



WELCOME TO THE CITY OF SHORELINE'S ADOPTED CAPITAL IMPROVEMENT PLAN FOR 2005-2010

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Interurban Trail South Segment Trailhead at 145th Street, dedicated on April 19, 2004



ADOPTED 2005-2010 CAPITAL IMPROVEMENT PLAN

CAPITAL IMPROVEMENT PLAN

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CAPITAL IMPROVEMENT PLAN

2005 – 2010

INTRODUCTION

Reader's Guide to the Capital Improvement Plan (CIP)

The Capital Improvement Plan is divided into five sections: Introduction, CIP Summary, General Capital Projects, Roads Capital Projects and Surface Water Capital Projects. The following is a brief explanation of the major items included in each section.

Introduction

Impacts of Growth Management – A brief overview of the impact of the State of Washington's Growth Management Act on the City's capital planning process.

Capital Planning, Programming and Budget System - Graphical representation of the City's capital planning process.

Capital Budget Criteria – Criteria used as guidelines during the development of the capital budget.

Advantages of Capital Planning – Discussion of the advantages provided by the development of a long-range capital plan.

Capital Improvement Program Plan Policies – Capital policies adopted by the City Council.

Steps in the Capital Improvement Process – Steps used in the capital planning process.

Project Phase Definition – A brief description of the three project phases that may occur in each project.

Capital Project Criteria – A set of criteria used to determine if a project should be included in the Capital Improvement Plan

Capital Improvement Program Summary

Capital Resources by Category – Graphic of all of the resources available to fund the CIP.

Capital Projects by Category – Graphic of the distribution of the projects by category.

Program Summary - listing of each project within the three capital funds – General Capital, Roads Capital and Surface Water Capital.

General, Roads, and Surface Water Capital Projects

Capital Fund Summary – A summary is included for each capital fund. The summary includes a map highlighting the locations of each project, a list of all projects and their costs, a discussion of the projected current year project costs, and a comparison of changes from the prior CIP.

Capital Project Detail – A project sheet is included for each capital project included in the CIP. Each sheet may contain the following sections as appropriate:

- Fund – The associated capital fund (General Capital, Roads Capital, or Surface Water Capital Fund).
- Project Category – Each fund has several project categories. This section identifies the appropriate category for the particular project. These categories are also used in the CIP Summary and the Capital Fund Summary.
- Critical Success Factor – Each project (where applicable) is linked with a critical success factor from the City's Strategic Plan. Currently, the City has seven critical success factors:
 - ❖ Healthy, vibrant neighborhoods
 - ❖ Economic vitality and financial stability
 - ❖ Quality services and facilities
 - ❖ Innovative leadership and strategic planning
 - ❖ Community alliances and partnerships
 - ❖ Effective community and partnerships
 - ❖ Professional and committed workforce
- Strategies – If linked with a Critical Success Factor – the appropriate strategy from the City's Strategic Plan is displayed.
- Council Goal – Each project (where applicable) is linked with a City Council Goal. Currently, the City Council has eight goals:
 - ❖ Work toward the completion of the Aurora Corridor and Interurban Trail projects
 - ❖ Implement an active economic improvement plan
 - ❖ Enhance our program for safe and friendly streets
 - ❖ Update the elements of the Comprehensive Plan including Environmental Element and Surface Water, Transportation and Parks Master Plans
 - ❖ Implement City Hall project
 - ❖ Work with the Bond Advisory Committee to fund capital projects
 - ❖ Develop proactive code enforcement program
 - ❖ Develop, adopt and implement an enhanced public participation program to encourage involvement in City government
- Project Map – The map reflects the location of the project. If the project location is unknown at this time or affects the city in general, a city-wide map has been included.

- Project Description – A brief description of the project
- Service Impact – A brief description of the project's impact on Shoreline citizens or others that use the public facility and any impact to maintenance and operating costs.
- Total Project Budget - This includes all costs associated with the project. This will include prior expenditures, current year estimates and projected costs included in the six-year plan.
- Funding Sources – This displays all of the anticipated revenue sources for the project.
- Critical Milestones – A list of all of the most important project milestones with their expected completion dates.
- Project Costs – This spreadsheet displays actual expenditures from prior periods and projected future costs by project phase. It also displays the specific revenue sources used to fund the project. Funding for the Public Art program is displayed. It should be noted that these costs are included in the construction budget of eligible projects. Any impact on the operating budget is also displayed.
- Project Time Line – The projected timing for each phase of a project is displayed.

Projects To Be Completed in the Current Year - A project sheet is included for each project that will be completed in the current year. The projected costs and timeline are included.

Introduction

The Capital Improvement Plan provides a multi-year list of proposed major capital expenditures and associated operating costs for the City. This plan attempts to set funding strategies not only for the current year, but also to project future needs for major construction, land acquisition and equipment needs that improve the cultural environment, capital infrastructure and recreational opportunities for the citizens of Shoreline. Capital expenditures are viewed not only in the context of how much the new project will cost, but also what impact the project will have on the City's operating budget.

Impacts of Growth Management

Capital facilities planning and financing is now subject to the State of Washington Growth Management Act of 1990 (GMA). The GMA requires communities to adopt comprehensive plans designed to guide the orderly development of growth over the next twenty years.

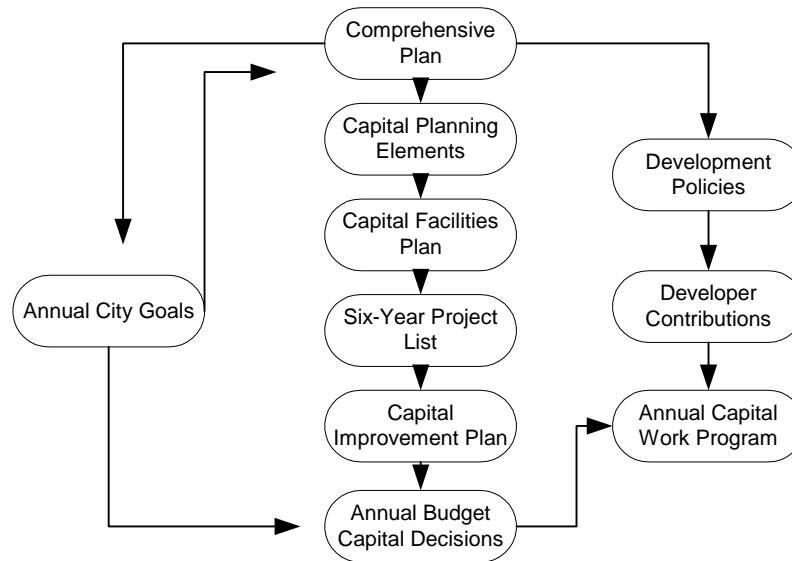
To comply with GMA, the City prepared a comprehensive Capital Facilities Plan (CFP). The CFP provides long range policy guidance for the development of capital improvements. The purpose of a CFP is to identify and coordinate those capital improvements deemed necessary to accommodate orderly growth, set policy direction for capital improvements and ensure that needed capital facilities are provided in a timely manner.

The GMA requires that the CFP contain the following elements:

1. An inventory of existing public owned capital facilities showing locations and capacities.
2. A forecast of the future needs for such capital facilities.
3. The proposed locations and capacities of expanded or new capital facilities.
4. A minimum six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes.
5. A requirement to reassess the land-use element if probable funding falls short of meeting existing needs.

Capital facilities are defined as mandatory elements for inclusion in the comprehensive plan.

Capital Planning, Programming and Budget System



Capital Budget Criteria

Capital improvement programming and budgeting involves the development of a long-term plan for capital expenditures for the City of Shoreline. Capital expenditures include expenditures for buildings, land, major equipment, and other commodities which are of significant value (greater than \$10,000) and have a useful life of at least five years.

The capital improvement plan (CIP) lists each proposed capital item to be undertaken, the year in which it will be started, the amount expected to be expended in each year and the proposed method of financing these expenditures. Based on these details, summaries of capital activity in each year can be prepared as well as summaries of financial requirements such as amounts of general obligation bonds to be issued, amounts of general operation funds required and any anticipated intergovernmental support, etc.

The capital improvement budget is enacted annually based on the capital improvement plan. It encompasses enacting appropriations for the projects in the first year of the capital improvement plan.

Flexibility is built into the capital improvement plan to allow for delay of projects when financing constraints make it impossible to allow for funding of the entire array of projects and to move future projects forward when financial availability makes it possible. The point is that the CIP is required to be updated at a minimum annually to:

- Make any adjustments in future program years when changes occur in funding or cost.
- Add a year of programming to replace the current year funded.

Advantages of Capital Planning

In addition to the Growth Management Act (GMA) which requires communities to establish a long-range capital plan, there are several advantages to the community from capital planning.

- Capital planning facilitates repair or replacement of existing facilities before they fail. Failure is almost always costly, time consuming and more disruptive than planned repair or replacement.
- It focuses the community and City Council's attention to priority goals, needs and capabilities. There are always more needs and competing projects than the available funds. A good capital plan forces the City to consciously set priorities between competing projects and interests. New projects and good ideas can then be ranked against the established project priority array.
- A CIP provides a framework for decisions about community growth and development. Long-range planning for infrastructure needs allows the community to accommodate reasonable growth without being overwhelmed.
- A CIP promotes a more efficient government operation. Coordination of capital projects can reduce scheduling problems and conflicts between several projects. Related projects such as sidewalks, drainage and roads can be planned simultaneously.
- A CIP enhances opportunities for outside financial assistance. Adequate lead-time allows for all avenues of outside grant funding of government agency assistance to be explored.
- A CIP serves as an effective community education tool, that conveys to the public that the City Council has made decisions that affect the future of the City and is guiding the development of the community.

Capital project activity is funded with cash made available by the issuance of General Obligation debt, by grants, by general tax allocation, and by transfers from other funds as may be approved by the City Council.

Annual contributions may be used in whole or in part to fund capital projects as cash assets are accumulated, or the annual contributions may be allowed to remain in reserve until funds, along with accrued interest have grown sufficiently to permit larger projects to be undertaken and paid for with cash.

Capital Improvement Program Plan Policies

A number of important policy considerations are the basis for the Capital Improvement Program (CIP) Plan. These policies provide guidelines for all financial aspects of the CIP, and ultimately affect the project selection process.

A. Relationship of Long-Range Plans to the CIP

The CIP will be updated annually as part of the City's budget process. The City Council may amend the CIP Plan at any time as required.

Virtually all of the projects included in the CIP are based upon formal long-range plans that have been adopted by the City Council. This ensures that the City's Capital Improvement Program, which is the embodiment of the recommendations of these individual planning studies, is responsive to the officially stated direction of the City Council as contained in the Comprehensive Plan, Council work goals, and supporting documents. Examples of these supporting documents: Pavement Management System Plan and the Parks and Open Space and Recreation Services Plan. There are exceptions, but they are relatively small when compared to the other major areas of expenditure noted above.

B. CIP Coordination Team

A CIP Coordination Team is a cross-departmental team which participates in the review and recommendation of the CIP program to the City Manager. The Team will review proposed capital projects in regards to accurate costing (design, capital, and operating), congruence with City objectives, and prioritize projects by a set of deterministic criteria. The Finance Director, or his/her designee, will serve as the lead for the team.

C. Establishing CIP Priorities

The City uses the following basic CIP project prioritization and selection process:

1. Each CIP program area establishes criteria to be used in the prioritization of specific projects submitted for funding. These specific criteria are developed by staff in conjunction with City Council priorities and input from citizens, associated City boards and commissions. The City has divided its CIP projects into the following program areas: General and Parks Capital Projects, Roads Capital Projects, and Surface Water Capital Projects.
2. Designated personnel within City departments recommend project expenditure plans to the Finance Department. The project expenditure plans include all capital costs and any applicable maintenance and operation expenditures along with a recommended funding source.

3. The CIP Coordination Team evaluates the various CIP projects and selects those with the highest priority based on input from citizens, project stakeholders, appropriate advisory committees, and City Council goals.
4. A Preliminary CIP Plan is developed by the Finance Department and is recommended to the City Council by the City Manager.
5. The City Council reviews the Preliminary CIP Plan, holds a public hearing (s) on the plan, makes their desired alterations, and then officially adopts the CIP and establishes related appropriations as a part of the City's budget.
6. Within the available funding, the highest priority projects are then selected and funded in the CIP.

D. Types of Projects Included in the CIP Plan

The CIP Plan will display, to the maximum extent possible, all major capital projects in which the City is involved. It is difficult to define precisely what characteristics a project should have before it is included in the CIP Plan for the public's and City Council's review and approval. While the following criteria may be used as a general guide to distinguish among projects which should be included or excluded from the CIP Plan, there are always exceptions which require management's judgment. Therefore, the City Manager has the administrative authority to determine which projects should be included in the CIP Plan and which projects are more appropriately contained in the City's operating budget.

For purposes of the CIP Plan, a CIP project is generally defined to be any project that possesses all of the following characteristics:

1. Exceeds an estimated cost of \$10,000;
2. Involves totally new physical construction, reconstruction designed to gradually and systematically replace an existing system on a piecemeal basis, replacement of a major component of an existing facility, or acquisition of land or structures; and
3. Involves City funding in whole or in part, or involves no City funds but is the City's responsibility for implementing, such as a 100% grant-funded project or 100% Local Improvement District funded project.
4. Involves the skills and construction needs beyond those needed for a general repair and maintenance project.

These should be considered general guidelines. Any project in excess of \$25,000 meeting the criteria of (2), (3) and (4) above, or various miscellaneous improvements of a like nature whose cumulative total exceeds \$25,000 (i.e., street overlays) should be considered as part of the CIP process.

Program area managers are responsible for the cost estimates of their proposed programs, including future maintenance and operations costs related to the implementation of completed projects.

E. **Scoping and Costing Based on Predesign Study:**

For some projects it is difficult to develop accurate project scopes, cost estimates, and schedules on which no preliminary engineering or community contact work has been done. To address this problem, some projects are initially proposed and funded only for preliminary engineering and planning work. This funding will not provide any monies to develop final plans, specifications, and estimates to purchase rights-of-way or to construct the projects. Future project costs are refined through the predesign study process.

F. **Required Project Features and Financial Responsibility:** If a proposed project will cause a direct impact on other publicly-owned facilities, an equitable shared and funded cost plan must be coordinated between the affected program areas.

G. **Predictability of Project Timing, Cost and Scope:**

The predictability of timing and costs of projects is important to specific private developments, such as the provision of street improvements or the extension of major sewer lines or water supply, without which development could not occur. These projects generally involve significant financial contributions from such private development through developer extension agreements, LIDs, and other means. Once a project has been approved by the City Council in the CIP, project scheduling is a priority to maintain.

The City Council authorizes the City Manager to administratively approve the acceleration of projects schedules so long as they can be accomplished within budgeted and any allowable contingency expenditures, with the understanding that all controversial issues will be brought before the City Council. All project additions or deletions must be approved by the City Council.

H. **CIP Maintenance and Operating Costs:**

CIP projects, as approved by the City Council, shall have a funding plan for maintenance and operating costs identified in the project description. These costs will be included in the City's long-term financial planning.

I. **Local Improvement Districts (LID)**

Examples of when future LIDs may be formed are as follows: 1) where old agreements exist, committing property owners to LID participation on future projects; 2) when a group of property owners wish to accelerate development of a certain improvement; 3) when a group of property owners desire a higher standard of improvement than the City's project contemplates; or 4) when a group of property owners request City assistance in LID formation to fund internal neighborhood transportation facilities improvements, which may or may not have City funding involved. If City funding is proposed by the project sponsors (property owners), they shall so request of the City Council (through the City Clerk) in writing before any LID promotion activity begins. The City Manager

shall analyze such request and report his conclusions and recommendation to Council for their consideration. The Council shall by motion affirm or deny the recommendation. The Council's affirmative motion to financially participate shall expire in 180 days, unless the project sponsors have submitted a sufficient LID petition by that time.

In the event that the request is for street resurfacing in advance of the City's normal street resurfacing cycle, the City's contribution, if any, will be determined based on a recommendation from the Public Work's Department and a financial analysis of the impact of completing the project prior to the City's original timeline.

On capital projects whose financing depends in part on an LID, interim financing will be issued to support the LID's portion of the project budget at the same time or in close proximity to the issuance of the construction contract. The amount of the interim financing shall be the current estimate of the final assessment roll as determined by the administering department.

In the event that the project is 100% LID funded, interim financing shall be issued either in phases (i.e., design phase and construction phase) or up front in the amount of the entire estimated final assessment roll, whichever means is estimated to provide the lowest overall cost to the project as determined by the Finance Department.

The City will recapture direct administrative costs incurred by the City for the LID project by including these in the preliminary and final assessment roles.

J. Preserve Existing Capital Infrastructure Before Building New Facilities:

The City's policy to ensure that adequate resources are allocated to preserve the City's existing infrastructure before targeting resources toward building new facilities that also have maintenance obligations. This policy addresses the need to protect the City's historical investment in capital facilities and to avoid embarking on a facility enhancement program which, together with the existing facilities, the City cannot afford to adequately maintain.

K. New Facilities Should Be of High Quality, Low Maintenance, Least Cost:

The intent of this policy is to guide the development and execution of the CIP Plan through an emphasis on lowest life-cycle cost. Projects should only be built if the necessary funding to operate them is provided. Also, priority is given to new facilities that have minimal ongoing maintenance costs so as to limit the impact upon both the CIP and the operating budget.

L. Public Input at All Phases of Projects:

The City makes a serious commitment to public involvement. The City's long-range plans are developed through an extensive citizen involvement program.

M. Basis for Project Appropriations:

During the City Council's CIP Plan review, the City Council will appropriate the full estimated project cost for all projects in the CIP Plan. Subsequent adjustments to appropriation levels for amendments to the CIP Plan may be made by the City Council at any time.

N. Balanced CIP Plan:

The CIP Plan is a balanced six-year plan. This means that for the entire six-year period, revenues will be equal to project expenditures in the plan. It is anticipated that the plan will have more expenditures than revenues in single years of the plan, but this imbalance will be corrected through the use of interim financing, if actually needed. Over the life of the six-year plan, however, all planned interim debt will be repaid and all plan expenditures, including interest costs on interim debt will be provided for with identified revenues. Any project funding plan, in which debt is not retired within the current six-year plan, must have specific City Council approval.

O. Use of Debt in the CIP:

The CIP is viewed as a long-term program that will continually address capital requirements far into the future. As such, the use of long-term debt should be minimized, allowing the City to put money into actual projects that benefit Shoreline residents and businesses rather than into interest payments to financial institutions. There may be exceptions to this policy for extraordinary circumstances, where voted or non-voted long-term debt must be issued to achieve major City goals that otherwise could not be achieved, or would have to wait an unacceptably long time. Issuance of long-term debt must receive City Council authorization.

Staff monitors CIP cash flow regularly and utilizes fund balances to minimize the amount of borrowing required. Funds borrowed for cash flow purposes are limited to short-term obligations. Projected financing costs are included within a project in the administrative program area.

P. Finance Director's Authority to Borrow:

The Finance Director is authorized to initiate interim and long-term borrowing measures, as they become necessary, as identified in the CIP Plan and approved by the City Council.

Q. CIP Plan Update and Amendment:

The CIP Plan will be updated at least annually. The City Council may amend the CIP Plan at any time if a decision must be made and action must be taken before the next CIP review period. All project additions or deletions must be approved by the City Council.

R. **Usage of County-Imposed Vehicle License Fees:**

The City's share of the King County-imposed Vehicle License Fees is a component of "Transportation Funding" and can therefore be assumed to be part of the annual Transportation Funding contribution to the CIP Plan as pursuant to State Law.

S. **Formalization of Monetary Agreements:**

All agreements between the City and outside jurisdictions, where resources are exchanged shall be in writing specifying the financial terms of the agreement, the length of the agreement, and the timing of any required payments (i.e., Joint CIP projects where the City is the lead agency, grant funded projects, etc.). Formalization of these agreements will protect the City's interests. Program areas shall make every effort to promptly request any reimbursements that are due the City. Where revenues from outside jurisdictions are ongoing, these requests shall be made at least quarterly, unless alternative arrangements are approved by the City Manager or City Council.

T. **Applicable Project Charges:**

CIP projects should reflect all costs that can be clearly shown to be necessary and applicable. Staff charges to CIP projects will be limited to time spent actually working on those projects and shall include an overhead factor to cover the applicable portion of that person's operating cost.

Steps in the Capital Improvement Process

The capital improvement process is built around the following eight steps:

1. **Establishment of the administrative and policy framework for capital programming and budgeting.** The first step in implementing an effective capital improvement planning and budget process is to establish the underlying organizational and policy framework within which the process operates.
2. **Prepare inventory of existing facilities.** Each governmental unit should compile an inventory of its own physical plant. This will help to indicate the eventual need for renewal, replacement, expansion or retirement of some of the physical plant. This can be accomplished through a master plan process.
3. **Determine by review the status of previously approved projects.** Prepare a report showing the status of previously approved programs. The estimated costs of these projects should be reviewed to ensure accuracy and the funding sources which would be needed to finance the completion of the project. This status review also allows the legislative body the opportunity to stay informed of projects approved in previous years.
4. **Perform financial analysis and financial programming.** Financial analysis involves the determination of the City of Shoreline's financial capability for major expenditures by examining past, present and future revenue, expenditures and municipal debt. The selection and scheduling of funding sources of these major expenditures is known as financial programming. Some of the important objectives of financial programming include:
 - Smoothing out the tax rate
 - Maintaining a preferred balance of debt service and current expenditures
 - Determination of debt capacity and appropriate debt service levels
 - Maximizing intergovernmental aid relative to local expenditures

The intent is to come up with a level of capital expenditures by fund, which the municipality can safely afford over the next several years while maintaining a minimal impact of the property tax rate and other municipal revenues.

5. **Compile and evaluate project requests.** Once the Finance Department has completed reviewing and summarizing the CIP requests, the CIP Review Committee will review and prioritize each project based on the criteria contained in the Capital Project Criteria Section. A draft CIP is then developed and submitted to the City Manager for review. The City Council then reviews, modifies and adopts the CIP.
6. **Adoption of the capital program and budget.** The City Council, which has been involved in the CIP process from the beginning by establishing policy guidelines under which the CIP was developed, has the final responsibility to adopt the CIP.
7. **Monitoring the CIP.** Lead departments are responsible to monitor the actual development of a project against the approved budget to complete the project.
8. **Modifications.** Significant changes in project scope, time or costs, requires a CIP amendment by the City Council.

PROJECT PHASE DEFINITIONS

Each of the projects within the Capital Improvement Program have three distinct phases. Those phases are described below.

Planning/Design This phase is commonly referred to as the “design” phase, yet incorporates activities of project planning, pre-design (the “design report”) and actual design. This also includes all Project Management costs.

The **Planning** portion of work occurs prior to the actual design of the project and involves directing, coordinating, budget control, maintaining and adjusting schedule as work varies, project detail decision making, and reports such as agenda items. The Pre-Design work identifies and evaluates project alternatives resulting in a selected improvement. This phase begins with the inception of the design and continues until the 30% design plan has been completed. Costs are called planning level, they are often estimated using average unit costs/foot for the work such as curb and gutter. Survey work is minimal and this is when the specific environmental work is usually started. Agency reviews can take a year or more to identify areas of impact. A mitigation plan is developed and submitted for review and approval which again goes through the permitting agency queue of applications, and the approved permit conditions are incorporated into the project design and project specifications.

Design is also called “PS&E” (Plans, Specifications, and Estimates) in which survey work, geo-technical work, measurements of water, traffic, and the location are more detailed to determine quantities for bidding. This phase generally begins after the completion of the 30% design plan and continues until the 100% design plan has been completed. For example unsuitable soils are identified, the amount of soils to remove, the geo-technical soil structural design determined and quantities of materials determined. The drawings (plans) and specifications (materials, construction) determine a higher level project cost estimate from the increased project knowledge.

Real Estate Acquisition is the identification of property needed for the project, obtaining title reports, developing legal descriptions of the property to be acquired, obtaining appraisals, negotiating and purchasing; all in accord with federal acquisition guidelines.

Construction includes the contract award process and the actual construction work from clearing/grubbing the area through installing traffic markings and landscaping for a typical street project.

Capital Project Criteria

Legal	State or Federal mandate may require that a particular project be implemented. Court orders and judgments concerning annexation property owners rights environmental protection, etc. are also legal requirements that may affect how projects are prioritized.
Safety	The benefit to the environment, safety or public health of the community should be evaluated. For example, all street projects concern public safety, but streets for which documented evidence of safety hazards exists should be given higher priority treatment.
Comp Plan	Consistency with the City's Comprehensive Plan is important. Capital projects may directly or indirectly implement the comprehensive plan. Projects should not be inconsistent with the comprehensive plan.
Funds	The extent to which outside funding is available for the project or purchase should be evaluated.
Need	The project should alleviate identified problems or deficiencies.
Related Project	Often projects in one category are essential to the success of those in others. Related projects proposed by other departments or governmental jurisdictions may even effect a savings to a particular project.
Efficiency	Projects which substantially improve the quality of service at the same operating cost, or eliminate obsolete and inefficient facilities should be identified using this category.
Economic Impact	A project may affect the local economy. Increases or decreases in property valuations may occur. Rapid growth in the area may increase the City's land acquisition costs if the project is deferred.
Public	Projects are generally more easily implemented if there is public demand and support for them. Such public support should be gauged in terms of its strength and the depth of understanding it represents.

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Design is also called “PS&E” (Plans, Specifications, and Estimates) in which survey work, geo-technical work, measurements of water, traffic, and the location are more detailed to determine quantities for bidding. This phase generally begins after the completion of the 30% design plan and continues until the 100% design plan has been completed. For example unsuitable soils are identified, the amount of soils to remove, the geo-technical soil structural design determined and quantities of materials determined. The drawings (plans) and specifications (materials, construction) determine a higher level project cost estimate from the increased project knowledge.

Real Estate Acquisition is the identification of property needed for the project, obtaining title reports, developing legal descriptions of the property to be acquired, obtaining appraisals, negotiating and purchasing; all in accord with federal acquisition guidelines.

Construction includes the contract award process and the actual construction work from clearing/grubbing the area through installing traffic markings and landscaping for a typical street project.

Municipal Debt Capacity

There are four types General Obligation Debt that the City is currently authorized to use for financing purposes. They each have statutory limitations and require approval by either the City Council or City voters.

1. General Purpose Voted Debt: As authorized by the Revised Code of Washington (RCW) 39.36.020(2), the public may vote to approve bond issues for general government in an amount not to exceed 2.5% of the value of all taxable property within the City. This requires a 60% vote of the City electorate and must have a voter turnout of at least 40% of the last State general election. The debt would be repaid from an increase to the City's existing property tax levy. An amount up to 2.5% of the City's assessed value can be levied or an estimated \$129,465,900 for 2004.
2. General Purpose Councilmanic Debt: The City Council may approve bond issues without voter approval up to 1.5% of the City's assessed valuation. Prior to the passage of new legislation in 1994, councilmanic debt was available for lease-purchase contracts only (RCW 35.43.200). This statutory authority can be used for any municipal purpose now, including using the entire 1.5% for bonds. Councilmanic debt must be approved by a majority of the City Council and must be repaid from existing operational revenue sources. In 2004, the City Council can levy up to \$77,679,540 or 1.5% of the City's estimated assessed value.

The total General Purpose General Purpose Voted Debt and Councilmanic Debt cannot exceed 2.5% of the City's assessed value.

Under RCW 39.36.030(4), the public may also vote to approve park facilities and utility bond issues, each of which is also limited to no more than 2.5% of the City's assessed valuation.

3. Parks and Open Space Debt: The City is authorized to issue debt and increase the property tax levy for acquiring or developing open space and park facilities. This requires a 60% vote of the City electorate and must have a voter turnout of at least 40% of the last State general election. Debt is repaid from the increased property tax levy. An amount up to 2.5% of the City's estimated assessed value can be levied or \$129,465,900 for 2004.
4. Utility Purpose Debt: The City is authorized to issue debt and increase the property tax levy for utility purposes if a utility is owned and controlled by the City. This requires a 60% vote of the City electorate and must have a voter turnout of at least 40% of the last State general election. Debt would be repaid the increased property tax levy. An amount up to 2.5% of the City's estimated assessed value can be levied \$129,465,900 for 2004.

CITY OF SHORELINE TOTAL DEBT CAPACITY

Assessed Valuation:		\$ 5,178,635,993			
Legal Limits	General Purpose Debt		Parks & Open Space Debt	Utility Purpose Debt	TOTAL DEBT CAPACITY
	Councilmanic (Non-Voted)	Voted Debt (60% of Voters)	Voted Debt (60% of Voters)	Voted Debt (60% of Voters)	
1.50%	\$ 77,679,540				
2.50%		\$ 129,465,900	\$ 129,465,900	\$ 129,465,900	\$ 388,397,699
Debt Limit:	\$ 77,679,540	\$ 129,465,900	\$ 129,465,900	\$ 129,465,900	\$ 388,397,699
Outstanding Debt:	\$ -	\$ -	\$ -	\$ -	\$ -
Remaining Debt Capacity:	\$ 77,679,540	\$ 129,465,900	\$ 129,465,900	\$ 129,465,900	\$ 388,397,699

Other Long Term Debt

In addition to general obligation debt, the City can utilize a number of other long-term debt instruments, including special assessment bonds and loans from the State of Washington's Public Works Trust Fund. Special assessment bonds are used to finance public improvements that benefit a specified group of property owners, and are funded from the collection of special assessment payments from property owners. Loans from the Public Works Trust Fund (PWTF) can be used for pre-construction and construction activities for the repair, replacement, rehabilitation, reconstruction, or improvement of eligible public works systems to meet current standards for existing users, and may include reasonable growth as part of the project.

Public Works Trust Fund Loan Debt

The City currently has two PWTF Loans, both of which are being used to fund improvements to the City's drainage facilities. These loans are the obligation of the Surface Water Fund and are backed by the surface water fees collected

from property owners and are not considered in the City's general obligation debt and are not subject to the limitation of indebtedness calculation.

Ronald Bog Drainage Improvements This public works trust fund loan was approved for a total of \$4,055,500 on 6/18/2001. To date, the City has drawn a total of \$608,325. The interest rate of the loan is 0.5%. This project is located in the Ronald Bog Basin whose boundaries are Stone Ave. N., N. 190th St., 15th Ave. N.E., and N.E. 165th. A detention facility will be constructed at Cromwell Park, improvements will be made to the watercourse north of 167th Street along Corliss Place, a stormwater conveyance line will be built along Serpentine Avenue, and improvements will be made to Pump Station # 25. These improvements will reduce the flooding of homes and roadways south of Ronald Bog, at N.E. 175th Street and 10th Ave. N.E., and west of 5th Ave. N.E./Serpentine Place.

3rd Avenue N.W. Drainage Improvements This public works trust fund loan was approved for a total of \$1,959,500 on 6/18/2001. To date, the City has drawn a total of \$293,925. The interest rate is 0.5%. This project is located between 3rd and 6th Avenues N.W. from N.W. 176th Street to Richmond Beach Road. This project will construct drainage improvements to alleviate flooding impacts to approximately 20 homes. The existing North Pond facility will be expanded to mitigate for the peak flows from the new conveyance system and prevent increased erosion in downstream Boeing Creek.

Schedule of Long Term Debt

Fund	Fund Name	Type of Debt	Issue Date	Maturity Date	Total Amount Authorized	Interest Rate	Outstanding Debt 12/31/2003	Avg. Annual Debt Service
N/A		General Purpose Voter Approved Bonds	N/A					
N/A		General Purpose Councilmanic Bonds	N/A					
N/A		Parks & Open Space Bonds	N/A					
N/A		Utility Purpose Bonds	N/A					
N/A		Special Assessment Bonds	N/A					
		Public Works Trust Fund Loans						
Fund 103	Surface Water Management Fund	Ronald Bog Drainage Improvements	6/18/2001	7/1/2021	\$ 4,055,500	0.5%	\$ 576,308	\$ 33,618
Fund 103	Surface Water Management Fund	3rd Avenue Drainage Improvements	6/18/2001	7/1/2021	\$ 1,959,500	0.5%	\$ 278,455	\$ 16,243
		Total Public Works Trust Fund Loans			\$ 6,015,000		\$ 854,763	\$ 49,861
		Total Long Term Debt			\$ 6,015,000		\$ 854,763	\$ 49,861

City of Shoreline Debt Policies

The Objectives of the City's Debt Management Policy are:

- To limit the use of debt so that debt service payments will be a predictable and manageable part of the operating budget.
- To raise capital at the lowest cost, consistent with the need to borrow. This will be accomplished by:
 - ❑ Keeping a high credit rating (while making attempts to strengthen credit rating).
 - ❑ Maintaining a good reputation in the credit markets by adjusting the capital program for regular entry to the bond market and by managing the annual budget responsibly.
 - ❑ Institute and maintain procedures that ensure full and timely repayment of City obligations.

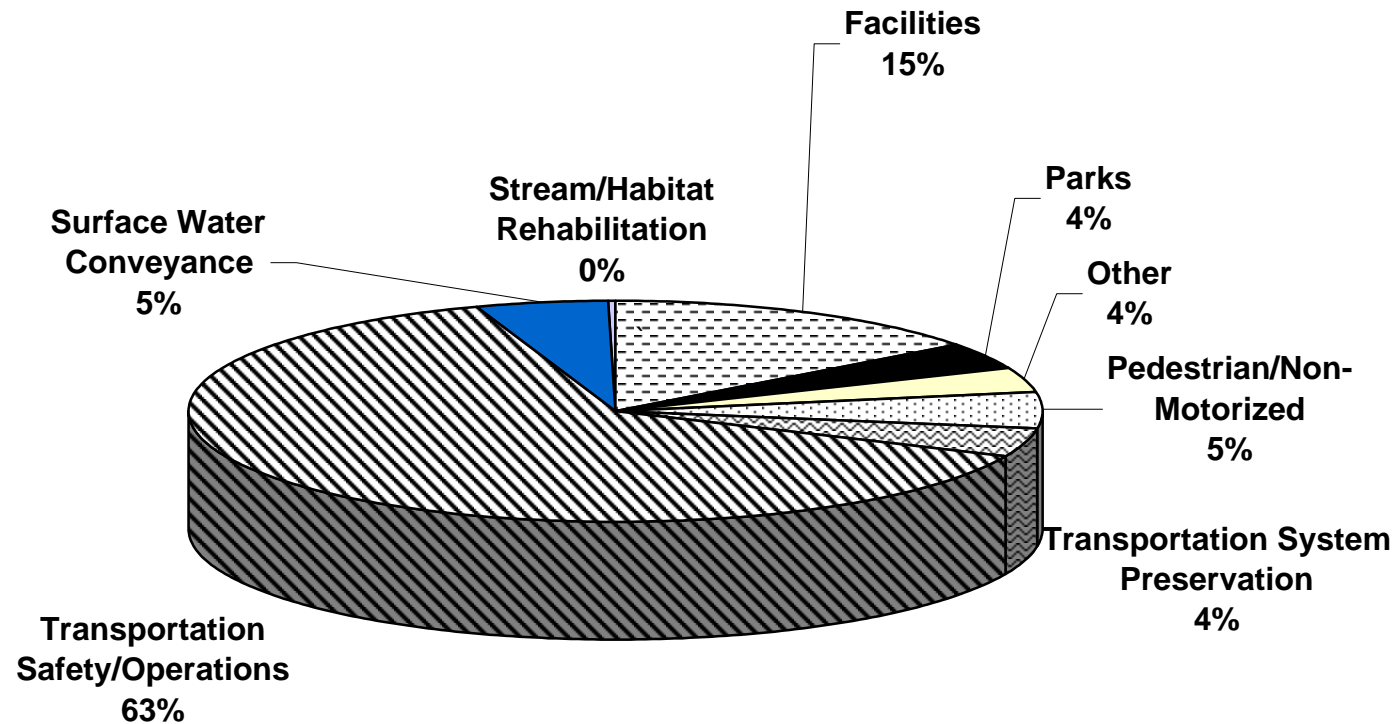
General Debt Policies

- Before issuing any debt, the City will consider the impacts of such debt on the operating budget, the effect on the City's credit rating, the debt capacity remaining under constitutional and statutory limitations, the most cost-effective term, structure, and type of debt, and the impact on taxpayers.
- Disclosure statements will be used to keep taxpayers and investors informed of the City's financial position. These include printed copies of:
 - ❑ Annual reports
 - ❑ Operating budget and Capital Facilities Plan
 - ❑ Official Statements
- Debt issues will be sold on a competitive basis (except when conditions make a negotiated sale preferable) and awarded to the bidder who produces the lowest true interest cost.

- Debt issues may be sold on a negotiated basis if the issue is unusually large or small, the project is complex, the issue is a refunding, flexibility is desired in the structure, the market is volatile, or other conditions make it in the City's best interest to conduct a negotiated sale.
- Long Term Debt: Long term debt will be used to maintain and develop the municipal infrastructure when the economic life of a fixed asset exceeds five years.
- Revenue bonds will generally be used for projects that are financially self-sustaining.
- General Obligation bonds can be used to finance public works projects that benefit the community and where there are sufficient dedicated revenues to amortize the debt.
- General Obligation pledges can be used to back self-sustaining projects financed through revenue bonds when costs can be reduced and the municipal credit rating is not put in jeopardy by this action.
- The City will continue to rely on a strong local improvement district program for certain local or neighborhood street, water and sewer improvements.
- The City will use interfund borrowing where such borrowing is cost effective to both the borrowing and the lending fund. Such borrowing shall implement Council directed policy in a simplified manner, such as borrowing associated with interim financing for local improvement district projects.

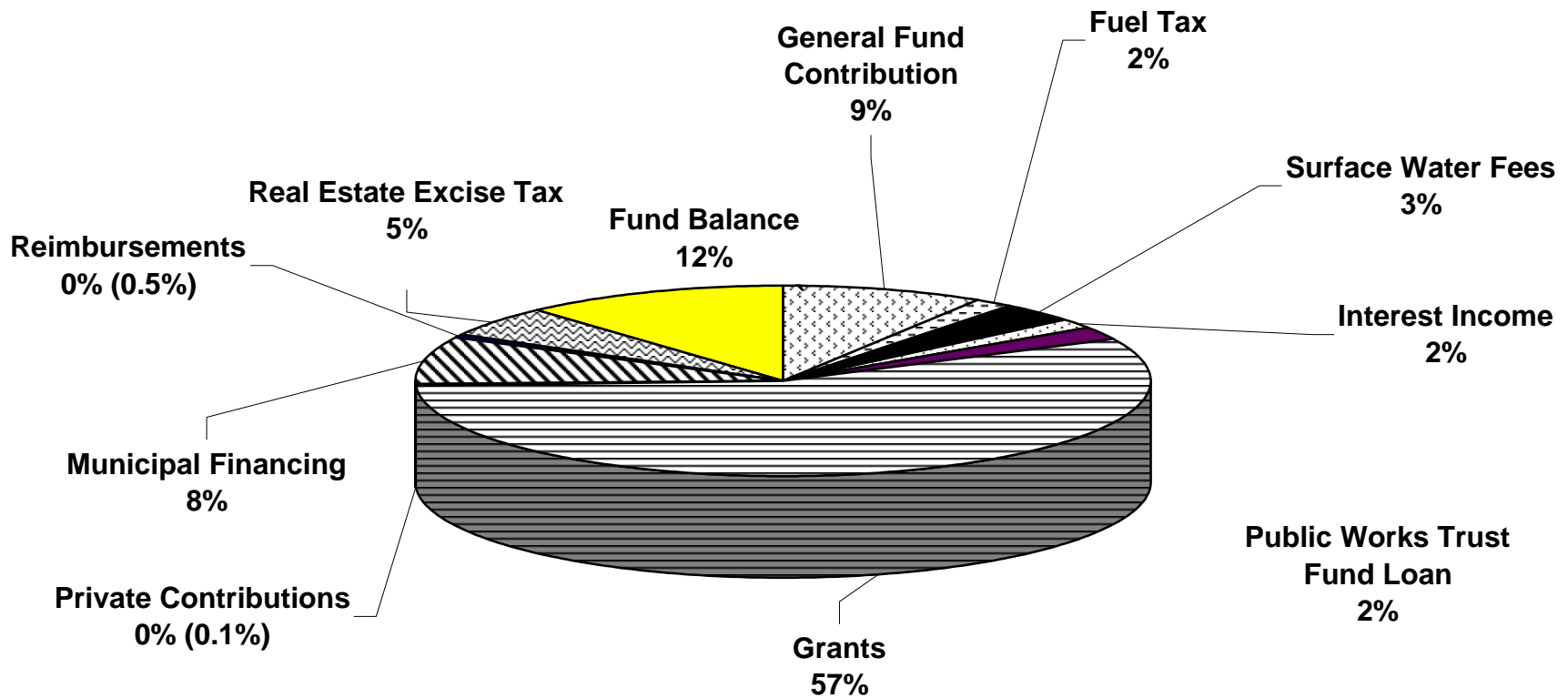
2005-2010 Capital Projects by Category

\$130.5 Million



2005-2010 Capital Resources by Category

\$130.5 Million



City of Shoreline 2005 - 2010 Capital Improvement Plan
PROGRAM SUMMARY

EXPENDITURES	Proposed	Proposed	Proposed	Proposed	Proposed	Proposed	Total
Fund	2005	2006	2007	2008	2009	2010	2005-2010
Project							
General Capital							
Facilities Projects							
City Hall	\$14,121,000	\$5,060,000	\$0	\$0	\$0	\$0	\$19,181,000
City Gateways Plan and Implementation of Gateways	\$103,000	\$0	\$0	\$0	\$0	\$0	\$103,000
Parks Projects							
Richmond Beach Master Plan	\$113,000	\$93,000	\$0	\$0	\$0	\$0	\$206,000
Parks Equipment	\$0	\$0	\$0	\$93,000	\$0	\$0	\$93,000
Spartan Gym Upgrades	\$325,000	\$0	\$0	\$0	\$0	\$0	\$325,000
Neighborhood Parks Repair and Replacement	\$58,000	\$67,000	\$70,000	\$102,000	\$110,000	\$115,000	\$522,000
Ronald Bog Park Master Plan	\$27,000	\$0	\$0	\$0	\$0	\$0	\$27,000
Twin Ponds Park Master Plan	\$0	\$0	\$38,000	\$23,000	\$0	\$0	\$61,000
Saltwater Park Pedestrian Bridge Replacement	\$136,000	\$1,522,000	\$0	\$0	\$0	\$0	\$1,658,000
Cromwell Park	\$97,000	\$185,000	\$185,000	\$0	\$0	\$0	\$467,000
Recreation Facilities Projects							
Open Space Projects							
Hamlin Park Open Space Acquisition	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
Parks and Open Space Acquisition	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Non-Project Specific							
General Capital Engineering	\$72,436	\$72,436	\$76,058	\$76,058	\$79,861	\$79,861	\$456,711
General Fund Cost Allocation Charge	\$82,157	\$100,000	\$60,000	\$13,782	\$11,492	\$8,309	\$275,740
General Capital Fund Total	\$15,234,593	\$8,599,436	\$429,058	\$307,840	\$201,353	\$203,170	\$24,975,451
Roads Capital Fund							
Pedestrian / Non-Motorized Projects							
Interurban Trail Pedestrian Crossing	\$3,005,000	\$0	\$0	\$0	\$0	\$0	\$3,005,000
Interurban Trail - North Central Segment	\$2,030,000	\$0	\$0	\$0	\$0	\$0	\$2,030,000
Curb Ramp, Gutter & Sidewalk Program	\$104,000	\$109,000	\$114,000	\$120,000	\$126,000	\$132,000	\$705,000
Traffic Small Works	\$178,000	\$187,000	\$195,000	\$204,000	\$214,000	\$223,000	\$1,201,000
System Preservation Projects							
Annual Road Surface Maintenance Program	\$518,000	\$543,000	\$571,000	\$599,000	\$629,000	\$660,000	\$3,520,000
Richmond Beach Overcrossing 167AOX	\$1,924,000	\$0	\$0	\$0	\$0	\$0	\$1,924,000
Safety / Operations Projects							
Transportation Improvements CIP Project Formulation	\$78,000	\$81,000	\$85,000	\$90,000	\$92,000	\$94,000	\$520,000
Neighborhood Traffic Safety Program	\$161,000	\$167,000	\$174,000	\$180,000	\$186,000	\$193,000	\$1,061,000
Aurora Avenue North 145th - 165th	\$10,221,000	\$6,252,000	\$0	\$0	\$0	\$0	\$16,473,000
Aurora Avenue North 165th-205th	\$1,200,000	\$1,300,000	\$6,000,000	\$16,897,000	\$17,283,000	\$17,283,000	\$59,963,000

**City of Shoreline 2005 - 2010 Capital Improvement Plan
PROGRAM SUMMARY**

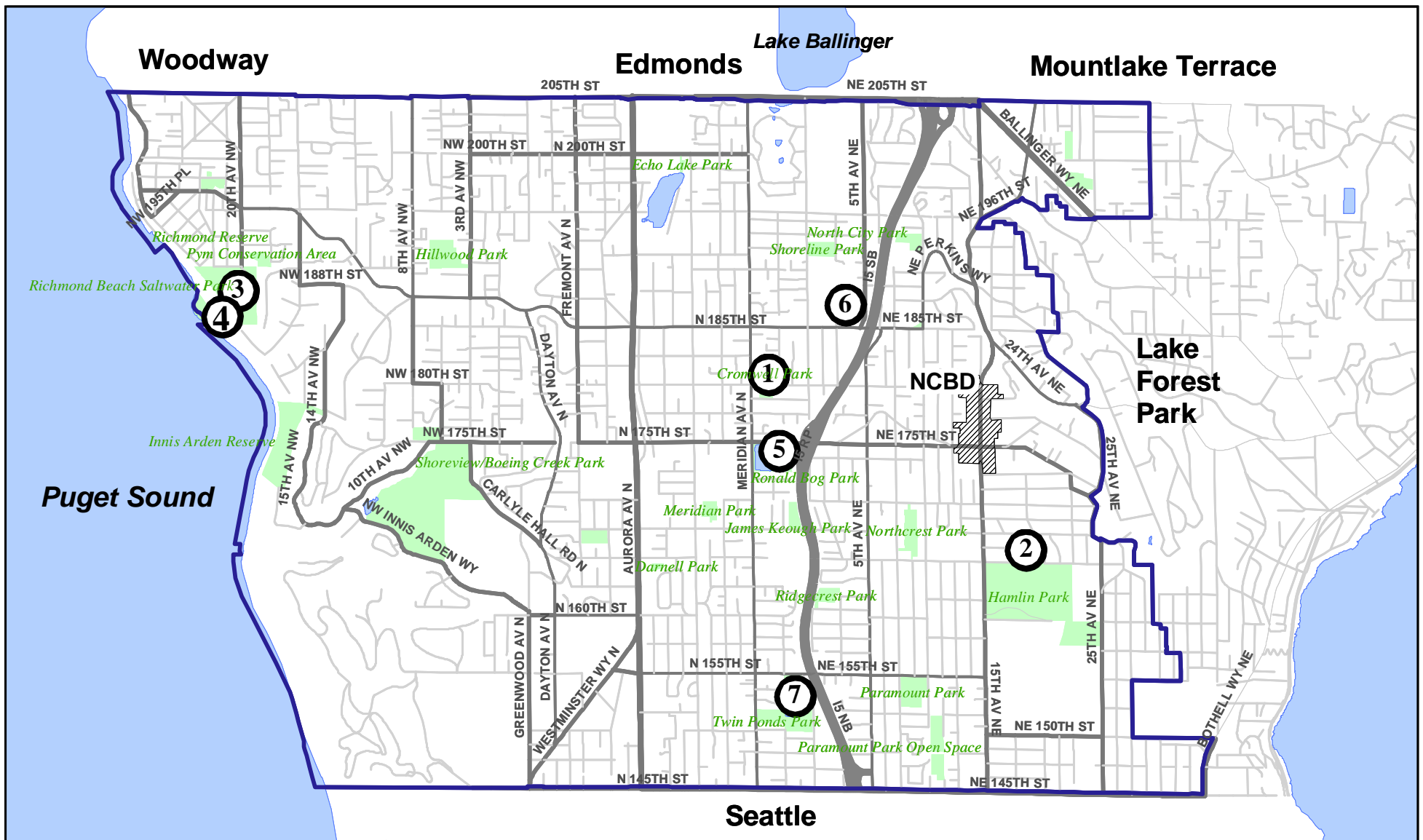
EXPENDITURES	Proposed 2005	Proposed 2006	Proposed 2007	Proposed 2008	Proposed 2009	Proposed 2010	Total 2005-2010
Fund							
Project							
NCBD/15th Avenue Improvements	\$3,810,000	\$0	\$0	\$0	\$0	\$0	\$3,810,000
Dayton Avenue North @ North 175th Street Retaining Wall	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000
Non-Project Specific							
Roads Capital Engineering	\$147,399	\$154,769	\$162,507	\$170,633	\$179,164	\$188,123	\$1,002,595
General Fund Cost Allocation Overhead Charge	\$186,562	\$186,562	\$186,562	\$186,562	\$186,562	\$186,562	\$1,119,372
Roads Capital Fund Total	\$23,962,961	\$8,980,331	\$7,488,069	\$18,447,195	\$18,895,726	\$18,959,685	\$96,733,967
Surface Water Capital							
Conveyance and Treatment Projects							
SWM CIP Project Formulation	\$42,000	\$44,000	\$46,000	\$49,000	\$51,000	\$52,000	\$284,000
Surface Water Small Projects	\$155,000	\$161,000	\$168,000	\$177,000	\$184,000	\$192,000	\$1,037,000
Ronald Bog Drainage Improvements	\$400,000	\$1,400,000	\$1,444,000	\$0	\$0	\$0	\$3,244,000
3rd Avenue NW Drainage Improvements	\$1,500,000	\$500,000	\$0	\$0	\$0	\$0	\$2,000,000
Stream Rehabilitation / Habitat Enhancement							
Stream Rehab / Habitat Enhancement Program	\$51,000	\$53,000	\$56,000	\$58,000	\$61,000	\$65,000	\$344,000
Advanced Stormwater Right-of-Way Acquisition	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$120,000
Non-Project Specific							
Surface Water Capital Engineering	\$152,000	\$160,000	\$168,000	\$176,000	\$185,000	\$194,000	\$1,035,000
General Fund Cost Allocation Overhead Charge	\$114,000	\$114,000	\$114,000	\$114,000	\$114,000	\$114,000	\$684,000
Surface Water Capital Fund Total	\$2,434,000	\$2,452,000	\$2,016,000	\$594,000	\$615,000	\$637,000	\$8,748,000
TOTAL EXPENDITURES	\$41,631,554	\$20,031,767	\$9,933,128	\$19,349,035	\$19,712,079	\$19,799,855	\$130,457,418
RESOURCES							
General Fund Contribution	\$5,253,817	\$1,264,302	\$1,236,491	\$1,236,491	\$1,236,491	\$1,236,491	\$11,464,083
Real Estate Excise Tax - 1st Quarter Percent	\$698,700	\$362,674	\$369,927	\$377,326	\$384,873	\$392,570	\$2,586,070
Real Estate Excise Tax - 2nd Quarter Percent	\$698,700	\$712,674	\$726,927	\$741,466	\$756,295	\$771,421	\$4,407,484
Fuel Tax	\$382,906	\$390,564	\$398,375	\$398,375	\$398,375	\$398,375	\$2,366,970
Surface Water Fees	\$713,973	\$715,209	\$716,515	\$722,808	\$726,922	\$731,187	\$4,326,614
Investment Interest Income	\$354,308	\$439,421	\$420,959	\$424,171	\$336,088	\$287,377	\$2,262,323
Municipal Financing	\$10,600,000	\$0	\$0	\$0	\$0	\$0	\$10,600,000
Public Works Trust Fund Loan	\$0	\$2,296,530	\$394,110	\$0	\$0	\$0	\$2,690,640
Grants	\$17,024,505	\$9,714,679	\$5,734,075	\$13,686,726	\$14,898,813	\$12,683,762	\$73,742,560
Seattle City Light - Undergrounding Reimbursement	\$644,120	\$0	\$0	\$0	\$0	\$0	\$644,120
Private Contributions	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Use of Accumulated Fund Balance	\$5,160,525	\$4,135,714	\$0	\$1,761,672	\$974,223	\$3,298,672	\$15,330,806
Contribution to Accumulated Fund Balance for Future Projects	\$0	\$0	(\$64,252)	\$0	\$0	\$0	(\$64,252)
TOTAL RESOURCES	\$41,631,554	\$20,031,767	\$9,933,128	\$19,349,035	\$19,712,079	\$19,799,855	\$130,457,418

Impact on Operating Budget

CAPITAL FUND	2005	2006	2007	2008	2009	2010
General Capital						
<i>Facilities Projects</i>						
City Hall	-	-	-	-	-	-
City Gateways Plan and Implementation of Gateways	15,000	15,450	15,914	16,391	16,883	17,389
<i>Parks Projects</i>						
Paramount School Park Picnic Shelter	2,000	2,040	2,080	-	-	-
Richmond Beach Saltwater Park Master Plan	-	-	-	-	-	-
Parks Equipment	4,000	4,000	4,000	13,300	13,300	13,300
Spartan Gym Upgrades	18,000	18,540	19,096	19,669	20,258	20,258
Neighborhood Parks Repair and Replacement	-	-	-	-	-	-
Richmond Beach Saltwater Park Master Plan	-	-	-	-	-	-
Ronald Bog Park Master Plan	-	-	-	-	-	-
Twin Ponds Park Master Plan	-	-	-	-	-	-
Saltwater Park Pedestrian Bridge Replacement	-	-	-	-	-	-
Cromwell Park	-	-	16,000	16,480	16,974	17,484
<i>Open Space Projects</i>						
Hamlin Park Open Space Acquisition	-	-	-	-	-	-
Parks & Open Space Acquisition	-	-	-	-	-	-
Sub-Total	39,000	40,030	57,090	65,840	67,415	68,431
Roads Capital Fund						
<i>Pedestrian / Non-Motorized Projects</i>						
Interurban Trail	20,000	20,600	21,218	21,855	22,510	23,185
Interurban Trail Pedestrian Crossing	5,000	5,150	5,305	5,464	5,628	5,796
Interurban Trail - North Central Segment	10,000	10,300	10,609	10,927	11,255	11,593
Curb Ramp, Gutter & Sidewalk Program	2,251	2,751	3,251	3,751	4,251	4,751
Traffic Small Works	-	-	-	-	-	-
<i>System Preservation Projects</i>						
Annual Road Maintenance Program	-	-	-	-	-	-
Richmond Beach Overcrossing 167AOX	-	-	-	-	-	-

Impact on Operating Budget

CAPITAL FUND	2005	2006	2007	2008	2009	2010
<i>Safety/Operations Projects</i>						
Transportation Improvements CIP Project Formulation	-	-	-	-	-	-
Neighborhood Traffic Safety Program	-	-	-	-	-	-
Aurora Avenue North 145th - 165th	122,570	126,247	130,035	133,936	137,954	142,093
Aurora Avenue North 165th-205th	-	-	-	-	-	130,000
NCBD/15th Avenue NE Improvements	11,358	11,596	11,840	12,088	12,342	12,601
Dayton Avenue North @ North 175th Street Retaining Wall	-	-	-	-	-	-
Sub-Total	171,179	176,644	182,258	188,020	193,940	330,020
<i>Surface Water Capital</i>						
<i>Conveyance and Treatment Projects</i>						
SWM CIP Project Formulation	-	-	-	-	-	-
Surface Water Small Projects	-	-	-	-	-	-
Ronald Bog Drainage Improvements	1,030	2,000	2,060	2,122	2,185	2,251
3rd Avenue NW Drainage Improvements	8,000	10,000	10,300	10,609	10,927	11,255
<i>Stream Rehabilitation / Habitat Enhancement</i>						
Stream Rehab / Habitat Enhancement Program	-	-	-	-	-	-
Advanced Stormwater Right-of-Way Acquisition	-	-	-	-	-	-
Sub-Total	9,030	12,000	12,360	12,731	13,113	13,506
TOTAL OPERATING BUDGET IMPACT	219,209	228,674	251,707	266,591	274,468	411,956



City of Shoreline
2005-2010 General
Capital Improvement Plan



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-  Project Location
-  Park

1. Cromwell Park
2. Hamlin Park Open Space Addition
3. Richmond Beach Saltwater Park Master Plan
4. RB Saltwater Park Pedestrian Bridge Replacement
5. Ronald Bog Master Plan
6. Spartan Gym Improvements
7. Twin Pond Park Master Plan

CITYWIDE IMPROVEMENTS

City Gateways
City Hall
Neighborhood Parks
Repair and Replacement
Parks and Open Space
Acquisition
Parks Equipment

City of Shoreline 2005 - 2010 Capital Improvement Plan
PROGRAM SUMMARY
General Capital Fund

Project	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total 2005 - 2010	Total Project Cost
Expenditures											
Facilities Projects											
City Hall	\$213,157	\$13,345,411	\$651,411	\$14,121,000	\$5,060,000					\$19,181,000	\$20,045,568
City Gateways Plan and Implementation of Gateways	\$103,652	\$148,302	\$148,000	\$103,000						\$103,000	\$354,652
City Maintenance Facility Study		\$35,000	\$35,000								\$35,000
General Facilities Management Plan		\$33,366	\$33,000								\$33,000
Parks Projects											
Richmond Beach Saltwater Park Beach Erosion	\$26,316	\$62,547	\$74,000								\$100,316
Richmond Beach Master Plan		\$62,000	\$35,000	\$113,000	\$93,000					\$206,000	\$241,000
Parks Equipment		\$80,000	\$80,000				\$93,000			\$93,000	\$173,000
Spartan Gym Upgrades	\$31,927	\$629,072	\$325,000	\$325,000						\$325,000	\$681,927
Neighborhood Parks Repair and Replacement	\$268,473	\$50,267	\$50,000	\$58,000	\$67,000	\$70,000	\$102,000	\$110,000	\$115,000	\$522,000	\$840,473
Ronald Bog Park Master Plan			\$45,000	\$27,000						\$27,000	\$72,000
Twin Ponds Park Master Plan						\$38,000	\$23,000			\$61,000	\$61,000
Saltwater Park Pedestrian Bridge Replacement Study		\$50,000	\$49,000								\$49,000
Saltwater Park Pedestrian Bridge Replacement				\$136,000	\$1,522,000					\$1,658,000	\$1,658,000
Paramount School Park	\$2,007,041	\$43,011	\$43,011								\$2,050,052
Cromwell Park		\$102,941	\$38,000	\$97,000	\$185,000	\$185,000				\$467,000	\$505,000
Recreation Needs Survey	\$22,966	\$8,034	\$8,034								\$31,000
Parks, Recreation and Open Space Plan Update	\$54,561	\$45,439	\$57,323								\$111,884
Paramount School Park Picnic Shelter		\$80,000	\$80,000								\$80,000
Recreation Facilities Projects											
Swimming Pool Long-Term Maintenance		\$29,500	\$30,000								\$30,000
Open Space Projects											
Paramount Open Space	\$30	\$100,000	\$100,000								\$100,030
Hamlin Park Open Space Acquisition					\$1,500,000					\$1,500,000	\$1,500,000
Parks and Open Space Acquisition		\$200,000	\$100,000	\$100,000						\$100,000	\$200,000
Non-Project Specific											
General Capital Engineering		\$68,987	\$68,987	\$72,436	\$72,436	\$76,058	\$76,058	\$79,861	\$79,861	\$456,711	\$525,698
General Fund Cost Allocation Charge		\$82,157	\$82,157	\$82,157	\$100,000	\$60,000	\$13,782	\$11,492	\$8,309	\$275,740	\$357,897
Total Expenditures by Year	\$ 2,728,123	\$ 15,256,034	\$ 2,132,923	\$ 15,234,593	\$ 8,599,436	\$ 429,058	\$ 307,840	\$ 201,353	\$ 203,170	\$ 24,975,451	\$ 35,869,223
Revenues											
General Fund Contribution - SCL Surcharge & One-time	\$6,437,335	\$245,650	\$245,650	\$4,033,000						\$4,033,000	\$10,715,985
Real Estate Excise Tax	\$2,809,779	\$685,000	\$685,000	\$698,700	\$362,674	\$369,927	\$377,326	\$384,873	\$392,570	\$2,586,070	\$6,080,849
Interest Income	\$799,040	\$168,891	\$168,891	\$99,677	\$188,630	\$2,945	\$136	\$3,617	\$12,973	\$307,977	\$1,275,908
City Hall - Municipal Financing		\$7,685,509		\$10,600,000						\$10,600,000	\$10,600,000
Saltwater Prk Ped Bridge Replace - IAC				\$68,000	\$761,000					\$829,000	\$829,000
Saltwater Prk Ped Bridge Replace - Parks Grants				\$40,800	\$456,600					\$497,400	\$497,400
Hamlin Park Addition - Future Grants					\$1,500,000					\$1,500,000	\$1,500,000
Neighborhood Parks - Library Mitigation	\$10,414										\$10,414
Parks and Open Space - County Conservation Futures Grant		\$200,000	\$100,000	\$100,000						\$100,000	\$200,000
Paramount Open Space - County Conservation Futures Grant		\$50,000	\$50,000								\$50,000
Total Revenues by Year	\$ 10,056,568	\$ 9,035,050	\$ 1,249,541	\$ 15,640,177	\$ 3,268,904	\$ 372,872	\$ 377,462	\$ 388,489	\$ 405,543	\$ 20,453,447	\$ 31,834,556
Beginning Fund Balance		\$6,556,575	\$5,867,227	\$4,983,845	\$5,389,429	\$58,896	\$2,710	\$72,332	\$259,468	\$4,983,845	
Total Revenues		\$9,035,050	\$1,249,541	\$15,640,177	\$3,268,904	\$372,872	\$377,462	\$388,489	\$405,543	\$20,453,447	
Total Expenditures		\$15,256,034	\$2,132,923	\$15,234,593	\$8,599,436	\$429,058	\$307,840	\$201,353	\$203,170	\$24,975,451	
Ending Fund Balance		\$335,591	\$4,983,845	\$5,389,429	\$58,896	\$2,710	\$72,332	\$259,468	\$461,841	\$461,841	
Impact on Operating Budget	\$0	\$ 28,500	\$ 19,500	\$ 39,000	\$ 40,030	\$ 57,090	\$ 65,840	\$ 67,415	\$ 68,431		

GENERAL CAPITAL FUND SUMMARY

Types of Projects

In the General Capital Fund projects are categorized as Facilities Projects, Parks Projects, Recreation Facilities Projects, and Open Space Projects. Funding for these projects is primarily a result of the allocation of one-time General Fund revenues, Real Estate Excise Tax, municipal financing, and grants.

Estimated 2004 Status

The following table summarizes the financial projections of the budgeted and projected expenditures for general capital for 2004. More specific information on the individual projects can be found on the individual project sheets within the General Capital Fund section of the CIP.

City of Shoreline 2005 - 2010 Capital Improvement Plan 2004 Forecast General Capital Fund

Project	2004 Budget	2004 Projected	2004 Variance	Comments
Expenditures				
Facilities Projects				
City Hall	\$13,345,411	\$651,411	(\$12,694,000)	Construction is now scheduled for 2005.
City Gateways Plan and Implementation of Gateways	\$148,302	\$148,000	(\$302)	
City Maintenance Facility Study	\$35,000	\$35,000	\$0	
General Facilities Management Plan	\$33,366	\$33,000	(\$366)	
Parks Projects				
Richmond Beach Saltwater Park Beach Erosion	\$62,547	\$74,000	\$11,453	Increased construction costs
Richmond Beach Master Plan	\$62,000	\$35,000	(\$27,000)	Work will continue into 2005
Parks Equipment	\$80,000	\$80,000	\$0	
Spartan Gym Upgrades	\$629,072	\$325,000	(\$304,072)	Work will continue into 2005
Neighborhood Parks Repair and Replacement	\$50,267	\$50,000	(\$267)	
Ronald Bog Park Master Plan	\$0	\$45,000	\$45,000	This project has been accelerated to coordinate with Ronald Bog Drainage Improvements.
Twin Ponds Park Master Plan	\$0	\$0	\$0	
Saltwater Park Pedestrian Bridge Replacement Study	\$50,000	\$49,000	(\$1,000)	
Saltwater Park Pedestrian Bridge Replacement	\$0	\$0	\$0	
Paramount School Park	\$43,011	\$43,011	\$0	

**City of Shoreline 2005 - 2010 Capital Improvement Plan
2004 Forecast
General Capital Fund**

Project	2004 Budget	2004 Projected	2004 Variance	Comments
Cromwell Park	\$102,941	\$38,000	(\$64,941)	Work will continue into 2005
Recreation Needs Survey	\$8,034	\$8,034	\$0	
Parks, Recreation and Open Space Plan Update	\$45,439	\$57,323	\$11,884	
Paramount School Park Picnic Shelter	\$80,000	\$80,000	\$0	
Recreation Facilities Projects				
Swimming Pool Long-Term Maintenance	\$29,500	\$30,000	\$500	
Open Space Projects				
Paramount Open Space	\$100,000	\$100,000	\$0	
Hamlin Park Open Space Acquisition	\$0	\$0	\$0	
Parks and Open Space Acquisition	\$200,000	\$100,000	(\$100,000)	Work will continue into 2005
Non-Project Specific				
General Capital Engineering	\$68,987	\$68,987	\$0	
General Fund Cost Allocation Charge	\$82,157	\$82,157	\$0	
Total Expenditures by Year	\$15,256,034	\$2,132,923	(\$13,123,111)	
Revenues				
General Fund Contribution - SCL Surcharge & One-time	\$ 245,650	\$ 245,650	\$0	
Real Estate Excise Tax	\$ 685,000	\$ 685,000	\$0	
Interest Income	\$ 168,891	\$ 168,891	\$0	
City Hall - Municipal Financing	\$ 7,685,509	\$ -	(\$7,685,509)	Financing will occur in 2005
Parks and Open Space - County Conservation	\$ 200,000	\$ 100,000	\$ (100,000)	Work will continue into 2005
Futures Grant				
Paramount Open Space - County Conservation	\$ 50,000	\$ 50,000	\$ -	
Futures Grant				
Total Revenues by Year	\$9,035,050	\$1,249,541	(\$7,785,509)	
Beginning Fund Balance	\$6,556,575	\$5,867,227	(\$689,348)	
Total Revenues	\$9,035,050	\$1,249,541	(\$7,785,509)	
Total Expenditures	\$15,256,034	\$2,132,923	\$13,123,111	
Ending Fund Balance	\$ 335,591	\$ 4,983,845	\$4,648,254	

As can be seen from the previous table it is anticipated that the 2004 expenditures will be \$13,123,111 lower than budgeted. This is primarily a result of the delay in the City Hall and Spartan Gym projects. Both of these projects are scheduled to continue into 2005.

2005-2010 CIP Summary

The 2005-2010 General Capital CIP totals nearly \$25 million. There are 12 projects proposed for funding over this period.

Project	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total 2005-2010
Expenditures							
Facilities Projects	\$14,224,000	\$5,060,000					\$19,284,000
Parks Projects	\$756,000	\$1,867,000	\$293,000	\$218,000	\$110,000	\$115,000	\$3,359,000
Recreation Facilities Projects							
Open Space Projects	\$100,000	\$1,500,000					\$1,600,000
Non-Project Specific	\$154,593	\$172,436	\$136,058	\$89,840	\$91,353	\$88,170	\$732,451
Total Expenditures by Year	\$15,234,593	\$8,599,436	\$429,058	\$307,840	\$201,353	\$203,170	\$24,975,451
Revenues	\$15,640,177	\$3,268,904	\$372,872	\$377,462	\$388,489	\$405,543	\$20,453,447
Beginning Fund Balance	\$4,983,845	\$5,389,429	\$58,896	\$2,710	\$72,332	\$259,468	\$4,983,845
Total Revenues	\$15,640,177	\$3,268,904	\$372,872	\$377,462	\$388,489	\$405,543	\$20,453,447
Total Expenditures	\$15,234,593	\$8,599,436	\$429,058	\$307,840	\$201,353	\$203,170	\$24,975,451
Ending Fund Balance	\$5,389,429	\$58,896	\$2,710	\$72,332	\$259,468	\$461,841	\$461,841
Impact on Operating Budget	\$39,000	\$40,030	\$57,090	\$65,840	\$67,415	\$68,431	

Changes from the 2004-2009 CIP

Changes to Existing Projects

City Hall: The projected cost for a new City Hall has been estimated at \$20 million. The amount of debt financing needed to complete the project remains the same, an estimated \$10.6 million. The additional project cost will be funded with available fund balance in the General Fund. The City's cash contribution for this project is currently estimated at \$9.5 million. The cost estimates for this project should be considered preliminary. It is anticipated that site selection will be completed in 2004.

Until a site is selected and design completed, the cost estimates are based on conceptual estimates. The project schedule has also changed. Construction is now expected to be completed in 2007.

City Gateways: This project has decreased from a total project cost of \$374,273 to \$354,652 due to reduced construction costs.

Spartan Gym Upgrades: This project was originally scheduled for completion in 2003. This project is being managed by the School District and is running behind the original schedule. The School Board recently approved the final design and construction will begin in the second quarter of 2005.

Neighborhood Parks Repair and Replacement: The new cost estimate includes projected 2010 costs.

New Projects

Richmond Beach/Saltwater Park Pedestrian Bridge Replacement: A study will be completed in 2004 that will determine the extent of bridge repair/replacement that will be required. Initial cost estimates have been developed and included in the CIP.

Policy Issues

Use of Real Estate Excise Tax: A primary revenue source in the General Capital Fund is Real Estate Excise Tax (REET). The acquisition of a City Hall will result in required debt service payments, most likely over a 20 to 25 year period, to pay for the facility. Although the City will allocate the monies currently allocated for lease payments toward City Hall costs, it is anticipated that the debt service and maintenance and operation costs of a new City Hall will exceed the current lease payments by approximately \$500,000 annually. Over time, the acquisition and occupancy costs will become less expensive than continuing to lease space. With the adoption of the 2003 – 2008 CIP, the City Council agreed to allocate \$350,000 to \$400,000 annually of REET towards debt service for City Hall.

Municipal Art Funding: The City Council adopted a Municipal Art Program for capital projects in 2002. This cost has been included in each eligible construction project.

Future Bond Issue: In 2002, the City Council identified a goal of presenting a bond issue to the Shoreline voters for park and infrastructure improvements. A bond advisory committee has established and evaluated community priorities and willingness to pay during 2003. The advisory committee recommended to that the City Council delay a capital improvement bond issue until the economy began to improve and the City completed some of its major roads capital projects. The City Council is now considering placing a bond issue on the ballot in 2005.

Seattle City Light Surcharge Revenue: Seattle City Light added a temporary surcharge to their rate structure in early 2001 to fund the repayment of financing for power purchases made during the winter of 2000 – 2001. The City has been receiving

additional franchise fee revenue from this temporary surcharge. Since this additional revenue is considered to be one-time and therefore not on-going revenue, it has been used to fund capital improvements in the General Capital Fund. The surcharge is expected to end in 2004. Therefore, this funding source will no longer be available for capital improvements.

Master Plans: During 2004, the City is updating its Comprehensive Plan and developing surface water, transportation, and parks and open space master plans. It is anticipated that the comprehensive plan updates and master plans will be adopted in late 2004. These plans will be the basis for future Capital Improvement Plans.

Long-Term Facility Repair and Replacement:: The City has not established a funding source for the accumulation of funds for long-term repair and replacement of its facilities. These costs would include such things as painting, roof replacement, HVAC replacement, etc. Funding for these types of substantial repairs should come from the City's operating budget and therefore will be considered during the development of the City's 2005 budget.

Project: CITY HALL

Fund: General Capital

Project Category:
Facilities Projects

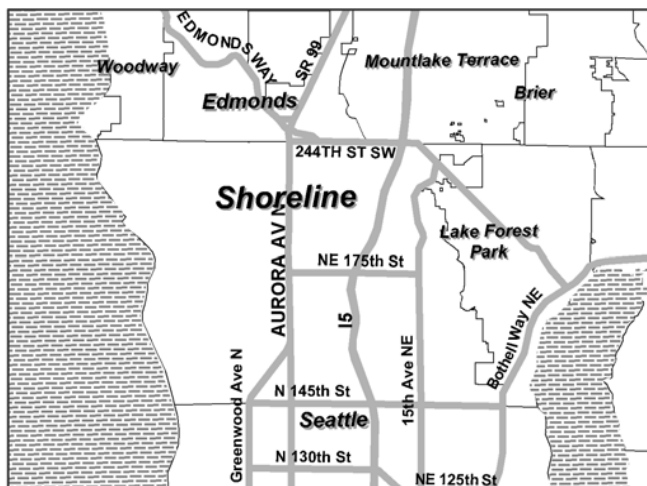
Critical Success Factor:

Quality Services and Facilities

Strategies: Build Shoreline's first City Hall

COUNCIL

GOAL #6: Implement City Hall Plan



Project Description:

This project is to acquire a City Hall. The first phase of the project in 2000 was a feasibility study including identification of services to be accommodated, potential sites, and evaluation of the financial feasibility. In 2002, Council verified space needs, reviewed sites and reviewed delivery options. Activity in 2004 will include the property acquisition and design. Construction of the facility will be complete in 2007.

Future decisions such as location and services that the City provides will greatly influence the costs of the facility. Costs within this CIP are still preliminary, but reflect an estimated project cost of \$20 million. Based on the City's current and projected financial resources, the City would not be able to exceed this budget without making other financial reductions.

It is anticipated that the City will use municipal financing to fund a portion of this project. Debt service payments will be made with a combination of

general fund monies and real estate excise tax collections.

Comprehensive Plan Goal CF 1:

To provide adequate public facilities which address past deficiencies and anticipate the needs of growth through acceptable levels of service, prudent use of fiscal resources and realistic timelines.

Service Impact:

This project will provide a City Hall complex to meet the needs of the community as a center for public services and essential functions. The City is experiencing increases in rent costs that do not go towards equity on an owned facility.

Total Project Budget: \$20,045,568

Funding Source:

- ▶ General Fund
- ▶ Municipal Financing
- ▶ Real Estate Excise Tax

Critical Milestones:

- ▶ June 2004 – Site selection, purchase and sale agreement
- ▶ March 2005 – Site plan zoning, SEPA
- ▶ September 2005 – Complete design and permitting
- ▶ September 2007 – Complete construction

City Hall

Orgkey: 2819148		J.L. # GN107900		Total Project Budget			\$20,045,568			
Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total Project Cost
Project Expenditures: Planning/Design Real Estate Acquisition Construction	\$213,157	\$651,411	\$651,411	\$0	\$0	\$0	\$0	\$0	\$0	\$864,568
	\$0									\$0
	\$0	\$12,694,000		\$14,121,000	\$5,060,000					\$19,181,000
Total Project Expenditures	\$213,157	\$13,345,411	\$651,411	\$14,121,000	\$5,060,000	\$0	\$0	\$0	\$0	\$20,045,568
Revenue Sources: General Capital Fund Municipal Financing	\$213,157	\$5,008,491	\$651,411	\$3,521,000	\$5,060,000	\$0	\$0			\$9,445,568
		\$8,336,920	\$0	\$10,600,000						\$10,600,000
Total Project Revenues	\$213,157	\$13,345,411	\$651,411	\$14,121,000	\$5,060,000	\$0	\$0	\$0	\$0	\$20,045,568
1% for Public Art (Included in Construction budget)		\$ 126,940	\$ -	\$ 191,810	\$ -	\$ -	\$ -	\$ -	\$ -	
Impact on Operating Budget										
The operation and maintenance impact to the operating budget cannot be determined until this project is fully defined.										
Project Time Line:			2004	2005	2006	2007	2008	2009	2010	
Planning/Design			Q1 Q2 Q3 Q4	Q1 Q2 Q3						
Real Estate Acquisition			Q2 Q3							
Construction				Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3				

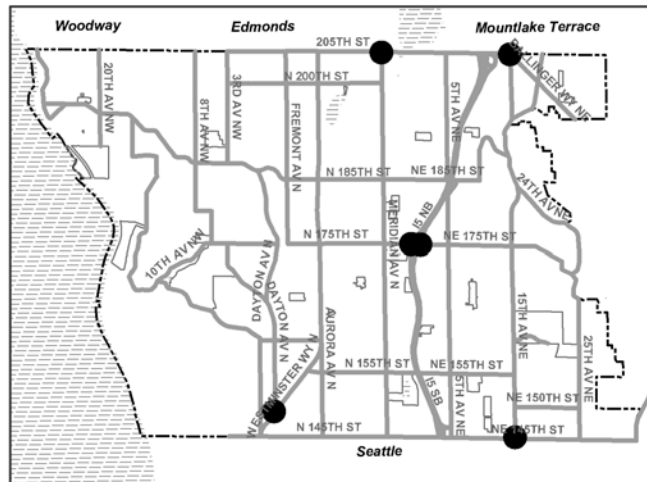
Project: CITY GATEWAYS

Fund: General Capital

Project Category:
Facilities Projects

Critical Success Factor:
Healthy, Vibrant
Neighborhoods

**COUNCIL
GOAL #7 (2003-
2004)**
Implement Gateway
Master Plan to enhance
community identity



Project Description:

This project implements the Gateway Policy and Guideline Manual as adopted by City Council by Res. No. 202 (which established the location, design concepts, and site prioritization for City Gateways). In the years 2003 to 2005 several of the gateways identified as "high priority" in the Manual will be constructed.

Comprehensive Plan Goals:

Policy CD43: Establish attractive gateways at various locations in the City. A gateway can be dramatic and obvious and include a combination of buildings, structures, landscaping, signs, lighting, and public art.

Vision Statement: Each road and waterway into the City will have special treatment signaling entry into Shoreline. Gateways are defined by plantings, signage, three dimensional art, etc.

Service Impact:

There will be ongoing maintenance and operation costs for each of the constructed gateway sites. This could include such items as irrigation, electricity, landscape maintenance, and upkeep of constructed gateway features.

Total Project Budget: \$354,652

Funding Source:

- ▶ General Capital Fund
- ▶ Real Estate Excise Tax

Critical Milestones:

- ▶ Adoption of the Gateway Policy and Procedure Manual – Qtr 1 / 2003
- ▶ Construction of "City Center" Gateway at Ronald Bog – Qtr 1 / 2004
- ▶ Construction of "City Center" Gateway East 175th @ I-5 – Qtr 3 / 2004
- ▶ Development of 30% Design for the Dayton Triangle Gateway Site – Qtr 3 / 2004
- ▶ Exploring options of improvements to 195th / I-5 Pedestrian Bridge – Qtr 3 / 2004
- ▶ Construction of the Dayton Triangle Gateway Site – Qtr 3 / 2005

City Gateways

Orgkey: 2820147		J.L.# GN106900		Total Project Budget				\$354,652		
Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total Project Cost
Project Expenditures:										
Planning/Design	\$48,074	\$21,891	\$28,000	\$25,000						\$101,074
Real Estate Acquisition			\$13,000							\$13,000
Construction	\$55,578	\$126,411	\$107,000	\$78,000						\$240,578
Total Project Expenditures	\$103,652	\$148,302	\$148,000	\$103,000						\$354,652
Revenue Sources:										
General Capital Fund	\$103,652	\$148,302	\$148,000	\$103,000						\$354,652
Total Project Revenues	\$103,652	\$148,302	\$148,000	\$103,000						\$354,652
1% for Public Art (Included in Construction budget)		\$ 1,483	\$ 1,480	\$ 1,030	-	-	-	-	-	
Impact on Operating Budget	\$0	\$10,000	\$10,000	\$15,000	\$15,450	\$15,914	\$16,391	\$16,883	\$17,389	\$0
The operation and maintenance impact to the operating budget cannot be determined until this project has been completed.										
Project Time Line:		2004	2005	2006	2007	2008	2009	2010		
Planning/Design		Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4							
Real Estate Acquisition										
Construction		Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4							

Project: RICHMOND BEACH SALTWATER PARK MASTER PLAN

Fund: General Capital

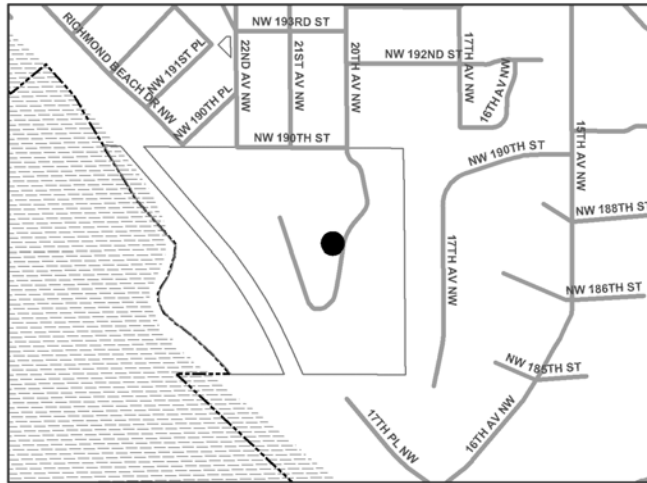
Project Category:
Parks Projects

Critical Success Factor:
Innovative Leadership and Strategic Planning

Strategies: Develop strategic plans for major facilities and services

**COUNCIL
GOAL #3**

Update the elements of the Comprehensive Plan including Environmental Element and Surface Water, Transportation and Parks Master Plans



Project Description:

This project will develop a master plan to guide upgrades and development of this park with the goal to enhance the park visitor's experience. Improvements may include enhanced beach and saltwater access, picnic and other passive recreation support facilities, pedestrian access and paths through the park, playground equipment, parking, signing, natural area vegetation management plan, landscaping, and irrigation improvements.

Comprehensive Plan Goal PR 11:

As far as practical, distribute park facilities evenly throughout the City.

Goal PR V: Encourage regular and effective public involvement in the park planning process

Service Impact:

The plan will not impact services. Upon completion of the improvements identified in a master plan, it is likely that maintenance and operations costs will increase due to more amenities on site and higher use of the park.

Total Project Budget: \$ 241,000

Funding Source:

- ▶ General Capital Fund
- ▶ Real Estate Excise Tax

Critical Milestones:

- ▶ Planning will be completed in 2004.
- ▶ Design will begin in 2005 and be completed in 2006.

Richmond Beach Saltwater Park Master Plan

Orgkey: 2820072		J.L. # GN103100		Total Project Budget		\$241,000				
Phase	Prior Years' Expenditures	2004 Budget	2004 Projections	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total Project Cost
Project Expenditures: Planning/Design Right of Way Construction		\$62,000	\$35,000	\$113,000	\$93,000					\$241,000
Total Project Expenditures		\$62,000	\$35,000	\$113,000	\$93,000					\$241,000
Revenue Sources: General Capital Fund		\$62,000	\$35,000	\$113,000	\$93,000					\$241,000
Total Project Revenues		\$62,000	\$35,000	\$113,000	\$93,000					\$241,000
1% for Public Art <i>Ineligible - Not a structure or improvement</i>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Impact on Operating Budget	\$0									
This project will have no significant operation and maintenance impact on the operating budget.										
Project Time Line:		2004	2005	2006	2007	2008	2009	2010		
Planning/Design		Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2						
Real Estate Acquisition										
Construction										

Project: PARKS EQUIPMENT

Fund: General Capital

Project Category:
Parks Projects

Critical Success Factor:
Quality Services and Facilities

Strategies:
Establish regular, routine assessment of facilities and services to identify renovation and replacement costs and schedules



Project Description:

This provides for the purchase of specialized machinery and equipment for the implementation of park maintenance responsibilities for the City's park system. Potential equipment purchases include a field truck for the delivery of athletic supplies in the field, sod-cutter, field rake, PTO driven rototiller and a trencher.

Comprehensive Plan Goal PR 11:

As far as practical, distribute park facilities evenly throughout the City.

Service Impact:

This project will enhance the Parks Departments' stewardship and safety of athletic facilities, playgrounds and passive park areas. In addition, the aesthetic appeal of the parks will be enhanced.

Total Project Budget: \$ 173,000

Funding Source:

- ▶ General Capital Fund

Critical Milestones:

- ▶ Q2 2004 - Equipment purchased
- ▶ Q2 2008 - Equipment purchased

Parks Equipment

[illegible]

Project: SPARTAN GYM UPGRADES

Fund: General Capital

Project Category:
Parks Projects

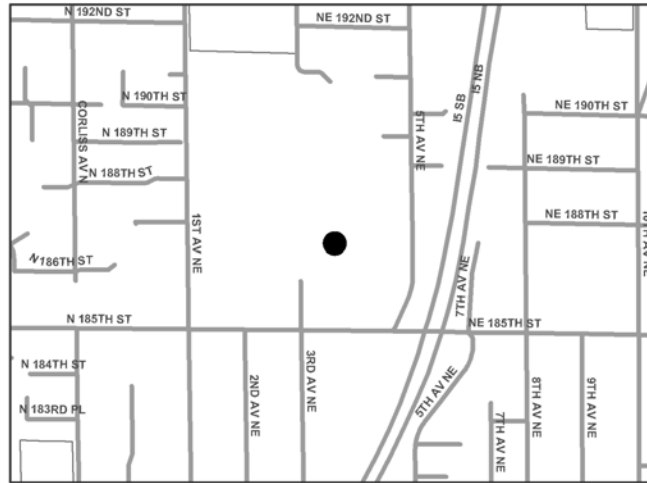
Critical Success Factor:

Community Alliances and Partnerships;
Healthy, Vibrant Neighborhoods

Strategies:

Coordinate long-range planning with other key partner public sector organizations;

Identify critical infrastructure needs and funding sources to support healthy neighborhoods



Project Description:

This project includes the design and construction of 2 multi-purpose rooms, a utility kitchen, office and reception areas, support facilities, and locker room upgrades at the Spartan Gym, a Shoreline School District facility that is operated by the City and School District in partnership. The School District provided the land and Phase I improvements to the building including renovations to a double gym, dance room, fitness room, and weight room.

Comprehensive Plan Goal PR III:

Seek partnerships and coordination with existing facility and program providers to strive for the efficient and equitable distribution of community and regional resources, and to maximize the usability of parks and recreation resources to Shoreline residents.

Service Impact:

The cost of providing this Community Center is shared by the City and the School District with the goal of maximizing public use of this public facility and maintaining it as a sustainable asset. The addition of 2 multi-purpose rooms to this athletic facility will support a broader array of community recreation programs. This will result in additional utility costs for the City. The City will also incur additional program costs that will be offset by program revenues. The School District provides repair, maintenance and custodial services, and will incur added costs for these services as a result of the additional square footage.

Total Project Budget: \$ 681,927

Funding Source:

- ▶ General Capital Fund
- ▶ Real Estate Excise Tax

Critical Milestones:

- ▶ Per the joint use agreement with the School District, the City is contracting with the School district to provide design, construction and construction management for this project. Pre-design was completed in 2002. Design was completed in Q2 of 2003. Construction will be complete in Q2 of 2005.

Spartan Gym Upgrades

Orgkey: 2820081		J.L. # GN106600		Total Project Budget		\$681,927				
Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total Project Cost
Project Expenditures: Planning/Design Real Estate Acquisition Construction	\$31,927	\$629,072	\$325,000	\$325,000						\$681,927
Total Project Expenditures	\$31,927	\$629,072	\$325,000	\$325,000						\$681,927
Revenue Sources: King County - Prior Funding City General Fund General Capital Fund	\$31,927	\$629,072	\$325,000	\$325,000						\$681,927
Total Project Revenues	\$31,927	\$629,072	\$325,000	\$325,000						\$681,927
1% for Public Art (Included in Construction budget)		\$ 6,291	\$ 6,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Impact on Operating Budget	\$0	\$18,000	\$9,000	\$18,000	\$18,540	\$19,096	\$19,669	\$20,258	\$20,258	\$0
This project will have no significant operation and maintenance impact on the operating budget.										
Project Time Line:		2004	2005	2006	2007	2008	2009	2010		
Planning/Design										
Real Estate Acquisition										
Construction			Q3 Q1 Q2							

Project: NEIGHBORHOOD PARKS REPAIR AND REPLACEMENT

Fund: General Capital

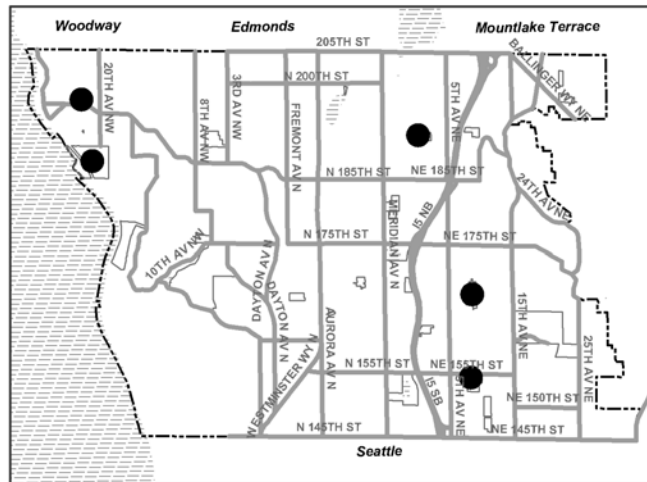
Project Category:
Parks Projects

Critical Success Factor:

Healthy, Vibrant
Neighborhoods

Strategies

Identify critical
infrastructure needs and
funding sources to support
healthy neighborhoods



Project Description:

This project provides minor repair and replacement improvements at neighborhood parks such as American with Disability Act (ADA) access modifications, playground safety enhancements and replacement, replacement of fencing and backstops, park fixtures and equipment, irrigation system upgrades and tennis court resurfacing. In 2004, the tot playground at Paramount School Park is planned.

Comprehensive Plan Goal PR: 11:

As far as practical, distribute park facilities evenly throughout the City

Service Impact:

This project provides on-going and preventative maintenance at park facilities to address safety concerns and comply with legal mandates such as Americans with Disabilities Act (ADA) requirements.

Total Project Budget: \$ 840,473

Funding Source:

- ▶ General Capital Fund
- ▶ Real Estate Excise Tax

Critical Milestones:

- ▶ Q2 2004 – Install new equipment at Northcrest Park
- ▶ Q2 2005 – Install new equipment at Richmond Beach Community Park
- ▶ Q2 2006 – Install new equipment at Shoreline Park
- ▶ Q2 2007 – Install Tot Lot at Paramount School Park
- ▶ Q2 2008 – Install new equipment at Richmond Beach Saltwater Park
- ▶ Q2 2009 – Install new equipment at Ridgecrest Park
- ▶ Q2 2010 – Install new equipment at Richmond Beach Saltwater Park.

Neighborhood Parks Repair and Replacement

Orgkey: 2820122		J.L. # GN106800		Total Project Budget		\$840,473				
	Prior Years' Expenditures	2004 Budget'	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total Project Cost
Project Expenditures:										
Planning/Design	\$3,911									\$3,911
Real Estate Acquisition										
Construction	\$264,562.10	\$50,267	\$50,000	\$58,000	\$67,000	\$70,000	\$102,000	\$110,000	\$115,000	\$836,562
Total Project Expenditures	\$268,473	\$50,267	\$50,000	\$58,000	\$67,000	\$70,000	\$102,000	\$110,000	\$115,000	\$840,473
Revenue Sources:										
General Capital Fund	\$258,059	\$50,267	\$50,000	\$58,000	\$67,000	\$70,000	\$102,000	\$110,000	\$115,000	\$830,059
Other Agency Participation (Library Mitigation)	\$10,414									\$10,414
Total Project Revenues	\$268,473	\$50,267	\$50,000	\$58,000	\$67,000	\$70,000	\$102,000	\$110,000	\$115,000	\$840,473
1% for Public Art <i>Ineligible - Repair & Maintenance</i>		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Impact on Operating Budget		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
This project is responsible for providing operation and maintenance support for park facilities.										
Project Time Line:		2004	2005	2006	2007	2008	2009	2010		
Planning/Design										
Real Estate Acquisition										
Construction		Q2	Q2	Q2	Q2	Q2	Q2	Q2		

Project: RONALD BOG PARK MASTER PLAN

Fund: General Capital

Project Category:
Parks Projects

Critical Success Factor:

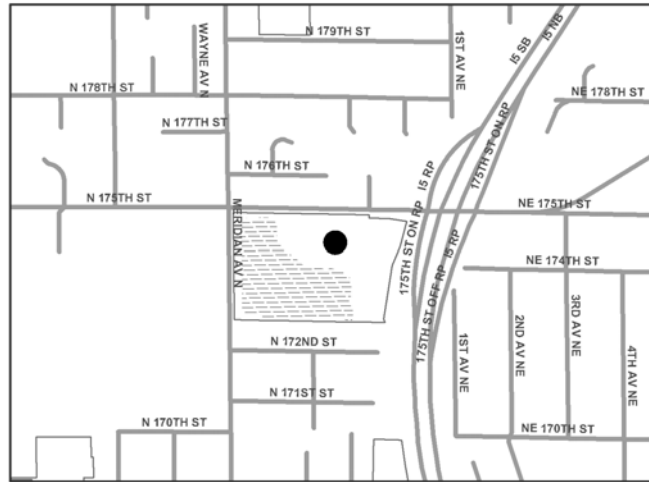
Innovative Leadership and Strategic Planning

Strategies

Develop strategic plans for major facilities and services

COUNCIL GOAL #3

Update the elements of the Comprehensive Plan including Environmental Element and Surface Water, Transportation and Parks Master Plans



Project Description:

Develop a master plan guide for upgrades and development of this park that will enhance the park visitor's experience. Improvements may include picnic and other passive recreation support facilities, handicap accessible pedestrian access and paths through the park, parking, signing, landscaping, and irrigation improvements.

The master plan is scheduled to occur in conjunction with Ronald Bog Drainage Surface Water Plan that will be completed in 2004. Once complete, the design for the Ronald Bog Drainage Improvements will be finalized to reflect the direction of the Surface Water Master Plan. The master plan for the park will be completed after the drainage improvements to ensure that park development is aligned with parameters established by the Surface Water Master plan and the drainage improvement project design.

Comprehensive Plan PR 11:

As far as practical, distribute park facilities evenly throughout the City.

Goal PR V:

Encourage regular and effective public involvement in the park planning process

Service Impact:

The plan will not impact services. Upon completion of the improvements identified in a master plan, it is likely that maintenance and operations costs will increase due to more amenities on site and higher use of the park.

Total Project Budget: \$72,000

Funding Source:

- ▶ General Fund
- ▶ Real Estate Excise Tax

Critical Milestones:

- ▶ Begin Planning Q 3 2004
- ▶ Complete Planning Q2 2005

Note: The Ronald Bog Drainage Improvements are being coordinated with this project.

Ronald Bog Park Master Plan

[illegible]

Project: TWIN PONDS PARK MASTER PLAN

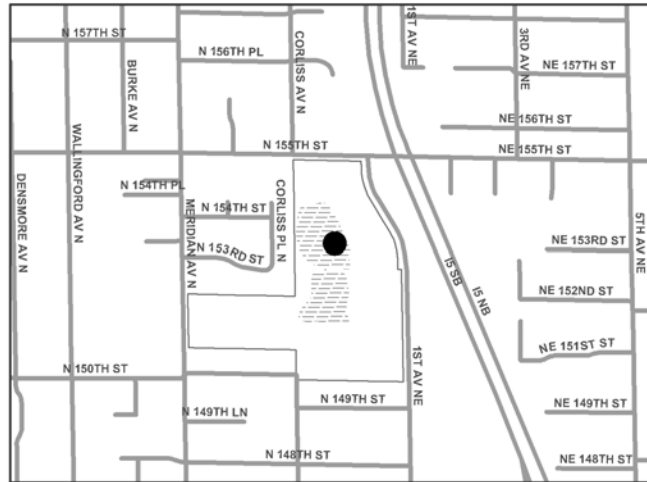
Fund: General Capital

Project Category:
Parks Projects

Critical Success Factor:
Healthy, Vibrant
Neighborhoods

Strategies
Identify critical
infrastructure needs and
funding sources to support
healthy neighborhoods.

**COUNCIL
GOAL #3**
Update the elements of the
Comprehensive Plan
including Environmental
Element and Surface
Water, Transportation and
Parks Master Plans



Project Description:

This project will develop a master plan to guide upgrades and development of this park with the goal to enhance the park visitor's experience. Improvements may include picnic and other passive recreation support facilities, handicap accessible pedestrian access and paths through the park, playground equipment, active recreation facilities, parking, signing, natural area vegetation management plan, landscaping, and irrigation improvements.

Comprehensive Plan Goal PR 11:

As far as practical, distribute park facilities evenly throughout the City.

Goal PR V: Encourage regular and effective public involvement in the park planning process.

Service Impact:

The plan will not impact services. Upon completion of the improvements identified in a master plan, it is likely that maintenance and operations costs will increase due to more amenities on site and higher use of the park.

Total Project Budget: \$61,000

Funding Source:

- ▶ General Capital Fund
- ▶ Real Estate Excise Tax

Critical Milestones:

- ▶ Q1 2007 Begin Plan
- ▶ Q2 2008 Complete Plan

Twin Ponds Park Master Plan

[illegible]

Saltwater Park Pedestrian Bridge Replacement

Orgkey: 28220174		J.L. # GN107100		Total Project Budget		\$1,658,000				
Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total Project Cost
Project Expenditures:										
Planning/Design				\$136,000	\$140,000					\$276,000
Real Estate Acquisition										
Construction					\$1,382,000					\$1,382,000
Total Project Expenditures				\$136,000	\$1,522,000					\$1,658,000
Revenue Sources:										
General Capital Fund		-	-	27,200	304,400	-	-			\$331,600
IAC Grant				68,000	761,000					\$829,000
Parks Grant				40,800	456,600					\$497,400
Total Project Revenues				136,000	\$1,522,000					\$1,658,000
1% for Public Art		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<i>Ineligible - Not a structure or improvement</i>										
Impact on Operating Budget										\$0
The operation and maintenance impact to the operating budget cannot be determined until this project is fully defined.										
Project Time Line:		2004	2005	2006	2007	2008	2009	2010		
Planning/Design			Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4						
Real Estate Acquisition										
Construction				Q4	Q1 Q2					

Project: CROMWELL PARK

Fund: General Capital

Project Category:
Parks Projects

Critical Success Factor:

Healthy, Vibrant
Neighborhoods

Strategies:

Identify critical
infrastructure needs and
funding sources to support
healthy neighborhoods

**COUNCIL
GOAL #3 (2003 -
2004)**

Update the elements of the
Comprehensive Plan
including Environmental
Element and Surface
Water, Transportation and
Parks Master Plans



Project Description:

This project will develop a master plan to guide upgrades and development of this park with the goal to enhance the park visitor's experience. Improvements may include picnic and other passive recreation support facilities, handicap accessible pedestrian access and paths through the park, playground equipment, active recreation facilities including sport courts, outdoor special event facilities and ballfields, parking, signing, natural area vegetation management plan, landscaping, and irrigation improvements. Consideration will be given to partnering with stormwater utility on park design and construction.

Comprehensive Plan Impact:

Seek increased opportunities for Shoreline citizens to enjoy parks, recreation and cultural resources through improving accessibility and usability of existing facilities and pursue opportunities and partnerships for new indoor and outdoor facilities for year round programming.

Goal PR V: Encourage regular and effective public involvement in the park planning process.

Service Impact:

The plan will not impact services. Upon completion of the improvements identified in a master plan, it is likely that maintenance and operations costs will increase due to more amenities on site and higher use of the park.

Total Project Budget: \$ 505,000

Funding Source:

- ▶ General Capital Fund
- ▶ Real Estate Excise Tax

Critical Milestones:

- ▶ Q3 2004 – Begin planning effort
- ▶ Q4 2005 - Finalize design
- ▶ Q3 2006 – Begin construction
- ▶ Q4 2007 – Complete construction

Note: The Ronald Bog Drainage Improvements are being coordinated with this project.

Cromwell Park

Orgkey: 2820149		J.L. # GN107000		Total Project Budget						\$505,000	
Phase	Previous Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total Project Cost	
Project Expenditures:											
Planning/Design	\$0	\$102,941	\$38,000	\$97,000	\$0	\$0	\$0	\$0	\$0	\$135,000	
Real Estate Acquisition										\$0	
Construction					\$185,000	\$185,000				\$370,000	
Total Project Expenditures	\$0	\$102,941	\$38,000	\$97,000	\$185,000	\$185,000	\$0	\$0	\$0	\$505,000	
Revenue Sources:											
General Capital Fund	\$0	\$102,941	\$38,000	\$97,000	\$185,000	\$185,000				\$505,000	
Ronald Bog Trust Fund Loan		\$0	\$0	\$0	\$0	\$0				\$0	
Total Project Revenues	\$0	\$102,941	\$38,000	\$97,000	\$185,000	\$185,000	\$0			\$505,000	
1% for Public Art (Included in Construction budget)		\$ -		\$ -	\$ 3,700	\$ -	\$ -	\$ -	\$ -		
				\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
Impact on Operating Budget	\$0	\$0	\$0	\$0	\$0	\$16,000	\$16,480	\$16,974	\$17,484	\$16,000	
Project Time Line:			2004	2005	2006	2007	2008	2009	2010		
Planning/Design			Q3 Q4 Q1 Q2 Q3 Q4								
Real Estate Acquisition											
Construction					Q3 Q4 Q1 Q2 Q3 Q4						

Project: HAMLIN PARK OPEN SPACE ACQUISITION

Fund: General Capital

Project Category:
Open Space Projects

Critical Success Factor:

Healthy, Vibrant
Neighborhoods

Strategies

Identify critical
infrastructure needs and
funding sources to support
healthy neighborhoods



Project Description:

This project will purchase 8.9 acres of undeveloped wooded uplands adjacent to Hamlin Park from Seattle Public Utilities.

The property may also be valuable as an asset to use to address future on surface water and transportation needs.

Comprehensive Plan Goal PR II:

As far as practical, distribute park facilities evenly throughout the City.

Service Impact:

This project will impact maintenance required. Daily routine litter control and vandalism maintenance will be increased.

Total Project Budget: \$ 1,500,000

Funding Source:

- ▶ Future Grants or Bond Issue

Critical Milestones:

- ▶ Q1 2006 Start Date

Hamlin Park Open Space Acquisition

[illegible]

Project: PARK AND OPEN SPACE ACQUISITION

Fund: General Capital

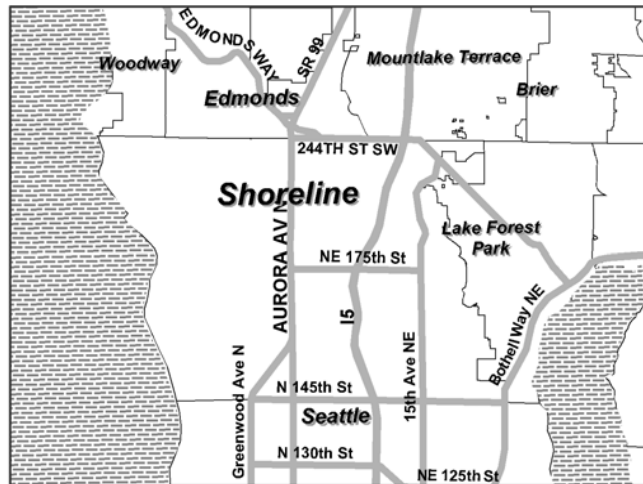
Project Category: Park and Open Space Acquisition

Critical Success Factor:

Healthy, Vibrant Neighborhoods

Strategies

Identify critical infrastructure needs and funding sources to support healthy neighborhoods



Project Description:

This project will analyze and act upon funding and property opportunities that enhance the City's Park and Open Space System.

Comprehensive Plan Goal PR II:

As far as practical, distribute park facilities evenly throughout the City

Goal PR 1 I: Seek partnerships and coordination with existing facility and program providers to strive for the efficient and equitable distribution of community and regional resources, and to maximize the usability of parks and recreation resources to Shoreline residents.

Goal PR V: Encourage regular and effective public involvement in the park planning process.

Service Impact:

This project will provide more timely response to land acquisition opportunities to improve our parks and open space system to enhance the quality of life for our citizens.

Total Project Budget: \$ 200,000

Funding Source:

- Conservation Futures Grant

Critical Milestones:

- Q1, Q2 – 2004 Review parcels available for purchase
- Q3, Q4 – 2004 Complete first purchase
- Q1, Q2 – 2005 Review parcels available for purchase
- Q3, Q4 – 2005 Complete remaining purchase

PARK AND OPEN SPACE ACQUISITION

Orgkey: 2822083		J.L. # N/A		Total Project Budget				\$200,000		
Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total Project Cost
Project Expenditures: Planning/Design Real Estate Acquisition Construction		\$200,000	\$100,000	\$100,000						\$200,000
Total Project Expenditures		\$200,000	\$100,000	\$100,000						\$200,000
Revenue Sources: General Capital Fund Conservation Futures Grant		\$200,000	\$100,000	\$100,000						\$200,000
Total Project Revenues		\$200,000	\$100,000	\$100,000						\$200,000
1% for Public Art <i>Ineligible - Land Acquisition Only</i>		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Impact on Operating Budget	\$0									
Project Time Line:		2004		2005		2006	2007	2008	2009	2010
Planning/Design										
Real Estate Acquisition		Q1 Q2 Q3 Q4		Q1 Q2 Q3 Q4						
Construction										

PROJECTS
COMPLETED
IN
2004

Project: CITY MAINTENANCE FACILITY STUDY – COMPLETED IN 2004

Fund: General Capital

Project Category:
Facilities Projects

Critical Success Factor:

Quality Services and Facilities

Strategies: Establish regular, routine assessment of facilities and services to identify renovation and replacement costs and schedules



Project Description:

This project will fund the feasibility study for a Public Works maintenance facility. This site may be co-located with another city or sited independently. As the City expands, the maintenance services that are provided by Public Works, it will be necessary to have a facility that provides for the efficient storage of materials and equipment.

Comprehensive Plan Goal CF1:

Assure that designated levels of service are adequate to meet the needs of existing and anticipated development.

Service Impact:

This project should reduce the City's operating budget in areas of future rental property and new staff demands for space and storage locations.

Total Project Budget: \$35,000

Funding Source:

- ▶ General Capital Fund
- ▶ Real Estate Excise Tax

Critical Milestones:

- ▶ Complete the study in 2004.

City Maintenance Facility Study

[illegible]

Project: GENERAL FACILITIES MANAGEMENT PLAN – COMPLETED IN 2004

Fund: General Capital

Project Category:
Facilities Projects

Critical Success Factor:

Quality Services and Facilities

Strategies: Establish regular, routine assessment of facilities and services to identify renovation and replacement costs and schedules



Project Description:

Identify existing architectural facility costs, short-term needs (2003-2005), mid-term needs (2006-2010), and longer term needs (2010-2020) with capital costs, operation costs, maintenance costs, repair and upgrade costs.

Comprehensive Plan Goal FG7:

Assure effective and efficient public investment for quality public services, facilities and utilities

Service Impact:

The plan development will have little or minimum impact on services provided. Any repairs, maintenance, or capital projects that result from implementation of the plan will have various levels of impact on City services.

Total Project Budget: \$33,000

Funding Source:

- ▶ General Capital Fund

Critical Milestones:

- ▶ Develop a condition assessment of all above grade facilities citywide and develop a cost benefit analysis through a capital upgrade program.
- ▶ Provide a critical maintenance path with a predictable outcome through established rating standards for maintaining all building and facilities assets at acceptable levels.
- ▶ Develop a self-funding enterprise fund to address the maintenance and up keep of all city-owned facilities.

General Facilities Management Plan – COMPLETED IN 2004

[illegible]

Fund: General Capital

Project Category:
Parks Projects

Critical Success Factor:

Innovative Leadership and Strategic Planning

Strategies

Update the Comprehensive Plan, including Parks, Recreation and Open Space Plan

COUNCIL GOAL #4

Update the elements of the Comprehensive Plan including Environmental Element and Surface Water, Transportation and Parks Master Plans



Project Description:

This project includes retaining the services of a consultant to assist with the update of the City's Parks, Recreation and Open Space Plan (PROSP). This work will include inventory and assessment of park facilities evaluating the City's parks, facilities, trails and recreation facilities and programs, evaluation of demand and need and establishment of standards for level of service for facilities and programs. A recreation needs analysis, identification and prioritization of projects, development of financing strategies and an action plan will be completed

Comprehensive Plan Impact::

Goal PR 11: As far as practical, distribute park facilities evenly throughout the City.

Goal PR III: Seek partnerships and coordination with existing facility and program providers to strive for the efficient and equitable distribution of community and regional resources, and to maximize the usability of parks and recreation resources to Shoreline residents.

Goal PR V: Encourage regular and effective public involvement in the park planning process.

Service Impact:

This planning effort will set the vision for the City's park system and recreation and cultural services in the community.

Total Project Budget: \$ 111,884

Funding Source:

- ▶ General Capital Fund

Critical Milestones:

- ▶ Q2 2003 - Consultant Contract in place
- ▶ Q3 2003 - Inventory and Recreation Needs Assessment
- ▶ Q4 2003 - Standards, Prioritization and Financing Strategies
- ▶ Q2 2004 - Complete Parks Master Plan
- ▶ Q4 2004 - Incorporation into City Comprehensive Plan

Parks, Recreation and Open Space Plan Update – Completed in 2004

[illegible]

Project: PARAMOUNT SCHOOL PARK PICNIC SHELTER – COMPLETED IN 2004

Fund: General Capital

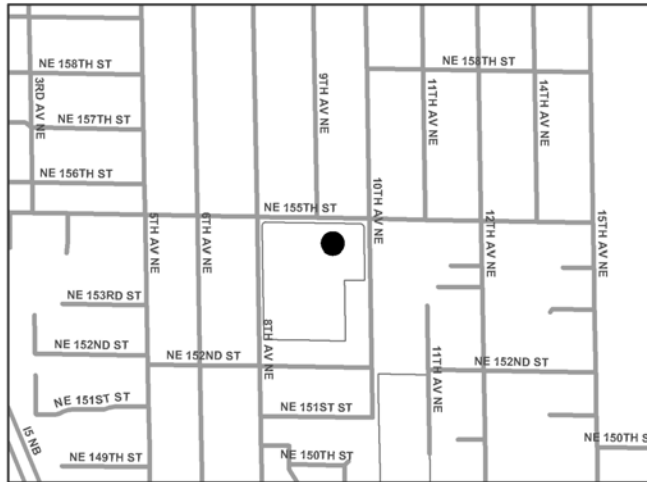
Project Category:
Parks Projects

Critical Success Factor:

Healthy, Vibrant
Neighborhoods

Strategies:

Identify critical
infrastructure needs and
funding sources to support
healthy neighborhoods



Project Description:

This project will install a prefabricated picnic shelter. Project costs include freight, installation, concrete slab, footings, and barbecues.

Comprehensive Plan Goal PR 11:

As far as practical, distribute park facilities evenly throughout the City

Service Impact:

This project will result in some additional maintenance costs for repair of vandalism, routine litter control, cleaning and routine maintenance.

Total Project Budget: \$ 80,000

Funding Source:

- ▶ General Capital Fund
- ▶ Real Estate Excise Tax

Critical Milestones:

- ▶ Construction will be complete in Q4 of 2004.

Paramount School Park Picnic Shelter – Completed in 2004

Orgkey: 2820123		J.L. # GN101400		Total Project Budget						
Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	
Project Expenditures:										
Planning/Design			\$10,000							
Real Estate Acquisition										
Construction		\$80,000	\$70,000							
Total Project Expenditures		\$80,000	\$80,000							
Revenue Sources:										
General Capital Fund		\$80,000	\$80,000							
Total Project Revenues		\$80,000	\$80,000							
1% for Public Art		\$ 800	\$ 700	\$ -	\$ -	\$ -				
Impact on Operating Budget		\$500	\$500	\$2,000	\$2,040	\$2,080				
Additional Projected Ongoing Revenue				\$1,000	\$1,020	\$1,040				
The operation and maintenance impact to the operating budget cannot be determined until this project is fully defined.										
Project Time Line:			2004	2005	2006	2007	2008	2009	2010	
Planning/Design			Q1 Q2							
Real Estate Acquisition										
Construction			Q3 Q4							

Saltwater Park Pedestrian Bridge Replacement Study

[illegible]

Project: SWIMMING POOL LONG-TERM MAINTENANCE

Fund: General Capital

Project Category:
Recreation Facilities
Projects

**Critical Success
Factor:**
Quality Services and
Facilities

Strategies
Establish regular, routine
assessment of facilities and
services to identify
renovation and
replacement costs and
schedules



Project Description:
This project includes completing major long-term
maintenance needs at the Shoreline Swimming Pool
that are required to keep the facility in proper
operating order.

Comprehensive Plan PR II:

As far as practical, distribute park facilities evenly
throughout the City.

Service Impact:

This project may have impacts on services provided
at the Shoreline Swimming Pool, due to scheduled
maintenance and repair. Closures may occur as a
result of major maintenance and repairs.

Total Project Budget: \$30,000

Funding Source:

- ▶ General Capital Fund

Critical Milestones:

- ▶ 2nd Quarter 2004: Develop specifications
and solicit bids for painting the exterior,
trim, soffits, gutters and downspouts of the
Shoreline Swimming Pool.
- ▶ 3rd Quarter 2004: Award contract and
complete work.

Swimming Pool Long-term Maintenance

Orgkey: 2821082		J.L. #		Total Project Budget					\$30,000	
Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total Project Cost
Project Expenditures:										
Planning/Design		\$10,000								
Real Estate Acquisition										
Construction		\$19,500	\$30,000							\$30,000
Total Project Expenditures		\$29,500	\$30,000							\$30,000
Revenue Sources:										
General Capital Fund		\$29,500	\$30,000							\$30,000
Metro King County										
Total Project Revenues		\$29,500	\$30,000							\$30,000
1% for Public Art		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Ineligible - Repair & Maintenance										
Impact on Operating Budget										
Project Time Line:			2004	2005	2006	2007	2008	2009	2010	
Planning/Design			Q2							
Real Estate Acquisition										
Construction			Q3							

**City of Shoreline 2004 - 2009 Capital Improvement Plan
Richmond Beach Saltwater Park Beach Erosion**

Orgkey: 2820072

J.L. # GN103100

Total Project Budget

\$100,316

Project Location: Richmond Beach Saltwater Park

Project Scope: Repair erosion and undermining of the soils supporting the concrete sidewalk near the landing at the west end of the pedestrian bridge.

Project Justification: Prevent damage to existing pedestrian facilities, provide for future protection, restore soil and native vegetation.

Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total Project Cost
Project Expenditures:										
Planning/Design	\$21,041	\$4,400	\$8,000	\$0	\$0	\$0	0	\$0	\$0	\$29,041
Real Estate Acquisition										\$0
Construction	\$5,275	\$58,147	\$66,000							\$71,275
Total Project Expenditures	\$26,316	\$62,547	\$74,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,316
Revenue Sources:										
General Capital Fund	\$26,316	\$62,547	\$74,000							\$100,316
Total Project Revenues	\$26,316	\$62,547	\$74,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,316
1% for Public Art		\$ -	\$ -	\$ -	\$ -	\$ -	0	\$ -	\$ -	
Ineligible - Repair & Maintenance										
Impact on Operating Budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

This project will have no significant operation and maintenance impact on the operating budget.

Project Time Line:		2004	2005	2006	2007	2008	2009	2010
Planning/Design		Q2						
Real Estate Acquisition								
Construction			Q3 Q4					

NOTE: This project was originally scheduled to be complete in 2003, therefore no narrative was developed

**City of Shoreline 2005 - 2010 Capital Improvement Plan
Paramount School Park**

Orgkey: 2820123

J.L. # GN101400

Total Project Budget

\$2,050,052

Project Location: Paramount School Park

Project Scope: Phase One: Complete restroom, skate park, landscaping, and pedestrian pathways. Phase Two: Construct perimeter irrigation, second backstop, tot play area, frontage improvements, perimeter fencing, picnic shelter.

Project Justification: Provides restroom facility to park and increases user capacity to the park and improves quality of playfield and reduces drainage impacts.

Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2009 Estimate	2010 Estimate	Total Project Cost
Project Expenditures:											
Planning/Design	\$216,302										\$216,302
Real Estate Acquisition											
Construction	\$1,790,739	\$43,011	\$43,011								\$1,833,750
Total Project Expenditures	\$2,007,041	\$43,011	\$43,011								\$2,050,052
Revenue Sources:											
General Capital Fund	\$2,007,041	\$43,011	\$43,011								\$2,050,052
Total Project Revenues	\$2,007,041	\$43,011	\$43,011								\$2,050,052
1% for Public Art (Included in Construction budget)		\$ 430	\$ 430	\$ 430	\$ 430	\$ 430	\$ 430	\$ 430	\$ 430	\$ 430	
Impact on Operating Budget											\$84,264

This project will have a significant landscaping impact to the operating budget.

Project Time Line:		2004	2005	2006	2007	2008	2009	2010
Planning/Design								
Real Estate Acquisition								
Construction		Q2 Q3						

NOTE: This project was originally scheduled to be complete in 2003, therefore no narrative was developed

**City of Shoreline 2004 - 2009 Capital Improvement Plan
Recreation Needs Survey**

Orgkey: 2820150

J.L. #

Total Project Budget

\$93,000

Project Location: City-wide Parks

Project Scope: This project includes retaining the services of a consultant to develop and implement a community needs survey focused on recreation programs and park facilities in anticipation of the Parks, Recreation, and Open Space Plan update that will occur in 2003-2004.

Project Justification: The information gained from this survey will be used as baseline information for the Parks, Recreation, and Open Space Plan. It will provide some of the following information:

- Gather information on key stakeholders' vision and priorities
- Gain understanding of taxpayers priorities and willingness to pay for parks and recreation facilities.

Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Budget	2006 Budget	2007 Budget	2008 Budget	2009 Budget	2010 Budget	Total Project Cost
Project Expenditures: Planning/Design Real Estate Acquisition Construction	\$22,966	\$8,034	\$8,034							\$93,000
Total Project Expenditures	\$22,966	\$8,034	\$8,034							\$93,000
Revenue Sources: General Capital Fund	\$22,966	\$8,034	\$8,034							\$93,000
Total Project Revenues	\$22,966	\$8,034	\$8,034							\$93,000
1% for Public Art <i>Ineligible - Not a structure or improvement</i>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Impact on Operating Budget	\$0									\$0

This project will have no significant operation and maintenance impact on the operating budget.

Project Time Line:	2004	2005	2006	2007	2008	2009	2010
Planning/Design							
Real Estate Acquisition							
Construction							

NOTE: This project was originally scheduled to be complete in 2003, therefore no narrative was developed

**City of Shoreline 2005 - 2010 Capital Improvement Plan
Paramount Open Space**

Orgkey: 2822083

J.L. # N/A

Total Project Budget

\$100,000

Project Location: Adjacent to Paramount Park Open Space

Project Scope: This project will provide for minor improvements and acquisition of property adjacent to Paramount Park Open Space.

Project Justification: This project will protect a key access point to this neighborhood park. It is immediately adjacent to the entry of the park. Any future development of this parcel would require the City to provide the landowner with an easement to build road access to their property. This would set up a potential conflict between park visitors entering the park and private vehicle traffic. While this could be managed, it is not desirable. The park is located in the center of a neighborhood and provides a buffer to the community. This purchase will enhance the environmental value and water quality in the park. The property owner is a willing seller.

Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total Project Cost
Project Expenditures: Planning/Design Real Estate Acquisition Construction	\$30	\$100,000	\$100,000							\$100,000
Total Project Expenditures	\$30	\$100,000	\$100,000							\$100,000
Revenue Sources: General Capital Fund County Conservation Futures Grant	\$30	\$50,000 \$50,000	\$50,000 \$50,000							\$50,030 \$50,000
Total Project Revenues	\$30	\$100,000	\$100,000							\$100,030
1% for Public Art <i>Ineligible - Land Acquisition Only</i>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Impact on Operating Budget	\$0									

Project Time Line:		2004	2005	2006	2007	2008	2008	2009
Planning/Design								
Real Estate Acquisition		Q4						
Construction								

NOTE: This project was originally scheduled to be complete in 2003, therefore no narrative was developed

**City of Shoreline 2005 - 2010 Capital Improvement Plan
Program Summary
Roads Capital Fund**

Project	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	2005-2010 Total	Total Project Cost
Expenditures											
Pedestrian / Non-Motorized Projects											
Interurban Trail	\$2,173,679	\$3,085,162	\$3,083,000								\$5,256,679
Interurban Trail Pedestrian Crossing	\$56,448	\$477,842	\$629,000	\$3,005,000						\$3,005,000	\$3,690,448
Interurban Trail - North Central Segment			\$400,000	\$2,030,000						\$2,030,000	\$2,430,000
Curb Ramp, Gutter & Sidewalk Program				\$104,000	\$109,000	\$114,000	\$120,000	\$126,000	\$132,000	\$705,000	\$705,000
Curb Ramps Program	\$596,881	\$78,000	\$78,000								\$674,881
Pedestrian Program	\$33,771	\$110,000	\$110,000								\$143,771
Traffic Small Works				\$178,000	\$187,000	\$195,000	\$204,000	\$214,000	\$223,000	\$1,201,000	
System Preservation Projects											
Annual Road Surface Maintenance Program	\$3,389,251	\$701,610	\$702,000	\$518,000	\$543,000	\$571,000	\$599,000	\$629,000	\$660,000	\$3,520,000	\$7,611,251
Advanced Transportation Right-of-Way Acquisition		\$20,000	\$20,000								\$20,000
Annual Sidewalk Repair Program	\$380,215	\$159,748	\$160,000								\$540,215
Richmond Beach Overcrossing 167AOX	\$181,847	\$360,709	\$377,000	\$1,924,000						\$1,924,000	\$2,482,847
Safety / Operations Projects											
Transportation Improvements CIP Project Formulation	\$61,733	\$75,070	\$76,000	\$78,000	\$81,000	\$85,000	\$90,000	\$92,000	\$94,000	\$520,000	\$657,733
N. 185th & Aurora Intersection - Preliminary Study		\$40,000	\$40,000								\$40,000
Neighborhood Traffic Safety Program	\$372,393	\$311,572	\$311,000	\$161,000	\$167,000	\$174,000	\$180,000	\$186,000	\$193,000	\$1,061,000	\$1,744,393
Aurora Avenue North 145th - 165th	\$3,769,407	\$3,529,364	\$4,650,000	\$10,221,000	\$6,252,000					\$16,473,000	\$24,892,407
Aurora Avenue North 165th-205th		\$473,833	\$100,000	\$1,200,000	\$1,300,000	\$6,000,000	\$16,897,000	\$17,283,000	\$17,283,000	\$59,963,000	\$60,063,000
NCBD/15th Avenue Improvements	\$1,261,228	\$4,460,216	\$2,600,000	\$3,810,000						\$3,810,000	\$7,671,228
North 160th Street @ Greenwood Avenue North Pre-Design Study		\$50,000	\$50,000								\$50,000
Richmond Beach Road @ 3rd Avenue	\$2,790	\$11,673									\$2,790
Dayton Avenue North @ North 175th Street Retaining Wall	\$16,250	\$354,750	\$54,000	\$400,000						\$400,000	\$470,250
Transportation Master Plan	\$87,806	\$145,194	\$145,000								\$232,806
Non-Project Specific											
Roads Capital Engineering		\$140,380	\$140,380	\$147,399	\$154,769	\$162,507	\$170,633	\$179,164	\$188,123	\$1,002,595	\$1,142,975
General Fund Cost Allocation Overhead Charge		\$186,562	\$186,562	\$186,562	\$186,562	\$186,562	\$186,562	\$186,562	\$186,562	\$1,119,372	\$1,305,934
Total Expenditures by Year	\$12,383,698	\$14,771,685	\$13,911,942	\$23,962,961	\$8,980,331	\$7,488,069	\$18,447,195	\$18,895,726	\$18,959,685	\$96,733,967	\$122,494,289
Revenues											
Real Estate Excise Tax (2nd Quarter)	\$1,689,185	\$685,000	\$685,000	\$698,700	\$712,674	\$726,927	\$741,466	\$756,295	\$771,421	\$4,407,484	\$6,781,669
General Fund Support (Sidewalks & Gambling Tax Equivalent)		\$1,418,676	\$1,418,676	\$1,220,817	\$1,264,302	\$1,236,491	\$1,236,491	\$1,236,491	\$1,236,491	\$7,431,083	\$8,849,759
Arterial Street Fund - Fuel Tax		\$348,546	\$348,546	\$382,906	\$390,564	\$398,375	\$398,375	\$398,375	\$398,375	\$2,366,970	\$2,715,516
Investment Interest		\$314,066	\$314,066	\$196,080	\$206,477	\$324,506	\$371,121	\$270,470	\$203,706	\$1,572,359	\$1,886,425
Traffic Small Works - Future Grants				\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000	\$300,000
Interurban - North Central Segment - County Grant				\$129,533						\$129,533	\$129,533
Interurban - North Central Segment - Future Grants				\$1,814,467						\$1,814,467	\$1,814,467
Interurban - Federal - TEA-21	\$209,699										\$209,699
Interurban - Surface Transportation Program - Urban	\$994,517	\$416,155	\$416,155								\$1,410,672
Interurban - King County	\$164,990										\$164,990
Interurban - IAC	\$4,779	\$298,985	\$298,829								\$303,608
Interurban - Dept of Natural Resources											
Interurban - Federal CMAQ		\$1,470,413	\$1,466,878								\$1,466,878
Interurban Pedestrian Crossing-WSDOT Target Zero		\$534,292	\$534,292								\$534,292
Interurban Pedestrian Crossing- Federal STP (U)				\$334,992						\$334,992	\$334,992
Interurban Pedestrian Crossing- CMAQ				\$666,060						\$666,060	\$666,060
Interurban Pedestrian Crossing - IAC Grant				\$1,581,773						\$1,581,773	\$1,581,773

**City of Shoreline 2005 - 2010 Capital Improvement Plan
Program Summary
Roads Capital Fund**

Project	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	2005-2010 Total	Total Project Cost
Annual Overlay - City General Fund	\$2,239,888										\$2,239,888
Annual Sidewalk Program - City General Fund	\$209,178										\$209,178
5th Ave. Drainage - TIB											
15th Ave @ NE 165th - State Grant - WSDOT - TIB	\$6,066										\$6,066
15th Ave @ NE 165th - STP	\$18,137										\$18,137
15th Ave @ NE 165th - Transportation Partnership Program (TPP)	\$20,633										\$20,633
15th Ave @ NE 165th - Hazard Elimination System (HES)	\$152,146										\$152,146
NCBD/15th Avenue Improvements-SCL Undergrounding Reimburse			\$644,120	\$644,120						\$644,120	\$1,288,240
NCBD/15th Avenue Improvements-Hazard Elimination Grant (HES)		\$184,000	\$103,500	\$103,500						\$103,500	\$207,000
Aurora 145th - 165th - NW Region Discretionary Fund	\$25,000										\$25,000
Aurora 145th - 165th - Surface Transportation Program - Urban	\$1,705,635										\$1,705,635
Aurora 145th - 165th - Federal - TSCP		\$284,757									
Aurora 145th - 165th - Federal - STP (C)	\$698,554	\$944,184	\$2,167,565	\$3,693,187						\$3,693,187	\$6,559,306
Aurora 145th - 165th - TIB-TPP	\$288,774	\$38,989		\$2,984,532	\$1,593,843					\$4,578,375	\$4,867,149
Aurora 145th - 165th - TIB (S)	\$222,383										\$222,383
Aurora 145th - 165th -New Gas Tax Funds		\$26,000		\$464,732	\$2,118,012					\$2,582,744	\$2,582,744
Aurora 145th - 165th - Federal Funding - TEA-21 (F)	\$1,930										\$1,930
Aurora 145th - 165th - King County - METRO		\$125,000	\$125,000		\$375,000					\$375,000	\$500,000
Aurora 145th - 165th - STP (N)			\$93,695	\$28,356						\$28,356	\$122,051
Aurora 145th - 165th - Federal - Hazard Elimination System (HES)		\$90,000	\$90,000								\$90,000
Aurora 145th - 165th - Federal Demo Program		\$1,303,203	\$1,303,203	\$2,020,573	\$1,665,224					\$3,685,797	\$4,989,000
Aurora 165th - 205th - Future Grants									\$11,178,084	\$11,178,084	\$11,178,084
Aurora 165th - 205th - Nicket Gas Tax Funding						\$3,984,075	\$3,459,181			\$7,443,256	\$7,443,256
Aurora 165th - 205th - WSDOT - STP			\$85,000	\$1,020,000	\$1,105,000	\$1,700,000	\$905,461			\$4,730,461	\$4,815,461
Aurora 165th - 205th - Federal - STP (C)		\$176,120									
Aurora 165th - 205th - King County Metro							\$500,000			\$500,000	\$500,000
Aurora 165th - 205th - Federal Funding TEA							\$8,772,084	\$14,848,813	\$1,379,103	\$25,000,000	\$25,000,000
Aurora 165th - 205th - Federal Hazard Elimination HES					\$90,000					\$90,000	\$90,000
Richmond Beach Overcrossing - Other Agency Participation (HBRR)		\$171,200	\$313,025	\$1,924,000						\$1,924,000	\$2,237,025
Richmond Beach Overcrossing - Private Funding (BNSF)		\$21,400		\$100,000						\$100,000	\$100,000
Richmond Beach Overcrossing - WSDOT High Speed Rail		\$21,400									
Richmond Beach Overcrossing - STP	\$76,575								\$76,575	\$76,575	\$153,150
Pedestrian Program - Grant Funding 50%		\$55,000	\$55,000								\$55,000
Curb Ramps - HUD Community Block Grant Program	\$325,223										\$325,223
Curb Ramps - Metro King County	\$6,060										\$6,060
Curb Ramps - Congestion Mitigation & Air Quality (CMAQ)	\$80,440										\$80,440
Total Revenues by Year	\$9,323,667	\$8,927,386	\$10,462,550	\$20,058,328	\$9,571,096	\$8,420,374	\$16,434,179	\$17,560,444	\$15,293,755	\$87,338,176	\$107,124,392
Beginning Fund Balance		\$12,194,117	\$13,253,371	\$9,803,979	\$5,899,346	\$6,490,111	\$7,422,415	\$5,409,399	\$4,074,117	\$9,803,979	
Total Revenues		\$8,927,386	\$10,462,550	\$20,058,328	\$9,571,096	\$8,420,374	\$16,434,179	\$17,560,444	\$15,293,755	\$87,338,176	
Total Expenditures		\$14,771,685	\$13,911,942	\$23,962,961	\$8,980,331	\$7,488,069	\$18,447,195	\$18,895,726	\$18,959,685	\$96,733,967	
Ending Fund Balance		\$6,349,818	\$9,803,979	\$5,899,346	\$6,490,111	\$7,422,415	\$5,409,399	\$4,074,117	\$408,188	\$408,188	
Impact on Operating Budget		\$27,875	\$27,875	\$171,179	\$176,644	\$182,258	\$188,020	\$193,940	\$330,020		

ROADS CAPITAL FUND SUMMARY

Types of Projects

In the Roads Capital Fund, projects are categorized as Pedestrian/Non-Motorized Projects, System Preservation Projects, and Safety/Operations Projects. Funding for these projects is provided as a result of allocation from the General Fund, Fuel Tax, Real Estate Excise Tax (REET), and grants.

Estimated 2004 Status

The following table summarizes the financial projections of the budgeted and projected expenditures for the Roads Capital Fund for 2004. More specific information can be found on the individual project sheets following this summary.

City of Shoreline 2005 - 2010 Capital Improvement Plan 2004 Forecast Roads Capital Fund

Project	2004 Budget	2004 Projected	2004 Variance	Comments
Expenditures				
Pedestrian / Non-Motorized Projects				
Interurban Trail	\$3,085,162	\$3,083,000	(\$2,162)	
Interurban Trail - Pedestrian Crossing	\$477,842	\$629,000	\$151,158	Increase in design cost
Interurban Trail - North Central Segment	\$0	\$400,000	\$400,000	Project will begin in 2004 instead of 2005.
Curb Ramps Program	\$78,000	\$78,000	\$0	
Pedestrian Program	\$110,000	\$110,000	\$0	
System Preservation Projects				
Annual Road Surface Maintenance Program	\$701,610	\$702,000	\$390	
Advanced Transportation Right-of-Way Acquisition	\$20,000	\$20,000	\$0	
Annual Sidewalk Repair Program	\$159,748	\$160,000	\$252	
Richmond Beach Overcrossing 167AOX	\$360,709	\$377,000	\$16,291	Design originally scheduled for 2005 will be completed early in 2004.

Project	2004 Budget	2004 Projected	2004 Variance	Comments
Safety / Operations Projects				
Transportation Improvements CIP Project Formulation	\$75,070	\$76,000	\$930	
N. 185th & Aurora Intersection - Preliminary Study	\$40,000	\$40,000	\$0	
Neighborhood Traffic Safety Program	\$311,572	\$311,000	(\$572)	
Aurora Avenue North 145th - 165th	\$3,529,364	\$4,650,000	\$1,120,636	Right-of-way acquisition will be completed in 2004, originally scheduled to continue into 2005
Aurora Avenue North 165th-205th	\$473,833	\$100,000	(\$373,833)	Design will continue into 2005
NCBD/15th Avenue Improvements	\$4,460,216	\$2,600,000	(\$1,860,216)	Project will continue into 2005
North 160th Street @ Greenwood Avenue North Pre-Design Study	\$50,000	\$50,000	\$0	
Richmond Beach Road @ 3rd Avenue	\$11,673	\$0	(\$11,673)	Project on hold until Transportation Master Plan has been completed.
Dayton Avenue North @ North 175th Street Retaining Wall	\$354,750	\$54,000	(\$300,750)	Project will continue into 2005
Transportation Master Plan	\$145,194	\$145,000	(\$194)	
Non-Project Specific				
Roads Capital Engineering	\$140,380	\$140,380	\$0	
General Fund Cost Allocation Overhead Charge	\$186,562	\$186,562	\$0	
Total Expenditures by Year	\$14,771,685	\$13,911,942	(\$859,743)	
Revenues				
Real Estate Excise Tax (2nd Quarter)	\$685,000	\$685,000	\$0	
General Fund Support (Sidewalks & Gambling Tax Equivalent)	\$1,418,676	\$1,418,676	\$0	
Arterial Street Fund - Fuel Tax	\$348,546	\$348,546	\$0	
Investment Interest	\$314,066	\$314,066	\$0	
Interurban - Surface Transportation Program - Urban	\$416,155	\$416,155	\$0	
Interurban - IAC	\$298,985	\$298,829	(\$156)	
Interurban - Federal CMAQ	\$1,470,413	\$1,466,878	(\$3,535)	
Interurban Pedestrian Crossing-WSDOT Target Zero	\$534,292	\$534,292	\$0	
NCBD/15th Avenue Improvements-SCL	\$0	\$644,120	\$644,120	New agreement with Seattle City Light
Undergrounding Reimbursement				
NCBD/15th Avenue Improvements-Hazard Elimination Grant (HES)	\$184,000	\$103,500	(\$80,500)	Grant will continue into 2005
Aurora 145th - 165th - Federal - TSCP	\$284,757	\$0	(\$284,757)	Funding not available
Aurora 145th - 165th - Federal - STP (C)	\$944,184	\$2,167,565	\$1,223,381	Grant reimbursement reflects accelerated activity.
Aurora 145th - 165th - TIB-TPP	\$38,989	\$0	(\$38,989)	Grant will be used in 2005
Aurora 145th - 165th -New Gas Tax Funds	\$26,000	\$0	(\$26,000)	Funds will be used in 2005
Aurora 145th - 165th - King County - METRO	\$125,000	\$125,000	\$0	

Project	2004 Budget	2004 Projected	2004 Variance	Comments
Aurora 145th - 165th - STP (N)	\$0	\$93,695	\$93,695	Funds available in 2004
Aurora 145th - 165th - Federal - Hazard Elimination System (HES)	\$90,000	\$90,000	\$0	
Aurora 145th - 165th - Federal Demo Program	\$1,303,203	\$1,303,203	\$0	
Aurora 165th - 205th - WSDOT - STP	\$0	\$85,000	\$85,000	Funds available in 2004
Aurora 165th - 205th - Federal - STP (C)	\$176,120	\$0	(\$176,120)	Funds will be used in 2005
Richmond Beach Overcrossing - Other Agency Participation (HBRRP)	\$171,200	\$313,025	\$141,825	Additional funding will be received
Richmond Beach Overcrossing - Private Funding (BNSF)	\$21,400	\$0	(\$21,400)	Funding will not be received until 2005
Richmond Beach Overcrossing - WSDOT High Speed Rail	\$21,400	\$0	(\$21,400)	Grant not applicable
Pedestrian Program - Grant Funding 50%	\$55,000	\$55,000	\$0	
Total Revenues by Year	\$8,927,386	\$10,462,550	\$1,535,164	
Beginning Fund Balance	\$12,194,117	\$13,253,371	\$1,059,254	
Total Revenues	\$8,927,386	\$10,462,550	\$1,535,164	
Total Expenditures	\$14,771,685	\$13,911,942	(\$859,743)	
Ending Fund Balance	\$6,349,818	\$9,803,979	\$3,454,161	

2005-2010 CIP Summary

The 2005-2010 Roads Capital CIP totals \$96.7 million. There are 12 projects approved for funding over this period.

Project	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	2005-2010 Total
Expenditures							
Pedestrian / Non-Motorized Projects	\$5,317,000	\$296,000	\$309,000	\$324,000	\$340,000	\$355,000	\$6,941,000
System Preservation Projects	\$2,442,000	\$543,000	\$571,000	\$599,000	\$629,000	\$660,000	\$5,444,000
Safety / Operations Projects	\$15,870,000	\$7,800,000	\$6,259,000	\$17,167,000	\$17,561,000	\$17,570,000	\$82,227,000
Non-Project Specific	\$333,961	\$341,331	\$349,069	\$357,195	\$365,726	\$374,685	\$2,121,967
Total Expenditures by Year	\$23,962,961	\$8,980,331	\$7,488,069	\$18,447,195	\$18,895,726	\$18,959,685	\$96,733,967
Total Revenues by Year	\$20,058,328	\$9,571,096	\$8,420,374	\$16,434,179	\$17,560,444	\$15,293,755	\$87,338,176
Beginning Fund Balance	\$9,803,979	\$5,899,346	\$6,490,111	\$7,422,415	\$5,409,399	\$4,074,117	\$9,803,979
Total Revenues	\$20,058,328	\$9,571,096	\$8,420,374	\$16,434,179	\$17,560,444	\$15,293,755	\$87,338,176
Total Expenditures	\$23,962,961	\$8,980,331	\$7,488,069	\$18,447,195	\$18,895,726	\$18,959,685	\$96,733,967
Ending Fund Balance	\$5,899,346	\$6,490,111	\$7,422,415	\$5,409,399	\$4,074,117	\$408,188	\$408,188
Impact on Operating Budget	\$171,179	\$176,644	\$182,258	\$188,020	\$193,940	\$330,020	

Changes from the 2004-2010 CIP

Changes to Existing Projects:

Aurora Corridor Project (165th Street to 205th Street): Total project cost remains at \$60 million, but the schedule has changed. In the 2004 – 2009 CIP, design was expected to be completed by the second quarter of 2007, it is now projected to be completed by the second quarter of 2008. Construction was originally scheduled to begin in the third quarter of 2007 and be completed by the end of 2009. It is now projected that construction will begin during the second quarter of 2008 and be completed by the end of 2010.

Interurban Trail – North Central Segment: The schedule for this project has been accelerated. Design and construction was originally scheduled to occur in 2006. Design is now scheduled to begin in late 2004 and be completed during the first quarter of 2005. Construction will begin in the second quarter of 2005 and be completed during early 2006.

Curb Ramps Program: This is not included in the proposed CIP as a separate project. After 2004, it will be merged with the sidewalk project to create a new project called, Curb Ramps, Gutters and Sidewalks. The funding level remains the same.

Annual Road Surface Maintenance: Annual funding for this program was reduced due to the passage of I-776 from \$700,000 to \$500,000 in late 2002. The funding level was restored for 2003 and 2004 by using General Fund surplus from 2002. For years 2005 – 2010, the funding level has been returned to the \$500,000 level. It has been increased to account for inflation.

Annual Sidewalk Repair Program: This is not included in the proposed CIP as a separate project. After 2004, it will be merged with the sidewalk project to create a new project called, Curb Ramps, Gutters and Sidewalks. The funding level remains the same.

Pedestrian Program: This is not included in the proposed CIP as a separate project. After 2004, it will be merged with the other projects to create a new project called, Traffic Small Works.

Advanced Transportation Right-of-Way Acquisition: This project is no longer included in the proposed CIP. Funding from this project has been re-directed to fund the new Traffic Small Works Program.

Transportation Improvements CIP Project Formulation: Funding for this project has increased from the amount in the prior CIP. This project now includes funding for 0.50 FTE Grants Specialist to increase the City's efforts in seeking grants to support transportation projects.

North City Business District (NCBD)/15th Avenue NE Improvements: The total project cost has increased from \$6.3 million to 7.6 million. The project now includes the cost of utility under-grounding which is estimated to be nearly \$1.3 million. Seattle City Light will reimburse the City for this cost of this improvement. The schedule has changed slightly. Construction was scheduled to be complete during the first quarter of 2005. It is now expected to be completed during the third quarter of 2005.

Dayton Avenue North at N 175th Street Retaining Wall: The total project cost has increased from \$371,000 to \$470,250. Construction costs have increased. The schedule has also changed. Construction was originally scheduled to occur in 2004, it is now expected to be completed during the third quarter of 2005.

Richmond Beach Road @ 3rd Avenue: This project was scheduled to be completed in 2004. It has been put on hold until the Transportation Master Plan is completed.

New Projects:

Curb Ramp, Gutter, & Sidewalk Program: This project was created by combining the former Curb Ramp and Sidewalk repair programs. The funding level remains the same. This new project will allow more flexibility so that the City can better respond to citizen needs.

Traffic Small Works Program: This project was created to provide flexibility in the development of pedestrian and traffic projects designed to enhance pedestrian and traffic safety. This program will provide the ability to mobilize and address unplanned small projects that could be addressed through small works contracts. Traffic services will be able to make enhancements along major arterials/collectors, minor collectors/neighborhood residential streets, and within school boundaries. Funding was combined from existing projects including Pedestrian Improvements and the Advanced Transportation Right-of-Way Acquisition projects. In addition, an additional \$55,000 annually has been included to enhance the City's ability to respond to community needs.

Policy Issues

Annual Road Surface Maintenance Program: In order to maintain the City's road system, an annual funding level of \$700,000 plus inflation is required. With the repeal of the local vehicle license fee (I-776), the amount of resources available to fund this program was reduced by \$484,000 each year. The City reduced both transportation operations costs and the road surface maintenance program as a result of the passage of I-776. Current funding for the road surface program is approximately \$200,000 less than required on an annual basis to maintain current road conditions.

Master Plans: During 2004, the City is updating its Comprehensive Plan and developing surface water, transportation, and parks and open space master plans. It is anticipated that the comprehensive plan updates and master plans will be adopted in late 2004. These plans will be the basis for future Capital Improvement Plans.

Municipal Art Funding: The City Council adopted a Municipal Art Program for capital projects in 2002. This cost has been included in the eligible construction projects.

General Fund Contribution: One of the primary funding resources for the transportation capital projects has been an allocation of General Fund revenues. The level of general fund contribution has been determined by allocating the amount of gambling tax revenue in excess of a 7% tax rate for capital purposes. As resources in the General Fund have become more constrained and future projections show that operating expenditures will exceed operating revenues, the City Council will need to evaluate the need for general fund dollars for on-going operations versus capital needs.

Steel and Concrete Prices: Since January of 2004, steel prices have increased by 25% with no end in sight. China is currently doing some massive infrastructure improvements that have taken a major portion of the world's steel and concrete supply. Oil prices have also continued to escalate. Oil is a primary ingredient in the production of asphalt. The increased costs for these materials is beginning to have an impact on all types of building projects with prices for projects beginning to escalate.

Project: INTERURBAN TRAIL – PEDESTRIAN & BICYCLE CROSSING

Fund: Roads Capital

Project Category:

Pedestrian / Non-Motorized Projects

Critical Success Factor:

Economic Vitality and Financial Stability

Strategies

Complete the Interurban Trail Project

COUNCIL GOAL #1:

Work Toward the Completion of the Aurora Corridor and Interurban Trail Projects



Project Description:

This project includes the construction of pedestrian and bicycle bridges over N 155th Street (west of Aurora) and over Aurora Avenue N (just south of the Westminster Way and Aurora Avenue N intersection). The project will provide pedestrian/bicycle improvements to safely connect the Interurban Trail between North 155th Street and North 160th Street. The Interurban Trail runs through an area of significant population within the City, estimated at 5,000 per square mile, and will connect persons to services, other modes of transportation, employment and housing. The bridges are expected to be included in the Aurora Corridor Phase I construction package.

Comprehensive Plan Goal T III:

Provide a pedestrian system that is safe, connects to destinations, accesses transit, and is accessible by all.

Goal T IV:

Consider a bicycle system that is connective and safe and

encourages bicycling as a viable alternative method of transportation.

Service Impact:

The pedestrian and bicycle crossing is intended to provide a seamless and safe passageway for pedestrians and bicyclists in the vicinity of North 155th Street and Aurora Avenue North using the Interurban Trail in the City of Shoreline.

This project will provide a tremendous benefit to Shoreline residents by providing a trail within the City that will provide them with recreational activities, linkage to shopping areas within and outside of the City, and connections to other trail systems in the Puget Sound region.

This project is contingent on securing grant funding from other agencies. If this project isn't funded, then this will not be constructed. Other alternatives will have to be explored to address the crossing in the vicinity of North 155th Street and Aurora Avenue North.

The City is currently completing the design stage of this project. Design options will be shared with the Council on July 12, 2004. Based on the final design option, the cost for this project may increase.

Total Project Budget: \$ 3,690,448

Funding Source:

WSDOT Target Zero; Federal – STP(U); CMAQ; IAC Grant; Roads Capital Fund

Critical Milestones:

- ▶ Pre-Design Options and Cost Estimate: May - Oct 2003
- ▶ Council Selects Design Option: Oct 2003
- ▶ PS & E and Environmental: Nov 2003 - Dec 2004
- ▶ Award Contract for Construction: March 2005
- ▶ Construction: April 2005 – September 2006

Interurban Trail – Pedestrian & Bicycle Crossing

Orgkey: 2914160		J.L.# ST106436		Total Project Budget		\$3,690,448				
Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total Project Cost
Project Expenditures:										
Planning/Design	\$56,448	\$477,842	\$629,000							\$685,448
Real Estate Acquisition										
Construction				\$3,005,000						\$3,005,000
Total Project Expenditures	\$56,448	\$477,842	\$629,000	\$3,005,000						\$3,690,448
Revenue Sources:										
WSDOT Target Zero		\$534,292	\$534,292							\$534,292
Federal - STP (U)				\$334,992						\$334,992
CMAQ				\$666,060						\$666,060
IAC Grant				\$1,581,773						\$1,581,773
Roads Capital Fund	\$56,448		\$94,708	\$422,175						\$573,331
Total Project Revenues	\$56,448	\$534,292	\$629,000	\$3,005,000						\$3,690,448
1% for Public Art (Included in Construction budget)				\$30,050						
Impact on Operating Budget	\$0			\$5,000	\$5,150	\$5,305	\$5,464	\$5,628	\$5,796	\$15,455
This project will have a significant street and landscaping maintenance impact on the operating budget.										
Project Time Line:		2004	2005	2006	2007	2008	2008	2009		
Planning/Design										
Real Estate Acquisition		Q1 Q2 Q3 Q4								
Construction			Q1 Q2 Q3 Q4							

Project: INTERURBAN TRAIL – NORTH CENTRAL SEGMENT (175TH STREET TO 192ND STREET)

Fund: Roads Capital

Project Category:

Pedestrian / Non-Motorized Projects

Critical Success

Factor:

Economic Vitality and Financial Stability

Strategies

Complete the Interurban Trail Project

COUNCIL

GOAL #1:

Work Toward the Completion of the Aurora Corridor and Interurban Trail Projects



Project Description:

This is part of a 3.25 mile trail project that includes construction of a multi-use trail primarily along the Seattle City Light power transmission right of way. This segment will be the final segment creating connectivity from the southern city limits to the northern city limits. Planning and design will coordinate with Aurora plans and issues.

Comprehensive Plan Goal T III:

Provide a pedestrian system that is safe, connects to destinations, accesses transit, and is accessible by all.

Goal T IV:

Consider a bicycle system that is connective and safe and

encourages bicycling as a viable alternative method of transportation.

Service Impact:

This project will provide a North and South pedestrian and bicycle path access in Shoreline. The Interurban Trail project is the backbone of the Shoreline Pedestrian and Bicycle sections of the Comprehensive Plan. It will provide access to the Aurora Village Transit Center and when completed it will complete Shoreline's portion of a 30-mile regional trail corridor.

Total Project Budget: \$2,430,000

Funding Source:

- ▶ County Grants
- ▶ Future Grants
- ▶ Roads Capital Funds

Critical Milestones:

- ▶ June/July 2003 - Central Sub-Area Plan Action:
- ▶ 2004 - Develop Cost Estimate/Design
- ▶ Q1 2004-2005 - Seek Funding
- ▶ 2005 - PS & E and Environmental Review:
- ▶ 2005 - Construction:

Interurban Trail – North Central Segment (175th Street to 192nd Street)

Orgkey:2914095		J.L.# ST101604		Total Project Budget		\$2,430,000				
Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total Project Cost
Project Expenditures:										
Planning/Design			\$400,000							\$400,000
Real Estate Acquisition										
Construction				\$2,030,000						\$2,030,000
Total Project Expenditures			\$400,000	\$2,030,000						\$2,430,000
Revenue Sources:										
County Grants				\$129,533						\$129,533
Future Grants				\$1,814,467						\$1,814,467
Roads Capital Fund			\$400,000	\$86,000						\$486,000
Total Project Revenues			\$400,000	\$2,030,000						\$2,430,000
1% for Public Art (Included in Construction budget)				\$20,300						
Impact on Operating Budget	\$0			\$10,000	\$10,300	\$10,609	\$10,927	\$11,255	\$11,593	\$30,909
This project will have a significant street and landscaping maintenance impact on the operating budget.										
Project Time Line:		2004	2005	2006	2007	2008	2008	2010		
Planning/Design		Q1 Q2 Q3 Q4								
Real Estate Acquisition										
Construction			Q1 Q2 Q3 Q 4							

Project: CURB RAMP, GUTTER & SIDEWALK PROGRAM

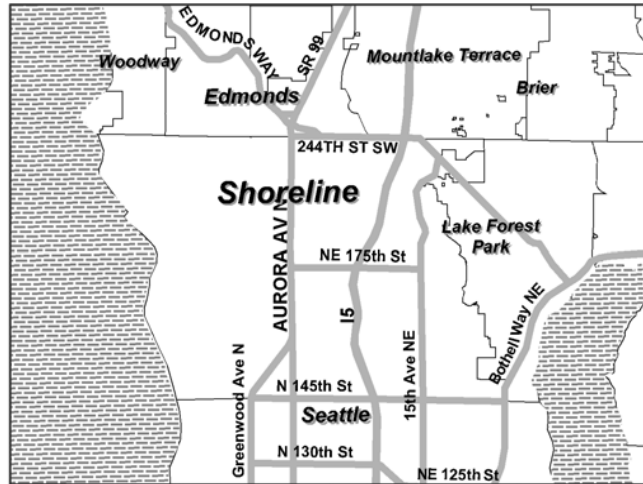
Fund: Roads Capital

Project Category:
Pedestrian / Non-
Motorized Projects

***Critical Success
Factor:***
Healthy, vibrant
neighborhoods

Strategies
Identify critical
infrastructure needs and
funding sources to support
healthy neighborhoods

***COUNCIL
GOAL #3***
Enhance our program for
safe and friendly streets



Project Description:
The Curb Ramp, Gutter and Sidewalk Program includes:

- ▶ Designing and constructing of curb ramps in compliance with the Americans with Disabilities Act (ADA) standards.
- ▶ Installing wheelchair detection loops, and audible pedestrian signals.
- ▶ Repairing and replacing existing cement concrete gutters and sidewalks damaged by tree roots, cracking or settlement.
- ▶ Constructing new sidewalk panel sections to fill existing gaps in the pedestrian walkway.

Comprehensive Plan Goal FG 7:
Assure effective and efficient public investment for quality public services, facilities and utilities.

Service Impact:

This project addresses locations throughout the City as determined from an inventory compiled and maintained by the Operations Division. These improvements are needed to increase the safety of the users of the City's sidewalk system by

- ▶ Removing barriers and increase/enhance accessibility in the community.
- ▶ Eliminating damaged sections and completing missing links in the existing system.

There are approximately 41 miles of arterial streets in the City. The equivalent of approximately 15 miles of those arterial streets have sidewalks on both sides, which results in 26 miles of arterial streets missing sidewalk. This program will repair or construct approximately 700 feet of sidewalk each year for a total of 0.8 mile of sidewalk repairs during 2005-2010, and addresses approximately 3% of the total arterial streets without sidewalks.

Total Project Budget: \$ 706,000

Funding Source:

- ▶ Roads Capital Fund
- ▶ Grants

Critical Milestones:

- ▶ Install 20 curb ramps per year.
- ▶ Repair 700 linear feet of sidewalk per year.
- ▶ Initial planning will begin in Q1 of each year.
- ▶ Design will be done in Q2 of each year.
- ▶ Construction will start in Q3 of each year, and be complete in Q4.

Curb, Ramp, Gutter and Sidewalk Project

Orgkey: N/A		J.L.# N/A		Total Project Budget					\$705,000	
Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total Project Cost
Project Expenditures:										
Design										
Planning/Design										
Real Estate Acquisition										
Construction				\$104,000	\$109,000	\$114,000	\$120,000	\$126,000	\$132,000	\$705,000
Total Project Expenditures				\$104,000	\$109,000	\$114,000	\$120,000	\$126,000	\$132,000	\$705,000
Revenue Sources:										
City General Fund										
Roads Capital Fund				\$104,000	\$109,000	\$114,000	\$120,000	\$126,000	\$132,000	\$705,000
Total Project Revenues				\$104,000	\$109,000	\$114,000	\$120,000	\$126,000	\$132,000	\$705,000
1% for Public Art										
<i>Ineligible - Repair & Maintenance</i>										
Impact on Operating Budget	\$0	\$0	\$0	\$2,251	\$2,751	\$3,251	\$3,751	\$4,251	\$4,751	\$0
Project Time Line:			2004	2005	2006	2007	2008	2009	2010	
Design										
Real Estate Acquisition										
Construction				Q3 Q4	Q3 Q4	Q3 Q4	Q3 Q4	Q3 Q4	Q3 Q4	

Project: TRAFFIC SMALL WORKS

Fund: Roads Capital

Project Category:

Pedestrian / Non-Motorized Projects

Critical Success Factor:

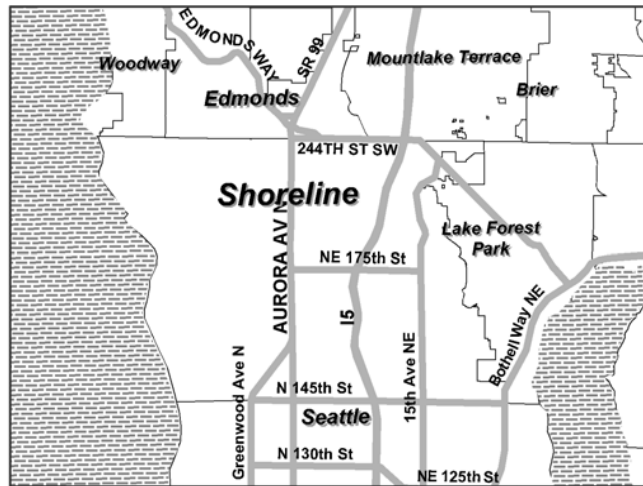
Healthy, vibrant neighborhoods

Strategies

Identify critical infrastructure needs and funding sources to support healthy neighborhoods

COUNCIL GOAL #2

Enhance our program for safe and friendly streets



Project Description:

The primary purpose of this program will be to provide flexibility in the development of Pedestrian and Traffic Projects designed to enhance Pedestrian and Traffic Safety. These funds would also be leveraged as part of grant applications for increased capacity to provide a higher standard level of Traffic Safety enhancements.

Comprehensive Plan Goal FG 1:

Accommodate anticipated levels of growth and enhance the quality of life within the City of Shoreline

Goal FG7: Assure effective and efficient public investment for quality public services, facilities, and utilities.

Service Impact:

The Traffic Small Works Program would provide the ability to mobilize and address unplanned small projects that could be addressed through small works contracts. Traffic Services would be able to make enhancements along major arterials/collectors, minor collectors/neighborhood residential streets, and within local city school boundaries.

Total Project Budget: \$ 1,201,000

Funding Source:

- ▶ Roads Capital Fund
- ▶ Grants

Critical Milestones:

- ▶ Develop citywide standards for crosswalks, bicycle routes and Pedestrian activated control signals.
- ▶ Provide technical expertise addressing Pedestrian and traffic channeling designs on the Aurora Corridor Project and Interurban CIP Project.
- ▶ Seek grant-funding sources for modeling new Pedestrian Safety concepts and Traffic calming devices.
- ▶ Educate Shoreline Communities on Pedestrian and Traffic Safety through the NTSP program

Project: ANNUAL ROAD SURFACE MAINTENANCE PROGRAM

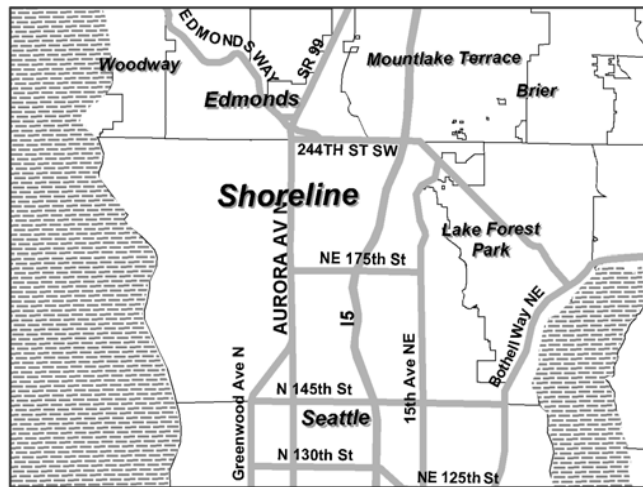
Fund: Roads Capital

Project Category:
System Preservation
Projects

**Critical Success
Factor:**
Quality Services and
Facilities

Strategies
Establish regular, routine
assessment of facilities and
services to identify
renovation and
replacement costs and
schedules.

**COUNCIL
GOAL #2**
Enhance our program for
safe and friendly streets



Project Description:

The City's long-term road surface maintenance program is designed to maintain the City's road system to the highest condition rating with the funds available using various thickness' of asphalt overlay and surface seals. Currently, the asphalt overlays are done in conjunction with King County's countywide overlay projects. King County provides engineering and inspection for the project. City of Shoreline Public Works Operations Division will provide project administration, construction oversight, quality review and final acceptance. Additionally, other accepted road surface seal treatments are provided through private contracting.

Comprehensive Plan Goal FG 7:

Assure effective and efficient public investment for quality public services, facilities and utilities.

Service Impact:

This project will extend the useful life of City streets by 10 –12 years, increases skid resistance of the street surface and improves better ride quality.

Total Project Budget: \$ 7,611,251

Funding Source:

- ▶ Roads Capital Fund
- ▶ City General Fund

Critical Milestones:

- ▶ Repair 6 centerline miles of road surface per year with asphalt overlay.
- ▶ Maintain 8 miles per year with surface seals.
- ▶ Initial planning will begin in Q1 of each year.
- ▶ Design will be done in Q2 of each year.
- ▶ Construction will start in Q3 of each year and be complete in Q4.

Annual Road Surface Maintenance Program

Orgkey: 2918151		J.L.# N/A		Total Project Budget				\$7,611,251		
Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total Project Cost
Project Expenditures:										
Planning/Design										
Real Estate Acquisition										
Construction	\$3,389,251	\$701,610	\$702,000	\$518,000	\$543,000	\$571,000	\$599,000	\$629,000	\$660,000	\$7,611,251
Total Project Expenditures	\$3,389,251	\$701,610	\$702,000	\$518,000	\$543,000	\$571,000	\$599,000	\$629,000	\$660,000	\$7,611,251
Revenue Sources:										
City General Fund	\$2,239,888									\$2,239,888
Roads Capital Fund	\$1,149,363	\$701,610	\$702,000	\$518,000	\$543,000	\$571,000	\$599,000	\$629,000	\$660,000	\$5,371,363
Total Project Revenues	\$3,389,251	\$701,610	\$702,000	\$518,000	\$543,000	\$571,000	\$599,000	\$629,000	\$660,000	\$7,611,251
1% for Public Art										
<i>Ineligible - Repair & Maintenance</i>										
Impact on Operating Budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Project Time Line:		2004	2005	2006	2007	2008	2009	2010		
Planning/Design										
Real Estate Acquisition										
Construction		Q2Q3Q4	Q2Q3Q4	Q2Q3Q4	Q2Q3Q4	Q2Q3Q4	Q2Q3Q4	Q2Q3Q4	Q2Q3Q4	

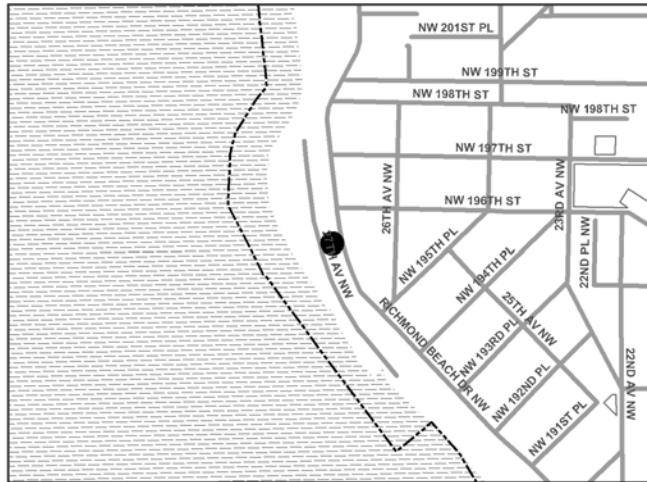
Project: RICHMOND BEACH OVERCROSSING 167AOX

Fund: Roads Capital

Project Category:
System Preservation
Projects

**Critical Success
Factor:**
Quality Services and
Facilities

Strategies
Establish regular, routine
assessment of facilities and
services to identify
renovation and
replacement costs and
schedules



Project Description:

Design and construct a concrete bridge to replace the existing, deteriorating timber structure over the Burlington Northern Railroad at Richmond Beach Drive NW and approximately NW 196th St. This bridge provides sole access to 35 homes on 27th Avenue NW.

Comprehensive Plan Goal T 1:

Develop a safe and efficient street system that accommodates all users and maximizes the people carrying capacity of the surface transportation system

Service Impact:

This project will greatly reduce, if not eliminate, the current weight limit. For example, this weight restriction has prohibited certain vehicles from using the bridge and increased the cost of construction for residents on 27th Avenue. The project will reduce the frequency of inspections and level of maintenance necessary to maintain a safe bridge now and well into the future.

Total Project Budget: \$2,482,847

Funding Source:

- ▶ Roads Capital Fund
- ▶ Other Agency Participation (HBRRP)
- ▶ Private Funding - BNSF

Critical Milestones:

- ▶ Pre-Design to Q3 of 2004
- ▶ Design from Q3 of 2004 through Q1 of 2005
- ▶ Construction from Q1 2005 through Q4 2005

Richmond Beach Overcrossing 167AOX

Orgkey: 2915098

J.L.# ST102700

Total Project Budget

\$2,482,847

Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total Project Cost
Project Expenditures:										
Planning/Design	\$116,414	\$360,709	\$377,000							\$493,414
Real Estate Acquisition										
Construction	\$65,433			\$1,924,000						\$1,989,433
Total Project Expenditures	\$181,847	\$360,709	\$377,000	\$1,924,000						\$2,482,847
Revenue Sources:										
Roads Capital Fund	\$69,247	\$146,709								\$69,247
STP	\$76,575									\$76,575
WSDOT - High Speed Rail		\$21,400								
BNSF (Private)		\$21,400		\$100,000						\$100,000
Other Agency Participation (HBRRP)		\$171,200	\$313,025	\$1,924,000						\$2,237,025
Total Project Revenues	\$145,822	\$360,709	\$313,025	\$2,024,000						\$2,482,847
1% for Public Art (Included in Construction budget)				\$19,240						
Impact on Operating Budget	\$0									

This project will have a street maintenance impact on the operating budget.

Project Time Line:		2004	2005	2006	2007	2008	2009	2010	
Planning/Design		Q1 Q2 Q3 Q4	Q1						
Real Estate Acquisition									
Construction			Q1 Q2 Q3 Q4						

Project: TRANSPORTATION IMPROVEMENTS PROJECT FORMULATION

Fund: Roads Capital

Project Category:
Safety / Operations Projects

Critical Success Factor:
Quality Services and Facilities

Strategies
Establish regular, routine assessment of facilities and services to identify renovation and replacement costs and schedules

COUNCIL GOAL #2
Enhance our program for safe and friendly streets



Project Description:

This project will evaluate transportation and engineering related complaints, identify problems and prioritize them according to an adopted system. Project scopes with conceptual plans and cost estimates will then be developed for consideration in the City's Capital Improvement Program. Activities include reconnaissance, community meetings, and environmental analysis and project data collection.

Comprehensive Plan Goal FG 8:

Improve multi-modal transportation systems that provide for Shoreline's present and future population.

Service Impact:

This project will allow internal and external customers to receive faster service with transportation related operations and engineering services.

Total Project Budget: \$ 657,733

Funding Source:

- ▶ Roads Capital Fund

Critical Milestones:

- ▶ Project is ongoing

Transportation Improvements Project Formulation

[illegible]

Project: NEIGHBORHOOD TRAFFIC SAFETY PROGRAM

Fund: Roads Capital

Project Category:
Safety / Operations Projects

Critical Success Factor:

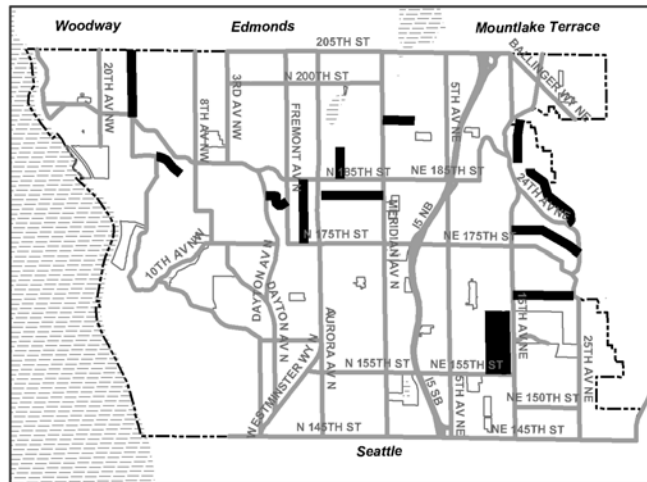
Healthy, vibrant neighborhoods

Strategies

Identify critical infrastructure needs and funding sources to support healthy neighborhoods

COUNCIL GOAL #2

Enhance our program for safe and friendly streets



Project Description:

The NTSP is a two-phase program that addresses safety and quality of life issues on non-arterial streets. These issues include speeding, vehicle volumes, visibility, and cut-through traffic. Prior to entering Phase I, Traffic Services does safety assessment, planning, and provides information to interested neighborhoods about the program. Phase I consists of education, police enforcement, and traffic control devices such as signs and pavement markings. Phase II consists of engineering physical devices such as speed bumps, traffic circles and chicanes.

Approximately 82 residential areas have applied to the program as of March, 2004. Forty-one (41) residential areas are involved in Phase I of the Program, and two residential areas are in Phase II. It is anticipated that 1-2 additional residential areas may enter Phase II in 2004. Two areas have completed Phase II.

As the NTSP is an ongoing program open to all residents on residential streets, construction is dependent on meeting eligibility requirements for Phase II.

Comprehensive Plan Goal T V:

Protect the livability and safety of residential neighborhoods from the adverse impacts of the automobile.

Service Impact:

Pedestrian and driver safety improvements, community building, increase in quality of life for citizens.

Total Project Budget: \$ 1,744,393

Funding Source:

- ▶ Roads Capital Fund

Critical Milestones:

- ▶ Revision of the NTSP program to add to the toolbox, make clarifications, and reduce the overall time neighborhoods spend in the program.

Neighborhood Traffic Safety Program

[illegible]

Project: AURORA CORRIDOR IMPROVEMENT PROJECT (145TH STREET TO 165TH STREET)

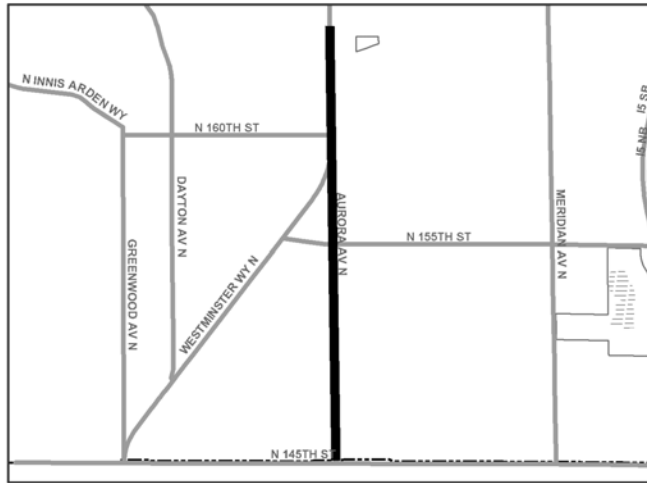
Fund: Roads Capital

Project Category:
Safety / Operations Projects

Critical Success Factor:
Economic Vitality and Financial Stability

Strategies
Complete the Aurora Corridor Project

COUNCIL GOAL #1
Work toward the completion of the Aurora Corridor and Interurban Trail projects



Project Description:

This project will add business access and transit (BAT) lanes, curbs, gutters, landscaping/street furnishings, and sidewalks on both sides; and landscaped center median/safety lane with left-turn and U-turn provisions. Install traffic signals at North 152nd Street and at North 165th Street. All traffic signals will be interconnected and include pedestrian crossings. Improve transit stops with new shelters. Install new street lighting, place overhead utility lines underground. Improve existing storm water drainage including water quality. On December 9, 2002, Council adopted Resolution #201, and selected the design for the project, with mitigation.

Comprehensive Plan Goal T 1:

Develop a safe and efficient street system that accommodates all users and maximizes the people carrying capacity of the surface transportation system.

Goal T 11:

Support increased transit coverage and service throughout the region to improve mobility options for all the Shoreline citizens.

Goal T 111: Provide a pedestrian system that is safe, connects to destinations, accesses transit, and is accessible by all.

Goal T IV: Consider a bicycle system that is connective and safe and encourages bicycling as a viable alternative method of transportation

Service Impact:

This project will improve the safety and mobility of pedestrians, transit users, people with disabilities, and drivers, along Aurora Avenue from North 145th Street to North 165th Street. In addition, this project will improve the economic development potential, enhance the livability of adjacent communities, and support the City's Comprehensive Plan.

Total Project Budget: \$ 24,892,407 *(This does not include the cost to underground utilities. Once an agreement is reached with Seattle City Light, the costs will be included in the budget as with the NCBD/15th Avenue project.)*

Funding Source:

Roads Capital Fund, Northwest Region Discretionary Fund, Surface Transportation Program – Urban, Federal – TCSP, State TIB Funding, New \$.05 Gas Tax King County Metro, Hazard Elimination System Grant, Federal Demo Project

Critical Milestones:

- ▶ 60% Design – Feb 2004
- ▶ 90% Design – August 2004
- ▶ ROW Acquisition Complete – April 2005
- ▶ Award Construction Bid – June 2005

Aurora Corridor Project (145th Street to 165th Street)

Orgkey: 2918120		J.L.# Multiple				Total Project Budget				\$24,892,407
Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total Project Cost
Project Expenditures:										
Planning/Design	\$3,768,431		\$1,700,000							\$5,468,431
Right of Way	\$976	\$1,271,285	\$2,900,000	\$10,000						\$2,910,976
Construction			\$50,000	\$10,211,000	\$6,252,000					\$16,513,000
Total Project Expenditures	\$3,769,407	\$3,529,364	\$4,650,000	\$10,221,000	\$6,252,000					\$24,892,407
Revenue Sources:										
Roads Capital Fund	\$827,131	\$717,231	\$870,537	\$1,029,620	\$499,921					\$3,227,209
NW Region Discretionary Fund	\$25,000									\$25,000
Surface Transportation Program - Urban	\$1,705,635									\$1,705,635
Federal - TCSP		\$284,757								
TIB-TPP	\$288,774	\$38,989		\$2,984,532	\$1,593,843					\$4,867,149
TIB (S)	\$222,383									\$222,383
Federal - STP (C)	\$698,554	\$944,184	\$2,167,565	\$3,693,187						\$6,559,306
New Gas Tax Funds		\$26,000		\$464,732	\$2,118,012					\$2,582,744
Federal - STP - (N)			\$93,695	\$28,356						\$122,051
Federal Funding - TEA-21 (F)	\$1,930									\$1,930
King County - METRO		\$125,000	\$125,000		\$375,000					\$500,000
Hazard Elimination System (HES)		\$90,000	\$90,000							\$90,000
Federal Demo Program		\$1,303,203	\$1,303,203	\$2,020,573	\$1,665,224					\$4,989,000
Total Project Revenues	\$3,769,407	\$3,529,364	\$4,650,000	\$10,221,000	\$6,252,000					\$24,892,407
1% for Public Art (Included in Construction budget)				\$164,630						
Impact on Operating Budget	\$0			\$122,570	\$126,247	\$130,035	\$133,936	\$137,954	\$142,093	\$650,742
This project will have a significant street and landscaping maintenance impact on the operating budget.										
Project Time Line:			2004	2005	2006	2007	2008	2009	2010	
Planning/Design			Q1 Q2 Q3 Q4	Q1						
Real Estate Acquisition			Q3 Q4	Q1						
Construction				Q2 Q3 Q4	Q1 Q2 Q3					

Project: AURORA CORRIDOR PROJECT (165TH STREET TO 205TH STREET)

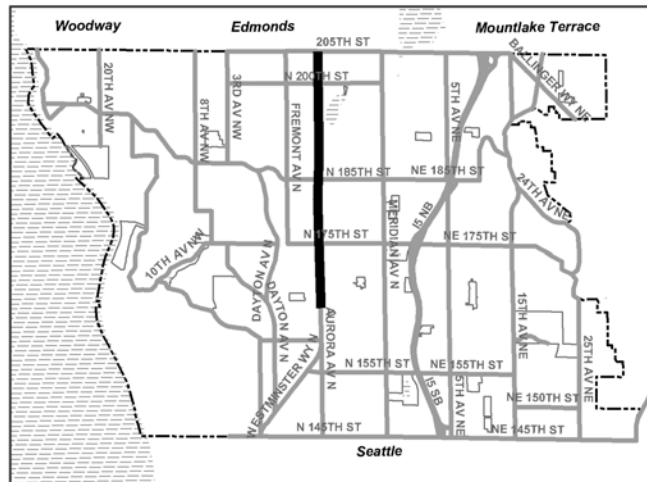
Fund: Roads Capital

Project Category:
Safety / Operations Projects

Critical Success Factor:
Economic Vitality and Financial Stability

Strategies
Complete the Aurora Corridor Project

COUNCIL GOAL #1
Work toward the completion of the Aurora Corridor and Interurban Trail projects



Project Description:

The project parameters for this phase begin at 165th Street and extend to 205th Street. The project scope of work includes adding business access and transit (BAT) lanes, curbs, gutters, landscaping/street furnishings, sidewalks on both sides; and adding a landscaped center median safety zone with left turn and U-turn provisions. The project also includes installing traffic signals at North 182nd Street and at North 195th Street, interconnecting traffic signals which also include pedestrian crossings, improving transit stops with new shelters and new street lighting, placing overhead utility lines underground, and improving existing storm water drainage system including water quality. Improvements at major intersections to improve east-west traffic flow will also be included in the project. The total cost for this phase of the work is estimated at \$59 million (In 2001 dollars), however, these costs will be evaluated again as relevant work commences. The Central Sub-Area Plan will be a crucial element in considering future Aurora Avenue improvements within the corridor.

Comprehensive Plan Goal T 1:

Develop a safe and efficient street system that accommodates all users and maximizes the people carrying capacity of the surface transportation system.

Goal T 11:

Support increased transit coverage and service throughout the region to improve mobility options for all the Shoreline citizens.

Goal T 111: Provide a pedestrian system that is safe, connects to destinations, accesses transit, and is accessible by all.

Goal T IV: Consider a bicycle system that is connective and safe and encourages bicycling as a viable alternative method of transportation

Service Impact:

This project will improve the safety and mobility of pedestrians, transit users, people with disabilities, and drivers along Aurora Avenue North from North 165th Street to North 205th Street. Additionally, improve the economic development potential, enhance the livability of adjacent communities, and support the City's Comprehensive Plan.

Total Project Budget: \$ 60,063,000 (This does not include the cost to underground utilities. Once an agreement is reached with Seattle City Light, the costs will be included in the budget as with the NCBD/15th Avenue project.)

Funding Source:

Roads Capital Fund, New \$.05 Gas Tax, WSDOT STP, King County Metro, Federal Funds (STP, TEA, HES), Future Grants

Critical Milestones:

- ▶ Complete Environmental Scoping – March 2005
- ▶ Issue Environmental Assessment – January 2006
- ▶ Complete Environmental Process – August 2006

Aurora Corridor Project (165th Street to 205th Street)

Orgkey: 2918161		J.L.# ST106300		Total Project Budget						\$60,063,000
Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total Project Cost
Project Expenditures:										
Planning/Design		\$473,833	\$100,000	\$1,200,000	\$1,300,000	\$2,000,000	\$1,630,000			\$6,230,000
Real Estate Acquisition						\$4,000,000	\$6,625,000			\$10,625,000
Construction							\$8,642,000	\$17,283,000	\$17,283,000	\$43,208,000
Total Project Expenditures		\$473,833	\$100,000	\$1,200,000	\$1,300,000	\$6,000,000	\$16,897,000	\$17,283,000	\$17,283,000	\$60,063,000
Revenue Sources:										
Roads Capital Fund		\$297,713	\$15,000	\$180,000	\$105,000	\$315,925	\$3,260,274	\$2,434,187	\$4,725,813	\$11,036,199
Federal - STP (C)		\$176,120								
Nickel Gas Tax Funding						\$3,984,075	\$3,459,181			\$7,443,256
WSDOT - STP (C)			\$85,000	\$1,020,000	\$1,105,000	\$1,700,000	\$905,461			\$4,815,461
King County							\$500,000			\$500,000
Federal Funding - TEA							<u>\$8,772,084</u>	<u>\$14,848,813</u>	<u>\$1,379,103</u>	\$25,000,000
Federal - Hazard Elimination System (HES)					\$90,000					\$90,000
<u>Future Grants</u>									<u>\$11,178,084</u>	\$11,178,084
Total Project Revenues		\$473,833	\$100,000	\$1,200,000	\$1,300,000	\$6,000,000	\$16,897,000	\$17,283,000	\$17,283,000	\$60,063,000
1% for Public Art (Included in Construction budget)							\$432,080			
Impact on Operating Budget	\$0								\$130,000	
This project will have a significant street and landscaping maintenance impact on the operating budget.										
Project Time Line:		2004	2005	2006	2007	2008	2009	2010		
Planning/Design			Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2			
Real Estate Acquisition						Q2 Q3 Q4	Q1 Q2			
Construction							Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	

Construction will begin Q3 of 2004 and be completed in Q3 of 2005.

NCBD/15TH Avenue Improvements

Orgkey: 2916101		J.L.# ST103408		Total Project Budget		\$7,671,228				
Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total Project Cost
Project Expenditures:										
Planning/Design	\$1,138,380	\$151,979	\$186,000	\$29,000						\$1,353,380
Real Estate Acquisition	\$21,013	\$13,023	\$86,000							\$107,013
Construction	\$101,835	\$4,295,214	\$2,328,000	\$3,781,000						\$6,210,835
Total Project Expenditures	\$1,261,228	\$4,460,216	\$2,600,000	\$3,810,000						\$7,671,228
Revenue Sources:										
King County - Prior Funding										
Roads Capital Fund	\$1,261,228	\$4,276,216	\$1,852,380	\$3,062,380						\$6,175,988
Seattle City Light Reimbursement (Undergrounding)			\$644,120	\$644,120						\$1,288,240
Arterial Improvement Program										
Hazard Elimination Grant (HES)		\$184,000	\$103,500	\$103,500						\$207,000
Total Project Revenues	\$1,261,228	\$4,460,216	\$2,600,000	\$3,810,000						\$7,671,228
1% for Public Art (Included in Construction budget)		\$42,952	\$48,208							
Impact on Operating Budget	\$0	\$11,124	\$11,124	\$11,358	\$11,596	\$11,840	\$12,088	\$12,342	\$12,601	\$45,202
This project will have a street maintenance impact on the operating budget.										
Project Time Line:		2004	2005	2006	2007	2008	2009	2010		
Planning/Design		Q1 Q2	Q4							
Real Estate Acquisition		Q1 Q2 Q3 Q4								
Construction		Q3 Q4	Q1 Q2 Q3							

- ▶ Pre-design will be completed in Q3 of 2004.
- ▶ Design will begin in Q4 of 2004 and will be completed by Q2 of 2005.
- ▶ Construction will begin in Q3 of 2005.

Dayton Avenue North at North 175th Street Retaining Wall

Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Budget	2006 Budget	2007 Budget	2008 Budget	2009 Budget	2010 Budget	Total Project Cost
Project Expenditures:										
Planning/Design	\$16,250	\$46,750	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$70,250
Real Estate Acquisition	\$0									\$0
Construction	\$0	\$308,000	\$0	\$400,000						\$400,000
Total Project Expenditures	\$16,250	\$354,750	\$54,000	\$400,000	\$0	\$0	\$0	\$0	\$0	\$470,250
Revenue Sources:										
Roads Capital Fund	\$16,250	\$354,750	\$54,000	\$400,000						\$470,250
Total Project Revenues	\$16,250	\$354,750	\$54,000	\$400,000	\$0	\$0	\$0			\$470,250
1% for Public Art (Included in Construction budget)		\$ 3,080	\$ -	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Impact on Operating Budget										\$0
This project will have no significant operation and maintenance impact on the operating budget.										
Project Time Line:		2004	2005	2006	2007	2008	2009	2010		
Planning/Design		Q3 Q4	Q1 Q2							
Real Estate Acquisition										
Construction			Q3 Q4							

PROJECTS
COMPLETED
IN
2004

Project: INTERURBAN TRAIL (145th Street to 175th Street & 192nd Street to 205th Street)

Fund: Roads Capital

Project Category:

Pedestrian / Non-Motorized Projects

Critical Success Factor:

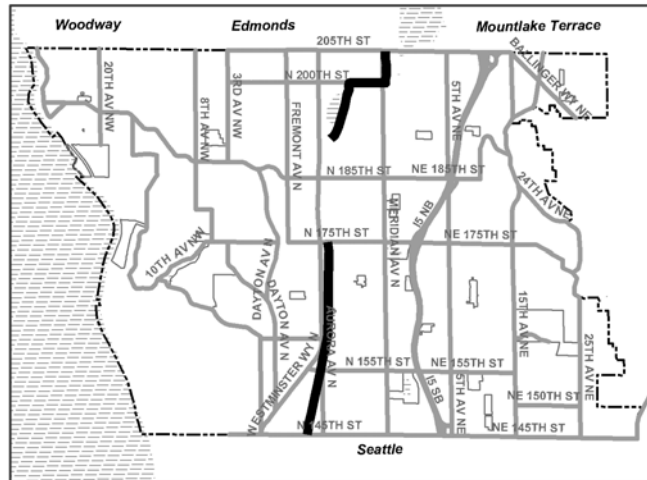
Economic Vitality and Financial Stability

Strategies

Complete the Interurban Trail Project

COUNCIL GOAL #1:

Work Toward the Completion of the Aurora Corridor and Interurban Trail Projects



Project Description:

This is part of a 3.25 mile trail project that includes construction of a pedestrian, bicycle trail including a small parking lot and trail head from North 145th to North 205th Streets primarily along the Seattle City Light power transmission right of way. The south segment from 145th Street to 155th and the north segment schedule A from 192nd to 200th Street will be constructed in 2003, with the south central segments from 155th to 175th Streets and north segment schedule B are to be constructed in 2004. The South Central section will connect to the Top Foods trail completed in 2003.

Comprehensive Plan Goal T 111:

Provide a pedestrian system that is safe, connects to destinations, accesses transit, and is accessible by all

Goal T IV: Consider a bicycle system that is connective and safe and encourages bicycling as a viable alternative method of transportation

Goal PR IV: Seek to develop a diverse City-wide trail system that provides linkages between parks, greenways, open spaces, regional trail systems, residential neighborhoods, and community businesses

Service Impact:

This project will provide a North and South pedestrian and bicycle path access in Shoreline. The Interurban Trail Project is the backbone of the Shoreline Pedestrian and Bicycle sections of the Comprehensive Plan. It will provide access to the Aurora Village Transit Center and when completed it will complete Shoreline's portion of a 30-mile regional trail corridor.

Total Project Budget: \$5,256,679

Funding Sources:

- ▶ Roads Capital Fund; State Grants; TCSP; Fed. CMAQ; Fed. TEA-21; Surface Transportation. Program-Urban; ISTEA; King Co. Parks; IAC

Critical Milestones:

South: Construction complete
South Central: Design complete May 2004
Construction complete December 2004
North A: Construction complete April 2004
North B: Design complete June 2004
Construction complete December 2004

Interurban Trail (145th Street to 175th Street & 192nd Street to 205th Street)

Orgkey: 2914095		J.L.# ST101601, ST101602, ST101603, ST101604			Total Project Budget		\$5,256,679				
Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total Project Cost	
Project Expenditures:											
Planning	\$182,863	\$38,734								\$182,863	
Pre-Design											
Design	\$1,197,839	\$465,443	\$293,000							\$1,490,839	
Planning/Design	\$1,380,701	\$504,177	\$293,000							\$1,673,701	
Real Estate Acquisition	\$158									\$158	
Construction	\$792,820	\$2,580,985	\$2,790,000							\$3,582,820	
Total Project Expenditures	\$2,173,679	\$3,085,162	\$3,083,000							\$5,256,679	
Revenue Sources:											
Roads Capital Fund	\$799,694	\$899,609	\$901,138							\$1,700,832	
Federal CMAQ		\$1,470,413	\$1,327,296							\$1,327,296	
CMAQ			\$139,582							\$139,582	
Federal - TEA-21	\$209,699									\$209,699	
Surface Transportation Program - Urban	\$994,517	\$416,155	\$416,155							\$1,410,672	
King County Parks	\$164,990									\$164,990	
IAC	\$4,779	\$298,985	\$298,829							\$303,608	
Total Project Revenues	\$2,173,679	\$3,085,162	\$3,083,000							\$5,256,679	
1% for Public Art (Included in Construction budget)		\$53,710									
Impact on Operating Budget		\$0	\$15,000	\$15,000	\$20,000	\$20,600	\$21,218	\$21,855	\$22,510	\$23,185	\$101,818
This project will have a significant street and landscaping maintenance impact on the operating budget.											
Project Time Line:			2004	2005	2006	2007	2008	2008	2009		
Planning/Design			Q1 Q2								
Real Estate Acquisition											
Construction			Q1 Q2 Q3 Q4								

Project: CURB RAMPS PROGRAM

Fund: Roads Capital

Project Category:

Pedestrian / Non-Motorized Projects

Critical Success Factor:

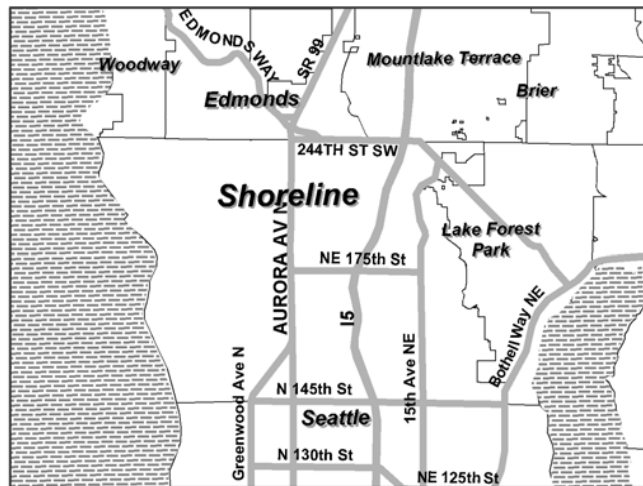
Healthy, vibrant neighborhoods

Strategies

Identify critical infrastructure needs and funding sources to support healthy neighborhoods

COUNCIL GOAL # 3

Enhance our program for safe and friendly streets



Project Description:

The Curb Ramp Program includes the designing and constructing of curb ramps. Curb Ramps are constructed to comply with the Americans with Disabilities Act (ADA) standards. The program could also include the installation of wheelchair detection loops and audible pedestrian signals.

Comprehensive Plan Goal T 111:

Provide a pedestrian system that is safe, connects to destinations, accesses transit, and is accessible by all

Service Impact:

This project addresses locations throughout the City as determined from an inventory compiled and maintained by the Operations Division. These improvements are needed to increase the safety of the users of the City's sidewalk system by removing barriers and increase/enhance accessibility in the community.

Total Project Budget: \$ 674,881

Funding Source:

- ▶ Roads Capital Fund
- ▶ HUD Community Block Grant
- ▶ Metro King County
- ▶ CMAQ

Critical Milestones:

- ▶ Install 20 curb ramps per year.
- ▶ Initial planning will begin in Q1 of each year.
- ▶ Design will be done in Q2 of each year.
- ▶ Construction will start in Q3 of each year, and be complete in Q4.

Curb Ramps Program

Orgkey: 2914096		J.L.# Multiple		Total Project Budget				\$674,881		
Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total Project Cost
Project Expenditures:										
Planning/Design	\$156,206									\$156,206
Real Estate Acquisition										
Construction	\$440,675	\$78,000	\$78,000							\$518,675
Total Project Expenditures	\$596,881	\$78,000	\$78,000							\$674,881
Revenue Sources:										
Roads Capital Fund	\$185,158	\$78,000	\$78,000							\$263,158
HUD Community Block Grant Program	\$325,223									\$325,223
Metro King County	\$6,060									\$6,060
Congestion Mitigation & Air Quality (CMAQ)	\$80,440									\$80,440
Total Project Revenues	\$596,881	\$78,000	\$78,000							\$674,881
1% for Public Art (Included in Construction budget)		\$780	\$780							
Impact on Operating Budget	\$0	\$1,751	\$1,751							\$8,240
This project will have a street maintenance impact on the operating budget.										
Project Time Line:		2004	2005	2006	2007	2008	2009	2010		
Planning/Design										
Real Estate Acquisition										
Construction		Q2 Q3 Q4								

Project: PEDESTRIAN IMPROVEMENT PROGRAM

Fund: Roads Capital

Project Category:

Pedestrian / Non-Motorized Projects

Critical Success Factor:

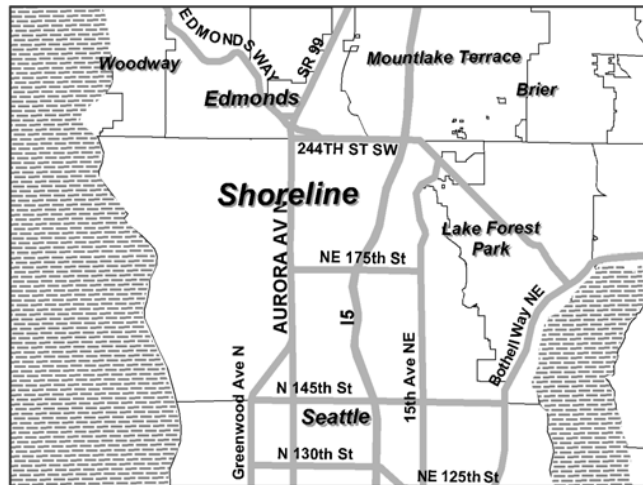
Healthy, vibrant neighborhoods

Strategies

Identify critical infrastructure needs and funding sources to support healthy neighborhoods

COUNCIL GOAL #3

Enhance our program for safe and friendly streets



Project Description:

To evaluate pedestrian safety needs, select and make annual improvements including walkways (sidewalks and paved paths) and crosswalks. Information could be used for pedestrian grant applications. Crosswalk locations would be evaluated using the pedestrian volume, crossing gaps in traffic throughout the day (hourly), speed of traffic, types of pedestrians. An initial compilation would be made, reviewed, and used for annual TIP, CIP, and budgeting prioritization as well as grant applications. Primary focus will be on the City's arterials.

Comprehensive Plan Goal T 111:

Provide a pedestrian system that is safe, connects to destinations, accesses transit, and is accessible by all

Service Impact:

The City of Shoreline has a high amount of pedestrian activity throughout the City with many of the arterials having narrow or little shoulder room for pedestrian traffic. Having room to walk out of the traveled way, room for vehicle evasive maneuvers, vehicle speeds, vehicle volumes, pedestrian type are the safety factors to assess and modify to improve pedestrian safety. Crossing safety exposure would be assessed using speeds (the rate of vehicle non-compliance is a function of speed) crossing gaps visibility, crossing volumes and types.

Total Project Budget: \$ 143,771

Funding Source:

- ▶ Roads Capital Fund
- ▶ Grants

Critical Milestones:

- ▶ Develop citywide standards for crosswalks, bicycle routes and Pedestrian activated control signals.
- ▶ Provide technical expertise addressing Pedestrian and traffic channeling designs on the Aurora Corridor Project and Interurban CIP Project.
- ▶ Seek grant-funding sources for modeling new Pedestrian Safety concepts and Traffic calming devices
- ▶ Educate Shoreline Communities on Pedestrian and Traffic Safety through the NTSP program.

Pedestrian Improvement Program

Orgkey: 2914097		J.L.# ST100400		Total Project Budget				\$143,771			
Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total Project Cost	
Project Expenditures:											
Planning/Design	\$5,200	\$19,000	\$19,000	\$0	\$0	\$0	\$0	\$0	\$0	\$24,200	
Real Estate Acquisition	\$0									\$0	
Construction	\$28,571	\$91,000	\$91,000	\$0	\$0	\$0	\$0	\$0	\$0	\$119,571	
Total Project Expenditures	\$33,771	\$110,000	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$143,771	
Revenue Sources:											
Roads Capital Fund	\$33,771	\$55,000	\$55,000	\$0	\$0	\$0	\$0	\$0	\$0	\$88,771	
Grant 50%'	\$0	\$55,000	\$55,000	\$0	\$0	\$0	\$0	\$0	\$0	\$55,000	
Total Project Revenues	\$33,771	\$110,000	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$143,771	
1% for Public Art Ineligible - Not a structure or improvement		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Impact on Operating Budget										\$0	
This project will have no significant operation and maintenance impact on the operating budget.											
Project Time Line:		2004	2005	2006	2007	2008	2009	2010			
Planning/Design		Q1 Q2 Q3									
Real Estate Acquisition											
Construction		Q2 Q3 Q4									

Project: ADVANCED TRANSPORTATION RIGHT-OF-WAY ACQUISITION

Fund: Roads Capital

Project Category:
System Preservation
Projects



Project Description:

This project will analyze and act upon funding and property opportunities that enhance the public right of way.

Comprehensive Plan Goal T 1:

Develop a safe and efficient street system that accommodates all users and maximizes the people carrying capacity of the surface transportation system

Service Impact:

This project will provide more timely response to possible land acquisition research and purchases that may come into possibility due to development or other land use actions. Property would only be for the value of improving our public right of way.

Total Project Budget: \$ 20,000

Funding Source:

- ▶ Roads Capital Fund

Critical Milestones:

- ▶ Project is ongoing

Advanced Transportation Right-of-way Acquisition

[illegible]

Project: ANNUAL SIDEWALK REPAIR PROGRAM

Fund: Roads Capital

Project Category:
System Preservation
Projects

***Critical Success
Factor:***
Quality Services and
Facilities

Strategies
Establish regular, routine
assessment of facilities and
services to identify
renovation and
replacement costs and
schedules

***COUNCIL
GOAL #3***
Enhance our program for
safe and friendly streets



Project Description:

This project repairs and replaces existing cement concrete sidewalk sections damaged by tree roots, cracking or settlement. It also constructs new panel sections of sidewalk, in short sections, to fill existing gaps in the pedestrian walkway.

Comprehensive Plan Goal T 111:

Provide a pedestrian system that is safe, connects to destinations, accesses transit, and is accessible by all

Service Impact:

This project addresses locations throughout the City as determined from an inventory compiled and maintained by the Operations Division. These improvements are needed to increase the safety of the users of the City's sidewalk system by eliminating damaged sections and completing missing links in the existing system. There are approximately 41 miles of arterial streets in the City. The equivalent of approximately 15 miles of those arterial streets have sidewalks on both sides, which results in 26 miles of arterial streets missing sidewalk. This program will repair or construct approximately 700 feet of sidewalk each year for a total of 0.8 mile of sidewalk repairs during 2005-2010, and addresses approximately 3% of the total arterial streets without sidewalks.

Total Project Budget: \$540,215

Funding Source:

- ▶ Roads Capital Fund

Critical Milestones:

- ▶ Repair 700 linear feet of sidewalk per year.
- ▶ Initial planning will begin in Q1 of each year.
- ▶ Design will be done in Q2 of each year.
- ▶ Construction will start in Q3 of each year, and be complete in Q4

Annual Sidewalk Repair Program

Orgkey: 2914152

J.L.# ST100900

Total Project Budget

\$540,215

Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total Project Cost
Project Expenditures:										
Planning/Design	\$19,533	\$5,000								\$19,533
Real Estate Acquisition										
Construction	\$360,682	\$154,748	\$160,000							\$520,682
Total Project Expenditures	\$380,215	\$159,748	\$160,000							\$540,215
Revenue Sources:										
City General Fund	\$209,178									\$209,178
Roads Capital Fund	\$171,037	\$159,748	\$160,000							\$331,037
Total Project Revenues	\$380,215	\$159,748	\$160,000							\$540,215
1% for Public Art Ineligible - Repair & Maintenance										
Impact on Operating Budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project Time Line:		2004	2005	2006	2007	2008	2009	2010
Design								
Real Estate Acquisition								
Construction		Q2 Q3 Q4						

Project: N. 185TH & AURORA INTERSECTION ANALYSIS

Fund: Roads Capital

Project Category:
Safety / Operations Projects

COUNCIL GOAL #3

Enhance our program for
safe and friendly streets



Project Description:

This project will provide a study to determine improvements that can be made in advance of the Aurora Corridor project to improve overall circulation through and around this intersection. It will be coordinated with the Aurora Corridor project to complement its design plan. This project will not replace any elements of the Aurora Corridor project, but will simply enhance and improve plans for this intersection.

Comprehensive Plan Goal T 1:

Develop a safe and efficient street system that accommodates all users and maximizes the people carrying capacity of the surface transportation system

Service Impact:

This project will improve the traffic flow at this intersection.

Total Project Budget: \$ 40,000

Funding Source:

- ▶ Roads Capital Fund

Critical Milestones:

- ▶ Estimated start date: Q2 2004

N. 185th and Aurora Intersection Analysis

[illegible]

Project: NORTH 160TH STREET @ GREENWOOD AVE. NORTH PRE-DESIGN STUDY

Fund: Roads Capital

Project Category:
Safety / Operations Projects

Critical Success Factor:

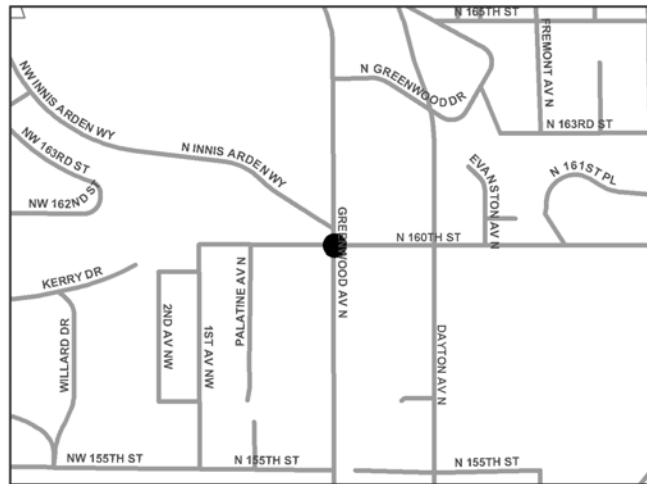
Healthy, vibrant neighborhoods

Strategies

Identify critical infrastructure needs and funding sources to support healthy neighborhoods

COUNCIL GOAL #3

Enhance our program for safe and friendly streets



Project Description:

This project will improve operation and safety at the five-way intersection at North 160th Street, Greenwood Avenue North and Innis Arden Way. A study will determine the preferred solution to the current traffic operating problems at this intersection. Solutions to be investigated include roundabout design, traffic signal, realignment and/or rechannelization. This project could also include bus zones and layover improvements, new sidewalks, landscaping and illumination.

Comprehensive Plan Goal T 1:

Develop a safe and efficient street system that accommodates all users and maximizes the people carrying capacity of the surface transportation system

Service Impact:

This site has competing issues of pedestrian safety, intersection and adjacent street congestion, inefficient transit operations and service. Congestion on city streets impact the City's transportation network and quality of life for Shoreline residents.

Total Project Budget: \$ 50,000

Funding Source:

- ▶ Roads Capital Fund

Critical Milestones:

- ▶ Pre-design in 2004.

North 160th Street at Greenwood Avenue North Pre-Design Study

[illegible]

Project: TRANSPORTATION MASTER PLAN

Fund: Roads Capital

Project Category:
Safety / Operations Projects

Critical Success Factor:

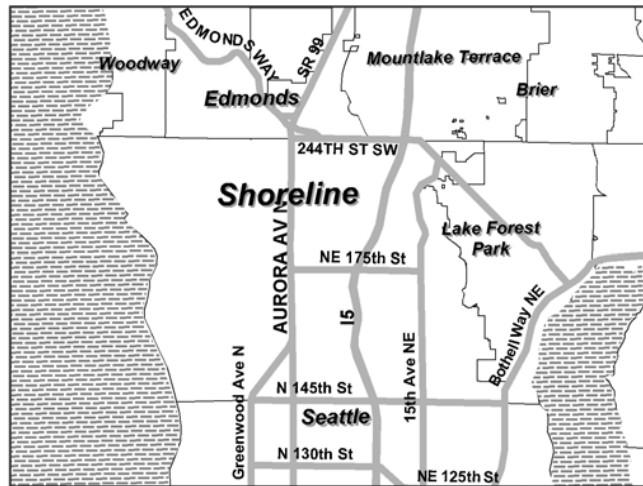
Innovative leadership and strategic planning

Strategies

Update the Comprehensive Plan, including Transportation Master Plan

COUNCIL GOAL #3

Enhance our program for safe and friendly streets



Project Description:

This project will create a master list of roadway, safety, operational, pedestrian and bicycle projects as well as a Master Arterial Street plan. This effort will be coordinated with the update of the Comprehensive Plan. Projects will have planning level cost estimates. The product will also include a concurrency management system and will consider potential new funding sources such as transportation impact fees for new developments. Another result of the planning effort will be the development of a project prioritization process to aid in the development of future CIPs. The effort will include transportation modeling of the Comprehensive Plan land uses.

Comprehensive Plan Goal T 1:

Develop a safe and efficient street system that accommodates all users and maximizes the people carrying capacity of the surface transportation system

Service Impact:

The update of the Comprehensive Plan and its transportation element is required by state GMA law. The plan must address all modes of transportation. GMA also requires a concurrency management system and a Transportation Facilities Plan.

Total Project Budget: \$ 232,806

Funding Source:

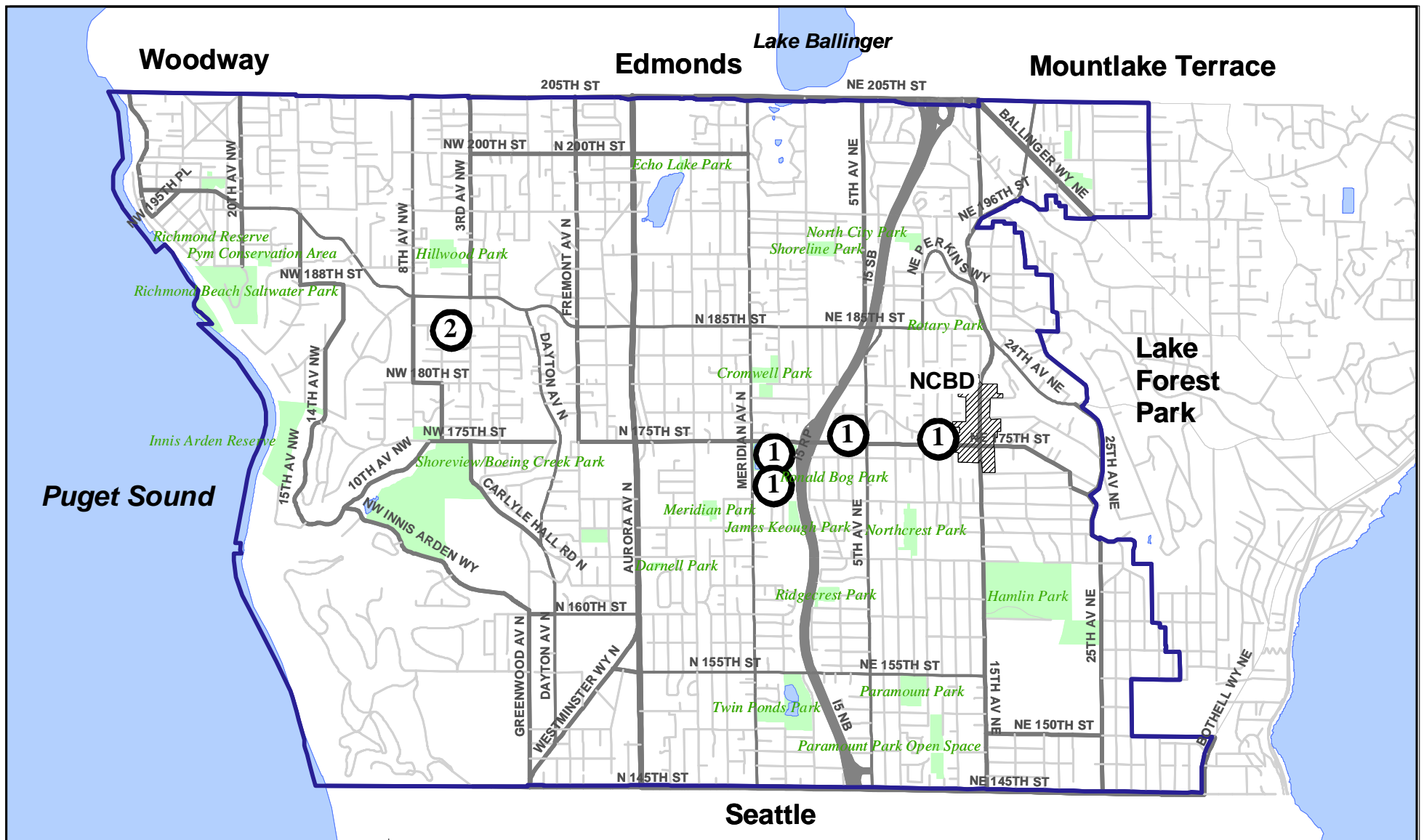
- Roads Capital Fund

Critical Milestones:

- May 2004 - Complete draft, Transportation Plan
- December 2004 – Incorporation into City Comprehensive Plan

Transportation Master Plan

[illegible]



City of Shoreline 2005-2010 Surface Water Capital Improvement Plan



Filename: \\paramount\data\GIS\Maps\Finance\CIP_Water_05.mxd 11:39:32 AM
Plot date: 5/13/2004



- Project Location
- Park

1. Ronald Bog Drainage Improvements
2. 3rd Ave NW Drainage Improvements

CITYWIDE IMPROVEMENTS

Stream Rehabilitation and
Habitat Enhancement Program
SWM CIP Project Formulation
Surface Water Property Acquisition
Surface Water Small Projects

**City of Shoreline 2005 - 2010 Capital Improvement Plan
Program Summary
Surface Water Capital Fund**

Project	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total 2005-2010	Total Project Cost
Expenditures											
Conveyance and Treatment Projects											
SWM CIP Project Formulation	\$30,006	\$40,002	\$40,000	\$42,000	\$44,000	\$46,000	\$49,000	\$51,000	\$52,000	\$284,000	\$354,006
Surface Water Small Projects	\$1,176,342	\$255,000	\$255,000	\$155,000	\$161,000	\$168,000	\$177,000	\$184,000	\$192,000	\$1,037,000	\$2,468,342
Ronald Bog Drainage Improvements	\$794,879	\$995,489	\$1,200,000	\$400,000	\$1,400,000	\$1,444,000				\$3,244,000	\$5,238,879
3rd Avenue NW Drainage Improvements	\$357,807	\$746,702	\$1,154,000	\$1,500,000	\$500,000					\$2,000,000	\$3,511,807
Stream Rehabilitation / Habitat Enhancement											
Stream Rehab / Habitat Enhancement Program	\$12,000	\$25,000	\$25,000	\$51,000	\$53,000	\$56,000	\$58,000	\$61,000	\$65,000	\$344,000	\$381,000
Advanced Stormwater Right-of-Way Acquisition		\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$120,000	\$140,000
Surface Water Master Plan	\$65,553	\$184,448	\$184,000								\$249,553
Non-Project Specific											
Surface Water Capital Engineering		\$145,000	\$145,000	\$152,000	\$160,000	\$168,000	\$176,000	\$185,000	\$194,000	\$1,035,000	\$1,180,000
General Fund Cost Allocation Overhead Charge		\$114,000	\$114,000	\$114,000	\$114,000	\$114,000	\$114,000	\$114,000	\$114,000	\$684,000	\$798,000
Total Expenditures by Year	\$2,436,587	\$2,525,641	\$3,137,000	\$2,434,000	\$2,452,000	\$2,016,000	\$594,000	\$615,000	\$637,000	\$8,748,000	\$14,321,587
Revenues											
Operating Transfer - Surface Water Operations	\$ 1,522,596	\$ -	\$ -	\$ 313,973	\$ 315,209	\$ 316,515	\$ 322,808	\$ 326,922	\$ 331,187	\$1,926,614	\$3,449,210
SWM Fee Increase		\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$2,400,000	\$2,800,000
Interest Income		\$ 40,000	\$ 40,000	\$58,552	\$44,314	\$93,508	\$52,915	\$62,001	\$70,697	\$381,987	
Ronald Bog - DOT Water Quality	\$ 11,741	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$11,741
Ronald Bog - Public Works Trust Fund Loan	\$ 608,325	\$ 631,726	\$ 1,000,000	\$ -	\$ 2,296,530	\$ 394,110	\$ -	\$ -	\$ -	\$2,690,640	\$4,298,965
3rd Avenue - Public Works Trust Fund Loan	\$ 293,925	\$ 56,398	\$ 1,665,575	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$1,959,500
Total Revenues by Year	\$ 2,436,587	\$ 1,128,124	\$ 3,105,575	\$ 772,525	\$ 3,056,053	\$ 1,204,133	\$ 775,723	\$ 788,923	\$ 801,884	\$ 7,399,241	\$ 12,519,416
Beginning Fund Balance		\$2,775,452	\$2,959,013	\$2,927,588	\$1,266,113	\$1,870,166	\$1,058,299	\$1,240,022	\$1,413,945	\$2,927,588	
Total Revenues		\$1,128,124	\$3,105,575	\$772,525	\$3,056,053	\$1,204,133	\$775,723	\$788,923	\$801,884	\$7,399,241	
Total Expenditures		\$2,525,641	\$3,137,000	\$2,434,000	\$2,452,000	\$2,016,000	\$594,000	\$615,000	\$637,000	\$8,748,000	
Ending Fund Balance		\$1,377,935	\$2,927,588	\$1,266,113	\$1,870,166	\$1,058,299	\$1,240,022	\$1,413,945	\$1,578,829	\$1,578,829	
Impact on Operating Budget	\$0	\$ 1,000	\$ 4,000	\$ 9,030	\$ 12,000	\$ 12,360	\$ 12,731	\$ 13,113	\$ 13,506	\$ -	\$ 76,740

SURFACE WATER CAPITAL FUND SUMMARY

Types of Projects

In the Surface Water Capital Fund, projects are categorized as either Conveyance and Treatment Projects or Stream Rehabilitation/Habitat Enhancement Projects. Funding for these projects is provided from an allocation of surface water fees or financing such as Public Works Trust Fund Loans. Any debt, which is used to finance projects, must be repaid by allocating a portion of surface water fees for this purpose.

Estimated 2004 Status

The following table summarizes the financial projections of the budgeted and projected expenditures for the Surface Water Capital Fund for 2004. More specific information can be found on the individual project sheets following this summary.

City of Shoreline 2005 - 2010 Capital Improvement Plan 2004 Forecast Surface Water Capital Fund

Project	2004 Budget	2004 Projected	2004 Variance	Comments
Expenditures				
Conveyance and Treatment Projects				
SWM CIP Project Formulation	\$40,002	\$40,000	(\$2)	
Surface Water Small Projects	\$255,000	\$255,000	\$0	
Ronald Bog Drainage Improvements	\$995,489	\$1,200,000	\$204,511	Additional short-term improvements will be completed during 2004
3rd Avenue NW Drainage Improvements	\$746,702	\$1,154,000	\$407,298	Accelerated construction of conveyance improvements.
Stream Rehabilitation / Habitat Enhancement				
Stream Rehab / Habitat Enhancement Program	\$25,000	\$25,000	\$0	
Advanced Stormwater Right-of-Way Acquisition	\$20,000	\$20,000		
Surface Water Master Plan	\$184,448	\$184,000	(\$448)	

**City of Shoreline 2005 - 2010 Capital Improvement Plan
2004 Forecast
Surface Water Capital Fund**

Project	2004 Budget	2004 Projected	2004 Variance	Comments
Non-Project Specific				
Surface Water Capital Engineering	\$ 145,000	\$ 145,000		
General Fund Cost Allocation Overhead Charge	\$ 114,000	\$ 114,000		
Total Expenditures by Year	\$2,525,641	\$3,137,000	\$611,359	
Revenues				
Operating Transfer - Surface Water Operations	\$ -	\$ -	\$ -	
SWM Fee Increase	\$ 400,000	\$ 400,000	\$ -	
Interest Income	\$ 40,000	\$ 40,000	\$ -	
Ronald Bog - Public Works Trust Fund Loan	\$ 631,726	\$ 1,000,000	\$ 368,274	New loan amounts reflect the revised project schedule.
3rd Avenue - Public Works Trust Fund Loan	\$ 56,398	\$ 1,665,575	\$ 1,609,177	New loan amounts reflect the revised project schedule.
Total Revenues by Year	\$ 1,128,124	\$ 3,105,575	\$1,977,451	
Beginning Fund Balance	\$2,775,452	\$2,959,013	\$183,561	
Total Revenues	\$1,128,124	\$3,105,575	\$1,977,451	
Total Expenditures	\$2,525,641	\$3,137,000	(\$611,359)	
Ending Fund Balance	\$1,377,935	\$2,927,588	\$1,549,653	

2005-2010 CIP Summary

The 2005-2010 Surface Water Capital CIP totals \$8.7 million. There are 6 projects approved for funding over this period.

Project	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total 2005-2010
Expenditures							
Conveyance and Treatment Projects	\$2,097,000	\$2,105,000	\$1,658,000	\$226,000	\$235,000	\$244,000	\$6,565,000
Stream Rehabilitation / Habitat Enhancement	\$71,000	\$73,000	\$76,000	\$78,000	\$81,000	\$85,000	\$464,000
Non-Project Specific	\$266,000	\$274,000	\$282,000	\$290,000	\$299,000	\$308,000	\$1,719,000
Total Expenditures by Year	\$2,434,000	\$2,452,000	\$2,016,000	\$594,000	\$615,000	\$637,000	\$8,748,000
Revenues	\$772,525	\$3,056,053	\$1,204,133	\$775,723	\$788,923	\$801,884	\$7,399,241
Beginning Fund Balance	\$2,927,588	\$1,266,113	\$1,870,166	\$1,058,299	\$1,240,022	\$1,413,945	\$2,927,588
Total Revenues	\$772,525	\$3,056,053	\$1,204,133	\$775,723	\$788,923	\$801,884	\$7,399,241
Total Expenditures	\$2,434,000	\$2,452,000	\$2,016,000	\$594,000	\$615,000	\$637,000	\$8,748,000
Ending Fund Balance	\$1,266,113	\$1,870,166	\$1,058,299	\$1,240,022	\$1,413,945	\$1,578,829	\$1,578,829
Impact on Operating Budget	\$9,030	\$12,000	\$12,360	\$12,731	\$13,113	\$13,506	

Changes from the 2004-2009 CIP

Changes to Existing Projects:

Surface Water Project Formulation: Includes funding for 2010.

Surface Water Small Projects: Includes funding for 2010.

Ronald Bog Drainage Improvements: The total project cost has been reduced from \$6.2 million to \$5.2 million. Short-term improvements will be completed in 2004. The City is completing a Surface Water Comprehensive Plan in 2004 which will be utilized to validate the Ronald Bog Preferred Solutions adopted by City Council in 2001. The 2006 and 2007 budget years reflect the construction of additional improvements assuming no conflicts exist between the Surface Water Comprehensive Plan and the Preferred Solution. The Preferred Solution includes: a ballfield/detention facility at Cromwell Park, an open stream channel south of Ronald Bog along Corliss Avenue N, watercourse improvements north of 167th Street along Corliss Place, a stormwater conveyance line along Serpentine Avenue, and improvements to Pump Station #2 (2nd Place and 178th Street.)

3rd Avenue NW Drainage Improvements: The schedule for this project has been modified. The total project cost remains the same at \$3.5 million. Construction was scheduled for completion in 2005, but now the final stages will occur in early 2006. Construction of conveyance, street and pedestrian improvements will be completed during 2004, construction of stormwater facility modifications will begin in mid-2005 and be completed in early 2006.

Stream Rehab/Habitat Enhancement Program: Funding for this project has been increased.

Advanced Storm-water Right-of-way Acquisition: Includes funding for 2010.

Policy Issues

Master Plans: During 2004, the City is updating its Comprehensive Plan and developing surface water, transportation, and parks and open space master plans. It is anticipated that the comprehensive plan updates and master plans will be adopted in late 2004. These plans will be the basis for future Capital Improvement Plans.

Municipal Art Funding: The City Council adopted a Municipal Art Program for capital projects in 2002. This cost has been included in the eligible construction projects.

**City of Shoreline 2005 - 2010 Capital Improvement Plan
Program Summary
Surface Water Capital Fund**

Project	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total 2005-2010	Total Project Cost
Expenditures											
Conveyance and Treatment Projects											
SWM CIP Project Formulation	\$30,006	\$40,002	\$40,000	\$42,000	\$44,000	\$46,000	\$49,000	\$51,000	\$52,000	\$284,000	\$354,006
Surface Water Small Projects	\$1,176,342	\$255,000	\$255,000	\$155,000	\$161,000	\$168,000	\$177,000	\$184,000	\$192,000	\$1,037,000	\$2,468,342
Ronald Bog Drainage Improvements	\$794,879	\$995,489	\$1,200,000	\$400,000	\$1,400,000	\$1,444,000				\$3,244,000	\$5,238,879
3rd Avenue NW Drainage Improvements	\$357,807	\$746,702	\$1,154,000	\$1,500,000	\$500,000					\$2,000,000	\$3,511,807
Stream Rehabilitation / Habitat Enhancement											
Stream Rehab / Habitat Enhancement Program	\$12,000	\$25,000	\$25,000	\$51,000	\$53,000	\$56,000	\$58,000	\$61,000	\$65,000	\$344,000	\$381,000
Advanced Stormwater Right-of-Way Acquisition		\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$120,000	\$140,000
Surface Water Master Plan	\$65,553	\$184,448	\$184,000								\$249,553
Non-Project Specific											
Surface Water Capital Engineering		\$145,000	\$145,000	\$152,000	\$160,000	\$168,000	\$176,000	\$185,000	\$194,000	\$1,035,000	\$1,180,000
General Fund Cost Allocation Overhead Charge		\$114,000	\$114,000	\$114,000	\$114,000	\$114,000	\$114,000	\$114,000	\$114,000	\$684,000	\$798,000
Total Expenditures by Year	\$2,436,587	\$2,525,641	\$3,137,000	\$2,434,000	\$2,452,000	\$2,016,000	\$594,000	\$615,000	\$637,000	\$8,748,000	\$14,321,587
Revenues											
Operating Transfer - Surface Water Operations	\$ 1,522,596	\$ -	\$ -	\$ 313,973	\$ 315,209	\$ 316,515	\$ 322,808	\$ 326,922	\$ 331,187	\$1,926,614	\$3,449,210
SWM Fee Increase		\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$2,400,000	\$2,800,000
Interest Income		\$ 40,000	\$ 40,000	\$58,552	\$44,314	\$93,508	\$52,915	\$62,001	\$70,697	\$381,987	
Ronald Bog - DOT Water Quality	\$ 11,741	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$11,741
Ronald Bog - Public Works Trust Fund Loan	\$ 608,325	\$ 631,726	\$ 1,000,000	\$ -	\$ 2,296,530	\$ 394,110	\$ -	\$ -	\$ -	\$2,690,640	\$4,298,965
3rd Avenue - Public Works Trust Fund Loan	\$ 293,925	\$ 56,398	\$ 1,665,575	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$1,959,500
Total Revenues by Year	\$ 2,436,587	\$ 1,128,124	\$ 3,105,575	\$ 772,525	\$ 3,056,053	\$ 1,204,133	\$ 775,723	\$ 788,923	\$ 801,884	\$ 7,399,241	\$ 12,519,416
Beginning Fund Balance		\$2,775,452	\$2,959,013	\$2,927,588	\$1,266,113	\$1,870,166	\$1,058,299	\$1,240,022	\$1,413,945	\$2,927,588	
Total Revenues		\$1,128,124	\$3,105,575	\$772,525	\$3,056,053	\$1,204,133	\$775,723	\$788,923	\$801,884	\$7,399,241	
Total Expenditures		\$2,525,641	\$3,137,000	\$2,434,000	\$2,452,000	\$2,016,000	\$594,000	\$615,000	\$637,000	\$8,748,000	
Ending Fund Balance		\$1,377,935	\$2,927,588	\$1,266,113	\$1,870,166	\$1,058,299	\$1,240,022	\$1,413,945	\$1,578,829	\$1,578,829	
Impact on Operating Budget	\$0	\$ 1,000	\$ 4,000	\$ 9,030	\$ 12,000	\$ 12,360	\$ 12,731	\$ 13,113	\$ 13,506	\$ -	\$ 76,740

Project: SURFACE WATER PROJECT FORMULATION

Fund: Surface Water Capital Fund

Project Category:
Conveyance and Treatment Projects

Critical Success

Factor: Healthy, Vibrant Neighborhoods

Strategies Identify critical infrastructure needs and funding sources to support healthy neighborhoods

**COUNCIL
GOAL #3: (2003 - 2004)**

Update the elements of the Comprehensive Plan including Environmental Element and Surface Water, Transportation and Parks Master Plans



Project Description:

This project will evaluate drainage complaints, identify flooding problems and provides for storm water facility inventory and condition assessments. Projects will be prioritized according to an adopted system. Project scopes with conceptual plans and estimates will be developed for consideration in the City's Capital Improvement Program. Activities include reconnaissance, community meetings, environmental analysis and project data collection. This project will also fund consultant services in connection with the preparation of grant applications for drainage improvement projects.

Comprehensive Plan Goal U III:

To facilitate the provision of appropriate, reliable utility services whether through City owned and operated services or other providers.

Service Impact:

This project will provide more accurate and timely information on upcoming projects for use in developing and updating each year's Capital Improvement Program and completing applications for grant funding. It will also provide assistance to City staff through the use of consultants to conduct the required evaluations and prepare grant applications.

Total Project Budget: \$ 354,006

Funding Source:

- Surface Water Capital Fund

Critical Milestones:

- Project is ongoing

Surface Water Project Formulation

[illegible]

Project: SURFACE WATER SMALL PROJECTS

Fund: Surface Water Capital Fund

Project Category: Conveyance and Treatment Projects

Critical Success

Factor: Healthy, Vibrant Neighborhoods

Strategies Identify critical infrastructure needs and funding sources to support healthy neighborhoods



Project Description:

Under the direction of Surface Water and Environmental Services, small works drainage projects will be identified that provide for the construction of minor drainage improvements to reduce localized flooding or surface water related problems at various locations throughout the City. Projects are identified through the City's Customer Request system.

Comprehensive Plan Goal FG 1:

Enhance the quality of life within the City of Shoreline,

Goal FG 7: Assure effective and efficient public investment for quality public services, facilities, and utilities

Service Impact:

This project will alleviate localized flooding of private and public properties by making improvements to storm drainage systems where a small works project can be cost-effective in resolving the problem.

Total Project Budget: \$ 2,468,342

Funding Source:

- Surface Water Capital Fund

Critical Milestones:

- Complete an identified small works project, to alleviate a localized flooding problem or enhance an existing condition.

Surface Water Small Projects

Orgkey: 3017105

J.L.# SW100700

Total Project Budget

\$2,468,342

[illegible]

This project is responsible for performing street operation and maintenance work.

[illegible]

Project: RONALD BOG DRAINAGE IMPROVEMENTS

Fund: Surface Water
Capital Fund

Project Category:
Conveyance and Treatment
Projects

Critical Success

Factor: Healthy, Vibrant
Neighborhoods

Strategies Identify
critical infrastructure needs
and funding sources to
support healthy
neighborhoods

**COUNCIL
GOAL #5 (2003 -
2004)**

Improve Storm Water
Drainage System at Ronald
Bog and 3rd Ave. NW



Project Description:

Improvements in several locations that have experienced flooding at or near Ronald Bog. Short term improvements were completed in 2004. The City is completing a Surface Water Comprehensive Plan to be completed by late 2004. This plan will be utilized to validate the Ronald Bog Preferred Solutions adopted by City Council in 2001. The 2006 and 2007 budget years reflect the construction of additional improvements assuming no conflicts exists between the Surface Water Comprehensive Plan and the Preferred Solution. The Preferred Solution includes:

- ▶ Ballfield/detention facility at Cromwell Park
- ▶ Open stream channel south of Ronald Bog along Corliss Avenue N
- ▶ Watercourse improvements north of 167th Street along Corliss Place
- ▶ Stormwater conveyance line along Serpentine Avenue
- ▶ Improvement to Pump Station #25 (2nd Place and 178th Street)

Comprehensive Plan Goal U III:

To facilitate the provision of appropriate, reliable utility services whether through City owned and operated services or other providers.

Service Impact:

Flood reduction, neighborhood aesthetic improvement, enhancement of natural environment.

Total Project Budget: \$ 5,238,879

Funding Source:

- ▶ Surface Water Capital Fund
- ▶ Public Works Trust Fund Loan
- ▶ DOT Water Quality

Critical Milestones:

- ▶ Surface Water Comprehensive Plan will be completed Q3 of 2004.
- ▶ Design of long term improvements will begin Q4 of 2004 with the goal of constructing long term improvements starting in 2006.

Note: The Ronald Bog Park Master Plan and the Cromwell Park Improvements are being coordinated with this project.

Ronald Bog Drainage Improvements

Orgkey: 3017109		J.L.# SW102330		Total Project Budget				\$5,238,879		
Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total Project Cost
Project Expenditures:										
Planning/Design	\$639,521	\$329,764	\$391,000	\$400,000						\$1,430,521
Real Estate Acquisition										
Construction	\$155,358	\$665,725	\$809,000		\$1,400,000	\$1,444,000				\$3,808,358
Total Project Expenditures	\$794,879	\$995,489	\$1,200,000	\$400,000	\$1,400,000	\$1,444,000				\$5,238,879
Revenue Sources:										
Surface Water Capital Fund	\$174,829	\$793,529	\$200,000	\$400,000		\$153,344				\$928,173
DOT Water Quality	\$11,741									\$11,741
Public Works Trust Fund Loan	\$608,325	\$201,960	\$1,000,000		\$2,296,530	\$394,110				\$4,298,965
Total Project Revenues	\$794,895	\$995,489	\$1,200,000	\$400,000	\$2,296,530	\$547,454				\$5,238,879
1% for Public Art (Included in Construction budget)		\$6,657	\$8,090		\$17,941					
Impact on Operating Budget	\$0	\$1,000	\$1,000	\$1,030	\$2,000	\$2,060	\$2,122	\$2,185	\$2,251	\$0
The operation and maintenance impact to the operating budget cannot be determined until this project is fully defined and constructed.										
Project Time Line:			2004	2005	2006	2007	2008	2009	2010	
Planning/Design			Q3 Q4	Q1 Q2 Q3						
Real Estate Acquisition										
Construction			Q1 Q2		Q3 Q4	Q1 Q2 Q3 Q4				

- ▶ Design - Q3 of 2003 to Q3 of 2004
- ▶ Construction of conveyance, street, and pedestrian improvements - Q3 2004 to Q4 2004; and
- ▶ Construction of stormwater facility modifications - Q2 2005 to Q4 2005

3rd Avenue. NW Drainage Improvements

Orgkey: 3017110		J.L.# SW102230		Total Project Budget				\$3,511,807		
Phase	Prior Years' Expenditures	2004 Budget	2004 Projected	2005 Estimate	2006 Estimate	2007 Estimate	2008 Estimate	2009 Estimate	2010 Estimate	Total Project Cost
Project Expenditures:										
Planning/Design	\$357,807	\$292,702	\$274,000							\$631,807
Right of Way		\$454,000	\$880,000	\$1,500,000	\$500,000					\$2,880,000
Construction										
Total Project Expenditures	\$357,807	\$746,702	\$1,154,000	\$1,500,000	\$500,000					\$3,511,807
Revenue Sources:										
Surface Water Capital Fund	\$63,882	\$690,304		\$988,425	\$500,000					\$1,552,307
Public Works Trust Fund Loan	\$293,925	\$56,398	\$1,665,575							\$1,959,500
Total Project Revenues	\$357,807	\$746,702	\$1,665,575	\$988,425	\$500,000					\$3,511,807
1% for Public Art (Included in Construction budget)		\$4,540	\$28,800							
Impact on Operating Budget	\$0	\$0	\$3,000	\$8,000	\$10,000	\$10,300	\$10,609	\$10,927	\$11,255	\$0
This project will have no significant operation and maintenance impact on the operating budget.										
Project Time Line:		2004	2005	2006	2007	2008	2009	2010		
Planning/Design		Q1 Q2 Q3								
Real Estate Acquisition										
Construction		Q3 Q4	Q2 Q3 Q4	Q1 Q2						

Project: STREAM REHAB/ HABITAT ENHANCEMENT PROGRAM

Fund: Surface Water Capital

Project Category:
Stream Rehabilitation /
Habitat Enhancement

Critical Success

Factor: Healthy, Vibrant
Neighborhoods

Strategies Identify
critical infrastructure needs
and funding sources to
support healthy
neighborhoods



Project Description:

The Stream Basin Characterization Study identified barriers to fish passage within the City's stream systems. Fish barriers (i.e. culverts with high outfalls) can impede up and downstream migration of anadromous species such as salmon, and can also block access to additional stream reaches for resident cutthroat trout and other non-salmonid species of fish such as sculpin and dace.

This project would prioritize and remove fish barriers that are feasible to remove. The culvert under Interstate 5 in the Thornton Creek basin is an example of a barrier that would not be feasible to remove. Culverts at footpaths across the stream in Twin Ponds Park are examples of barriers that have potential to be prioritized for removal.

Comprehensive Plan Goal U III:

To facilitate the provision of appropriate, reliable utility services whether through City owned and operated services or other providers.

Service Impact:

Enhancement of natural environment.

Total Project Budget: \$ 381,000

Funding Source:

- ▶ Surface Water Capital Fund

Critical Milestones:

- ▶ Surface Water Master Plan will be completed Q2 of 2004.
- ▶ Design of long term improvements will begin Q2 of 2004.
- ▶ Goal of constructing long term improvements Q3 of 2005.

Stream Rehab / Habitat Enhancement

[illegible]

Project: ADVANCED STORMWATER RIGHT-OF-WAY ACQUISITION

Fund: Surface Water Capital

Project Category:
Stream Rehabilitation /
Habitat Enhancement

Critical Success

Factor: Healthy, Vibrant
Neighborhoods

Strategies Identify
critical infrastructure needs
and funding sources to
support healthy
neighborhoods



Project Description:

This project will analyze and act upon funding and property opportunities that enhance the Surface Water management program.

Comprehensive Plan Goal U III:

To facilitate the provision of appropriate, reliable utility services whether through City owned and operated services or other providers.

Service Impact:

This project will provide more timely response to possible land acquisition research and purchases that may come into possibility due to development or other land use actions. Property would only be for the value of improving our surface water management.

Total Project Budget: \$ 140,000

Funding Source:

- ▶ Surface Water Capital Fund

Critical Milestones:

- ▶ Project is ongoing.

Advanced Stormwater Right-of-way Acquisition

[illegible]

PROJECTS
COMPLETED
IN
2004

Project: SURFACE WATER MASTER PLAN – COMPLETED IN 2004

Fund: Surface Water Capital

Project Category:
Stream Rehabilitation /
Habitat Enhancement

Critical Success

Factor: Innovative
Leadership and Strategic
Planning

Strategies: Update the
Comprehensive Plan,
including Surface Water
Comprehensive Plan

**COUNCIL
GOAL #4**

Update the elements of the
Comprehensive Plan
including Environmental
Element and Surface
Water, Transportation and
Parks Master Plans



Project Description:

This project will provide a Surface Water Master Plan which will identify and address drainage infrastructure deficiencies, habitat restoration, and address clean water compliance, as a result of Federal regulations, such as ESA and NPDES requirements. Additionally, the Master Plan will be the blue print for scheduling for improvements, identifying annual maintenance program and costs; identifying water quality improvements and NPDES Phase II requirements; and identifying funding strategies.

Comprehensive Plan Goal U III:

To facilitate the provision of appropriate, reliable utility services whether through City owned and operated services or other providers.

Service Impact:

The update of the Comprehensive Plan and its transportation element is required by state GMA law. The plan must address all environmental aspects. This plan will also identify drainage needs, deficiencies, improvements and costs throughout the City. The costs to correct deficiencies, maintain and operate the Surface Water Utility, and funding alternatives will be identified. This plan will identify what is needed to meet NPDES Phase II requirements, which went into effect March, 2003. This information will be used to formulate a 20-year plan to use as a road map in selecting annual budgets.

Total Project Budget: \$ 249,553

Funding Source:

- ▶ Surface Water Fund

Critical Milestones:

- ▶ Master Plan Completion in 2004.

Surface Water Master Plan – Completed in 2004

[illegible]