CITY COUNCIL
AGENDA ITEM COVER SHEET

ITEM NO: A-1

DATE: August 9, 2007

SUBJECT: Resolution No. 07-14
Adopting the 2008-2013 Transportation Improvement Plan

CONTACT PERSON: Deborah Knight, City Administrator

ISSUE:

The issue before the City Council is to authorize the Mayor to sign Resolution No. 07-14 adopting the 2008-2013 Transportation Improvement Plan (TIP).

STAFF RECOMMENDATION:

Authorize the Mayor to sign resolution No. 07-14 adopting the 2008-2013 Transportation Improvement Plan.

PLANNING BOARD RECOMMENDATION:

The Planning Board continued its public hearing to July 31 pending clarification on number system, project names and project descriptions for non-motorized projects.

Due to scheduled vacations, this staff report was written prior to the Planning Board's final recommendation on July 31, 2007. The Planning Board's recommendation will be provided under separate agenda cover prior to the Council's August 9, 2007 meeting.

The City Council may decided to amend the TIP prior to final adoption via resolution.

PUBLIC COMMENT:

Public comment on the TIP has been limited to:

(T-28) Dyer/Skywall Extension
(T-44) Pine Rd Extension
(T-65) extending 124th Avenue to Trout Farm Road
(T-35) Cascade View Drive Realignment
(NM-1) East Main Street Trail

None of the projects, with the exception of (T-35) Cascade View Drive Realignment and (NM-1) East Main Street Trail, are on the proposed TIP.

Attachment E is a letter from Fire District 5 expressing concerns that the proposed T-35 and NM-1 bisect the Fire District's recently purchased property at US 2 and Cascade View Dr. The Fire District is not supportive of connecting 330th to Cascade View Drive through the recently purchased Fire District Property. Although, the Fire Board recognized the need for a roadway connection between US 2 and Cascade View Dr.

Loretta Storm provided the following comments on T-35 via e-mail on July 25, 2007:

"As far as my input on this Plan goes, I will confine it here to the challenges/problems I have communicated on numerous other occasions (including at the 7/17 PB TIP hearing) related to the inconsistencies, funding challenges and WSDOT's "intersection signalization containment" policy that exist between the City's recommendations for the 330th/U.S. 2 intersection and signalization improvements, and the fact that those are not identified as one of the 56-major-projects, or included (or even discussed) in WSDOT's draft Route Development Plan (RDP) for U. S. 2, which will be finalized and published imminently."

City staff recognize the inconsistencies between the City's proposal and the WSDOT "intersection containment" policy. One function of the 6-Year TIP is to provide notice to WSDOT and PSRC of the City's transportation plans along highways of statewide significance. City staff spoke with Mr. Richard Warren, the representative from WSDOT who attended the City Council's June 28 meeting. Mr. Warren, recognized the City's desire to have an additional roadway connection on US 2 between Sultan Basin Rd and Rice Rd. While it would be ideal to include this project in WSDOT planning documents. Planning for US 2 will continue for many years and it is important to identify the City's desired connections and to make WSDOT aware of the City's plans. Removing the road connection because WSDOT hasn't recognized its need in its planning documents would be counterproductive to the City's overall transportation planning efforts.

City staff recommend leaving T-35 and NM-1 in place but removing the reference in the project to the alignment at 330th. The transportation maps will need to be amended as well.

The City Council and Planning Board have reviewed the Capital Improvement Plan and the subset list of transportation projects (TIP) at a number of meetings:

- February 2007 – City Council directs staff to begin the annual Capital Improvement Plan (CIP) adoption process. The subset of transportation projects in the CIP become the six-year TIP.
- March 2007 – Planning Board discusses the evaluation criteria used to prioritize capital projects and makes a recommendation to the City Council.

- The CIP was included in the Open House on March 13, 2007. Unfortunately there were no comments from the public on the Capital Improvement Plan.
- April 2007 – City Council approves the evaluation criteria.
- A second open house was held on Tuesday, May 15, 2007 to take public comment on the proposed CIP and six-year TIP.
- A press release asking for public input on proposed projects was sent to local newspapers, posted on the City's website, and Channel 21.
- April 2007 – Council subcommittee reviewed the 20-year list of proposed projects and suggested adding three projects – 1) extending 124th Avenue from the Water Treatment Plant to Trout Farm Road; 2) Extending Trout Farm Road north toward the Sultan River crossing; 3) An extension of the Industrial Park Connector road to the Sultan Basin Road.
- May 2007 - Planning Board reviews the 20-year list of transportation projects at its May 1 and May 15 meetings. City Council reviews the 20-year list of transportation projects at its May 10 and May 24 meetings.
- June 2007 – Planning Board reviews the Transportation Element and associated Transportation Improvement Plan. City Council reviews Capital Improvement Plan financial analysis.
- July 12, 2007 – City Council receives staff update on proposed TIP
- July 17, 2007 – Planning Board held a public hearing on the TIP.

Next Steps – Planning Board continued its public hearing to July 31 pending clarification on number system, project names and project descriptions for non-motorized projects. City Council will receive Planning Board comments and recommendation at its August 9, 2007 meeting. The City Council may decided to amend the TIP prior to final adoption via resolution.

SUMMARY:

State law (RCW 35.77.010) mandates that all local jurisdictions annually adopt and submit to the state a six-year program of transportation improvements known as the Local TIP.

The City is currently updating the Capital Facilities Element and Transportation Element of its 2004 Comprehensive Plan. Transportation capital projects are a subset of the Capital Facilities Element. Transportation capital projects are generated out of the 20-year list of projects included in the revised Transportation Element under discussion by the Planning Board and City Council. The funded projects included in the six-year TIP will be included in the six-year Capital Improvement Plan adopted by the City Council later this year.

The importance of the Sultan TIP is that, in most cases, projects must be included on the Local TIP to be eligible for state and federal grant programs. The proposed Local

TIP includes several projects that would compete well against state and federal grant program criteria.

Sultan Six-Year TIP

The proposed City of Sultan 2008-2013 Local TIP includes projects from the 20-year list of transportation projects prepared for the Transportation Element update. The projects were prioritized using the evaluation criteria (Attachment B) approved by the City Council in April 2007.

Three of the projects approved by the City for the 2006 six-year TIP are included in the 2007 TIP. These include:

- (T-45) Alder Street Improvements
- (T-26) North Industrial Park Collector street
- (NM-5) US 2 Multi-purpose trail

Three projects – Date Avenue, Sultan Basin Road Overlay and Widening and 2nd Street Construction are uncompleted projects included in the City's adopted 2007 Capital Budget that are fully funded and considered "under construction".

The list includes projects in which the City could be a partner, but not necessarily the lead agency such as (T-34) US2/Downtown Limited Access and (NM-5) US 2 Multi-purpose Trail.

Project costs were reviewed and updated to reflect current market conditions for construction materials.

The project costs listed in the "totals" column of the attachment represent the revised cost estimates prepared by Perteet Engineering or the City Engineer, Jon Stack. Because the Local TIP is not revenue constrained, project costs are given one of two designations:

1. Secured Funding – Projects with secured funding have local or other sources of funding dedicated to support full or partial project implementation.
2. Unsecured Funding – This designation reflects the portion of the project costs that have no dedicated source of funding at this time. Projects outside the six year time frame (2014-2025) are included on the list for planning purposes should funding become available within the six-year time frame.

DISCUSSION:

Local TIP

The six-year local TIP serves as a rough work plan for the development of local transportation systems and, as such, represents an important planning component under the State's Growth Management Act. The Washington State Department of Transportation (WSDOT) and the Puget Sound Regional Council (PSRC) use Local TIPs as a tool for coordinating the transportation programs of local jurisdictions with those of regional agencies. PSRC also monitors Local TIPs for projects of regional significance (to be modeled for Air Quality conformity) and projects supported by federal funds. These projects are incorporated into the Regional TIP, which is then forwarded for inclusion in the State TIP.

Because Local TIPs are not revenue constrained, jurisdictions can include projects they would choose to implement within the six-year timeframe, if funding were available. Local TIPs then, by definition, represent a more comprehensive listing of projects deemed necessary to ensure the safe and efficient operation of the City's transportation system.

FISCAL IMPACT:

There is no specific fiscal impact with adopting the 2008-2013 Transportation Improvement Plan because Local TIPs are not revenue constrained. The TIP includes projects the City would choose to implement within the timeframe if funding were available.

The fiscal impact comes from including the TIP in the six-year Capital Improvement Plan. The six-year CIP is the list of facilities (including transportation projects) the City intends to build over the next six-years to meet concurrency with a financing plan to pay for the projects. The six-year TIP shows funding sources for projects between 2008 and 2013.

ALTERNATIVES:

1. Authorize the Mayor to sign Resolution No. xxx-07 adopting the 2008-2013 TIP.

   Due to its value in planning and its potential use in securing external funding, City staff recommend authorizing the Mayor to sign Resolution No. xxx adopting the 2008-2013 TIP.

2. Do not authorize the Mayor to sign Resolution No. xxx-07 adopting the 2008-2013 TIP and direct staff to areas of concern.

   This alternative would delay adopting the 2008-2013 TIP and the deadline for submitting the TIP to the Washington State Department of Transportation. It is

important to keep in mind that the TIP is a planning document that is not tied to funding sources. The 6-Year Capital Improvement Plan is the more important document since it sets the funding levels for the subsequent year's capital budget. However, it is important that the community and City Council have a TIP that meets the community's needs.

RECOMMENDATION:

Authorize the Mayor to sign resolution No. xxx-07 adopting the 2008-2013 Transportation Improvement Plan.

RECOMMENDED MOTION:

I MOVE TO AUTHORIZE THE MAYOR TO SIGN RESOLUTION NO. 07-14 ADOPTING THE 2008-2013 TRANSPORTATION IMPROVEMENT PLAN.

ATTACHMENTS:

Attachment A – Resolution 07-14
Attachment B – Evaluation Criteria
Attachment C – Prioritized list of projects
Attachment D – WSDOT Highways and Local Programs
Attachment E – June 27, 2007 letter from Snohomish County Fire District 5
Attachment F - Recommended Transportation Projects (Map)

COUNCIL ACTION:

DATE:

Attachment D

Check Us Out

- H&LP Home
- Staff
- Regional Engineers
- Software
- Training

Back to Program Management page

Six-Year Transportation Improvement Plan (TIP)

This page contains information that can help you build your 2007-2012 Transportation Improvement Program (TIP). In creating your TIP, please remember it should contain all transportation-related projects that you plan to do over the next six years. After you've adopted your TIP, please send copies to your appropriate MPO or RTPO (for additional information and to view a map of the MPOs and RTPOs, please visit http://www.wsdot.wa.gov/ppsc/planning/rtpomap.htm) for inclusion into their regional TIP and to your Regional Local Programs Engineer for their review by **August 1, 2006**. Any questions or concerns regarding preparation of your TIP should be directed to your Regional Local Programs Engineer.

Additional Information: To assist the preparation of your Six-Year TIP, a sample for calculating the Gas Tax Distribution for Cities and the Office of Financial Management (OFM) Population table are listed below:

Gas Tax Distribution for Cities on a Per Capita Basis

OFM Estimated Populations

General TIP/STIP Requirements: In preparing the TIPs, it is recommended that local agencies contact their respective MPOs or regional selection bodies to assure that all projects selected for funding actually appear during the first three years of their Six-Year TIP.

In addition, it is important to include all previously selected projects or phases that are anticipated to be obligated in 2007, 2008 and 2009 which includes carryover (2006) projects that are not anticipated to be obligated until 2006. Including these projects in the 2007-2012 TIP will reduce the need for amendments and will speed project funding. Please be as descriptive and accurate as possible when filling out the "Describe Work", "Right of Way" and "Environmental" sections.

Regional TIPs are developed by the Metropolitan Planning Organizations (MPOs) in urba areas, and by Regional Transportation Planning Organizations (RTPOs) in the rural area As required by SAFETEA-LU, the TIP documents are combined to form a Statewide Transportation Improvement Program (STIP), which is submitted for approval annually tc the Federal Highway Administration (FHWA) and the Federal Transit Administration (FT/ The STIP must include all federally funded and all regionally significant local and state projects and cover a three-year period. (July 2007 federal law requires the STIP to cover four years.) The STIP document must also be financially constrained, i.e., contain only projects or phases of projects that are fully funded. To assist you in determining your appropriate level of funding, we recommend using the draft FFY 2006 federal funding levels provided to the regional selection bodies as a guide.

STIP Too v. 5.6 Software: A computerized version of the 2007 TIP form (click to view form) using FileMaker Pro software is available and all agencies are encouraged to use this electronic format. The "STIP Too" software will produce the Six-Year TIP and will als create the two export files needed for compiling the project data into the STIP. (click for printable Request form)

If you are interested in using the computerized form and need a CD, please print out,

Attachment C

Snohomish County Fire District #5
P O Box 149 • 304 Alder Street • Sultan • Washington • 98294
Phone: (360) 793-1179 Fax: (360) 793-1932

June 27, 2007

City of Sultan

Dear Councilpersons:

Snohomish County Fire District 5 purchased property located at 33021 Cascade View Drive in October 2005, with the purpose of establishing a new Headquarters Fire Station that could be staffed twenty four hours a day. One of the District's urgent objectives is to reduce the time it takes to respond to 911 emergency calls. This time reduction requires staffing a fire station twenty four hours a day, seven days a week. Our current station at 304 Alder was built as an *on call* volunteer station and is not suitable for around the clock staffing. There are no viable remodeling options available at the existing site because the building does not meet seismic standards, the station has flooded several times, and the lot is too small.

We first attempted to resolve our need for improved facilities by purchasing property from Mr. Sam Wold and had reached agreement with Mr. Wold for the purchase of properties common to U.S. 2 and the Sultan Basin road. This purchase was preempted by the City of Sultan's relocation of the Sultan Basin road. The remaining properties are now unusable to the Fire District. To that end, we purchased other property.

We understand that you are developing a new Transportation Improvement Plan (TIP) as the result of the recent Growth Management Hearings Board (GMHB) Final Decision and Order. Our review of the draft dated June 22, 2007, of your current TIP found a proposed future new road and trail proposed to travel north south directly through our most probable location for this new Fire Station, or at least through the middle of the District's property. These are shown as Projects T-35 and NM-1. This proposed road and trail through the District's property is an unacceptable impediment to the District's intended use of the property.

We believe that this is an unintentional error. It is also inconsistent with Section 8 (Intergovernmental Coordination) of the proposal. This error can easily be corrected by removing this road and trail through the District's property and returning to the road alignment shown in the 2004 Comprehensive Plan prior to submittal to the GMHB.

Sincerely,

Steven Chet Fox
Commissioner Fox

M. J. Ingalls
Commissioner Ingalls

Roger E. Knowlton
Commissioner Knowlton

Connection between the Capital Facilities Plan, Capital Improvement Plan and Transportation Improvement Plan

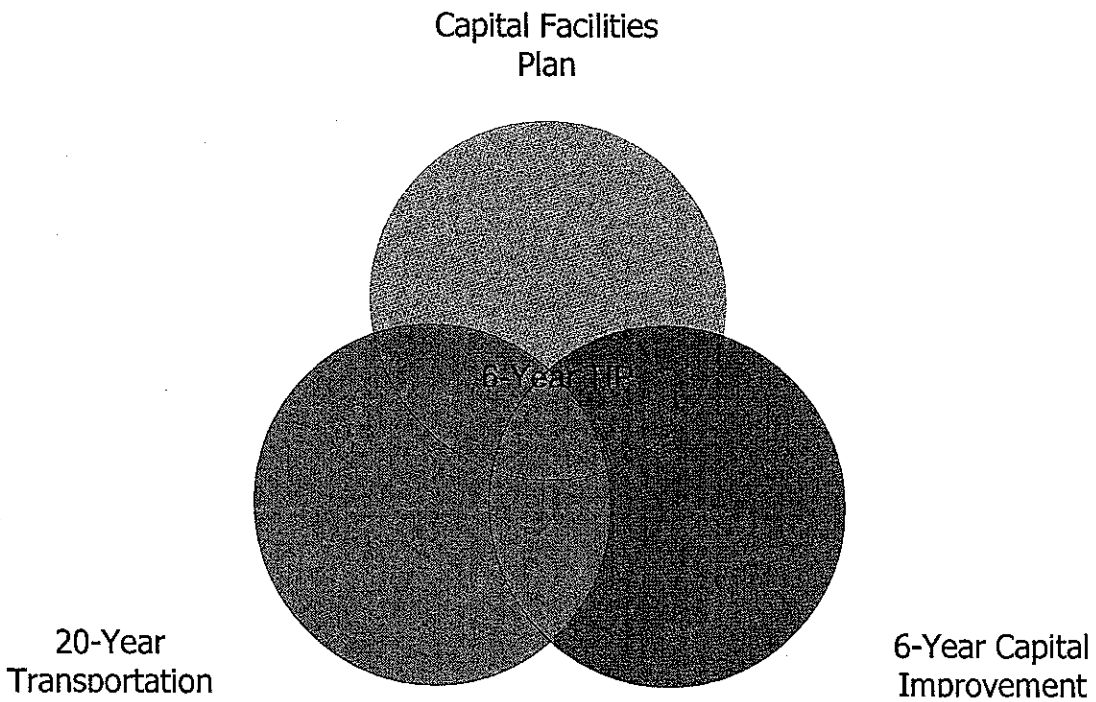
What is the connection between the Capital Facilities Plan, 6-Year Capital Improvement Program (CIP), and the 6- Year Transportation Improvement Program (TIP)?

The Capital Facilities Plan is the 20-year list of capital projects needed to meet the community's goals identified in the City's Comprehensive Plan.

The 6-Year CIP is the list of all capital projects (roads, parks, stormwater, facilities) needed to meet the City's growth during the next 6-years. All projects must have an identified funding source. The CIP is updated annually by the City Council, and is based on needs and policies identified in the more long range plans such as the Capital Facilities Plan that is set forth in the Sultan Comprehensive Plan.

The 6-year TIP is a short-range planning document that identifies funded, and unfunded transportation projects that are planned or needed over the next six years.

Projects move from the TIP to the Capital Improvement Program (CIP) when they have been funded. The CIP is updated annually with the City's budget. The Capital Facilities Plan is updated during the Comprehensive Plan amendment process required by the State of Washington under the Growth Management Act



RESOLUTION NO. 07-14

A RESOLUTION OF THE SULTAN CITY COUNCIL ADOPTING A SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM FOR THE YEARS 2008-2013 AND DIRECTING THE SAME TO BE FILED WITH THE STATE SECRETARY OF TRANSPORTATION AND THE TRANSPORTATION IMPROVEMENT BOARD.

WHEREAS, the growth of the region in housing and employment has created increasing demands and needs for a reliable transportation system; and

WHEREAS, Sultan is committed to short and long range planning to protect, preserve and enhance its roadways; and

WHEREAS, The City Council has reviewed the work accomplished to the Transportation Plan, determined current and future City street and arterial needs and based upon these findings, has prepared a Six-Year Transportation Improvement Program for the ensuing six (6) calendar years; and

WHEREAS, the Six-Year Transportation Improvement Program is based on the City's adopted 20-Year Transportation Element of the City's Facilities Plan and

WHEREAS, the Transportation Improvement Program has been updated for 2008-2013 in accordance with the State requirements and is consistent with the City's Capital Facility and Transportation elements of the City's GMA Comprehensive Plan; and

WHEREAS, the Six-Year Transportation Improvement Program is critical for identifying funding needs for both the City and the State; and

WHEREAS, the City expects to construct all projects contained within the Six-Year Transportation Improvement Program provided that funding can be secured;

WHEREAS, public hearings have been held on the Six-Year Transportation Improvement Program as required by RCW 35.77.010 as follows:

July 13, 2007 and July 23, 2007 for Plan B
July 23, 2007 for Council

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SULTAN, WASHINGTON HEREBY RESOLVES AS FOLLOWS:

Section 1 - Six-Year Transportation Improvement Program Adopted
The Six-Year Transportation Improvement Program for the City of Sultan, as revised and extended for the ensuing six (6) calendar years (2008-2013), a copy of which is attached hereto as Exhibit A and which Program sets forth the project location, type of improvement and the estimated 2007 cost thereof is hereby adopted and approved.

City approval of the Six-Year Transportation Improvement Program is subject to annual prioritization and City appropriation of funds.

Section 2
The City of Sultan shall give priority to transportation projects which address concurrency requirements under the State Growth Management Act. City goals to meet State concurrency requirements may be jeopardized by inconsistent availability of State and regional funding.

Section 3 – Filing of Six-Year Transportation Improvement Program
Pursuant to Chapter 35.77 RCW, within 30 days of the adoption of this resolution, the City Clerk is hereby authorized and directed to file certified copies of Resolution No. 07-14 together with Exhibit A attached hereto, with the Secretary of Transportation and the Transportation Improvement Board for the State of Washington. Notice of this legislative enactment will be given to the Central Puget Sound Growth Management Hearings board in accordance with existing order(s) of that Board.

REGULARLY ADOPTED by the City Council this ____day of _____, 2007

City of Sultan

_____
Ben Tolson, Mayor

ATTEST:

_____
Laura J. Koenig, City Clerk/Treasurer

State Funds Code

Enter appropriate code for any of the listed funds to be used on this project.

◯ **CAPP**	County Arterial Preservation Program
◯ **CHAP**	City Hardship Assistance Program
◯ **TPP**	Transportation Partnerships Program
◯ **AIP**	Arterial Improvement Program
◯ **PSMP**	Pedestrian Safety & Mobility Program
◯ **PTSP**	Public Transportation Systems Program
◯ **PWTF**	Public Works Trust Fund
◯ **RAP**	Rural Arterial Program
◯ **SCP**	Small City Program
◯ **WSDOT**	WSDOT funding
◯ **OTHER**	Any other unlisted state fund codes

Improvement Type Codes **REQUIRED FIELD - Click the appropriate code**

Enter the appropriate federal improvement code number.

Code	Description
☐ 01	**New construction on new alignment**
☐ 02	**Relocation**
☐ 03	**Reconstruction**
☐ 04	**Major Widening**
☐ 05	**Minor Widening**
☐ 06	**Other Enhancements**
☐ 07	**Resurfacing**
☐ 08	**New Bridge Construction**
☐ 09	**Bridge Replacement**
☐ 10	**Bridge Rehabilitation**
☐ 11	**Minor Bridge Rehabilitation**
☐ 12	**Safety/Traffic Operation/TSM**
☐ 13	**Environmentally Related**
☐ 14	**Bridge Program Special**
☐ 21	**Transit Capital Project**
☐ 22	**Transit Operational Project**
☐ 23	**Transit Planning**
☐ 24	**Transit Training/Administration**
☐ 31	**Non Capitol Improvement**
☐ 32	**Non Motor Vehicle Project**

21 - Transit Capital Project, including
Any phases leading to constructing a facility
Equipment purchases
Capital leases for equipment
Preventative maintenance

22 - Transit Operations Project, which is subsidy of annual net operating deficit of transit services for the general public.

23 - Transit Planning Project, including only activities funded by either Sections 5307 or 5309 FTA
Note: these projects also must be included in the adopted unified planning work program of the transportation management area or metropolitan planning organization serving the grant applicant.

24 - Transit Training/Administration, including only statewide activities funded by either Section 5310 or Section 5311 FTA.
Note: no transportation management area or metropolitan planning organization may have projects using this improvement type.

Environmental Type

REQUIRED FIELD for federal projects
Please click on the appropriate code

*This is **required** for **Federally Funded projects.***

Enter the type of environmental code anticipated for this project.

Code	Description
◯ **EIS**	- Environmental Impact Statement
◯ **EA**	- Environmental Assessment
◯ **CE**	- Categorical Exclusion

Funding Status REQUIRED FIELD - Click on the appropriate code

Enter the funding status for the entire project which describes the current status.

Code	Description
◉ S	- Project is selected by the appropriate selection body & funding is secured.
◯ P	- Project is subject to selection by an agency other than the lead and is listed for planning purposes and funding has not been determined.

Project Phase REQUIRED FIELD - Click on the appropriate phase

Select the appropriate phase code of the project.

◯ **PE**	Preliminary Engineering, including Design (or Planning)
◯ **RW**	Right of Way or land acquisition
◯ **CN**	Construction only (or transit planning or equipment purchase)
	All phases from Preliminary Engineering through Construction **(Use only in Years 4, 5, & 6)**

Federal Funds Source

REQUIRED FIELD for federal projects
Click on the appropriate code

Code	Description
◯ BIA	Bureau of Indian Affairs
◯ BR	Bridge Replacement or Rehabilitation
◯ CDBG	Community Development Block Grant funds
◯ CMAQ	Congestion Mitigation Air Quality
◯ DEMO	ISTEA Demo Projects (Selected)
◯ Discretionary	Ferry Boat Discretionary, Public Lands Highway, Scenic Byway, etc.
◯ DOD	Department of Defense
◯ IC	Interstate Construction
◯ IM	Interstate Maintenance
◯ NHS	National Highway System
◯ 3037	FTA - Job Access/Reverse Commute
◯ 5307	FTA - Urban Areas
◯ 5309(Bus)	FTA - Bus
◯ 5309(FG)	FTA - Fixed Guideways
◯ 5309(NS)	FTA - New Starts
◯ 5310	FTA - Elderly/Disabled Persons
◯ 5311	FTA - Rural Areas
◯ REV	REV - Rural Economic Vitality Program
◯ STP(C)	STP - Statewide Competitive Program
◯ STP(E)	STP - Transportation Enhancement
◯ STP(S)	STP - Safety including Hazard & RR
◯ STP(R)	STP - Rural regionally selected
◯ STP(U)	STP - Urban regionally selected
	STP - WSDOT Use Only

Discretionary for Capital Expenditures

Functional Classification REQUIRED FIELD - Click the appropriate code

Enter the appropriate two-digit code denoting the Federal Functional Classification. (Note: The Federal Functional Classification must be approved by FHWA.).

Description

	◯ 00 No Classification
Rural (under 5,000 area)	◯ 01 Interstate
	◯ 02 Principal Arterial
	◯ 06 Minor Arterial
	◯ 07 Major Collector
	◯ 08 Minor Collector
	◯ 09 Local Access
Urban (over 5,000 area)	~~◯ 11 Interstate~~
	◯ 12 Freeways & Expressways
	◯ 14 Other Principal Arterials
	◯ 16 Minor Arterial
	◯ 17 Collector
	◯ 19 Local Access

Utility Code(s)

Enter the appropriate code letter(s) for the utilities that would need to be relocated or are impacted by the construction project.

- ☐ **C** - Cable TV
- ☐ **G** - Gas
- ☐ **O** - Other
- ☐ **P** - Power (Electrical)
- ☐ **S** - Sewer (other than agency owned)
- ☐ **T** - Telephone
- ☐ **W** - Water

Snohomish County Fire District #5
P.O. Box 149 • 304 Alder Street • Sultan • Washington • 98294
Phone: (360) 793-1179 Fax: (360) 793-1932

July 26, 2007

Dear Sultan City Council Members and Mayor:

Fire District #5 wishes to comment on the draft Transportation Improvement Plan (TIP) which the City of Sultan is proposing in order to comply with the Growth Management Hearings Board Final Decision and Order. The Fire District purchased property located at 33021 Cascade View Drive in October 2005 for the purpose of establishing a new Headquarters Fire Station.

The Commissioners wrote a letter to City Council Members, dated June 27, 2007, expressing our concerns with two projects in the proposed plan. We first learned of the City's proposed use of the District's property in projects T-35 and NM-1 via casual contact with third parties and began to offer our input to you. At a District #5 public meeting in June we discussed these projects and urged the City Administrator to revise them to delete any future roads on District property. Then, at our direction, Chief Halverson contacted and spoke with each Council Member he could reasonably reach and presented them with a copy of our letter and an explanation of our concerns. The Chief and a Commissioner also attended a Planning Board meeting on July 17, 2007, to express the concerns of the District. At each of these meetings, we received supportive assurances from members of the Council and Planning Board that the current plan would be revised such that no roads or trails would trespass the District's property.

By this letter and by our personal appearance here this evening, we wish to go on record with several comments and concerns. First, we have not at any time received written notification from the City regarding potential use of the District's property. Second, in February 2007 the TIP showed the proposed project, T-35, consistent with the existing right-of-way of Cascade View Drive. We believed that an inadvertent error occurred in March, resulting in a new road being drawn through our property, which led us to submit our June 27 letter. We expected that in subsequent revisions this would have been corrected by now. Yet we understand that City staff are still recommending tonight that the road project continue to exist in an undefined, nearby location. Based on our review of the adjacent properties and Cascade View Drive, today's language leaves few options other than to utilize the District's property for this proposal in the future. Third, the District has no intention of subdividing our property for purposes of putting a road or trail through it. Fourth, we believe the City would not be successful in claiming viability of

these projects, as we know of no method under Washington State law for one governmental agency to claim land owned by another governmental agency.

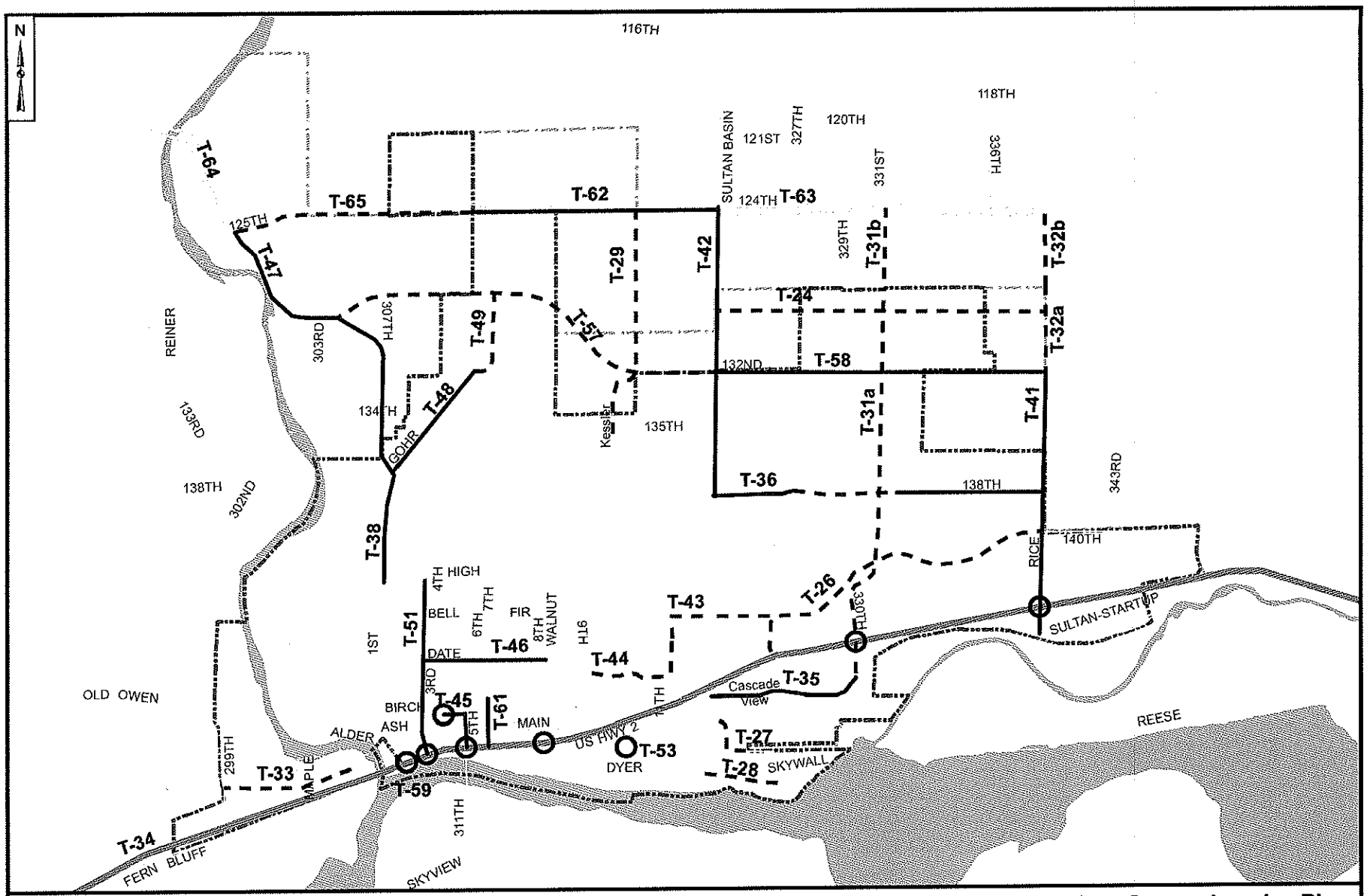
We are requesting the following actions: First, that all projects involving the use of Fire District #5's property be deleted from the TIP, leaving the property intact as it was when purchased, and that the written TIP indicate this intent forthrightly even so far as to state that the property is reserved for a future fire facility. Second, we wish for the public record to state our position as "hostile" regarding using District property for projects T-35 and NM-1.

We are committed to the positive resolution of these issues in the best interests of our mutual constituents. Approximately 44% of our voters are your voters, and we remain devoted to meeting their needs.

Sincerely,

Commissioner Fox | Commissioner Ingalls | Commissioner Knowlton

 E-2



Sultan Comprehensive Plan
Transportation Element Revisions
Recommended Arterial Improvements

F-1