



CITY OF KIRKLAND
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MEMORANDUM

To: Kurt Triplett, City Manager

From: David Godfrey, P.E. Transportation Engineering Manager
Oskar Rey, Assistant City Attorney

Date: February 14, 2012

Subject: Eastside Rail Corridor Due Diligence Update

RECOMMENDATION:

It is recommended that the City Council receives an update on the due diligence process for the purchase of the Kirkland segment of the Eastside Rail Corridor and provides any necessary guidance to staff.

BACKGROUND DISCUSSION:

On December 12, 2011, the City Council approved execution of a Purchase and Sale agreement with the Port of Seattle (Port) for \$5 million dollars to acquire a 5.75 mile long segment of the former BNSF rail corridor which the City has named the "Kirkland Segment". With the execution of the Purchase and Sale agreement on January 5, 2012 by both parties, a 60-day due diligence period began. During this period, the City may withdraw from the Purchase and Sale agreement without penalty if it discovers problems with the acquisition of the Kirkland Segment.

The Purchase and Sale agreement allows either party to extend the closing date by 30 days without penalty. **For reasons set forth in more detail below, staff has extended the closing date from March 15, 2012 to April 13, 2012.** The primary reasons are to complete the environmental analysis to remain eligible for federal funds and to complete title work. Staff has also requested that the Port extend the expiration of the due diligence period by 15 days from March 5, 2012 to March 20, 2012. This will ensure that the City and its consultants have enough time to complete the due diligence process. As of February 16, 2012 the Port has verbally agreed to this due diligence extension and an amendment has been sent to them but it is not yet signed.

This memo is an update on the work that staff has been conducting to further investigate the Kirkland segment during the due diligence period. The purpose of this investigation is to discover any major issues that might cause the City to withdraw from the purchase and sale agreement. Staff has also researched issues that, while not perhaps of the magnitude that warrants withdrawal from the purchase and sale agreement, may have important risks or implications for ownership of the corridor. The issues and implications are broken down as follows:

Legal issues

--Title Report Review

City staff has ordered title reports from First American Title Company ("First American") for this transaction. There will be a total of 14 title reports for the Kirkland Segment--one title report for each of the 14 quarter sections that the Corridor passes through with respect to the Kirkland Segment. It has taken First American longer than expected to produce the title reports for the Kirkland Segment. The City will not likely receive all the title reports by the original due diligence date of March 5, 2012 which is why the City requested the extension to the due diligence period.

In the meantime, the City has copies of the title reports that were obtained by King County and the Port of Seattle ("Port") in connection with the Port's acquisition of the Eastside Rail Corridor in 2009. Those title reports were last updated in December 2009 and they likely provide much of the same information that will be in the upcoming title reports to be provided by First American. City staff has performed a complete review of those reports for the Kirkland Segment.

There are several items of significance in the title reports. First, the title reports contain determinations by the title company of whether the Port has outright ownership of specific portions of the Kirkland Segment (referred to as "fee ownership") or an easement for rail purposes. The nature of the Port's ownership interest in the Corridor is important because if a portion of the Corridor is found to be an easement for rail purposes, as opposed to fee ownership, then title to that portion of the Corridor is subject to reversion to the prior owners upon abandonment of the rail use.

With respect to the Kirkland Segment, according to the 2009 title reports, in twelve of the fourteen quarter sections through which the segment passes, the property is likely owned in fee simple. That means that even in the event of full-blown abandonment of rail use in the Kirkland Segment, the City would still retain ownership of those portions of the Kirkland Segment. The southernmost two sections of the Kirkland Segment may be held in the form of rail easements. If those two sections are determined to be easements, they would be subject to reversion to the predecessors of BNSF if the rail use of those sections was fully abandoned.

It should be noted that BNSF acquired the Kirkland Segment through 36 separate deeds, most of which were executed in the 1890's and the early 1900's. The case law surrounding whether a particular deed conveyed a fee simple interest or an easement is murky and dependent on the specific language used in the deed. In analyzing each deed, the title company has offered its opinion on whether the interest conveyed was fee simple or an easement, but in at least some instances, it is not clear. It is anticipated that First American will not provide title

insurance with respect to claims that a portion of the Kirkland Segment is held as an easement instead of fee simple.

Despite the complexity of these title issues, it is important to note that the City will likely acquire a fee simple interest in the large majority of the Kirkland Segment. Even the easements remain as a corridor unless the underlying railbanking is eliminated. In that extremely unlikely scenario, the City could take actions ranging from purchase to condemnation.

As a result, staff is of the view that these title issues (which are present in all rail corridor acquisitions) should not deter the City from moving forward with the acquisition of the Kirkland Segment.

- ***Rail Banking and Interim Trail Use***

In an effort to address the possible loss of rail corridors through abandonment, Congress adopted the Rails to Trails Act in 1983. The Rails to Trails Act is intended to forestall the loss to rail corridors to abandonment by allowing a railroad to "railbank" an unprofitable or underperforming rail line instead of abandoning it. In the railbanking process, the federal Surface Transportation Board approves an "Interim Trail User" who is responsible for planning and developing the rail corridor for interim trail use. Railbanking allows for the preservation of rail corridors because the corridors are not abandoned. Instead, the corridors become available for trail use subject to the possible reactivation of freight use.

In the case of the Eastside Rail Corridor, King County was named the Interim Trail User by the Surface Transportation Board. In addition, King County (not BNSF) holds the Right of Reactivation for freight use. Upon completion of the transaction, the City and the King County will negotiate transferring Interim Trail User status for the Kirkland Segment to the City. King County would likely retain the Right of Reactivation for the Eastside Rail Corridor as a whole, and Kirkland staff support this since the County's portion would begin North of Kirkland and end South of Kirkland.

- ***Encumbrances and Encroachments***

The title reports also disclose recorded encumbrances against the Kirkland Segment. Most of the recorded encumbrances involve relatively minor utility and telecommunications easements and permits. There are also some private crossing agreements. *Puget Sound Energy*, *Sound Transit* and *King County* have easements that cover larger portions of the Kirkland Segment. Moving forward, the City will need to coordinate and reach agreements with these entities to ensure efficient use of the Kirkland Segment.

Finally, the title reports contain surveys that in some cases reveal possible encroachments from adjoining property owners. This information has been provided to the City's surveyor who will

prepare a survey document for the Kirkland Segment that depicts the location and extent of encroachments. At that point, the City would have to evaluate each encroachment on a case by case basis to determine if it is subject to removal or if there is a possible adverse possession claim. Although a few of the encroachments appear to be significant, extending up to 25 feet into the Corridor, none of them appear to interfere with the City's planned use of the Kirkland Segment. Upon acquiring the Kirkland Segment, the City would work towards removal of existing encroachments, where possible.

--Lane Litigation

The Lane case is a legal challenge by several taxpayers to the Port's legal authority to acquire the Eastside Rail Corridor. On December 9, 2011, the trial court dismissed the taxpayers' claims against the Port. However, the taxpayers appealed, seeking direct review from the Washington Supreme Court. At this point, the Washington Supreme Court has not yet indicated whether it will accept review.

The taxpayers seek to rescind the transfer of a portion of the Eastside Rail Corridor from BNSF to the Port. However, it is important to note that the transaction between the Port and BNSF contained two components. The Port purchased the portion of the Corridor from Woodinville north to the City of Snohomish for approximately \$81,000,000. The portion of the Corridor south of Woodinville (including the Kirkland Segment) was treated as a donation by BNSF to the Port for which no consideration was paid. The taxpayers have indicated that they seek only to rescind the portion of the transaction for which the Port paid \$81,000,000. As a result, even if the taxpayers end up prevailing in the case, the portion of the transaction involving the Kirkland Segment may not be subject to rescission. However there is a provision in the Purchase and Sale agreement that says if the purchase is rescinded at any point due to the Lane litigation, the Port will return the purchase price back to the City of Kirkland.

--Appraisal

The City obtained an appraisal report for the Kirkland Segment from Murray Brackett, MAI, with Allen Brackett Shedd. Mr. Brackett has extensive experience appraising rail corridors and the Eastside Rail Corridor in particular. Mr. Brackett has concluded that the Kirkland Segment has a value of \$6,500,000. The appraisal does not change the \$5 million purchase price.

Land Survey

A survey contractor began working on the Kirkland segment in late January. The main purposes of the survey work are to:

- Identify any encroachments, especially those that could be impediments to future development
- Prepare a recordable survey of the area to be purchased

- Monument the location of the right of way
- Conduct a topographic survey for future design purposes
- Capture photographic images of the corridor

Before the survey work was undertaken, staff conducted a review of encroachments using existing GIS data. It was found that while there are multiple landscaping/pavement encroachments, there are very few, if any, building encroachments. As of the date of this memo, the survey contractor is still gathering and analyzing data. However, encroachments of buildings greater than a foot or so have not been found. In the Totem Lake area, paved areas encroach into the right-of-way, but the survey data has not yet been fully coordinated with existing permits, leases, agreements etc. A more detailed report will be available at Council's February 21, 2012 meeting. The current survey schedule calls for the encroachment analysis to be completed March 1, 2012. If anything significant is found, Council will be notified at once.

At this time the survey has not revealed any information that would suggest that purchase of the corridor should not proceed.

Environmental Analysis

An environmental engineering firm began analysis of the corridor on January 23, 2012. The main product of this work is completion of a Phase I Environmental Site Assessment (ESA) report. Completion of this report prior to closing will mean that the City has conducted "All Appropriate Inquiry"¹ and make the City eligible for certain federal funds, in particular those aimed at environmental clean-up, should any clean-up be necessary.

Obtaining and analyzing records from the Department of Ecology is necessary to fulfill the objectives of the Phase I ESA. As of February 9, 2012 all of the necessary records have been reviewed by the consultant and selected records are being copied for more detailed evaluation and inclusion in the Phase I ESA report. A site visit of has been conducted by the consultant as well, and no issues were discovered that represent a high risk of environmental impairment.

As described when Council considered the Purchase and Sale agreement, the main sites to review for possible contamination are located in the vicinity of the current Google campus. Further investigation has shown that there are several other sites to evaluate in order to fulfill the objectives of the Phase I ESA review, but they are not expected to be significant. A more thorough update will be available at the February 21, 2012 Council meeting. The Consultant is on schedule to complete the initial investigation of the Phase I ESA report by March 1, 2012. However the final report was not likely to be completed by closing on March 15, 2012. To avoid any change of becoming ineligible for federal remediation dollars, the closing was extended.

At this time, the environmental report has not revealed any information that would suggest that purchase of the corridor should not proceed.

¹ The federal Environmental Protection Agency defines All Appropriate Inquiry as: "The assessment or evaluation of a property to identify potential environmental contamination and assess potential liability for any contamination present at the property." Reference: <http://www.epa.gov/brownfields/aai/aaigg.htm>

Rail Removal

Staff has contacted several national firms that specialize in removing existing railroad rails and ties, in order to find out more about how rails and ties are typically removed. Equipment used to remove the rails is trucked to the site and then transported to the rails to be removed. The companies will salvage or scrap materials based on the material's condition. Scrap ties are disposed of appropriately and are the responsibility of the company removing them. The existing ballast is graded smooth after ties and rails are removed.

Given the 5.75 mile length of the rail line, it is likely that there would be a net payment to the City for removal of the rail and ties. The size of this payment is dependent upon the quality of the rails and ties, a factor that would be evaluated by the companies prior to a bid submittal. Removal of the street grade crossings, the signals at the crossings and other work would decrease the size of the payment to the city. A bidding process for rail removal would take several months in order to get the most favorable prices. Bids would likely be due 4-6 months after a call for bids is issued. This time allows the firms to schedule work and make inspections of the material to be removed. Actual removal takes 4 to 6 weeks.

Staff is exploring the types of permits required in order to remove the rails. Removal is not governed by the federal Surface Transportation Board or the State Utilities and Transportation Commission. It is likely that a SEPA process managed by the City of Kirkland would be necessary in order to obtain a grading permit to remove the rails.

Improvements and Maintenance

The Public Works Department has prepared a set of items that would be performed shortly after or coincidental with the segment coming into City of Kirkland ownership. These items are shown in Table 2. A separate set of tasks will be performed as a part of maintenance of the corridor. Those tasks are shown in Table 3.

Before preparing the lists, Street Division staff made a careful review of the corridor, choosing tasks that filled three objectives:

- Increase safety – Performing tasks that will increase the safety of corridor users
- Low cost - Feasible with limited or no budget increase and by reprioritizing existing staff time. Also take actions that minimize future costs.
- Upgrade existing levels of maintenance from previous owners – Tasks that will add to the aesthetic value of the corridor and increase its overall condition.

In preparing the maintenance list, it was assumed that rails will be removed during 2012. Removing the rails greatly increases the ease of maintaining the corridor beyond 2012 because, at that point, no special vehicles are necessary to perform maintenance. If the rails are to remain for any period of time, the purchase of special vehicles will be necessary to safely and efficiently perform maintenance activities such as mowing, spraying, debris removal etc. Rail vehicle prices begin at around \$10,000.

It is expected that surface water maintenance will be conducted using existing crews and materials. As with other maintenance operations, removing the rails and ties would make maintenance much easier and would remove the need to acquire special rail-based equipment.

Expenditures

To date, approximately \$200,000 has been spent or is obligated for developing information for the purchase and sale agreement and due diligence, as shown in Table 1. These expenses are expected to be paid from the City's share of the King County Open Space, Regional Trails, and Woodland Park Zoo levy lid lift approved by County voters on August 21, 2007. Those funds are available for *"acquisition of open space and natural lands and the acquisition and development of county regional trails or city trails that are regional in nature, and may specifically include local trails in underserved areas linking to city or county trails that connect to regional trails"*.

Table 1: Expenses to Date

Category	Cost
Initial corridor inventory and reconnaissance	\$3,497
Corridor Survey	Not to exceed \$109,900
Environmental review	Not to exceed \$36,377
Environmental data report	\$930
Land value Appraisal	Not to exceed \$16,800
Legal description	\$2,250
Title reports	Not to exceed \$28,000
Access to title report database	\$1,750
Rails to Trails meeting	\$500
TOTAL	Not to exceed \$200,004

In addition, the development costs shown in Table 2 are also expected to be funded using the Park and Open Space Levy funds.

However the labor and maintenance costs on Table 4 are not eligible for levy funds. These tasks would be accomplished in 2012 by reprioritizing existing resources. On-going maintenance levels would be evaluated and prioritized as part of the 2013-2014 budget process. In addition, the Parks Funding Exploratory Committee will be recommending corridor maintenance dollars be included as part of a potential 2012 parks maintenance levy.

Table 2: Development Activities to be Performed upon Ownership:

Location	Description	Cost*
Throughout the corridor	Remove legacy signs, hardware	\$2,000
	Remove litter and debris (including car remnants)	\$1,200
Where rails cross roadways at grade	Remove gate arms, turn flashers away from traffic. Other equipment associated with crossings will remain.	\$5,250
	Disconnect power supplies; remove unnecessary power poles	Performed by Puget Sound Energy
	Add TRACKS NOT IN USE signs	\$800
	Remove railroad warning signs and pavement markings	\$3,150
	Add appropriate pedestrian warning signs	\$2,700
Kirkland Way Bridge	Remove existing railing; install new 4' high chain link fence both sides of bridge	\$10,000
NE 68th Street Bridge	Remove existing railing; install new 4' high chain link fence both sides of bridge	\$10,000
	Add decking to provide wider walkway	\$2,500
Ingress/Egress locations (mainly grade crossings)	Remove existing gates, bollards, posts etc (1 each)	\$1,800
	Install ecology blocks in order to provide uniform, easy to maintain treatment (82 each), prevent general vehicle access. Use chained openings to allow maintenance vehicles to access (combined)	\$14,100
	Install trail signing indicating ownership, number to call etc.	\$5,400
NE 124th Street/Ave crossing	Install signing directing pedestrians to use traffic signal	\$500
Parking areas in the vicinity of NE 128th Street	Install appropriate parking signs and concrete parking stops	\$1,500
Select trail crossings	Improve trails where they cross the rail right of way (\$1000 ea)	\$3,000
TOTAL COST		\$63,900

* Costs shown are for materials and labor. No new staff is planned. These costs are eligible for payment by the King County Open Space, Regional Trails, and Woodland Park Zoo levy.

Table 3: Maintenance Activities to be Performed during 2012:

Location	Description	Cost*
Throughout the corridor	Protect/maintain sensitive areas	\$2,000
	Remove litter and debris Two visits per year	\$800
	Arborist work	\$2,000
	Code enforcement issues	\$800
	Graffiti control	\$2,400
	Mowing: one pass per year	\$10,900
	Spraying: one spray operation per year	\$2,400
	Grading: Once per year after rail removal	\$10,000
Kirkland Way Bridge	Maintain fences/railings	\$200
NE 68th Street Bridge	Maintain fences/railings	\$200
Ingress/Egress locations (mainly grade crossings)	Maintain signs, approaches, etc	\$1,200
Parking areas in the vicinity of NE 128th Street	1 evaluation and repair per year	\$1,200
Select trail crossings	Spring/Fall repair of improved crossings	\$1,800
TOTAL COST		\$35,900

* Costs shown are for labor and materials. No new staff or budget is planned. Existing 2012 budgets will be reprioritized.

Moving the Closing Date

As stated above, the Purchase and Sale Agreement allows for the City to extend the closing date 30 days from March 15, 2012. Because the title company is unable to meet their proposed schedule, staff extended the closing date to April 13, 2012. This will allow time for the City Attorney's Office and the surveying contractor to evaluate the information provided in the new title report. The current Purchase and Sale agreement calls for the due diligence period to end March 5, 2012. Staff has proposed to the Port an extension of the due diligence period for an additional 15 days. The Port has verbally agreed to the extension. This will extend the City and its contractors to right to be on the corridor for the purposes of evaluation and data gathering.

Other Issues

King County is constructing a new sewer main from the lift station near the Kirkland Transit Center to the sewer facilities under the rail corridor. The Port of Seattle required the County to bore the new main under the rail bed. The County has approached the City as the potential new owner of the corridor to see if the City would allow an open cut of the corridor. The City's initial position has been that we are potentially open to such an arrangement in exchange for other improvements. Negotiations are continuing between the County and the City but given the extension of the closing date this may not be possible since the work is expected to be completed late spring/early summer 2012.

The Transportation Commission work plan calls for the Commission to undertake a corridor strategic plan in partnership with the Park Board. At the March 6 Council meeting, the Commission will present their recommendations on developing a plan.

Public Feedback on Loan Repayment

As was highlighted at the December 12, 2011 Council meeting, the initial acquisition of the Kirkland segment would be paid for with a \$4 million interfund loan from utility reserve funds. By state law, this loan needs to be repaid within three years. Staff has proposed three options for repaying the loans: 1) reprioritization of CIP projects reviewed and approved by the Park Board and the Transportation Commission; 2) the issuance of long-term councilmanic bonds; and 3) inclusion of repayment in a parks ballot measure. Staff was asked by Council to solicit public input on the three options. The Parks Funding Exploratory Committee (PFEC) was asked to review the options and state their preference. The PFEC preferred a councilmanic bond narrowly over CIP reprioritization, with including repayment in a ballot measure as the least popular option. The City Manager also made a presentation on the three options to 55 members of the Kirkland Rotary. The Rotarians overwhelmingly selected a councilmanic bond (48 votes) over the CIP reprioritization (6 votes) or inclusion in a ballot measure (1 vote.)

In order to get a snapshot of how the greater public felt about the three options, a non-scientific online questionnaire was posted and the survey was sent out to all media, blogs and listservs. Respondents were asked to consider the three funding options and indicate the level

of their support for each option. The survey as it was posted online is shown in Attachment 1 to this memo. Results as of February 16, 2012 are shown in Table 4:

Table 4: Survey results as of February 16, 2012
 226 Total Responses

Option	Level of Support					
	Strongly Oppose	Oppose	Subtotal Oppose	Subtotal Support	Support	Strongly Support
Reprioritize CIP Projects	66	48	114	97	37	60
Councilmanic Bonds	82	40	122	86	54	32
Voted Park Bond	74	29	103	106	44	62

* No opinion or Neutral was not included in either oppose or support.

Based on the results above, there is no clear public consensus. The option with the most support is a Voted Park Bond with Reprioritization of CIP projects as a close second. It has the most *strongly support* responses and the fewest *total oppose* responses. Updated results will be presented at the February 21 Council meeting.

No decision about loan repayment is needed at this time, but staff is seeking direction on whether additional public input on the three options is desired by Council.

Conclusions

The City has entered into a purchase and sale agreement for a segment of the rail corridor. A 60 day due diligence period began January 5, 2012. During this time, environmental, survey, title and rail removal issues have been investigated. Costs for maintenance and opening the corridor have also been assembled.

Because updated title reports have not been provided on schedule, staff extended the closing date from March 15, 2012 to April 13, 2012. Staff has also requested that the Port extend the due diligence period by 15 days.

Based on current analysis of environmental data, survey work, investigation of title reports, and maintenance needs, staff recommends proceeding with the segment purchase.

Because of the extensions, it is possible to also discuss the acquisition at the March 6, 2012 Council meeting. Staff is seeking input from the Council on whether it has sufficient information to concur with the staff recommendation or whether additional information is needed.

Attachment 1: Online Survey

Citizen feedback on purchase funding options for Eastside Rail Corridor

Please send the City your preferred options by February 17, 2012.

Background

The City has had a long-standing vision to purchase and develop the [Eastside Rail Corridor](#) as a multi-modal transportation amenity that would be enjoyed by pedestrians, bicyclists, and at some future point, transit commuters. The vision became closer to reality in December 2011 when the City Council unanimously voted [to pursue a purchase and sale agreement](#) to buy 5.75 miles of the corridor that lie within Kirkland city limits from the Port of Seattle for \$5 million. The Kirkland Segment extends from 108th Avenue NE near the South Kirkland Park and Ride north to Slater Avenue/132nd Avenue NE in Totem Lake. As with any major land purchase, the City is conducting a due diligence study on the property and is identifying short term and long term costs to develop and maintain the corridor.

Acquisition Costs

At the time the [City Council approved the purchase and sale agreement](#), it also approved interim financing in the form of an Interfund Loan of \$4 million from the City's Water/Sewer and Surface Water utilities and a contribution of \$1 million from the surface water utility capital reserves. The loans from the utilities will accrue interest and need to be paid back by within three years.

Citizen Preference on Interfund Loan Repayment for Acquisition

The City Council was presented with three options to repay the \$4 million Interfund Loan and would like feedback from Kirkland citizens - those who live, work and have a business here - on their repayment preference.

Please read the following explanations and submit your preference of Option 1, 2, or 3 by February 17, 2012. Your responses will be shared with the City's Rail Corridor Coordinating Team and a summary will be provided to the City Council at its February 21, 2012 meeting.

Option 1: Reprioritize Parks and Public Works Capital Improvement Projects

This option would involve delaying identified capital improvement projects such as sidewalk construction and park development and renovation. The Park Board and Transportation Commission recommend projects to be deferred to provide funding for this high priority opportunity. For example, delayed Parks projects include Waverly Beach Park and Spinney Homestead Park renovations and approximately one quarter of the non-motorized transportation funding would be directed to this purpose. A complete list is available for [Public Works](#) and [Parks](#). In addition to the project deferrals, \$1 million of the real estate excise tax reserves (REET 2) set aside for future capital projects and up to \$500,000 of reserves set aside for property acquisition would be used to repay debt.

Option 2: Issue Non-Voter Approved Councilmanic Bonds

The City's financial policies allow for the City Council to issue Limited Tax Obligation Bonds, also known as Councilmanic Bonds, which are paid back with existing revenue sources over a long period of time. Councilmanic bonds do not require voter approval. The estimated annual debt service would be \$285,000 for 20 years. If the King County Parks levy is renewed, the funds received by the City would be dedicated to this purpose. Otherwise, paying the debt service would be the first call on real estate excise tax revenues, which range between \$3 and \$7 million annually, with the remainder available for other transportation and parks projects.

Option 3: Include Acquisition Cost in Voter-Approved Park Bond

Repayment of the loan using a portion of a voter-approved park bond is the third funding option. A park bond would require approval by registered Kirkland voters. This approach would be similar to the park bond approved by Kirkland voters in 2002. A citizen-based [Park Funding Exploratory Committee](#) has been tasked with identifying funding options to help meet the capital, maintenance, and operational needs of the City's park, open space and recreation system and to make recommendations to the City Council about a park bond measure. Repayment of the loans could be one project included in an over all park bond measure.

What is Your Preferred Method to Repay the Interfund Loans?

Option 1: Reprioritize parks and capital improvement projects

REQUIRED

- I strongly support this option

- I support this option

- I have no opinion (neutral)

- I oppose this option

I strongly oppose this option

Reason for my answer:



Option 2: Non-voter approved councilmanic bonds

REQUIRED

I strongly support this option

I support this option

I have no opinion (neutral)

I oppose this option

I strongly oppose this option

Reason for my answer:



Option 3: Voter-approved park bond

REQUIRED

I strongly support this option

I support this option

I have no opinion (neutral)

I oppose this option

I strongly oppose this option

Reason for my answer:

Other comments I have:

Preview

Thank you for taking the time to complete our survey!