

Public Infrastructure, Environment, and Sustainability Committee
Meeting Agenda for
August 26, 2019
COUNCIL BRIEFING CENTER

The Spokane City Council's Public Infrastructure, Environment, and Sustainability Committee meeting will be held at **1:15 p.m. on August 26, 2019** in Council Briefing Center, Lower Level, City Hall, 808 West Spokane Falls Boulevard, Spokane, Washington.

The meeting will be conducted in a standing committee format. Because a quorum of the City Council may be present, the standing committee meeting will be conducted as a committee of the whole council. The Public Infrastructure, Environment and Sustainability Committee meeting is regularly held every 4th Monday of each month at 1:15 p.m. unless otherwise posted.

The meeting will be open to the public, with the possibility of moving or reconvening into executive session only with the members of the City Council and the appropriate staff. No legislative action will be taken. No public testimony will be taken and discussion will be limited to appropriate officials and staff.

AGENDA

I. Call to Order

II. Approval of minutes from July 22, 2019

III. Discussion Items

A. Council Requests

1. Consent Items for Discussion
2. Golf Cart Zones – West Central/Kendall Yards – Council Member Stratton

B. Staff Requests

1. Transportation Impact Fees – Inga Note (10 minutes)
2. Northeast Spokane Water Quality Event Overview – Dan Kegley (15 minutes)
3. Rate Structure Analysis – Water, Sewer, and Stormwater Utilities – Scott Simmons/Dan Kegley (10 minutes)
4. Vacation of Upriver Drive between Mission Avenue and North Center Street – Eldon Brown (10 minutes)

IV. Strategic Initiatives Session – Council Member Beggs and Scott Simmons

Priority Strategy 1: Rapidly Accelerating Street Pavement Maintenance Projects

- Construction Highlights – Kyle Twohig (10 minutes)
 - Streets Innovation Video

Priority Strategy 2: Repurposing Public Property and Assets to Stimulate Private Investment

- No report this meeting.

Priority Strategy 3: Sustainable City

- State of Recycling – Solid Waste Disposal – Chuck Conklin/Kris Major (15 minutes)
- Water Conservation Plan – Update on Planning Efforts – Dan Kegley
- Strategic Energy Initiative
 - Upriver Power Purchase Agreement (PPA) – Cadie Olsen

V. Consent Items

1. Approval of 5 year contract with Kershaw's for Office Supply Delivery Service
2. VMware Server Virtualization Software
3. Network Infrastructure Hardware Upgrades
4. Contract Extension for Bacteriological and Chemical Analysis
5. Value Blanket for purchasing Gate Valves
6. Value Blanket for Hydraulic Hose and Fittings
7. Exercise Equipment
8. Contract for Clark Lift Station Project
9. WSDOT Trent Bridge Replacement – Water Line Replacement Agreement

Waste to Energy

10. Contract Extension with Cost for Lime Delivery
11. Value Blanket with Eljay Oil for Lubrication Products
12. Value Blanket with Eljay Oil for the purchase of Ultra Low Sulfur #2 Dyed Diesel and Supporting Equipment

VI. Executive Session

Executive Session may be held or reconvened during any Public Infrastructure, Environment, and Sustainability Committee meeting.

VII. Adjournment

Next Public Infrastructure, Environment, and Sustainability Committee Meeting

September 23, 2019 1:15 p.m. in the Council Briefing Center

STANDING COMMITTEE MINUTES
City of Spokane
Public Infrastructure, Environment, and Sustainability
July 22, 2019

Committee Members Present

Council Member Breean Beggs, Committee Chair
Council Member Mike Fagan, Vice Committee Chair
Council Member Kate Burke
Council Member Lori Kinnear
Council Member Candace Mumm
Council President Ben Stuckart

Committee Members Absent

Council Member Karen Stratton

Staff Present

Hannahlee Allers, Chris Averyt, Dustin Bender, Tirrell Black, Brandon Blankenagel, Giacobbe Byrd, Eldon Brown, Dan Buller, Chris Cafaro, Mike Cannon, Carly Cortright, Danielle Cossey, Anna Everano, Marlene Feist, Raylene Gennett, Joel Graff, Nathan Groh, Clint Harris, Garrett Jones, Dan Kegley, Brian McClatchey, Adam McDaniel, Katherine Miller, Inga Note, Kara Odegard, Kyle Overbust, David Paine, Elizabeth Schoedel, Mark Serbousek, Scott Simmons, Sally Stopher, Teri Stripe, Kandace Watkins

Council Member Beggs called the meeting to order at 1:15 p.m.

Review and Approval of Minutes

Council Member Beggs asked for a motion to approve the minutes of the June 24, 2019 meeting.

- **Action Taken**
- Council Member Fagan moved to approve the minutes of the June 24, 2019 meeting as presented; the motion was seconded by Council Member Burke.

Discussion Items

A. Council Requests

1. Consent Items for Discussion

Cincinnati Greenway Project – Discussion was had on the item for the Cincinnati greenway. Brandon Blankenagel gave an update that the bids will open next week for the sidewalk infill project with shared facilities for bike lanes and intersection improvements, which are coordinated with STA.

Northeast Public Development Authority Operating Agreement – Discussion was had on the agreement and Teri Stripes answered questions about this ongoing

operating agreement with the NEPDA including the transfer of funding to the NEPDA for operating including staffing.

2. Update on fleet study on prior vehicle purchases that were not Electric or hybrid
Scott Simmons introduced David Paine, Interim Director for Fleet Services and Nathan Groh working on the evaluation of electric vehicles for the City fleets. Nathan discussed the steps to evaluate and establish the available vehicles, life cycle cost analysis of current vehicles compared to electric vehicle equivalents and hybrid equivalents. Discussion was had on the pieces that go into the life cycle cost such as replacement batteries, end value, maintenance.
3. Report on Variance Request for PCB standards
Council Member Beggs introduced the topic. Marlene Feist reviewed the steps taken for the Variance Request. She spoke about the PCB standard that is in flux between EPA and ecology. The City's application is a temporary change from the standard; this approach is used when the technology is not available to meet the standard. This would be adjusted when the technology for Next Level of Treatment comes on line. Discussion was had on PCB origins and current testing levels.
4. Update Instream Flow Rule for the Spokane River

B. Staff Requests

1. Arterial Street Map Update SMC 12.08.040 – Inga Note (20 minutes)
2. Special Budget Ordinance for Small Area Concrete Repair Position – Clint Harris (5 minutes)
3. I-07c and CSO 34-1 Control Facilities Administrative Reserve Increase – Joel Graff (5 minutes)

Strategic Plan Session

A. Priority Strategy 1. Rapidly Accelerating Street Pavement Maintenance Projects

- Update on Riverside Project and Next Steps
Council Member Beggs introduced the topic and Brandon Blankenagel gave a brief overview of the project with powerpoint outlining the project concepts and public outreach. Brandon reviewed the decisions to date and the next steps working with STA and tracking grant funding. The parking is taking a balanced approach through the outreach conducted and working with the DSP Riverside Subcommittee. Discussion was had on the bike lane elements.
- Unpaved Roadway Paving Program
Katherine Miller reviewed the unpaved roadway paving program and discussed the process moving forward for recommendations.
- Pilot/Study Slurry Seal Maintenance in partnership with County - 2019 Slurry Seal
Clint Harris gave a brief overview of the pilot slurry seal program and the work

B. Priority Strategy 2. Repurposing Public Property to Stimulate Private Investment

- No report this meeting.

C. Priority Strategy 3. Sustainable City

- **State of Recycling**
Scott Simmons gave a presentation on the challenges facing the recycling program and commodity pricing. He discussed the impacts to the revenue following China's ban on imports of recycling materials. In particular focusing on the mixed paper, mixed glass and mixed plastics pricings impact on the overall budget anticipated.

Consent Items

1. Approve funding for CSO 26 Construction Management Support
2. Northeast Public Development Authority Operating Agreement
3. Cincinnati Greenway Project
4. Vacation of Granite Street between Upriver Drive and Ross Court
5. Resolution with purchase for Huber Technology, Equipment, Parts and Service
6. Contract for Sludge Removal in Digester #3 for Riverside Park Water Reclamation Facility
7. Contract Extension for Metal Refuse/Recycling Containers for Solid Waste Collection
8. Value Blanket Order for Traffic Paint

MFTE Conditional Contracts:

9. Astor Townhomes
10. Dakota House Addition
11. Ruby Townhomes

Next Public Infrastructure, Environment, and Sustainability Committee Meeting
August 26, 2019 1:15 p.m. in the Council Briefing Center

Executive Session

None.

Adjournment

The meeting adjourned at 3:05 p.m.

Prepared by:

Barbara Patrick, Administrative Specialist

Approved by:

Chair



N Evergreen St

N Sherwood St

N Hollis St

N A St

W Gardner Ave

W Sharp Ave

W Sinto Ave

N Cochran St

W Dean Ave

W Mallon Ave

W College Ave

N Lindeke St

N Nettleton St

N Chestnut St

N Cannon St

N Elm St

N Oak St

N Ash St

W Boone Ave

N Ash St

N Maple St

W Mallon Ave

N Walnut St

N Adams St

W Boone Ave

N Cedar St

W Sharp Ave

N Adams St

N Madison St

W Sinto Ave

W Spafford Ave

N Lincoln St

W Nora Ave

W Indiana Ave

W Mallon Ave

N Lincoln St

N Post St

N Wall St

N Howard St

N Monroe St

N Post St

N Main Ave

W Main Ave

W Main Ave

Peaceful Valley

W Water Ave

Glover Field Park

N Main Ave

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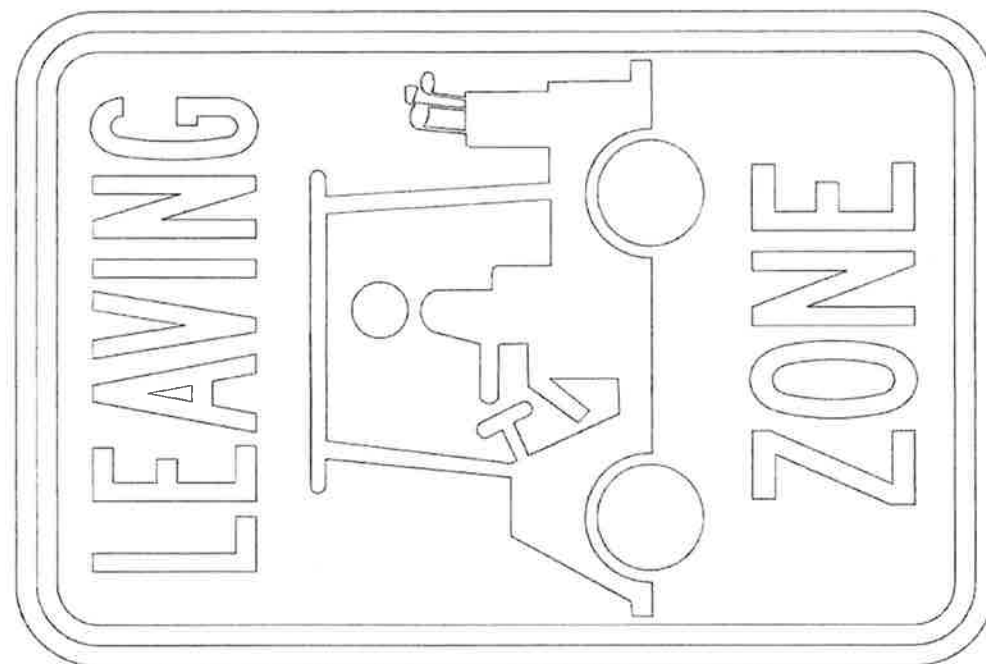
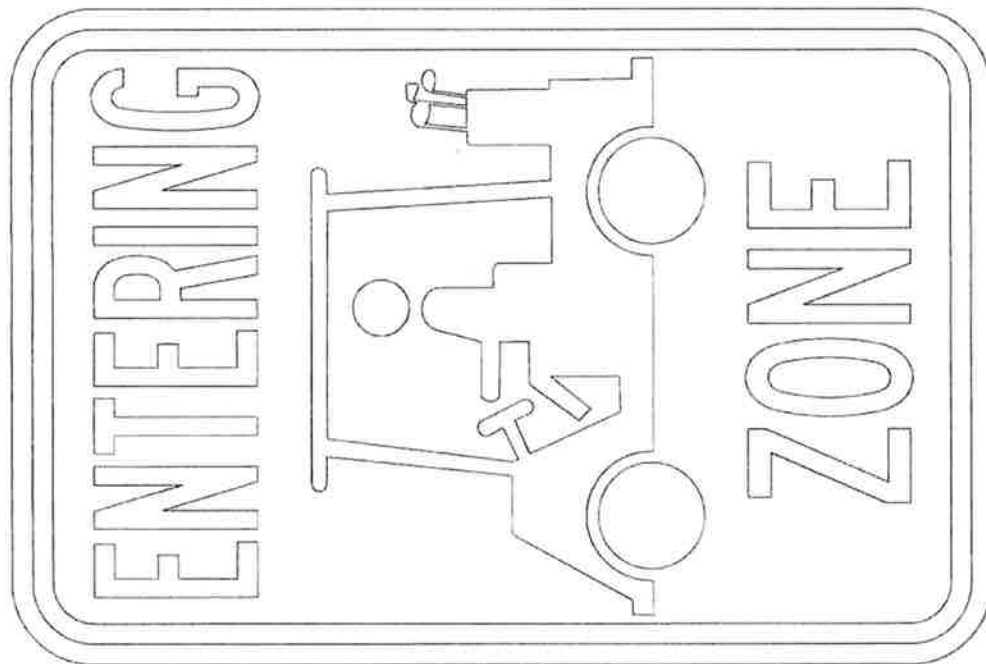
George Wright

I - GZ

12 in

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ORDINANCE NO. C - _____

An ordinance relating golf cart zones; amending SMC section 16A.63.010 of the Spokane Municipal Code.

The City of Spokane does ordain:

Section 1. That SMC 16A.63.010 is amended to read as follows:

16A.63.010 Definitions

The following definitions are applicable in this chapter unless the context otherwise requires:

- A. "Alternative Vehicles" means, collectively, golf carts, neighborhood electric vehicles, medium-speed electric vehicles, and utility-type vehicles as defined in this chapter.
- B. "Alternative Vehicle Zone" means all public streets within the boundaries of the "Alternative Vehicle Zone Map", incorporated in this ordinance as Exhibit A, having a speed limit of thirty-five (35) miles per hour or less, and which exhibits signage indicating the area as an Alternative Vehicle Zone.
- C. "Golf cart," means an electric-powered four-wheel vehicle originally designed and manufactured for operation on a golf course for sporting purposes and has a speed attainable in one mile of not more than twenty (20) miles per hour. A golf cart is not a non-highway vehicle or off road vehicle as defined in RCW 46.04.365. A golf cart is not considered a motor vehicle, except for the purpose of chapter 46.61 RCW regarding rules of the road.
- D. "Golf cart zone," means all public streets within the boundaries of the attached maps (incorporated into this ordinance as Exhibits B (Esmeralda Golf Cart Zone) and C (West Central Golf Cart Zone) designated as the "Golf Cart Zone Maps" having a speed limit of twenty-five (25) miles per hour or less and that contains signage identifying the area as a golf cart zone. Additionally, operation of golf carts and alternative vehicles on the University District Gateway Bridge is limited to Washington State University-Spokane personnel for maintenance use only.
- E. "Medium-speed electric vehicle" means a self-propelled, electrically powered four-wheeled motor vehicle, equipped with a roll cage or crush-proof body design, whose speed attainable in one mile is more than twenty-five (25) miles per hour but not more than thirty-five (35) miles per hour and otherwise meets or exceeds the federal regulations set forth in 49 C.F.R. Sec. 571.500 and as defined in RCW 46.04.295.
- F. "Neighborhood electric vehicle" means a self-propelled, electrically powered four-wheeled motor vehicle whose speed attainable in one mile is more than twenty miles per hour and not more than twenty-five miles per hour and conforms to federal regulations under Title 49 C.F.R. Part 571.500 and as defined in RCW 46.04.357.

- G. "Operator" means any person who is at least sixteen years of age and completed a driver's education course or has previous experience driving as a licensed driver. "Operator" does not include city personnel or those persons authorized by the chief of police to operate golf carts on city streets.
- H. "Street," means the entire right of way width excluding the sidewalk and between the curb boundary lines and shoulder or swale of public property, when any part thereof is open to the use by the public for purposes of pedestrian, bicycle or vehicular travel including parking.
- I. "Utility-type vehicle" means a vehicle designed for and capable of nonhighway travel only and that travels on four (4) or more tires, has a maximum width of seventy-four inches (74"), has a maximum weight of two thousand pounds (2,000 lbs.), has a wheelbase of one hundred ten inches (110") or less, and satisfies at least one of the following: (i) Has a minimum width of fifty inches (50"); (ii) has a minimum weight of at least nine hundred pounds (900 lbs.); or (iii) has a wheelbase of over sixty-one inches (61").

PASSED BY THE CITY COUNCIL ON _____, 2019.

Council President

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

Mayor

Date

Effective Date

Briefing Paper

Public Infrastructure, Environment & Sustainability Committee

Division & Department:	Integrated Capital Management
Subject:	Transportation Impact Fees
Date:	8/26/2019
Contact (email & phone):	Inga Note, inote@spokanecity.org , 625-6331
City Council Sponsor:	
Executive Sponsor:	
Committee(s) Impacted:	PIES
Type of Agenda item:	<input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment:	Comprehensive Plan
Strategic Initiative:	Innovative Infrastructure, Sustainable Resources
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	Adoption of update to transportation impact fee code and project list

Background/History: The City adopted the impact fee ordinance in 2011. The annexation of the West Plains was not included in the initial impact fee ordinance due to the annexation occurring after the impact fee adoption. Staff began working on this update in 2017. An advisory committee was created with citizens, property developers, engineers, real estate professionals and council representatives to oversee the update.

The Plan Commission approved the proposed changes at their meeting on 8/14/19.

Executive Summary:

West Plains District – The code will be updated to add a new West Plains District for transportation impact fee collection. The boundary will follow the city limits and will include all the area that was annexed since 2011, with the exception of property owned by the airport.

Credits in SMC 17D.075.070 – The update will include revisions to the credits that reduce developer's impact fee obligation. Examples include developing in Centers and Corridors zones, providing covered bicycle parking, providing certain transit stop improvements, and building better bicycle and pedestrian connectivity through the site. Because these improvements will encourage multi-modal transportation to and from the site, they will receive a small reduction in fees.

Land Use Tables – City staff recommended several changes to the land use table that were agreed to by the committee. These include adding mini-storage, veterinary clinic, fast casual restaurant and low-income housing land uses and adjusting the school fees calculation. Based on feedback received during the Plan Commission workshop, staff added a rate specific for Accessory Dwelling Units.

Inflation Adjustment – The impact fee ordinance includes a provision to make annual rate adjustments for inflation. The impact fee ordinance ties the adjustment to WSDOT's Construction Cost Index, however WSDOT stopped updating this index in 2016. After evaluating several options the committee recommends using the similar National Highway Construction Cost Index published by FHWA. The committee recommends using a fixed 1.96% annual adjustment until the next fee update, which will provide predictability for the development community. The adjustment is based on the rolling 5-year average of the NHCCI.

Frequency to review fee schedule – SMC 17D.075.140 states that the fee schedules “shall be reviewed by the City Council as it may deem necessary and appropriate every two years”. The City has not followed this schedule as the impact fee rates have remained unchanged since implementation in 2011. The new recommended language is “*shall be reviewed by the city council as it may deem necessary and appropriate, typically every four to six years, considering significant changes to the regional travel demand model, the impact fee projects in the City’s Comprehensive Plan, and area growth*”.

Time frame for use of collected fees – When the impact fees were adopted in 2011 state law required expenditure of impact fees within 6 years. The language in the city code matches the 6 year limit. The state law has since changed to allow a 10 year timeframe to spend impact fee funds (RCW.82.02.070(3)(a)). The committee recommends updating the city code to match the state law.

Developer share in projects – The base fee for each district is calculated using the equation below.

$$\text{Base Fee per District (\$)} = \frac{\text{District Project Costs}}{\text{20 year PM peak trip growth}} * \text{Developer \%}$$

The current impact fees were calculated using the goal that 40% of the project cost would be developer funded. The committee recognized that the impact fees are an important source of matching funds for grant applications. They recommend increasing the developer share to 50%, which will result in higher fee collection and should allow for more projects to be completed within the 20 year planning horizon.

Impact Fee Exemption for Industrial/Manufacturing/Hotels/in PDAs – City Council set aside \$1,000,000 last year to pay the impact fees for certain developments in the West Plains/Airport Area and Northeast Public Development Authorities. That money is available on a first-come, first-serve basis. The draft ordinance states that it would be available to manufacturing and production facilities, industrial service, warehouse and freight movement, hotels and motels, office uses and residential house living uses within the boundaries of the two PDAs.

Improvement project list and resulting base fee – The Transportation Impact Fee Project List has gone through a significant update. The intent of these projects is to maintain acceptable levels of service at intersections within the city. Staff evaluates traffic forecasts for 2040 and looks for locations where level-of-service is expected to deteriorate. As a result the projects are focused on adding capacity through intersection improvements, new roadway connections, and multi-modal improvements. Staff has also updated the cost estimates for these projects. The cost estimates are used in the base fee calculation (shown above) to determine the fees for each district. It is intended that project additions or deletions to the Impact Fee list will be made with each update of the 6-year Transportation plan.

Budget Impact:

Approved in current year budget? ☒ Yes ☐ No ☐ N/A

Annual/Reoccurring expenditure? ☒ Yes ☐ No ☐ N/A

If new, specify funding source:

Other budget impacts: (revenue generating, match requirements, etc.)

Operations Impact:

Consistent with current operations/policy? ☒ Yes ☐ No ☐ N/A

Requires change in current operations/policy? ☐ Yes ☒ No ☐ N/A

Specify changes required:

Known challenges/barriers:

Briefing Paper

Public Infrastructure, Environment, & Sustainability Committee

Division & Department:	Public Works
Subject:	Rate Structure Analysis – Water, Sewer, and Stormwater Utilities
Date:	26 August 2019
Author (email & phone):	Dan Kegley, dkegley@spokanecity.org , x7821
City Council Sponsor:	
Executive Sponsor:	Scott Simmons, Director, Public Works
Committee(s) Impacted:	PIES
Type of Agenda item:	<input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	Funding for this contract is available in the Water & Hydroelectric Services and Wastewater Maintenance budgets.
Strategic Initiative:	Innovative Infrastructure, Sustainable Resources
Deadline:	To support timely completion of this analysis, work needs to begin by November 2019.
Outcome: (deliverables, delivery duties, milestones to meet)	This service will result in a clear nexus between utility charges to citizens and the City's cost to provide those services.
Background/History: Informal Request for Proposals #5115-19 was posted on the City's electronic bidding portal on July 3, 2019 to support an ongoing rate structure analysis for the Water, Sewer, and Stormwater utilities and more than 60 contacts were notified. Two responses were received by the closing deadline on July 24, 2019. Award is recommended to FCS Group in light of their extensive experience in this field. The initial contract would be for a three-year term, with optional renewals not to exceed two additional three year terms at mutual consent.	
Executive Summary: <ul style="list-style-type: none"> Award Recommended to FCS Group (Redmond, WA) Contract Value: Not to exceed \$260,000.00 annually including tax Initial three year contract term, with optional renewals not to exceed two additional three year terms at mutual consent Service competed on IRFP #5115-19 	
Budget Impact: Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If new, specify funding source: --- Other budget impacts: ---	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify changes required: --- Known challenges/barriers: ---	

Briefing Paper

(Public Infrastructure, Environment and Sustainability Committee)

Division & Department:	Developer Services
Subject:	Vacation of Upriver Dr. between Mission and North Center
Date:	August 26, 2019
Contact (email & phone):	Eldon Brown (ebrown@spokanecity.org) 625-6305
City Council Sponsor:	
Executive Sponsor:	Theresa Sanders
Committee(s) Impacted:	Public Infrastructure & Environmental Sustainability
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	Section 17G.080.020 of the Spokane Municipal Code and Chapter 35.79 of RCW regarding street vacations.
Strategic Initiative:	
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	Precedes taking this application to a public hearing before City Council
Background/History: Avista is proposing to vacate Upriver Drive between Mission and North Center and is proposing building a park along the Spokane River providing river access for non-motorized boaters, realigned Centennial Trail, overlooks, plazas, etc.	
Executive Summary: <ul style="list-style-type: none"> Attachments include Map of the proposal area attached Applicant's Letter Letters to Council 	
Budget Impact: Approved in current year budget? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.) Revenue Generating	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	

P1904450VACA

0 225 450 675 Feet



 vacation

THIS IS NOT A LEGAL DOCUMENT:
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.



SUPPLEMENTAL ATTACHMENT FOR THE UPRIVER DRIVE STREET VACATION

Street Vacation Proposal:

The portion of Upriver Drive that Avista is proposing to vacate is between the Upriver Drive/Mission Avenue intersection and the Upriver Drive/North Center Street intersection. The total area to be vacated is approximately 2.5 acres. The distance is approximately 1/3 of a mile (1,775 feet) with the right-of-way width varying between 60 feet in most places to 70 feet at a few select areas. The legal description is Sec 9, T25N, R43E, all in the jurisdiction of the City of Spokane, Spokane County.

The reasons for the vacation are:

Avista is proposing to vacate Upriver Drive for the sole purpose of developing Upriver Park (Park) for public use, providing public river access for non-motorized boaters and for realigning the Centennial Trail adjacent to the river. The proposed area will be developed as a contiguous Park with the Centennial Trail, overlooks, plazas, interpretive signs, and the river, all integral components of it.

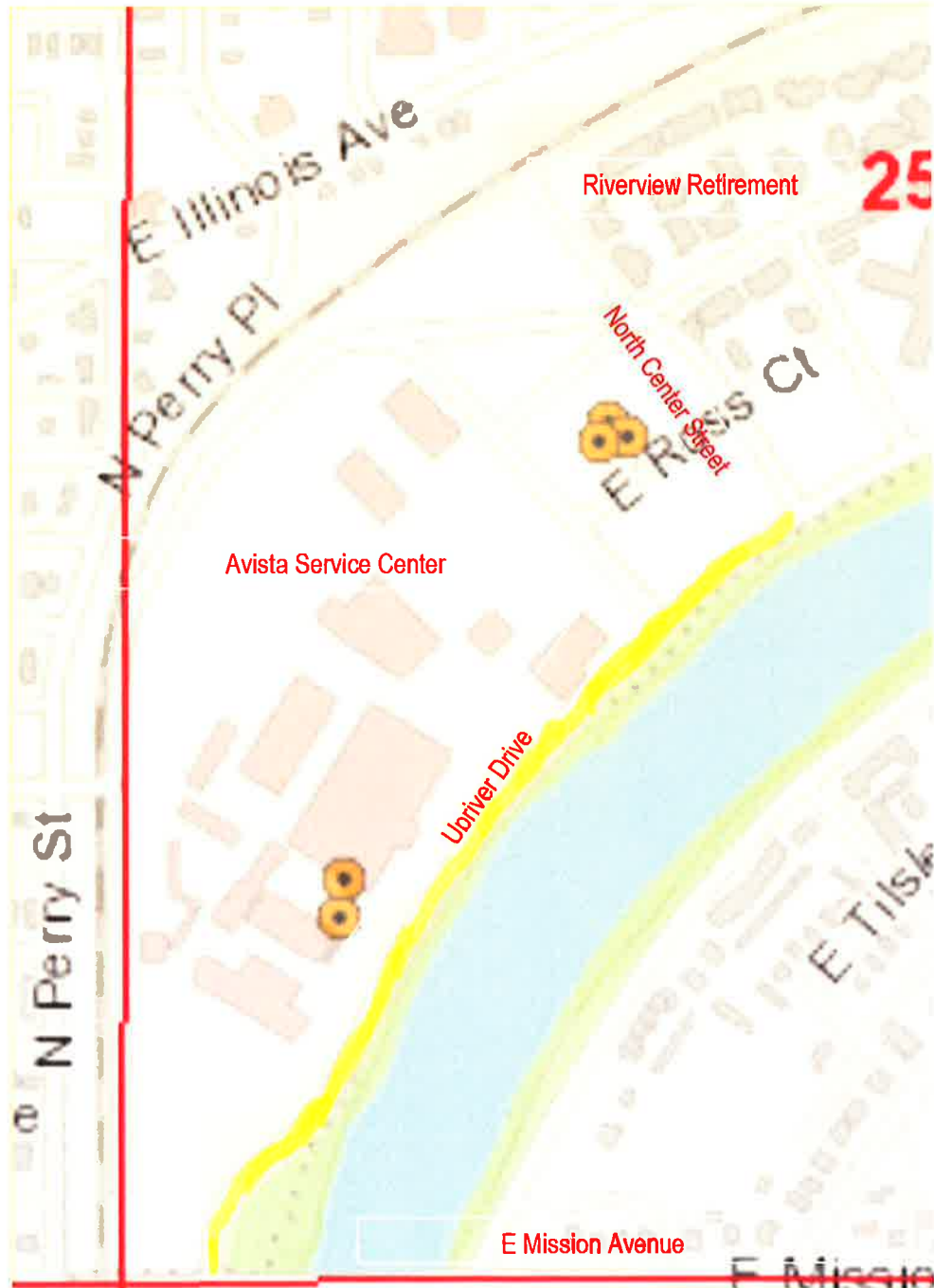
Developing the Park between Mission Avenue, North Center and along the Spokane River will support and significantly enhance beneficial uses for the general public. For example, Avista's Upper Falls Reservoir has been experiencing a significant increase in non-motorized boating use over the last few years, especially since standup paddle boards became popular, and as other entities along the river (City of Spokane and McKinstry) developed formal and informal non-motorized boat launches on the lower and middle reservoir. Additionally, the shoreline next to Upriver Drive and Avista's Mission Avenue Campus has seen a significant increase in illegal camping and other inappropriate uses, preventing the general public from recreating in the area, in a manner that they feel safe to use. These inappropriate uses have also damaged the shoreline and property, as large quantities of litter and garbage have been left behind and soils have been disturbed and/or eroded. Access to the shoreline and river by Centennial Trail users or people who live in the neighborhood is difficult and unsafe, particularly given the speed of traffic along Upriver Drive and the lack of separation between the road and Trail in this area. Finally, views of the river are virtually non-existent due to the density of non-native trees that have overgrown the area.

Public benefits to be derived from the vacation are:

The proposed Upriver Park will address the increase in demand for non-motorized boating use that Upper Falls Reservoir has been experiencing in recent years, enhance public safety by significantly reducing automobile traffic in the north half of the Park and by eliminating



UPRIVER DRIVE PROPOSED STREET VACATION MISSION AVENUE TO NORTH CENTER STREET



From: [Doug Tompkins](#)
To: www.edjohnson@spokanecity.org; [Johnson, Erik D.](#)
Subject: up river drive vacate
Date: Saturday, July 27, 2019 9:36:57 AM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Ed. Johnson

The park associated with this street vacation was the subject of a presentation to our Logan neighborhood meeting a few weeks ago. Riverview people had significant issues with the traffic flow due to the vacation. My concern is that no one could answer many question about the traffic impact of this reroute to a significant number of residents in our area. What is now 2 streets intersecting with mission will be reduced to 1. Mission is very busy and getting on and off is difficult which will become more of an issue with the new City line busses when is starts running soon. The intersection of Illinois and green street and the overpass there is also a major concern that apparently has not be addressed. The N/S highway will also have a impact on this Illinois traffic.

I would very much like to support the park which appears to require the rerouting of up river. How ever I will NOT support this until I am convinced that every body has completely evaluated and recognized the entire traffic impact of this.!! I maybe just not know all the work done to support this vacation and it's effects including what addition changes that are require to compensate for the change. SO, I suggest a complete package of impacts and remediation's be provide before providing this to the city council.

ie. DO the whole job.

Doug Tompkins
909 E. Boone ave
Spokane WA 99202

Comments on Proposed Park and Related Problems

Current Situation:

Right now, traffic on Upriver Drive from areas east of Riverview Retirement Community (which is immediately east of Avista Corp. campus) passes the intersection of Granite and Upriver Drive, then motorists have two options: Some continue west on Upriver Drive, past Avista (some turn into Avista) to the intersection of Upriver and Mission; others turn north on to North Center and travel around the Avista property to the intersection of Indiana and Perry (North Center changes to Indiana part way around Avista).

Those who go to Mission must turn west on Mission; you cannot make a left turn to go east. I think that more people continue west (sort of west) on Upriver to the Mission intersection and less people turn on to North Center and go to the Perry-Indiana Intersection. Those who go to the Indiana-Perry intersection may turn north or south on Perry or continue west on Indiana.

During rush hour, both the Upriver-Mission intersection and the Indiana-Perry intersection are very very busy. Immediately east of the Indiana-Perry intersection is the railroad track. This track also crosses Mission west of the Upriver-Mission intersection. Trains on this track are commonly a mile or more long and travel very slowly. Lines of waiting vehicles are commonly over a block long even at light traffic times, and two or three blocks long at rush hour. Lines on Mission are considerably worse than on Indiana; Mission is a very busy road.

Avista's Proposal

Avista is submitting a proposal to close and vacate Upriver Drive from the Upriver-North Center intersection to the Upriver-Mission intersection and turn that area into a public park. All non-native trees and bushes along the river would be removed. New plantings of native species would replace the removed species. Avista would maintain the park and the Centennial Trail within the park, and Avista Security would patrol it. Avista has developed detailed plans for their proposal, which appear to detail a lovely and pleasant area. But very major traffic problems will result from the closing of this section of Upriver Drive.

Currently the Upriver-Mission intersection is problematic for traffic approaching from Upriver Drive. Mission is very busy, extremely busy during rush hours (morning and evening, primarily, but also at noon). The traffic queue turning from Upriver onto Mission is commonly quite long. And Mission is a four lane street.

The Indiana-Perry intersection is less busy, but has seen a considerable increase in the last year or so. And now I understand that Avista plans to build a parking garage a short distance from that intersection, which is likely to increase traffic even more. And Indiana is now only a two-lane street.

With the Avista Park established, all west-bound traffic on Upriver will be forced to turn north onto North Center (which changes to Indiana Ave part way around Avista—I will call it Indiana from here on).

This will more than double the current traffic volume on Indiana. The intersection of Indiana and Perry is very problematic because of the 90-degree turn immediately east of the railroad crossing and intersection. This intersection will not properly handle this increase in traffic resulting from the closure of Upriver west of North Center.

This fact, plus the added enormous problem of the train traffic, will drastically affect all traffic, and all Riverview residents. Some trains are over a mile long. They creep along at an agonizingly slow speed (noted above). The line of waiting vehicles is frequently very, very long at the Indiana-Perry intersection and often even longer at the Mission-Perry intersection (even though Mission is four-lane and Perry only two-lane). An additional concern for Riverview residents is that the only way out of the campus westward is Upriver; this traffic is forced to use this terrible route.

The situation for emergency vehicles (ambulances, fire trucks, etc.) will be terrible, especially when a delay of a few minutes can mean life or death to a Riverview resident. I think that many of these vehicles come from north of Riverview, travel south on Perry, east on Indiana, come around Avista, turn east on Upriver and north into the Riverview campus. If they hit the Indiana-Perry intersection at busy rush hours, it will not be good.

According to Avista, they will be able to continue south on Perry to Mission, east on Mission and then on the old Upriver road bed through the proposed park to Upriver Drive and east to the Riverview campus. I am not convinced of the practicality or wisdom of emergency vehicles traversing the park (a continuation of the Centennial trail) to reach Riverview.

---Ron Gooley, Riverview Resident, 1701 E. North Crescent

(This has been read by J.B. Rivard, 2301 N. Crestline St., Riverview Resident, who agrees)

Briefing Paper

Public Infrastructure, Environment & Sustainability Committee

Division & Department:	Purchasing Department
Subject:	Approval of a 5 year contract with Kershaws Inc. (Spokane, WA) for an Office Supply Delivery Service for the City of Spokane Departments
Date:	8/26/19
Contact (email & phone):	Thea Prince (tprince@spokanecity.org x6403)
City Council Sponsor:	
Executive Sponsor:	Scott Simmons
Committee(s) Impacted:	PIES
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment:	
Strategic Initiative:	
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	

Background: The City of Spokane issued a Request for Proposals for an Office Supply Delivery Service for all City Departments. One response was received and evaluated by an evaluation committee consisting of four (4) city employees from various city departments and is unanimously recommending Kershaws Inc. for a contract.

Executive Summary:

- This contract facilitates the ordering and delivery of offices supplies for all City of Spokane departments.

Budget Impact:

Approved in current year budget? ☒ Yes ☐ No ☐ N/A

Annual/Reoccurring expenditure? ☒ Yes ☐ No ☐ N/A

If new, specify funding source:

Other budget impacts: (revenue generating, match requirements, etc.)

Operations Impact:

Consistent with current operations/policy? ☒ Yes ☐ No ☐ N/A

Requires change in current operations/policy? ☐ Yes ☒ No ☐ N/A

Specify changes required:

Known challenges/barriers:

Public Infrastructure, Environment and Sustainability Committee

Briefing Paper

Division & Department:	Innovation and Technology Services Division
Subject:	VMware Server Virtualization Software
Date:	August 26 th , 2019
Author (email & phone):	Theresa Pellham, tpellham@spokanecity.org, 625-6948
City Council Sponsor:	
Executive Sponsor:	Eric Finch and Michael Sloon
Committee(s) Impacted:	Public Infrastructure, Environment & Sustainability (PIES) Committee
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	ITSD – VMware Server Virtualization Software purchase, annual support and training Utilizing Budget Account # 5310-73100-18880-53104
Strategic Initiative:	Innovative Infrastructure
Deadline:	September 1, 2019
Outcome: (deliverables, delivery duties, milestones to meet)	Software purchase, training and support
Background/History: The City's current virtual server platform is rapidly approaching end of life and will be upgraded. As part of the upgrade project, we will be migrating to VMware for our virtualization software. VMware has a greater integration and compatibility base with third party vendors including our backup platform and new server hardware platform, it provides greater flexibility for business continuity and disaster recovery strategies, and it will also allow City IT to provide assistance and replication for the Public Works VMware environment as part of that site's disaster recovery design.	
Executive Summary: <ul style="list-style-type: none"> • Software purchase and 5 years annual support of new VMware virtualization software from Cerium Networks. • Requesting \$98,360.41 including tax for the software purchase, annual support and training on the new platform. • Pricing is utilizing Washington State Contract Number: 05116 - NASPO Master Contract Number: AR2472 • Term is September 1, 2019—August 31, 2024 	
Budget Impact: Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (Beginning 2024) If new, specify funding source: Capital replacement funds available on hardware being replaced. Other budget impacts: (revenue generating, match requirements, etc.)	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify changes required: Known challenges/barriers:	

Public Infrastructure, Environment and Sustainability Committee

Briefing Paper

Division & Department:	Innovation and Technology Services Division
Subject:	Network Infrastructure Hardware Upgrades
Date:	August 26 th , 2019
Author (email & phone):	Theresa Pellham, tpellham@spokanecity.org , 625-6948
City Council Sponsor:	
Executive Sponsor:	Eric Finch and Michael Sloon
Committee(s) Impacted:	Public Infrastructure, Environment & Sustainability (PIES) Committee
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	ITSD – Network infrastructure hardware upgrades, licensing, maintenance and support Utilizing Budget Account #5310-73100-94000-56409
Strategic Initiative:	Innovative Infrastructure
Deadline:	September 1, 2019
Outcome: (deliverables, delivery duties, milestones to meet)	Hardware purchase, licensing, maintenance and support
Background/History: Approximately 70% of network switches, routers and remote site hardware across the City of Spokane infrastructure are out of vendor support and will stop receiving hardware support, software upgrades or security updates. This project will bring all targeted hardware into compliance as well as position the City for an increased security posture. Additionally, due to the size of the order and current available incentives, the vendor is providing significant discounts if the purchase is completed now.	
Executive Summary: <ul style="list-style-type: none"> Cisco Hardware purchase, 5 years operating system licensing, and 18 months SmartNet extended support from Compunet, Inc. Requesting \$749,421.43 including tax for the hardware purchase, licensing and annual maintenance and support. Pricing is utilizing Washington State Contract Number: 01114 – NASPO Master Contract Number: AR233(14-19) Term is September 1, 2019—May 31, 2021 for SmartNet maintenance and support contract Term is September 1, 2019—August 31, 2024 for DNA licensing 	
Budget Impact: Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (Beginning 2021) If new, specify funding source: Capital replacement funds Other budget impacts: (revenue generating, match requirements, etc.)	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify changes required: Known challenges/barriers:	

Briefing Paper

Public Infrastructure, Environment & Sustainability Committee

Division & Department:	Environmental Programs
Subject:	Contract Extension for Bacteriological and Chemical Analysis
Date:	August 12 th , 2019
Contact (email & phone):	Doug Greenlund (dgreenlund@spokanecity.org x6533)
City Council Sponsor:	
Executive Sponsor:	Scott Simmons
Committee(s) Impacted:	PIES
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment:	Strategic Plan
Strategic Initiative:	
Deadline:	Current contracts expire Sept 30 th 2019
Outcome: (deliverables, delivery duties, milestones to meet)	Continuity of contracts to provide required bacteriological and chemical analysis for solid waste disposal and the Water Department.

Background/History:

On June 25th, 2016 the City distributed Request for Proposal 4259-16 Bacteriological and Chemical Analysis of Water by email to 145 firms. Only July 18th, 2016 the City received three (3) proposals. In accordance with city policy an evaluation committee met and evaluated the proposals, The committee unanimously recommended an optional use contract with both Anatek and Edge. These contracts were in effect for three years and expire September 30th 2019. These contracts are for Solid Waste disposal; Northside landfill, Southside landfill, and Waste to Energy, and for the Water Department.

Approval of the first of two one year contract extensions as provided in the contracts.

Executive Summary:

- One (1) year contract extensions with Anatek Labs Inc., and with Edge Analytical to provide chemical and bacteriological analysis for Northside landfill, Southside landfill, WTE and Water Department.

Budget Impact:

Approved in current year budget? ☒ Yes ☐ No ☐ N/A

Annual/Reoccurring expenditure? ☒ Yes ☐ No ☐ N/A

If new, specify funding source:

Other budget impacts: (revenue generating, match requirements, etc.)

Operations Impact:

Consistent with current operations/policy? ☒ Yes ☐ No ☐ N/A

Requires change in current operations/policy? ☐ Yes ☒ No ☐ N/A

Specify changes required:

Known challenges/barriers:

Briefing Paper

Public Infrastructure, Environment, & Sustainability Committee

Division & Department:	Public Works; 4100 Water & Hydroelectric Services
Subject:	Gate Valves – Annual Value Blanket
Date:	26 August 2019
Author (email & phone):	Dan Kegley, dkegley@spokanecity.org , x7821
City Council Sponsor:	
Executive Sponsor:	Scott Simmons, Director, Public Works
Committee(s) Impacted:	PIES
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	Funding for this agreement is available in the Water & Hydroelectric Services budget.
Strategic Initiative:	Innovative Infrastructure
Deadline:	Product to replenish department inventory is needed in September 2019.
Outcome: (deliverables, delivery duties, milestones to meet)	This agreement will support competitive procurement of gate valve inventory in accordance with department projects for at least one year.
<p><u>Background/History:</u> Request for Quotes #5151-19 was posted on the City's electronic bidding portal on August 15, 2019 to support procurement of gate valves on an annual value blanket for the Water & Hydroelectric Services department. This project will close to bidding on August 23, 2019. Award will be recommended to low responsive, responsible bidder. This order will be awarded for an initial one year term, with annual renewal options at mutual consent not to exceed a total of five years.</p> <p>The annual value of this order is estimated not to exceed \$200,000.00 including tax.</p>	
<p><u>Executive Summary:</u></p> <ul style="list-style-type: none"> Award to be recommended to the low responsive, responsible bidder Total Annual Estimate: \$200,000.00 including tax Purchase competed on RFQ #5151-19 	
<p><u>Budget Impact:</u></p> <p>Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If new, specify funding source: ---</p> <p>Other budget impacts: ---</p>	
<p><u>Operations Impact:</u></p> <p>Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>Specify changes required: ---</p> <p>Known challenges/barriers: ---</p>	

Briefing Paper

Public Infrastructure, Environment & Sustainability Committee

Division & Department:	Purchasing Department
Subject:	Approval of a five (5) year City-Wide Value Blanket Order with Fastenal for Hydraulic Hose & Fittings
Date:	8/26/19
Contact (email & phone):	Thea Prince (tprince@spokanecity.org x6403)
City Council Sponsor:	
Executive Sponsor:	Scott Simmons
Committee(s) Impacted:	PIES
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment:	
Strategic Initiative:	
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	

Background: In an effort to consolidate purchases of hydraulic hose & fittings to obtain deeper discounts, City Purchasing is putting together a five (5) year city-wide Value Blanket Order with Fastenal (Spokane, WA). Fastenal has been awarded multiple competitively awarded contracts for said products; one through the State of Washington/NASPO; one through University of California Systems/ National IPA; and one through Sourcewell. The City of Spokane is able to piggyback any/all of these contracts.

Executive Summary:

- This Value Blanket will allow the City to access deeper discounts because we are accessing competitively awarded contracts with a large purchasing volume.

Budget Impact:

Approved in current year budget? ☒ Yes ☐ No ☐ N/A

Annual/Reoccurring expenditure? ☒ Yes ☐ No ☐ N/A

If new, specify funding source:

Other budget impacts: (revenue generating, match requirements, etc.)

Operations Impact:

Consistent with current operations/policy? ☒ Yes ☐ No ☐ N/A

Requires change in current operations/policy? ☐ Yes ☒ No ☐ N/A

Specify changes required:

Known challenges/barriers:

Briefing Paper

Public Infrastructure, Environment, & Sustainability Committee

Division & Department:	Public Works; 4310 Wastewater Maintenance
Subject:	Exercise Equipment
Date:	26 August 2019
Author (email & phone):	Raylene Gennett, rgennett@spokanecity.org , x7909
City Council Sponsor:	
Executive Sponsor:	Scott Simmons, Director, Public Works
Committee(s) Impacted:	PIES
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	Funding for this purchase is available in the Wastewater Maintenance budget.
Strategic Initiative:	Safe & Healthy
Deadline:	Pricing for these products is currently guaranteed through September 9, 2019.
Outcome: (deliverables, delivery duties, milestones to meet)	This purchase will support a safe and active working environment for all department employees.
<p><u>Background/History:</u> Request for Quotes #5111-19 was posted on the City's electronic bidding portal on June 27, 2019 to support procurement of exercise equipment for the Wastewater Maintenance department. Two responses were received by the closing deadline on July 9, 2019. Split award is recommended to Better Body Fitness and Spokane Exercise in accordance with low quote for a total purchase of \$9,219.91. Some equipment will be re-competed for purchase in 2020 to ensure defined specifications deliver safe and quality product; additional purchases are estimated not to exceed \$8,000.00.</p> <p>Purchases of exercise equipment made by the Fleet and Wastewater Treatment Facilities earlier this year total \$48,319.98, meaning this purchase puts total citywide expenditure over Council threshold. Purchasing is currently awaiting specifications from City Safety to establish a citywide value blanket for these products.</p>	
<p><u>Executive Summary:</u></p> <ul style="list-style-type: none"> Award Recommended to Spokane Exercise (Spokane, WA) for \$6,333.62 including tax Award Recommended to Better Body Fitness (Spokane, WA) for \$2,886.29 including tax Total Purchase: \$9,219.91 including tax Purchase competed on RFQ #5111-19 	
<p><u>Budget Impact:</u></p> <p>Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If new, specify funding source: ---</p> <p>Other budget impacts: ---</p>	
<p><u>Operations Impact:</u></p> <p>Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>Specify changes required: ---</p> <p>Known challenges/barriers: ---</p>	

Briefing Paper

(Public Infrastructure, Environment, and Sustainability)

Division & Department:	Public Works / Riverside Park Water Reclamation Facility
Subject:	Contract for Clarke Avenue Lift Station Bypass and Maintenance.
Date:	8/26/19
Contact (email & phone):	Chris Peterschmidt, Principal Engineer 625-4618 cpeterschmidt@spokanecity.org
City Council Sponsor:	
Executive Sponsor:	Scott Simmons, Director, Public Works
Committee(s) Impacted:	PIES
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment:	Strategic Plan
Strategic Initiative:	
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	Recommend approval to award contract with Halme for the bypass and maintenance of the lift station.
Background/History: <p>The Clarke Avenue Lift Station was constructed more than twenty years ago and was not designed to be easily maintained. The station was built without provisions for a bypass. The wet wells fill up with debris that is very difficult to remove due to poor access and creates a safety hazard. The pumps can only be worked on and maintained when isolated from the intake and discharge headers. The isolation valves in the lift station have all aged and worn to the point where they no longer will fully close, and therefore are unable to isolate equipment as needed.</p> <p>In order to perform necessary maintenance work, the station must be fully bypassed while the isolation valves are replaced. This project will construct bypass facilities, bypass pump the flows around that station, replace the failed valves, and clean the wet wells. Once completed, routine maintenance and operations will be possible again, and the bypass facilities (intake and discharge points for temporary pumps) will remain in case of future need or emergencies.</p>	
Executive Summary: <ul style="list-style-type: none"> Bid was advertised July 31st and due August 19th Clarke Avenue Lift Station valves have failed and the wet well is full of debris. Replacement of the valves and cleaning can only occur during a station bypass. This project will construct ports as needed to facilitate a temporary bypass. Valves will be replaced and wet well cleaned during the bypass. The ports will remain for future and/or emergency bypass needs. Contract amount is for \$675,941.46 Funding is from the Wastewater Management Capital Plan, revenue is from sewer rates. 	
Budget Impact: Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A If new, specify funding source: Department Other budget impacts: (revenue generating, match requirements, etc.)	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	

Briefing Paper

Public Infrastructure, Environment and Sustainability Committee

Division & Department:	Public Works Division, Water Department
Subject:	WSDOT Trent Bridge Replacement – Water Line Replacement Agreement
Date:	August 26, 2019
Contact (email & phone):	James Sakamoto, jsakamoto@spokanecity.org , 625-7854
City Council Sponsor:	
Executive Sponsor:	Scott Simmons, Director, Public Works
Committee(s) Impacted:	Public Infrastructure, Environment and Sustainability Committee
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	Sustainable Resources – Sustainable practices; Innovative Infrastructure - Sustainability
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	Council approval of the Construction Agreement UTB 1370 with WSDOT, that provides for the construction of a replacement water line on the new Trent Avenue Bridge.
Background/History: The Trent Avenue Bridge is being replaced by WSDOT. This agreement details all costs to the WSDOT that are needed to complete a new replacement water line as a part of the Trent Avenue Bridge replacement project. Costs include estimated costs paid by the WSDOT and the reimbursement to the City for its portion of water line construction, connection, and inspection expenses. Trent Bridge Replacement project website: https://www.wsdot.wa.gov/Projects/SR290/trentbridge/default.htm	
Executive Summary: <ul style="list-style-type: none"> Agreement with WSDOT to be reimbursed for Construction, Connection, and water system inspection expenses. Estimated costs for City's portion of work = \$255,680.74 	
Budget Impact: Approved in current year budget? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A If new, specify funding source: WSDOT – Trent Bridge Replacement Project Other budget impacts: (revenue generating, match requirements, etc.)	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	

Briefing Paper

Public Infrastructure, Environment and Sustainability Committee

Division & Department:	Public Works Division; Solid Waste Disposal
Subject:	Contract Extension with Cost for Lime Delivery to the WTE.
Date:	August 26, 2019
Contact (email & phone):	Chris Averyt, caveryt@spokanecity.org , 625-6540
City Council Sponsor:	
Executive Sponsor:	Scott Simmons, Director of Public Works
Committee(s) Impacted:	Public Infrastructure, Environment and Sustainability Committee
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	Sustainable Resources – Sustainable practices; Innovative Infrastructure - Sustainability
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	Council approval of the contract extension with Dick Irvin Inc., for delivery of lime to the facility, without which the facility would fail to meet its permit enforced emissions standards.
Background/History: <p>The WTE Facility utilizes lime in its emission controls process to meet its emission standards under its operating permits. Failure to have lime on-site when needed would result in a plant shutdown.</p> <p>A request for proposals #4079-14 for coordination, transportation and off-loading of bulk lime at the WTE Facility was issued, and Dick Irvin, Inc., of Shelby Montana was the only respondent. The initial contract was for one year with the option of four (4) additional one-year renewals/extensions. The last renewal of the contract expires on September 30, 2019. Currently, these services are out for bid as a combined service with the purchase of lime. In order to ensure uninterrupted service, in the event the new contract is not secured prior to the expiration of the current lime delivery contract, the contract will need to be extended through November 30, 2019 with an additional cost of \$50,000.00.</p>	
Executive Summary: <ul style="list-style-type: none"> Contract extension with Dick Irvin, Inc. for bulk lime delivery services, which is required for the emissions control systems at the WTE Facility. Current contract expires September 30, 2019. An additional two months is needed to ensure uninterrupted service while a new RFB is issued for these services and new contracts are put in place. The contract will need extended through November 30, 2019 for an additional cost of \$50,000.00. 	
Budget Impact: Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A If new, specify funding source:	

Other budget impacts: (revenue generating, match requirements, etc.)

Operations Impact:

Consistent with current operations/policy?

☒ Yes ☐ No ☐ N/A

Requires change in current operations/policy?

☐ Yes ☒ No ☐ N/A

Specify changes required:

Known challenges/barriers:

Briefing Paper

Public Infrastructure, Environment and Sustainability Committee

Division & Department:	Public Works Division; Solid Waste Disposal
Subject:	Value Blanket with Eljay Oil for Lubrication Products at the WTE Facility
Date:	August 26, 2019
Contact (email & phone):	Chris Averyt, caveryt@spokanecity.org , 625-6540
City Council Sponsor:	
Executive Sponsor:	Scott Simmons, Director, Public Works
Committee(s) Impacted:	Public Infrastructure, Environment and Sustainability Committee
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	Sustainable Resources – Sustainable practices; Innovative Infrastructure - Sustainability
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	Council approval of the Value Blanket Renewal with Eljay Oil for lubrication products to allow for uninterrupted operation of the WTE Facility
<u>Background/History:</u> <p>The WTE Facility uses specific and unique lube products on its various equipment. On July 15, 2019, bids for IBT 5078-19 were received for these Lube Products and Miscellaneous Associated items and Eljay Oil was determined to be the lowest cost bidder.</p> <p>The value blanket for this will be for three (3) years with the option of two (2) additional one-year extensions. It will begin on October 1, 2019 spanning thru September 30, 2022 with an annual cost of \$50,000.00 and a total amount of \$165,000.00 for the three (3) year term.</p>	
<u>Executive Summary:</u> <ul style="list-style-type: none"> Value Blanket with Eljay Oil Co. Inc. for Lube Products and Miscellaneous Associated Items at the WTE Facility. Estimated annual spend of approximately \$55,000.00. Initial term of the Value Blanket from October 1, 2019 through September 30, 2022 at a total cost of \$165,000.00. Two (2) additional one-year extensions/renewals allowed. 	
<u>Budget Impact:</u> Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	
<u>Operations Impact:</u> Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	

Briefing Paper

Public Infrastructure, Environment and Sustainability Committee

Division & Department:	Public Works Division; Solid Waste Disposal
Subject:	Value Blanket with Eljay Oil Co. Inc., for the purchase of Ultra Low Sulfur #2 Dyed Diesel and supporting equipment.
Date:	August 26, 2019
Contact (email & phone):	Chris Averyt, caveryt@spokanecity.org , 625-6540
City Council Sponsor:	
Executive Sponsor:	Scott Simmons, Director, Public Works
Committee(s) Impacted:	Public Infrastructure, Environment and Sustainability Committee
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	Sustainable Resources – Sustainable practices; Innovative Infrastructure - Sustainability
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	Council approval of the Value Blanket Renewal with Eljay Oil for purchase of diesel to allow for uninterrupted operation of the WTE Facility
Background/History: Ultra-Low Sulfur #2 Dyed Diesel is required for the operation of the WTE Facility. July 31, 2019 bids for ITB 5076-19 were received for the purchase of this diesel and Eljay Oil Co. Inc., was determined to be the lowest cost bidder. The value blanket for this will be for three (3) years with the option of two (2) additional one-year extensions. It will begin on October 1, 2019 spanning thru September 30, 2022 with an annual cost of \$50,000.00 and a total amount of \$150,000.00 for the three (3) year term.	
Executive Summary: <ul style="list-style-type: none"> Value Blanket with Eljay Oil Co. Inc. for Ultra-Low Sulfur #2 Dyed Diesel and support equipment at the WTE Facility. Estimated annual spend of approximately \$50,000.00. Initial term of the Value Blanket from October 1, 2019 through September 30, 2022 for a total cost of \$150,000.00. Two (2) additional one-year extensions/renewals allowed. During each scheduled maintenance outage, vendor provides a 500 gallon double-lined tank and an electric pump, and refuels the 500 gallon double-line tank and a 250 gallon air compressor. Vendor must be able to meet outage refueling/top off schedules that could be: every 8 hours around the clock, twice a day, or even once a day. 	
Budget Impact: Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

Requires change in current operations/policy?

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Yes

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No

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N/A

Specify changes required:

Known challenges/barriers: