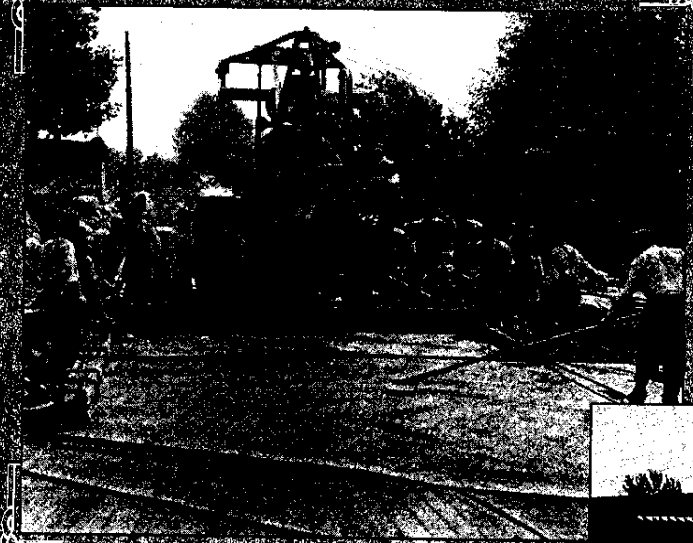
King County Department of Public Works



1989 Annual Report

Celebrating Washington's Centennial

King County Executive
TIM HILL

Dear Citizen:

This King County Department of Public Works Annual Report summarizes the 1989 accomplishments and goals of the largest county public works agency in the State of Washington.

In 1989, residents throughout King County benefitted from a number of new programs and services delivered by the Department. Priorities focused on the development of creative strategies for easing traffic congestion, building a better county road network, and a variety of water quality improvements that will help preserve our environment for years to come. The Department also served the needs of a growing population by implementing programs that are helping more and more people recycle what they would normally throw away.

I invite you to read this Annual Report to learn how the Department of Public Works is responding to the challenge of increased growth and the need to protect our environment for future generations.

Sincerely,

Tim Hill
King County Executive

King County - The Setting

King County covers 2,235 square miles. It was created in 1854 when the census counted only 170 residents (not including the County's large native American population). Today, approximately 1.4 million people live in the County.

The majority of residents live in the western one-third of King County, near the flatter land along Puget Sound. The eastern two-thirds of the County, with its high mountain passes and vast forest areas, is sparsely populated.

In 1989, the stage was set for significant changes in King County's jurisdictional boundaries. The most notable were incorporation elections in the communities of SeaTac and Federal Way. In 1990, King County will gain two new cities, bringing the total number of incorporated cities to 31.

The Department of Public Works provides both regional and municipal services to citizens. In 1989, the Department provided an estimated 571,600 citizens in unincorporated King County with municipal services such as road maintenance and construction, solid waste disposal and drainage improvements. Regional services involving transportation planning, general aviation service, waste reduction and recycling programs and flood warning protected and enhanced the lives of all King County citizens.

Snoqualmie Falls

Printed on Recycled Paper

King County
Department of Public Works

900 King County Administration Bldg.
500 Fourth Avenue
Seattle, Washington 98104

Dear Citizen:

For The Department of Public Works, 1989 marked the end of a decade of rapid change and achievement. The four divisions that comprise the Department delivered a wide variety of new services and programs to the citizens of King County. Some improvements responded to the needs of a growing population while others influenced our habits and desire to protect our environment.

The year began with King County Executive Tim Hill declaring 1989 the "Year of Transportation." The declaration reflected the creation of innovative programs aimed at reducing traffic congestion and the delivery of major road improvements by the Department's Roads and Engineering Division.

Thousands of citizens showed strong approval of King County's aggressive recycling goals by actively participating in programs that produced a drop in the amount of solid waste requiring disposal in 1989. The Department's Solid Waste Division also received national recognition for its efforts in making Cedar Hills Regional Landfill a model solid waste disposal facility.

King County International Airport (Boeing Field) maintained its status as one of the ten busiest general aviation airports in the nation. To meet the growing demand for aviation facilities in King County, the Department's Airport Division successfully completed lease negotiations for a major aviation development at Boeing Field.

Identifying and implementing solutions to drainage problems and the development of new requirements for controlling runoff in urbanizing areas of King County were key accomplishments for the Department's Surface Water Management Division in 1989. As the landscape of King County changes, flood protection and efforts to protect and enhance the water quality of our rivers and streams will remain top priorities of the Division.

This 1989 Annual Report to the citizens of King County documents the programs and services delivered during Washington's Centennial year by the Department's 975 employees. These goals and accomplishments will lay the foundation for even greater challenges as King County enters the next decade.

Sincerely,

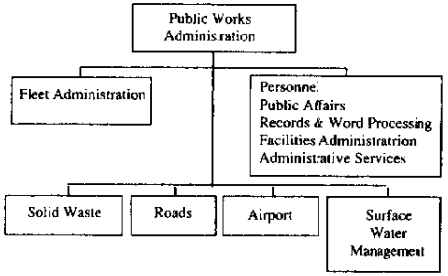
Paul Tanaka,
Director

1989 King County Public Works Annual Report

Contents

Directors Office/Administration 2
Fleet Administration 4
Roads and Engineering Division 6
Airport Division 10
Surface Water Management Division 12
Solid Waste Division 16

Public Works Department



The Department of Public Works provides a variety of services to urban and rural areas of King County.

DIRECTOR'S OFFICE/ADMINISTRATION

The Department of Public Works Director's Office provides program and financial management, policy development and a variety of staff support functions to four line divisions. The main support functions include personnel, facility administration, word processing, recordkeeping, mail delivery, labor relations, employee development and public affairs.

In 1989, the Department of Public Works expanded its comprehensive Employee Development Program. By year's end, over 500 employees had taken part in blood pressure and cholesterol screenings. Many other employees benefited from a new Department flex-time policy and seminars focusing on public speaking, stress management and performance-feedback training. Additional employee development and training programs will be implemented in 1990.

In response to incorporation elections held in 1989, Administration staff participated in the negotiation of service contracts. Those negotiations resulted in agreements to provide road maintenance and surface water management services to the new Cities of SeaTac and Federal Way in 1990.

Administration staff also completed an inventory of 192 County-owned underground storage tanks. In 1990, a program to remove and retrofit Public Works fuel tanks will be developed.

The recruitment of minorities and women continued to be a Department priority in 1989. The addition of an Employment Recruiter in the Personnel Section will help the Department better identify qualified candidates for a variety of Public Works jobs.

In keeping with the County's goal of expanding educational opportunities for minorities, eight minority engineering students with the University of Washington were employed as interns. This program gives students the opportunity to broaden their overall education by applying their classroom knowledge to actual job situations.

PERSONNEL SECTION

The Personnel Section coordinates hiring, employee and labor relations, employee development and training, payroll and recruitment for the Department of Public Works.

Individuals seeking employment with the Department of Public Works should contact Public Works Personnel, 296-6536 or its Employment Recruiter, 296-3706. A King County Job Hotline, 296-5209, provides a 24 hour recorded message listing employment opportunities in all County departments.

Personnel Changes 1988-1989

	1988	1989
Retirements	24	27
New Employees	102	92
Part-time Employees	207	164
Promotions	52	30
Summer Hires	68	70

RECORDS CENTER

The Records Center provides daily inter/intra-departmental support services and responds to requests for a variety of records from the public and private sector. In addition to maintaining records and a microfilm program for the Department, the Records Center provides mail and office supply services and maintains copy and fax machines.

In 1989, The Records Center microfilmed 5,016 engineering drawings and nearly 53,000 legal documents. It responded to 8,800 requests for records, processed 74,768 pieces of U.S. mail and 78,300 pieces of inter/intra-agency mail.

OFFICE OF PUBLIC AFFAIRS

In 1989 significant public attention was given to the inauguration of waste reduction and recycling services, major transportation improvements, and snow, ice and flood emergencies. Special media events highlighted programs such as "Commuter Challenge Week" and interjurisdictional agreements. The Office of Public Affairs supported the media in their coverage of these and other Public Works activities.

The Office of Public Affairs also provides photography, video documentation, film processing and graphic art support to the Department's line divisions. Over 8,000 photos were shot and processed in 1989. The arrival of computerized desktop publishing replaced traditional layout and typesetting methods used to produce graphics.

Public Involvement/Community Awareness Opportuniuties

Speakers are available to discuss Department of Public Works programs, services and operations with community groups and service organizations. If you are interested in the topics below or other Public Works subjects, please call 296-6510.

"The Making of Milestones," a brief slide presentation of Boeing Field history. Call 296-7380 for scheduling.

"Route 2000" provides audiences with a general overview of the King County Department of Public Works Roads Division. The twenty minute slide presentation examines regional planning, system maintenance and road construction services provided by the Division. Call 296-6510 for scheduling.

"The Red Brick Road" slide presentation records the history and reconstruction of a portion of 196th Avenue Northeast, originally built in 1913. The 1.3 mile stretch of road, which was part of the famed "Yellowstone Trail," was repaired in 1989 with original paving bricks in time for Washington's Centennial celebration. For scheduling, call 296-6510.

For information on the activities of the Solid Waste Citizen Advisory Committee, call 296-4460. The committee advises the Division on a variety of solid waste programs, waste reduction and recycling and related environmental matters.

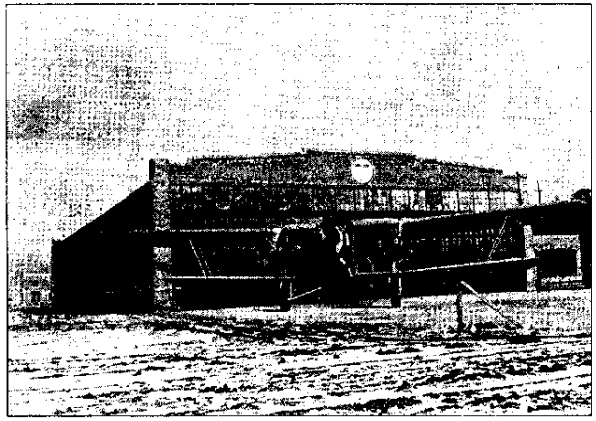
The Surface Water Management Citizen Advisory Committee advises the County on stream restoration, flood control, drainage and public education issues.

For more information on the committee's work, call 296-6519.

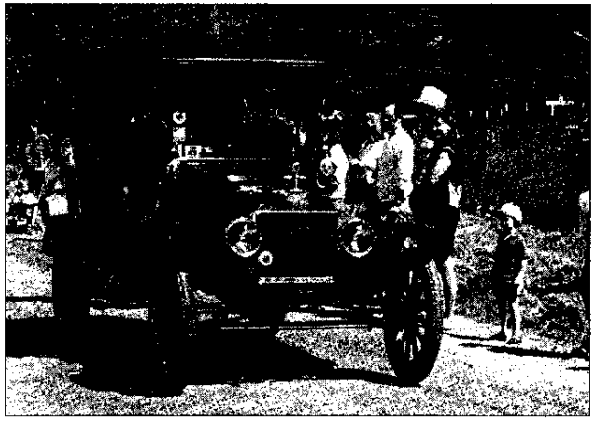
The RoadShare Citizen Advisory Committee discusses bicycle, pedestrian and equestrian needs in King County. For more information on RoadShare activities, call 296-6543.

The Noise Advisory Committee addresses noise policies at Boeing Field. For information, call 296-7380.

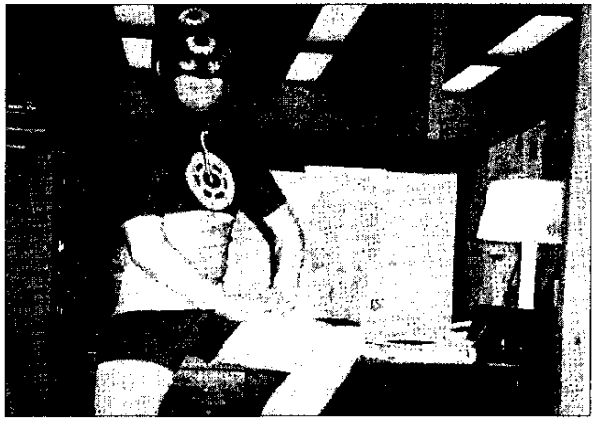
"Sprocketman," folk hero and source of inspiration to young people will visit classrooms and special events to teach bicycle safety. To request an appearance, call 523-1952.



"The Making of Milestones" highlights Boeing Field history.



A slide presentation highlights the history of the "Red Brick Road" is available through the Roads Division.



Sprocketman teaches children bicycle safety.

Windell T. Mitchell
Administrator
Fleet Administration

FLEET ADMINISTRATION

Fleet Administration provides supervision and management for the Motor Pool and the Public Works Equipment & Revolving (ER&R) funds. In 1989 Fleet Administration achieved the following:

- Awarded five private contracts for the maintenance of County vehicles for the Car-Per-Officer Program (CPO). Fleet now administers a total of thirteen private contracts for this program;
- Coordinated installation and implementation of the Fleet Management System (FMS); and
- Compiled and published operational procedures governing the FMS system.

Also in 1989, Fleet Administration developed a pilot program proposal for using compressed natural gas powered pick-up trucks, and participated in an inventory of all King County underground fuel storage tanks to determine compliance with new Environmental Protection Agency regulations. Two surveys were conducted to provide trip information on take-home vehicles. The information, which provided justification and explanation for take-home vehicles, was submitted to the King County Council.

1990 PROGRAM GOALS

- Completion of parallel testing of the old Equipment Management System and the new Fleet Management System;
- Upgrade the Automated Fuel Dispensing System to go "on-line";
- Convert Motor Pool and Public Works ER&R assets to the new Countywide Fixed Asset System;
- Implement the Payroll Front-End System;
- Review and utilize information produced by the FMS to address recommendations of the 1985 Equipment Management Audit; and
- Enlarge and enhance the Radio Shop and Motor Pool Shop to provide for more efficient operation and better working conditions.

MOTOR POOL ER & R MAINTENANCE SHOP

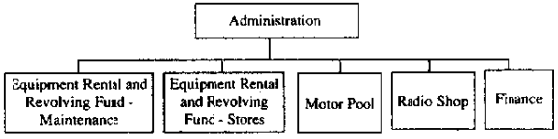
The Motor Pool ER&R Maintenance Shop maintains approximately 687 vehicles and provides maintenance services to vehicles employed in services financed by the Current Expense Fund. Public Safety is the largest customer. In addition to providing in-house maintenance services, this agency is responsible for preparing specifications for private vendor repair and maintenance services, and providing technical assistance to the Fleet Administration Office in coordinating the vendor maintenance program.

The Motor Pool Shop also operates a vehicle dispatch center for agencies needing temporary vehicles.

During 1989 the number of vehicles maintained increased by 55 vehicles. Also, 108 old vehicles were replaced with newer equipment.

The 1990 Work Program includes the completion of structural improvements at the Parking Garage Maintenance Shop.

Fleet Administration Organization



Public Works ER & R Maintenance Shop

The Public Works ER&R Shop provides repair support, preventative maintenance and develops specifications for nearly 600 vehicles and equipment used primarily by the Roads Division. The Shop also operates an equipment pool, transports heavy equipment to job sites, and provides wrecker service.

The ER&R Shop supports a diverse fleet, including automobiles, pickups, dump trucks, snow and sanding equipment, graders, backhoes, mowers, and sweepers.

The 1990 Work Program includes:

- Continued parallel testing of the Fleet Management System;
- A study of Federal Hazardous Waste Legislation dealing with anti-freeze and freon gas; and
- Installation of a vehicle washing facility.

Public Works ER & R Stores

The Public Works ER&R Stores functions as an inventory control and purchasing service center for King County agencies with the Roads Division being the primary user. There are about 3,500 individual items carried in the five store areas which include: automotive, construction, traffic, electrical, and general miscellaneous. During 1989, 34,282 inventory orders were processed.

The 1990 Work Program includes utilizing data generated from the Fleet Management System to provide a higher level of efficiency to Stores users.

Radio Communications and Repair Shop

The Radio Communication and Repair Shop installs, maintains and services radio communications equipment for King County agencies. It provides radio and microwave communication which forms a network tying County communications together. The primary communication site is located on top of Squak Mountain, 1,980 feet above sea level. The Squak Mountain facility provides communication support to Public Safety, Roads Division, Solid Waste Division, Puget Sound Air Pollution Control Agency, Adult Detention and several local police agencies and fire districts.

The 1990 Work program for the Radio Communications and Repair Shop includes researching and correcting portable radio coverage problems in Public Safety's North Precinct area.

Felix the Cat, Motor Pool Mascot ensures a rodent free environment at the King County Parking Garage.

The Motor Pool ER & R Maintenance Shop maintains nearly 700 King County vehicles.

Louis J. Haff
County Road Engineer

Roads and Engineering Division

1989 - The Year Of Transportation

The Roads and Engineering Division is the largest operational division in King County government, employing approximately 525 people in 1989. Through responsible planning, construction, and maintenance activities, the Division ensures for both the motorized and nonmotorized public the integrity and adequacy of the 2,700 miles of maintained roads in unincorporated King County.

As Washington State celebrated its Centennial in 1989, a number of developments served to make it one of the most demanding years the Roads and Engineering Division has experienced in many decades. Highlights included:

- A major annexation to the City of Tukwila and affirmative votes to create two new cities, Federal Way and SeaTac, created the need for considerable analysis and negotiations for service contracts.

- Proposals by the State Legislature, local elected officials and private transportation advocacy groups to increase the gas tax, and provide cities and counties with new local revenue options to address pressing transportation needs required constant Division involvement and support.

- The issue of growth and its impact on our quality of life rose to the political forefront, creating the need for increased efforts in transportation planning, coordination, and program development.

Significant engineering and administrative resources were mobilized to address these issues. Yet, these demands occurred at a time when the creation of new cities and annexations to existing cities of major portions of unincorporated King County were projected to result in reduced responsibilities and revenues to the County Road Fund by the beginning of 1990. In that year, the Division is projected to lose an estimated $7.9 million. That loss may be offset, however, by projected increases in the value of real estate in unincorporated King County.

The Division responded well to these challenges. In many cases, the Division's work set the stage for elected officials to make major policy decisions in these areas. The challenges faced in 1989 will continue into 1990 and on through the rest of the decade.

Transportation Planning

The Transportation Planning Section is responsible for identifying future transportation needs and planning necessary improvements for mass transit facilities, the pedestrian, equestrian, and bicycle trail systems, and the existing road network.

King County's population increased from 1.2 million in 1970 to 1.4 million at present, with anticipated growth projected to reach 2.1 million in the year 2020. As the County grows, its transportation needs will change. New residential developments and employment centers alter commuting patterns. Much of the transportation network, which was adequate to handle traffic in the past, is now overloaded, necessitating improvements to existing roads, and the construction of new ones.

The Transportation Planning Section prepares numerous studies that predict future traffic patterns, and examine and recommend possible transportation improvements. Perhaps the most significant of these are undertaken in conjunction with the County's community planning process. During 1989, transportation needs were identified for the Bear Creek, SeaTac, and Snoqualmie Community Plans and work was continued on the Soos Creek, Burien, East Sammamish, Enumclaw, and Northshore Community Plans.

Because transportation facilities frequently cross jurisdictional boundaries, County transportation plans must often be coordinated with cities, the State, and other municipal entities such as METRO. In 1989, the King County Transportation Plan, which identified, state, city, and county transportation improvements needed to support projected growth to the year 2000, was formally adopted by the King County Council.

The County uses a scoring system to prioritize transportation projects so that the most pressing are built first. This process was used by cities in south King County to prioritize their transportation needs, forming the basis for the proposed establishment of the first Transportation Benefit District in the State to fund multi-jurisdictional transportation projects.

The Transportation Planning Section in 1989 continued its participation in a similar effort to address multi-jurisdictional transportation needs in east King County, known as the Eastside Transportation Program. In 1990, King County will assume the program's lead administrative role, and will explore strategies to implement identified needs.

The Transportation Planning Section was involved in many other regional transportation projects such as The Issaquah/I-90 Access Study, the Puget Sound Council of Governments' Regional Transportation Plan, and METRO's High Capacity Transit Study. Two major County programs were begun to increase use of public transit: a Transportation Systems Management Ordinance and a High Occupancy Vehicle (HOV) Plan for County arterials.

The Transportation Planning Section also expanded its RoadShare Program in 1989. The Program focuses on incorporating bicycle, pedestrian and equestrian modes of travel into the Division's plans and designs for transportation improvements. In 1989, the program participated in a bicycle tour of historic areas sponsored by the County Centennial Commission, coordinated a "Bike to Work" Day to encourage bicycling as an alternative form of commuting, continued its support of the highly acclaimed "Sprocketman" program in local schools to promote bicycle and pedestrian safety, and produced a new bicycle and trails map which was ready for sale and distribution in early 1990.

Engineering Services

To meet the demands of population growth, new roads must be built. In addition, existing roads are periodically considered for major reconstruction. Roadways may be widened, and turn lanes added. The Engineering Services Section, with support from the CIP Coordination Unit, is responsible for the design and completion of road construction projects.

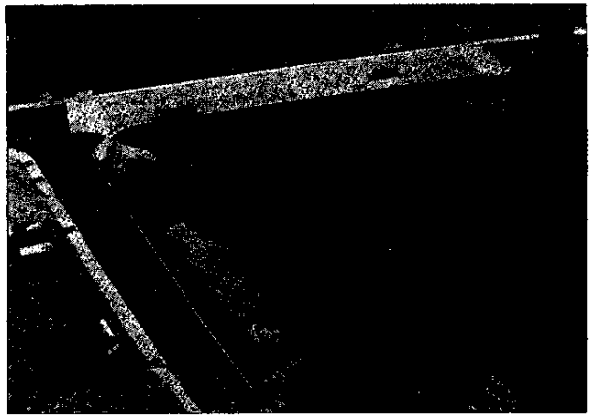
Potential road construction projects are identified and evaluated by the Transportation Planning Section. Yet, before construction work can begin, the project must be placed on the six-year Capital Improvement Program (CIP) by the County Council, and funding sources to pay for the project such as gas and property taxes, grants, and developer contributions must be identified. The Division's 1989-94 six year CIP totalled over $150 million.

Before design work can begin, pertinent data must be gathered. A detailed survey identifies property lines, right-of-way boundaries, adjacent land ownership, slopes, soil conditions, trees, buildings, and utility facilities.

Road projects are designed by County engineers, or by private consultant engineers supervised by County staff. The road design must address impacts on drainage and water quality, pedestrian and vehicular safety, and aesthetics. Design plans and anticipated schedules must be coordinated with nearby utilities. Frequently, the project will require the relocation of utility lines and other facilities.

All road projects must undergo an environmental assessment to determine the project's environmental impact. If the assessment determines that the project is likely to have a significant impact, a full environmental impact statement (EIS) must be prepared. Public hearings or meetings are frequently held to inform and involve citizens. Due to growing recognition of the value of wetlands and other environmen-

King County Executive Tim Hill and others participate in "Bike To Work" Day.



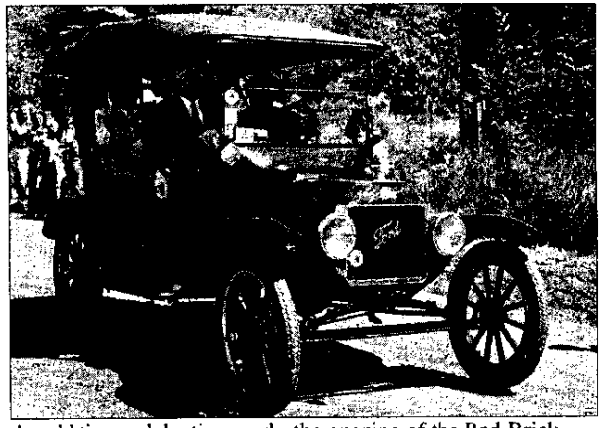
New Interurban Bridge opens in August, 1989.

tally sensitive areas, the Division continues to pay close attention to the environmental impacts of road construction and maintenance activities.

Actual construction work is usually done by private firms. Those firms are selected through competitive bidding. To ensure that the construction project meets high design, safety, and construction standards, County inspectors check road foundations, drainage, electrical, and traffic control systems, and the final pavement structure.

Major projects designed in 1989 included Northeast 195th (Woodinville) and Southwest 356th Street (Federal Way). Major construction projects in 1989 included the Juanita Drive Bikeway, East Lake Sammamish Parkway, the Interurban Bridge, 128th Ave SE, Cedar Grove Road, and the Green River Bridge. 1989 construction expenditures totalled $17.4 million, the highest yearly total ever for the Division.

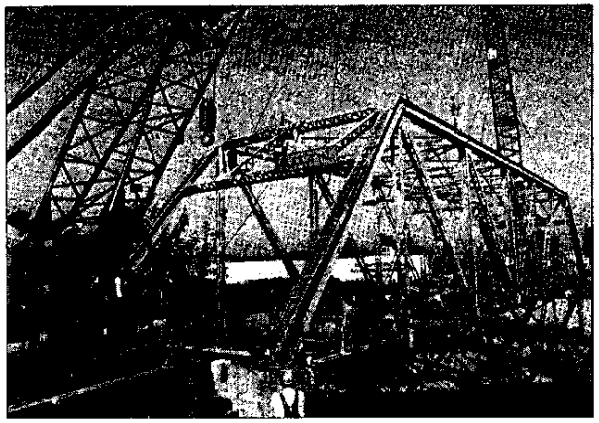
The most unique project undertaken in 1989 was the restoration of a portion of the Red Brick Road (196th Avenue N.E.). The Road, originally built in 1913, was restored with original paving bricks.



An old time celebration marks the opening of the Red Brick Road.

Maintenance

The Maintenance Section is responsible for ensuring that all County roads are in safe operating condition. Routine maintenance activities include street sweeping, pavement repair, ditch cleaning, slide removal, shoulder restoration, roadside spraying, and installation of drainage basins. Road maintenance crews also sand and plow snow and ice-covered roads and respond to flood emergencies.



Old Green River Bridge is dismantled prior to construction of new bridge.

Undoubtedly the greatest challenge for maintenance workers in 1989 were the three successive snowstorms occurring early that year. Field crews collectively worked over 25,000 hours in frigid temperatures to open snow-clogged roadways.

To improve maintenance efficiency and accountability, a number of new programs were implemented in 1989.

- The Division purchased its first "ditchmaster", a vehicle capable of automatically clearing and loading material from roadside ditches. The Division hopes to purchase more of these cost-saving machines in the future.

- Work progressed on the Facility Master Plan, a study of the Division's projected field facility needs which is scheduled for completion in the spring of 1990.

- The Maintenance Section began implementation of a new snow & ice control program. Among the components of this program are methods to prioritize roadways for snow and ice removal.

Traffic and Planning Section

The Traffic and Planning Section is responsible for ensuring that roadways are operated safely. The Section's functions include the installation and maintenance of traffic signals and signs, paint striping, setting speed limits, and collecting and analyzing accident data. There are more than 80,000 traffic and information signs along County roadways. The inventory of traffic signals declined to 176 following the installation of nine new signals in 1989, offset by the loss of thirteen which are located in an area now annexed to the city of Tukwila.

In 1989, a new Neighborhood Speed Reduction Program was begun in cooperation with the Department of Public Safety to respond to increased complaints of speeding in King County neighborhoods. Volunteers were provided a car equipped with a radar speed gun and a readerboard which displayed the speed of passing cars. Reduced speeds were reported

after only two or three days where this radar unit was operated while data was compiled for the police. The program received strong public support and will be expanded in 1990.

Traffic safety must also consider pedestrians, bicycles, and other non-motorized users of the County road system. As is done every year, traffic engineers assisted local schools in developing safe walking programs to help students travel safely to and from school.

County crews maintain road shoulders.

Finance Section

The Finance Section performs accounting, financial, and budgetary services for the Roads Division. The Finance Unit must submit annual financial reports to the State Auditor, County Road Administration Board, and Office of Financial Management. These reports provide yearly information on the Road Division's financial condition. Two other sections in the Roads Division, the Program Development/Administration Section, and the Transportation Financing Strategies Section, develop programs to finance needed improvements to the County's transportation system.

The 1989 Roads Operating Budget was $35.7 million. The major Road Fund revenue sources are the property tax, State gasoline tax, Federal forest tax, and State and Federal grants. In 1989, those grants averaged $350,000 per month for the Roads Capital Improvement Program (CIP). Cash management and investment practices generated over $2.8 million in additional funds for the CIP in 1989.

The Finance Section's long-range financial planning capabilities were heavily utilized this past year to analyze the impacts of revenue losses associated with annexations and incorporations, as well as potential gains associated with proposed gas tax increases and developer impact fees. While these factors did not actually lose or gain revenue for the Division in 1989, they are most certainly on the horizon in future years. In 1990 and 1991, the new cities will decide whether to continue contracting with the County for road services.

One revenue proposal under consideration by the King County Council in 1990 is the Mitigation Payment System (MPS), a program to collect impact fees from developers to help pay for roads serving new developments. In 1989, the Division developed and transmitted to the King Council a proposed MPS ordinance.

Roads and Public Safety staff team up to bring Traffic Safety Programs to neighborhoods.

Don W. Smith
Manager,
Airport Division

BOEING FIELD/KING COUNTY INTERNATIONAL AIRPORT

Boeing Field/King County International Airport (BFI) is located in the highly industrialized Duwamish Valley approximately five miles south of the Seattle central business district. The airport is a designated Port of Entry for air travelers, providing U. S. Customs, immigration, public health, and agricultural inspection facilities.

BFI is a self-supporting public facility which is primarily funded by airport user fees, ground and building leases, short term rental agreements, and concessions. No local tax dollars are spent for airport maintenance and operation. The operations and maintenance budget for the Airport Division of the Department of Public Works is approximately $5.6 million.

AIRPORT ADMINISTRATION

Boeing Field/King County International Airport also completed final lease negotiations for a major aviation development to be constructed by Seattle Jet Center. The five acre site will be cleared of all existing obsolete buildings in early 1990 and construction of the $1.7 million aviation service facility should be completed in the Fall of 1990.

The type of development being undertaken by Seattle Jet Center is indicative of the demand for expanded and modernized facilities at Boeing Field. Similar programs for maximizing aviation related properties will be implemented in 1990. The County's efforts to continue modernization will make Boeing Field a safe, efficient and effective economic segment of the Seattle business community.

1989 - MARKING THE END OF A DECADE OF CHALLENGE

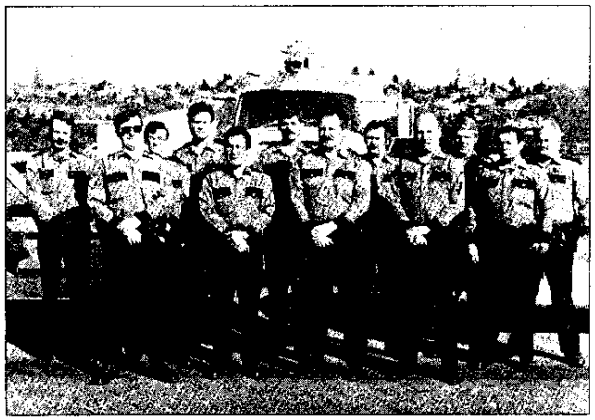
Boeing Field/King County International Airport was active during 1989 with a variety of interesting events.

The 1989 Emerald City Flight Festival, known as Flightfest, was sponsored by the Museum of Flight and Boeing Field. The annual public open house was held July 28-30 with crowds totalling an estimated 50,000. The event drew many unusual and interesting aircraft that were on static display or flew over the show line. The most dramatic happening was the appearance of the new Air Force B1-B bomber which made several low fly-bys prior to landing. Another main attraction was the British Airways Concorde which made daily "flights to nowhere" for those fortunate enought to purchase tickets.

Vice President Quayle made his first visit to the Seattle area aboard Air Force Two. In spite of extremely foggy weather, the select Air Force crew made a perfect landing at Boeing Field to be greeted by many local dignitaries and supporters.

Administration offices moved to newly remodeled space in the Airport's North Annex. The space had been occupied by the Federal Aviation Administration's Flight Service Station for almost 40 years. Included as part of the major remodeling was a public

The reception area of the newly remodeled Airport Administration Office at Boeing Field.

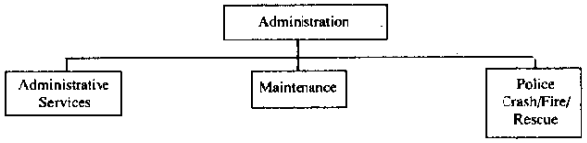


Members of the Police Department provide law enforcement, rescue and firefighting services at the Airport.

conference room that can comfortably seat up to 50 people. The old Administration Office was also renovated and is now occupied by King County Safety and Workers' Compensation. As a part of the overall project, several works of art were purchased under the County's 1% For Art Program and are on display in the Airport Administration Office.

The Winter of 1989 brought its share of bad weather with a January winter storm accounting for snow accumulations on Airport runways of up to eight inches. Airport crews worked continuously to keep all operational areas clear of snow which allowed Boeing Field to remain open at all times.

Airport Division



Airport Tours

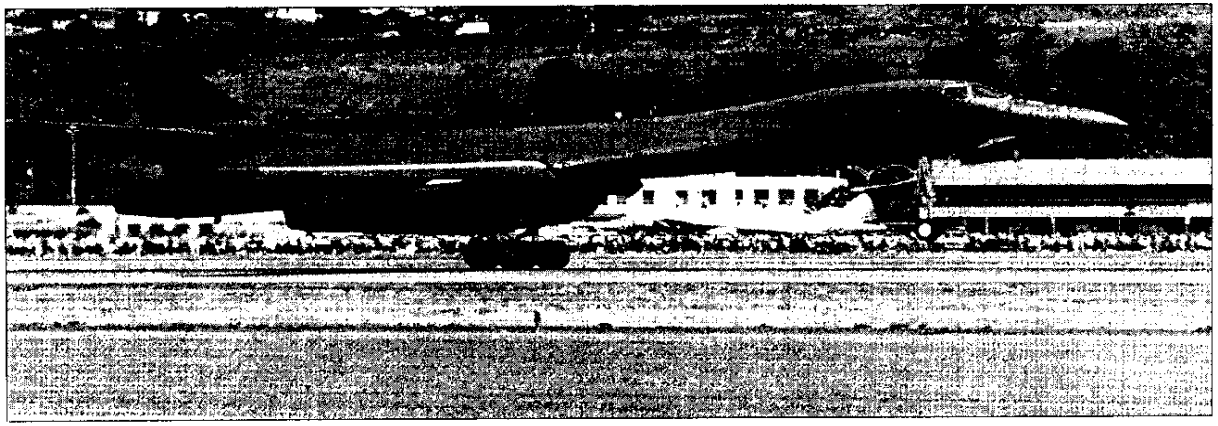
Airport tours continue to be popular among school children, educators, and senior groups. More than 670 people toured the Airport in 1989. For further information on tours, call the Airport at 206/296-7380.

Airport Operating Statistics

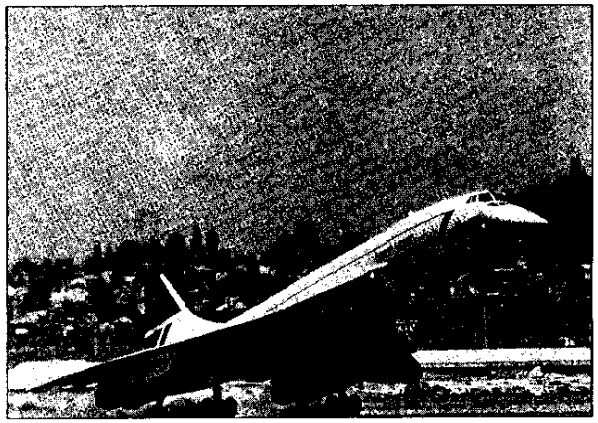
	1988	1989
Aircraft Operations	411,813	414,355
Air Carrier Operations	26,765	27,385
Based Aircraft	572	533
Aviation Fuel (Gals. Used)	11,341,364	10,389,150
Air Cargo Tonnage	24,360	27,530

Airport Financial Status

	1988	1989
Revenues	$5,398,963	$5,593,856
Expenditures	$4,390,452	$4,207,124
Employees	34	34

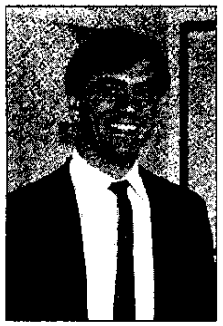


The B1-B Bomber lands at King County International Airport at part of Flightfest '89.



British Airways Concorde takes 100 passengers on a flight to "Nowhere" as part of Flightfest '89 activities.

Surface Water Management



Jim Kraner
Manager
Surface Water Management

Introduction

The Surface Water Management Division's mission is to serve the citizens of King County by directing staff and resources toward the following goals:

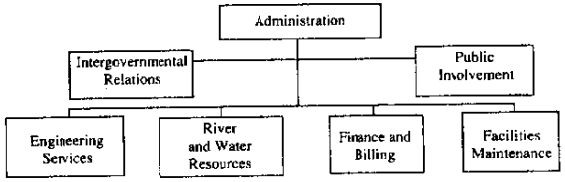
- Promote public health and safety by controlling the quality and quantity of surface water runoff;
- Protect and enhance the natural drainage system, comprised of rivers, streams, and wetlands;
- Protect the public and reduce property damage during major floods; and
- Obtain the commitment of citizens, private businesses, and public agencies in cooperatively addressing regional surface water issues.

This mission is accomplished by integrating the following activities:

- Developing plans within urbanizing stream basins that address both existing and future drainage problems;
- Developing plans to carry out King County's flood control responsibilities on major rivers and providing emergency warning services to the public during floods;
- Developing and implementing programs to protect and enhance the water quality of rivers, streams, and wetlands;
- Designing and constructing capital projects that address flooding, erosion, and water quality concerns;
- Maintaining existing drainage facilities;
- Developing regulations to control the amount and quality of surface water runoff from new development;
- Encouraging the involvement and commitment of other jurisdictions in addressing surface water issues;
- Increasing citizen awareness of surface water activities, responding to drainage-related complaints and inquiries, and encouraging the involvement of citizens in solving surface water problems.

Students participate in a project to reintroduce salmon into urban streams.

Surface Water Management Division Organization



1989 Financial Summary

Approximately 85 percent of the Division's funding comes directly from Surface Water Management service charges, implemented in 1987. The service charges are paid by a combination of residential and commercial property owners located in the western one-third of unincorporated King County (this is the Program Service Area). The remaining 15 percent of funding is provided by the River Improvement Fund (a countywide levy) and State grant monies for specific projects.

Expenditures

	1988	1989 (est.)
Operating	$6,080,000	$6,930,000
Capital Improvement Program	1,977,000	1,313,000
Total	$8,057,000	$8,243,000
Employee Count	83	89

Responding to Drainage Complaints and Inquiries

Staff provided direct public services by responding to approximately 700 drainage complaints in 1989. The SWM Division also conducted 670 on-site investigations to gather specific information about drainage and flooding problems.

Divisionwide Accomplishments

In the Surface Water Management Program's third year of operation, many significant accomplishments contributed to the Division's long-term strategy of solving and preventing County surface water problems.

Working With Other Governments:

Two interlocal agreements were negotiated and signed in 1989 to share costs and responsibilities of basin planning for the following basins:

- Issaquah Creek with the City of Issaquah; and
- Hylebos/Lower Puget Sound Basin with the City of Tacoma.

Annexations and incorporations of several areas of unincorporated King County were the subject of ongoing discussions and negotiations with suburban jurisdictions and other King County agencies. Proposals and discussions for providing services to the new Cities of Federal Way and SeaTac were nearing completion at year-end. The SWM Division will provide billing, revenue collection, and an array of drainage-related services to the new cities when agreements are formally signed in 1990.

The SWM Division also prepared agreements for other aspects of the SWM Program with implementation scheduled for 1990. They included:

- Disbursement of funds and dissolution of the West Lake Sammamish Flood Control Zone District with Redmond and Bellevue ;
- Update of SWM/Metro agreement for water quality and habitat work on certain basin plans; and
- Water Quality Response Team agreement with Seattle and Metro.

Encouraging Citizen Involvement:

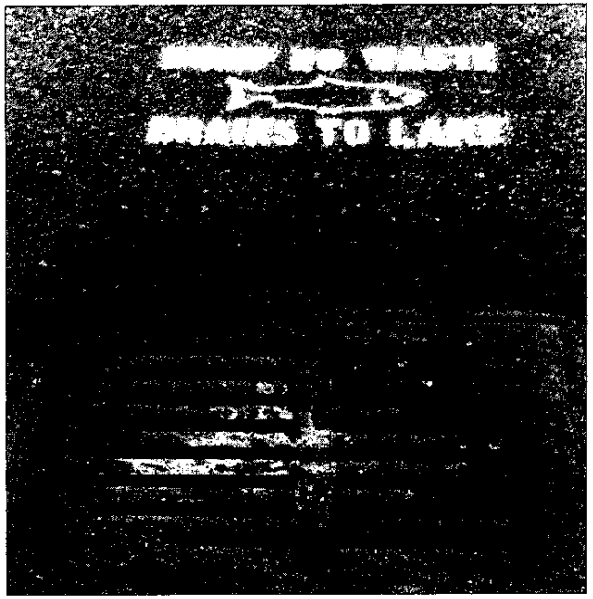
The Surface Water Management Division's Citizen Advisory Committee (CAC) completed policy resolutions and provided testimony in support of the proposed Sensitive Areas Ordinance and Surface Water Design Manual. Five new members were appointed to the CAC in 1989.

In 1989, the Division successfully administered the Community Action Grant Program and awarded five new grants to community groups for projects involving fisheries habitat improvements, water quality and flow monitoring, revegetation of stream banks, and public education.

Displays, brochures, and other information were provided for the King County Fair, Issaquah Salmon Days Festival, Woodinville Information Fair, and Flood Awareness Week.

The Division developed and implemented a storm drain stenciling project throughout unincorporated King County. Volunteer groups were provided with a free kit to stencil neighborhood storm drains with the message: "Dump No Waste . . . Drains to Stream." A total of 1,600 storm drains were stenciled in 1989.

Community involvement staff also provided support and arrangements for eight capital improvement project meetings to inform the public and solicit comments on proposed projects.



Volunteers stenciled approximately 1,600 storm drains.

Collecting Revenue For Service

The Finance and Billing Section provided billing services to 162,000 customers and collected approximately $7.2 million in revenue from service charges. The Section also worked with other County staff to modify the existing billing system so it can be used by other cities, especially Federal Way and SeaTac.

Maintaining Drainage Facilities

All on-site drainage facilities located in residential developments are maintained according to County standards. In 1989, the Division doubled the level of resources devoted to bringing older or neglected facilities up to current maintenance standards. In addition, about one-quarter of the inventory of on-site multifamily/commercial facilities was checked for compliance with County maintenance standards (total inventory in 1989 was about 2,000 facilities).

All river facilities (pump plants, levees, revetments) were maintained according to schedule in 1989. The SWM Division also operated the Flood Warning and Emergency Response Program by monitoring weather, snow pack and river conditions, and issuing advanced warning to appropriate government agencies, businesses, and citizens. The Division issued and responded to one Phase III flood in early 1989 (a Phase III flood is expected to cause moderate damage to property). Accurate data from the flood warning system helped prevent extensive damage to public and private property.

A computerized inventory was also developed for all residential and commercial on-site drainage facilities, regional stormwater facilities, and river facilities. This inventory will be used to record maintenance activities and will help the Division determine future program needs.

Drainage investigation staff responded to approximately 700 drainage complaints in 1989.

Running Regional Pond was one of five large scale projects constructed by SWM in 1989.

Designing and Constructing Drainage Facilities

The SWM Division completed the design of ten large-scale projects in 1989 and began eleven additional design projects which will be completed in 1990.

In 1989 the Division constructed five large-scale projects:

Project Location	Community Planning Area
• Panther Lake Elementary School Regional Pond	Soos Creek
• Seola Regional Pond	Highline
• Metro North Base Pipeline	Shoreline
• Running Regional Pond	Bear Creek
• NE 175th and 10th NE Drainage Improvement	Shoreline

The Division completed four designs involving small-scale drainage projects (under $50,000). The Division also completed construction of the Madsen Creek, Salmon Creek, Little Bear Creek, and the Lemon Drainage projects.

Ten requests for bank stabilization assistance were investigated. The Division completed construction on three sites using available funds. Those sites included Ross Revetment, Four Creek Ranch, and Riverside Inn.

Protecting the Natural Drainage System

The Soos Creek Basin Plan was printed and distributed in draft form for public review. Significant plan recommendations included capital projects to control

flooding and erosion, stream enhancement measures, and coordination of land use policies with the Soos Creek and Tahoma/Raven Heights Community Plans. The final Plan is scheduled for Council adoption in 1990.

The Bear Creek Basin Plan was also distributed in draft form for public review. The draft plan recommends solutions to flooding, erosion, and habitat-related problems and was completed with the cooperation of the City of Redmond and Snohomish County. The Division also developed surface water and natural resource policies as part of the adopted Bear Creek Community Plan.

The development of the Hylebos/Lower Puget Sound Basin Plan continued in 1989. Hydrologic data collection, geologic mapping, and inventories of water quality and fisheries habitat were completed. Citizen Advisory Committee meetings continued with enthusiastic support for the basin plan.

The Design Manual was also adopted by the King County Council, with an effective implementation date of January 1, 1990. The Manual establishes new requirements for controlling runoff involving new development. The Division prepared a training program for the users of the Manual, including SWM and Building and Land Development (BALD) Division staff, private consulting engineers, and public agency engineers. Beginning in 1990, users will be trained on the application of the new requirements, analysis and design methods, and facility design standards contained in the manual.

The SWM Division expanded its efforts to obtain state grant funding for several water quality programs. During 1989, grant contracts were signed for the Issaquah/East Lake Sammamish Nonpoint Pollution Action Plan and the Mill Creek Basin Water Quality Plan.

The SWM Division provided regional leadership and guidance on surface water issues through staff review and response to over 200 SEPA determination statements, most of which have significant and direct effects on surface water resources and SWM Division projects and programs. In March 1989, the SWM Division successfully conducted a workshop on proposed federal regulations for surface water. The workshop included over 150 attendees from federal, state, and local agencies.

Protecting the Public and Property from Flooding

The first phase of the Comprehensive Flood Control Management Plan (CFCMP) was completed in 1989 and included the following: an inventory of all County- maintained flood control facilities; a historical summary of floodplain and flood control in King County; watershed profiles for each of the major river basins; and descriptions of major issues to be addressed in the Draft CFCMP.

The 1989 work program concentrated on the development of a revised Green River Management Agreement involving King County and the Green River Valley Cities of Auburn, Kent, Renton, and Tukwila. The final agreement, anticipated in 1990, will provide the policy direction and commitments necessary to complete levee improvement projects, develop a flood control program for Mill Creek, and carry out ongoing operations and maintenance.

Review and support was provided to the County Council in 1989 as part of amendments made to the Sensitive Areas Ordinance. Specifically, SWM Division staff developed policies and regulations for the Flood Hazard section of the ordinance.

Major 1990 Objectives

- Complete final basin plans for Soos and Bear Creeks and begin implementation.
- Complete a draft of the Comprehensive Flood Control Management Plan.
- Obtain approval for the Green River Financing Plan.
- Provide training on the Surface Water Design Manual to BALD staff and other public agency staff and private engineers.
- Receive funding approval for the Covington Master Drainage Plan (within the Soos Creek Basin) and complete an internal draft of the plan.
- Begin providing contract services to the Cities of Federal Way and SeaTac.
- Meet schedule commitments on existing water quality grants and apply for additional grants from the state.
- Provide the leadership and resources needed to ensure that the SWM Division fulfills its five-year capital program commitment.
- Complete a draft of the SWM Strategic Plan, including recommendations for the future direction of basin planning, capital improvements, and public involvement.

Rodney G. Hansen,
Manager,
Solid Waste Division

Solid Waste Division

Mission Statement and Goals

The mission of the Solid Waste Division is to preserve the environment and public health of King County through the proper management of solid waste. In 1989, King County citizens disposed a total of 1.28 million tons of solid waste at facilities managed by King County. In spite of an estimated increase in King County population of over two percent, the 1989 disposal tonnage figure reflects a decrease of nearly 1.3 percent from the previous year due to increased recycling efforts.

In 1989, the Solid Waste Division continued to implement solid waste management strategies established in the previous year. Pursuant to Ordinance 8771, adopted in late 1988, King County's waste reduction and recycling goals are sixty-five percent by 2000, with interim goals of thirty-five percent by 1992, and fifty percent by 1995. Efforts undertaken in 1989 laid the foundation for the integration of recycling opportunities into all relevant aspects of solid waste management operations and into the daily lives of all King County citizens.

Operations

An integral part of the Solid Waste Division's mission is achieved through its operations activities. King County's solid waste management system includes six transfer stations, four rural landfills, one drop box in the Town of Skykomish, and Cedar Hills Regional Landfill. With the exception of the drop box and Cedar Hills, these facilities are open to the general public 362 days a year. The Solid Waste Division contractually assigns responsibility over drop box operations to the Town of Skykomish. Cedar Hills Regional Landfill, which is not open to the general public, operates 362 days a year and is staffed twenty-four hours each day.

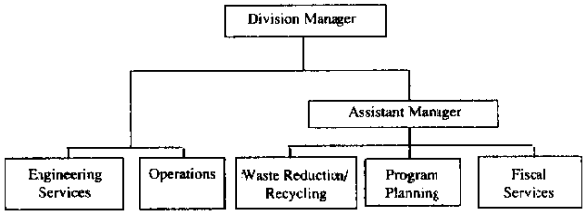
Solid Waste Division operations employees.

The Solid Waste Division operations staff is annually responsible for handling approximately 1,760 pounds of solid waste for every citizen living in King County. This work force is comprised of site attendants, site cashiers, truck drivers, equipment operators, mechanics and other shop personnel, landfill management staff, and supervisors. Their activities include the handling of fees at transfer stations, the transport of solid waste from transfer stations to Cedar Hills, and the proper handling of solid waste in the landfills.

Upgrading and Maintaining Existing Facilities

The foundation of King County's solid waste management mission includes efforts to upgrade existing facilities and to ensure the continued development of adequate landfill capacity. Maintenance of these facilities is essential in order to ensure operational safety and to minimize the potential for future environmental risk. Capital budgets for projects at landfills and transfer stations totaled over $30 million in 1989.

Solid Waste Division Organization



Disposal Locations

Transfer Stations:

Open 8:00 a.m. - 5:30 p.m. seven days a week

First Northeast Transfer Station
North 165th and Meridian North, Seattle
Bow Lake Transfer Station
South 188th and Orillia Road, Tukwila
Algona Transfer Station
35315 West Valley Highway (#181), Algona
Houghton Transfer Station
Northeast 60th and 116th Northeast, Kirkland
Renton Transfer Station
3021 Northeast Fourth Street, Renton

Open 8:00a.m. - Midnight, Monday - Friday
8:00a.m. - 5:30p.m. weekends
Factoria Transfer Station
13800 Southeast 32nd, Bellevue

Landfills:

Pacific Standard Time
Open 8:00 a.m. - 5:00 p.m. seven days a week
Pacific Daylight Time
Open 8:00 a.m. - 6:00 p.m. seven days a week

Cedar Falls Landfill
16901 Cedar Falls Road Southeast
Hobart Landfill
24321 Issaquah - Hobart Road
Enumclaw Landfill
2900 Southeast 440th Street
Vashon Landfill
18850 130th Avenue Southwest

For more information call 296-6542.

Rural Landfills and Transfer Stations

A team of Solid Waste Division engineers is responsible for the development and design of improvements to existing rural landfills and transfer stations. Key 1989 construction activities at those facilities included the following:

- Constructed a groundwater containment system at the Hobart Rural Landfill;
- Completed the first phase of scheduled closures at Enumclaw and Hobart Rural Landfills;
- Began construction of a new dropbox facility at Cedar Falls Rural Landfill. The facility includes separate yard waste collection;
- Completed improvements at Vashon and Hobart Rural Landfills to meet State Minimum Functional Standards; and
- Placed recycling collection bins at all rural landfills.

The Cedar Hills Regional Landfill, located on a 920 acre site, has been operated by King County for the past twenty-five years. This landfill has received national recognition as a model solid waste disposal facility and serves over 1.4 million King County residents. Solid Waste Division operations staff work closely with engineers in the development and design of activities intended to maximize the use of the regional landfill, and to minimize its impact on the environment.

Cedar Hills Landfill, a model for the nation

King County's commitment to and success in complying with the Seattle-King County Department of Public Health Rules and the Washington State Minimum Functional Standards for solid waste handling has led to major improvements in landfill operations.

Environmental Monitoring

In support of its mission to preserve the environment and to protect public health, the King County Solid Waste Division monitors the environment surrounding its solid waste facilities. In 1989, this responsibility included the monitoring of 13 surface water sites, 52 groundwater wells, twelve leachate sites, and 214 gas locations.

Administration and Planning

The balance of the Solid Waste Division staff provides administrative and planning functions. These responsibilities include the effective fiscal management of solid waste disposal fee revenues, the development of activities in response to citizen inquiries and concerns, the planning and implementation of County waste reduction and recycling programs, and the planning and coordination of future solid waste management facilities and programs.

Fiscal Management

In 1989, the Solid Waste Division managed funds totalling $100 million in seven separate governmental funds. The effective management of funds is essential in maximizing investments with the cash flow requirements of capital project and operating expenditures.

Finance Report For 1989

	1987	1988	1989
Operating Expenditures	$48,520,000	$55,000,000	$59,500,000
Capital Expenditures	$21,000,000	$25,000,000	$33,300,000
Total	$69,520,000	$80,000,000	$92,800,000
Number of Employees	267	290	310
Solid Waste Tonnage Report	1,343,005	1,302,507	1,285,834

1989 - 1990 King County Solid Waste Advisory Committee (SWAC)

Mary Ann McLaughlin, Chair
William Whisler, Vice Chair
Sarah Chandler
Pat De Blasio
George Duncalf
Erselle Eade
John Gilmore
George Kargianis
Brian Lawson
Evan Morris
Michelle Nangle
Bob Schille
Jean Sundborg

Public Involvement

The goal of the solid waste public involvement program is to increase education and awareness of solid waste management and disposal alternatives, and invite public comment regarding future solid waste program plans directly affecting citizens. As an example, the Solid Waste Division continues to hold regular meetings with individuals who are interested in activities at Cedar Hills Landfill. The Cedar Hills Citizen Review Committee is comprised of two community members, two Solid Waste Division employees, and an impartial chairperson. The well attended meetings are open to the public and provide a forum for information exchange regarding the landfill.

In 1989, the King County Solid Waste Advisory Committee (SWAC) was expanded from nine members to a maximum of fifteen members representing a balance of solid waste interests. The SWAC assists with program development and advises King County on all aspects of solid waste.

King County Executive Tim Hill and County Councilman Paul Barden deliver compost bins to Federal Way residents.

Waste Reduction and Recycling

King County recognizes that existing landfill capacity at Cedar Hills Regional Landfill is a finite resource that should be conserved as much as possible. This fact was recognized in the adoption of King County's waste reduction and recycling goal of sixty-five percent by the year 2000. This goal, and interim goals of thirty-five percent by 1992 and fifty percent by 1995 will be achieved through actions that develop, promote, and provide waste reduction and recycling opportunities to King County citizens.

Major Waste Reduction and Recycling Activities In 1989 Included The Following:

Authority was obtained in the 1989 State Legislative Session to contract for curbside collection services. Implementation is anticipated in 1991.

Over 10,000 backyard composting bins were distributed to King County residents in an effort to minimize household yard waste requiring disposal. The program was the first of its kind in the nation.

A mobile yard waste collection program was implemented that successfully served five King County areas and diverted 3,000 tons of yard waste from disposal.

A waste reduction and recycling information line (296-4466) was established to answer questions about composting, recycling, and other solid waste activities.

A technical workshop on recycling was organized for suburban cities recycling coordinators in September 1989.

The Solid Waste Division teaches elementary school students the importance of waste reduction and recycling.

Over forty elementary schools received "Follow the Recycling Road" presentations which helped the schools establish recycling programs.

King County legislation on procurement policies was drafted and resulted in increased use of products made from recycled materials.

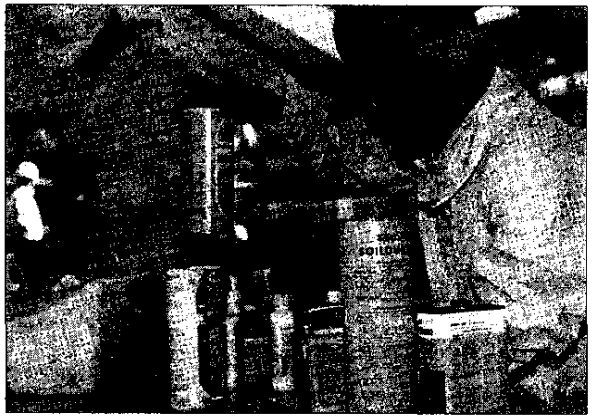
"King County Recycle Week," sponsored by the Division, was also a first of its kind. The event highlighted waste reduction and recycling by coordinating a multitude of activities held throughout King County.

As part of Recycle Week, the first Waste Reduction and Recycling Achievement Awards was held acknowledging outstanding efforts or projects by individuals, schools, governments, and businesses.

Household Hazardous Waste Program

Recognizing the importance of managing the disposal of household hazardous materials, the Solid Waste Division has been active in developing programs specifically intended to address this waste stream. Key highlights of efforts undertaken in 1989 include the following:

- A household hazardous waste round-up conducted at four King County locations; and
- Inauguration of the Household Hazardous Wastemobile. The traveling wastemobile,which is the first of its kind in the U.S., accepts household hazarous material free of charge from residents throughout King County.



Hazardous Wastemobile travels throughout King County.

Comprehensive and Regional Planning

Issues related to solid waste planning include the evaluation, planning, and coordination of future facilities and programs. To address these issues, Solid Waste Division staff is responsible for preparing future tonnage projections, evaluating the need for new programs, reevaluating the existing disposal rate structure, and analyzing the feasibility of opportunities involving other jurisdictions. 1989 activities included:

- Completion of the solid waste disposal rate study in April 1989, and support of the Executive's rate recommendations to the King County Council in August 1989;
- Completion and submittal of the Local Hazardous Waste Management Plan for Interlocal Forum review in August. The Solid Waste Division serves as co-author with METRO, the City of Seattle, and the Seattle-King County Department of Public Health;
- Revision of solid waste disposal fee legislation to include a fee for the disposal of special wastes;
- Preparation and revision of the Proposed King County Solid Waste Management Plan for review by the Interlocal Forum in July 1989. The Forum recommended approval of the Plan to King County and the suburban cities in December 1989;
- Continuation of work with local jurisdictions in the review of the King County Comprehensive Solid Waste Management Plan; and
- Issuance of a request for proposals for recycling and disposal services for construction, demolition and landclearing wastes in December 1989.

King County Quick Facts

South King County

Total ..... 2,235 Square Miles

Total population ..... 1,413,900 people

Population - 29 cities (1989) ..... 842,271 people

Population - unincorporated county 571,629

Highest Elevation - Mount Daniel ..... 7,960'

Major Islands - Maury, Vashon, Harbor & Mercer Islands

Number of lakes 700

Major Lakes - Union, Washington, Sammamish, Green, Youngs, Chester Morse, Mud Mountain, Sawyer, and Meridian

Major water supply reservoirs - Tolt-Seattle Water Supply, Chester Morse Lake, and Howard Hanson Reservoir

Major Rivers - Green, White, Cedar, Snoqualmie, Skykomish & Duwamish

Major Interstate Highways I-5, I-90, I-405

Kingdome maximum seating capacity 65,000

Total miles in the King County road network 2,700

Tons of garbage disposed of by King County in 1989 - approximately 1,300,000

Telephone Numbers

General Information 296-6510
County Recycling Resource Center 296-4466
Recycling Station locations.. 1-800-Recycle or ... 296-4466
Disposal of Liquids, Tires, and Haz.Wastes 296-4692
Report Illegal Dumping in Right-of-Way 296-8100
Transfer Station and Landfill Hours and Fees 296-6542
Surface Water Management Information 296-6519
King County International Airport 296-7380
Call Before You Dig 1-800-424-5555
Road Problems ..... 296-8100 or 1-800-KC ROADS
County Employment 296-7340
24 Hour Job Hotline (recorded message) 296-5209

...Department of Public Works Employees Serving The Community

Department employees as of December 31, 1989.

A

Warren Abramoff
Jerry D. Adair
Daniel Paul Adams
Ronald C. Adams
Sandra L. Adams
Robert Vincent Adkins
Thomas C. Ahlers
Vernon D. Ahlf
B'Young Y. Ahn
Denise M. Ainslie
Averri Keith Albert
Willie E. Albertson
Gary L. Albery
Debra Lynn Albiso
Kellye M. Albro
Floricita Siong Alcantara
Raymond E. Alex
Ray J. Aliment
Andrew Phillip Allen
Paul Gerry Allen
Harry Allmendinger
Robert B. Alma
Susan C. Amante
David T. Amman
John C. Amos, Jr.
Mary Ann Amundson
Robert Roy Amundson
Ronald E. Anable
Barry John Anderson
Darold Burnell Anderson
Gerald O. Anderson
Leighton R. Anderson
Alan John Andree
Melvin Arthur Andriesen
Joseph G. Androsko
Edward M. Andrusky
Willis Boyd Annis
Gordon B. Anthony
Sylvester Raymond Anthony
James M. Applegate
Timothy J. Aratani
Deborah Lee Arima
Michael G. Armstrong
Steven E. Arnold
Gerald James Arntson
Alfredo D. Arreola
Tiffany Austin
Benjamin C. Ayers
Steven L. Azeltine

B

Bernardo De Jesus Bacani
Shannon Aileen Bachler
Eddie J. Baker
Marion Baker
Philip R. Barber
Samuel S. Bard
Lydia Barga
Bruce Laurie Barker
Dorothy G. Barkley
Harvey Luther Barnes
Gary Barrett
Julia M. Bassett
Alfred Simon Bautista
Gene T. Baxter
Kurt Bayne
Randal S. Bays
Thomas Charles Bean
Walter Beauchamp, Jr.
John Beba
Carl E. Beckett
Terry Belcher
Kenneth Leslie Belka
Loren Bell
Ernesto David Beltran
Adeleise M. Benak
John Richard Benak
Ronald E. Benard
David Lynn Bentley
Scott Brian Bentzen
Elizabeth H. Berard
Shawn A. Bergrud
Edward H. Bergsma
James Rudolf Bergsma
Victor J. Biasotti
Lily F. Bishai
Dana Luther Bishop
Larry D. Bishop
Darle W. Bjorkman
Jeffrey T. Black
Lloyd Edward Black
Earl Scott Blair
Jose F. Blancaflor
Elizabeth Lynd Bliss
Lawrence Hewell Bloedel
John A. Bodnia
Chris S. Boler
Derek Blake Booth
Henry G. Borm
Theodore William Bowman
Patrick Boyle
Alonzo Bradley
Jerrold R. Brais
Benjamin Patrick Brantley
Ralph Jose Bravo De Rueda
George E. Bray
Robert J. Brittain
Duane Eugene Broom
Robert A. Brostrom
Bobby Joe Brown
Clifford Brown
Kathy D. Brown
Oscar L. Brown
R J. Rik Brown
Rod L. Brown
Terry W. Brown
John Browne
Richard F. Brummer
Mark S. Brzoska
Timothy Charles Buckley
Wallace G. Burchard
David Burdick
Daniel Kevin Burke
James E. Burningham
Patrick Lee Butler

C

Candyce Lee Cabe
Mercy R.. Cibles
Eleanor A. Calma
Alan E. Calvo
James C. Canlin
Allen Eugene Campbell
Robert O. Capps
Christine M. Carlos
John C. Carlson
Malcolm P. Carlson
John W. Carmichael
Glen E. Carter
Sylvester L. Carter
Gary H. Casley
Jon Allen Cassidy
Douglas L. Caudle
Gene A. Caudle
Christ C. Chakos
Cynthia S. Chan
Eric Douglas Charley
Sandra L. Charwood
O. Calvin Chatters, Jr.
Mark Ellis Cheng
Jimmie Paul Cherry
Douglas M. Chin
Collen Marie Christensen
Mary Lynn Christensen
Bruce Lee Christenson
Patricia Christie
Thomas Keith Christman
John Chromy
James Chu
David G. Clark
Dennice Marie Clark
Leroy W Clark
Richard Clark
Susan L. Clarke-More
Rodney Charles Cline
Jack R. Coen
Geraldine V. Cole
Ronald E. Cole
Gerald A. Coleman
Robert Lee Collins
Sue M. Comer
David Lee Comstock
Artand Cook
Chanelle J. Cooper
Jeffrey K. Corliss
Alan Corwin
William B.. Couch
Martha F. Cox
Therisa Palmyra Craft
Gregory L. Crandall
Curt W. Crawford
Jerry David Creek
David Gibson Crippen
Brian David Crumley
Barbara Jean Cunningham
Darrell D. Curry
Myrle L. Cushing

D

Michael K. Dale
Kristine Adele Dallas
Monti Lea Darnall
Vernon George Davidson, Jr.
William B. Davies
Emilio G. Davila
Daniel K. Davis
Jo Ann Davis
John Stanley Davis
H Dinah Day
Bertram C. Dehaan
Steven Dale Delgardo
Thomas C. Dempsey
Joyce D. Devolve
James Gordon Dick
Sherwood H. Dicke
James D. Didricksen
Donald Wayne Ding
Robert M. Doering
Larry Grover Dowell
Richard M. Dragland
Henry Lee Draper, Jr.
Virgil Leonard Drumm
Henry R. Dubigk
Thomas Wayne Duckworth
George Dudley
Alan C. Duncan
Do Thuc Duong

E

Johnny I. Eades
James P. Eagan
Dewey L. Easter
Richard James Eberle
Brent Eble
William Joseph Eckel
Kirk Henry Edmison
Kenneth Edwards
Delores Egerton
Lee Howard Eide
James Ewing Ellefson
Steve D. Ellis
Orville P. Ellwein
Cheryl A. Emby
Jeffrey C. Emunson
Edward Ralph Erickson
Lisa Beth Escudero
Manuel Sales Espinosa
Frederick Wm Estrada

F

Joseph D. Facpone
Nancy Ann Faegenburg
Carlos R. Felizardo, Jr.
Michel Jean Ferland
Kenneth E. Fleming
Billy G. Fleming
Frank Flettre
John E. Flynn
Mark S. Follett
Jerry O. Fontana
Daniel Dale Forler
Richard Wade Foster
Chris W. Fox
Robert A. Franssen
Jack Frazelle
Kenneth O. Frazier
Gary R. Freeman
Earnest L. French
Charlotte Fries
Matthew G. Fry
Robert R. Fuerstenberg
Neil Fujii
Brad D. Fuller
Donald Jay Fulwider

G

Clifford E. Gabriel
Ellery Bernard Gage
Jeffrey A. Gaisford
Ronald G. Gallagher
Norm D. Gammell
Kenneth R. Garberding
Matthew J. Garcia
Stuart William Garnett
Larry Leroy Gates
Robert James Gaunt
Larry A. Gettle
Larry R. Gibbons
Robert W. Gierke
Michael B. Gilbert
Michael A. Gillespie
Roslyn E. Glasser
Kent F. Gleason
Elwood William Glenn
Thomas Martin Godfrey
Wayne Allan Gonzales
Stevan Eric Gorcester
Donna Gordon
Dennis W. Gorley
Lawrence Paul Goulet
Thomas Edward Gove
Vincent E. Grace
Jeffrey P. J. Granlund
Kenneth G. Grant
Charlotte E. Green
Corey Alan Green
Ezell D. Green, Jr.
Jerry Roger Green
Leah D. Green
Michael G. Green
Kenneth Bruce Greaser
Benny B. Griffin
Robbie Lee Griffin
Leo R. Griffin
David L. Gualtieri
James F. Guertin
Robert P. Guild
Thomas R. Guild
Larry Richard Guiley
Susan Joyce Gulick
Kenneth M.. Guy

H

David Richard Hackett
Louis Jay Haff
H Adrian Hagens
Thomas A. Halkjar
Albert S. Hall
Benjamin P. Hall
Harold E. Hall
Michael A. Halt
Montie A. Hamilton
Wilsey A. Hamilton
Joan L. Hammond
Lewis M. Haney
Leroy S. Hansen
Robert L. Hansen
Rodney G. Hansen
Suzanne Hansen
Jack L. Hanson
Charles Edward Harder
Wm Troy Hardesty
Eugene Hardin
Joyce Harding
James L. Harper
Ryan S. Harris
David W. Harvey
Launa L. Haskell
Robert R. Haugen
Willis D. Haugen
Carroll Read Haulman
Cylvia Lynne Hayes
Robert Joseph Hays
Willard G. Hedman
Clifford H. Helfbacka
Raymond J. Heller
Darrel Hendrickson
Debra Jo Hendrickson
Thomas M Henry
Ralph L. Hernandez
Bill L. Hileman
Michael A Hilfer
John V. Hils
James M. Hinkle
William O. Hintz
Charles William Hinzman
William C. Hoaglan
Sandy G. Hodges
William G Hoffman
Michael James Hoiland
Anne Fry Holmes
Marta K. Holt
Victoria A. Holt-Gomez
N. Lorraine Hoshibata
Michael House
Sigmund John Hoverson
David Allen Howell
Leonard Edward Huber
Michael Kevin Hudson
Scott William Hudson
Hareland F. Hughes
Richard Joseph Hughes
Tina Ong Hung
Linda G. Hyatt

I

Wallace W. Ip
Duane A. Jackson
Victoria R. Isham
James Yuko Ishimaru

J

Vernon L. Jackson
Wendy Jackson
Barnett Bil Jacobovitch
Ruth Lynn Jacobsen
Roger D. Jacroux
Melinda C. Jenson
Philip A. Jeter
Danny Devayne Jewett
Rosendo Jimenez
Bruce N. Johnson
Eric A. Johnson
Kenneth G Johnson
Michael Sheldon Johnson
Norman G. Johnson
Oliver K. Johnson
P. Dianne Johnson
Patricia D.. Johnson
Richard D. Johnson
Richard L. Johnson
Robert H. Johnson
Ronald R. Johnson
Stan D. Johnson
Thomas A. Johnson
Becky Jones
Wanda Jean Jones
Dale R. Jorson
Cynthia M. Joppien
Joseph A. Juarez
Mushtaque A. Junejo
Shirley Jurgensen
Aladdin Justin

K

Charles E. Kantola
Dean Laws Kartchner
Ann M. Kawasaki
Steven L. Keegan
Philip G. Keeley
John Francis Keim
Timothy S. Kelly
Kevin Lloyd Kelsey
Kevin Edward Kiernan
Larry D. Kimble
Cynthia A. King
Sheila M. King
Thomas J. Kinney
Walter F. Kinney
Shoji Kino
John Quincy Kirby
Jacqueline Krolopp Kim
Gary Tomiji Kiyonaga
Douglas M Kjorsvik
Frank R. Kladnick
Jan P. Klippert
Rex H. Knight
Vincent M. Knol
Richard L. Knott
Alan Knudsen
Larry D. Knutson
John H. Kobuki
Steven P. Kohn
Karen Delite Koler
Dalton D. Kolowkinski
Hiran Kongkarat
John D. Koon
Katharine A. Kossow
James W. Kramer
Kenneth D. Krank
Carla J. Krisonit
Henry Susumu Kuga
Frank P. Kujawa
Leonard J. Kuzan

L

Barry E. Ladenberg
Floyd E. Laird
Charles R. Lamb
James Franklin Lamb
Sharry L. Lamb
Deborah Parzych Lambert
Ray Ferrer Landen
Rudy Ferrer Lanion
Mary Pat Lang
Lawrence C. Lankford
Wanda Marie Lauderdale
Desiree Canete Lazaro
Randy Scott Lazr
Vearl A. Leadbetter
Mars W. Lefeber
Todd L. Legg
Shirley Lehman
William M. Lench
Andrew T. Levesque
Thomas Lew
Oscar R. Lewis
David G. Lheureux
Julie L. Lindquist
Howard D. Linehan
Nikola A. Litven
Barbara J. Lock
Webb Lofton
John J. Logan
Gerald L. F. Lombardini
Michael G. Lopez
Charles Leonard Lommis
Charles Louis Lomis
John Loutsis
Tarea L. Lujan
William Wong Lum
Cheryl L. Lupkes
Brian L. Lybeck
Michael E. Lydon
Theodore Robert Lyon

M

Jaime D. MacFarland
Harold R. MacIsaac
Mark A. Madden
John B. Maddock
William McKinley Magda, Jr.
Sally Jane Mahnle
Patti L. Mahood
Ronald S. Mahood
Donald L. Malcom
Robert G. Malek
Germaine E. Malgarini
Meredith Mamarakis
Kam Lan Man
Norris W. Manier
Stephanie R. Mao
Maher A. Mansour
Rondinea P. Marino
David M. Mark
Charles M. Markand, Jr.
Craig O. Markus
Julie Marquez
Ann M. Martin
Elizabeth L. Marin
Joseph G. Martineau
Ernesto Ferraz Martinez
Timothy Patrick Mathena
Robert D. Mathisen
Roderick Eugene Matsuno
Paul E. Mattison
Douglas Mattoon
Rick D. Maxon
Robert J. May
Gordon W. Mayrand
Pat R. Mayrand
Regina Catherine Mays
Bill J. McBee
Robert W. McCallen
Jeffrey J. McCarthy
Brenda K. McCarty
Nathaniel McClain
Howard D. McCormick
Wayne R. McCormick
Patrick Todd Mcculley
Warren A. Mcdaniel
Allison W. McDonald
Douglas E. McDonald
James M. McDonald
Michael Joseph McEwen
Michael D. McLean
Patrick J. McLean
Robert G. McManus
Howard L. McMillen
Denton C. McNeely, Jr.
Donald T. McPherson
Thomas L. Meacham
Michael V. Meagher
Samuel George Medina
Victor Manuel Medina
Gerald Benjamin Meek
Alan Rick Meininger
Steven Henry Messer
Malea Jackson Meyer
Oliver L. Middlebrooks
Elizabeth Jill Milestone
Becky Lynn Miller
Carole Y. Miller
Daryl D. Miller
Gary F. Miller
Glen W. Miller
Kenneth Jay Miller
Philip Kyle Miller
Donna Miscolta
Alan Keith Mitchell
Allen Moses Mitchell
Donald D. Mitchell
Edward G. Mitchell
Windell T. Mitchell
Catherine 'Lani' Moeller
Marilyn D. Monk
William Harrison Monroe
Johnnie D. Moore Jr.
Lorelei M. Moore
Margaret Alice Moorehead
Raymond Moreno
Claud M. Morgan
Alvin James Morris
Gregory G. Morris
Mike Morrow
Judie D. Moses
Dennis J. Mott
Terrance A. Mozingo
Larry J. Munro
Kathi Renee Murata-Smith
Daniel L. Murillo
Theodore Murray, Jr.

N

Debra S. Nagasawa
Laurie A. Nakagawa
Robert L. Napier
Teresa L. Napier
Douglas L. Neigel
Michael J. Nenezich
Ray L. Newkirk
Harold G. Newman
Kenneth M. Newman
Mike W. Nicholas
Kenneth H. Nilsen
Sam G. Nohra
Robert M. Nones
Charles E. Norgaard
Paulette Marie Norman
David A. Nyblom

O

Michael L. O'Neill
James T. Obrien
John J. Obrien
William E. Oconnor
Virgil R. Oestriech
Rochelle B. Ogershok-Jackson
David L. Ogg
Victor D. Okereke
Joyce Okino
Mark Andrew Oldring
Gregorio M. Olinares
Korman D. Olsen
Gary A. Olson
John W. Olson
Madeline L. Olwin
Jan L. Ostenson
Linda Sue Osterhoudt
Leon Owens
Vernon Eugene Owens

P

Ada C. Packard
Cathy Ellen Parks
Andrea Lynn Parmele
James Parmele
George A. Parmentier
Ted F. Parr
Randall Parsons
James W. Partridge
Gwen Wong Patterson
Theresa Patterson
Dean R. Paul
Patricia Ann Payne-Gammel
James R. Pedersen
Bessie L. Peeples
Marcia A Pelley
Lon A. Penton
Joseph Bud Perrigo
Paul R. Perryman
William D. Perryman
Phillip Kennith Peters
Janet L. Peterson
Neal Alan Peterson
Wayne R Peterson
Gordon R. Petrie
Ross D. Pettit
James William Pharr Jr.
Louise Piell
James D. Platt
Jeffrey Thomas Pollock
James S. Pomeroy
Ernest W. Popp
Dick S. Poulter
Dale Curtis Poussier
Barbara Ann Powell
William Allen Priest
Marilyn J. Probst
Patty Jean Protzeller

Q

Richard Leon Quandt
Wilfreda Gustine Quenneville

R

George R Raffle
Calvin Keith Ramsey
Claudia Diane Ray
Jaki E. Reed
Lyle Glenn Reed
Blake L. Rees
Ted A. Reeve
John J. Reilly
Lester F. Renfro
Wayne S. Resch
Carlos Rhodriquez
Patricia Anne Rice
Richard R. Rice
Thomas W. Richards
John Stanley Richardson
La Wayne C. Richardson
Robert A. Richardson, Jr.
Jim L. Rickenbacker
Susan Elayne Rider
Clinton J. Riedner
Swang R. Rims
Peter Ringen
Margo V. Ritte
Victor Ray Rivera
Theresa Yvonne Rivers
Daniel Joseph Rizzuto
Emily Robbins
Kimberly F. Roberts
James David Robertson
Phillip Edward Robertson
Lawrence S. Robinson
James Linell Rogers
Paul E. Roof
Patricia Ross
Stephen G. Ross
Thomas William Ross
Thomas Rountree, Jr.
Steven Alan Roy
Michael H. E. Royall
Alfredo Royeci
Spencer T. Ruf
Frank Russell
Scott Clarence Russell
Robert J. Ryan

S

Rey-Dante Lao Sahagun
Clifford C. Sajonia
Karleen Naomi Sakumoto
Orlando J. Salturelli
Chieu N. Sam
Gary M. Samek
Maurice D. Sampson
Terry L. Sargent
Ronald H. Sasaki
Glenn C. Sawyer
Kimberlee L. Sawyer-Goin
Ruth E. Schaefer
Donald W. Schallock
Billie Jeane Schantz
Donald H. Schlicht
Diane A. Schneider
Harley Leon Schramm
Matthew Delano Schuchard
Gordon A. Schulz
Ricky Joe Schwartz
George C. Schwendeman
David Clark Sessions
Roland L. Scobee
Ethelene Scott
Tamra Sessions
Lance C. Settlemyre
Delbert E. Sharp
Frederick Joseph Shaw
Richard Carl Shepardson
William Harold Sherwood
Charles J. Shiells
Traci A. Shinn
John H. Shively
Philip Brinker Shoemaker
Patricia E. Simmons
Patrick Simmons
Allen Wendell Simons
Joey Lee Sinkovic
Errol S. Sizemore
Judith Patricia Skaarland
Malva A. Slachowitz
Dolores Elaine Smith
Donald W. Smith
Lyle L. Smith
Maxine A. Smith
Richard D. Smith
Roy Walter Smith
Vicky L. Smith
Fred L. Sneed
Eugene R. Snider
Nicole M. Snow
Randall Glen Snow
John L. Solomon
Howard K. Soneson
Benjamin R. Soushek
Brian S. Southworth
Larry A. Spangler
William Mitchell Sparrow
Donald E. Spaulding
John Spears
Timothy W. Speck
James Wesley Spencer
William Edward Spesser
Carolyn J. Sprague
Charlotte Sprague
Warren J. Spurrell
Joyce E. St Germaine-Mitchell
Daniel Stage
Jeff Stage
Gayle Starr
David Harold Staton
Debra Lynn Stearns
Donalda P. Steger
Diane Terese Steinbacher
John Devereaux Steklenburg
Kenneth John Stephenson
Kristi Lynn Stevens
Arene H. Stevenson
Duncan L. Stewart
Everton Clive Stewart
Amy Edward Stonkus
Robert A. Storer
Alcia N. Striplin
Alfred Gustave Strom
Raymond E. Stubbs
John James Sturdivant
Suzanne L. Sturgill
Jeanne M. Stypula
Gail Lea Sullivan
William H. Sumstad
Jose C. Sumulong
Johanna A. Surowiecki
John M. Sutton
Donald B. Sweeney
Forrest G. Swensen

T

Paul M. Takamine
Paul H. Tanaka
Harold Sadato Taniguchi
Kerry Taniguchi
Carol A. Taylor
Douglas James Taylor
Jerry Blaze Taylor
Richard M. Thibodeau
Donna Darline Thomas
Orville Thomas
Richard Ernest Thomas
Susan Thomas
Bernard Thompson
Eleanor F. Thompson
Henry Theodore Thompson
Leslie R. Thompson
Richard M. Thompson
Warren I. Thompson
Dave Arnold Thorbeck
Denton Arnold Thorbeck
Fletcher W. Tilton
William E. Toman
Ron J. Tomich
Mara Lynn Tonelli
Harvey R. Toppen
Robert L. Toppen
George P. Tracy Jr.
Christine Ann Trainor
Dennis W. Trammell
Lucy M. Traxinger
Rene D. Treadwell
Richard D. Trombley
Mike Tseng
Tradi Bea Tsuchikawa
Pracha Tuksaudom
Robert Shieng Tung
Paul Edwin Tuomi

U

Glenn Takao Ueda
Lawrence Gilbert Unger
Patricia Upton

V

James F. Vanderbie
John David Vannoy
Steven M. Vansickle
Corliss Victor-Marshall
Efren N. Villaluz
Maria-Jose V. Villarba
John E. Voit

W

Denise R. Wade
Jon D. Wagar
Robert F. Wagar
Gerald D. Walken
Dolores L. Walker
Johnnie C. Walker, Jr.
Lawrence Dean Wallace
Terri K. Walters
Mary Lucretia Walton
George E. Wannamaker
Joyce Y. Ward
Mary Jo Ward
Debra N. Warf
Michael James Washington
Cheryl Ann Waters
Martin D. Watson
Ralph Bennett Wattles
Barbara Ann Weber
Douglas K. Welborn
Sean M. Wellander
Daniel A. Wesley
Kathleen Ann West
Mary Alice West
Minnie B. West
Myron T. Whalen
Dudley W. White
Kenneth Allen White
Robert Whitlock
Evelyn Wiese
Mark S. Wigmosta
John Anthony Wilder
Charles E. Wildman
Kenneth Allan Wiley
David A Wilkins
Arthur Lee Williams
Gary Williams
James C Williams
Daniel S. Willott
Arthur R. Wilson
Jack Eugene Wilson
Leslie Charles Wilson
Marilyn Kay Wilson
Steve Ray Wilson
Julie L. Wing
Jeffrey W. Winter
Lavern A. Winter
Jim M. Wolfe
Tanya T. Wong
Man B. Woo
Steven J Woo
Donald E. Wood
Ellen R. Wood
Lucretia Ruth Woodruff
Joseph Woolfolk
Ronald T. Workman
Gary D. Wyatt

X

Michael Jay Xaver

Y

Lynda J. Yost
Cynthia Young
Hubert C. Young

Z

John Raphael Zapata
Robert M. Zickes
William E. Ziegler
Jaroslav Jerry Zimcik
Robert Allen Zimmerman
Julius Z. [illegible]

King County, State of Washington
Tim Hill, County Executive

1989 King County Council

Audrey Gruger	District 1
Cynthia Sullivan	District 2
Bill Reams	District 3
Lois North	District 4
Ron Sims	District 5
Bruce Laing	District 6
Paul Barden	District 7
Greg Nickels	District 8
Gary Grant	District 9

Department of Public Works
Paul Tanaka, Director
Ann Kawasaki, Deputy Director

Solid Waste Division
Rodney G. Hansen, Manager

Roads Division
Louis J. Haff, County Road Engineer

Surface Water Management Division
Jim Kramer, Manager

Airport Division
Donald W. Smith, Manager

Fleet Administration
Windell T. Mitchell, Fleet Administrator

Production By

Editor	Rochelle Ogershok
Graphic Design	James Kinney
	Erik Swanson
Photography	Bob Brittain
Word Processing	Pat Mayrand

Information Telephone	296-6510
24 Hour Service Calls	296-8100

King County Department of Public Works
900 King County Administration Building
Seattle, WA 98104

KING COUNTY DEPARTMENT OF PUBLIC WORKS

Objectives for 1990

Strengthen transportation requirements imposed on new development through revision of current King County Road Adequacy Standards;

Seek adoption of a transportation improvement ordinance establishing a Mitigation Payment System which charges development a fee for the traffic it generates;

Continue to work with the Legislature and local jurisdictions to ensure better financing for transportation improvements through the year 2000;

Initiate a new Countywide program to increase public awareness and knowledge of appropriate pedestrian behavior, especially among school children;

Examine the desirability of establishing a regional airport authority;

Select a private vendor/facility for the disposal of landclearing and demolition debris in King County;

Strengthen King County's commitment to reduce waste and recycle by developing new programs and opportunities focusing on household and yardwaste collection, procurement and public education; and

Complete a draft strategic plan recommending program goals, responsibilities, service levels and financing alternatives that will shape the future of the Surface Water Management Program.

King County
Department of Public Works
900 King County Administration Building
Seattle, WA 98104

Third Class Mail

Printed on Recycled Paper