of expenditure falls within historical expectations through the first year of the biennium. Projects with notable expenditures this year include the financial software implementation (currently on track) and technology equipment replacement program, which has spending levels on track with budget expectations.

All other variances meet budget expectations through the end of the year.

CAPITAL IMPROVEMENT PROGRAM

Project Summaries

The table below lists 2025 Capital Improvement Program amended expenditures budget by asset category, number of projects active, end of year actuals with encumbrances, and a percentage of budget spent. Encumbered funds represent committed budget resources that have not yet been paid. They are held as a "placeholder" to prevent those funds from being spent elsewhere.

CIP Summary

As of December 31, 2025

CIP Asset Category	2025 Amended Budget	Active Projects	Expenditure Actuals	Encumbered Funds	YTD Actuals + Encumbered	% Spent (A+E)
General Government Public Buildings	$ 13,714,628	18	$ 12,474,161	$ 172,829	$ 12,646,990	**92.22%**
General Government Technology	662,608	7	236,661	-	236,661	**35.00%**
General Government Equipment	2,179,445	3	1,975,434	799	1,976,233	**87.90%**
Parks, Recreation, & Open Space	5,704,306	15	4,407,900	121,174	4,529,075	**93.30%**
Streets, Pedestrians, & Bicycle Facilities	10,208,596	25	3,668,505	510,835	4,179,341	**44.00%**
Sewer Utility	7,562,658	15	2,279,330	71,613	2,350,943	**47.10%**
Storm Water Utility	2,447,405	14	465,538	26,160	491,698	**25.60%**
Water Utility	23,995,169	24	12,147,162	528,684	12,675,846	**63.80%**
Total	**$66,474,815**	**121**	**$37,654,691**	**$1,432,095**	**$39,086,786**	**58.80%**

The final quarter of 2025 contained a handful of noteworthy capital project milestones, including the submission of the final invoice for reimbursement for Sound Transit Mitigation funds. The effort to spend down the $10.05 million from the agreement with Sound Transit spanned multiple biennia, beginning in 2017.

2017 Sound Transit Settlement Agreement Summary

In May 2017, the City Council accepted a $10.05 million package of mitigation measures from Sound Transit to address the impacts of the East Link light rail project and offset permanent changes to local traffic patterns. This settlement was structured to target the community's highest priorities, including traffic and safety enhancements, 'last mile' transit access, parking improvements near the light rail station, implementation of the Aubrey Davis Park Master Plan, and specialized emergency services training for the Mercer Island light rail environment.

To ensure fiscal compliance, the agreement stipulated that settlement funds could not be used for general day-to-day operating expenses or capital projects outside those specifically named in the Settlement Agreement. The agreement established a strict deadline that the $10.05 million commitment had to be expended, with all invoices submitted for reimbursement, no later than December 31, 2025.

The City successfully met these requirements, with staff submitting the final invoice in October 2025. As a result, the City invested the full amount of the settlement, ensuring these critical community mitigation projects were entirely funded by Sound Transit.

Most of the Settlement Agreement funds were spent in the Traffic Safety Enhancements category. The City utilized this "bucket" of funds for critical improvements to several key Public Works initiatives focused on pedestrian safety, ADA accessibility, and trail connectivity.

2017 Sound Transit Settlement Agreement Eligible Uses As of December 31, 2025						
Year	ADP Planning	Traffic/Safety Enhancements	Emergency Training	Last Mile Solutions	Administrative Overhead	Reimbursement Total
2017	$ -	$ -	$ -	$ -	$ -	$ -
2018	-	67,306	-	-	-	67,306
2019	-	121,929	-	32,996	-	154,925
2020	-	85,006	-	618	-	85,625
2021	-	277,221	-	-	-	277,221
2022	-	386,568	-	-	-	386,568
2023	50,000	2,663,366	23,100	-	-	2,736,466
2024	-	1,710,836	-	189,360	31,676	1,931,871
2025	-	4,319,810	-	-	90,190	4,410,000
TOTAL	**$ 50,000**	**$ 9,632,042**	**$ 23,100**	**$ 222,974**	**$ 121,866**	**$ 10,049,982**

In the Town Center, completed projects include the 80th Avenue SE Pedestrian Improvements, which replaced tree-root damaged sidewalks and upgraded street lighting to create a safer, uniform walking environment. These efforts were complemented by the Sunset Highway and 77th Avenue SE Intersection Improvements, designed to streamline pedestrian and bicycle access to the newly opened Sound Transit station, and the Mid-Block Crosswalk on 76th Avenue SE to enhance pedestrian safety. Additionally, reimbursement funds went toward improving access via the ADA Transition Plan Implementation that included upgraded curb ramps, adjusted utility lids, and improved sidewalks. Four new pedestrian crosswalks that meet ADA requirements were installed between 76th and 78th Avenue SE and SE 27th and 28th Street.

Beyond the Town Center, funds from Sound Transit contributed to regional connectivity through safety upgrades with the West Mercer Way Pedestrian Crossings and the Aubrey Davis Park Trail Safety Improvements. These investments enhanced the Mountains to Sound Trail with an improved pedestrian crossing at West Mercer Way and trail safety improvements in Aubrey Davis Park to reduce bicycle and pedestrian conflicts on the island's most popular trail sections.

Other notable capital projects using Sound Transit agreement monies included:

- The North Mercer Way and SE 36th Street Pedestrian Crossing, which installed rapid rectangular flashing beacons at a highly used crossing.
- Construction of phases three and four of the West Mercer Way Roadside Shoulders Replacement program, which created additional five-foot wide paved shoulders suitable for pedestrian and bicycle uses.
- The Island Crest Way Crosswalk Improvements enhanced pedestrian crossings near Island Crest Park and Island Park Elementary, which included constructing one pedestrian activated signal and two rapid rectangular flashing beacon enhanced crosswalks.

Other Capital Project Updates

The First Hill Park Playground Replacement is now open. This is the second playground replacement completed under the 2022 Parks Levy and features new play equipment, engineered wood fiber (EWF) surfacing, and cedar timber borders as well as enhanced paths into and around the playground. New play equipment also includes two belt swings and a log tunnel, mushroom steppers, and acorn seats to provide a cohesive play experience for ages 2 through 12.

Over the next few months, finishing touches will be completed by the contractor and the Parks team, including installing handrails for new timber steps, adding new park and playground rule signage, and improving the existing right-of-way parking area along SE 32nd Street. Later in the year, vegetation around the play area will be restored. Updates on future work at the park will be shared on Let's Talk when available.

2025 RESERVES, LONG-TERM LIABILITIES, AND AVAILABLE FUND BALANCE

Reserves

Both state statutes and local ordinances grant municipalities the authority to establish and maintain strategic financial reserves. Reserves are essential for fiscal resilience, providing cities with the flexibility to navigate unforeseen challenges, respond to natural disasters, and manage cash flow requirements. While reserves create stability, they are managed with strict fiscal oversight to ensure they remain aligned with established policy targets and do not exceed necessary levels. At the end of December 31, 2025, the City's ending reserves total $22.4 million across all City Funds. These are divided into the following:

General and Special Purpose Reserves are designated for specific or restricted functions, such as to cover unforeseen contingencies, long-term liabilities, or cash flow for operations during an emergency event. Their use is governed by a combination of Council policy, established management practices, and applicable state or local statutes. These funds require formal Council action for appropriation.

Capital Reserves are dedicated to infrastructure, technology, equipment, and overall capital projects. Their application is strictly regulated by Council policy and state laws governing capital asset management.

Utility Reserves provide a buffer for contingencies within the City's enterprise operations. To ensure fiscal accountability and compliance with state statutory requirements, these resources are restricted to the specific utility – such as Water, Sewer, or Storm Water – from which the original revenue was derived.

Internal Service Fund Reserves support the City's internal operations, fleet and equipment acquisitions, and information technology. Revenue is primarily generated through interdepartmental user charges, and the funds are dedicated to their respective service areas by Council action or legal mandate.

Debt and Long-term Liabilities

Debt refers to an obligation to pay a specific amount of money to a third party at a future date. Long-term liabilities are obligations not expected to be liquidated (paid off) within one year. In general, these include:

- **Limited Tax General Obligation (LTGO) Bonds:** Often called "councilmanic debt." These do not require a public vote and are paid out of existing, "limited" general revenues.
- **Compensated Absences**: The value of accrued time off ("leave") that the city is obligated to pay out when employees depart from the organization or retire.
- **Pension Liability**: The city's proportionate share of the unfunded liability of state-managed pension systems (e.g., PERS, LEOFF-1).
- **Other Post-Employment Benefits (OPEB):** Future healthcare costs promised to retirees.
- **Lease Liabilities**: Long-term obligations resulting from the right to use another entity's assets (e.g., office space or equipment), reported according to GASB 87 standards.

At the end of December 31, 2025, the City's ending debt and long-term liabilities amount to $50 million across all City Funds.

Fund	Name	Reserve	Reserve Description	Ending Balance as of 12/31/24	Additions/ (Uses)	Ending Balance as of 12/31/25
General & Special Purpose Reserves						
001	General	LEOFF-1 Long-term Care	Long-term care liability for LEOFF-1 retirees.	$ 2,751,343	$ 202,831	$ 2,954,174
001	General	Compensated Absences	Accumulated employee personal time-off liability.	675,299	-	675,299
001	General	Expenditure Control Budgeting	Departmental savings for one-time investments.	45,092	-	45,092
010	Self-Insurance	Self-Insurance	Claims not covered under City's insurance.	60,000	-	60,000
130	Contingency	Contingency	Unforeseen expenses or revenue loss.	4,871,961	65,712	4,937,673
140	1% for the Arts	1% for the Arts	Restricted to art maintenance and acquisition.	176,420	24,523	200,943
110	Street	Working Capital	45-day operating reserve for cash flow purposes.	87,000	-	87,000
110	Street	Transportation Impact Fees	Restricted to increase capacity of the transportation system.	260,633	(112,371)	148,262
110	Street	Town Center Street North	Fees paid by developers for roadway repairs.	99,684	-	99,684
110	Street	Tree Replacement Fee-in-Lieu	Restricted to maintaining and expanding tree canopy.	-	201,261	201,261
160	Youth and Family Services	Operating Fund Balance	Unforeseen expenses or revenue loss.	618,369	(218,007)	400,362
160	Youth and Family Services	Emergency & Rental Assistance	Emergency assistance for Mercer Island residents.	25,279	(13,254)	12,025
160	Youth and Family Services	Opioid Settlement Funds	Restricted to abating the impacts of opioids.	261,462	(24,217)	237,245
180	Development Services	Operating Fund Balance	Restricted for development and permit-related services.	-	2,437,598	2,437,598
610	Firefighter's Pension	Fiduciary Trust	Pension benefits for firefighters hired before 3/1/1970.	1,038,947	20,878	1,059,825
Total General & Special Purpose Reserves				**$ 10,971,489**	**$ 2,584,954**	**$ 13,556,443**
Capital Reserves						
310	Town Center Parking	Long-term Parking	General purpose funds for long-term parking.	$ 744,082	$ (744,082)	$ -
320	Capital Improvement	Working Capital	45-day operating reserve for cash flow purposes.	114,000	-	114,000
320	Capital Improvement	Field Replacement	Sinking funds for synthetic turf field replacement.	555,162	200,000	755,162
320	Capital Improvement	Parks Impact Fees	Restricted to increase capacity of parks and open space.	288,277	(279,545)	8,732
320	Capital Improvement	Shoreline Access	Restricted to acquire beach or shoreline public access.	358,291	-	358,291
330	Technology & Equipment	MICEC Equipment Replacement	Sinking funds for community center technology.	24,623	24,587	49,210
330	Technology & Equipment	EPSCA (comms equipment)	Restricted to public safety equipment.	-	321,490	321,490
330	Technology & Equipment	Police Car Camera Replacement	Sinking funds to replace in-car camera systems.	73,710	12,000	85,710
330	Technology & Equipment	State Seizure Funds	Restricted to controlled substance enforcement/education.	41,435	-	41,435
350	Municipal Facilities	Municipal Facility Replacement	General purpose funds for municipal facility needs.	3,194,808	(3,194,035)	773
Total Capital Reserves				**$ 5,394,388**	**$ (3,659,585)**	**$ 1,734,803**
Utility Reserves						
410	Water Utility	Working Capital	90-day operating reserve for cash flow purposes.	$ 1,034,000	$ -	$ 1,034,000
410	Water Utility	Capital Reserve	Contingency for unplanned major capital repairs.	784,000	-	784,000
420	Sewer Utility	Working Capital	60-day operating reserve for cash flow purposes.	757,000	-	757,000
420	Sewer Utility	Capital Reserve	Contingency for unplanned major capital repairs.	501,200	-	501,200
420	Sewer Utility	Lake Line Reserve	Offsets future cost to replace Lake Line Reach-4.	1,500,000	-	1,500,000
430	Storm Water Utility	Working Capital	45-day operating reserve for cash flow purposes.	224,000	-	224,000
430	Storm Water Utility	Capital Reserve	Contingency for unplanned major capital repairs.	124,974	7,669	132,643
430	Storm Water Utility	Basin Improvement Reserve	Watercourse improvements tied to storm water in-lieu fees.	24,694	97,813	122,507
Total Utility Reserves				**$ 4,949,868**	**$ 105,482**	**$ 5,055,350**
Internal Service Fund Reserves						
510	Equipment Rental	Fire Apparatus Replacements	Sinking funds for fire apparatus.	713,662	104,941	818,603
510	Equipment Rental	Radio Replacements	Sinking funds for public safety communications.	373,610	-	373,610
510	Equipment Rental	Vehicle Replacements	Sinking funds for vehicles and heavy equipment.	1,248,060	(1,177,645)	70,415
520	Computer Equipment	Computer Replacements	Sinking funds for computer and network hardware.	745,570	60,105	805,675
Total Internal Service Fund Reserves				**$ 3,080,902**	**$ (1,012,599)**	**$ 2,068,303**
Total Reserves				**$ 24,396,647**	**$ (1,981,748)**	**$ 22,414,899**

Fund		Final Maturity	Debt & Long-term Liability Description	Beginning Balance as of 12/31/24	Additions/ (Reductions)	Ending Balance as of 12/31/25
General Obligation Debt						
410	Water Utility	10/04/44	2024 LTGO and Refunding Water CIP	26,615,000	(795,000)	25,820,000
410	Water Utility	06/01/43	2023 PWBL - Booster Chlorination System	3,271,814	(172,201)	3,099,613
420	Sewer Utility	12/01/29	2017 REFUNDING LTGO Sewer Lake Line	$ 2,920,000	$ (550,000)	$ 2,370,000
420	Sewer Utility	07/01/26	2005 PWBL - Sewer Lake Line	$ 805,517	$ (402,757)	$ 402,760
320	Capital Improvement	12/01/40	2025 LTGO 9655 Building	-	1,540,000	1,540,000
Total General Obligation Debt				**$ 33,612,331**	**$ (379,958)**	**$ 33,232,373**
Long-term Liabilities						
001	General	-	General government compensated absences.	$ 2,092,249	$ -	$ 2,092,249
410	Water Utility	-	Water utility compensated absences.	168,452	$ 9,185	177,636
420	Sewer Utility	-	Sewer utility compensated absences.	104,988	$ 13,491	118,479
430	Storm Water Utility	-	Storm water utility compensated absences.	77,703	$ (16,817)	60,886
001	General	12/31/26	Compensated absences due to Eastside Fire & Rescue.	739,743	(369,872)	369,871
510	Equipment Rental	04/09/27	2018 pierce pumper enforcer lease purchase.	270,293	(86,965)	183,328
510	Equipment Rental	06/01/34	2025 pierce enforcer pumper lease purchase	-	1,544,090	1,544,090
001	General	03/01/31	Equipment leases (copier/postage).	72,662	130,227	202,890
001	General	12/01/26	Facility lease (police trailers / Newcastle court).	349,339	(213,144)	136,194
001	General	12/01/30	Subscription based information technology agreements.	1,023,982	380,048	1,404,030
410	Water Utility	-	Asset obligation - water well (cost to decomission)	92,000	-	92,000
001	General	-	Pension liablity - PERS1 UAAL.	1,380,017	(463,230)	916,787
610	Firefighter's Pension	-	Pension liability.	1,765,979	(147,406)	1,618,573
001	General	-	OPEB liability LEOFF1 retirees.	8,401,893	(597,850)	7,804,043
Total Long-term Liabilities				**$ 16,539,299**	**$ 181,756**	**$ 16,721,055**
Total Debt & Long-term Liabilities				**$ 50,151,630**	**$ (198,202)**	**$ 49,953,428**

Available Fund Balance

Available fund balance is the portion of the City's financial resources that is available to be spent or "appropriated" in the next budget cycle. It includes the financial resources not yet assigned in the current two-year budget.

For example, if "fund balance" is the total amount of money in a household's savings account, available fund balance is the amount left over after you set aside money for specific, untouchable purposes (e.g., mortgage payments, property taxes, utility bills, groceries, childcare, etc.). The same goes for the City – public monies are not available for "any use," as defined by state laws and local ordinances. The Available Fund Balance is what remains after the resources that are "restricted," "non-spendable," and "committed" in the current biennial budget are subtracted.

The table below organizes each fund by its respective reserves, available fund balance, and existing debt & long-term liabilities. Short descriptions are provided as to what end each fund's available resources can be used towards. State regulatory statutes that regulate the use of available funds is also included for reference.

Fund	Fund Name	Fund Type	Reserves + Available FB[1]	Reserves	Available Fund Balance[2]	Debt & Long-term Liabilities	Description of Available Fund Balance	Regulatory Statute Reference
001	General	General Purpose	$ 8,798,656	$ 3,674,565	$ 5,124,091	$ (12,926,064)	Discretionary unassigned prior year savings.	RCW 35A.33.120, MICC 4.40.080
010	Self Insurance	General Purpose	60,000	60,000	-	-	Statutorily restricted to claims not covered under the City's insurance.	RCW 35A.33.120, MICC 4.40.130
110	Street	Special Revenue	2,894,368	536,207	2,358,161	-	Statutorily restricted to the transportation system.	RCW 47.24.040, RCW 43.09.210, MICC 4.40.050
130	Contingency	Special Revenue	4,937,673	4,937,673	-	-	Statutorily restricted emergency resource for unforeseen events.	RCW 35.33.147, MICC 4.40.070
140	1% for the Arts	Special Revenue	200,943	200,943	-	-	Statutorily restricted for 1%-for-the-arts projects.	RCW 35A.11.020, MICC 4.40.200
160	Youth and Family Services	Special Revenue	649,632	649,632	-	-	Statutorily restricted to human services.	RCW 43.09.200, MICC 4.40.180
180	Development Services	Special Revenue	2,437,598	2,437,598	-	-	Statutorily restricted to development services.	RCW 82.02.020
320	Capital Improvement	Capital Project	1,236,185	1,236,185	-	(1,540,000)	Statutorily restricted to facilities and parks capital commitments.	RCW 82.46.010-.035, MICC 4.40.040
330	Technology and Equipment	Capital Project	1,438,347	497,845	940,502	-	Discretionary resources for technology and equipment.	RCW 43.09.200, MICC 4.40.160
350	Municipal Facility Replacement	Capital Project	773	773	-	-	Discretionary resources for long-term facility investments.	RCW 43.09.200
410	Water Utility	Enterprise	10,130,890	1,818,000	8,312,890	(29,189,249)	Constitutionally restricted to water service provision.	RCW 43.09.210, Okeson Cases, MICC 4.40.170
420	Sewer Utility	Enterprise	2,758,200	2,758,200	-	(2,891,239)	Constitutionally restricted to sewer conveyance provision.	RCW 43.09.210, Okeson Cases, MICC 4.40.140
430	Storm Water Utility	Enterprise	2,470,078	479,150	1,990,928	(60,886)	Constitutionally restricted to storm water removal.	RCW 43.09.210, Okeson Cases, MICC 4.40.150
510	Equipment Rental	Internal Service	1,262,628	1,262,628	-	(1,727,418)	Statutorily restricted to equipment operation and replacement.	RCW 35.21.088, MICC 4.40.090
520	Computer Equipment	Internal Service	805,675	805,675	-	-	Statutorily restricted to computer equiment operation and replacement.	RCW 43.09.210
610	Firefighter's Pension	Fiduciary Trust	1,059,825	1,059,825	-	(1,618,573)	Statutorily restricted solely for the benefit of designated parties.	RCW 11.98, RCW 43.09.210, MICC 4.40.100
			$ 41,141,471	**$ 22,414,899**	**$ 18,726,572**	**$ (49,953,428)**		

Two summary listings of the originally adopted 2025-2026 Budget (expenditures only), broken down by year, and amendments adopted by Ordinance through November 18, 2025 are presented below.

Fund Type / Fund Name	Original 2025 Budget	2025 Budget Adjustments						Amended 2025 Budget
		Administrative Biennial Corrections	ORD 25-10 24 to 25 Carry forward	ORD 25-10 Q1 FSU	ORD 25-25 Q2 FSU	ORD 25-33 Q3 FSU		
General Purpose Funds:								
General	37,233,739		151,000	1,760,299	3,317,358	109,889		42,572,285
Self-Insurance	10,000							10,000
Youth Services Endowment	-							-
Special Revenue Funds:								
Street*	5,495,896		1,455,306					6,951,202
Contingency	-							-
1% for the Arts	15,000		17,000					32,000
Youth & Family Services	3,876,503					30,000		3,906,503
Development Services	4,104,376							4,104,376
Debt Service Funds:								
Bond Redemption (Voted)	-							-
Bond Redemption (Non-Voted)	-							-
Capital Projects Funds:								
Town Center Parking Facilities*	-				744,082			744,082
Capital Improvement*	10,883,279	150,000	2,226,939	1,138,420	1,670,752			16,069,390
Technology & Equipment*	493,000		202,208					695,208
Facility Repl Reserve*	-		785,000		9,080,000	1,562,064		11,427,064
Enterprise Funds:								
Water*	22,960,080		10,411,104	689,505		245,280		34,305,969
Sewer*	15,096,406		3,347,658					18,444,064
Stormwater*	4,849,750		282,405					5,132,155
Internal Service Funds:								
Equipment Rental*	2,536,727		195,537		60,000			2,792,264
Computer Equipment*	1,463,979							1,463,979
Trust Funds:								
Firefighter's Pension	137,000							137,000
Total	**109,155,735**	**150,000**	**19,074,157**	**3,588,224**	**14,872,192**	**1,947,233**	**-**	**148,787,541**

* Capital Improvement Program (CIP) projects are accounted for in these funds.

Fund Type / Fund Name	Original 2026 Budget	2026 Budget Adjustments						Amended 2026 Budget
		Administrative Biennial Corrections	ORD 25-25 Q2 FSU	ORD 25-33 Q3 FSU				
General Purpose Funds:								
General	38,676,518			223,475				38,899,993
Self-Insurance	10,000							10,000
Youth Services Endowment	-							-
Special Revenue Funds:								
Street*	4,902,902		2,904,231					7,807,133
Contingency	-							-
1% for the Arts	15,000							15,000
Youth & Family Services	4,110,833							4,110,833
Development Services	4,334,220							4,334,220
Debt Service Funds:								
Bond Redemption (Voted)	-							-
Bond Redemption (Non-Voted)	-			137,462				137,462
Capital Projects Funds:								
Town Center Parking Facilities*	-							-
Capital Improvement*	9,554,202		(150,000)	137,462				9,541,664
Technology & Equipment*	355,931							355,931
Capital Reserve*	-							-
Enterprise Funds:								
Water*	25,162,916			20,000				25,182,916
Sewer*	16,359,832			20,000				16,379,832
Stormwater*	4,622,520							4,622,520
Internal Service Funds:								
Equipment Rental*	3,003,139							3,003,139
Computer Equipment*	1,544,174							1,544,174
Trust Funds:								
Firefighter's Pension	145,000							145,000
Total	**112,797,187**	**-**	**2,754,231**	**538,399**	**-**	**-**	**-**	**116,089,817**

* Capital Improvement Program (CIP) projects are accounted for in these funds.

CITY OF MERCER ISLAND
ORDINANCE NO. 26-04

AN ORDINANCE OF THE CITY OF MERCER ISLAND, WASHINGTON, INCORPORATING CERTAIN BUDGET REVISIONS TO THE 2025-2026 BIENNIAL BUDGET AND AMENDING ORDINANCE NO 24-21, 25-10, 25-25 and 25-33.

(BUDGET AMENDMENT NO. 4)

WHEREAS, the City Council adopted the 2025-2026 Budget by Ordinance No. 24-21 on December 3, 2024, representing the total for the biennium of estimated resources and expenditures for each of the separate funds of the City; and

WHEREAS, budget adjustments are needed that have been previously approved by the City Council, as noted in the following table;

Fund	Department	Description	Agenda Bill	Budget Year	Expenditure Adjustment	Revenue Adj / Funding Source
General Fund	City Manager	City facilities survey	AB 6844	2026	$ 12,000	Unappropriated fund balance
	Fire	Debt issuance costs - bond council fire apparatus lease agreement.	AB 6819	2026	$ 14,000	
Street Fund	Public Works	Eliminate project 90.20.0008	AB 6850	2025-2026	$ (587,594)	REET
	Public Works	Transfer REET surplus to Municipal Facility Repl Fund.	AB 6850	2026	$ 587,594	
Capital Technology & Equipment	Police	Police technology including in-car camera upgrades, DVR system and digital evidence management.	AB 6830	2026	$ 100,710	In-car camera reserve and transfer from General Fund
		Parking enforcement software services	AB 6870	2026	$ 110,000	Available fund balance
Municipal Facility Repl Fund	Public Works	Facility and space planning analysis	AB 6850	2026	$ 150,000	REET
	Public Works	Facility and space planning analysis	AB 6892	2026	$ 253,000	
Water Fund	Finance	Utility rate model update	AB 6912	2026	$ 19,175	Available fund balance
Sewer Fund	Finance	Utility rate model update	AB 6912	2026	$ 7,375	Available fund balance
Storm Water	Finance	Utility rate model update	AB 6912	2026	$ 2,950	Available fund balance
	Public Works	Department of Ecology stormwater capacity grant for NPDES program	AB 6848	2026	$ 120,000	Grant Revenue
Equipment Rental	Fire	Lease purchase of fire apparatus from Hughes Fire	AB 6819	2026	$ 1,267,471	Lease proceeds
	Non-Departmental	Principal and Interest on fire apparatus lease purchase agreement	AB 6819	2026	$ 171,566	Fire apparatus replacement fund

WHEREAS, budget adjustments are needed that have not been previously approved by the City Council, as noted in the following tables;

Fund	Department	Description	Budget Year	Amount	Funding Source
General	City Manager	Real Estate Services	2026	$ 50,000	Available fund balance
	CPD	Professional services	2026	$ 100,000	
Youth & Family Services	YFS	Seniors Rising socal program lunches	2026	$ 1,600	MI Community Fund grant
		MIYFS Foundation grant for Senior programming	2026	$ 30,000	MIYFS Foundation grant

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

Section 1. Amending the 2025-2026 Budget
The 2025-2026 Budget for the City of Mercer Island, as adopted in Ordinance No. 24-21 and amended by Ordinances 25-10, 25-25 and 25-33, is hereby amended to incorporate increases in resources and expenditures in the following funds for the 2025-2026 biennium:

Fund	Fund Name	Resources	Expenditures
001	General Fund	$ 176,000	$ 176,000
160	Youth & Family Services Fund	$ 31,600	$ 31,600
110	Street Fund	$ -	$ -
320	Capital Technology Fund	$ 210,710	$ 210,710
350	Municipal Facility Replacement	$ 403,000	$ 403,000
410	Water Fund	$ 19,175	$ 19,175
420	Sewer Fund	$ 7,375	$ 7,375
430	Storm Water Fund	$ 122,950	$ 122,950
510	Equipment Rental Fund	$ 1,439,037	$ 1,439,037
	Total	**$ 2,409,847**	**$ 2,409,847**

Section 2. Amending Previously Adopted Budget Ordinances
City Ordinance 24-21, 25-10, 25-25 and 25-33, as previously adopted and as hereby amended, is hereby ratified, confirmed, and continued in full force and effect.

Section 3. Effective Date

This Ordinance shall take effect and be in force 5 days after passage and publication.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF MERCER ISLAND, WASHINGTON, AT ITS MEETING ON THE 5th DAY OF MAY 2026.

CITY OF MERCER ISLAND

_____
David Rosenbaum, Mayor

ATTEST:

_____
Andrea Larson, City Clerk

APPROVED AS TO FORM:

_____
Bio Park, City Attorney

Date of Publication: May 13, 2026

BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND

AB 6920
May 5, 2026
Regular Business

AGENDA BILL INFORMATION

TITLE:	AB 6920: Presentation on the Existing Condition of the Public Works Building	☒ Discussion Only ☐ Action Needed: ☐ Motion ☐ Ordinance ☐ Resolution
RECOMMENDED ACTION:	No action needed. Receive Report.	

DEPARTMENT:	Public Works
STAFF:	Jessi Bon, City Manager Jason Kintner, Chief of Operations Kellye Hilde, Public Works Deputy Director Robbie Cunningham Adams, Senior Management Analyst Connor Dimick, CIP Project Manager
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Draft Public Works Building Update Presentation
CITY COUNCIL PRIORITY:	3. Make once-in-a-generation investments to update and modernize aging infrastructure, capital facilities, and parks.

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

EXECUTIVE SUMMARY

The purpose of this agenda item is to provide an overview of the existing condition of the Public Works Building, including the previously completed Facility Conditions Assessment (see Exhibit 1 for draft presentation) and to receive feedback from the City Council on next steps.

- The existing Public Works Building, constructed in 1980, is nearly 46 years old and does not meet modern building codes, has failing systems, seismic deficiencies, and houses staff teams the structure was not intended for.
- The City has previously evaluated options to replace the Public Works Building and the associated structures, including presenting a ballot measure to the community in November 2025 for full replacement.
- Proposition No. 1, included on the November 4, 2025, General Election ballot to fund a new Public Safety and Maintenance (PSM) Facility received 54.61% voter approval, which was short of the 60% needed for a successful bond measure.
- During the January 16, 2026, City Council Planning Session, the Council debriefed the bond measure and provided initial direction to guide ongoing facility planning efforts (AB 6840). In response, staff

are advancing evaluation of existing City-owned facilities to identify near- and long-term solutions for staff placement and operational needs.

- At the April 7, 2026 City Council meeting, staff provided an overview of the existing City Hall facility, revisited prior assessment findings, and presented a full renovation cost estimate (AB 6891). City Hall has been closed and inoperable since 2023. Following the presentation, the City Council directed the City Manager to prepare a demolition plan for City Hall and return to the Council for review and approval.
- Next for review and consideration is the Public Works Building, which is 15,347 square feet and located behind the existing City Hall facility. This building primarily houses maintenance operations and other Public Works functions. Other ancillary structures such as open-air facilities also support the maintenance functions of the City and are located on the same campus.
- The preliminary cost estimate to fully renovate and update the Public Works Building is $13.5M to $16.3M, with details on the scope of the renovation included in Exhibit 1 and to be further discussed at the meeting. This preliminary cost estimate covers the Public Works Building only. Additional improvements or investments in the Public Works Yard and ancillary structures also need to be evaluated.
- Given the condition and limitations of the ancillary facilities, the project team has very preliminarily explored adding a fully conditioned storage space for some Maintenance vehicles such as the vactor trucks. The preliminary cost for a structure such as this is $4.2M to $4.4M.

The staff is seeking initial feedback from the City Council on these findings to inform next steps.

BACKGROUND

Long-Range Facility Planning Begins in 2023

In early 2023, the City began a planning process to complete a Facilities Conditions Assessment for various municipal buildings and to develop a Long-Range Facilities Plan for select City facilities.

The Long-Range Facility Planning project was intended to be completed in two phases, the first phase focusing on a comprehensive Facilities Conditions Assessment (FCAs) for six buildings in 2023: Mercer Island City Hall, the Public Works Building, the Mercer Island Community and Event Center Annex Building, the Luther Burbank Administrative Building, the Mercer Island Thrift Shop, and the former Tully's Building. A second phase will include Facility Conditions Assessments for Fire Station 91, Fire Station 92, and the Mercer Island Community and Event Center.

The purpose of an FCA is to inventory and evaluate building and site infrastructure conditions, document observed deficiencies and develop a recommended strategy to ensure continuity of services, extend the life of each facility, or alternatively prepare to replace existing assets.

The second phase of facilities planning work included developing a Long-Range Facilities Plan for these six facilities based on assessment and data collected from the FCA process. The Long-Range Planning Work was intended to be completed in 2024 and anticipated an extensive public engagement process. Unfortunately, just as the facilities planning work was kicking off in early 2023, City Hall was closed due to asbestos contamination.

City Hall Permanently Closed in 2023

In April 2023, City Hall was temporarily closed after asbestos was detected in several locations in the building, including in the HVAC system. Although airborne asbestos was not detected during air quality tests, abatement at City Hall would be required to re-open the facility. City staff and outside experts worked extensively to identify solutions to address the asbestos contamination and evaluate the best path forward for City Hall. Two scenarios for re-occupying the City Hall building, either fully or partially, were evaluated for timeline, preliminary costs, and impact to City operations. Unfortunately, the cost of both scenarios to re-occupy City Hall exceeded the benefits due to the age and condition of the building. On October 2, 2023, Resolution No. 1650 was approved to cease City operations at City Hall and permanently close the building.

Facility Conditions Assessment Completed on Public Works Building in 2024

Given the age and condition of the Public Works Building the City Manager directed staff to proceed with a Facilities Conditions Assessment (FCA) for the building. The preliminary FCA for the was presented to the City Council on February 6, 2024 (AB 6402). The FCA identified multiple systems that are failing or in need of significant repair or investment.

Based on these findings, the City Manager recommended that the City Council prioritize the replacement of the Public Works Building. The Public Works Building houses many essential services and some short-term reinvestment was needed to extend the useful life of the building until a replacement strategy could be identified as discussed in AB 6477 at the May 21, 2024, City Council meeting.

At the July 16, 2024, City Council meeting, the City Council appropriated funds and authorized staff to proceed with seismic repairs to the Public Works Building that were necessary to keep the building safely operating in the short-term (AB 6517).

Public Safety and Maintenance Building Pre-Design Phase Completed in 2024

During the March 1, 2024, Planning Session, the City Council contemplated the replacement strategy for City Hall and the Public Works Building. The City Council directed the City Manager to commence planning for a new Public Safety and Maintenance Facility (PSM) on the current City Hall Campus (AB 6420). This new facility was intended to replace the existing Public Works Building and provide a new combined home for the City's Public Works teams, Police Department, Emergency Operations Center, and the IT and GIS team.

City staff provided a design progress update on the PSM Facility during the May 21, 2024 City Council meeting (AB 6476). The presentation provided an overview of the workshops conducted with the staff teams expected to be housed in the future facility, highlighted how a combined facility for these teams would provide operational efficiencies, and explained why the new building is intended to be a Level IV Risk Category Building.

Pre-design work was completed during the summer of 2024, confirming the programming and conceptual framework for the PSM Facility. During this initial planning phase, the City Manager also directed the Project Team to include an expanded customer service area at the main PSM Building to house the City's Customer Service team. This was to ensure that the City had a "store front" given that no other City facilities were suited for this type of function.

Public Safety and Maintenance Facility Schematic Design Phase Begins in 2024

Design work for the PSM Facility shifted to the schematic design phase in fall of 2024. Schematic design is the first step in developing a concept into a specific design plan, including architectural drawings and a site plan. During this time the Project Team also toured other public safety and maintenance buildings in the region, completed numerous site visits to City facilities, and held ongoing design meetings with staff.

Specifically, the Project Team and select Councilmembers participated in tours of the Shoreline, University of Washington, and Kirkland police departments in October 2024. The team heard about both successes and "lessons learned" from the construction or renovation of these police facilities to help inform the design work on the PSM Facility. The Project Team and select Councilmembers also attended a tour of the Kitsap County Public Works Building in December of 2024. This tour included the workspace and training space layout, ingress/egress for large vehicles and equipment, covered storage, lighting, security, and staff amenity spaces.

PSM Schematic Design Updates at City Council Meetings - February and March 2025

During the February 4, 2025 City Council Planning Session, the Project Team presented the initial design concept and preliminary cost estimate for the PSM Facility (AB 6604). The Project Team also previewed the likely need for a rezone of the property.

During the March 4, 2025, City Council meeting, the Project Team presented a progress update on the PSM Facility (AB 6634). City staff and City Council discussed moving the main PSM Building forward (north) on the property to expanding the capacity of the secure areas (parking and maintenance yard) behind the main PSM Building.

Updated Public Safety and Maintenance Facility Sizing, Placement, and Zoning – April 2025

At the April 15, 2025, City Council meeting, the Project Team presented a recommended change to the site layout that would move the PSM Building (main administrative building) and the Operations Building north on the site (AB 6656), reducing construction costs, improving efficiency, and increasing future flexibility of the properties.

The proposed PSM Facility layout included the placement of the Operations Building on top of the property line between the existing City Hall and Public Works parcels. The Project Team recommended a boundary line adjustment to move the parcel line north - closer to SE 36th Street.

Additionally, both parcels comprising the current City Hall Campus had the correct comprehensive plan land use designation, which is "Public Facility." The zoning, however, was different and this was identified for resolution as part of the PSM Facility development process. The City Manager recommended the new south parcel created by the boundary line adjustment be re-zoned to "Public Institution" (PI), consistent with other public facilities on Mercer Island. The north parcel was recommended to remain as CO to preserve flexibility for its future use.

The City Council approved the revised PSM Facility site layout and directed the City Manager to pursue a boundary line adjustment between the City Hall and Public Works parcels based on the final site layout and directed the City Manager to prepare and submit an application for a re-zone of the south City Hall parcel to Public Institution (PI).

Council Direction on PSM Design Choices – May 2025

During the May 6, 2025, City Council meeting, the Project Team provided follow-up analysis on roof-mounted solar panels for on-site energy generation, rainwater harvesting for on-site use, potable water storage for emergency operations, and facility structural systems initially presented during the February 4, 2025, City Council meeting. The City Council directed to staff to include a rainwater harvesting system and potable water storage in the schematic design (AB 6677).

Council Review of PSM Schematic Design – June 2025

During the June 3, 2025, City Council meeting, the Project Team presented the schematic design and updated cost estimate for the PSM Facility, highlighting how the proposed design aligned with core objectives and supported public safety and maintenance operations (AB 6701). The Project Team also reported on the outcomes of the retention of an independent peer-review group to conduct a value methodology-based review (aka value engineering) aimed at optimizing the PSM Facility design. Many of the value engineering team's recommendations were incorporated into the schematic design, resulting in reduced project costs and an improved design. The estimated cost of the PSM Facility project was $103,900,000.

At the June 17, 2025, City Council meeting, staff addressed City Council questions raised during the prior meeting including questions about the schematic design of the Operations Building and 1% for Art in Public Spaces (AB 6712). At the meeting the City Council unanimously approved the project scope and budget and directed the City Manager to prepare a bond measure ordinance for first reading at the July 1, 2025, Council meeting. The City Council also directed staff to commence recruitment of a Pro and Con Committee to prepare respective statements and rebuttals for inclusion in the election guidebook.

During the June 17, 2025, City Council meeting staff also reviewed the 1% for the Arts program requirements for the PSM Facility, which would entail a $739,633 contribution to the Fund. Under the current City code, there was not an option for an exemption for this project.

The City Council directed the City Manager to prepare an ordinance modifying the 1% for the Arts code to allow the City Council to fully or partially exempt projects from the 1% for the Arts requirements.

9655 Building Acquisition – June 2025

In early June 2025, the City announced the strategic acquisition of a 22,000 square-foot commercial office building located at 9655 SE 36th Street (adjacent to the City Hall Campus). The City acquired the building for $9.06 million. The City closed on the property in the summer of 2025 and following the expiration of the prior tenant's lease at the end of September 2025, is now fully in possession of the building.

Before opening the 9655 Building for City use, several improvement projects are needed to ensure the space is ready to support the staff and the community. The near-term and long-term occupancy of the building will be discussed and re-evaluated as a result of the outcome of the Proposition 1 in November 2025. The building will likely house the Community Planning and Development Department, the Public Works Capital Projects and Engineering teams, the Youth and Family Services Department, the Customer Service Team, and other services.

The acquisition of the 9655 Building was funded primarily with available funds and $1.5 million through outside financing. No new taxes were used to acquire the building. The available funds are the result of years of conservative budgeting, disciplined spending, and prior year savings.

For a comprehensive summary of the planning and design of the PSM Facility completed from 2023 through September 2025, please refer to the materials from the City Council Planning Session on January 16, 2026 (AB 6840).

Public Works Seismic Repairs Completed – July 2025

In response to the facilities condition assessment identifying failing building systems and confirming the facilities functional obsolescence, staff explored how to keep public works operational while planning continued for a long-term facility solution for Public Works operations.

Staff explored the feasibility of fully abandoning the Public Works building and using alternative facilities until the possible opening of a future Public Safety and Maintenance facility. Unfortunately, there were no reasonable alternatives to fully abandon the Public Works building at the time. As a result, City Council directed staff to make the minimum necessary seismic repairs to ensure the Public Works building would operate safely in the near term.

On July 16, 2024, City Council directed staff to proceed with seismic repairs to the Public Works Building (AB 6517). On February 4, 2025, City Council appropriated $1,138,420 from the Capital Improvement Fund to the project budget and awarded a public works contract to Casa Bella LLC in an amount not to exceed $886,887 (AB 6619). Construction began on February 24, 2025, and final completion was reached on July 2, 2025. The total completed project cost was $1,011,885 (AB 6901).

City Council First Reading of Bond Ordinance – July 1, 2025

At the July 1, 2025, City Council meeting, Ordinance No. 25-13 related to the Public Safety and Maintenance Facility Bond was presented to the City Council for first reading. Staff received City Council feedback on the draft Ordinance No. 25-13, which included the ballot title, ballot description, and the length of the repayments scheduled for the Bonds (AB 6715).

With the passage of the 1% for Art in Public Places Fund Code Amendments (AB 6725) earlier in the meeting, the City Council directed staff to fully exempt the PSM Facility from the 1% for Art contribution requirement. This reduced the project budget by an estimated $740,000, from $103,900,000 to a total project budget of $103,160,000.

The City Council unanimously approved a motion to schedule Ordinance No. 25-13 for second reading at the July 15, 2025, Council meeting.

City Council Approval of Bond Ordinance – July 15, 2025

At its regular meeting on July 15, 2025, the City Council adopted an ordinance providing for the submission of a ballot measure in the November 2025 election to issue bonds to fund the design and construction of a Public Safety and Maintenance Facility that will replace the existing Public Works Building, maintenance yard, and temporary police facilities.

Updated Council Direction on PSM Facility Site Zoning – September 2025

During the September 16, 2025, City Council meeting staff informed the Council that the revised site plan confirmed that the full 13.62 acres of the City Hall campus were needed to accommodate the relocated PSM Building, Operations Building, associated parking, and maintenance and operations activities. Earlier site plan

versions left some portions of the property outside the core functional footprint, but the northward migration of the buildings made clear that the entire property is integral to the long-term functioning of the civic campus.

For this reason, it was no longer practical to retain any portion of the City Hall parcel in the CO zone. The Council directed the City Manager to submit an application to rezone both parcels to Public Institution (PI) zone (AB 6779).

PSM Proposition No. 1 Result – November 2025

During the November 4, 2025 General Election the City held an election on Proposition No. 1 related to the proposed Public Safety and Maintenance Facility. Proposition No. 1 received 54.61% voter approval, which fell short of the 60% required for approval of a bond measure.

At the end of 2025, staff began reassessing facility replacement strategies to inform future policy direction and decision-making by the City Council. To support this work, the City Manager recommended that the Council hold a Planning Session in early January to allow sufficient time to prepare for a potential second bond measure in November 2026, should the Council choose to pursue that direction.

City Council Approves Rezone of City Hall and Public Works Building Parcels – December 2025

During the December 2, 2025, City Council meeting the Council approved the rezone application of both City Hall and Public Works Building parcels to Public Institution (PI) (AB 6827).

City Facilities Survey – January 2026

During the January 6, 2026, City Council meeting, the Council authorized the City Manager to conduct a statistically valid survey of Mercer Island residents to collect community input on the recent Public Safety and Maintenance Facility Bond Measure to inform priorities for future City facility planning (AB 6844).

Post Bond Measure Facility Planning

At the January 16, 2026, City Council Planning Session, the City Council discussed the outcome of the November 2025 Bond Measure for the Public Safety and Maintenance (PSM) Facility and identified next steps for facility planning (AB 6840). As part of this discussion, the Council reviewed preliminary cost estimates developed in 2023 following the closure of City Hall. While a high-level estimate had been prepared at that time, it was not advanced to a fully developed estimate after early figures indicated that renovation of the existing building would likely be cost prohibitive given its age and condition.

During the January 2026 session, the Council directed staff to revisit and complete the cost estimating exercise to provide a clearer understanding of the building's condition and full renovation costs, and to inform a decision on whether to pursue renovation of the existing facility or construction of a new facility. The Council also provided feedback to guide revisiting the scope and scale of the PSM Facility. To support this work, the City retained an architect to conduct a space planning analysis and review the proposed PSM Facility project, including identifying opportunities to reduce project scope.

City Facility Community Survey Results – March 2026

During the March 3, 2026, City Council meeting, staff presented the results of the statistically valid survey of Mercer Island residents, authorized by the City Council to gather input on the recent Public Safety and Maintenance Facility Bond Measure and to inform priorities for future City facility planning (AB 6881).

Conducted from January 28 to February 11, 2026, the survey included 400 interviews with a statistically valid and representative sample of Mercer Islanders, resulting in a margin of error of +/- 4.9 points.

In addition to a statistically valid survey, the City offered an 'open' survey that all residents could access through the City's regular communication channels. Results from both surveys were generally similar and will help inform future policy development for facility replacement strategies. Together, these surveys represent one component of the City's broader community engagement strategy for City facilities, with additional opportunities for future public input planned.

City Hall Facility Assessment and Renovation Cost Estimate

At the April 7, 2026, City Council meeting, staff provided an overview of the existing City Hall facility, revisited prior assessment findings, and presented a full renovation cost estimate (AB 6891). Staff reviewed previous studies, conducted site visits to verify existing conditions, and completed additional analysis to support the estimate. The presentation included a cost breakdown, key findings related to facility deficiencies, seismic risks, and the remaining lifespan of major building systems, as well as a summary of conditions and potential renovation approaches across all major systems. This information was provided to inform Council direction on whether to renovate the building or pursue demolition and alternative facility strategies. Following the presentation, the City Council directed the City Manager to prepare a demolition plan for City Hall and return to Council for review and approval.

ISSUE/DISCUSSION

Following the November 4, 2025, General Election, Proposition No. 1 to fund the Public Safety and Maintenance (PSM) Facility received 54.61% voter approval, falling short of the 60% required for passage. During the January 16, 2026, City Council Planning Session, Council debriefed the bond measure and provided initial direction to guide ongoing facility planning efforts (AB 6840).

In response, staff are advancing evaluation of existing City-owned facilities to identify near- and long-term solutions for staff placement and operational needs. The findings related to the Public Works Building are included in the presentation attached as Exhibit 1 and summarized as follows:

- The Public Works Building, now approximately 46 years old, does not meet modern building codes, has aging and failing systems, and houses functions beyond its original design capacity.
- The preliminary cost estimate to fully renovate and update the Public Works Building is $13.5M to $16.3M, with details on the scope of the renovation included in Exhibit 1 and to be further discussed at the meeting. This preliminary cost estimate covers the Public Works building only. Additional improvements or investments in the Public Works Yard and ancillary structures also needs to be evaluated.
- Given the condition and limitations of the ancillary facilities, the project team has very preliminarily explored adding a fully conditioned storage space for some PW Maintenance vehicles such as the Vactor trucks. The preliminary cost for a structure such as this is $4.2M to $4.4M.

This presentation is intended to support City Council discussions and inform direction on how to approach renovation of the existing Public Works Building to maintain operational needs, as well as guide future facility planning strategies.

NEXT STEPS

Staff will gather City Council feedback and questions and prepare a formal recommendation to City Council regarding long-term use of the Public Works Building.

RECOMMENDED ACTION

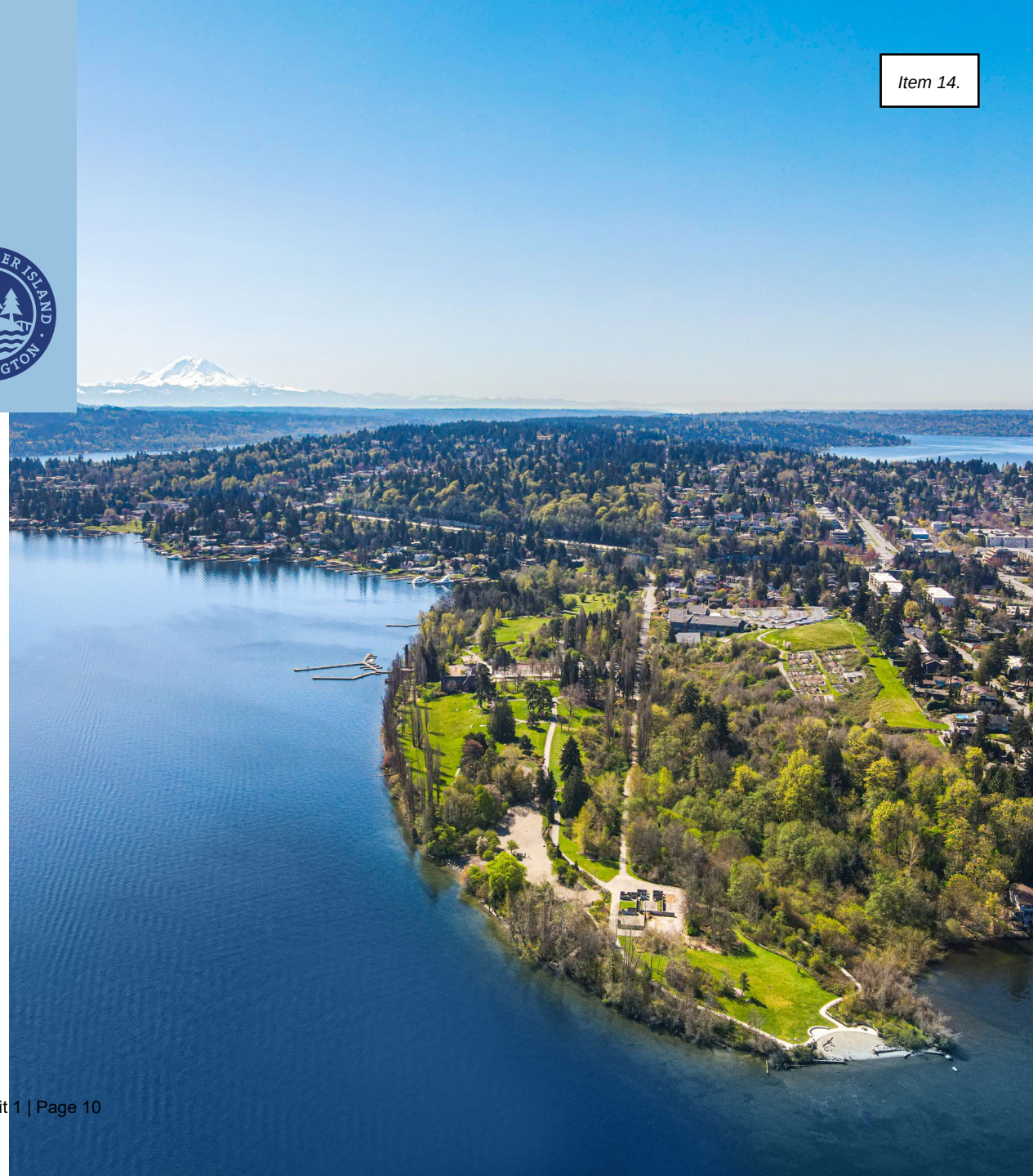
No action needed. Receive Report.

DRAFT

Presentation on the Existing Condition of the Public Works Building

City Council Study Session
May 5, 2026

AB 6920



Agenda

- Purpose
- Project Introduction
- Public Works Building
  - Executive Findings
  - Building Assessment
  - Preliminary Renovation Cost Estimate for Public Works Building
- Next Steps

Project Introduction

1980 to Present

TODAY

1980 — **Public Works Building Built**

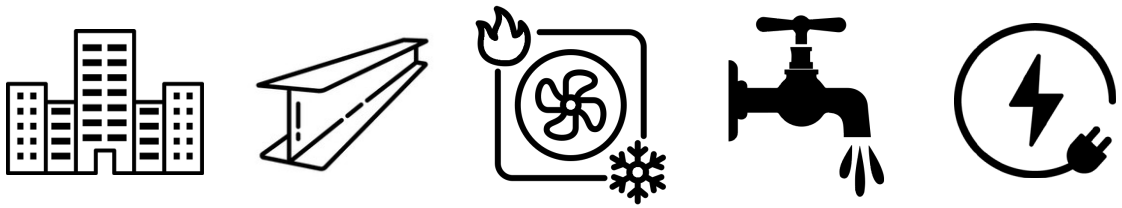
2017 — **Public Works Building Space Expansion Study and Seismic Assessment**

2023 — **Public Works Shop Roof Replacement and Seismic Upgrades**

2026

Executive Findings

Summarizing the Public Works Building Assessment



Executive Findings

- The existing Public Works Building, constructed in 1980, is nearly 46 years old and does not meet current building standards, has multiple failing systems, and houses department teams the structure was not intended for.
- The building has seismic deficiencies and does not meet current seismic safety code.
- Additional investment in the Public Works Building is needed to extend the service life an additional 20 years.

Executive Findings

- The November 2025 PSM Bond measure sought to entirely replace the Public Works Building and yard functions. With that measure's failure, the City Council directed staff to revisit conditions of existing facilities to identify near and long-term solutions for staff and operational needs. This direction included revisiting the potential to renovate existing facilities.
- This presentation **only** addresses the improvements to extend the life of the current Public Works Building and **does not fully** address needed investments in the other open-air facilities and structures in the adjoining maintenance yard.

Key Deficiencies

Seismic deficiency of the existing building structure and inability to meet Risk Category III

Existing building **cannot support programmatic needs** of office occupancy as-is

Mechanical & electrical systems are at **end-of-service-life**

Building Assessment

Architectural

Analysis of the Existing Public Works Architectural Systems

Architectural

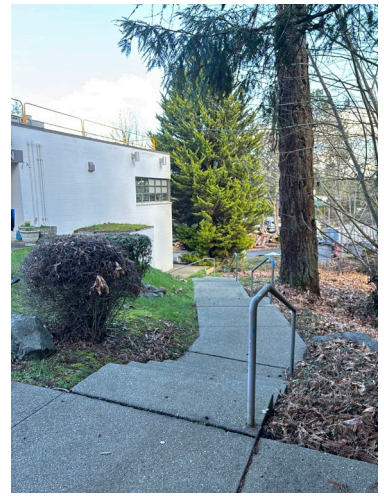
Existing conditions

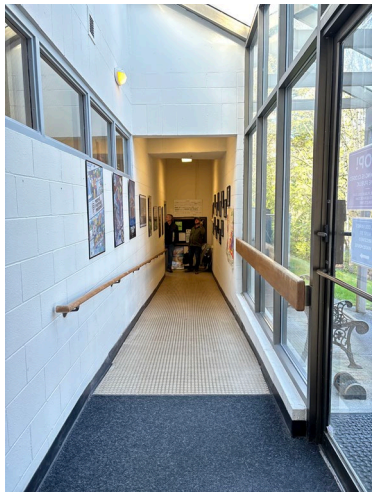
- The existing Public Works Building was **constructed in 1980**.
- The building is Construction Type V-1 hour (non-combustible).
- The building is **not equipped with an automatic sprinkler system**.
- The building is a two-story structure with a total building area of 15,347 square feet (SF).
- The original occupancy classification of the building is B-2 (business) and H-2, H-3, H-4 (hazard).

Architectural
Deficiencies

Building life safety & egress not up to current building code standards:

- **No automatic sprinkler system**
- **No wheelchair accessible egress pathway** from the second floor to the street.
- **Fire separations** between occupancies un-identifiable or non-complaint.
- **Lack of signage** for wayfinding and emergency egress.

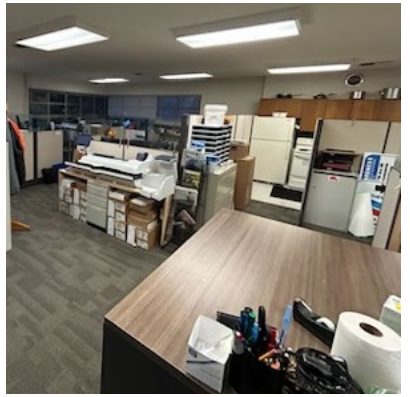




Architectural
Deficiencies

Building envelope deficiencies and non-compliance with current energy code:

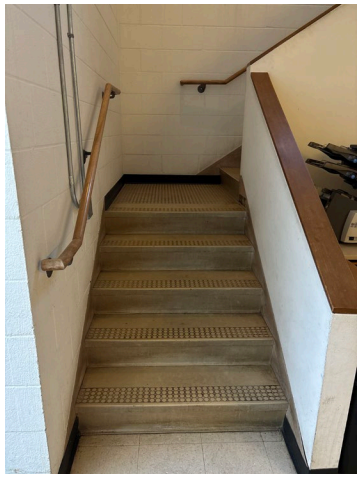
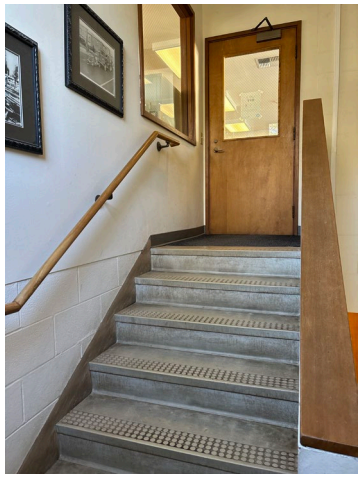
- **Moisture intrusion issues** at roof and wall joints.
- **Flashing/weatherproofing** of the window and door openings, wall joints, and roof edges **does not meet current standards.**
- **Under-insulated exterior wall and roof assemblies** which do not comply with current energy code standards.
- **Low thermal comfort for occupants;** heating and cooling systems not sufficient or operational.



Architectural
Deficiencies

Accessibility restrictions:

- **Guardrails and handrails do not comply** with current building code and accessibility standards.
- **No interior wheelchair accessible path** via elevator or wheelchair path from the first floor to the second floor.
- **ADA accessible toilets, showers, and lockers need modifications to comply** with current accessibility standards.
- **Door hardware, countertops, and Breakroom equipment and fixtures do not comply** with current accessibility standards.

Architectural

Renovation approach

Building life safety & egress updates:

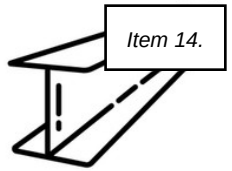
- New **automatic sprinkler system**
- Complete space reconfiguration for final occupancy

Accessibility updates:

- **Upgrade of existing stairs and ramp**
- Addition of **ADA compliant restrooms** and fixtures

Building envelope updates:

- Full exterior enclosure **insulation upgrades**:
  - Below-grade waterproofing and insulation
  - Insulation for exterior wall assemblies
  - New blown-in insulation at truss cavities
  - Insulated windows and exterior doors



Building Assessment

Structural

Analysis of the existing Public Works Structural Systems

Structural

Existing conditions

Gravity System:

- Perimeter **masonry and concrete walls**, masonry **columns**, and a precast **concrete plank lower roof**.
- The upper roofs are framed with **wood trusses and wood sheathing**.

Lateral System:

- **Reinforced masonry shear walls** and concrete plank roof.
- **Wood sheathing acting as the diaphragms** at the lower and upper roof levels.

Foundation:

- Shallow **strip footings** below the bearing walls and shallow isolated footings below columns.

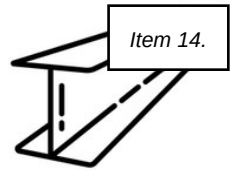
Structural

Existing conditions – Previous Renovation Work

Some seismic upgrades completed during the 2023 voluntary renovation work include:

- Installation of **additional foundation support** / grade beams in the vehicle maintenance Bays.
- Additional **lateral bracing** at the top of non-structural masonry walls.
- **Removal of green roof** on the lower roof.
- Additional **top of structural masonry wall anchorage** usings new ledgers, straps, and post-installed anchors.
- New **diaphragm nailing for the existing roof sheathing** around the edges of both upper roofs.

Structural
Deficiencies



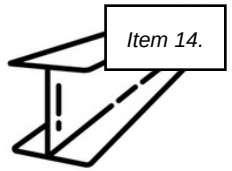
The <u>voluntary</u> renovation work completed did not constitute a full seismic upgrade, Risk Category II or minimum recommended retrofit.

The remaining seismic deficiencies include:

- Torsional effects from the shear wall layout resulting in **shear walls being overstressed.**
- **Foundation deficiencies below the shear walls** resulting from these torsional effects.
- **Inadequate connections** between the roof diaphragms and shear walls.

Structural

Renovation approach



Seismic remediations to meet Seismic Category III include:

- Providing **additional support to shear walls with shotcrete / concrete.**
- **Foundation upgrades** at the upgraded shear walls.
- **Increased diaphragm nailing** at the roof plywood sheathing.
- **Strengthening the connections** between the top of masonry wall and the roof joists.

Building Assessment

Mechanical & Plumbing

Analysis of the existing Public Works Mechanical & Plumbing Systems

Mechanical

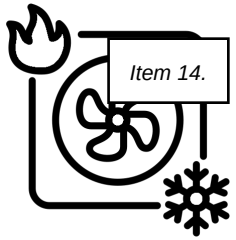
Existing conditions

General:

- The HVAC system is a mix of **gas fired unit heaters, one gas fired and one electric furnace, exhaust fans and a gas pack rooftop unit.**
- There is **cooling at the second floor**.
- There is a **vehicle exhaust extraction system and an exhaust fan** installed in the shop.
- **Limited Direct Digital Control** (DDC) is provided via central controller.

Mechanical

Deficiencies

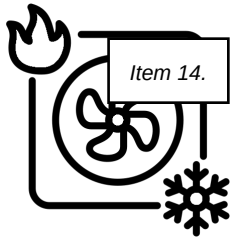


Generally, <u>all</u> the mechanical systems are at or nearing the end of their useful service life; additionally:

- HVAC systems appear original and would require **full replacement** to improve performance and meet industry standards.
- The **warehouse and shop space ventilation equipment** should be evaluated and updated to meet current standards.
- The Server room does not have necessary cooling.

Mechanical

Renovation approach



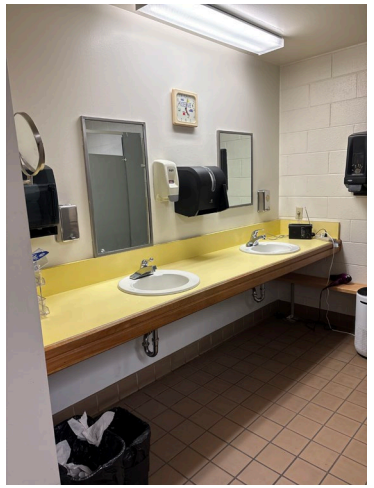
A full mechanical system replacement is recommended, including:

- **Replace existing systems** with newer/modern systems.
- A new **dedicated outside air system (DOAS)** should be provided for all the office type occupancies.
- Thermal control for offices should include a variable refrigerant flow (VRF) system, to **allow zone by zone control**.
- Shop and warehouse spaces should be provided with **ventilation and radiant heat**.
- The **shop area should include products of combustion sensors (CO/NOx)** which tie into the associated ventilation system and generate an alarm if levels exceed exposure limits.

Plumbing

Existing conditions

- The facility is served by an **electric water heater.**
- **All restrooms are located on the first floor.**
- Plumbing fixture count:
  - Women's – 2 toilets, 2 sinks, 1 shower
  - Men's – 5 toilets/urinals, 3 sinks, 3 showers
- Piping materials - **domestic water piping is copper; drainage, waste, and vent piping is cast iron.**
- The existing **1988 air compressor is abandoned-in-place; a new air compressor was installed around 2023.**



Plumbing

Deficiencies

- **The electric water heater is at or nearing the end of its useful service life.**
- There is an **inadequate number of plumbing fixtures (women's)** for occupancy of building.
- **Trap primers are not present** in the existing plumbing systems.

Plumbing

Renovation approach

- **Replacement of the electric water heater** with heat pump technology.
- Provide **additional and modern of restroom plumbing fixtures** with low flow products to meet energy code.
- **Reuse the existing domestic and drainage piping and provide additional piping** for new restroom plumbing fixtures.
- **Remove the abandoned-in-place air compressor** should be removed to free up space.
- **Retain and provide additional air compressor connect drops** and reels for the building as needed.

Building Assessment

Electrical & Low Voltage

Analysis of the existing Public Works Electrical & Low Voltage Systems

Electrical

Existing conditions

Main Electrical Service:

- The facility is served by a 1000 Amp, 208/120V, 3-phase **main panelboard, original to construction.**

Distribution Panels and Feeders:

- There are **branch circuit panelboards** throughout the building, **original to construction.**

Emergency Power System:

- Emergency power is provided by a **diesel standby generator, emergency panel, and Automatic Transfer Switch (ATS).**

Lighting System & Controls:

- Interior light fixtures are a mix of **fluorescent lighting and retrofitted HID fixtures** with LED kits.
- **Exterior lighting is minimal** and original surface-mounted fixtures.
- **Controls are manual** on/off switching only.

Electrical

Deficiencies

Generally, the main electrical systems are at or nearing the end of their useful service life;

- The **main electrical service and branch panel equipment is in poor condition** and is at or beyond its typical service life.

Other equipment is in fair condition, but may not support expanded operational needs:

- Automatic Transfer Switch (ATS)
- Generator
- The **emergency distribution configuration is relatively limited in capacity** and may not support expanded operational needs.

Electrical

Deficiencies

Lighting system deficiencies:

- Lighting systems are generally in **poor condition.**
- Office areas contain **outdated fluorescent fixtures** with aging ballasts and reduced efficiency.
- The truck bay has received partial modernization through LED retrofit kits; however, the base fixtures remain **older housings.**
- Lighting controls **lack occupancy sensors or automatic shutoff capability** and do not comply with current energy code.
- Exterior lighting is limited and appears original, providing **minimal site illumination.**

Low Voltage

Existing conditions

Low Voltage Systems:

- **Low voltage systems have been upgraded** or reconfigured within the past 10 years.
- The main telecommunications equipment is located in a designated **data room.**

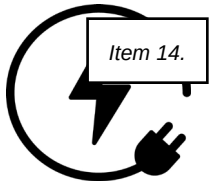
Access Control and Surveillance Systems:

- There are various **access-controlled doors.**

Fire Alarm system:

- The facility contains an **existing fire alarm system, original to the building.**

Low Voltage
Deficiencies

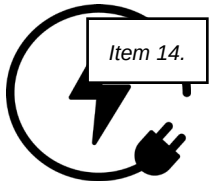


Generally, the low voltage and access control systems are <u>in fair condition</u>, but some concerns include:

- Low voltage system are aging and require **maintenance and periodic technology upgrades.**
- The overall **security of the building is limited.**
- **The fire alarm system is outdated and non-compliant:** visual and audible notifications devices are not compliant with current code standards.

Electrical & Low Voltage

Renovation approach



The electrical systems are in fair to poor condition overall, with major infrastructure components at or beyond their service life; renovation approach:

- Complete **electrical system replacement**.
- Replacement of the **emergency panel**.
- Full **LED light fixture** replacement and **exterior lighting upgrade** for improved safety and security.
- Installation of **occupancy sensors and automatic lighting controls**.
- **Additional surveillance cameras** and integration with municipal systems.
- Full **replacement of the fire alarm system** to meet current NFPA 72 and IBC requirements.

Electrical & Low Voltage

Renovation approach

Some additional items to consider:

- The **Automatic Transfer Switch (ATS) may remain in service** if compatible with future upgrades.
- **Generator replacement may not be immediately required** but should be evaluated in conjunction with long-term facility plans.

Public Works Building Considerations

Relocate Capital & Engineering Staff

- The current Public Works building cannot accommodate the current staffing level, and the Capital & Engineering staff must be moved to a different facility.
- Staff are actively planning to relocate these staff to the 9655 Building, which was acquired by the City in 2025.

Summary of Potential Costs to Renovate

- Additional investment in the Public Works Building is needed to extend the service life an additional 20 years.
- Moving capital & engineering staff to another facility allows the City to reorganize the building into a more optimal layout for maintenance functions and space needs.
- This cost analysis only addresses the building improvements. Site improvements will need further evaluation.

Estimated Total Project Cost Range
(includes **Construction Costs** & anticipated **Owner Soft Costs**)
Note: All figures are escalated to a ***Construction Midpoint of Q4, 2028***

Public Works Building Renovation	$13,456,000 to $13,936,000

Estimated Total Project Cost

Project costs for the renovation of the existing building

Staff recommend also considering additional investment to bring the PW Building up to Risk Category III, which is the appropriate seismic resilience level for a PW Maintenance Building

	Estimated Total Project Cost Range (includes **Construction Costs** & anticipated **Owner Soft Costs**) Note: All figures are escalated to a ***Construction Midpoint of Q4, 2028***
Public Works Building Renovation	$13,456,000 to $13,936,000
Additional Renovation Option #1 Increase Seismic Resilience to Category III	$2,249,000 to $2,329,000
	$15,705,000 to $16,265,000

Estimated Total Project Cost

Project costs for the renovation of the existing building

Given the condition and limitations of the ancillary facilities, the project team has very preliminarily explored adding a fully conditioned storage space for some Public Works Maintenance vehicles such as the vactor trucks.

	Estimated Total Project Cost Range (includes **Construction Costs** & anticipated **Owner Soft Costs**) Note: All figures are escalated to a ***Construction Midpoint of Q4, 2028***
Public Works Building Renovation	$13,456,000 to $13,936,000
Additional Renovation Option #1 Increase Seismic Resilience to Category III	$2,249,000 to $2,329,000
Additional Renovation Option #2 Standalone fully-conditioned PEMB Maintenance Building	$4,294,000 to $4,448,000
	$19,999,000 to $20,713,000

Next Steps

- The staff is seeking initial feedback from the City Council on these findings.
- This presentation is intended to support City Council discussions and inform direction on how to approach renovation of the existing Public Works Building to maintain operational needs, as well as guide future facility planning strategies.

Questions?

2026 PLANNING SCHEDULE

Please email the City Manager & City Clerk when an agenda item is added, moved, or removed.

Items are not listed in any particular order. Agenda items & meeting dates are subject to change.

MAY 19, 2026 ABSENCES:		DD 5/7	FN 5/8	CA 5/8	Clerk 5/11	CM 5/11
ITEM TYPE | TIME | TOPIC				**STAFF**		
STUDY SESSION						
SPECIAL BUSINESS						
CONSENT AGENDA						
--	AB xxxx: May 10, 2026 Payroll Certification			Ali Spietz/Nicole Vannatter		
--	AB xxxx: Certification of Claims April 16-30, 2026			LaJuan Tuttle/Ashley Olson		
--	AB xxxx: Public Display of Fireworks Permit Issuance for Summer Celebration			Will Aho/Brendan Magee		
REGULAR BUSINESS						
15	AB xxxx: 2026 Board and Commission Appointments (Resolution Nos xxxx & xxxx)			Mayor Rosenbaum/Andrea Larson		
10	AB xxxx: 2025 Community Member of the Year *(needs to be after 5:45pm)*			Mayor Rosenbaum/Andrea Larson		
30	AB xxxx: FIFA 2026 World Cup Planning			Robbie Cunningham Adams/Amanda Keverkamp/Amelia Tjaden		
30	AB xxxx: YFS Program Update and Youth Matters Report			Ali Spietz/Derek Franklin		
EXECUTIVE SESSION						

JUNE 2, 2026 ABSENCES:		DD 5/20	FN 5/21	CA 5/21	Clerk 5/22	CM 5/22
ITEM TYPE | TIME | TOPIC				**STAFF**		
STUDY SESSION						
SPECIAL BUSINESS						
CONSENT AGENDA						
--	AB xxxx: May 25, 2026 Payroll Certification			Ali Spietz/Nicole Vannatter		
--	AB xxxx: Certification of Claims May 1-15, 2026			LaJuan Tuttle/Ashley Olson		
--	AB xxxx: Pride Month, Proclamation No. xxx			Mayor Rosenbaum/Merrill Thomas-Schadt		

REGULAR BUSINESS		
15	AB xxxx: Public Hearing and Renewal of Interim Regulations related to Middle Housing and ADU's (HB 1110 / HB 1337) (First Reading Ord. No. 26-05)	Jeff Thomas/Molly McGuire
15	AB xxxx: Public Hearing and Renewal of Interim Regulations related to Unit Lot Subdivisions (SB5258) (First Reading Ord. No. 26-06)	Jeff Thomas/Molly McGuire
30	AB xxxx: Q1 2026 Financial Status Update and Budget Amending Ordinance	Matt Mornick/ Ben Schumacher
90	AB xxxx: HOLD FOR CITY FACILITIES AGENDA ITEM	Jessi Bon/Jason Kintner/Kellye Hilde/Robbie Cunningham Adams
EXECUTIVE SESSION		

JUNE 16, 2026 ABSENCES:	**DD 6/4**	**FN 6/5**	**CA 6/5**	**Clerk 6/8**	**CM 6/8**
ITEM TYPE | TIME | TOPIC			**STAFF**		
STUDY SESSION					
SPECIAL BUSINESS					
CONSENT AGENDA					
--	AB xxxx: June 10, 2026 Payroll Certification		Ali Spietz/Nicole Vannatter		
--	AB xxxx: Certification of Claims May 16-31, 2026		LaJuan Tuttle/Ashley Olson		
--	AB xxxx: Renewal of Interim Regulations related to Middle Housing and ADU's (HB 1110 / HB 1337) (Second Reading Ord. No. 26-xx)		Jeff Thomas/Molly McGuire		
--	AB xxxx: Renewal of Interim Regulations related to Unit Lot Subdivisions (SB5258) (Second Reading Ord. No. 26-xx)		Jeff Thomas/Molly McGuire		
REGULAR BUSINESS					
60	AB xxxx: GMA Compliance Strategy – Presentation of Planning Commission Recommendations		Jeff Thomas/Alison Van Gorp		
EXECUTIVE SESSION					

JULY 7, 2026 ABSENCES:	**DD 6/25**	**FN 6/26**	**CA 6/26**	**Clerk 6/29**	**CM 6/29**
ITEM TYPE | TIME | TOPIC			**STAFF**		
STUDY SESSION					

SPECIAL BUSINESS		
CONSENT AGENDA		
--	AB xxxx: June 25, 2026 Payroll Certification	Ali Spietz/Nicole Vannatter
--	AB xxxx: Certification of Claims June 1-15, 2026	LaJuan Tuttle/Ashley Olson
--	AB xxxx: Parks & Recreation Month, Proclamation No. xxx	Mayor Rosenbaum/Ryan Daly
--	AB xxxx: Sewer Pump Station Generator Replacement Project Closeout	Jason Kintner/Chris Marks
--	AB xxxx: Sewer SCADA System Replacement Project Closeout	Jason Kintner/Chris Marks
REGULAR BUSINESS		
45	AB xxxx: GMA Compliance – Comprehensive Plan Amendments (First Ordinance Reading, Ord. No. 26C-xx)	Jeff Thomas/Alison Van Gorp
45	AB xxxx: GMA Compliance – MICC, Title 19 Amendments (First Ordinance Reading, Ord. No. 26C-xx)	Jeff Thomas/Alison Van Gorp
30	AB xxxx: STEP Housing Permanent Regulations – MICC, Title 19 Amendments (First Ordinance Reading, Ord. No. 26C-xx)	Jeff Thomas/Alison Van Gorp
30	AB xxxx: Anti-Displacement Regulations – MICC, Title 5 (First Ordinance Reading, Ord. No. 26-xx)	Jeff Thomas/Alison Van Gorp
30	AB xxxx: Station Sub-Area Plan Approval (Resolution xxxx)	Jeff Thomas/Alison Van Gorp
60	AB xxxx: HOLD FOR CITY FACILITIES AGENDA ITEM	Jessi Bon/Matt Mornick/Robbie Cunningham Adams
30	AB xxxx: Luther Burbank Park Waterfront Improvements – Bid Award	Jason Kintner/Kellye Hilde/ Shelby Perrault/Sarah Bluvas
EXECUTIVE SESSION		

JULY 21, 2026 ABSENCES:	**DD** **7/9**	**FN** **7/10**	**CA** **7/10**	**Clerk** **7/13**	**CM** **7/13**
ITEM TYPE | TIME | TOPIC			**STAFF**		
STUDY SESSION					
SPECIAL BUSINESS					
CONSENT AGENDA					
--	AB xxxx: July 10, 2026 Payroll Certification		Ali Spietz/Nicole Vannatter		
--	AB xxxx: Certification of Claims June 16-30, 2026		LaJuan Tuttle/Ashley Olson		
--	AB xxxx: GMA Compliance – Comprehensive Plan Amendments (Second Ordinance Reading, Ord. No. 26C-xx)		Jeff Thomas/Alison Van Gorp		
--	AB xxxx: GMA Compliance – MICC, Title 19 Amendments (First Ordinance Reading, Ord. No. 26C-xx)		Jeff Thomas/Alison Van Gorp		
--	AB xxxx: STEP Housing Permanent Regulations – MICC, Title 19 Amendments (First Ordinance Reading, Ord. No. 26C-xx)		Jeff Thomas/Alison Van Gorp		

--	AB xxxx: Anti-Displacement Regulations – MICC, Title 5 (First Ordinance Reading, Ord. No. 26-xx)	Jeff Thomas/Alison Van Gorp
REGULAR BUSINESS		
30	AB xxxx: HOLD FOR CITY FACILITIES AGENDA ITEM	Jessi Bon/Matt Mornick/Robbie Cunningham Adams
EXECUTIVE SESSION		

AUGUST 4, 2026 – POTENTIALLY CANCELED ABSENCES:	**DD 7/23**	**FN 7/24**	**CA 7/24**	**Clerk 7/27**	**CM 7/27**
ITEM TYPE | TIME | TOPIC			**STAFF**		
STUDY SESSION					
SPECIAL BUSINESS					
CONSENT AGENDA					
REGULAR BUSINESS					
EXECUTIVE SESSION					