



## MEMORANDUM

TO: Mayor McGlashan and City Councilmembers

FROM: Scott Passey, City Clerk

DATE: January 15, 2013

RE: Items submitted at January 14 City Council Meeting

CC: Julie Underwood, City Manager

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Please find attached the following items received by the City Clerk at the January 14 City Council Meeting:

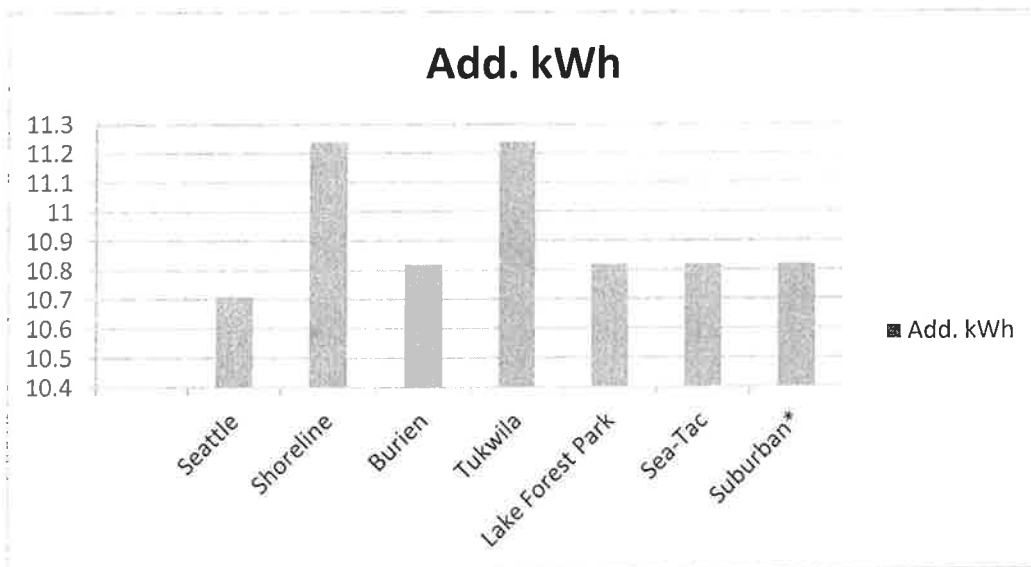
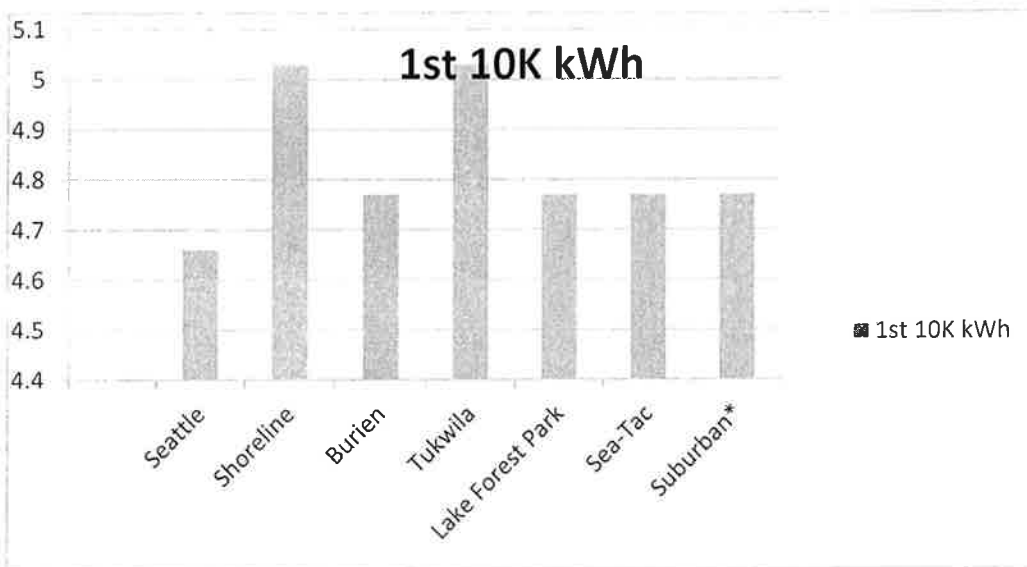
1. Information regarding Seattle City Light electricity rates, submitted by Debbie Kellogg (3 pages)
2. Written public comments regarding the Seattle City Light franchise and forest canopy issues, submitted by Lance Young (12 pages)
3. Written public comments regarding a resolution opposing coal trains, submitted by Suzanne Pardee (3 pages)
4. Comment Form requesting permission to speak to Council, submitted by LaNita Wacker (1 page)

| Location         | 1st 10K kWh | Add. kWh |          |          |
|------------------|-------------|----------|----------|----------|
| Seattle          | 4.66        | 10.71    |          |          |
| Shoreline        | 5.03        | 11.24    | 7.939914 | 4.948646 |
| Burien           | 4.77        | 10.82    |          |          |
| Tukwila          | 5.03        | 11.24    |          |          |
| Lake Forest Park | 4.77        | 10.82    |          |          |
| Sea-Tac          | 4.77        | 10.82    |          |          |
| Suburban*        | 4.77        | 10.82    |          |          |

Suburban = Lake Forest Park, Renton, Normandy Park, Sea-Tac, Unincorporated King County

Shoreline rates are 7.94% higher than Seattle and franchise fee is only 6%

Suburban cities (all except Shoreline & Tukwila) rates are 2.39% higher than Seattle proper



## ELECTRIC RATES AND PROVISIONS

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### SCHEDULE RSH

### RESIDENTIAL: SHORELINE

SCHEDULE RSH is for residential customers in the City of Shoreline, except those subject to Schedules REH and RLH.

| Summer Billing Cycles<br>(April - September)               | Winter Billing Cycles<br>(October - March)   |
|--|--|
| <b>ENERGY CHARGES:</b>                                     |  |
| First 10 kWh per day at 5.03¢ per kWh                      | First 16 kWh per day at 5.03¢ per kWh        |
| All additional kWh per day at 11.24¢ per kWh               | All additional kWh per day at 11.24¢ per kWh |
| Base Service Charge: 15.70¢ per meter per day              |  |
| North City Undergrounding Charge: All kWh at 0.07¢ per kWh |  |
| Aurora 1 Undergrounding Charge: All kWh at 0.17¢ per kWh   |  |
| Aurora 2 Undergrounding Charge: All kWh at 0.18¢ per kWh   |  |

Section 21.49.030

- A. Schedule RSH is for residential customers in the City of Shoreline, except those subject to Schedules REH and RLH.
- B. Normal residential service shall be limited to single-phase.
- C. If Schedules RSC, RST, RSS and RSH are applied to transient occupancy in separately metered living units, billing shall be in the name of the owner on a continuous basis.
- D. Duplexes using a single meter prior to October 13, 1978 shall be considered as a single residence for the purpose of applying Schedules RSC, RST, RSS and RSH. For a new duplex or a larger service to an existing duplex, each residence shall be separately metered.
- E. All electrical service provided for domestic uses to a single residential account, including electrically heated swimming pools, shall have all consumption of electricity added together for billing on Schedules RSC, RST, RSS, RSH, and RSB.

## A Comparison of Average System Rates for the Largest 25 U.S. Cities and Neighboring Utilities

### 25 Largest U.S. Cities

| Rank by Rate | City          | Population | 2011 Rate<br>(cents/kWh) |
|--------------|---------------|------------|--------------------------|
| 1            | Seattle       | 620,778    | 6.72                     |
| 2            | Charlotte     | 751,087    | 7.49                     |
| 3            | Indianapolis  | 827,609    | 7.77                     |
| 4            | Austin        | 820,611    | 8.89                     |
| 5            | Memphis       | 652,050    | 9.03                     |
| 6            | Columbus      | 797,434    | 9.20                     |
| 7            | Denver        | 619,968    | 9.24                     |
| 8            | Dallas*       | 1,223,229  | 9.34                     |
| 9            | Fort Worth*   | 758,738    | 9.34                     |
| 10           | Houston*      | 2,145,146  | 9.34                     |
| 11           | San Antonio*  | 1,359,758  | 9.34                     |
| 12           | El Paso       | 665,568    | 10.13                    |
| 13           | Phoenix       | 1,469,471  | 10.61                    |
| 14           | Detroit       | 706,585    | 10.79                    |
| 15           | Jacksonville  | 827,908    | 11.03                    |
| 16           | Chicago       | 2,707,120  | 11.77                    |
| 17           | Baltimore     | 619,493    | 12.47                    |
| 18           | Los Angeles   | 3,819,702  | 12.60                    |
| 19           | Washington DC | 617,996    | 13.84                    |
| 20           | San Francisco | 812,826    | 13.93                    |
| 21           | San Jose      | 967,487    | 13.93                    |
| 22           | Philadelphia  | 1,536,471  | 13.99                    |
| 23           | Boston        | 625,087    | 15.07                    |
| 24           | San Diego     | 1,326,179  | 15.59                    |
| 25           | New York City | 8,244,910  | 23.15                    |

### Neighboring Utilities

| Utility            | 2011 Rate<br>(cents/kWh) |
|--------------------|--------------------------|
| Tacoma Power       | 5.77                     |
| Seattle City Light | 6.72                     |
| Snohomish PUD      | 7.56                     |
| Avista             | 8.36                     |
| Portland General   | 9.26                     |
| Puget Sound Energy | 9.87                     |

Sources: EEI Winter 2012 Report or directly from each utility

\*Due to deregulation, no average rate is available for these utilities. The Texas state average rate is listed instead.

Dear: Shoreline City Council  
Keith McGlashan (Mayor), Chris Eggen (Deputy Mayor), Chris Roberts  
Jesse Salomon, Will Hall, Shari Winstead, Doris McConnell

Re: Utility Franchise Negotiations (Forest Canopy issues)

1. Forest canopy is important to the citizens of Shoreline of course, and is also critical to the environmental quality of our city: Air quality, carbon sequestration, particulate filtration, absorption of soil impurities, sound dampening, wildlife habitat, storm-water runoff reduction, energy conservation (shade in summer, reduction of convective heat loss in winter).

(Oregon State University/US Forest Service, Shoreline ACRT study)

2. The forest canopy influenced by the Utilities and the Franchise Agreement is significant. Nation wide utility rights of way cover about 1% of the land mass of the lower 48 states, and an even larger percentage of Urban land than rural. "increasingly aggressive vegetation maintenance activities on transmission rights-of-way have the potential to dramatically alter the ecological characteristics of existing transmission corridors and result in unnecessarily disruptive impacts to the environment" (Utility Arborist Newsline)

3. A recent National Public Radio story by Renee Montagne revealed the aggressive removal of vegetation being done on the east coast after a 2003 Blackout blamed on a tree in Ohio, and the resulting FERC fines for poor transmission line maintenance. With a little research it appears that the tree was not the primary cause of the outage but an overloaded power line that overheated (400-600 degrees fahrenheit) stretched and sagged into the tree.

4. As Michael Oxman (certified arborist) so aptly put it "Municipal government must reserve the right to direct forest operations such as tree removal because trees have a dual role as both individual plants and a collective urban forest resource that has aggregate value and function. The responsibility of city government is to ensure that short sighted folks with an eye toward hardscape do not remove assets from the public domain".

5. With a lot of community and city council support and city staff cooperation we were able to come to a reasonable compromise on vegetation management along the Interurban Trail from 145th to 155th. This was a great example of Utility and Community cooperation. We will be getting two trees planted this winter on the south end of the trail by Seattle City Light to replace a cottonwood that was removed from under the power lines.

6. This agreement was a good start but there were several issues that could with a little more work significantly improve the wording. For example:

a. The replacement tree size is still limited to 12' under the power lines. There is no reason for this when the International Society of Arboriculture "Utility Pruning of Trees" guide suggests 20' under low tension distribution lines.

b. The agreement we have protects only the Interurban Trail and should be generalized to the rest of the ROW system

c. There are street ends where the repositioning of a single ground line can preserve and protect many trees, and reduce Utility trimming costs.

d. Specific references to good tree trimming practices, and clearance guidelines should be included.

d. With some relative minor study and additional wording clarification we

can have a very functional, and mutually beneficial agreement in the form of a very readable and enforceable document.

7. This document should be fairly specific in specifying
  - a. Good vegetation trimming and retention practices.
  - b. Engineering Guidelines called out by the Federal Energy Regulatory Commission so there is no confusion about appropriate safe vegetation clearances.



**OregonLive.com**

Everything Oregon

## Carbon-gobbling trees in Northwest forests change the forest equation, a new study finds

Published: Thursday, August 04, 2011, 4:53 PM Updated: Thursday, August 04, 2011, 4:53 PM



**Brandon Blakeley, The Oregonian**  
By



[View full size](#)

The Oregonian

The ability of a forest to absorb carbon dioxide could help slow the pace of climate change, according to a new study.

Trees will mop up our carbon, if left alone.

A near halt to logging in the Northwest's federal forests has left a lot of trees standing in the past two decades, and a new study shows a robust forest can help combat climate change by trapping carbon dioxide emissions. And it soaks up more than we knew.

Researchers from the **U.S. Forest Service** and **Oregon State University** show for the first time just how much carbon unharvested Northwest forests can trap. These forests now constitute a carbon "sink" for the first time in decades.

The controversial **1993 Northwest Forest Plan**, aimed at preserving the endangered northern spotted owl, slashed timber production by 80 percent in northern California, and western Oregon and Washington. While the upshot of the plan remains hotly debated, an unanticipated side effect isn't: Powerful forest "sinks" store the carbon emissions from fossil fuel combustion for heat, transportation and power generation.

"The original goals of the Northwest Forest Plan had nothing to do with the issue of carbon emissions, but now carbon sequestration is seen as an important ecosystem service," David Turner, a professor in the OSU Department of Forest Ecosystems and Society who led **the research**, said in a press release covering the research.

In recent years, governments and corporations have raced to develop carbon-capturing solutions. Turner's new research quantifies the value of a forest as a carbon sink. With that information, the forest's economic worth could be higher than its use for logging.

In previous work, Turner and colleagues found that carbon sequestration in Oregon forests balances almost half the carbon emissions from fossil fuel combustion by state residents.

This newest forest research dovetails with other recent reports that highlight ecosystem damage caused by ocean acidification, a result of increased atmospheric carbon.

Researchers from **The University of California at Davis** reported in mid-July that more acidic oceans could weaken the shells of California mussels and diminish their size. Other reports from the **National Oceanic and Atmospheric Administration** indicate coral is at increasing risk. More acidic conditions greatly slow coral growth and accelerate coral bleaching, often leading to death. Coral reefs shelter a quarter of all marine species. Economically, NOAA estimates coral reefs' worth at up to \$375 billion a year when coastline protection, fishing and tourism are added up. By holding carbon, trees pitch in to help oceans and marine life.

Turner's study helps put a number on the carbon value of Northwest forests. While trees alone are not the solution to climate change, it appears they can slow the pace because they handle more carbon than expected. It changes the equation for figuring out the best use of the forest.

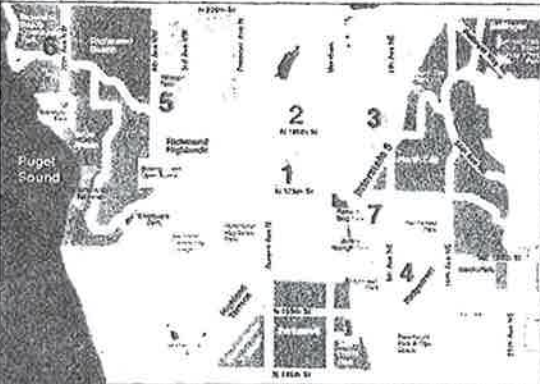
-- **Brandon Blakeley**

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**URBAN FOREST MANAGEMENT  
PLAN  
FINAL REPORT**

**The City of Shoreline, WA**



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Lodi, CA 95241-1540  
Phone: 877-227-8978  
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### Executive Summary

The City of Shoreline has recognized the benefits that trees provide to the quality of urban life. In order to manage this valuable resource the City contracted ACRT to conduct a street tree inventory and develop a management plan. This report will assist the City to make more informed choices.

ACRT conducted the inventory from February to October, 2003. City staff indicated that a that the Highlands and Innis Arden areas were not to be inventoried. They further indicated that only trees and planting sites presently occupying the City's boulevards should be inventoried and that trees and planting sites were not to be counted on the City's medians or in the City's parks.

The following is a summary of the inventory report.

1. ACRT inventoried a total of 14,226 trees and 1505 planting sites on the City's boulevards.
2. ACRT personnel recorded 170 species from 78 genera on the City's boulevards. The most plentiful species include Douglas-fir, *Pseudotsuga menziesii* (16%), American arborvitae (13%), Western red-cedar, *Thuja plicata*, (11%). The other species each composed less than 5% of the total number of trees.
3. The size class distribution indicates that 66.5% of the Shoreline tree population is composed of small trees less than 12 inches in diameter. Twenty three percent of the trees are medium sized trees with diameters between 13-30 inches and 2.3% of the trees are very large trees greater than 30 inches in diameter.
4. The majority of trees (64.5%) were estimated to be in good or better condition, 25.4% fair, 8.7% poor while a little over 1% were rated in critical condition or dead. These results are less favorable than other cities where ACRT has conducted tree inventories.
5. The vast majority of the trees (91.0%) require routine pruning. Of the remainder, just over 2% require priority pruning or re-inspection and 6.7% require removal. While the majority of trees presently require routine pruning, the lack of recent pruning is evident for many trees.
6. A preliminary estimate of the cost to systematically prune the 14,226 street trees based on a typical contract rate is \$1,747,251.00 (Section 4.5). This figure is based on the City's current street tree population and does not include the costs to maintain the City's tree department, nor does it anticipate the costs of future development.
7. ACRT proposes that to effectively manage the street tree population that the City should adopt a five-year pruning cycle. The estimated annual tree maintenance cost for a five-year pruning cycle is \$349,450.00 (Section 4.5).

8. To maintain the City's urban forest we recommend that the City replant trees slated for removal and fill the existing vacancies in the coming year. Afterwards the City should budget to plant 100 trees annually to fill existing tree vacancies plus an estimated 1% tree replacement or 100 trees annually for the next five years. With an average tree planting costs of \$264.00 per tree the tree planting costs are estimated at \$118,800.00 annually.

9. We believe that an annual budget of \$468,250.00 should be adequate to maintain the City's trees. Note: the simplified costs presented in this report may not reflect the true costs to run this program as suggested and may require additional funds after a more thorough review to reflect accurate local costs.

10. ACRT believes that maintaining the City's trees at this level will provide the citizens of Shoreline with a pleasing urban environment.

Implementing the proposed programs will provide the City with the maximum economic, aesthetic, and environmental benefits from its urban forest. The level of economic appreciation achieved by the urban forest can be maximized through necessary maintenance. As the overall condition of the street tree population improves, survival rates will increase and publicly owned trees will appreciate in value as they grow and develop.

## 1.0 Introduction

The City of Shoreline is a pleasant community located in Snohomish County just north of Seattle. Native Douglas fir and Western red cedars grow rampant, giving the community an appearance of a city within a forest. Thus the trees that make up Shoreline urban forest are an essential component of the City's landscape and a defining element of its character.

Trees provide benefits, which supercede the traditional amenities of aesthetics and shade. In urban environment, healthy trees provide substantial benefits including:

1. Temperature moderation,
2. Mitigation of urban heat islands,
3. Stormwater runoff reduction,
4. Carbon sequestration,
5. Improved air quality
6. Noise reduction, and
7. Visual screening.

However, a healthy and well-maintained urban forest does not come about by accident. The health and stability of a city's urban forest can only be achieved by proactive management. The street tree inventory conducted by ACRT will help document the existing condition publicly owned trees in the City of Shoreline.

Interest in urban trees is increasing from the federal and state level to the local level as their benefits are quantified and better understood. Federal funding for urban forestry assistance has increased tenfold with emphasis toward educating people on the benefits provided by trees. Despite the fact that federal funding for urban forestry has grown dramatically, the competition for these funds has outpaced availability. Global Releaf, a program of American Forests, is promoting tree planting on a worldwide basis in an effort to slow the buildup of carbon dioxide and thereby slowing the effects of global warming. The National Arbor Day Foundation administers the "Tree City USA" program to acknowledge local communities tree care and planting efforts. This emphasis on the health and proliferation of the urban forest is a key factor in increasing the quality of life in urban and suburban communities

Improving tree vigor and survival will result in long-term benefits and reduce public liability by eliminating hazardous conditions. Recent research has demonstrated that residential and commercial property values rise as the number and size of trees increase and as overall tree condition improves. Research has also shown that urban trees are

July 25, 2012 from WBUR

## Power Utilities using Brontosaurus to Clearcut Trees

Over years of being criticized for power outages caused by falling trees, utility companies are aggressively cutting down trees near electrical lines. Sounds sensible, but homeowners complain that the cutting often happens on private property, and even healthy trees are fair game.

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RENEE MONTAGNE, HOST:

Millions of people lost power in the Derecho storm that lashed the mid-Atlantic last month, and a big reason for that was trees falling on power lines. Utility companies have been criticized for that. So some have been aggressively removing trees to prevent future damage and they're getting criticized for that, too, as Sacha Pfeiffer of member station WBUR reports.

SACHA PFEIFFER, BYLINE: There's a strange sight rolling through Boston's suburbs lately. It's called a Brontosaurus, and it's a massive tree-cutting machine.

(SOUNDBITE OF TREE-CUTTING MACHINE)

PFEIFFER: The Brontosaurus has a long mechanical arm with a clawed blade at the end. It can gobble up and take down a 60-foot tree in just seconds, like a dinosaur devouring its prey.

(SOUNDBITE OF TREE-CUTTING MACHINE)

PFEIFFER: Crews with the largest utility system in New England are using it to clear trees near many of its power lines in Massachusetts.

Meg McConnell, who lives in the town of Wayland, looks on with shock, as trees bordering driveways, even on private property, are targeted for removal.

MEG MCCONNELL: I wept. I wept this morning leaving my house. God, this looks awful.

PFEIFFER: The utility calls this a vegetation management program. Similar tree cutting by other power providers is happening around the country. And many residents are upset over what they say is a drastic change in utility companies' approach to tree maintenance.

STATE REPRESENTATIVE TOM CONROY: Is this overkill? I think so.

PFEIFFER: Tom Conroy is a Massachusetts legislator who wants changes. The local utility, NSTAR, used to keep a buffer zone of trees around its high-voltage lines but is now clearing much more: its entire 250-foot right-of-way. Some land bordering the power lines has been stripped almost bare. A scorched earth policy, one resident called it.

Again, Representative Conroy.

CONROY: Are they being overzealous in terms of taking their legal rights and the easement they have to its Nth degree? Yes, I think they're going too far.

PFEIFFER: Utility companies are certainly going farther than they used to. Before 2003, they were more lax about tree trimming. But then a tree that hit a major power line in Ohio contributed to a blackout affecting 55 million

people in the Northeast and Canada.

NATHAN MITCHELL: That was a huge issue for the industry and a turning point.

PFEIFFER: Nathan Mitchell is with the American Public Power Association, which represents the country's community-owned utilities. He says after that incident, federal regulators put new guidelines in place for more extensive cutting near overhead wires. And while the feds didn't used to have much enforcement power, Mitchell says they do now.

MITCHELL: They have fines that are up to \$1 million a day.

PFEIFFER: So there's real incentive for utilities to cut, cut, cut. So far, power companies from Tennessee to Kansas to California all have been hit with six-figure fines.

The Edison Electric Institute is a national trade association for investor-owned utilities. Spokesman Jim Owen says there's a constant, contentious push-and-pull between utilities and their customers who like their tree-lined neighborhoods but also want reliable power.

JIM OWEN: Obviously, no one wants to have their lovely trees trimmed, but we are required to do that vegetation management and, of course, when we don't do it properly bad things can happen.

PFEIFFER: And he only half-jokes that in today's technology-soaked world, people lose their patience for being without electricity...

OWEN: When your iPhone battery goes down and you can't charge it.

(SOUNDBITE TREE-CUTTING MACHINE)

PFEIFFER: Back in Wayland, Massachusetts, resident Robert Noa wishes the utilities would cut more selectively, or just lop the tops of off trees like they used to. Instead, he believes many power companies have decided that having no trees is the best vegetation management policy of all.

ROBERT NOA: Well, I think there is a neighbors-be-damned, let's look at the dollars-and-cents aspect of what we're doing here. They can come in, they can clear-cut, and they can effectively forget about us for the next three decades.

PFEIFFER: But utility companies say taking down trees entirely is the only way to guarantee no large-scale outages, and as each new storm topples more trees, they get even more vigilant.

*R O W trees that fall and cause power outages!*  
For NPR News, I'm Sacha Pfeiffer in Boston.

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June 5, 2012

Dear Shoreline City Councilmembers,

Trees are privately owned, public utilities.

A recommendation by the Planning Commission has been made, which would be a good place to begin managing the urban forest resource.

They are not just beautiful and useful to the property owner where they happen to have taken root, but they have an appraised value that can be quantified down to the dollars and cents. This cash value is carried over to their value as improvements to real estate which affects the neighborhood.

Municipal government must reserve the right to direct forest operations such as tree removal because trees have a dual role as both individual plants and a collective urban forest resource that has aggregate value & function. The responsibility of city government is to ensure that short sighted folks with an eye towards hardscape do not remove assets from the public domain.

Laws protecting trees from removal without cause can only be passed by the city council. The proposed tree ordinance allows removal of trees for good reason. Enforcement of the ordinance will entail a budget for staff support.

These staff are arborists who will also be updating the tree inventory database, educating the public about the best practices for maintaining the forest that grows on private property, and doing pruning, planting and removal of trees on public property.

The proportion of the city budget that must be allocated to urban forest management must match the scale of the asset. With trees being a multi-million dollar stormwater management utility, there is a necessity to use drainage fees to fund the tree program.

I hope the council will recognize the value of the urban forest, collect data thru a tree inventory, appoint a tree commission, prevent tree removal except when necessary, and fund appropriate management efforts.

Thanks.

Arboreally yours,

Michael Oxman  
Seattle, WA

ISA Certified Arborist #PN-0756A

PN 0756A  
ISA 0756A



**Your Seattle City Light**

April 17, 2012

Ms. Debbie Tarry  
Assistant City Manager  
City of Shoreline  
17500 Midvale Avenue N.  
Shoreline, WA 98133-4905

**LETTER OF UNDERSTANDING**

Dear Ms. Tarry:

Thank you for joining me and other City Light representatives for the conference call on February 1, 2012 as well as continuing the discussion on City Light's Vegetation Management Plan. The City of Shoreline and City Light have enjoyed a very close association for many years and it is good to know that we will continue to foster that relationship in the future.

As you know, City Light plans to proceed with its Vegetation Management Plan along the Interurban Trail and elsewhere in the City of Shoreline near our power lines. Our plans have been the subject of concern by some members of the Shoreline neighborhood, most notably the Interurban Trail Tree Preservation Society. Based on the feedback received during the course of two community meetings with Shoreline residents, City Light will proceed with its Vegetation Management Plan by trimming trees near power lines and will include the guidelines outlined below. Trees will not be removed unless the tree poses a safety hazard to community members, our system, or in instances where the property owner requests City Light to remove the tree. In the rare instance where a tree is removed City Light will follow its Urban Tree Replacement Program. City Light has planted thousands of trees through this program since its inception. The utility supports the "Right Tree Right Place" concept and only plants large growing tree species where site conditions and infrastructure allow for the long term health and growth potential of the tree.

In 2005, former Mayor Greg Nickels issued an Executive Order calling for each City of Seattle department removing trees from city-owned property to replace that tree with two in its place. City Light has and continues to follow this Order—in many cases replacing removed trees at a much higher ratio. As you know through our discussions, City Light will not remove trees on private property without the property owner's consent. The utility employs several Certified Arborists in addition to a full time Arboriculturist and Plant Ecologist who coordinate our forest canopy retention and tree replacement efforts. City Light is an active partner in the Seattle interdepartmental tree team which coordinates Seattle's tree activities. We are involved in Seattle's Urban Forest Management Plan,

700 Fifth Avenue, Suite 3200, P.O. Box 34023, Seattle, WA 98124-4023  
Tel: (206) 684-3000, TTY/TDD: (206) 684-3225, Fax: (206) 625-3709

An equal employment opportunity employer. Accommodations for people with disabilities provided upon request.  
Seattle City Light is the 10th largest publicly owned utility in the nation dedicated to exceeding our customers' expectations in safely producing and delivering power that is low cost, reliable and environmentally responsible.

support the City of Seattle's ReLeaf program, and are currently coordinating ongoing tree planting activities in 2012 with other city departments. We believe that our vegetation management team has done an excellent job following both Mayor Nickels' Order and City Light's Urban Tree Replacement Program.

City Light has an agreement in place with the City of Shoreline relating to the Interurban Trail and our vegetation management practices. City Light will continue to trim trees to the required clearances and abate any hazards that may impact our lines. Due to the inherent dangers of electricity, City Light must maintain proper clearances between transmission and distribution lines and trees. The utility must maintain variable clearance distances between trees and power lines. Clearance distances are informed by the voltage of the power lines. For a point of reference, a copy of City Light's Tree Clearance Construction Guideline is enclosed and also can be found online at: <http://www.seattle.gov/light/engstd/Docs/ConStd/d980.pdf>. City Light will not compromise public safety. City Light will, however, commit to allowing dead standing trees to remain for wildlife habitat if it does not impact our power lines or pose a safety danger to human life at any time.

Finally, electric utility industry standards show that it is a best practice to replace trees that grow to heights that impact power lines with smaller growing species. City Light has made the informed decision to replace encroaching trees with a specie that grows no taller than twelve feet along our transmission system. Seattle's climate and native tree species naturally result in many tall growing trees. Due to this fact, the only practical and logical option for replacement is planting small trees under power lines and big trees away from the lines. As stated above, City Light will not remove trees unless they are a hazard or at the written request of a property owner. When removing a tree that is in a location impacting power lines, City Light will provide for a replacement with low growing trees, shrubs, or bushes.

To recap my main points, the following are City Light's commitments regarding vegetation management along the Interurban Trail:

- City Light will continue to follow its Vegetation Management Plan;
- City Light will not remove trees along the Interurban Trail unless the tree is a hazard or an abutting property owner makes a request;
- For any tree removed City Light will provide as replacement a minimum of two trees to provide for the loss of the positive values of the tree(s) being replaced. Positive values include but are not limited to water retention, ecological and neighborhood screening benefits, air quality, prevention of winter heat loss and summer air conditioning costs, and property values;
- Tree replacement will take into consideration the replacement tree's future growth and impacts to City Light power lines and access to those power lines;
- The replacement trees will be selected whenever possible from similar groups (e.g. evergreen for evergreen, deciduous for deciduous) with every effort to provide an equivalent replacement for the vegetation it is replacing;
- When City Light determines that it is impractical to replace two trees for one at the location where the original tree was removed, City Light will either (i) provide the City of Shoreline with replacement trees to be planted at an appropriate site of their choosing.



700 Fifth Avenue, Suite 3200, P.O. Box 34023, Seattle, WA 98124-4023

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- or (ii) provide for replacement trees in a more practical location where the tree's future growth will not impact City Light power lines and accessibility;
- City Light will trim trees to maintain proper clearance distances which are determined by the voltage of the power line;
  - City Light will leave dead standing trees that are unlikely to pose a hazard to life or impact power lines for wildlife habitat;
  - In the event significant changes are made to City Light's Vegetation Management Plan, the interests of the impacted communities will be represented and included in the planning process.

As we agreed, updates to the Shoreline Interurban Trail Memorandum of Agreement are not necessary at the present time. However, a review of this Agreement by both Parties should occur during the course of discussions related to the Franchise Agreement between the City of Shoreline and the City of Seattle.


This Letter of Understanding confirms and memorializes Seattle City Light's and the City of Shoreline's intent to follow the above stated commitments regarding vegetation management. By signing this letter, both parties affirm the above, affirm the goal of environmental stewardship, and the goal of providing excellent customer service while protecting the health and safety of our employees, customers, and constituents.

Sincerely,



Phil West  
Officer, Customer Service & Energy Delivery  
Seattle City Light

MEMORIALIZED BY:



Jorge Carrasco, Superintendent  
Seattle City Light



Julie Thuy Underwood, City Manager  
City of Shoreline



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An equal employment opportunity employer. Accommodations for people with disabilities provided upon request.  
Seattle City Light is the 10th largest publicly owned utility in the nation dedicated to exceeding our customers' expectations in safely producing and delivering power that is low cost, reliable and environmentally responsible.



January 14, 2013

To: Shoreline City Council

From: Suzanne Pardee, MPA  
suzannepardee@w-link.net  
17530 10<sup>th</sup> Ave NW  
Shoreline, WA 98177

Re: Coal Train Scoping Comments

Request: Pass a Resolution Opposing the Proposed Coal Trains and Cherry Point Terminal.  
Demand a truly comprehensive Environmental Impact Statement that evaluates all the environmental, economic, and social impacts of coal mining, transportation and burning.

Dear Shoreline City Council Members:

I urge the Shoreline City Council to pass a resolution firmly opposing the proposed Coal Train and Cherry Point Terminal, and I urge the Council to demand that the lead agencies responsible for the EIS Scoping Process conduct a thorough review of all impacts, from start to finish. This means that all the known and potential environmental, social, and economic consequences of coal mining, coal transportation, and consumption should be thoroughly evaluated in the EIS Scoping Process. Concerns include, but are not limited to the following topics:

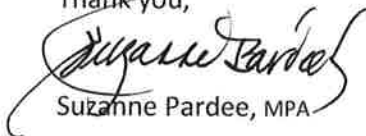
- Most of the coal mining will be done on public lands in Montana and Wyoming, yet private corporations will reap the lion's share of the profits. The public has already been shortchanged billions of dollars from coal taken from public lands in these states, and the leases for future extraction promise the public a mere pittance.
- The ecosystems on public lands provide half the watersheds for America's municipal water supplies, and coal mining and coal dust is known to release a wide variety of toxins into the environment, including lead, arsenic, and mercury. Toxic exposure is known to increase rates of cancer, birth defects and infertility, and it increases rates of neurological damage such as decreased intelligence, increased learning disabilities, and increased violent behavior. Do we really want to create a whole new host of health and social problems, and further stress the public systems that must deal with them?
- What is the impact of coal mining to ecosystems, both in terms of habitat loss, and from toxic exposure? Do we really want to further degrade ecosystems that are reeling from global warming, acid rain, and wholesale elimination through conversion to development?
- Mining activities often cause landslides, threatening communities that live downhill. How many homes and lives will be lost, and who will pay for the damage that can be repaired?
- Coal mining damages economic activity in other industries, especially in fishing, tourism, and real estate sectors. Why should these jobs merit less consideration than coal train jobs?

- The coal trains would pass through the farmland of several western states. What will be the health effects to farm animals and crops that are exposed to toxic coal train dust and diesel train fuel, and the concurrent health effects to humans that ingest this contaminated food? What will be the economic effect on farmers who find their livestock dead, or their crops, milk, and meat too toxic to sell?
- The coal train project would bring approximately 18 trains of coal through Puget Sound each day, each train about 1 ½ miles long, and taking ¼ hour to pass. What will this do to traffic in a region that already suffers from gridlock much of the time? What is the impact of halting traffic for 15 minutes, every 1 – 1 ½ hours? What desperate things will people do to get to work on time? What road rage will we see, when Seattle area traffic routinely comes to a standstill throughout the day? How many lives will be lost when ambulances cannot make it to the hospital in time? How much more air pollution will we have in our region due to idling cars? How much wasted lives and productivity will the region face from waiting and gridlock?
- The coal trains would intersect the Seattle and Edmonds ferry terminals right at their loading and off-loading areas. Will our region's ferries every run on time again, if they must cease loading and unloading for 15 minutes, every 1 – 1 ½ hours?
- Amtrak leases Burlington Northern rail lines. Amtrak service is routinely delayed to allow current freight train traffic to pass, and is often delayed for landslides, freight train derailments, and fatal accidents at crossings. Will the delays caused by 18 coal trains per day kill passenger rail service all together, as the delays caused to Amtrak become untenable?
- I know a train worker well. His union ostensibly endorses the coal train project, yet he and the rest of the union membership were never asked their opinion. He opposes the project, not only for the overall negative impacts to the society and environment, but because he will personally be exposed to more toxins, and because the coal train traffic will severely impede all other rail traffic, and because it will further degenerate rail beds throughout the West that already need replacement, causing more derailments and injuries.
- What will be the health and environmental impacts of the toxic coal dust and increased diesel fumes throughout the Puget Sound rail corridor? Why should residents of Shoreline, Seattle, or Edmonds suffer from increased rates of asthma, cancer, neurological and reproductive damage?
- What will happen to real estate values and the economic viability of our region, once coal trains rumble incessantly through our communities? Families and entrepreneurs often chose to live in Puget Sound because of the natural beauty and relatively clean environment. Will we see businesses and individuals with money flee the region, seeking the next Emerald City?
- Construction of the Cherry Point Terminal will directly convert 350 acres of relatively undeveloped land into industrial use. What will be the environmental impact of this construction to the Threatened and Endangered Species of the area, both aquatic and terrestrial? What will be the hydrologic impacts of further converting wetlands into ports?

- What will be the impact on fisheries and shellfish, as marine life is poisoned by coal train dust, and diesel that enters the water from ships directly, and from trains indirectly? Why should the fishing industry suffer for coal production and transportation?
- What will be the economic, environmental, and social cost of coal train derailments, and coal ship accidents? Who will pay the cost? Puget Sound and the Straits of Juan de Fuca are already busy with ship traffic, and that traffic would only increase substantially with coal train exports. It's questionable whether Washington State is prepared for major marine accidents, and it's likely that the public would pay the cost of disaster preparation and clean-up.
- Once coal is loaded on ships to Asia, it will need to cross thousands of miles of the Pacific Ocean. What will be the environment impact of toxic coal dust and diesel exhaust into the marine ecosystems that are already suffering from global warming, acidification, and species depletion? Will our beloved salmon become more toxic or fewer in number? What will be the economic and environmental cost of coal ship accidents on the high seas?
- Just as Washington State will suffer severe impacts from coal train transportation, what will be the environmental, economic, and social impacts from building terminals and transporting coal in Asian communities? What will be the direct health impacts to Asian communities that burn American coal? Is it moral to export coal that we consider too dirty to burn ourselves? Cancer is already the leading cause of death in China. Will cancer be Washington's #1 export?
- Burning coal. It's scarcely imaginable that in this day and age when the effects of global warming and climate change are so clearly felt, that humans would ever consider such a monstrous project. Extreme weather events, whether it be drought that plagued 2/3 of American counties this year, Hurricane Katrina and Sandy, or the 50 degree below zero temperatures that Russia is now experiencing, humans are paying the costs of fossil fuel addiction. Will we spend money and ingenuity creating a clean green future with renewable energy jobs, or will we further hasten our rendezvous with climate catastrophe?

Please request that the EIS scoping process evaluates all these concerns. Please join with the cities of Seattle and Edmonds in rejecting the Coal Train/ Cherry Point Terminal, and send an official resolution of opposition by January 21, 2013 for inclusion in the scoping comments.

Thank you,



Suzanne Pardee, MPA

# City Council Comment Form

## Shoreline City Council Meeting

Date: \_\_\_\_\_

Please use this form if you wish to provide written comments to the City Council. The form can be turned in to the City Clerk or left in the Comment box on the table. This comment form is Public Record, so any contact information you provide may be disclosed as part of a Public Record.

Name L. Nate Walker

Address \_\_\_\_\_

Phone Number \_\_\_\_\_

Agenda Item (if applicable) \_\_\_\_\_

Comment:

Permission to speak to council  
for New Year Greeting  
lets from school Board meeting

L. Nate Walker