

PLEASE NOTE SPECIAL MEETING TIME

CHEHALIS CITY COUNCIL AGENDA

CITY HALL
350 N MARKET BOULEVARD, CHEHALIS, WA 98532

Anthony E. Ketchum Sr., District 3
Mayor

Terry F. Harris, District 1
Daryl J. Lund, District 2
Dr. Isaac S. Pope, District 4

Dennis Dawes, Position at Large, Mayor Pro Tem
Chad E. Taylor, Position at Large
Bob Spahr, Position at Large

April 12, 2010

5:30 p.m.

WORK SESSION

- | ITEM | ADMINISTRATION RECOMMENDATION | PAGE |
|--|-------------------------------|------|
| 1. <u>Discuss Number of Drinking Establishments in the Downtown Area.</u> (Police Chief) | | |

Regular Meeting of April 12, 2010

6:00 P.M.

ITEM

ADMINISTRATION
RECOMMENDATION

PAGE

- | | | |
|---|--|--|
| 2. <u>Call to Order.</u> (Mayor) | | |
| 3. <u>Pledge of Allegiance.</u> (Mayor) | | |

CITIZENS BUSINESS

This is an opportunity for members of the audience to address the council on matters not listed elsewhere on the agenda. Speaker identification forms are available at the door and may be given to the city clerk prior to the beginning of the meeting.

PROCLAMATIONS / PRESENTATIONS		
4. <u>Prudential Spirit of Community Award.</u> (Mayor)	---	
5. <u>Twin Transit Development Plan.</u> (Ernie Graichen, General Manager)	---	1

CONSENT CALENDAR		
6. <u>Minutes of the Regular Meeting of March 22, 2010.</u> (City Clerk)	APPROVE	23
7. <u>Vouchers and Transfers.</u> (Finance Manager)	APPROVE	29
8. <u>Authorize City Manager to Execute Inter-local Agreement Between the City and City of Winlock.</u> (City Manager)	AUTHORIZE CITY MANAGER TO EXECUTE INTERLOCAL AGREEMENT BETWEEN CITY AND CITY OF WINLOCK TO ADDRESS CERTAIN BUILDING PERMITTING REQUIREMENTS OF WINLOCK USING CHEHALIS	32

STAFF AND CITY COUNCIL REPORTS		
9. <u>Staff Reports.</u>		
a. City Manager evaluation forms/executive session on May 10, at 5:00 p.m. (City Manager, City Clerk)	INFORMATION ONLY	
b. Update on Chehalis Flood Sub-Zone District. (City Manager)	INFORMATION ONLY	
10. <u>Council Reports.</u>		
a. Councilor reports. (City Council)	INFORMATION ONLY	
b. Council committee reports. (City Council)	INFORMATION ONLY	

NEW BUSINESS		
11. <u>Resolution No. 8-2010 – First and Final Reading, Adopting New City Tagline.</u> (City Manager)	ADOPT	38
12. <u>Resolution No. 9-2010 – First and Final Reading, Adopting New City Nickname.</u> (City Manager)	ADOPT	42

THE CITY COUNCIL MAY ADD AND TAKE ACTION ON
OTHER ITEMS NOT LISTED ON THIS AGENDA

NEXT REGULAR CITY COUNCIL MEETING WILL BE ON MONDAY, APRIL 26, 2010



March 22, 2010

Mr. Merlin MacReynolds
Chehalis City Manager
350 N Market Blvd
Chehalis, WA 98532

RE: TWIN TRANSIT
TRANSIT DEVELOPMENT PLAN

Dear Merlin:

Attached is the Twin Transit, Transit Development Plan for 2010-2015 for your information. In summary the plan includes:

Capital:

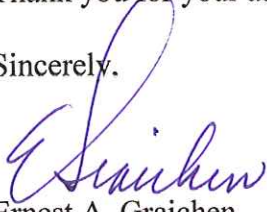
Replacement of three 30 ft. coaches
Replacement of four 24 ft. cutaway buses
Computer equipment replacement
Transit Center replacement

Operations:

Sales tax increase from 0.2 to 0.4% in 2014
Annexation of Lewis County
Expand operations to underserved areas of Lewis County, added staff and six buses

Thank you for your attention on this matter.

Sincerely,


Ernest A. Graichen,
General Manager

Transit Development Plan 2010 – 2015 and 2009 Annual Report

Lewis Public Transportation Benefit Area
Dba Twin Transit

Date of Public Hearing: March 18, 2010

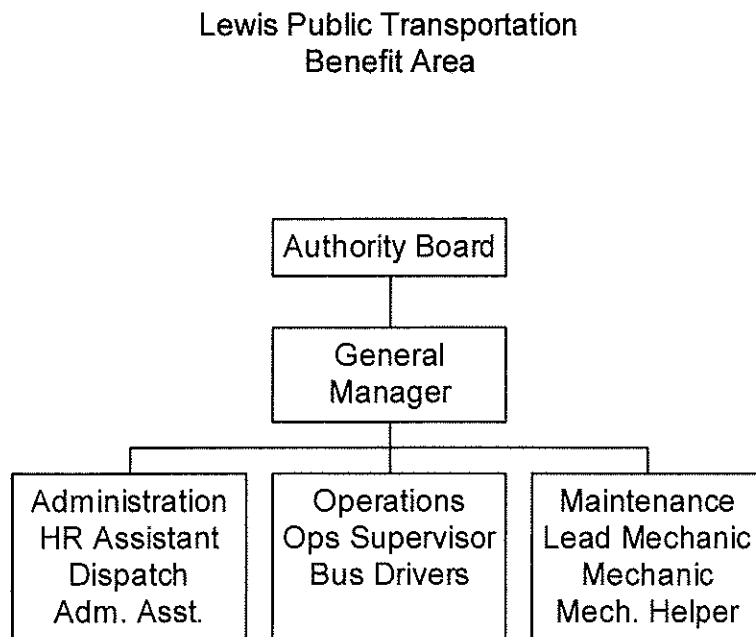
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Section I: Organization

Twin Transit is a public transportation benefit area, authorized in Chapter 36.57A RCW, located in Centralia, Washington. Twin Transit began providing public transportation services to the Cities of Centralia and Chehalis, Washington in November 1977. Our system map appears in the Appendix, showing the extent of our service area. Our three-member board of directors consists of one Lewis County commissioner, and one city council member each from the Cities of Centralia and Chehalis. Our board of directors conducts public meetings monthly at Twin Transit's administrative offices located at 212 E. Locust St., Centralia, Washington.

A Twin Transit table of organization is provided as follows:



As of December 31, 2009, Twin Transit employed:

- 16.5 full-time equivalents in the Operations Division
- 2.0 full time equivalents in the Maintenance Division
- 4.6 full time equivalents in the Administration Division

- 15.0 of these full-time equivalents were for fixed route services;
- 1.5 of these full-time equivalents were for route deviated services;

Section II: Physical Plant

Twin Transit has administrative offices at 212 E. Locust St., Centralia, Washington. The offices are located in Twin Transit's maintenance and operations facility.

The Appendix contains the completed forms for the State's public transportation management system for our owned and contracted revenue vehicles and facilities.

Section III: Service Characteristics

In 2009, Twin Transit provided fixed/route deviated and ADA accessible paratransit services to the benefit area.

. Twin Transit's system map of fixed routes is provided in the Appendix.

Twin Transit operates 6 fixed routes, Monday through Friday, 6:00 am - 7:30 pm, Saturday and Sunday, 8:00 am – 5:30 pm and 8:00 am – 4:30 pm respectively.

. Our ADA accessible paratransit services are available at the same time as our fixed route services. Section IX shows our operating data for 2009.

Our fare structure, per boarding, is:	<u>One Way Pass</u>	<u>Daily Pass</u>
Adult, Student, Child greater than 6 years:	\$.50	\$1.00
Senior or Disabled Passenger	\$.30	\$0.60
Children Under 6 years of age	Free	Free

	<u>Monthly & Specialty Pass</u>
Adult.....	\$15.00
Student.....	\$10.00
Senior or Disabled Passenger.....	\$6.00
Life Time Pass (70 yrs. or older).....	Free

Section IV: Service Connections

Twin Transit provides services with intercity connections to other transit systems as follows:

- . Amtrak Depot for Centralia and rail passenger services
- . Greyhound Bus Depot
- . Shop N' Kart and WalMart for connections to other rural transit services:
 1. Lewis Mtn. Highway Transit (East Lewis County)
 2. CAP Services (Serving SW Washington to Olympia)
 3. Grays Harbor Transit (Serving Aberdeen, Hoquiam and Coastal Washington)
 4. Chehalis Tribal Transportation
 5. Lewis County Senior Transportation Services

Additionally, Twin Transit provides bus service to all public and private elementary, middle, and high schools in Centralia and Chehalis, Washington. Moreover, Twin Transit provides collaborative transit services to Centralia Community College students

as a means of reducing traffic in Centralia and alleviating the problem of limited college parking.

Twin Transit continues to provide bus services to the only park and ride facility in Centralia, Washington.

Section V: Activities in 2009

Twin Transit bus operators elected to be represented by Teamsters Union in 2008 after decertifying ATU previous representation, and having gone unrepresented for the requisite one-year period. Initial contract negotiations extended into 2009, an almost two year period, and settled a labor agreement in November, 2009, avoiding interest arbitration to achieve a settlement.

For capital equipment, we purchased a bus shelter replacement unit with vandal-resistant metal side panels as a pilot project in an attempt to mitigate extensive glass damage to current shelters. Once installed, the shelter has proven to be resilient to vandal damage and provides a template and source for further shelter purchases.

Operationally, the Route Review Committee conducted an annual review of routes and services to include a passenger survey process. As a result of the survey, service objectives were established as follows:

1. Improve and expand transit service while remaining cost-neutral.
2. Improve service efficiency.
3. Minimize barriers or service delays.
4. Support tourism initiatives in the community.

As a result of the review, we shifted services and added two new routes to expand service. One route is hourly service from Centralia to Grand Mound, serving the Great Wolf Resort. The second route is an express service that runs from Centralia Amtrak route connecting to destination points to include the Steam Train and Veterans Memorial Museum. The express route also serves high passenger access to Walmart/Town Center and downtown Chehalis.

We also expanded area coverage for the two Centralia routes 21 and 22 by providing hourly service from previous one-half hourly route loops. The significant route revisions will comprise a six month pilot project to see if the service objectives are met, or require further modification.

During 2009, we experienced a significant reduction in sales and use tax receipts as a barometer of the local economy downturn. As a result of this reduction in approximately 85% of our income stream, we made some staff hourly reductions in Administration, and did not fill a maintenance helper position during the year. As a result of these action plans, Twin Transit will experience a moderate positive financial margin by the close of 2009.

Ridership on fixed routes remained approximately the same as 2008 ridership. However, paratransit passenger trips were down 3% from the previous year. We experienced a 42% reduction in our free fare passengers over 70 years, presumably passengers accessing the Senior Transport services for door-to-door service rather than public transit. Additionally, Centralia College student ridership was down 20% with students not taking advantage of reduced, subsidized fares provided by the college.

During the year, more passengers were purchasing discounted passes rather than paying cash fares to the coin vault.

Section VI: Proposed Action Strategies, 2010 - 2015

The proposed changes in Section VII, below, are action strategies that reflect upon the following state Transportation Service Objectives.

Preservation: Emphasize infrastructure preservation and maintenance as the priority in funding transportation systems. We will pursue replacement of 50% of our bus fleet, some well beyond useful life and scheduled replacement, within the next five years to ensure the reliability of transit services.

We will institute succession planning and mentoring of qualified staff as potential replacement of the transit General Manager within the next three years. Succession planning will help to ensure the effective transition and preservation of Twin Transit operations.

With the state of the current local and national economy downturn and potential long-term reduction of sales and use tax, we will explore the need for fare increases and/or sales tax increase initiatives to ensure adequate funding to maintain the current and future scope of transit services to the region.

To this end, the Transportation Development Plan entails a projected initiative in 2014 to increase sales and use tax to Twin Transit from 0.2% to 0.4%. The increased sales and use tax receipts will allow funding essential for transit center replacement in 2015. The current transit center is in a 40-year old pole building beyond useful life and insufficient to manage service expansion.

The new transit center is under consideration on land in the Port of Chehalis in scope and location for service expansion initiatives. Service expansion will entail added office staff and bus operators for the additional routes throughout underserved areas of Lewis County. In addition, six 24 ft. buses will be added to the rolling stock in 2014 concurrent with service expansion implementation. The existing property assessed at \$950,000 will be sold to fund major moveable equipment and furnishings for the new transit center.

Safety: Support comprehensive transportation safety programs that target improving operator behavior and vehicle design and condition. Twin Transit has engaged with WSTIP to continue development of a comprehensive risk management plan incorporating best practices that will translate into improved transit safety and efficiency.

Safety: Emphasize traveler safety and security as a primary consideration in the planning, designing, constructing, maintaining, and operating of all transportation systems. Twin Transit will be conduct an analysis of service routes through our Route Review Community annually to ensure optimal services are provided to meet community needs.

We will continue to develop and plan a facility replacement strategy to meet the overarching strategy goal.

Mobility: Provide mobility for people with special needs. We will ensure the adequacy of transit services to the special needs population for access to goods and services in our community. We will pursue supplemental operational grant funding to ensure the continuation of this important and vital service to the community.

Additionally, during the action strategy period, Twin Transit will explore expansion of transit services beyond Centralia and Chehalis to underserved regions of Lewis County.

Expansion initiatives under consideration are:

- Route north into the Grand Mound region with potential service interconnectivity with Intercity Transit.
- Route west to Pe El with potential coordination of public transit services with Pacific Transit from the coastal region.
- Route south to service Lewis County communities of Toledo, Winlock, and Napavine.

Section VII: Proposed Changes, 2010 - 2015

<u>2010</u>	<u>Preservation (P & M)</u>	<u>Expansion (Exp)</u>
Services	No Change	No Change
Facilities	No Change	No Change
Equipment	Replace (1) 30' Bus Replace (5) Cutaway Buses	No Change
 <u>2011</u>		
Services	No Change	No Change
Facilities	No Change	No Change
Equipment	Replace (3) 30' Buses	No Change
 <u>2012</u>		
Services	No Change	No Change
Facilities	No Change	No Change
Equipment	Replace (2) 24' Cutaway Buses Replace Maintenance Pickup	No Change
 <u>2013</u>		
Services	No Change	No Change
Facilities	No Change	No Change
Equipment	Replace (2) 24' Cutaway Buses Replace Computer Equipment	No Change
 <u>2014</u>		
Services	No Change	No Change
Facilities	No Change	No Change
Equipment	No Change	Add (6) Cutaway 24' Buses
 <u>2015</u>		
Services	No Change	No Change
Facilities	Replace Transit Center	No Change
Equipment	No Change	No Change

Section VIII: Capital Improvement Program, 2010 - 2015

(All figures in thousands of dollars)

<u>Preservation</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Maintenance equipment	\$0	\$0	\$0	\$0	\$0	\$0
Computer Equipment	\$0	\$0	\$0	\$25	\$0	\$0
Transit Center	\$0	\$0	\$0	\$0	\$0	\$7,500
Transit shelters	\$0	\$0	\$0	\$0	\$0	\$0
Transit buses	\$845	\$1,098	\$198	\$204	\$0	\$0
Maint. PU and Office Van	\$0	\$0	\$38	\$0	\$0	\$0
Totals	\$845	\$1,098	\$236	\$229	\$0	\$7,500

<u>Improvement</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Maintenance equipment	\$0	\$0	\$0	\$0	\$0	\$0
Video Equipment	\$0	\$0	\$0	\$0	\$0	\$0
Transit Center	\$0	\$0	\$0	\$0	\$0	\$0
Transit shelters	\$0	\$0	\$0	\$0	\$0	\$0
Transit buses	\$0	\$0	\$0	\$0	\$612	\$0
Paratransit Van	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$0	\$0	\$0	\$0	\$612	\$0

Section IX: Operating Data, 2008- 2014

(All Figures, except 2008 in thousands of units)

<u>Fixed Routes Services</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
Revenue vehicle hours	24,424	24	25	25	31	31	31
Total vehicle hours	24,945	25	25	25	32	32	32
Revenue vehicle miles	352,086	352	354	355	490	490	490
Total vehicle miles	357,872	357	360	360	493	493	493
Passenger trips	289,541						
Fatalities	0						
Reportable injuries	2						
Collisions	3						
Diesel fuel consumed (gal)	41,567						
<u>Route Deviated Services</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
Revenue vehicle hours	578	.60	.61	.63	.78	.78	.78
Total vehicle hours	649	.67	.69	.71	.86	.86	.86
Revenue vehicle miles	7,138	7.4	7.6	7.8	9.1	9.1	9.1
Total vehicle miles	8,020	8.3	8.5	8.7	10.1	10.1	10.1
Passenger trips	2,385						
Fatalities	0						
Reportable injuries	0						
Collisions	0						
Diesel fuel consumed (gal)	4,818						
<u>Paratransit Services</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
Revenue vehicle hours	2,825	2.9	3.0	3.1	3.2	3.3	3.4
Total vehicle hours	2,880	2.9	3.0	3.1	3.2	3.3	3.4
Revenue vehicle miles	40,788	44	45	46	46	47	49
Total vehicle miles	43,392	45	46	47	49	50	52
Passenger trips	12,169						
Fatalities	0						
Reportable injuries	0						
Collisions	1						
Diesel fuel consumed (gal)	851						
Gas	500						
<u>Vanpooling Services</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
Revenue vehicle miles	NA						
Total vehicle miles							
Passenger trips							
Fatalities							
Reportable injuries							
Collisions							
Gasoline consumed (gal)							

Section X: Operating Revenues and Expenditures, 2009-2015 (all figures in whole dollars)

2009

	GENERAL FUND	WORKING CAPITAL	CAPITAL FUND	SELF INSUR.	DEBT SERVICE	TOTAL
Beginning Balance	\$6,619	\$2,251,295	\$136,627			2,394,541
Revenues						0
Sales Tax	1,342,343					1,342,343
Farebox	87,321					87,321
Federal Grants	37,410					37,410
State Operating Grants	193,988					193,988
Other	36,631					36,631
Contribution to Accounts		-500,000	500,000			
Total Available	\$ 1,704,312	\$ 1,751,295	\$ 636,627	\$ -	\$ -	\$ 4,092,234
Operating Expenses						
Fixed Route P & M	1,327,875					1,327,875
Fixed Route Sys Expand						-
Route Deviation P & M	7,588					7,588
Route Deviation Sys Expand						-
Paratransit ADA P & M	182,108					182,108
Paratransit ADA Sys Expand						-
Annual Depreciation	288					288
Total Expenses	\$ 1,517,859	\$ -	\$ -	\$ -	\$ -	\$ 1,517,859
Add Back Depreciation	-288					(288)
Net Cash Available	\$ 186,741	\$ 1,751,295	\$ 636,627	\$ -	\$ -	\$ 2,574,663
Capital Revenue						
(1) Bus Shelter			0			0
						0
						0
Total Capital Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Obligations						
(1) Bus Shelter			3,400			3,400
						0
						0
Total Capital Obligations	\$ -	\$ -	\$ 3,400	\$ -	\$ -	\$ 3,400
Ending Cash Balance 12/31	\$ 186,741	\$ 1,751,295	\$ 633,227	\$ -	\$ -	\$ 2,571,263

Section X: Operating Revenues and Expenditures, 2010-2015 (all figures in whole dollars)
2010

	GENERAL FUND	WORKING CAPITAL	CAPITAL FUND	SELF INSUR.	DEBT SERVICE	TOTAL
Beginning Balance	\$187	\$1,751	\$633			2,571
Revenues						0
Sales Tax	1,296					1,296
Farebox	100					100
Federal Grants						0
State Operating Grants	228					228
Other	21	26	9			56
Contribution to Accounts						0
Total Available	\$ 1,832	\$ 1,777	\$ 642	\$ -	\$ -	\$ 4,251
Operating Expenses						
Fixed Route P & M	1,460					1460
Fixed Route Sys Expand						0
Route Deviation P & M	30					30
Route Deviation Sys Expand						0
Paratransit ADA P & M	155					155
Paratransit ADA Sys Expand						0
Annual Depreciation	280					280
						0
Total Expenses	\$ 1,925	\$ -	\$ -	\$ -	\$ -	\$ 1,925
Add Back Depreciation	-280					-280
Net Cash Available	\$ 187	\$ 1,777	\$ 642	\$ -	\$ -	\$ 2,606
Capital Revenue						
Replace (1) 30' Bus P			284			284
Replace (5) Cutaway Buses P			411			411
						0
Total Capital Revenue	\$ -	\$ -	\$ 695	\$ -	\$ -	\$ 695
Capital Obligations						
Replace (1) 30' Bus P			355			355
Replace (5) Cutaway Buses P			490			490
						0
Total Capital Obligations	\$ -	\$ -	\$ 845	\$ -	\$ -	\$ 845
Ending Cash Balance 12/31	\$ 187	\$ 1,777	\$ 492	\$0	\$0	\$ 2,456

Section X: Operating Revenues and Expenditures, 2010-2015 (all figures in thousands of dollars)
2011

	GENERAL FUND	WORKING CAPITAL	CAPITAL FUND	SELF INSUR.	DEBT SERVICE	TOTAL
Beginning Balance	\$ 187	\$ 1,777	\$ 492			\$ 2,456
Revenues						0
Sales Tax	1,335					1,335
Farebox	103					103
Federal Grants						0
State Operating Grants	240					240
Other	22	53	15			90
Contribution to Accounts						0
Total Available	\$ 1,887	\$ 1,830	\$ 507	\$ -	\$ -	\$ 4,224
Operating Expenses						
Fixed Route P & M	1,500					1,500
Fixed Route Sys Expand						0
Route Deviation P & M	32					32
Route Deviation Sys Expand						0
Paratransit ADA P & M	163					163
Paratransit ADA Sys Expand						0
Annual Depreciation	317					317
Contribution to Accounts						0
Total Expenses	\$ 2,012	\$ -	\$ -	\$ -	\$ -	\$ 2,012
Add Back Depreciation	-317					-317
Net Cash Available	\$ 192	\$ 1,830	\$ 507	\$ -	\$ -	\$ 2,529
Capital Revenue						
Replace (3) 30' Buses P			878			878
						0
						0
Total Capital Revenue	\$ -	\$ 1,830	\$ 878	\$ -	\$ -	\$ 878
Capital Obligations						
Replace (3) 30' Buses			1,098			1,098
						0
						0
Total Capital Obligations	\$ -		\$ 1,098	\$ -	\$ -	\$ 1,098
Ending Cash Balance 12/31	\$ 192	\$ 1,830	\$ 287	\$ -	\$ -	\$ 2,309

Section X: Operating Revenues and Expenditures, 2010-2015 (all figures in thousands of dollars)
2012

	GENERAL FUND	WORKING CAPITAL	CAPITAL FUND	SELF INSUR.	DEBT SERVICE	TOTAL
Beginning Balance	\$ 192	\$ 1,830	\$ 287			\$ 2,309
Revenues						0
Sales Tax	1,402					1,402
Farebox	106					106
Federal Grants						0
State Operating Grants	240					240
Other	22	55	9			86
Contribution to Accounts						0
Total Available	\$ 1,962	\$ 1,885	\$ 296	\$ -	\$ -	\$ 4,143
Operating Expenses						
Fixed Route P & M	1,539					1,539
Fixed Route Sys Expand						0
Route Deviation P & M	31					31
Route Deviation Sys Expand						0
Paratransit ADA P & M	175					175
Paratransit ADA Sys Expand						0
Annual Depreciation	317					317
Contribution to Accounts						0
Total Expenses	\$ 2,062	\$ -	\$ -	\$ -	\$ -	\$ 2,062
Add Back Depreciation	-317					-317
Net Cash Available	\$ 217	\$ 1,885	\$ 296	\$ -	\$ -	\$ 2,398
Capital Revenue						
Replace (2) 24' Buses P			158			158
Replace Maint. Pickup P			0			0
						0
Total Capital Revenue	\$ -	\$ 1,885	\$ 158	\$ -	\$ -	\$ 158
Capital Obligations						
Replace (2) 24' Buses P			198			198
Replace Maint. Pickup P			38			38
						0
Total Capital Obligations	\$ -		\$ 236	\$ -	\$ -	\$ 236
Ending Cash Balance 12/31	\$ 217	\$ 1,885	\$ 218	\$ -	\$ -	\$ 2,320

Section X: Operating Revenues and Expenditures, 2010-2015 (all figures in thousands of dollars)
2013

	GENERAL FUND	WORKING CAPITAL	CAPITAL FUND	SELF INSUR.	DEBT SERVICE	TOTAL
Beginning Balance	\$ 217	\$ 1,885	\$ 218			\$ 2,320
Revenues						0
Sales Tax	1,472					1,472
Farebox	108					108
Federal Grants						0
State Operating Grants	220					220
Other	23	57	7			87
Contribution to Accounts						0
Total Available	\$ 2,040	\$ 1,942	\$ 225	\$ -	\$ -	\$ 4,207
Operating Expenses						
Fixed Route P & M	1,543					1,543
Fixed Route Sys Expand						0
Route Deviation P & M	33					33
Route Deviation Sys Expand						0
Paratransit ADA P & M	177					177
Paratransit ADA Sys Expand						0
Annual Depreciation	347					347
Contribution to Accounts						0
Total Expenses	\$ 2,100	\$ -	\$ -	\$ -	\$ -	\$ 2,100
Add Back Depreciation	-347					-347
Net Cash Available	\$ 287	\$ 1,942	\$ 225	\$ -	\$ -	\$ 2,454
Capital Revenue						
Replace Computer Equipment			0			0
Replace (2) 24' Cutaway Buses P			163			163
						0
Total Capital Revenue	\$ -	\$ -	\$ 163	\$ -	\$ -	\$ 163
Capital Obligations						
Replace Computer Equipment			25			25
Replace (2) 24' Cutaway Buses P			204			204
						0
Total Capital Obligations	\$ -	\$ -	\$ 229	\$ -	\$ -	\$ 229
Ending Cash Balance 12/31	\$ 287	\$ 1,942	\$ 159	\$ -	\$ -	\$ 2,388

Section X: Operating Revenues and Expenditures, 2010-2015 (all figures in thousands of dollars)

2014

	GENERAL FUND	WORKING CAPITAL	CAPITAL FUND	SELF INSUR.	DEBT SERVICE	TOTAL
Beginning Balance	\$ 287	\$ 1,942	\$ 159			\$ 2,388
Revenues						0
Sales Tax	3,091					3,091
Farebox	121					121
Federal Grants						0
State Operating Grants	220					220
Other	23	58	5			86
Contribution to Accounts						0
Total Available	\$ 3,742	\$ 2,000	\$ 164	\$ -	\$ -	\$ 5,906
Operating Expenses						
Fixed Route P & M	1,553					1,553
Fixed Route Sys Expand	429					429
Route Deviation P & M	25					25
Route Deviation Sys Expand	7					7
Paratransit ADA P & M	232					232
Paratransit ADA Sys Expand	64					64
Annual Depreciation	469					494
						0
Total Expenses	\$ 2,779					\$ 2,804
Add Back Depreciation	-469					-494
Net Cash Available	\$ 1,432	\$ 2,000	\$ 164	\$ -	\$ -	\$ 3,596
Capital Revenue						
Add (6) 24' Buses E			490			490
						0
						0
Total Capital Revenue	\$ -	\$ -	\$ 490	\$ -	\$ -	\$ 490
Capital Obligations						
Add (6) 24' Buses E			612			612
						0
						0
Total Capital Obligations	\$ -		\$ 612	\$ -	\$ -	\$ 612
Ending Cash Balance 12/31	\$ 1,432	\$ 2,000	\$ 42	\$ -	\$ -	\$ 3,474

Section X: Operating Revenues and Expenditures, 2010-2015 (all figures in thousands of dollars)
2015

	GENERAL FUND	WORKING CAPITAL	CAPITAL FUND	SELF INSUR.	DEBT SERVICE	TOTAL
Beginning Balance	\$ 1,432	\$ 2,000	\$ 42			\$ 3,474
Revenues						0
Sales Tax	3,183					3,183
Farebox	122					122
Federal Grants						0
State Operating Grants	250					250
Other	24	58	5			87
Contribution to Accounts						0
Total Available	\$ 5,011	\$ 2,058	\$ 47	\$ -	\$ -	\$ 7,116
Operating Expenses						
Fixed Route P & M	2,042					2,042
Fixed Route Sys Expand						0
Route Deviation P & M	33					33
Route Deviation Sys Expand						0
Paratransit ADA P & M	305					305
Paratransit ADA Sys Expand						0
Annual Depreciation	636					494
						0
Total Expenses	\$ 3,016					\$ 2,874
Add Back Depreciation	-636					-494
Net Cash Available	\$ 2,631	\$ 2,058	\$ 47	\$ -	\$ -	\$ 4,736
Capital Revenue						
Replace Transit Center			6,000			6,000
						0
						0
Total Capital Revenue	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ 6,000
Capital Obligations						
Replace Transit Center			7,500			7500
						0
						0
Total Capital Obligations	\$ -		\$ 7,500	\$ -	\$ -	\$ 7,500
Ending Cash Balance 12/31	2,631	2,058	(1,453)	\$0	\$0	3,236

Revenue and Expense Assumptions: The Transportation Development Plan (TDP) financial Performa incorporates the impact of a downturn in local and national economics. As a result of the worsened economy, Twin Transit sales and use tax receipts decreased 16% in 2009, our sales tax that comprises approximately 85% of our revenue stream. The sales tax projection in this plan is projected to a 3% increase in 2010 with a continued slow economic recovery into 2011 and beyond.

In 2014, we project to seek public approval to increase sales and use tax from 0.2% to 0.4% at the general election for this year. Moreover, we plan to annex Lewis County for tax purposes to fund expansion of transit services beyond the Cities of Centralia and Chehalis, WA. Expansion will be planned west to Pe El, into southern county communities, and continued expansion north to Grand Mound. Additionally, by 2015 Twin Transit is hopeful to construct a new state-of-the-art transit center sufficient to accommodate the expansion of proposed operations.

Operational expenses, to include service expansion, incorporate an annual 3% inflationary factor into the expense projections.

Lists of Equipment, Rolling Stock and Facilities (As of December 31, 2009)

The Lewis Public Transportation Benefit Area, dba Twin Transit, lists the rolling stock, facility and equipment owned by Twin Transit. See attached reports.

**Public Transportation Management System
Owned Rolling Stock Inventory**

Agency/Organization: LP/TBA TWIN TRANSIT

Date: 2/17/2010

I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.

Signature and Title
GEN. MGR. 2/17/2010
Date

	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1.	2001 Ford Aerotech	11	1FDXE45F11HB03187	11	210,503	60	9	0	\$85,000	YES	15	D	NO
2.	2001 Ford Aerotech	11	1FDXE45F71HA38507	12	288,292	70	9	0	\$85,000	YES	15	D	NO
3.	2001 Ford Aerotech	11	1FDXE45F51HA38506	13	340,798	10	9	0	\$85,000	YES	15	D	NO
4.	2005 Ford Supreme	11	1FDXE45P84HA74492	18	237,083	60	6	0	\$85,000	YES	15	D	YES
5.	2004 Ford Supreme	11	1FDXE45P84HA74494	19	180,781	60	6	0	\$85,000	YES	15	D	YES
6.	2006 Gillig Bus	3	15GGGE291161091119	40	183,436	80	4	8	\$354,000	YES	30	D	YES
7.	2006 Gillig Bus	3	15GGGE291161091120	41	185,842	80	4	8	\$354,000	YES	30	D	YES
8.	1997 Gillig Bus	3	19GCA2013V1088455	51	468,191	60	13	0	\$354,000	YES	30	D	NO
9.	1997 Gillig Bus	3	15GCA2010V1088315	52	491,220	60	13	0	\$354,000	YES	30	D	NO
10.	1995 Gillig Bus	3	15GCA201951085718	53	367,482	50	15	0	\$354,000	YES	30	D	NO
11.	1995 Gillig Bus	3	15GCA201051085717	54	432,713	70	15	0	\$354,000	YES	30	D	NO
12.	2006 Ford Eldorado	11	1FDXE45S97DB03241	20	87,336	70	4	1	\$85,000	YES	15	G	YES
13.	2006 Ford Eldorado	11	1FDXE45S97DB03242	21	118,973	70	4	1	\$85,000	YES	15	G	YES
14.	Unfilled	3		57				sold	\$354,000	YES	30		
15.													

**Public Transportation Management System
Owned Facility Inventory**

Agency/Organization: LPTBA TWIN TRANSIT

Date: 1-Mar-10

	Facility Code	Facility Name	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments (if more than two lines, please attach a separate comment page)
1.	20	Bus Storage Building--West	80	15	12	\$166,700	
2.	20	Bus Storage Building--East	85	10	17	\$151,700	
3.	21	Wash and Fueling Facility	50	19	3	\$500,000	
4.	6	Administrative Building	20	43	0	\$3,500,000	
5.	6	Maintenance Building	30	43	0	\$2,000,000	
6.							
7.							
8.							
9.							
10.							
11.							
12.							
13.							
14.							
15.							
16.							

**Public Transportation Management System
Owned Equipment Inventory**

Agency/Organization: LPTBA-TWIN TRANSIT

Date: February 17, 2010

	Equipment Code and Description	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments <i>(If more than two lines, please attach a separate comment page)</i>
1.	None					
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
13.						
14.						
15.						
16.						

March 22, 2010

The Chehalis city council met in regular session on Monday, March 22, 2010, in the Chehalis city hall. Mayor Ketchum called the meeting to order at 6:01 p.m. with the following council members present: Terry Harris, Dr. Isaac Pope, Bob Spahr, Daryl Lund, Chad Taylor, and Dennis Dawes. Staff present included: Merlin MacReynold, City Manager; Bill Hillier, City Attorney; Judy Schave, City Clerk; Kelvin Johnson, Fire Chief; Peggy Hammer, Human Resources Administrator; Eva Lindgren, Finance Manager; and Tim Grochowski, Public Works Director. Members of the news media included Adam Pearson from *The Chronicle* and Ron Hall from KITI.

1. **Proclamation – Sexual Abuse-Assault Awareness Month**. Mayor Ketchum presented a proclamation to Katie Braae from the Human Response Network, proclaiming the month of April as Sexual Abuse-Assault Awareness Month in the city of Chehalis.

2. **Consent Calendar**. Councilor Dawes moved to approve the consent calendar comprised of the following:

- a. Minutes of the regular meeting of March 8, 2010; and
- b. Payroll Vouchers No. 33386-33469 and 1277-1342 in the amount of \$738,818.75 dated February 26, 2010.

The motion was seconded by Councilor Lund and carried unanimously.

3. **Staff Reports**.

a. **February Financial Report**. Eva Lindgren stated the focus of her report would be on the general fund, which took a large unbudgeted hit due to the retro pay paid out earlier in the year for the non-uniform employee contract. She reported the expenditure would be included in the upcoming budget amendment.

Ms. Lindgren briefly reviewed some of the revenue sources, noting the property tax revenue was not due until the end of April and hoped collections would be good. She reported the sales and use taxes were still lagging slightly, adding it could be problematic since the revenues received in January and February reflected what was collected in November and December. With reference to sales and use tax, Ms. Lindgren reported they were already \$100,000 dollars behind on what was collected during the same time period in 2009. She noted once the March figures come in they would evaluate the situation and figure out where to go from there.

Ms. Lindgren noted the interfund taxes appeared low; however, she still needed to book the normal February journal entries. She noted the finance department continued to exceed the expected percentage due to the up-front software maintenance costs, and in addition, she had almost \$11,000 dollars worth of retro pay that was not budgeted for.

Ms. Lindgren reported the non-departmental fund continued to exceed the expected percentage due to the insurance payment that they were still working on to allocate out to other funds. She noted in 2009, they allocated \$128,000 dollars out of the general fund for insurance, and expected the amount to be higher in 2010.

Councilor Dawes stated he was still concerned about the sales tax collected for sales made over the internet. He felt the city was not getting that money and suggested perhaps the wrong sales tax was being collected.

Councilor Dawes reported he recently ordered a garage door through Home Depot and had it installed at his home, and the final paperwork he was given showed a higher rate of sales tax than our 7.9 percent. Ms. Lindgren thought that was incorrect and would be interested in pursuing that with Home Depot. She thought it could be very easy for a clerk to put in the wrong tax code, considering the number of deliveries they make. Councilor Dawes reported the installer of the door came from Aberdeen, Washington, which was probably where the sale tax went.

Councilor Dawes stated he had a hard time believing sales were that far down in our area. Ms. Lindgren pointed out that automobile sales had been a significant component of our tax revenues, which were not very good this last year. Councilor Dawes felt that could be a part of it; however, he just read an article in *The Chronicle* stating our local Toyota dealer was not really hurting that much, and automobile sales were up about 40 percent nationwide over last year.

March 22, 2010

Ms. Lindgren reported the city had no recourse, adding they had discussed the same issue over and over again. She stated we only had access to our own tax revenues and could not look at what others were getting to determine if it should be ours.

Councilor Harris inquired about sales tax on the sale of manufactured homes. Ms. Lindgren stated it was supposed to stay at the location where the manufactured home was sold from, not where they are delivered. She stated she would be very skeptical that the taxes would be miscoded based on the nature of the business, adding the streamlined sales tax did not change anything with that particular industry.

Councilor Spahr noted several years ago he had some work done on his home by a company out of Tumwater, Washington. He reported the sales tax percentage he was charged was more than what we would charge locally, so he called them up and they agreed they had charged him the wrong rate.

Councilor Spahr felt the average citizen didn't understand if they don't catch that, the city doesn't get credit for that sale. Ms. Lindgren stated business owners were required to report by the location where they do business or deliver products, and could be reporting up to a dozen or more different tax codes at different tax rates. Councilor Taylor stated as businessman, it was horrible. Ms. Lindgren felt the council's concerns were valid and the city was doing the best it could in terms of auditing the sales and use taxes with the resources we had available.

Councilor Taylor inquired about the sales tax reports. Ms. Lindgren reported the city received sales tax from the state in a lump sum; however, she also received confidential reports that showed what sales tax was coming from what business. She noted Bob Nacht uploaded our business license data base to our tax auditor on a monthly basis, and they upload our sales tax data base and compare the two. Ms. Lindgren reported we are getting business licenses where we weren't getting them before, and in some instances, we are getting sales tax revenue that was most often going to Lewis County.

Councilor Dawes stated he didn't want any confidentiality broken, but asked if Ms. Lindgren could go back and look at the five largest retail sales tax contributors in Chehalis over the last four or five years, to see if their business had dropped as dramatically as the sales tax had.

Ms. Lindgren stated she could look at the information, but there were so many limitations as to what she could share with the council. Councilor Dawes stated the council was supposed to legislate and do things, but yet they had staff telling them they can't tell them anything. He wondered how they were supposed to make an educated decision when they are not able to get the information they need from the State. Councilor Dawes felt it gave the impression of trying to hide something, and suggested if we tried to do that at the local level the citizens would be here pounding on the desk. He stated he would like to find a way to see if our businesses are lacking 18 percent, and if not, why then was the sales tax revenue lacking.

Councilor Dawes wondered if there are any cities out there that are swimming in sales tax revenue. Ms. Lindgren stated she could give them the printout of what the State reported as the winners and losers, adding that information was not confidential.

City Manager MacReynold stated another issue to take into consideration was the major economic downturn. Councilor Dawes believed there were several businesses in Chehalis that were staying about the same, if not getting better, but yet they still had this dramatic drop in sales tax revenue. He briefly talked about other slow economic times over the years, but never recalled sales tax taking such a tremendous dive.

Councilor Harris felt the economic downturn should not have anything to do with calculating what was or was not there, adding it was all smoke and mirrors. He agreed with Councilor Dawes that we were not off as much as what we were being deducted for.

Councilor Spahr suggested if they were to compare November 2008 to November 2009, and call the stores to see if business was up or down, it might give them an idea of which way business was going. Ms. Lindgren reported the bottom line was business may be up, but unless it was a retail establishment that only does walk-in business, being up wouldn't necessarily translate into dollars for the city.

March 22, 2010

b. **Update on Hiring Attorney for FEMA Mapping Issue.** City Manager MacReynold reported they had reached an agreement with Don Marcy from the firm of Cairncross & Hempelmann, P.S., out of Seattle, Washington, to represent the city in its efforts to amend the currently proposed FEMA flood insurance rate maps for the Chehalis River basin. He noted Mr. Marcy met with the administration at the end of last week and would be developing a scope of work based on their discussion. City Manager MacReynold reported Mr. Marcy would be providing the scope sometime this week, at which time he would share it with everybody. Additionally, Mr. Marcy seemed very interested and had probably already made contact with the county to get access to the technical information. He noted Mr. Marcy would also be working with the Lewis County Public Utility District and their lobbyist, if we have to move in that direction.

City Manager MacReynold continued to hope that we could work with the other partners and do what we need to do to get FEMA to postpone the release of the maps. He noted the latest information was they were intending on releasing the maps in July or August 2010, which was much better than this month.

Councilor Spahr inquired about the letter that was signed by all of the entities in Lewis County and involved Pacific International Engineering, asking if they would be working with the attorney, or if it was regarding something different. City Manager MacReynold stated Pacific International Engineering was the company the county was hiring to do the technical work. He noted there was a concern about the history of that firm; however, Mike Daniels, the engineer had good credibility at the State and their hope was the old baggage wouldn't interfere in the acceptance of their work.

Councilor Spahr stated he was watching, with interest, the new FEMA floodway maps for Fargo, North Dakota, adding it was going to be real interesting to see what happens out there. Councilor Dawes reported there were several mid-western communities that were upset with FEMA over the very same issue that we are dealing with.

4. **Council Reports.**

a. **Lewis County Economic Development Council (EDC) Meeting Update.** Councilor Spahr reported he attended the EDC meeting where they agreed to produce a proclamation or some form of resolution supporting flood control with retention in the Chehalis River basin.

b. **Lewis County Flood Authority Update.** Councilor Taylor stated he was unable to attend the last meeting and asked City Manager MacReynold if he wouldn't mind giving that report.

City Manager MacReynold reported one issue on the agenda of the flood authority, as a table item, was our request that they consider other streams and other impacts to our communities (Chehalis and Centralia), which was part of the original resolution (Chehalis Resolution No. 1-2008) adopted by both city councils. He reported they had an on-going discussion and finally, after some minor changes of wording from 'requiring those things to be considered' to 'they will consider those items,' the flood authority unanimously supported our request. City Manager MacReynold felt it was good news for us, but problematic based on the United States Army Corps of Engineers project itself.

City Manager MacReynold reported the authority was proceeding with the general investigation, which included retention. He stated he raised the issue of our council making our position very clear with reference to retention first and levees secondary, and felt everybody recognized that.

c. **Ribbon Cutting Ceremony and Update on Lewis County Historical Museum.** Councilor Dawes reported he attended the ribbon cutting ceremony at the new Visiting Nurses Thrift Shop, adding he told them it was nice to have them back in town. He also attended the Lewis County Historical Museum Board meeting last week, adding things were moving along well.

d. **Chehalis-Lewis County Fire District #6 Cooperative Group Meeting Update.** Councilor Dawes reported he attended his first meeting with the district since taking over for former council member Robin Fuller. He stated after a short discussion one of the questions he asked was, how long they were going to dance. Councilor Dawes felt the time had come for the two entities to sit down and seriously look at where they were going. He noted in talking with the Commissioners they too were also to the point of wanting to move forward to look at what the best path was for both groups to take.

March 22, 2010

Councilor Dawes reported he told the group he would like to see if a partnership could be formed, and evaluate what the benefits would be for both the citizens of Chehalis and the district. He felt the residents who lived in the district were very important to the city because those were the people who come to town and shop at our businesses, which helps support us.

Councilor Dawes stated it appeared a lot of the processes in working together, such as training and automatic aid response, were already in place. He felt both sides were 100 percent interested in seeing where it could go, and felt it could be a definite win-win situation for all concerned. He strongly urged the council's support to do what was needed to get the ball rolling.

Mayor Ketchum felt they were to a point of doing all they could through the departments, which prompted the meeting of getting people in there that had the background on how to merge fire departments. He agreed with Councilor Dawes, that the cooperative group was ready to move forward.

City Manager MacReynold reported, at their last meeting, Riverside Fire Authority Fire Chief Jim Walkowski came and walked them through how they were able to get to where they were, and what the steps were to get there. He thought it might be helpful for the council to have a work session and have Chief Walkowski come and talk about it and lay out the different options to be considered by the council and the district.

Mayor Ketchum asked if that was something the council would like to do, or did they want to leave it up to the committee to move it forward.

Councilor Lund felt it would be better to get somebody who didn't have a bunch of baggage to educate them about the process and options. He stated it sounded as though it was a hoopla over there, and wondered why the council would want someone from that ball of wax teaching them about the process.

Councilor Harris stated he understood what Councilor Lund was saying, but he would like to find out the difference between unifying two entities with full-time paid departments opposed to unifying one full-time paid department with a volunteer department. He noted it seemed to him that they needed more information on how to go about working to consolidate those types of units rather than two paid units. Councilor Harris stated if Chief Walkowski has some background in that area, he would like to hear it.

City Manager MacReynold reported the other option would be to just give direction to the city's representatives to go see what they can do and report back.

Councilor Spahr noted another big difference between what Centralia and Fire District #12 did and what we're trying to do was the money aspect, adding it was about equal between the two entities over there because their big tax base was away from the city limits and not likely to be annexed, whereas, the big cash cow for District #6 was very annexable by the city. He believed that issue would present a big problem for us.

Councilor Taylor stated they had to take care of the fire issue before they can get annexation accomplished.

Councilor Spahr noted he used to work with a contractor and he always said it's not a good deal unless it's a good deal for all parties involved.

Councilor Dawes stated he was obviously looking at what was best for the city, but he was trying to look at what was best for everyone involved. He reported when they last studied annexation it was deemed not to be in the best financial interest of the city. Councilor Dawes felt if something were to happen with some form of regionalization or consolidation, it would not affect the annexation of the industrial park or the benefit it may have on the city through property tax revenue. He stated he was certainly intrigued with what they could do, and as for reasoning, he saw our situation as something totally different from what Centralia did.

Councilor Taylor felt we didn't have to do anything we didn't feel comfortable doing, whereas, every year Centralia was battling their financial situation and believed they really didn't want to be in the firefighting business, so they pushed as hard as they could to make sure the fire authority happened.

March 22, 2010

Councilor Dawes stated he couldn't worry about that, adding what Centralia did and how they did it was not an issue. He reported we needed to look at the situation as a potential partnership in one form or another that would provide the same or better level of service for all concerned. Councilor Dawes stated it was not going to be a decision made from the ground up by elected officials, adding there were a number of stakeholders that would need to be involved.

Councilor Pope felt they had a situation that was going to cost a tremendous amount of money any way they do it, and he wasn't talking about annexation. He noted there was also going to be a demand on the volunteer department to be at the same standards in training as the city's fire department. Councilor Pope stated before they could satisfy anything else, they would first have to agree on the working environment, conditions, and training and standards. He agreed with Councilor Dawes, that they are going to have to start from the ground up. Councilor Dawes added it was not going to be an overnight process.

Mayor Ketchum felt they were all in consensus that they needed to take it to the next step. He stated it would be nice to have information from Chief Walkowski, but agreed, they needed to find someone who had experience with consolidating a volunteer and paid unit. Mayor Ketchum asked if they wanted to have the full council involved, or leave it to the committee.

Councilor Harris felt it should be left to the committee, and have them report back.

Councilor Pope felt there was a lot work to do and wondered if anything was being done during the interval. He suggested they put together a list of needs, and if there was research that needed to be done somebody should be doing it.

Fire Chief Kelvin Johnson reported one of the items they were trying to address was the various viewpoints as to how they were going to get there. He stated the next step was to see if there was truly an interest to look further and to get everyone in the same room to see if it was still feasible, or not.

Chief Johnson reported, because they did not have enough firefighters in any one of the organizations, none of them could meet the national standards to do simple basic house fires by themselves. He stated they had to work together, which was why they now had automatic aid agreements in place.

City Manager MacReynold thought the two chiefs had done a lot with regards to automatic aid response and training. Councilor Pope felt that was all part of the work, adding if the city had standards, they would need to bring the volunteers up to those standards. He suggested they set up a schedule or time-line, because it couldn't be done haphazard. Chief Johnson stated that was one of the items the fire service was facing nationally, adding the requirements for the volunteers and paid staff had to be equal. Councilor Harris felt that was part of the problem, noting if they are trained enough as volunteers to do the same thing the paid firefighters are doing, it's harder to keep them around.

Councilor Harris stated it would be nice to know if the district was keeping their volunteers up to standards we can accept, adding the city should have some criteria as to what would accommodate some kind of collaboration. He felt they needed some basics from within the departments to say, we can work together as long as the level of education or service was maintained by every one of their volunteers. Chief Johnson stated that was one of the items they were working on not only locally, but nationally, realizing not all volunteers had the same amount of time available, and that we do set minimum standards that say, you have to be at a certain level of training before you can do certain jobs within the organization.

Councilor Lund felt the volunteer firemen were dying out because people don't take time to do anything for free any more. He asked the question, if they merged and it became more difficult to get volunteers, would the taxpayers of Chehalis have to pay to put full-time employees in at the district. City Manager MacReynold stated that was a good question.

Councilor Dawes noted that would be one of the reasons for doing a study, adding he would like to find out what it would involve. He felt the working relationship between the two agencies had improved over the last couple of years and would like to move ahead to see if there was something they could do that would be in the best interest of both.

Councilor Pope thought the committee should continue to move forward and the representatives from the council could report back when necessary.

March 22, 2010

Councilor Taylor stated he was one of the city representatives on the committee, but was having a hard time making the meetings. He wondered if anyone would be interested in replacing him.

Mayor Ketchum stated if there was another councilor who wanted to volunteer to be on the committee, to let him know before the next meeting.

City Manager MacReynold stated he would see if they could find someone who had experience in consolidating a volunteer and paid department.

5. **Resolution No. 7-2010, First and Final Reading – Declaring City Property Surplus.** City Manager MacReynold reported the administration had put together a list of surplus items that were no longer of use to the city. City Clerk Judy Schave reported, attached to the agenda was exhibit 'A,' that included items from the various departments, and exhibit 'B,' which listed items from the police department that could not be sold to the general public. She noted the items on exhibit 'B' would be offered to other agencies that might have a need for them. Ms. Schave requested the council adopt the resolution on first and final reading.

Councilor Spahr moved to adopt Resolution No. 7-2010 on first and final reading.

The motion was seconded by Councilor Pope and carried unanimously.

6. **Executive Session.** Mayor Ketchum announced the council would convene into executive session at 7:16 p.m. following a ten minute recess pursuant to RCW 42.30.110(1)(g) – public employee matter for approximately 30 to 45 minutes and there would be no decision following conclusion of the executive session.

Mayor Ketchum closed the executive session at 7:35 p.m. and reopened the regular meeting.

There being no further business to come before the council, the meeting adjourned a 7:35 p.m.

Mayor

Attest:

City Clerk

SUGGESTED MOTION

I move that the council approve the minutes of the regular city council meeting of March 22, 2010.

**CITY OF CHEHALIS
AGENDA REPORT**

DATE: March 15, 2010
TO: The Honorable Mayor and City Council
FROM: Eva Lindgren, Finance Manager *EL*
PREPARED BY: Michelle White, Accounting Tech II *MW*
SUBJECT: Vouchers and Transfers

ISSUE

Council approval is requested of the following financial transactions:

1. Claim Vouchers No. 96225 through 96393 in the amount of \$179,460.59 dated March 15, 2010 and the transfer of \$63,575.05 from the General Fund, \$7,500.00 from the Tourism Fund, \$5,242.78 from the HUD Block Grant Fund, \$64.45 from the Garbage Fund, \$60,958.70 from the Wastewater Fund, \$35,192.63 from the Water Fund, \$3,191.98 from the Storm & Surface Water Utility Fund, and \$3,735.00 from the Firemen's Pension Fund.

RECOMMENDATION/COUNCIL ACTION DESIRED

The administration recommends that the council approve the March 15, 2010 Claim Vouchers No. 96225 through 96393 in the amount of \$179,460.59.

SUGGESTED MOTION

I move to approve the March 15, 2010 Claim Vouchers No. 96225 through 96393 in the amount of \$179,460.59.

Reviewed by: *Mac Ryleed*, City Manager

CITY OF CHEHALIS
AGENDA REPORT

DATE: March 31, 2010
TO: The Honorable Mayor and City Council
FROM: Eva Lindgren, Finance Manager *EL*
PREPARED BY: Michelle White, Accounting Tech II *MW*
SUBJECT: Vouchers and Transfers

ISSUE

Council approval is requested of the following financial transactions:

1. Claim Vouchers No. 96394 through 96531 and Claim Voucher No. 22010 in the amount of \$126,017.37 dated March 31, 2010 and the transfer of \$37,684.64 from the General Fund, \$942.43 from the Arterial Street Fund, \$353.20 from the HUD Block Grant Fund, \$24,325.52 from the Automotive Equipment Reserve Fund, \$22,877.94 from the Wastewater Fund, \$35,874.41 from the Water Fund, \$2,045.61 from the Storm & Surface Water Utility Fund, and \$1,913.62 from the Firemen's Pension Fund.

RECOMMENDATION/COUNCIL ACTION DESIRED

The administration recommends that the council approve the March 31, 2010 Claim Vouchers No. 96394 through 96531 and Claim Voucher No. 22010 in the amount of \$126,017.37.

SUGGESTED MOTION

I move to approve the March 31, 2010 Claim Vouchers No. 96394 through 96531 and Claim Voucher No. 22010 in the amount of \$126,017.37.

Reviewed by: *M. Lindgren*, City Manager

CITY OF CHEHALIS
AGENDA REPORT

DATE: March 31, 2010
TO: The Honorable Mayor and City Council
FROM: Eva Lindgren, Finance Manager *EL*
PREPARED BY: Michelle White, Accounting Tech II *MW*
SUBJECT: Payroll Vouchers and Transfers

ISSUE

Council approval is requested of the following financial transactions:

1. Payroll Vouchers No. 33470 through 33558 and Payroll Vouchers No. 1343 through 1412 in the amount of \$733,146.33 dated March 31, 2010 and the transfer of \$548,681.18 from the General Fund, \$21,289.97 from the Arterial Street Fund, \$69,642.79 from the Wastewater Fund, \$69,501.37 from the Water Fund, \$19,409.42 from the Storm & Surface Water Utility Fund, and \$4,621.60 from the Firemen's Pension Fund.

RECOMMENDATION/COUNCIL ACTION DESIRED

The administration recommends that the council approve the March 31, 2010, Payroll Vouchers No. 33470 through 33558 and Payroll Vouchers No. 1343 through 1412 in the amount of \$733,146.33.

SUGGESTED MOTION

I move to approve the March 31, 2010, Payroll Vouchers No. 33470 through 33558 and Payroll Vouchers No. 1343 through 1412 in the amount of \$733,146.33.

Reviewed by: , City Manager



City of Winlock

323 N.E. First Street/PO Box 777
Winlock, WA. 98596-0777
(360) 785-3811/fax (360)-785-4378
wincity@toledotel.com

*WINLOCK
VISION
STATEMENT*

*Winlock is a
community
proud of its
heritage and
historical
downtown,
with a
commitment to
fresh ideas, a
stable job
market, family
housing, an
abundance of
parks,
superior
schools and
amenities with
up-to-date city
services, while
maintaining
an inviting
small town
atmosphere.*

April 2, 2010

Merlin G. MacReynold
City Manager
City of Chehalis
350 N. Market Boulevard Room 101
Chehalis, WA 98532

Dear Mr. MacReynold:

Please find enclosed the inter-local agreement between our two cities. The City Council has approved the agreement and it has been signed by Mayor Cook. Please return a fully executed copy of the agreement to me for our files.

Thank you for helping us out during this transition period. Hopefully the City of Winlock will be able to have a building inspector/official on staff in the very near future.

Sincerely,



Judy Bradburn, Clerk/Treasurer
City of Winlock

"This institution is an equal opportunity provider, and employer."

Mailed 3-10-10

CITY OF CHEHALIS

350 N. Market Boulevard Room 101
Chehalis, Washington 98532
(360) 345-1042 / Fax (360) 748-0651
www.cityofchehalis.com



March 6, 2010

Mayor Glen Cook
City of Winlock
PO Box 777
Winlock, WA 98596

Dear Mayor Cook:

Enclosed for your review is a proposed inter-local agreement between our two cities to address certain building permitting requirements of Winlock using Chehalis.

Please contact my Administrative Assistant, Caryn Foley, at 345-1042 ext. 4 as to whether or not you have any questions or suggested changes, and she can set up a telephone conference to go over them. If the agreement is acceptable, we will present it to the city council for approval.

Sincerely,

Merlin G. MacReynold
City Manager

cc: Bob Nacht, Community Development Director

INTER-LOCAL AGREEMENT

THIS AGREEMENT is made by and entered into between the CITY OF WINLOCK, WASHINGTON (hereinafter referred to as "WINLOCK"), and the CITY OF CHEHALIS, WASHINGTON (hereinafter referred to as "CHEHALIS"), both political subdivisions of the State of Washington. This Agreement is entered into pursuant to the Interlocal Cooperation Act, RCW Chapter 39.34. This Agreement is intended to address certain building permitting requirements of WINLOCK using CHEHALIS.

WHEREAS, WINLOCK has adopted certain land use, development and building regulations by reference to apply within the City and its designated unincorporated urban growth area, and

WHEREAS, the parties recognize that it is in the public interest for CHEHALIS to perform certain building permitting functions on behalf of WINLOCK, and

WHEREAS, it is appropriate that in order to implement such an arrangement an interlocal agreement be executed between the parties to set forth the conditions and terms of that arrangement.

NOW, THEREFORE, in consideration of the terms and conditions contained herein, the parties hereto agree as follows:

1. Purpose. This Interlocal Agreement is intended to provide an expeditious way for permit applicants in WINLOCK to secure development review, approval and inspections. The parties wish to establish an efficient process under which CHEHALIS would perform certain administrative functions relating to development permits as an agent for WINLOCK, and consistent with the regulations adopted by WINLOCK.

2. Means of Implementation. No separate legal entity shall be created to implement the terms of this Agreement. The chief executive officers of CHEHALIS and WINLOCK shall provide joint oversight to administer this Agreement.

3. Definitions.

(a) Should any disagreement arise as to the meaning of any specific code requirement, any and all definitions contained within the regulations adopted by WINLOCK shall be interpreted by WINLOCK.

(b) "Code Enforcement" (for purpose of this Agreement) means any action taken relating to any specific permit or approval issued by WINLOCK to apply any adopted regulations thereto.

(c) "Nuisance Abatement" (for purpose of this Agreement) means any action taken by WINLOCK to apply any regulation not vested in any specific permit or approval issued by WINLOCK.

4. Regulations. Only regulations adopted by WINLOCK shall be used in the administration of this Agreement. Regulations adopted by CHEHALIS have no applicability in WINLOCK.

5. Regulatory Responsibility. Upon specific written request from WINLOCK, and on a case by case and specific permit application basis, CHEHALIS will be responsible for the following administrative actions under the terms of this Agreement:

(a) Accept any permit application for any development within the city of WINLOCK or its urban growth area that is submitted to CHEHALIS by WINLOCK for action by CHEHALIS.

CHEHALIS will not accept applications from any party other than WINLOCK as part of this Agreement.

(b) Determine if additional information is required to constitute a complete building permit application, and notify WINLOCK of the status of the application. If such notice requires additional information or submittal by the applicant ('Notice of Incomplete' form issued by CHEHALIS), the specific information needed shall be itemized using terms appropriate for a building code compliance review. If such notice identifies the application as complete ('Notice of Complete' form issued by CHEHALIS), the application will be considered vested as to building code review as of the date of such notice.

(c) Review any completed permit application for compliance with the adopted building, plumbing, mechanical and/or fire codes.

(d) Notify WINLOCK of the status of the application within 28 days of the date of vesting. If such notice identifies compliance with the applicable building, plumbing, mechanical and/or fire codes, a 'Notice of Approval' will be issued. If such notice identifies items that are not consistent with the applicable codes, a 'Correction Notice' will be issued.

(e) Review any information submitted or re-submitted by WINLOCK associated with any permit application to culminate in a final decision relating to code compliance.

(f) Perform field inspections upon written request of WINLOCK for any permit issued by WINLOCK that has been reviewed and determined by CHEHALIS as complete and compliant.

(g) Submit inspection result forms to WINLOCK indicating the status of the inspection. The CHEHALIS inspector will identify on the inspection record card issued by WINLOCK whenever a requested inspection has passed and is approved. If an inspection is not approved, a correction notice will be issued to the jobsite, and a copy sent to WINLOCK.

WINLOCK shall be responsible for the following administrative actions under the terms of this Agreement:

(a) Provide CHEHALIS with a copy or electronic address of the ordinance or other document that adopts the building, plumbing, mechanical and fire codes for the city of WINLOCK.

(b) Forward any permit application it desires to have CHEHALIS review and make compliance decisions on to the permit processing division of CHEHALIS. Such forward must be in writing and may consist of fax or electronic forwarding to the division, with instructions on what action WINLOCK desires CHEHALIS to take on the submittal. (A standard format will be developed for such transmittals.)

(c) Review applications submitted to WINLOCK for completeness and compliance relating to any code, rule, regulation, or requirement of WINLOCK except those requested of CHEHALIS under this Agreement.

(d) Communicate with applicants regarding the status of permit review or additional requirements of either WINLOCK or CHEHALIS. CHEHALIS will not communicate directly with applicants. Notices issued by CHEHALIS may be forwarded by WINLOCK to the applicant for expediency, however the applicant must be informed that he/she may not communicate directly with CHEHALIS.

(e) Follow-up on correction notices issued to cause the applicant to respond to such notice. CHEHALIS may delay responding to further inspections of a project that has not had a prior correction notice resolved.

(f) Administration, abatement or enforcement of any public nuisance.

6. On-Call Services. CHEHALIS may respond to any request for building permit services specifically requested by WINLOCK, within the authority and scope of this Agreement, including but not limited to, performing only field inspections on permits reviewed and decided by WINLOCK.

7. Administration.

(a) WINLOCK hereby delegates to CHEHALIS, as an agent for WINLOCK pursuant to this Agreement, the authority within the city of WINLOCK and its UGA, to receive and make

determinations on development permit applications submitted by WINLOCK, submit staff reports and enter inspection results pursuant to the applicable regulations,

(b) Any appeal initiated against an action or decision rendered by CHEHALIS under this Agreement shall be heard and decided as provided by the appropriate WINLOCK process. CHEHALIS shall participate in any such process as may be required by law or by such process.

(c) CHEHALIS shall not be responsible for any land use (zoning) or environmental decisions on any permit application. WINLOCK shall determine compliance with all applicable land use and environmental requirements prior to issuing any building permit. CHEHALIS may delay responding to requests from WINLOCK during any formal appeal process relating to a specific permit.

(d) This Agreement shall authorize and direct CHEHALIS to perform compliance inspections pursuant to its delegated authority for any permit or use approved by WINLOCK.

(f) WINLOCK shall be responsible for code enforcement arising from permits issued by WINLOCK. WINLOCK shall be responsible for abatement of nuisances within its jurisdiction.

8. SEPA Regulations and Administration.

CHEHALIS shall not be responsible for any activity requiring compliance with SEPA. WINLOCK shall determine if SEPA compliance for any permit application is required, and perform any required action or notice thereunder.

9. Fees. As compensation for performance under this Agreement, WINLOCK shall pay CHEHALIS for time and mileage at the following rates:

Time: Forty Seven dollars (\$47) per hour pro-rated in half-hour increments, with a minimum of one hour per request for services under this Agreement. Plan review services will be grouped together for WINLOCK projects to eliminate small blocks of time for various projects. As a result, some notices may be delayed to avoid unnecessary cost to WINLOCK. However, WINLOCK may request expedited review on any application at any time.

Mileage: Fifty cents (\$0.50) per mile from the CHEHALIS permit office to the site of the requested inspection or service and return.

CHEHALIS shall submit to WINLOCK an itemized statement following each month showing specific time and mileage for each request for service. WINLOCK shall submit the calculated amount to CHEHALIS within fifteen (15) days of receipt of such statement.

10. Term of Agreement. This Agreement shall commence upon the first request for services by WINLOCK (January 6, 2010), and run for an initial period of one year. This Agreement shall automatically be extended annually thereafter unless terminated as provided herein. Either party may terminate this Agreement at will by giving the other party at least ten (10) days notice thereof. Any permit vested under the terms of this Agreement shall remain subject to the terms of this Agreement, and this provision shall survive any termination of this Agreement.

11. Hold Harmless and Indemnification. WINLOCK shall protect, save harmless, indemnify, and defend, at its own expense CHEHALIS, its elected and appointed officials, officers, employees and agents from any actions, suits, liabilities, losses, costs, expenses, damages or claim for damages of any nature whatsoever arising out of CHEHALIS's performance under this Agreement.

WINLOCK shall provide general liability, and errors and omissions insurance coverage of not less than \$1,000,000 of each type, with an annual aggregate of \$2,000,000, naming the city of CHEHALIS as an additional insured while acting as an agent for WINLOCK pursuant to this agreement.

12. **Dispute Resolution.** WINLOCK and CHEHALIS agree that if a formal disagreement arises between the parties as to the application, affect or interpretation of this Agreement which cannot be reasonably resolved between the parties, they may first refer the matter to mediation, as may be agreed between the parties.

13. **Amendments to this Agreement.** Amendments to any provision of this Agreement must be presented in strikethrough and underline format, approved by both parties by their signatures thereon, and subsequently attached to this Agreement.

14. **Severability.** If any portion of this Agreement shall be determined to be invalid by a court or other body with jurisdiction, the remaining portions shall remain valid and enforceable.

15. **Authority.** This Agreement is entered into under the authority of RCW 39.34.040.

IN WITNESS WHEREOF, the parties have executed this Agreement this _____ day of March, 2010.

CITY OF WINLOCK:

CITY OF CHEHALIS:

By: 

By: _____

Its: Mayor

Its: City Manager

Contact information:

Name: Tammy Hamilton

Name: Hillary Hoke, Permit Technician or
Jeff Shine, Building Official

e-address: wincomdev@toledotel.com

e-address: comdev@ci.chehalis.wa.us

phone: 360-785-3811

phone: (360) 345-2229

fax: 360-785-4378

fax: (360) 345-1039

**CITY OF CHEHALIS
AGENDA REPORT**

DATE: March 22, 2010
TO: The Honorable Mayor and City Council
FROM: The Chehalis Community Renaissance Team
SUBJECT: Resolution No. 8-2010, Adopting a New City Tagline

ISSUE

One of the tasks in the Chehalis Renaissance Plan includes implementing a new brand, logo, and tagline for the city.

DISCUSSION

In 2000, the city adopted “Chehalis – The Rose City” as the city’s official nickname, “Chehalis A Heritage to be Proud of...” as the official city motto, and the red rose as the official city symbol. These have become outmoded and do not convey the assets and opportunities available in the city.

Beginning in December 2008, several branding work sessions were held to determine what city assets should be incorporated into an updated brand. The results concluded that the historical downtown and residential neighborhoods, landmarks, recreational destinations, central location to rail and highways, available industrial and commercial lands, and small town setting should be incorporated into a new brand for the city.

Participants of the branding work sessions recommended four potential taglines:

- History, Opportunity, Home!
- Choose Chehalis!
- History in the Making – Choose Your Opportunity!
- Chehalis – a Historic Gem!

Public surveys were conducted through an on-line poll on the city’s website, and during last year’s Farmers Market. There was no clear favorite out of the 175+ people surveyed. In fact, quite a number of people indicated they really didn’t like any of them. In response, the Chehalis Community Renaissance Team (CCRT) formed a subcommittee to come up with alternatives.

The subcommittee (Shelly Clemens, Frank DeVaul, Judy DeVaul, Caryn Foley, and Larry McGee) met twice and agreed to recommend both a tagline and nickname to the CCRT to ultimately be recommended for consideration by the city council.

The proposed tagline, “*Chehalis – Where Heart and History Shape Our Future*” would be the city’s motto to be used on letterhead and in conjunction with promotional materials. The subcommittee believes the tagline captures the city’s history, community spirit and outreach, and future opportunities that were identified during the branding work sessions.

During the March 12 CCRT meeting, the team unanimously voted to send the proposed tagline to the city council for consideration. The CCRT recognizes that the tagline will mean little without a long-term, integrated plan of usage and adoption.

RECOMMENDATION / COUNCIL ACTION DESIRED

The Chehalis Community Renaissance Team respectfully recommends that the council approve “*Chehalis – Where Heart and History Shape Our Future*” as the city’s official tagline, by adopting Resolution No. 8-2010 on first and final reading.

SUGGESTED MOTION

I move that the council adopt Resolution No. 8-2010 on first and final reading, adopting “*Chehalis – Where Heart and History Shape Our Future*” as the city’s official tagline.

Reviewed by  _____ City Manager

RESOLUTION NO. 8-2010

A RESOLUTION OF THE CITY OF CHEHALIS, WASHINGTON, ADOPTING “*Chehalis* Where Heart and History Shape Our Future” AS THE CITY’S OFFICIAL TAGLINE; AND REPEALING RESOLUTION NO. 14-2000 ADOPTED THE 24TH DAY OF JULY, 2000.

WHEREAS, the city of Chehalis adopted Resolution No. 14-2000, which adopted “Chehalis – The Rose City” as the city’s official nickname, “Chehalis A Heritage to be Proud of...” as the official city motto, and the red rose as the official city symbol; and

WHEREAS, the Chehalis City Council adopted the Chehalis Renaissance Plan on May 26, 2009; and

WHEREAS, the City formed the Chehalis Community Renaissance Team to implement the Chehalis Renaissance Plan; and

WHEREAS, one of the tasks included in the Chehalis Renaissance Plan includes implementing a new brand, logo, and tagline for the city; and

WHEREAS, the current Chehalis brand (Rose City) is outmoded and does not convey the assets and opportunities available in the city; and

WHEREAS, following numerous public workshops it was determined the city’s principal assets should be incorporated into an updated brand, including the city’s historical downtown and residential neighborhoods, landmarks, recreational destinations; central location to rail and highways, available industrial and commercial lands, and small town setting; and

WHEREAS, the Chehalis City Council recently adopted a new logo, incorporating icons for the St. Helens Inn, the Lewis County Historical Museum, the Chehalis-Centralia Railroad and Museum, and the Vernetta Smith Timberland Regional Library; and

WHEREAS, the Chehalis Community Renaissance Team respectfully requests that the Chehalis City Council adopt “*Chehalis* Where Heart and History Shape Our Future” as the city’s official tagline; now, therefore,

THE CITY COUNCIL OF THE CITY OF CHEHALIS, WASHINGTON, DO HEREBY RESOLVE AS FOLLOWS:

Section 1. “*Chehalis* Where Heart and History Shape Our Future” shall be the city’s official tagline.

Section 2. Resolution No. 14-2000, adopted the 24th day of July, 2000, shall be, and the same hereby is, repealed.

ADOPTED by the City Council of the city of Chehalis, Washington, and **APPROVED** by its Mayor, at a regularly scheduled open public meeting thereof this ____ day of April, 2010.

Mayor Pro-tem

Attest:

City Clerk

Approved as to form and content:

City Attorney

**CITY OF CHEHALIS
AGENDA REPORT**

DATE: March 22, 2010
TO: The Honorable Mayor and City Council
FROM: The Chehalis Community Renaissance Team
SUBJECT: Resolution No. 9-2010, Adopting a New City Nickname

ISSUE

One of the tasks in the Chehalis Renaissance Plan includes implementing a new brand, logo, and tagline for the city.

DISCUSSION

In 2000, the city adopted “Chehalis – The Rose City” as the city’s official nickname, “Chehalis A Heritage to be Proud of...” as the official city motto, and the red rose as the official city symbol. These have become outmoded and do not convey the assets and opportunities available in the city.

Beginning in December 2008, several branding work sessions were held to determine what city assets should be incorporated into an updated brand. The results concluded that the historical downtown and residential neighborhoods, landmarks, recreational destinations, central location to rail and highways, available industrial and commercial lands, and small town setting should be incorporated into a new brand for the city.

Participants of the branding work sessions recommended four potential taglines, but as explained in the previous agenda report, there was no clear favorite following public surveys. In response, the Chehalis Community Renaissance Team (CCRT) formed a subcommittee to come up with alternatives.

The subcommittee (Shelly Clemens, Frank DeVaul, Judy DeVaul, Caryn Foley, and Larry McGee) met twice and agreed to recommend not only a tagline, but also a nickname to the CCRT to ultimately be recommended for consideration by the city council.

The committee felt that because the city does not have a unique geographic characteristic, they came up with a nickname that would encompass a trait and create an atmosphere of something Chehalis could be known for. “The Friendly City” is the proposed nickname. It is all inclusive and won’t change with time – it is believed by the committee that this is something that everyone can buy into over time.

During the March 12 CCRT meeting, the team unanimously voted to send the proposed nickname to the city council for consideration. The CCRT recognizes that the nickname will mean little without a long-term, integrated plan of usage and adoption.

RECOMMENDATION / COUNCIL ACTION DESIRED

The Chehalis Community Renaissance Team respectfully recommends that the council approve “The Friendly City” as the city’s official nickname, by adopting Resolution No. 9-2010 on first and final reading.

SUGGESTED MOTION

I move that the council adopt Resolution No. 9-2010 on first and final reading, adopting “The Friendly City” as the city’s official nickname.

Reviewed by  _____ City Manager

RESOLUTION NO. 9-2010

**A RESOLUTION OF THE CITY OF CHEHALIS,
WASHINGTON, ADOPTING “Chehalis – The Friendly City”
AS THE CITY’S OFFICIAL NICKNAME.**

WHEREAS, the city of Chehalis adopted Resolution No. 14-2000, which adopted “Chehalis – The Rose City” as the city’s official nickname, “Chehalis A Heritage to be Proud of...” as the official city motto, and the red rose as the official city symbol; and

WHEREAS, the Chehalis City Council adopted the Chehalis Renaissance Plan on May 26, 2009; and

WHEREAS, the City formed the Chehalis Community Renaissance Team to implement the Chehalis Renaissance Plan; and

WHEREAS, one of the tasks included in the Chehalis Renaissance Plan includes implementing a new brand, logo, and tagline for the city; and

WHEREAS, the current Chehalis brand (Rose City) is outmoded and does not convey the assets and opportunities available in the city; and

WHEREAS, following numerous public workshops it was determined the city’s principal assets should be incorporated into an updated brand, including the city’s historical downtown and residential neighborhoods, landmarks, recreational destinations; central location to rail and highways, available industrial and commercial lands, and small town setting; and

WHEREAS, the Chehalis City Council recently adopted a new logo, incorporating icons for the St. Helens Inn, the Lewis County Historical Museum, the Chehalis-Centralia Railroad and Museum, and the Vernetta Smith Timberland Regional Library; and

WHEREAS, the Chehalis Community Renaissance Team respectfully requests that the Chehalis City Council adopt “The Friendly City” as the city’s official nickname; now, therefore,

**THE CITY COUNCIL OF THE CITY OF CHEHALIS, WASHINGTON, DO
HEREBY RESOLVE AS FOLLOWS:**

Section 1. “The Friendly City” shall be the city’s official nickname

ADOPTED by the City Council of the city of Chehalis, Washington, and **APPROVED** by its Mayor, at a regularly scheduled open public meeting thereof this ____ day of April, 2010.

Mayor Pro-tem

Attest:

City Clerk

Approved as to form and content:

City Attorney