

CITY OF BELLEVUE
CITY COUNCIL

Summary Minutes of Study Session

November 5, 2012
6:00 p.m.

Council Conference Room
Bellevue, Washington

PRESENT: Mayor Lee, Deputy Mayor Robertson and Councilmembers Balducci, Chelminiak, Davidson, Stokes, and Wallace

ABSENT: None.

1. Executive Session

Deputy Mayor Robertson called the meeting to order at 6:04 p.m., and declared recess to Executive Session for approximately five minutes to discuss one item of potential litigation.

The meeting resumed at 6:15 p.m., with Mayor Lee presiding.

2. Study Session

(a) East Link: Light Rail Maintenance Facility Presentation

City Manager Steve Sarkozy introduced Ric Ilgenfritz, Sound Transit Executive Director for Planning, Environment and Project Development.

Mr. Ilgenfritz opened the presentation on the Link Operation and Maintenance Satellite Facility (OMSF). He introduced Mike Williams, Sound Transit Director of Light Rail Project Development, and noted his experience in siting Sound Transit's existing maintenance facility south of Downtown Seattle.

Councilmember Balducci asked Mr. Ilgenfritz to provide the history of this topic.

Mr. Ilgenfritz acknowledged that there has been some confusion about the origins of this project. As Sound Transit reviewed the record on this topic, he said it became clear that Sound Transit owns some of that confusion. He recalled that when Sound Transit first began discussing East Link light rail with the cities along the alignment, the question of a maintenance facility came up. However, at that time, Sound Transit believed that its current facility to the south would be sufficient. A number of sites were included in the East Link EIS (Environmental Impact

Statement) with the caveat that Sound Transit would periodically review the need for an additional maintenance facility.

Mr. Ilgenfritz explained that Sound Transit's subsequent reduction in revenues required scaling back the system, particularly in the south end where there was a potential maintenance facility site. A study was commissioned in 2010 to develop a fleet plan and operational analysis for the Link system. That report concluded that a site in the south would not be effective, and that the additional maintenance facility should be located in the north or east.

In October 2011, the International Paper site in Bellevue came on the market for sale. It was one of the sites studied in the East Link EIS. Staff talked to the Sound Transit Board at that time about acquiring the property, and the Board gave staff authority to move forward with that protective acquisition. At that point, Sound Transit staff met with the City Manager to discuss the plan and briefed the Sound Transit Board.

Mr. Ilgenfritz said Sound Transit is in the project development process for the maintenance facility. He opined that City staff's frame of reference was established before the issue became more prominent in 2009. He said Sound Transit staff was transparent in talking to the Sound Transit Board about the issue. However, he acknowledged that they did not take the proactive step of talking to City staff.

Councilmember Balducci thanked him for the background information. She said that, as a Sound Transit Board member, she does not recall a presentation or briefing on the International Paper site in Bellevue.

Mr. Ilgenfritz proceeded with the presentation. He explained that, when Sound Transit Phase 2 is fully operational, Sound Transit will need to be able to accommodate 180 vehicles. The existing SODO maintenance facility is 25 acres and can accommodate 104 vehicles, which is adequate for the system from the south up to Northgate. However, more capacity is needed to serve Lynnwood and East Link trains.

Councilmember Wallace said his understanding was that the facility would service Northgate Link trains. Mr. Ilgenfritz said the existing maintenance base will reach capacity approximately one year before the Northgate station is opened in 2021. Sound Transit will need to have the entire fleet on site before opening that station, which requires a new operation and maintenance facility by 2020.

Councilmember Chelminiak stated his understanding that Sound Transit would reach capacity even if the East Link system was never built. Mr. Ilgenfritz said the Lynnwood and East Link systems open at same time. Mr. Chelminiak said Sound Transit already exceeds its maintenance base capacity with the North Link and South Link projects.

Mr. Ilgenfritz acknowledged that Mr. Chelminiak was technically correct in his observation that additional maintenance capacity is needed whether or not East Link is built.

Mr. Chelminiak said it is inaccurate to state that the proposed maintenance facility is required for East Link service.

Mr. Ilgenfritz said the Sound Transit Board has directed staff to construct East Link and Lynnwood, which requires a maintenance facility as proposed.

Mayor Lee asked staff to proceed with presentation.

Continuing, Mr. Ilgenfritz described the Link Operation and Maintenance Satellite Facility (OMSF) program functions. The facility is expected to staff 230 employees. Physical site requirements are 20 to 25 usable acres to accommodate 80 to 90 vehicles proximate to the operating light rail track. Operational requirements are a location that minimizes the overall system's operating costs and that maintains the 1:00 AM to 5:00 AM nightly maintenance window.

Mr. Ilgenfritz described the five candidate sites, one in Lynnwood and four in Bellevue which are all in the Bel-Red Corridor. He said they looked at about a dozen sites initially.

Mr. Ilgenfritz explained why a facility south of Seattle's International District Station, where the north-south and north-east lines meet, is not operationally feasible.

Councilmember Davidson said that Sound Transit managed to put trains through single-family neighborhoods, and now the agency plans to deploy trains through those areas to be ready for the morning rush hour.

Mr. Ilgenfritz said Sound Transit will seek to maintain the track closure between 1:00 AM and 5:00 AM.

Dr. Davidson observed that the proposed sites are east of Surrey Downs, and the service area is across the lake.

Mr. Ilgenfritz said the trains will start out at Overlake in the morning.

Mr. Ilgenfritz said that Sound Transit has been conducting a public scoping process and taken the five sites out for public comment.

Mr. Williams said the five sites were presented to the public on October 8 in Bellevue and October 11 in Lynnwood. There were approximately 70 attendees in Bellevue and 30 attendees in Lynnwood. Sound Transit held an agency scoping meeting involving five agencies. A total of 124 public comments were received via the scoping meetings, email, and online.

Mr. Williams described the Lynnwood potential maintenance facility site, which is larger than they need and borders a single-family neighborhood. The Lynnwood City Council opposes the site. The Edmonds School District has a Master Plan for the site and anticipates breaking ground on their project in 2014. Sound Transit is continuing to talk with the District, however. Public

comments expressed concerns about impacts to neighborhoods, business impacts, wetland and park impacts, noise, lights, and property value impacts.

Mr. Williams said Sound Transit received an initial letter from Bellevue expressing concern about the sites. The City suggested alternative sites, which Sound Transit did review. The City of Redmond strongly opposes Site 3, where the Fred Meyer store is currently located on 148th Avenue NE, and does not want the facility in its downtown. Public comments indicate that the proposed facility is not compatible with the vision of the Bel-Red Plan. There was opposition to Site 3 (Fred Meyer) and Site 4 (130th light rail station and mixed use development node). There was some support for Site 1 (BNSF right-of-way) and Site 2 (SR 520). Additional comments noted concerns about tax revenues, land use, noise, lights, property value impacts, and impacts on jobs.

Mr. Williams said the Sound Transit Capital Committee meets on November 8. A staff motion has been put in place, and the staff memo and summary report are available on the Sound Transit web site. The Capital Committee will make a recommendation to the full Sound Transit Board, which is scheduled to identify sites to include in the Draft EIS on November 15. The DEIS is to be published third quarter 2013, and the Board will identify its preferred site during fourth quarter 2013. Publication of the FEIS and the Board's final selection of a site is scheduled for third quarter 2014. The Record of Decision is slated for fourth quarter 2014.

Mr. Ilgenfritz said the DEIS analysis will include conceptual design, environmental evaluation, project cost estimating, operational cost estimating, and the overall effectiveness of the facility site options.

Mayor Lee thanked Sound Transit for coming but noted that Sound Transit and the City should have been having this discussion earlier. He said there should have been a joint process between the City and Sound Transit. He was surprised to learn that Sound Transit was already negotiating with property owners when the City Council was not yet aware of the plan.

Mayor Lee thanked them for extending the deadline for input from the City. He noted that the two agencies have been working together through the East Link Memorandum of Understanding (MOU) collaborative design process, so it is surprising that this topic was not brought up earlier.

Deputy Mayor Robertson thanked them and indicated that she wanted to follow up on the history. She questioned the 2010 study that indicated the need for a second maintenance facility. Mr. Ilgenfritz said study was completed in 2011. Sound Transit added the project to its budget and organized a project team before the proposed budget was submitted in July. The budget was reviewed by the Sound Transit Board that fall.

Ms. Robertson said this is troubling because the City was negotiating throughout that entire period with Sound Transit. She is a member of the MOU Leadership Group, and this topic was never raised. Now the City Council learns that this has been going on for many months. She suggested that this demonstrates that Sound Transit is lacking in its commitment to the collaborative process with the City.

Ms. Robertson recalled that there was a political agreement in 2008 or 2009 that East Link trains would use the SODO operations and maintenance facility. Based on that agreement, the subarea boundary governing the funding of East Link was moved back to the International District Station instead of mid-span on the I-90 bridge. She is concerned that placing a maintenance facility in Bellevue undermines that whole agreement.

Mr. Ilgenfritz said he does not believe Sound Transit ever contemplated placing any fleet at the SODO base beyond what it would need to operate the Northgate to S. 200th alignment. He said the Board adopted a policy in the late 1990s directing staff to never expand that facility.

As far as subarea finances are concerned, Mr. Ilgenfritz said the maintenance facility project was always included as a standalone project within the ST 2 capital program, and is to be funded by proportional contributions from each of the four light rail subareas. The decision of the Board to increase the North King County share of the East Link project was based on the limits on funding available in the East King Subarea. If Sound Transit is to implement the preferred alternative that is the subject of the East Link MOU, it would need more funding from the North King Subarea.

Following up on Deputy Mayor Robertson's earlier question regarding the July 2011 agreement, Councilmember Wallace asked Sound Transit staff whether they were aware of the maintenance facility in July 2011.

Mr. Ilgenfritz said it did not occur to Sound Transit staff that it was an issue that was not recognized by City staff or the Council.

Mr. Wallace said he would like to see the July fleet analysis report. Mr. Ilgenfritz said it concluded that Sound Transit should be looking in the north or the east.

Mr. Wallace reiterated that he would like a copy of the report.

Continuing, Deputy Mayor Robertson referred to the DEIS, which included six potential sites of 10 to 15 acres each to handle approximately 40 trains. She said Sound Transit represented to the City Council and Bellevue business leaders in 2009 that there would be no maintenance facility on the Eastside until Phase 3 when the light rail system reached Redmond. Mr. Ilgenfritz said he was not aware of that communication by Sound Transit. Ms. Robertson invited him to view the video of the Council meeting involving that conversation on the City's web site.

Ms. Robertson noted that two of the proposed sites in Bellevue are development nodes identified by the City for residential and mixed use development. Another removes the Fred Meyer Store and a fourth displaces dozens of small businesses.

Ms. Robertson referenced Councilmember Davidson's question about running the trains from the base in the morning. She questioned how long it will take to get the trains from the Bel-Red corridor to the start of the line in Lynnwood. Mr. Ilgenfritz said they do not have schedules yet,

but staff can look at schematics on how that would be deployed. The SODO base would be sending trains to the north, and the Eastside base would send trains out to the east and back to the west. In continued response, Mr. Ilgenfritz said there would be absolutely no trains through Bellevue between 1:00 AM and 5:00 AM. Ms. Robertson questioned the number of trains through Bellevue from midnight to 1:00 AM and from 5:00 AM to 6:00 AM. Mr. Williams said the trains start winding down after 6:30 PM.

Deputy Mayor Robertson said the City and Sound Transit have been looking at the impacts of East Link. If the operation and maintenance facility is added, there are different and additional impacts to the alignment that is already being studied. She suggested that Sound Transit needs to study the cumulative impacts of the rail system and the maintenance facility.

Mr. Ilgenfritz said the maintenance facility is a standalone project subject to all of the same laws and regulations of any other project.

Ms. Robertson reiterated the need to look at the cumulative impacts on the community because the maintenance facility is adding a level of intensity to the alignment in Bellevue. She said it is difficult to address the mitigation of impacts when this is intensifying the impacts.

Deputy Mayor Robertson observed that Sound Transit was discussing this project in July but did not inform the City while it was discussing the MOU with the City during the same timeframe. She said the agencies will need to go back to the negotiating table to discuss the issues.

Councilmember Davidson asked about the Tacoma Link facility, and staff responded that it is small. Dr. Davidson observed that 46 percent of the Sound Transit fleet will end up in the Bel-Red corridor, which the City recently rezoned from industrial to residential uses. He said he does not understand how Sound Transit can get trains to Redmond in the morning without going through a single-family neighborhood. Mr. Ilgenfritz reiterated that the maintenance window is 1:00 AM to 5:00 AM, and Sound Transit will not have trains on the tracks during those hours.

Dr. Davidson questioned whether Sound Transit will be running empty trains through Surrey Downs at 5:00 AM.

Mr. Ilgenfritz said the East Link EIS fully evaluated the noise impacts of all of the East Link alternatives. Referring to Ms. Robertson's question a moment ago, Mr. Ilgenfritz said the maintenance facility, whether in Lynnwood or Bellevue, is subject to the same environmental review requirements. Sound Transit will evaluate the potential impacts of any site studied in the DEIS. The presence of the maintenance facility does not change the operation of the line. The trains will be deployed from the maintenance bases, and they will operate as analyzed in the East Link EIS. Mr. Ilgenfritz said Sound Transit will not operate any trains before 5:00 AM.

Dr. Davidson noted that the biological assessment completed in 2010 does not mention a facility of this size on the Eastside.

Councilmember Balducci observed that it would be helpful for Sound Transit to provide the fleet study to the Council. She recognizes that a maintenance base is needed, but no jurisdiction wants it in their community. To the extent that Sound Transit is going forward to study alternative sites, she wants to share her thoughts with her fellow Councilmembers. She would like to hear from them as well in order to provide input to the Sound Transit Capital Committee, of which she is a member.

Ms. Balducci observed that the Fred Meyer site (Site 3) and the 130th Avenue Station site (Site 4) are non-starters. That leaves Site 1 along the BNSF right-of-way and Site 2 next to SR 520. She advocates removing Site 2 as well. She said it is important to know that, when it came out earlier this year that Sound Transit was looking at the International Paper site, one thing she asked was that the Sound Transit Board look for additional alternatives. The agency did identify additional sites, none of which are likely to be supported by the Council.

Ms. Balducci suggested narrowing the list of sites to the realistic options as soon as possible, and asked Sound Transit to be creative in how the facility could be configured. If there were to be a base in Bellevue, is there a way to honor the Bel-Red Plan and to encourage transit-oriented development and mixed use while still using part of the property for the maintenance facility? She noted that a bus base is nearby.

Ms. Balducci reminded the Council that the Sound Transit Board is in the process of adopting a transit-oriented development policy based on the Board's desire to leverage the TOD potential around appropriate stations, including the ones in the Bel-Red corridor. She would like a TOD analysis for any sites that go forward as options for the maintenance facility. Is there any way for a project on the one site to complement the Spring District, to complement the Bel-Red zoning, or to do something there that would present a modified option that might work better? Ms. Balducci said she would support including these comments in the Council's letter to Sound Transit.

Mayor Lee said he is not ready to comment on any particular site because the Council has just heard the information and there are still many questions. He is more concerned about the process and that Sound Transit and the City should be working together.

Mayor Lee invited comments on the letter, but suggested that the Council is not prepared to discuss specific site options at this point. He noted that Councilmembers have expressed a number of concerns, and he expects there will be additional concerns as the process moves forward.

Councilmember Stokes agreed with Councilmember Balducci's assessment of the sites and expressed support for the draft letter provided in the meeting packet. He said this process has not been handled well, and he concurred with Councilmember Wallace's request for the fleet and maintenance capacity study. Mr. Stokes said it is important to acknowledge that mistakes were made in how this has been handled, and there is some anger on the Council. But he is not throwing the baby out with the bathwater, and he believes it is important to be able to trust each other. He said the City has been trying to build trust through the MOU process.

Councilmember Chelminiak said he is opposed to Site 1 going forward. He suggested that Sound Transit go back to the drawing board and reconsider how it is going to handle the maintenance facility. He cannot understand how the system can be deployed without moving trains before 5:00 AM.

Mr. Chelminiak said he does not draw a distinction between types of residential housing, whether apartments, condominiums, or single-family homes. He explained that the City went to great length to accommodate high-capacity transit in the Bel-Red Corridor, the Medical Office District, and the Wilburton Land Use District. The City went through the expense and effort of rezoning the Bel-Red corridor, which is now zoned as residential.

Mr. Chelminiak stated that the City of Lynnwood and the Edmonds School District are ruling out their site. He observed that the most telling thing he heard tonight was that Sound Transit decided to proactively acquire the Bellevue site, which means that a decision has been made. He said this is troubling. Mr. Chelminiak said he was involved in the Bel-Red planning process, which went to great extent to maintain the bus barn and to keep the Coca-Cola plant. However, it would not be acceptable to add another industrial facility.

Councilmember Chelminiak observed that no site in Bellevue is appropriate for a train operation and maintenance facility. He urged Sound Transit to go back to the drawing board.

Councilmember Wallace expressed frustration and stated that the history matters because, throughout 2011, the City was working collaboratively with Sound Transit to negotiate the MOU and acting in good faith. He said it would have been logical to him that if the July 2011 study indicated the need for a light rail maintenance facility on the Eastside, Sound Transit might have considered sharing that with the City during the MOU negotiations and collaborative design process.

Mr. Wallace expressed concern that Sound Transit is trying to potentially fit the maintenance facility under Children's Hospital. He is frustrated that the City probably cannot stop this facility, but he hopes to achieve decent and reasonable mitigation and suggested that the facility be scaled down and relocated.

Mayor Lee said that he is the type of person who is always hopeful. He observed that Sound Transit staff has heard a great deal from the Council, and the agency and the City need to work together.

Councilmember Wallace stated that the light rail system and the maintenance facility are yoked projects that cannot be considered separately. He said Sound Transit cannot expect the City to want to work collaboratively given the way this matter has been handled.

Mayor Lee said the collaborative process will move forward.

Deputy Mayor Robertson said she knows that when City staff sent a letter a couple of weeks ago, the letter suggested a couple of other alternative sites on the North Link line. She encouraged Sound Transit to look closely at those sites. If the decision has already been made, and the protective acquisition demonstrates that may be the case, Sound Transit needs to show good faith with a full study of truly comparable sites.

Councilmember Chelminiak said the City put together a plan on how to fund needed infrastructure in the Bel-Red corridor to implement the Bel-Red Plan. One of the linchpins is that the redevelopment potential is reinvested into the Bel-Red grid system, which benefits the light rail project as well. The Plan cannot give up 20 to 25 acres of redevelopment potential that would contribute to the City's funding of infrastructure.

Mayor Lee reiterated the need to work together. Otherwise, Sound Transit will continue to hear the frustration and concerns expressed tonight.

Mr. Ilgenfritz acknowledged the Mayor's emphasis on the importance of the process. He agreed with Councilmember Wallace that the history does matter. He indicated that he does not like being in the position of having to explain why Sound Transit had a communication breakdown. He pledged to work collaboratively with the Mayor, Council, and staff going forward. He said Sound Transit staff will work regularly with City staff to get through this process.

- Deputy Mayor Robertson moved to approve the draft letter provided in the meeting packet, and Councilmember Stokes seconded the motion.
- The motion carried by a vote of 7-0.

Councilmember Balducci noted that she did not vote. However, under Council Rules, abstaining is counted as a vote in the affirmative.

(b) 2013-2014 Operating Budget and 2013-2019 Capital Investment Program

City Manager Steve Sarkozy noted ongoing discussions regarding the 2013-2014 Operating Budget and 2013-2019 Capital Budget. He recalled the budget workshop on July 30 and highlighted subsequent changes to the budget following the Council's discussion during that meeting, which restore \$2.2 million to the Budget. Items that have been added to the Preliminary Budget as a result of that meeting are in the areas of regional projects/planning related to improved mobility, neighborhood mediation, Comprehensive Plan update, Eastgate/I-90 Plan implementation, economic development, Downtown parking, and probation services. Two items added to the Capital Investment Program (CIP) are the Fire Station Feasibility Study and Economic Development/Neighborhood Opportunity Funding.

Mr. Sarkozy said the objective tonight is to provide an update on the budget process, review the status of Basic Life Support (BLS) Transport Revenue, and to identify issues for further study and discussion.

Councilmember Davidson said he was reading the newspaper that morning which mentioned the City Manager's introduction of the 4-1-4 property tax concept.

City Manager Steve Sarkozy said that, in the process of reviewing the CIP Plan, the Council had asked how certain budget reductions could be restored. During those discussions, several Councilmembers requested a proposal from staff as to how that could be achieved. Mr. Sarkozy recalled that he suggested the idea of the 4-1-4 property tax/bonding strategy. The idea was a four percent property tax one year that would provide \$10 million to \$15 million for a project, followed by a one percent property tax increase the next year to provide operations and maintenance funding for that project. He said it was not presented as a proposal, but rather as food for thought in response to the Council's inquiry about possible additional revenues.

Dr. Davidson thanked him for the explanation and for clarifying that the proposal is not in the Preliminary Budget.

Councilmember Chelminiak questioned when the Council will see a presentation on how the City Manager would recommend accelerating certain projects, potentially using the 4-1-4 concept. Responding to Mr. Chelminiak, Mr. Sarkozy confirmed that additional projects cannot be funded without taking on debt or otherwise generating revenue.

Mayor Lee noted that the City Manager's Preliminary Budget is a constrained, status quo budget. He reminded the Council that they will have to adopt the Budget in December, and he agreed that the Council needs to start making decisions on specific elements. He would like to get to the point that the Council has asked all of the questions on the Budget so they can vote on it.

Mr. Lee said that if the Council wants to do more than what is proposed in the CIP Plan, it will need to determine how to pay for those items. He said there will be a focus group this month to talk about those issues, leading to a community visioning process after the first of the year.

Mr. Chelminiak recalled that at least five members of the Council, during the July 30 meeting, nodded in favor of hearing a CIP proposal that included, most likely, a property tax component. He asked when the Council will see that proposal.

Responding to Mayor Lee, Mr. Sarkozy said that in October, staff presented the revenues for the 4-1-4 concept. Staff also identified the costs of certain projects that have been removed from the CIP Plan and the Mobility and Infrastructure Initiative due to constrained funds. When these projects were cut, there was no prioritization of the projects and therefore staff's project list is not in ranking order. Mr. Sarkozy said the Council has been presented information regarding the dollar amounts that would be generated by different property tax levels. He suggested that the list of recent budget cuts would be the likely candidates for restored funding.

Mayor Lee said it sounds like the City Manager has a menu that has been laid out for the Council, and the Council has not responded with direction to staff.

Mr. Chelminiak observed that the Council should have that conversation prior to adoption of the Budget.

Mayor Lee said he believes it is the City Manager's intention is provide that information to the Council over the next month and a half. Mayor Lee said his own intention is to address these issues next year as part of the community visioning process.

Deputy Mayor Robertson said it would be useful to have a couple of option packages that the City Manager or Leadership Team would recommend to provide to the focus group to start the discussion. One of the reasons that the Mayor suggested the focus group is to determine how citizens feel about the priorities, funding, and revenues. She suggested that a specific proposal would be more helpful than starting from a broader menu of items. She said it would be useful to have something by November 13, and to distribute this to the Council in order for them to know what will be presented to the focus group.

Mayor Lee recalled that when he proposed the summit/focus group approach, the Council was not sure it would fit into the workload this year. Responding to that feedback, Mayor Lee said he suggested postponing the visioning process to next year.

Councilmember Stokes thanked Dr. Davidson for raising this issue. He expressed support for the Deputy Mayor's suggestion of how to move forward.

Councilmember Balducci said she generally supports Ms. Robertson's suggestion as well. She observed that the rationale behind the Council's asking the City Manager to develop a proposal was to provide something specific to consider. She would like to see a proposed package as well as some options. Ms. Balducci said that, if the City is going to engage a citizen panel, she believes the Council should first identify what it wants from those citizens. She said the question is essentially whether the City should proceed with a status quo budget or consider adding projects and revenues.

Responding to the Mayor, Mr. Sarkozy said staff can pull projects from the previously-approved Mobility and Infrastructure Initiative Plan and the CIP Plan. Staff can also talk about projects that have been discussed within the context of the East Link Memorandum of Understanding (MOU). However, prospective projects beyond that have not been reviewed by the Council.

Mr. Sarkozy said staff is trying to be responsive to the Council's interests. Staff has framed the revenue potential and listed the projects, and was anticipating Council direction. Staff can put together a package for consideration. However, the amount of money to be generated with a four percent property tax increase is relatively small and will likely fund only one or two projects, given the size and cost of projects on the list.

Referring to the agenda item, Deputy Mayor Robertson said the Council appreciates the materials presented in the Council packet regarding the Basic Life Support (BLS) Transport Revenue.

Responding to Councilmember Wallace, Fire Chief Mike Eisner said the intent of the agenda item was an update related to the Transport Revenue source. Last December, when the Council approved Ordinance No. 6029 to recover certain costs associated with providing BLS emergency medical services transport, the Council requested a status report after one year. Chief Eisner said that all of the assumptions and estimates related to that revenue have been met or exceeded.

Responding to Councilmember Chelminiak, Chief Eisner said most of the payments are coming from private insurance, Medicare, or Medicaid.

Noting the time, Councilmember Davidson said he would like to talk to Chief Eisner in a separate briefing.

At 8:00 p.m., Mayor Lee declared recess to the Regular Session.

Myrna L. Basich, MMC
City Clerk

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