

From: Buckshnis, Diane <Diane.Buckshnis@edmondswa.gov>
 Sent: Monday, October 31, 2022 8:40 AM
 To: Antillon, Oscar <Oscar.Antillon@Edmondswa.gov>; Turley, Dave <Dave.Turley@edmondswa.gov>
 Cc: Olson, Vivian <Vivian.Olson@edmondswa.gov>; Teitzel, Dave <david.teitzel@edmondswa.gov>
 Subject: Fwd: Bonds Proceeds and last years BP 71 & 72 and then other BP& 93 &53

1) where are we with the City and it's previously approved DPs using bond funds? Can we get a complete schedule of projects that are committed and projects that are funded that are in the Bond fund #

2022 Fund 016 bond funded project status				
DP	Description	Estimate Bond funds	Actual/quotes	Status/Notes
45	Public Works Yard leveling	\$ 360,000	\$ 700,000	re-scope and bid 2023
71	Citywide electric Vehicle Charging Network	\$ 260,000		Chargers On Order, waiting for install bids
72	Solar Plant Renewal and Grant Application	\$ 230,000	\$ 305,594	On-Hold for ESCO process
73	FS 16 exterior painting	\$ 10,000	\$ 38,675	Complete
	Public Works ex. Trim	\$ 20,000	\$ 18,500	Complete
	Meadowdale Club ext. Painting	\$ 15,000	\$ 13,500	Complete
	Historic Log Cabin Ex. Trim and lead rem.	\$ 8,500	\$ 10,498	Complete
	Museum Wash exterior trim paint	\$ 20,000	\$ 18,785	Complete
	Frances Anderson Interior classrooms	\$ 40,000	\$ 49,846	scheduled
	Meadowdale Club interior	\$ 10,000	\$ 22,700	re-bid
	Public Works interior	\$ 50,000	\$ 82,000	re-bid
	Library exterior	\$ 60,000	\$ 135,000	hold/re-bid reconstruction
	City Hall interior	\$ 90,000	\$ 189,000	re-bid
	Public Safety interior	\$ 100,000	\$ 140,000	re-bid
		DP had budget was \$230K current balance is:		\$ 130,042
74	Library West deck repairs	\$ 60,000		on hold/library reconstruction
75	Electric Vehicle Charging Infrastructure	\$ 90,000	\$ 147,350	In Progress, w/revision of scope

1.2) why were two these not part of the budget schedule that was specifically directed bond proceeds or DP 61?

Perrinville Q&A starts on
 Page 2

Please clarify, what two is this question referring to?

2) elm Street walkway is in 2022 budget dp 93 is on for \$349,900 and this year #78 at \$901k

The 2022 Decision Package #93 for Elm Way Walkway was \$901,780 (see attached). The 2023 Decision Package #78 is for \$901,974.

4) Perrinville is on last year's budget and we do in fact have it on our CIPCFP and last year it stated that this was part of the \$3.5 of ARPA money. \$DP 53 was \$550k saying lower restoration project and #60 was just PV projects - was that money spent and these projects complete? This year we have #39 \$750k #43 creek basin \$150k #44 \$120k as flow management. Not only do I think we need to reconcile these numbers but I will now blind copy counsel because I hope Vivian puts on the agenda and update on the Perronville project because there is billions of restoration dollars available at the FED level. I'll send an infrastructure bill but like I said there's money in both the infrastructure bill as well as the inflationary bill and I need to capture all of that information from the Salmon days on the sound held this month at Nisqually

Perrinville Creek Flow Management Projects

2022 Decision Package #60 (\$121,542)

2023 Decision Package #44 (\$120,000)

Background:

The Perrinville Creek Flow Management Projects, is an annually planned expense which has been in the CIP for several years now, and is focused on stream flow reductions as guided by the 2015 Tetra Tech flow reduction study; these are upstream projects focused on regulating the flow into the creek. In the past, funding under this budget item has served as match for both Seaview Park Infiltration project grants and allowed us to partner with Snohomish Conservation District (SCD) in installing rain gardens in the Perrinville Basin. The 2023 Decision Package provides staff with a funding source to continue to make upstream impacts to the conditions of Perrinville Creek.

Completed work in 2022:

The 2022 Contract with SCD was put in place to cover costs for the annual maintenance of existing City owned raingardens at various locations in the City including the Perrinville basin and begin design work and site selection for raingardens to be built in the Perrinville basin in 2023. The location of the raingardens will be on 83rd between 191st and 188th. Due to some staff departures with SCD, they were only able to complete the site selection, gather existing site data, and complete preliminary design. SCD still believes that they will be able to complete the design in time for construction in 2023.

Proposed work in 2023:

Put in place 2023 contract for annual raingarden maintenance and construction of the raingardens that will be located on 83rd.

Lower Perrinville Creek Restoration Project

2022 Decision Package #53(\$550,000)

2023 Decision Package #39 (\$750,000)

Background:

The long-term management of this basin will be most successful if both the City culvert under Talbot Road and the culvert under the BNSF railroad, are replaced with fish passable structures and a channel realignment/reconstruction along this reach is accomplished.

The current layout of the creek downstream of Talbot Road has two outfalls into Puget Sound. The first, which is owned by BNSF, is such that under normal conditions stream flows are conveyed through a culvert that crosses under the BNSF tracks and into Puget Sound. The second, which was built by the City, is such that high flows are bypassed via a City owned drainage overflow structure and associated storm pipe crossing under the BNSF track and into Puget Sound. The drainage overflow structure in Perrinville Creek is located upstream of the BNSF culvert and downstream of the City owned culvert that crosses under Talbot Road.

In June 2022, a presentation was made to City Council during the approval of a professional services agreement on the proposed steps to develop a sustainable solution for the creek, including aquatic species, for the section between Talbot Road and Puget Sound. The following steps were outlined:

- Removal of sediment/channel realignment downstream of the diversion structure so that an interim reestablishment of flows back to the BNSF culvert is completed. This is because currently all creek flows enter the diversion structure.
- Replacement of the BNSF culvert with a fish passable culvert.
- Replacement of the Talbot Road Culvert with a fish passable culvert.
- Possible decommissioning the diversion structure and any needed rehabilitation of the overflow pipe for conveyance of storm flows that cannot be discharged into the Creek due to grade differentials.
- Realignment and construction of the streambed along this reach.

Completed work in 2022:

Completed a request for proposal to hire a consultant team to design the project both for the interim and final conditions. ESA was selected and a contract was drafted in the spring of 2022 for approval by City Council. Council gave consent for the mayor to sign the contract on June 7, 2022. The site survey has been completed and we are currently working on alignment options/selection with all the stakeholders involved with this project. Since there are a large number of stakeholders in this project, we need to build consensus as to what alignment all parties will agree to. The affected stakeholders are: all property owners within the project alignment, BNSF railroad, Department of Fish and Wildlife, Tribes and the City. Once this task is complete, the design phase for the interim and permanent alignments will begin.

Proposed work in 2023:

Continued coordination with all stakeholders and governmental entities, working on design on the interim and final conditions. If agreement can be reached by early 2023, the City will apply for permits with the DFW and other applicable permitting entities to build the channel alignment.

Perrinville Creek Basin Analysis Update

2023 Decision Package #43 (\$150,000)

Background:

In June 2022 staff and ESA made a presentation to the City Council related to the Lower Perrinville Creek Restoration Project. After the presentation, the City Council requested staff to evaluate the possibility for improvements in the upper watershed to reduce flows and scour in the creek.

The current layout of the creek downstream of Talbot Road has two outfalls into Puget Sound. The first, which is owned by BNSF, is such that under normal conditions stream flows are conveyed through a culvert that crosses under the BNSF tracks and into Puget Sound. The second, which was built by the City, is such that high flows are bypassed via a City owned drainage overflow structure and associated storm pipe crossing under the BNSF track and into Puget Sound. The drainage overflow structure in Perrinville Creek is located upstream of the BNSF culvert and downstream of the City owned culvert that crosses under Talbot Road.

In June 2022, a presentation was made to City Council during the approval of a professional services agreement on the proposed steps to develop a sustainable solution for the creek, including aquatic species, for the section between Talbot Road and Puget Sound. The following steps were outlined:

- Removal of sediment/channel realignment downstream of the diversion structure so that an interim reestablishment of flows back to the BNSF culvert is completed. This is because currently all creek flows enter the diversion structure.
- Replacement of the BNSF culvert with a fish passable culvert.
- Replacement of the Talbot Road Culvert with a fish passable culvert.
- Possible decommissioning the diversion structure and any needed rehabilitation of the overflow pipe for conveyance of storm flows that cannot be discharged into the Creek due to grade differentials.
- Realignment and construction of the streambed along this reach.

Completed work in 2022:

Completed a request for proposal to hire a consultant team to design the project both for the interim and final conditions. ESA was selected and a contract was drafted in the spring of 2022 for approval by City Council. Council gave consent for the mayor to sign the contract on June 7, 2022. The site survey has been completed and we are currently working on alignment options/selection with all the stakeholders involved with this project. Since there are a large number of stakeholders in this project, we need to build consensus as to what alignment all parties will agree to. The affected stakeholders are: all property owners within the project alignment, BNSF railroad, Department of Fish and Wildlife, Tribes and the City. Once this task is complete, the design phase for the interim and permanent alignments will begin.

Proposed work in 2023:

Continued coordination with all stakeholders and governmental entities, working on design on the interim and final conditions. If agreement can be reached by early 2023, the City will apply for permits with the DFW and other applicable permitting entities to build the channel alignment.

Lower Perrinville Creek Restoration Project

2022 Decision Package #53(\$550,000)

2023 Decision Package #39 (\$750,000)

Background:

The long-term management of this basin will be most successful if both the City culvert under Talbot Road and the culvert under the BNSF railroad, are replaced with fish passable structures and a channel realignment/reconstruction along this reach is accomplished.

A previous basin analysis was completed in 2015 that determined possible locations for projects that would help decrease peak storm flows during high rain events.

Proposed work in 2023:

The funding for this decision package will update the previous 2015 basin analysis to reflect the projects that have been completed and determine if there are other locations within the basin to aid in the reduction of peak flows in the basin.

The City has been in numerous discussions with the City of Lynnwood in 2022 to partner for the basin analysis update. The City of Lynnwood is currently in the process of updating their stormwater code to match the updates that Edmonds has done in the Perrinville basin and that they were interested in teaming for this project.

During our discussions, staff was notified by DOE that there was a granting opportunity that had no match requirement for this kind of work. The City of Edmonds and Lynnwood submitted a \$500,000 grant application to cover the costs of this project and have it even cover the Lynnwood portion of the basin and be able to provide a more robust effort.

From: Chen, Will <will.chen@edmondswa.gov>

Sent: Thursday, October 27, 2022 4:05 PM

To: Antillon, Oscar <Oscar.Antillon@Edmondswa.gov>

Cc: Buckshnis, Diane <Diane.Buckshnis@edmondswa.gov>; Teitzel, Dave

<david.teitzel@edmondswa.gov>; English, Robert <Robert.English@edmondswa.gov>; Hauss, Bertrand

<Bertrand.Hauss@edmondswa.gov>

Subject: 2022 DP #20, #53, and #79

In 2022 there was DP#53 for Perrinville Creek Lower Restoration Project for \$550,000. What's the progress made with this project? Will it continue into 2023

A request for qualification was issued earlier in the year to hire a consultant team to design the project both for the interim and final conditions. ESA was selected and a contract was drafted in the spring of 2022 for approval by City Council. Staff and the consultant made presentations on Perrinville Creek to City Council in June regarding the Perrinville Creek watershed and the challenges for the Lower section between Talbot Rd and Puget Sound. Council approved the contract and notice to proceed was issued to the consultant team on June 17, 2022. The site survey has been completed and we are currently working on alignment options/selection with all the stakeholders involved with this project. Since there are a large number of stakeholders in this project, we need to build consensus as to what alignment all parties will agree to. The affected stakeholders are: all property owners within the project alignment, BNSF railroad, Department of Fish and Wildlife, Tribes and the City. Once this task is complete, we can begin the design phase. Since this will be a large multi-million-dollar project that will require numerous permits and coordination with many other governmental entities, we expect this project to continue into 2023 and beyond.

For 2023 DP# 73, 2023 traffic signal safety and upgrades budgeted for \$30,280 for the entire city. How is this budget determined to be sufficient?

The annual transportation programs under DP's #73, #75 and #76 are funded by REET funds. There is a significant demand on REET funds to pay for needed preservation/maintenance of existing

infrastructure and capital work in the City for both Public Works and Parks. The three programs (traffic signal safety, pedestrian safety, and traffic calming) have been on-going programs for several years and the budget amounts that were initially approved have been requested in subsequent years and are balanced with the other needs for this funding.

DP# 75 2023 Pedestrian Safety Program budgeted for \$20,195 for the entire city. How is this budget determined to be sufficient?

The funding amount for this program is being increased to \$80,780 to fund more pedestrian safety improvements in 2023.

DP # 76 2023 traffic calming program budgeted for \$15,130 for the entire city. How is this budget determined to be sufficient?

A few years back the City Council increased funding for the traffic calming program. The proposed traffic calming budget for 2023 includes a baseline budget of \$18k and DP#76 (\$15,130) for a total budget of \$33,130.

During our discussions, staff was notified by TCE that there was a grazing opportunity that had no match requirement for the kind of work. The City of Edmonds and Lynnwood submitted a \$200,000 grant application to cover the costs of the project and have it even cover the Lynnwood portion of the basin and be able to provide a more robust effort.

From: Chris Will <chris.edmonds@cityofedmonds.gov>
Sent: Thursday, October 27, 2022 4:05 PM
To: Allison Ocas <Allison.Ocas@cityofedmonds.gov>
Cc: Kathleen Dine <Kathleen.Dine@cityofedmonds.gov>; Terrell Davis <Terrell.Davis@cityofedmonds.gov>; English, Robert <Robert.English@cityofedmonds.gov>; Huzar, Bertrand <Bertrand.Huzar@cityofedmonds.gov>
Subject: 2023 DP #75, #76, and #79

In 2003 there was DP #75 for Peninsula Creek Lower Restoration Project for \$250,000. What's the progress made with this project? Will it continue into 2023?
A request for application was issued earlier in the year for a consultant to design the project for the interim and final conditions. EA was selected and a contract was awarded in the spring of 2022 for approval by City Council. District 10's consultant was awarded the contract. Peninsula Creek to City Council is their regarding the Peninsula Creek watershed and the challenges for the lower section between Talbot and First Street. Council awarded the contract and the EA process was moved to the consultant team on 10/13/2022. The EA study has been completed and we are currently working on significant construction with the consultant involved with the project. Since there are a large number of construction in the area, we need to build a network of what amount of traffic will occur for the project area. The project area is all property owners with the project alignment. The project area is the Department of Fish and Wildlife, Trout and the City. Once the EA is complete, we can begin the design phase. Since the will be a large multi-million dollar project that will require various permits and construction and safety. Governmental entities we expect the project to continue into 2023 and 2024.
For 2023 DP #75, 2023 traffic signal safety and signal budgeted for \$20,195 for the entire city. How is the budget determined to be sufficient?
The annual transportation program budget for 2023 is \$18,000 for traffic signal safety. The annual infrastructure budget for 2023 is \$15,130 for traffic calming. The total budget for 2023 is \$33,130.