



AGENDA

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[PUBLIC COMMENT](#)

SHORELINE CITY COUNCIL SPECIAL MEETING

Monday, April 13, 2015
5:45 p.m.

Conference Room 303 · Shoreline City Hall
17500 Midvale Avenue North

TOPIC/GUESTS: Shoreline Community Partners Update

SHORELINE CITY COUNCIL BUSINESS MEETING

Monday, April 13, 2015
7:00 p.m.

Council Chamber · Shoreline City Hall
17500 Midvale Avenue North

	<u>Page</u>	<u>Estimated Time</u>
1. CALL TO ORDER		7:00
2. FLAG SALUTE/ROLL CALL		
(a) Proclamation of Volunteer Week	<u>2a-1</u>	
3. REPORT OF THE CITY MANAGER		
4. COUNCIL REPORTS		
5. PUBLIC COMMENT		
<i>Members of the public may address the City Council on agenda items or any other topic for three minutes or less, depending on the number of people wishing to speak. The total public comment period will be no more than 30 minutes. If more than 10 people are signed up to speak, each speaker will be allocated 2 minutes. Please be advised that each speaker's testimony is being recorded. When representing the official position of a State registered non-profit organization or agency or a City-recognized organization, a speaker will be given 5 minutes and it will be recorded as the official position of that organization. Each organization shall have only one, five-minute presentation. Speakers are asked to sign up prior to the start of the Public Comment period. Individuals wishing to speak to agenda items will be called to speak first, generally in the order in which they have signed. If time remains, the Presiding Officer will call individuals wishing to speak to topics not listed on the agenda generally in the order in which they have signed. If time is available, the Presiding Officer may call for additional unsigned speakers.</i>		
6. APPROVAL OF THE AGENDA		7:20
7. CONSENT CALENDAR		7:20
(a) Minutes of Special Meeting of March 30, 2015	<u>7a-1</u>	
(b) Approval of expenses and payroll as of March 19, 2015 in the amount of \$1,564,460.38	<u>7b-1</u>	
(c) Adoption of Ord. No. 710 – Franchise Agreement for Fiberoptics with Astound	<u>7c-1</u>	
(d) Authorize the City Manager to Execute a Contract with Marquam Consulting for Sharepoint Consulting Services	<u>7d-1</u>	
8. ACTION ITEMS		

- (a) Public hearing to receive citizens comments on Transportation Improvement Plan 8a-1 7:20

Public hearings are held to receive public comment on important matters before the Council. Persons wishing to speak should sign in on the form provided. After being recognized by the Mayor, speakers should approach the lectern and provide their name and city of residence. Individuals may speak for three minutes, or five minutes when presenting the official position of a State registered non-profit organization, agency, or City-recognized organization. Public hearings should commence at approximately 7:20 p.m.

9. STUDY ITEMS

- (a) Discussion of Ord. No. 711 – New Chapter for the Shoreline Municipal Code 3.65 – Collection of Debt 9a-1 7:50

10. EXECUTIVE SESSION: Potential Litigation – RCW 42.30.110(1)(i) 8:05

The Council may hold Executive Sessions from which the public may be excluded for those purposes set forth in RCW 42.30.110 and RCW 42.30.140. Before convening an Executive Session the presiding officer shall announce the purpose of the Session and the anticipated time when the Session will be concluded. Should the Session require more time a public announcement shall be made that the Session is being extended.

11. ADJOURNMENT 9:05

The Council meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 801-2231 in advance for more information. For TTY service, call 546-0457. For up-to-date information on future agendas, call 801-2236 or see the web page at www.shorelinewa.gov. Council meetings are shown on Comcast Cable Services Channel 21 and Verizon Cable Services Channel 37 on Tuesdays at 12 noon and 8 p.m., and Wednesday through Sunday at 6 a.m., 12 noon and 8 p.m. Online Council meetings can also be viewed on the City's Web site at <http://shorelinewa.gov>.

Council Meeting Date: April 13, 2015

Agenda Item: 2(a)

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Proclamation of 2015 National Volunteer Week
DEPARTMENT:	Community Services Division
PRESENTED BY:	Rosie O'Brien-Ochs, Volunteer Management Programs Coordinator
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing <input checked="" type="checkbox"/> Proclamation

PROBLEM/ISSUE STATEMENT:

This proclamation recognizes April 12-19, 2015, as National Volunteer Appreciation Week in Shoreline and across the nation. This recognition calls upon all community members to celebrate and appreciate the many ways a community benefits from the volunteer services so generously donated by local Shoreline residents each year.

Concrete examples of volunteer contributions can be witnessed daily throughout our City in the form of cleaner parks, trails and roads, ongoing protection of Puget Sound's clean water, safer neighborhoods through collective crime watch efforts, and enhanced public safety through continuous emergency preparedness training, among many other volunteer activities.

During this past year, Shoreline residents have given countless hours connecting with neighbors and friends to identify projects and issues about which they are passionate. By dedicating personal time, energy and expertise to improve our City, their immediate neighborhoods and the broader surrounding community simultaneously benefit. Through the sharing of these talents, residents help maintain a quality of life that a city our size could not otherwise afford to sustain.

Today and this entire week, the City would like to take this opportunity to acknowledge the quality contributions of every day Shoreline citizens, to thank them, and to invite our fellow citizens to celebrate their volunteer services so graciously given on our behalf. City staff and a Shoreline volunteer will be accepting this proclamation on behalf of all volunteers providing service to Shoreline.

RECOMMENDATION

Staff recommends that the Mayor read the proclamation.

Approved By: City Manager *JN* City Attorney *MK*



PROCLAMATION

WHEREAS, April 12 through April 19 is Volunteer Week across the country; and

WHEREAS, in 2014, City of Shoreline volunteers provided more than 1,300 hours of service to the community; and

WHEREAS, volunteers assist City departments and the community by contributing their time and talents by serving on boards, commissions, task forces and advisory committees; organizing local neighborhood associations; providing emergency communication capability; cleaning up local parks and streets; and providing recreational opportunities for their Shoreline neighbors; among other volunteer service; and

WHEREAS, through their many and varied efforts, volunteers enhance the quality of life in Shoreline; and

WHEREAS, City of Shoreline volunteers will be honored at a Volunteer Appreciation Soiree with a South American theme celebrating their service and provided free admission to local cultural and recreational opportunities in the Shoreline/Seattle area through a reciprocal free admission arrangement during Volunteer Week;

NOW, THEREFORE, I, Shari Winstead, Mayor of the City of Shoreline, on behalf of Shoreline City Council, do hereby proclaim the week of April 12 through April 19, 2015 as

VOLUNTEER WEEK

in the City of Shoreline, and encourage all citizens to seek volunteer opportunities and express appreciation to those who have engaged as such.

Shari Winstead, Mayor

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF SPECIAL MEETING

Monday, March 30, 2015
5:45 p.m.

Conference Room 104 - Shoreline City Hall
17500 Midvale Avenue North

PRESENT: Mayor Winstead, Deputy Mayor Eggen, Councilmembers McGlashan, Hall, McConnell, Salomon, and Roberts

ABSENT: None

STAFF: John Norris, Assistant City Manager; Margaret King, City Attorney; Jessica Simulcik Smith, City Clerk

At 5:50 p.m., the meeting was called to order by Mayor Winstead.

Ms. Simulcik Smith explained that staff was before Council to discuss retention and disclosure of handwritten notes, remind Council about the policies governing the use of electronic devices to conduct City-business, and to provide an overview of the City's Public Disclosure Program.

Ms. Simulcik Smith reviewed that the City has received 85 public disclosure requests so far in 2015, which represents a 117% increase from this point in time last year. Of these requests, 66 have been closed, and 19 are open and still being processed. She pointed to historical data on the number of requests the City has received and noted increases every year. She stated what the data does not show is that, not only is the number of requests increasing but also the scope and depth of each request. This is due to the use of technology in the workplace and increase in the amount of electronic public records being created. Also certain types of records, such as email, are stored in a way that can only be retrieved by keyword. A search can result in thousands of emails that need to be reviewed for responsiveness and possible exemption. Ms. Simulcik Smith then reviewed the City's procedures for responding to public disclosure requests, and reminded Council of their responsibilities in the process.

Ms. King reviewed that handwritten notes taken in a way that indicates a private purpose can be destroyed as soon as they are no longer useful to the person who took them. However, if they exist at the time of a public records request, and are responsive to that request, they must be handed over to the City Clerk's Office. The City Attorney's Office will then perform a review of the notes to determine if they are personal or public record, or if they contain any exempt information.

Ms. Simulcik Smith reminded Council of the City's no texting policy, and that posts or comments on social media sites related to City-business are prohibited. She stated the creation of any City-business related documents from a personal device is permitted if a Councilmember

saves it on the City server. And a call from a personal cellular phone can be placed if it is to a City phone.

Councilmembers stated they do not have remote access to the City's network and asked how the City would like them to save electronic documents that they create. Mr. Norris responded that a Councilmember can email the document to City staff using their City email account. Ms. Simulcik Smith added that it can also be saved to a pen drive and provided to staff.

Councilmembers asked what records are requested most often and indicated a desire for the City to look for opportunities to post more records online to proactively get information out to the public and reduce the number of public records requests.

Councilmembers asked about the annual cost of server storage and amount of staff time spent responding to requests. It was suggested that the City look for ways to reduce labor costs and at hiring a junior attorney to help review records for exemption. Mr. Norris responded that server storage is inexpensive and the real cost is staff time spent searching for and reviewing records. Currently there are three City Clerk's staff processing requests and many other staff members throughout the organization. He acknowledged the City cannot control the volume of requests it receives and that it must be responsive. The two options for managing the heavy workload are for the City to extend time estimates for fulfilling a request, or to increase resources.

Councilmembers discussed how to determine an appropriate level of staff time to be spent on public disclosure and asked if the City tracks the time spent on requests. Ms. Simulcik Smith responded that the City Clerk's Office started tracking time starting this year. She shared that the City of Kirkland found that for employees whom responding to records request is not one of their core duties, the need to dedicate more than 10 hours a month would interfere with their essential job function. Mr. Norris stated the City would perform a time study and cost analysis before asking Council to make a policy decision on formally dedicating existing resources or adding new resources.

Councilmembers asked what to do when the public sends an unsolicited email to a personal account, or a text message to their City cellular phone. Council was reminded of previous instruction to forward the email and metadata to their City email account and then respond from there. Ms. King also stated it would be appropriate to not respond or for a Councilmember to contact the person explaining that the message was sent to a personal account and ask them to resend the message to their City account.

Councilmembers asked if the City has any relief from requests that are malicious or harassing. Ms. Simulcik Smith stated the Public Records Act requires that all requests be processed no matter the motive or how broad. Ms. King added that the Act does provide limited relief for requests made from inmates.

Councilmembers stated they appreciated the update and noted it would be helpful to know how much time the entire City is spending on processing requests.

At 6:40 p.m. the meeting was adjourned.

Jessica Simulcik Smith, City Clerk

DRAFT

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Approval of Expenses and Payroll as of March 19, 2015
DEPARTMENT: Administrative Services
PRESENTED BY: Patti J. Rader, Interim Administrative Services Director

EXECUTIVE / COUNCIL SUMMARY

It is necessary for the Council to formally approve expenses at the City Council meetings. The following claims/expenses have been reviewed pursuant to Chapter 42.24 RCW (Revised Code of Washington) "Payment of claims for expenses, material, purchases-advancements."

RECOMMENDATION

Motion: I move to approve Payroll and Claims in the amount of \$1,564,460.38 specified in the following detail:

***Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
2/15/15-2/28/15	3/6/2015	59919-60117	13715-13733	59479-59484	\$437,936.48
					<u>\$437,936.48</u>

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
3/11/2015	58893	58893	(\$13,088.75)
3/11/2015	59425	59425	\$13,088.75
3/12/2015	59426	59446	\$260,065.48
3/12/2015	59447	59453	\$28,039.22
3/12/2015	59454	59473	\$62,216.89
3/12/2015	59474	59476	\$15,117.11
3/12/2015	59337	59337	(\$4,886.93)
3/12/2015	59477	59477	\$4,886.93
3/13/2015	59478	59478	\$317.55
3/13/2015	59485	59485	\$3,573.15
3/16/2015	59486	59486	\$54.00
3/19/2015	59487	59509	\$572,762.18
3/19/2015	58510	59519	\$15,686.12
3/19/2015	58520	58542	\$166,353.43
3/19/2015	59543	59543	\$2,338.77
			<u>\$1,126,523.90</u>

Approved By: City Manager: JN

City Attorney MK

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of Ordinance No. 710 Granting a Non-Exclusive Franchise to Astound Broadband, LLC, dba Wave, to Operate a Telecommunications Fiber Optic System Within City Rights-of-Way
DEPARTMENT:	City Manager's Office
PRESENTED BY:	Alex Herzog, Management Analyst
ACTION:	<input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

The City has received an application for a new right-of-way franchise from Astound Broadband, LLC, doing business as Wave for a telecommunication (fiber optic) system in Shoreline. Astound will provide telecommunications, internet access, and private line services to potential customers, including mobile backhaul services to existing cell phone towers. Astound may also make available dark fiber or other facilities for governmental institutions. Astound does not presently intend to provide cable television service and understands that a separate franchise may be required to provide cable services. Astound's service area will initially include the general area west of Interstate 5 between N 205th Street and N 145th Street. Astound intends to deploy fiber optic strands attached to already-existing utility poles wherever possible, unless underground construction is required. This installation will extend their existing network outside Shoreline into the City with fiber installations.

Proposed Ordinance No. 710 would grant this non-exclusive right-of-way franchise to Astound (Attachment A). The proposed franchise has a ten year term.

RESOURCE/FINANCIAL IMPACT:

The fiscal impact of adopting proposed Ordinance No. 710 is unknown, as Astound has yet to market its telecommunication services to retail customers in Shoreline. Under state law, the City is precluded from imposing franchise fees, other than costs of administration, upon telecommunication companies and service providers, as defined in RCW 35.99.010, for use of the right-of-way. Given that Astound warrants that their operations are those of a telecommunication company and service provider as defined in these statutes, the City will be able to collect utility taxes based on gross revenue generated in Shoreline by Astound but not until they collect gross revenues from retail

customers. The City may assess full administrative costs for processing the franchise application and right-of-way permits for new system improvements.

RECOMMENDATION

Staff recommends that Council adopt Ordinance No. 710 approving a franchise agreement for telecommunication services with Astound Broadband, LLC.

Approved By: City Manager *JN* City Attorney *MK*

BACKGROUND

RCW 35A.47.040 authorizes code cities to permit and regulate non-exclusive franchises for use of public streets for a variety of public and private utilities, including conduits and wires for the transmission and distribution of signals and other methods of communication. An ordinance granting a franchise must receive a majority vote of the full council membership.

As well, fiber optic telecommunications firms which use the City's rights-of-way for telecommunications systems are required to have a non-exclusive franchise with the City. Shoreline Municipal Code (SMC) section 12.25.030 states that "it shall be unlawful to construct, install, maintain or operate any facility in, on, above, or below the public right-of-way without a valid franchise agreement obtained pursuant to the provision of this chapter."

Shoreline has regulations relating to franchises – SMC 12.15 and SMC 12.25. SMC 12.25 *Right-of-Way Franchises* establishes the requirement for a franchise or other right-of-way agreement for use of the City's rights-of-way and application procedures. Astound has complied with the application requirements of this chapter including a \$5,000 fee deposit. Grounds for revocation of a franchise are set forth in SMC 12.25.100, and these are incorporated by reference into proposed Ordinance No. 710.

SMC 12.15 *Use of Right-of-Way* provides regulations for permitting use of rights-of-way, including utilities, and will be applied if a franchise is not successfully negotiated. This chapter also includes expedited blanket and minor use permit processes for work in the right-of-way by franchisees in good standing, e.g. those in compliance with a long term franchise agreement.

Though Astound plans to deploy fiber optic strands attached to already-existing utility poles wherever possible, undergrounding may be required in some areas. Undergrounding of electric and communication facilities is regulated by SMC 13.20 *Electric and Communication Facilities*, and will be applicable to this franchisee.

DISCUSSION

Astound initially plans to provide telecommunications, internet access, and private line services to potential customers, including mobile backhaul services to existing cell phone towers. Astound may also make available dark fiber or other facilities for governmental institutions. Astound does not presently intend to provide cable service.

Astound is a new entrant as a fiber telecommunications system operator in Shoreline. It is not a publicly owned company. Astound's parent company is Wave Holdco, LLC, which owns a number of other fiber optics companies.

Neither Astound nor its parent companies have voluntarily filed for relief under any provision of the bankruptcy laws of the United States, have had an involuntary petition against them pursuant to the Bankruptcy Code, been the subject of any state law insolvency proceeding such as a transfer for the benefit of creditors, have had a franchise agreement revoked, have been found guilty by any federal, state, or municipal court or administrative agency in the United States, of a) violation of a security, or antitrust law; or b) felony or any other crime involving moral turpitude. A report of independent auditors of the company's financial statements found no issues.

Astound has sufficiently met the requirements of the City's code in pursuit of a franchise agreement, including acquiring and submitting a performance bond in the amount of \$30,000 and submitting a deposit of \$5,000 for the costs associated with the City's evaluation of the application for franchise.

A new franchisee for optic fiber internet services in Shoreline promotes economic development by allowing utilization of unused capacity of an existing right-of-way by a new business. As well, adoption of this franchise makes telecommunication services more competitive for commercial properties in the City as the system is expanded.

The substantive portions of the proposed franchise are outlined below:

- Section 3: The term for this franchise is ten (10) years
- Section 5. Installation of facilities is required to comply with SMC 12.25, Use of Right-of-Way, including sufficient financial guarantees for performance of work. Although new fiber installation will primarily make use of existing utility poles, any undergrounding work must comply with undergrounding requirements of SMC 13.20 when relocation is required by that chapter. As-built plans for new installations must be provided and installed facilities may not be abandoned without city consent. A bond will be required in the amount of \$30,000 prior to any new installations.
- Section 6. Grounds of violation of the franchise set forth in SMC 12.25.100 are incorporated by reference. Procedures for compliance under emergencies are detailed.
- Section 7. Standard insurance provisions are included in this section, including \$2,000,000 of CGL and \$1,000,000 of auto and pollution coverage.
- Section 9. Includes a City approval process for transfer of franchise rights.
- Section 10. Assesses administrative expenses for franchise administration under a representation by Astound that it is exempt from franchise fees beyond those expenses under state law. Affirms that Astound is subject to the 6% utility tax imposed by SMC 3.32 for telecommunication services provided to customers within Shoreline.
- Section 12. Astound must employ ordinary care in installing, maintaining, repairing and operating their system in the right-of-way, and provides indemnification and defense to the City for claims arising from the performance of the franchise by Astound.

RESOURCE/FINANCIAL IMPACT

The fiscal impact of adopting proposed Ordinance No. 710 is unknown, as Astound has yet to market its telecommunication services to retail customers in Shoreline. Under state law, the City is precluded from imposing franchise fees, other than costs of administration, upon telecommunication companies and service providers, as defined in RCW 35.99.010, for use of the right-of-way. Given that Astound warrants that their operations are those of a telecommunication company and service provider as defined in these statutes, the City will be able to collect utility taxes based on gross revenue generated in Shoreline by Astound but not until they collect gross revenues from retail customers. The City may assess full administrative costs for processing the franchise application and right-of-way permits for new system improvements.

RECOMMENDATION

Staff recommends that Council adopt Ordinance No. 710 approving a franchise agreement for telecommunication services with Astound Broadband, LLC.

ATTACHMENTS:

Attachment A: Proposed Ordinance No. 710, Franchise Agreement for Telecommunication Services with Astound Broadband, LLC, dba Wave

ORDINANCE NO. 710

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, GRANTING A NON-EXCLUSIVE FRANCHISE TO ASTOUND BROADBAND, LLC, LEGALLY AUTHORIZED TO CONDUCT BUSINESS IN THE STATE OF WASHINGTON, FOR THE PURPOSE OF CONSTRUCTING, OPERATING, AND MAINTAINING A TELECOMMUNICATIONS SYSTEM IN THE PUBLIC RIGHTS-OF-WAY IN THE CITY; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE

WHEREAS, ASTOUND BROADBAND, LLC, herein after referred as “ASTOUND,” is a telecommunications company that, among other things, provides voice, and data services to customers, including those in the Puget Sound Region; and

WHEREAS, ASTOUND’s desired route through the City of Shoreline, hereinafter referred to as “City,” requires the use of the City rights-of-way for the installation, operation, and maintenance of a telecommunications system; and

WHEREAS, the City Council has determined that the use of portions of the City's rights-of-way for installation of telecommunications system benefits local businesses, the citizens of Shoreline, and the region as a result of such services; and

WHEREAS, the franchises for use of public rights-of-way allow for the construction of amenities necessary to serve the future needs of the citizens of Shoreline and the coordination, planning, and management of the City's rights-of-way is necessary to ensure that the burden of costs relating to use of the public rights-of-way are fairly allocated; and

WHEREAS, RCW 35A.11.020 grants the City broad authority to regulate the use of the public right-of-way and RCW 35A.47.040 grants the City broad authority to grant nonexclusive franchise agreements; now therefore;

THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. Non-exclusive Franchise Granted.

- A.** The City hereby grants to ASTOUND, subject to the conditions prescribed in this ordinance ("Franchise Agreement"), the franchise rights and authority to construct, install, replace, repair, monitor, maintain, use and operate the equipment and facilities necessary for a telecommunications system in, under, on, across over, and through, all City-owned rights-of-way, hereinafter referred to as the "Franchise Area." Facilities includes all wires, lines, cables, conduit, equipment, switches, and supporting structures located in the City’s right-of-way, utilized by ASTOUND in the operation of activities authorized by this Franchise Agreement.

- B. The foregoing franchise rights and authority (“Franchise”) shall not be deemed to be exclusive to ASTOUND and shall in no way prohibit or limit the City's ability to grant other franchises, permits, or rights along, over, or under the areas to which this Franchise has been granted to ASTOUND; provided, that such other franchises do not unreasonably interfere with ASTOUND’s exercise of franchise rights granted herein as determined by the City. This Franchise shall in no way interfere with existing utilities or in any way limit, prohibit, or prevent, the City from using the Franchise Area or affect the City's jurisdiction over such area in any way consistent with applicable law.
- C. This Franchise Agreement authorizes ASTOUND to occupy and use the Franchise Area. Nothing contained herein shall be construed to grant or convey any right, title, or interest in the Franchise Area to ASTOUND.

Section 2. Authority. The Public Works Director or his or her designee is hereby granted the authority to administer and enforce the terms and provisions of this Franchise Agreement and may develop such lawful and reasonable rules, policies, and procedures as he or she deems necessary to carry out the provisions contained herein.

Section 3. Franchise Term. The franchise rights granted herein shall remain in full force and effect for a period of ten (10) years from the effective date of this Ordinance. However, this Franchise Agreement shall not take effect and ASTOUND shall have no rights under this Franchise Agreement unless a written acceptance with the City is received pursuant to Section 4 of this agreement.

Section 4. Acceptance of Terms and Conditions. The full acceptance of this Franchise Agreement and all the terms and conditions shall be filed with the City Clerk within 30 days of the effective date of this Ordinance in the form attached hereto as Exhibit A. Failure on the part of ASTOUND to file said consent within 30 days of the effective date of this Ordinance shall result in this Ordinance having no further force or effect and all rights granted under this Franchise Agreement shall terminate.

Section 5. Construction Provisions and Standards. The following provisions shall be considered mandatory and failure to abide by any conditions described herein shall be deemed as noncompliance with the terms of this Franchise Agreement and may result in some or all of the penalties specified in Section 6.

- A. **Permit Required.** No construction, maintenance, or repairs (except for emergency repairs) shall be undertaken in the Franchise Area without first obtaining appropriate right of way use permits required under SMC 12.15 from the City of Shoreline and compliance with the permit. In case of an emergency, ASTOUND shall, within 24 hours of the emergency work performed, obtain a permit from the City of Shoreline Public Works Department.

B. Construction Standards. Any construction, installation, maintenance, and restoration activities performed by or for ASTOUND within the Franchise Area shall be constructed and located so as to produce the least amount of interference with the free passage of pedestrian and vehicular traffic. All construction, installation, maintenance, and restoration activities shall be conducted such that they conform to City's Engineering Development Manual and with Title 12 of the Shoreline Municipal Code.

C. Underground Installation Required. All telecommunications cables and junction boxes or other vaulted system components shall be installed underground, unless otherwise exempted from this requirement, in writing, by the Public Works Director; provided that ASTOUND may utilize existing aerial telecommunication facilities under lease or license from another franchisee. Should ASTOUND utilize existing aerial telecommunication facilities, ASTOUND agrees to cooperate in relocating to underground facilities when required by SMC 13.20 *Electric and Communication* for a City capital improvement project or joint trench opportunity.

D. Relocation.

1. Whenever the City causes a public improvement to be constructed within the Franchise Area, and such public improvement requires the relocation of ASTOUND's facilities, the City shall provide ASTOUND with written notice requesting such relocation along with plans for the public improvement that are sufficiently complete to allow for the initial evaluation, coordination and the development of a relocation plan. The City and ASTOUND shall meet at a time and location determined by the City to discuss the project requirements including critical timelines, schedules, construction standards, utility conflicts, as-built requirements, and other pertinent relocation plan details.
2. To ensure timely execution of relocation requirements, ASTOUND shall, upon written request from the City, provide at ASTOUND's expense, base maps, current as-built information, detailed relocation plan (including detailed schedule of relocation activities, identification of critical path, identification of facilities, and relocation procedures), and other design, technical or operational requirements within the timeframe specified by the City.
3. ASTOUND may, after receipt of written notice requesting a relocation of its facilities, submit to the City written alternatives to such relocation within a reasonable time specified by the City. Such alternatives shall include the use and operation of temporary facilities in adjacent rights of way. The City shall evaluate such alternatives and advise ASTOUND in writing if one or more of the alternatives are suitable to accommodate the work, which would otherwise necessitate relocation of the facilities. If requested by the City, ASTOUND shall submit additional information to assist the City in making such evaluation. The City shall give each alternative proposed by ASTOUND full and fair consideration. In the event the City ultimately determines that there is no other

reasonable alternative, ASTOUND shall relocate its facilities as otherwise specified in Section 5.E.

4. Upon final approval of the relocation plan by the City, ASTOUND shall at its own expense, unless otherwise prohibited by statute, and at the timeframe specified by the City, temporarily or permanently remove, relocate, place underground, change or alter the position of any facilities or structures within the right-of-way whenever the City has determined that such removal, relocation, undergrounding, change or alteration is reasonably necessary for the construction, repair, maintenance, installation, or operation of any public improvement in or upon the rights-of-way, or for public safety.
 5. If during the construction, repair, or maintenance of the City's public improvement project an unexpected conflict occurs with ASTOUND's facilities, ASTOUND shall upon notification from the City, respond within 36 hours to resolve the conflict.
 6. ASTOUND shall reimburse the City for the direct costs incurred by the City in planning, designing, constructing, installing, repairing or altering any City infrastructure, structure, or facility as the result of the actual or proposed presence in the Public Right-of-Way of ASTOUND's Facilities. Such costs and expenses shall include, but not be limited to, the direct costs of City personnel and contractors utilized to oversee or engage in any work in the Public Right-of-Way as the result of the presence of ASTOUND's Facilities in the Public Right-of-Way, and any time spent reviewing construction plans in order to either accomplish the relocation of ASTOUND's Facilities or the routing or rerouting of any public utilities or Public Rights-of-Way so as not to interfere with ASTOUND's Facilities. Upon request as a condition of payment by ASTOUND, all billing will be itemized so as to specifically identify the direct costs for each project for which the City claims reimbursement.
- E. Removal or Abandonment.** Upon the removal from service of any ASTOUND structures, facilities and amenities within the Franchise Area, ASTOUND shall comply with all applicable standards and requirements prescribed by the City of Shoreline Public Works Department for the removal or abandonment of said structures and facilities. No facility constructed or owned by ASTOUND may be abandoned in place without the express written consent of the City.
- F. Bond.** Before undertaking any of the work, installation, improvements, construction, repair, relocation, or maintenance authorized by this Franchise Agreement, ASTOUND shall upon the request of the City, furnish a bond executed by ASTOUND and a corporate surety authorized to operate a surety business in the State of Washington, in such sum as may be set and approved by the City as sufficient to ensure performance of ASTOUND's obligations under this Franchise Agreement,

provided, however, that such sum shall not exceed 100% of the project construction cost of the proposed telecommunications system work by ASTOUND in the City rights-of-way. At ASTOUND's sole option, ASTOUND may provide alternate security in the form of an assignment of funds or a letter of credit, in the same amount as the bond. All forms of security shall be in the form reasonably acceptable to the City. The bond shall be conditioned so that ASTOUND shall observe all the covenants, terms, and conditions and shall faithfully perform all of the obligations of this Franchise Agreement, and to repair or replace any defective ASTOUND work or materials discovered in the City's roads, streets, or property.

- G. "One-Call" Location & Liability.** ASTOUND shall subscribe to and maintain membership in the regional "One-Call" utility location service and shall promptly locate all of its lines upon request. The City shall not be liable for any damages to ASTOUND's system components or for interruptions in service to ASTOUND customers which are a direct result of work performed for any City project for which ASTOUND has failed to properly locate its lines and facilities within the prescribed time limits and guidelines established by One-Call. The City shall also not be liable for any damages to the ASTOUND system components or for interruptions in service to ASTOUND customers resulting from work performed under a permit issued by the City.
- H. As-Built Plans Required.** ASTOUND shall maintain accurate engineering plans and details of all installed system facilities , within the City limits, and upon request by the City, shall provide such information in both paper form and electronic form using the most current Autocad version (or other mutually-agreeable format) prior to close-out of any permit issued by the City and any work undertaken by ASTOUND pursuant to this Franchise Agreement. The City shall reasonably determine the acceptability of any as-built submittals provided under this Section.
- I. Recovery of Costs.** ASTOUND shall be subject to all applicable permit fees associated with activities undertaken through the authority granted in this Franchise Agreement or under ordinances of the City.
- J. Vacation.** If, at any time, the City shall vacate any City road, right-of-way or other City property which is subject to rights granted by this Franchise Agreement and said vacation shall be for the purpose of acquiring the fee or other property interest in said road, right-of-way or other City property for the use of the City, in either its proprietary or governmental capacity, then the City may, at its option and by giving 60 days written notice to ASTOUND, terminate this Franchise Agreement with respect to such City road, right-of-way or other City property so vacated, and the City shall not be liable for any damages or loss to ASTOUND by reason of such termination other than those provided for in RCW 35.99.

Section 6. Franchise Compliance.

A. Franchise Violations. The failure by ASTOUND to fully comply with any of the provisions of this Franchise Agreement or conditions of breach listed in SMC 12.25.100 may result in a written notice from the City which describes the violations of the Franchise Agreement and requests remedial action pursuant to SMC 12.25.100.

B. Emergency Actions.

- 1.** If any of ASTOUND's actions, or any failure by ASTOUND to act to correct a situation caused by ASTOUND, is deemed by the City to create a threat to life or property, financial harm, or cause a delay of the construction, repair or maintenance of the public improvement, the City may order ASTOUND to immediately correct said threat, financial harm, or delay or, at the City's discretion, the City may undertake measures to correct said threat, financial harm or delay itself; provided that, except in emergency situations, as determined solely by the City, the City shall notify ASTOUND and give ASTOUND an opportunity to correct the situation within a reasonable time as specified by the City, said threat, financial harm or delay before undertaking such corrective measures. ASTOUND shall be liable for all reasonable costs, expenses, and damages attributed to the correction of such an emergency situation as undertaken by the City to the extent that such situation was caused by ASTOUND and shall further be liable for all reasonable costs, expenses, and damages resulting to the City from such situation and any reimbursement of such costs to the City shall be made within 30 days of written notice of the completion of such action or determination of damages by the City. The failure by ASTOUND to take appropriate action to correct a situation caused by ASTOUND and identified by the City as a threat to public or private safety or property, financial harm, or delay of the construction, repair or maintenance of the public improvement shall be considered a violation of the terms of this Franchise Agreement.
- 2.** If during construction or maintenance of ASTOUND's facilities any damage occurs to an underground facility and the damage results in the release of natural gas or other hazardous substance or potentially endangers life, health, or property, ASTOUND or its contractor shall immediately call 911 or other local emergency response number.

C. Other Remedies. Nothing contained in this Franchise Agreement shall limit the City's available remedies in the event of ASTOUND's failure to comply with the provisions of this Franchise Agreement, to include but not limited to, the City's right to a lawsuit for damages.

D. Removal of System. In the event that this Franchise Agreement is terminated as a result of violations of the terms of this Franchise Agreement, ASTOUND shall at its sole expense, promptly remove all system components and facilities, provided that the City, at its sole option, may allow ASTOUND to abandon its facilities in place.

Section 7. Insurance.

- A.** ASTOUND shall maintain liability insurance written on a per occurrence basis during the full term of this Franchise Agreement for personal injuries and property damages. The policy or policies shall afford insurance covering all operations, vehicles, and employees with the following limits and provisions:
- 1.** Comprehensive general liability insurance with limits of not less than \$2,000,000 each occurrence combined single limit for bodily injury and property damage, including contractual liability; personal injury; explosion hazard, collapse hazard, and underground property damage hazard; products; and completed operations.
 - 2.** Business automobile liability insurance with limits not less than \$1,000,000 each occurrence combined single limit for bodily injury and property damage, including owned, non-owned, and hired auto coverage, as applicable.
 - 3.** Contractors' pollution liability insurance, on an occurrence form, with limits not less than \$1,000,000 each occurrence combined single limit for bodily injury and property damage.
- B.** Such insurance shall specifically name as additional insured, the City, its officers, and employees, shall apply as primary insurance, shall stipulate that no insurance affected by the City will be called on to contribute to a loss covered thereunder. The policy shall not be canceled during the life of the permit or Franchise Agreement without giving 30 days written notice to the City. Notice of any cancellation of such insurance shall be provided by Astound at least 30 days prior to the effective date of cancellation by US mail to the City. ASTOUND may utilize primary and umbrella liability insurance policies to satisfy insurance policy limits required herein.
- C.** If the City determines that circumstances warrant an increase in insurance coverage and liability limits to adequately cover the risks of the City, the City may require a commercially reasonable amount of additional insurance to be acquired. The City shall provide written notice should the City exercise its right to require additional insurance.

Section 8. Other Permits & Approvals. Nothing in this Agreement shall relieve ASTOUND from any obligation to obtain approvals or necessary permits from applicable federal, state, and City authorities for all activities in the Franchise Area.

Section 9. Transfer of Ownership.

- A.** The rights, privileges, benefits, title, or interest provided by this Franchise Agreement shall not be sold, transferred, assigned, or otherwise encumbered, without the prior written consent of the City, with such consent not being unreasonably withheld, unreasonably conditioned or unreasonably delayed. No such consent shall be

required, however, for a transfer in trust, by other hypothecation, or by assignment of any rights, title, or interest in ASTOUND's telecommunications system in order to secure indebtedness. Approval shall not be required for mortgaging purposes provided that the collateral pledged for any mortgage shall not include the assets of this franchise. Approval shall not be required for any transfer from ASTOUND to another person or entity controlling, controlled by, or under common control with ASTOUND or if ASTOUND adopts a new company name without a change in control. ASTOUND may license fibers to other users operating a telephone business or service providers without the consent of the City provided that ASTOUND remains solely responsible for the terms and conditions outlined in this Franchise Agreement and provides the City with written notice of licenses or leases for such purposes. The licensing or lease of fibers for other uses shall require a separate assignment, franchise or right of way agreement approved by the City.

- B.** In any transfer of this Franchise which requires the approval of the City, ASTOUND shall show that the recipient of such transfer has the technical ability, financial capability, and any other legal or general qualifications as reasonably determined by the City to be necessary to ensure that the obligations and terms required under this Franchise Agreement can be met to the satisfaction of the City. The qualifications of any transferee shall be determined by hearing before the City Council and the approval to such transfer shall be granted by resolution of the City Council. Any actual and reasonable administrative costs associated with a transfer of this Franchise which requires the approval of the City, shall be reimbursed to the City within 30 days of such transfer.

Section 10. Administrative Fees and Utility Tax

- A.** Pursuant to RCW 35.21.860, the City is precluded from imposing franchise fees for any "telephone business" as defined in RCW 82.16.010 or "service provider" as defined in RCW 35.99.010, except that fees may be collected for administrative expenses related to such franchise and a utility tax may be assessed. ASTOUND does hereby warrant that its operations as authorized under this Franchise Agreement are those of a telephone business as defined in RCW 82.16.010 or of a service provider as defined in 35.99.010.
- B.** ASTOUND shall be subject to an administrative fee for reimbursement of the actual costs associated with the preparation, processing, and approval of this Franchise Agreement, not to exceed \$5,000. These costs shall include but not be limited to wages, benefits, overhead expenses, equipment, and supplies associated with such tasks as plan review, site visits, meetings, negotiations, and other functions critical to proper management and oversight of City's right-of-way. Administrative fees exclude normal permit fees for permits issued under Chapter 12.15 of the Shoreline Municipal Code. The franchise application deposit shall be applied to final payment of the one-time administrative fee within 30 days after franchise approval.

- C. In the event ASTOUND submits a request for work beyond the scope of this Franchise Agreement, or submits a complex project that requires significant comprehensive plan review, or inspection, ASTOUND shall reimburse City for amendments and reasonable expenses associated with the project. ASTOUND shall pay such costs within 30 days of receipt of bill from the City.
- D. Failure by ASTOUND to make full payment of bills within the time specified shall be considered sufficient grounds for the termination of all rights and privileges existing under this ordinance utilizing the procedures specified in Section 6 of this ordinance.
- E. If ASTOUND provides services to customers within the City, ASTOUND shall become subject to the City's utility tax set forth in Chapter 3.32 of the Shoreline Municipal Code.

Section 11. Notices. Any notice to be served upon the City or ASTOUND shall be delivered to the following addresses respectively:

City of Shoreline
City Clerk's Office
17500 Midvale Avenue N
Shoreline, WA 98133-4905
Phone: (206) 801 – 2700

James A. Penney
Executive Vice President Business and Legal Affairs
Astound Broadband, LLC
401 Kirkland Parkplace, Suite 500
Kirkland, WA 98033
Email: jpenney@wavebroadband.com
Phone: (425) 896-1891

Section 12. Indemnification.

- A. ASTOUND shall use reasonable and appropriate precautions to avoid damage to persons or property in the construction, installation, repair, operation, and maintenance of its structures and facilities within the Franchise Area. ASTOUND shall indemnify, defend and hold the City, its agents, officers or employees harmless from all third-party claims, actions or damages or expense of any nature, including reasonable attorney's and expert witness fees, which may accrue to or be suffered by any person or persons, corporation or property to the extent caused in part or in whole by any negligent or intentional act or omission of ASTOUND, its officers, agents, servants or employees, contractors, or subcontractors in the performance of the rights, benefits, and privileges granted to ASTOUND by this Franchise. In the event any claim or demand is presented to or filed with the City which gives rise to ASTOUND's obligation pursuant to this Section, the City shall within a reasonable time notify ASTOUND thereof and ASTOUND shall have a right, at its election, to

settle or compromise such claim or demand. In the event any claim or action is commenced in which the City is named a party, and which suit or action is based on a third-party claim or demand which gives rise to ASTOUND's obligation pursuant to this Section, the City shall promptly notify ASTOUND thereof, and ASTOUND shall, at its sole cost and expense, defend such suit or action by attorneys of its own election. In defense of such suit or action, ASTOUND may, at its election and at its sole cost and expense, settle or compromise such suit or action. This Section shall not be construed to require ASTOUND to:

1. protect and save the City harmless from any claims, actions, or damages;
 2. settle or compromise any claim, demand, suit, or action;
 3. appear in or defend any suit or action; or,
 4. pay any judgment or reimburse the City's costs and expenses (including reasonable attorney's fees), to the extent such claim arises out of the sole negligence or intentional acts of the City, its employees, agents or independent contractors.
- B.** The City shall have the right at all times to participate through its own attorney in any suit or action which arises out of any right, privilege, and authority granted by or exercised pursuant to this Franchise when the City determines that such participation is required to protect the interests of the City or the public. Such participation by the City shall be at the City's sole cost and expense.
- C.** Should a court of competent jurisdiction determine that this franchise is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of ASTOUND and the City, its officers, employees and agents, ASTOUND's liability hereunder shall be only to the extent of ASTOUND's negligence.
- D.** With respect to the performance of this Franchise and as to claims against the City, its officers, agents and employees, ASTOUND expressly waives its immunity under Title 51 of the Revised Code of Washington, the Industrial Insurance Act, for injuries to its officers, agents and employees and agrees that the obligation to indemnify, defend and hold harmless provided for in this paragraph extends to any claim brought by or on behalf of ASTOUND's officers, agents or employees. This waiver has been mutually negotiated by the parties.

Section 13. Severability. If any section, sentence, clause or phrase of this ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, either party may deem the entire ordinance to be affected and thereby nullified. However, in the event that a determination is made that a section, sentence, clause, or phrase in this ordinance is invalid or unconstitutional, the parties may agree to treat the portion declared invalid or unconstitutional as severable and maintain in force the remaining provisions of this ordinance; provided that, if the City elects, without agreement by ASTOUND, to enforce the remaining provisions of the ordinance, ASTOUND shall have the option to terminate the Franchise Agreement.

Section 14. Reservation of Rights. The parties agree that this agreement is intended to satisfy the requirements of all applicable laws, administrative guidelines, rules, orders, and ordinances. Accordingly, any provision of this agreement or any local ordinance which may conflict with or violate the law shall be invalid and unenforceable, whether occurring before or after the execution of this agreement, it being the intention of the parties to preserve their respective rights and remedies under the law, and that the execution of this agreement does not constitute a waiver of any rights or obligations by either party under the law.

Section 15. Police Powers. Nothing contained herein shall be deemed to affect the City's authority to exercise its police powers. ASTOUND shall not by this Franchise Agreement obtain any vested rights to use any portion of the City right-of-way except for the locations approved by the City and then only subject to the terms and conditions of this Franchise Agreement. This Franchise Agreement and the permits issued thereunder shall be governed by applicable City ordinances in effect at the time of application for such permits.

Section 16. Future Rules, Regulations, and Specifications. ASTOUND acknowledges that the City may develop rules, regulations, and specifications, including a general ordinance or other regulations governing telecommunications operations in the City. Such regulations, upon written notice to ASTOUND, shall thereafter govern ASTOUND's activities hereunder; provided, however, that in no event shall regulations:

- A. materially interfere with or adversely affect ASTOUND's rights pursuant to and in accordance with this Franchise Agreement; or
- B. be applied in a discriminatory manner as it pertains to ASTOUND and other similar user of such facilities.

Section 17. Cost of Publication. The cost of the publication of this Ordinance shall be borne by ASTOUND.

Section 18. Effective Date. This ordinance or a summary thereof shall be published in the official newspaper of the City, and shall take effect and be in full force and effect five (5) days after passage and publication as provided by law.

PASSED BY THE CITY COUNCIL ON THE 13th DAY OF APRIL, 2015.

Mayor Shari Winstead

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Margaret King
City Attorney

Attachment A

_____, 2015

[Astound Contact Name
Astound Address block]

RE: City of Shoreline Franchise Acceptance Agreement

Dear _____:

Attached is a certified copy of City of Shoreline Ordinance No. 710, which was passed by the City Council on _____, 2015. Ordinance No. 710 grants Astound Broadband, LLC, doing business as Wave, Inc. a franchise for ten years to construct, maintain, operate, replace and repair an underground fiber optic telecommunications system in, along, under, through and below public rights-of-way of the City of Shoreline. I am forwarding this ordinance to you for acceptance by Astound.

As per Section 4 of Ordinance No. 604, “The full acceptance of this Franchise Agreement and all the terms and conditions shall be filed with the City Clerk within 30 days of the effective date of this Ordinance...”, a copy of which has been filed with the City Clerk.” This letter serves as the stated Acceptance Agreement, and must be signed in duplicate by Astound.

Please obtain the appropriate authorized signature at the bottom of this letter to acknowledge receipt of the ordinance and acceptance by Astound of the terms and conditions of this franchise. Please keep one copy of the Acceptance Agreement and return the other to me.

Please feel free to contact me if you have any questions about this process. I may be reached at (206) 801-2231.

Sincerely yours,

Jessica Simulcik-Smith
City Clerk

Attachment: Certified copy of Ordinance No. 710

Signature: _____

Printed Name: _____

Title: _____

Astound Broadband, LLC.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Authorize the City Manager to Execute a Contract with Marquam Consulting for SharePoint Consulting Services
DEPARTMENT:	Administrative Services
PRESENTED BY:	Joan Herrick, Web Developer
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

An intranet is a computer network that uses Internet Protocol technology to share information within an organization. The City purchased a Plumtree Portal (bought by Oracle in 2010 and now known as Oracle Webcenter Interaction Portal) for our intranet in 2004. This technology has now reached its end of life with no further enhancements or upgrades available from the vendor.

To address this, the City has decided to move our intranet from an Oracle portal platform to one that uses Microsoft SharePoint software. A consultant with SharePoint knowledge and experience is necessary to create a sound site architecture, an appropriate security model, and assist in migrating our current portal content. Staff is requesting that Council authorize the City Manager to execute a contract with Marquam Consulting for SharePoint consulting services in the amount of \$60,000.

RESOURCE/FINANCIAL IMPACT:

The 2015 City budget includes a one-time supplemental appropriation of \$61,950 for professional services to migrate our current portal technology from Oracle to Microsoft SharePoint.

RECOMMENDATION

Staff recommends that Council move to authorize the City Manager to execute a contract with Marquam Group in the amount of \$60,000 for SharePoint consulting.

Approved By: City Manager *JN* City Attorney *MK*

INTRODUCTION

The City has decided to move our intranet from an Oracle portal platform to one that uses Microsoft SharePoint software. A consultant with SharePoint knowledge and experience is necessary to create a sound site architecture, an appropriate security model, and assist in migrating our current portal content.

BACKGROUND

An intranet is a computer network that uses Internet Protocol technology to share information within an organization. The City purchased a Plumtree Portal (bought by Oracle in 2010 and now known as Oracle Webcenter Interaction Portal) for our intranet in 2004. This product provides a content publisher for announcements, sign-ups, calendars, document search, sharing and collaboration, and lists for managing data such as contracts and ordinances.

The Portal, which Oracle purchased as part of a larger package, has reached its end of life with no further enhancements or upgrades available from the vendor. Staff is unable to update the City's web browser beyond its current version because it renders important segments of the portal unusable. The same functionality of the current Oracle Portal, in addition to many other enhancements, is available through SharePoint. SharePoint is the most commonly used intranet technology and it integrates seamlessly with other Microsoft Office products. For these reasons, the City has chosen to migrate from our current Oracle product to Microsoft SharePoint.

DISCUSSION

The City went out to bid for a SharePoint consultant on February 18, 2015. We received 6 responses to the RFP and interviewed 2 vendors. The vendors were evaluated on their project approach, related experience, expertise of key staff, schedule and cost. A staff review panel selected Marquam Group as the preferred vendor. Marquam has extensive experience working with local municipalities in Oregon and Washington implementing SharePoint. The City negotiated a scope of work with Marquam that will meet our needs in successfully making the transition to SharePoint.

RESOURCE/FINANCIAL IMPACT

The 2015 City budget includes a one-time supplemental appropriation of \$61,950 for professional services to migrate our current portal technology from Oracle to Microsoft SharePoint.

RECOMMENDATION

Staff recommends that Council move to authorize the City Manager to execute a contract with Marquam Consulting in the amount of \$60,000 for SharePoint consulting.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	2016-2021 Transportation Improvement Plan (TIP) Public Hearing and Discussion
DEPARTMENT:	Public Works
PRESENTED BY:	Kirk McKinley, Transportation Services Manager Nytasha Sowers, Transportation Services Manager
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

In accordance with RCW 35.77.010, cities in Washington State are required to prepare and adopt a comprehensive six-year transportation plan. A city's six-year transportation improvement plan (TIP) must be consistent with its comprehensive plan transportation element. RCW 35.77.010 requires that the City hold at least one public hearing on the TIP and submit the adopted TIP to the Washington State Secretary of Transportation. The Department of Transportation has historically accepted submittal of TIPs through the month of July.

The six-year TIP should include transportation projects, such as road and bridge work, as well as new or enhanced bicycle or pedestrian facilities. In addition to local projects, the TIP should also identify projects and programs of regional significance for inclusion in the regional TIP. The City's TIP is used to secure federal funding for transportation projects as part of the Statewide Transportation Improvement Plan (STIP).

Through development of the TIP, the City prioritizes these funded and unfunded transportation needs utilizing information such as the City's Transportation Master Plan (TMP), safety and accident history, growth trends, traffic studies and the transportation element of the City's Comprehensive Plan. Project descriptions, costs, funding options and the project status are identified for each project in the TIP.

The TIP is prepared and presented to Council in advance of the Capital Improvement Plan (CIP). The policy direction provided through adoption of the TIP is used to identify transportation projects for inclusion in the CIP. The City Council will hear an update on the CIP on June 8, 2015 and then review the City's proposed six-year CIP as part of the 2016 budget process later this fall.

RESOURCE/FINANCIAL IMPACT:

There is no financial impact associated with adoption of the TIP. The projects identified in the City's TIP are a combination of funded projects in the CIP, including projects that are partially funded or underfunded, as well as currently unfunded projects the City

would like to undertake should funding become available. Listing projects in the TIP makes them grant eligible, as most grant programs will not fund projects not included in a jurisdiction's TIP. The vast majority of projects included in the TIP are unfunded or partially funded. All of the funded programs are identified as underfunded, as additional work could be completed through these programs with supplemental funding. However, this draft TIP has identified some funding challenges that should be considered in the development of the 2016-2021 CIP. Direction received from the Council in consideration of the TIP will greatly assist staff in the development of the CIP.

RECOMMENDATION

Council should hold the public hearing to receive comments on the proposed 2016-2021 TIP. No other formal Council action is required this evening on the TIP. Staff is requesting direction from Council regarding the policy topics outlined in this staff report as well as any revisions to the 2016-2021 TIP, including items that should be added or removed. Council is scheduled to adopt the 2016-2021 TIP on April 27, 2015.

Approved By: City Manager *JN* City Attorney *MK*

INTRODUCTION

In accordance with state law, the City is required to prepare a six-year Transportation Improvement Plan (TIP). The TIP identifies projects to meet local transportation needs, as well as projects of regional significance, such as the 145th Street corridor improvements. It also includes some on-going programs, including the curb ramp, gutter and sidewalk program and the traffic safety improvements program. The TIP identifies projects for all modes of transportation, including bicycles, pedestrians, vehicles and transit. Projects in the TIP can be funded and unfunded and the draft TIP includes the transportation projects identified in the preliminary 2016-2021 CIP. Including projects in the TIP improves the city's eligibility to secure grant funding.

DISCUSSION

The TIP is prepared and presented to Council in advance of the CIP. The policy direction provided through adoption of the TIP is used to identify transportation projects for inclusion in the CIP. The City Council will review the City's proposed six-year CIP as part of the 2016 budget process later this fall.

The draft 2016-2021 TIP (Attachment A) utilizes last year's TIP as its foundation. Projects and programs included in the draft 2016-2021 TIP include high priority projects identified in the 2011 Transportation Master Plan (TMP) for safety and operations, bicycle and pedestrian projects. Staff also included several projects from the previous year's TIP which were identified by Council as important projects for the City. Two additional safety projects were added as a result of the most recent collision data identified in the 2014 Annual Traffic Report:

- Project # 26: Ballinger Way, from 19th Ave NE to 205th, preliminary design
- Project # 27: Linden Ave N @ N 185th Intersection Improvements

Finally, four new projects that are substantially funded by grants were added, including:

- Project #7: Echo Lake Safe Routes to School
- Project #8: Bicycle System Plan Implementation – Minor Improvements
- Project #9: Citywide Radar Speed Signs
- Project #10: Meridian Avenue N and N 155th Street Intersection Phase Changes

Projects in the TIP are sorted into three categories: Funded Programs, Funded Projects, and Unfunded Projects. Projects and programs that are partially funded or underfunded are included in the funded categories. Generally, funded projects are those included in the City's 2015-2020 Capital Improvement Plan. All projects identified for 2021 are unfunded, as discussion of capital needs in 2021 have not been discussed by Council at this time. Unfunded projects shown in 2016-2019 are those that staff believe have favorable grant possibilities.

A project sheet for each project or program in the TIP has been developed and includes the following:

- Scope/Narrative: A description of the project or program including the specific work to be performed, project elements, project/program purpose and/or interagency coordination efforts.
- Funding: Identifies whether a project is funded, partially funded or unfunded and known funding sources.
- Funding Outlook: A description of the current funding projection for the project, including possible funding sources (when applicable).
- Project Status: Identifies Council goals achieved by each project, the stage of a project (such as design, environmental review or construction), previous years' work and expenditures and/or potential revenue sources for projects.
- Purpose/Goals Achieved: Identifies which of several purposes the project satisfies and/or general goals the project achieves including Non-motorized Transportation; System Preservation; Growth Management; Improves Efficiency and Operations; Safety; Major Structures; Corridor Study; and/or Interjurisdictional Coordination.

Each project listed in the TIP includes an estimated project cost, the amount of funding secured or unsecured and the funding source for the six-year period covered by the TIP. If grant funding has been secured from a specific source, it is identified. The Funding Outlook section of each project sheet identifies the total project cost and any previous expenditures. Potential grant funding sources are also identified in this section. Projects listed that are necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by transportation impact fees and are identified as such. The costs for projects programmed for the first three years of the TIP have been developed with a higher level of detail whereas those in the latter three years have been developed with less specificity, as the projects are generally less defined. The more specific costs for earlier projects help ensure that once the City receives a grant, the project is adequately funded. A map showing the location of each project is also included as part of the TIP, as well as a summary matrix showing total costs for all projects.

The draft 2016-2021 TIP includes projects that are identified as high priorities in the TMP, as well as some projects from previous TIPs. As very few projects and programs are funded in the next six years, unfunded projects comprise the majority of the TIP. Many of these are large, corridor-wide projects comprised of smaller, individual components which, when combined, would result in a completed roadway. The individual components have been identified in a manner to show how a project might be phased over time. Some of the individual components are projects that were identified as needed to accommodate growth in the City's Transportation Master Plan. These components will be funded, in part, by impact fees.

For the NW Richmond Beach Road corridor, several projects have been identified which are likely to be constructed by the developer at Point Wells, should the proposed development move forward. These projects were developed by the City several years ago in response to the Draft Supplemental Environmental Impact Statement and Final Environmental Impact Statement for the Point Wells development. These projects are listed contingently and are only to be constructed upon execution of a Municipal or Development Agreement approving these projects as appropriate mitigation. This list is

not comprehensive and it is likely that some projects may be removed and others added as the Transportation Corridor Study and developer-municipal agreements are completed. As part of the Transportation Corridor Study, additional projects may be identified as mitigation and all will be reviewed and updated with input from the Richmond Beach community. However, improvements to the intersection at 3rd Ave NW and NW Richmond Beach Road have been called out separately, as this intersection has identified safety issues that will likely need to be addressed by the City in advance of the Point Wells development or if the City receives funding that could be leveraged with developer funding. Other unfunded projects, such as New Sidewalk Projects and Major Preservation Projects, include several individual projects that could be designed and constructed individually.

The total cost of all of the projects in the draft 2016-2021 TIP is \$282,844,153.

In preparation for development of the CIP, staff is requesting Council direction on the following issues.

Grant Match

As part of the 2014 budget process, the City established the Grant Match Fund, which provides funding that can be used as part of grant applications. Since many grant agencies require a match, this new program can be utilized to provide that match without having the funds allocated to specific projects. Once a grant is secured, the match funding is allocated to the specific project. It is anticipated that unused funds from this program would rollover annually and that the fund would be replenished periodically.

The table below outlines the revenues and expenditures for the Grant Match fund over the next three years. The final column lists the grant amount for which the match was utilized. Please note that the column year indicates when the grant funding must be obligated. It is anticipated that the funds will be spent over 1-2 years for each project.

Project/Revenue	2015	2016	2017	Balance	Grant Amount
Starting Balance (2014-2020 CIP)				\$300,000	
General Fund Contribution (2015-2021 CIP)	\$500,000		\$200,000	\$1,000,000	
Bicycle Plan Implementation	(\$86,768)			\$913,232	\$642,725
Echo Lake Safe Routes to School		(\$11,000)		\$902,232	\$510,000
HSIP- Speed Radar Signs		(\$943)		\$901,289	\$119,513
HSIP - Meridian and 155 th		(\$6,544)		\$894,745	\$352,385
145 th Street Design (Aurora Ave N – I-5)		(\$671,100)		\$223,645	\$4,300,000
Other Pending Grants					
175th Street Design		(\$553,500)		(\$329,855)	\$3,546,500

At the end of 2017, staff anticipates having a balance of approximately \$223,000 in the grant match fund. It is anticipated that the grant match fund will need to be replenished in the next couple of years. Sources may include savings from the Aurora Corridor Improvement Project or contributions from the General Fund.

The 175th Street design is first on the PSRC King County contingency list for STP funding. Should the City receive it, it will need to be obligated in 2015. Because this design is for projects needed to accommodate future growth, impact fees can be used to serve as the match. If the City does not have enough funding from impact fees collected at the time, it can “borrow” from other funds, which would then be replenished by impact fees collected in the future.

Staff recommends the Council continue to replenish the grant match fund so that we have the flexibility to apply for and compete for outside funding to help with constructing our TMP projects. A proposed amount will be presented at the June 8th CIP discussion.

Funding of Future Corridor Studies

As Council and staff have discussed previously, grant funding agencies have specific conditions for what types and phases of projects they are willing to fund. They generally prefer to fund design and construction phases and will sometimes fund right-of-way acquisition. The planning phase of projects (including corridor studies) is typically the most difficult for which to secure funding. In order to better position Shoreline to secure grant funding, it is staff’s recommendation that the City fund and complete one planning study per year and program all four listed below in the order identified for projects so that they are “design ready”. In doing so, the City can develop a conceptual plan for these projects as well as reliable cost estimates. The plan and cost estimates will help in the development of competitive grant applications and provide a strong vision for the project going forward. For projects that require a study in order to clearly define their needs, a planning level cost estimate for design, right-of-way acquisition and construction has been developed at this time.

The draft 2016-2021 TIP includes four projects for which a planning phase is needed. The planning phase is currently unfunded and the year in parentheses is staff’s recommendation for the funding year:

- Project #18: N/NE 185th Street Corridor Improvements (2016)
- Project # 13: NE Perkins Way Improvements – 10th Avenue NE to 15th Avenue NE (2017)
- Project # 14: 15th Avenue NE - NE 172nd Street to NE 195th Street (2018)
- Project #23: N 165th Street and Carlyle Hall Road N Sidewalk and Intersection Safety (2021)

Staff recommends early funding for the N/NE 185th Street Corridor study, which was identified as part of the 185th Street Light Rail Subarea planning effort. This project will develop a corridor plan for N/NE 185th Street/10th Avenue NE/NE 180th Street that includes multi-modal transportation facilities necessary to support projected growth in the recently adopted station area plan. The design anticipated in the plan includes travel lanes, a center turn lane, raised cycle tracks for bicycles and sidewalks. With

redevelopment anticipated along this corridor, it will be important to ensure future structures are located outside of the planned project area. The conceptual idea described in the subarea plan cannot be constructed in a piecemeal fashion and thus, a phasing plan for implementation of the project is needed. Finally, a funding plan for improvements is needed for this project. Due to the complexity associated with constructing these improvements, the funding plan may identify alternatives for payment by developers in lieu of construction of frontage of improvements.

Due to its proximity to the NE 185th Street light rail station and the fact that it is the “missing link” in the northern Interurban-Burke Gilman connector (it is the only section for which a final design concept has not been determined nor construction funded), staff believes the Perkins Way improvement project is a strong contender for grant funding once a project design concept and cost estimates are complete.

Community Renewal Area (CRA) Projects

The TIP includes a list of “frontage” improvement projects surrounding the Community Renewal Area (CRA) at Aurora Square. Several of these are radical departures from the existing transportation infrastructure and create a new function for some of the roadways. The key improvement projects include:

- Redesign of N155th @ Westminster Way intersection, including N 155th to Aurora
- Redesign of Westminster Way between N 155th and the west Interurban Pedestrian Bridge landing, including the closure of Westminster Way north of the Bridge landing
- Redesign of N 160th from Aurora to Greenwood – this will be accomplished in two phases with the restriping of the street to three lanes/bike lanes in 2016.
- Building a new connector road from Aurora to Westminster at about N 157th
- Reconstructing Westminster from 155th to 145th/Greenwood

Staff is working on a funding strategy for paying for these improvements. The Council will be discussing a strategy to complete these projects which will include a recommendation on city share vs. developer/property owner share, and the potential for a latecomers program. Staff recommends that once a funding strategy is in place that the City take the lead in developing a design for the N 155th and Westminster intersection including the N 155th leg to Aurora.

Advanced Acquisition of Right-of-Way

For many projects, such as the N/NE 185th Street corridor, widening of the right-of-way in the future may be needed. The City is limited in its authority to require dedication of right-of-way in conjunction with future development and developers are often reluctant to limit their projects without compensation for unused land. By establishing a fund to allow for advance acquisition of right-of-way in circumstances of this kind, the City can ensure that structures are located outside of the area needed for future roadway widening projects. This will result in future savings, as the City will not need to retrofit or purchase buildings located in the widening area.

Utility Undergrounding

Undergrounding of overhead utility lines in conjunction with major capital projects is addressed in the Shoreline Municipal Code. This is a very complicated issue, with both benefits and drawbacks that must be considered. Shoreline's requirements for utility undergrounding associated with City projects are a challenge to understand and administer. The City's franchise agreements with utility providers also influence the costs and timelines associated with undergrounding. Most projects included in the draft 2016-2021 TIP do not include undergrounding costs, however, it is anticipated that undergrounding will be a desired element of some projects and will need to be considered as they proceed through planning and design.

The City chose to underground overhead utilities as part of the North City and Aurora Corridor Improvement projects. Seattle City Light provided the upfront funding for these projects and is recovering these costs by including a charge on the utility bills of City of Shoreline customers.

Public Works staff and the City Attorney's Office are examining this issue and plan to return to Council for additional discussion later this year.

STAKEHOLDER OUTREACH

This is the first presentation of the 2016-2021 TIP to Council. Tonight's presentation will be accompanied by a public hearing.

COUNCIL GOAL(S) ADDRESSED

This project addresses Council Goal 2, "Improve Shoreline's utility, transportation, and environmental infrastructure." By identifying and developing a plan for multi-modal transportation improvements, the City is working to preserve and enhance the infrastructure. This project also addresses Council Goal 5: "Promote and enhance the City's safe community and neighborhood programs and initiatives" by funding the Traffic Safety Improvements program.

RESOURCE/FINANCIAL IMPACT

There is no financial impact associated with adoption of the TIP. The projects identified in the City's TIP are a combination of funded projects in the CIP, including projects that are partially funded or underfunded, as well as currently unfunded projects the City would like to undertake should funding become available. Listing projects in the TIP makes them grant eligible, as most grant programs will not fund projects not included in a jurisdiction's TIP. The vast majority of projects included in the TIP are unfunded or partially funded. All of the funded programs are identified as underfunded, as additional work could be completed through these programs with supplemental funding. However, this draft TIP has identified some funding challenges that should be considered in the development of the 2016-2021 CIP. Direction received from the Council in consideration of the TIP will greatly assist staff in the development of the CIP.

RECOMMENDATION

Council should hold the public hearing to receive comments on the proposed 2016-2021 TIP. No other formal Council action is required this evening on the TIP. Staff is requesting direction from Council regarding the policy topics outlined in this staff report as well as any revisions to the 2016-2021 TIP, including items that should be added or removed. Council is scheduled to adopt the 2016-2021 TIP on April 27, 2015.

ATTACHMENTS

Attachment A: Draft 2016-2021 Transportation Improvement Plan

ATTACHMENT A

City of Shoreline

2016-2021 Transportation Improvement Plan

1. What is the Six-Year Transportation Improvement Plan (TIP)?

The City of Shoreline Six-Year Transportation Improvement Plan (TIP) is a short-range planning document that is updated annually based upon needs and policies identified in the City's Comprehensive Plan and Transportation Master Plan. It identifies Shoreline's current needed transportation projects and programs for the next six years. Some projects identified in the TIP are significant enough in nature that they will take longer than six years to complete.

2. What is included in the TIP?

A project sheet for each project or program in the TIP has been developed and includes the following:

- **Scope/Narrative:** A description of the project or program including the specific work to be performed, project elements, project/program purpose and/or interagency coordination efforts.
- **Funding:** Identifies whether a project is funded, partially funded or unfunded and known funding sources.
- **Funding Outlook:** A description of the current funding projection for the project, including possible funding sources (when applicable).
- **Project Status:** Identifies Council goals achieved by each project, the stage of a project (such as design, environmental review or construction), previous years' work and expenditures and/or potential revenue sources for projects.
- **Purpose/Goals Achieved:** Identifies which of several purposes the project satisfies and/or general goals the project achieves including Non-motorized Transportation; System Preservation; Growth Management; Improves Efficiency and Operations; Safety; Major Structures; Corridor Study; and/or Interjurisdictional Coordination.

Projects in the TIP are sorted into three categories: Funded Programs, Funded Projects, Unfunded Projects. Projects and programs that are underfunded or partially funded are included in the funded categories. Generally, funded projects are those included in the City's 2015-2020 Capital Improvement Plan. All projects and programs identified for 2021 are unfunded. All of the funded programs are identified as underfunded, as additional work could be completed through these programs with supplemental funding. The TIP also identifies the potential for new projects or programs that may arise from current City planning efforts in the Emerging Projects section. The final section provides a summary of projects included in the 2015-2020 TIP that are scheduled for completion in 2015.

3. Project Costs and Funding

Each project listed in the TIP includes an estimated cost, the amount of funding secured or unsecured and the funding source(s) for the six year period covered by the TIP. Existing and new project and program costs need to cover all phases of a project (described below), including the staff time necessary to administer them. If grant funding has been secured from a specific source, it is identified. The Funding Outlook section of each project sheet identifies the total project cost and any previous expenditures. Potential grant funding sources are also identified in this section. Projects listed that are necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by transportation impact fees. The costs for projects programmed for the first three years of the TIP have been developed with a higher level of detail whereas those in the latter three

years have been developed with less specificity, as the projects are generally less defined. Unless otherwise noted, project costs do not include the costs for placing overhead utilities underground.

4. Developing the TIP

The annual TIP update starts with the previously adopted TIP. Projects in the previously adopted TIP are reviewed and projects that have been completed, or because of changing conditions, are no longer needed are removed from the TIP. Existing projects may also be updated based upon completed studies, refined project scopes or revised cost estimates. The remaining projects carried over from the previous TIP are reviewed for changes to cost estimates, project funding, schedule, or scope during the update process to ensure that the best information is represented in the TIP.

New projects are generated from many sources, including the City's adopted Transportation Master Plan (TMP), Comprehensive Plan, Council priorities, identification of new issues or deficiencies, response to growth, accident locations or the potential to secure grant funding. The City may use tools such as pavement management rating, analysis of accident data and transportation modeling to help identify potential new projects. Potential new projects undergo a review of scope, priority, schedule and cost analysis.

Updated projects from the previous TIP and new projects are then used to create a draft TIP project list. The phasing and funding of these projects in the draft TIP is based on an evaluation of project priority compared with priorities laid out in the TMP and Comprehensive Plan, commitments to projects and programs that are already underway, secured grants, partnerships the City has entered into with other jurisdictions and agencies and new opportunities that arise to leverage local transportation funding in combination with other funding sources.

Once the draft TIP has been developed, a public hearing is held to provide an opportunity for the community comment. Based on the results of the public hearing and comments from the Shoreline City Council a final version of the TIP is developed. This final version is then adopted by the City Council.

5. Emerging Projects

New transportation projects are often generated from significant planning efforts for new or major redevelopments or land use subarea planning. In 2012, the City designated the Aurora Square area as a Community Renewal Area (CRA) and subsequently adopted a vision and plan for its redevelopment. Transportation improvements will be an important component in supporting redevelopment. The City has developed and adopted a Programmatic EIS to address the transportation impacts associated with redevelopment of the site. It is expected that redevelopment of the CRA will occur over many years, continuing beyond the six year time frame addressed in this TIP. In anticipation of the commencement of light rail service in 2023, the City is planning for land use changes around the future stations located in Shoreline at NE 145th Street and NE 185th Street. Higher residential densities and a mix of land use types near the stations, as well as transit users traveling to the stations will create an increased demand for multi-modal transportation facilities. Transportation impacts and needs associated with future land use changes as well as the necessary solutions to resolve them are outlined in the subarea plans. The redevelopment of the station areas is expected to occur over many decades. The projects needed to accommodate growth in the station areas will be incorporated into future TIPs.

6. Relationship of the TIP to other Transportation Documents

A. Six-Year Capital Improvement Plan

Once adopted, the TIP helps to guide funding and implementation priorities during the development of the transportation portion of the Capital Improvement Plan (CIP). The CIP is a six-year financial plan addressing capital needs and is updated along with the development of the City's operating budget. The CIP shows the City-funded portion of projects and is constrained by current budget forecasts, whereas the TIP shows the complete project list, including unfunded projects and programs. The first year of the CIP is adopted as part of the annual budget

B. Transportation Master Plan

The City of Shoreline's Transportation Master Plan (TMP) is the long-range blueprint for travel and mobility, describing a vision for transportation that supports the City's adopted Comprehensive Plan. The TMP provides guidance for public and private sector decisions on local and regional transportation investments, including short-, mid-, and long-range transportation and related land-use activities. In this way, the City can assess the relative importance of projects and schedule their planning, engineering and construction as growth takes place and the need for the facilities and improvements is warranted. It also establishes a prioritization of the projects to be included in future capital improvement plans. The TMP covers all forms of personal travel – walking, bicycling, transit and automobile.

C. State and Federal Requirements

State law requires that each city develop a local TIP and that it be annually updated (RCW 35.77.010). It also requires that projects be included in the TIP in order for cities to compete for transportation funding grants from most federal and state sources. Federal grant funded and regionally significant projects from the first three years of the City's TIP are included in the Regional TIP, which is assembled by the Puget Sound Regional Council for King, Kitsap, Pierce, and Snohomish Counties. The Regional TIPs from around the State are then combined to form the State TIP, which is approved by the Governor and then submitted to the Federal Highway Administration and Federal Transit Authority for their review and approval.

6. Funding Challenges

As is the case for most jurisdictions, the need for transportation improvements in Shoreline greatly outweighs the City's ability to fund them in both the short and long term. In addition to major capital projects such as intersection or corridor improvements, there is an on-going need to maintain the existing system. This includes repair, maintenance and preservation work, such as Bituminous Surface Treatment (BST) or overlays, upgrades and repairs to traffic signals, installation of new street lights and curb ramp upgrades. It is difficult to estimate the annual backlog or degree to which the City's transportation program is underfunded, as new projects are identified annually and maintenance is a continuous necessity. The unfunded projects and programs included in this six year TIP (not including the unfunded portions of partially funded projects) total \$217,916,153.

The City of Shoreline funds transportation capital projects from the General Fund, Real Estate Excise Tax (REET), Transportation Benefit District (TBD) and grant revenue from local, state and federal governments. Because some of these revenue sources are so closely tied to the health of the economy

they can be somewhat unpredictable, making it challenging for the City to plan for transportation improvements with assurance that funding will be available.

Historically the largest sources of funding for Shoreline's transportation programs and projects have been grants. Funding for transportation projects is available from federal, state and local resources. Each funding source has specific rules and guidelines about what types of projects they will fund, how much of a project will be funded and timelines for expenditure of funds. Most grant programs require a funding match, which means that the City must also contribute funding to the cost of a project. The granting agency may also have restrictions about the source of the funding match. For example, a state funded grant might be restricted from having another state funded grant serve as the match. Funding programs for bicycle and pedestrian transportation projects are very limited, especially in comparison to funding for highway and roadway projects. Quite often, granting agencies prefer to fund construction of projects rather than planning, design or environmental work. Having projects fully designed and "shovel ready" improves their ability to compete for funding. The competitive nature of grant funding and the specific requirements associated with available grants narrow the opportunities for many of the City's high priority projects to obtain outside funding.

7. Lifecycle of a Project

Depending upon the size and/or degree of complexity associated with a project, it can take several years to complete. For example, the three mile Aurora Corridor Improvement Project scheduled for completion in 2016, began the initial planning work in 1997. Large projects may be divided into several smaller projects in order to manage the project more effectively, comply with grant funding requirements or minimize inconvenience to the community during construction. Throughout all phases of a project, the City is committed to maintaining open communications with the community. The process to develop projects generally includes the following steps.

Planning and Alternatives Development – During this phase, conceptual ideas for a project are identified, evaluated and narrowed, sometimes to a single option. Citizens, community organizations, neighboring jurisdictions and other stakeholders help shape the project. Public meetings provide updates to the community and help the City gather feedback.

Preliminary Design and Environmental Review – This phase identifies potential environmental impacts of the project alternative(s). The level of review and documentation depends on the scope of the project and its potential for environmental impacts. An Environmental Impact Statement (EIS) is prepared for large projects with potentially significant impacts. Development of a State Environmental Policy Act (SEPA) checklist may be prepared for projects not requiring an EIS. A similar review under the National Environmental Policy Act (NEPA) is required for projects that receive federal funding. The project's design moves from conceptual to preliminary as initial engineering begins.

During this phase:

- If required, a SEPA checklist or Draft EIS is published followed by a public comment period. Responses to those comments are found in the Final EIS.
- Preliminary design is completed.
- The City selects the project that will eventually be built.

Final Design and Property Acquisition – In this phase, architects and engineers define what the project will look like as well as the technical specifications for the project. Field work is performed including testing soil conditions and ground water levels, surveying, and locating utilities. Additionally, the City

acquires any necessary private property and easements. This phase is often referred to as “Projects, Specifications and Estimate (PS and E)”.

Construction – Construction time varies widely from project to project. The City balances the need to complete the project on time and on budget while minimizing construction impacts to the community. Unforeseen site conditions, weather, design corrections and the complexity of a project are some of the factors that can influence the schedule. Construction schedules can also be affected by environmental restrictions, such as permissible timeframes to work in fish bearing waters.

Contact Information

For additional information, contact Kirk McKinley, Transportation Planning Manager, 206.801.2481, kmckinley@shorelinewa.gov or Nytasha Sowers, 206.801.2483, nsowers@shorelinewa.gov.

FUNDED PROGRAMS (FULLY OR UNDERFUNDED)

1. Curb Ramp, Gutter and Sidewalk Program (underfunded)
2. Traffic Safety Improvements (underfunded)
3. Annual Road Surface Maintenance Program (underfunded)
4. Traffic Signal and Intelligent Transportation System (ITS) Improvements (underfunded)

FUNDED PROJECTS (FULLY OR PARTIALLY)

5. 25th Avenue NE Sidewalk
6. 145th Street (SR 523) Corridor Improvements (partially)
7. Echo Lake Safe Routes to School
8. Bicycle System Plan Implementation – Minor Improvements
9. Citywide Radar Speed Signs
10. Meridian Avenue N and N 155th Street Intersection Phase Changes

UNFUNDED PROJECTS

11. New Sidewalk Projects
12. Community Renewal Area (CRA) Roadway Improvements
13. NE Perkins Way Improvements – 10th Avenue NE to 15th Avenue NE
14. 15th Avenue NE – NE 172nd Street to NE 195th Street
15. Fremont Avenue N – N 175th Street to N 185th Street
16. N/NE 175th Street Corridor Improvements
17. NW Richmond Beach Road Corridor Improvements
18. N/NE 185th Street Corridor Improvements
19. Major Pavement Rehabilitation Projects
20. Meridian Avenue N - N 145th Street to N 205th Street
21. Aurora Avenue N at N 145th Street Dual Left Turn Lane
22. Midvale Avenue N – N 175th Street to N 183rd Street
23. N 165th Street and Carlyle Hall Road N Sidewalk and Intersection Safety
24. Firlands Way N – Aurora Avenue N to Linden Ave N
25. N 152nd Street and Ashworth Avenue N Intersection Improvements
26. Ballinger Way - NE 205th St to 19th Ave NE Access Control Preliminary Design
27. N 185th Street and Linden Avenue N Intersection Improvements

EMERGING PROJECTS

Community Renewal Area Projects
Light Rail Station Area Improvements
Transit Service Integration Plan

PROJECT SCHEDULED FOR SUBSTANTIAL COMPLETION IN 2015

NE 195th Street Separated Trail – 1st Avenue NE to 5th Avenue NE
Interurban/Burke-Gilman Connectors
Einstein Safe Routes to School project
Safety Enhancements on Aurora Avenue N
145th Street Corridor Study
10th Avenue NW Bridge Rehabilitation

Project	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2016-2021 Total
FUNDED PROGRAMS (FULLY OR PARTIALLY)							
Curb Ramp, Gutter & Sidewalk Program	\$ 153,000	\$ 153,000	\$ 153,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,059,000
Traffic Safety Improvements	\$ 156,000	\$ 158,000	\$ 161,000	\$ 164,000	\$ 168,000	\$ 200,000	\$ 1,007,000
Annual Road Surface Maintenance Program	\$ 2,300,000	\$ 1,000,000	\$ 1,100,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 8,000,000
Traffic Signal and Intelligent Transportation System (ITS) Improvements	\$ 111,000	\$ 116,000	\$ 122,000	\$ 128,000	\$ 135,000	\$ 150,000	\$ 762,000
FUNDED PROJECTS (FULLY OR PARTIALLY)							
25th Avenue NE Sidewalk	\$ 60,000	\$ 510,000	\$ 25,000	\$ -	\$ -	\$ -	\$ 595,000
145 th Street (SR 523) Corridor Improvements	\$ 2,448,000	\$ 2,448,000	\$ 2,000,000	\$ 5,000,000	\$ 20,000,000	\$ 20,000,000	\$ 51,896,000
Echo Lake Safe Routes to School	\$ 483,000	\$ 13,000	\$ -	\$ -	\$ -	\$ -	\$ 496,000
Bicycle System Plan Implementation – Minor Improvements	\$ 633,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 633,000
Citywide Radar Speed Signs	\$ 121,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 121,000
Meridian Avenue N and N 155th Street Intersection Phase Changes	\$ 55,000	\$ 304,000	\$ -	\$ -	\$ -	\$ -	\$ 359,000
UNFUNDED PROJECTS							
New Sidewalk Projects	\$ 183,000	\$ 1,076,000	\$ 769,000	\$ 971,000	\$ 1,359,000	\$ 2,960,000	\$ 7,318,000
Community Renewal Area (CRA) Roadway Improvements	\$ 477,000	\$ 4,650,000	\$ 700,000	\$ 700,000	\$ -	\$ 14,500,000	\$ 21,027,000
NE Perkins Way Improvements – 10 th Avenue NE to 15 th Avenue NE	\$ -	\$ -	\$ -	\$ 3,681,540	\$ -	\$ -	\$ 3,681,540
15 th Avenue NE – NE 172 nd Street to NE 195 th Street	\$ -	\$ -	\$ -	\$ 6,176,793	\$ -	\$ -	\$ 6,176,793
Fremont Avenue N – N 175 th Street to N 185 th Street	\$ -	\$ -	\$ -	\$ 6,292,720	\$ -	\$ -	\$ 6,292,720
N/NE 175 th Street Corridor Improvements	\$ -	\$ 2,820,000	\$ 2,819,000	\$ -	\$ -	\$ 77,156,000	\$ 82,795,000
NW Richmond Beach Road Corridor Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45,490,000	\$ 45,490,000
NW Richmond Beach Rd at 3rd Ave NW	\$ -	\$ 2,320,000	\$ -	\$ -	\$ -	\$ -	\$ 2,320,000
N/NE 185 th Street Corridor Improvements	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 8,539,000	\$ 9,039,000
Major Pavement Rehabilitation Projects	\$ 2,300,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 12,300,000
Meridian Avenue N Corridor Improvements	\$ 992,000	\$ -	\$ -	\$ -	\$ -	\$ 9,117,000	\$ 10,109,000
Aurora Avenue N at N 145 th Street Dual Left Turn Lane	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,700,000	\$ 4,700,000
Midvale Avenue N – N 175 th Street to N 183 rd Street	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 510,000	\$ 510,000
N 165 th Street and Carlyle Hall Road N Sidewalk and Intersection Safety	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,482,000	\$ 2,482,000
Firlands Way N – Aurora Avenue N to Linden Ave N	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,600,000	\$ 2,600,000
N 152 nd Street and Ashworth Avenue N Intersection Improvements	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 320,000	\$ 345,000
Ballinger Way - NE 205th St to 19th Ave NE Access Control Preliminary Design	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000
N 185th Street and Linden Avenue N Intersection Improvements	\$ -	\$ -	\$ 530,100	\$ -	\$ -	\$ -	\$ 530,100
Total Expenditures by Year	\$ 10,972,000	\$ 17,768,000	\$ 10,379,100	\$ 26,514,053	\$ 25,087,000	\$ 192,124,000	\$ 282,844,153

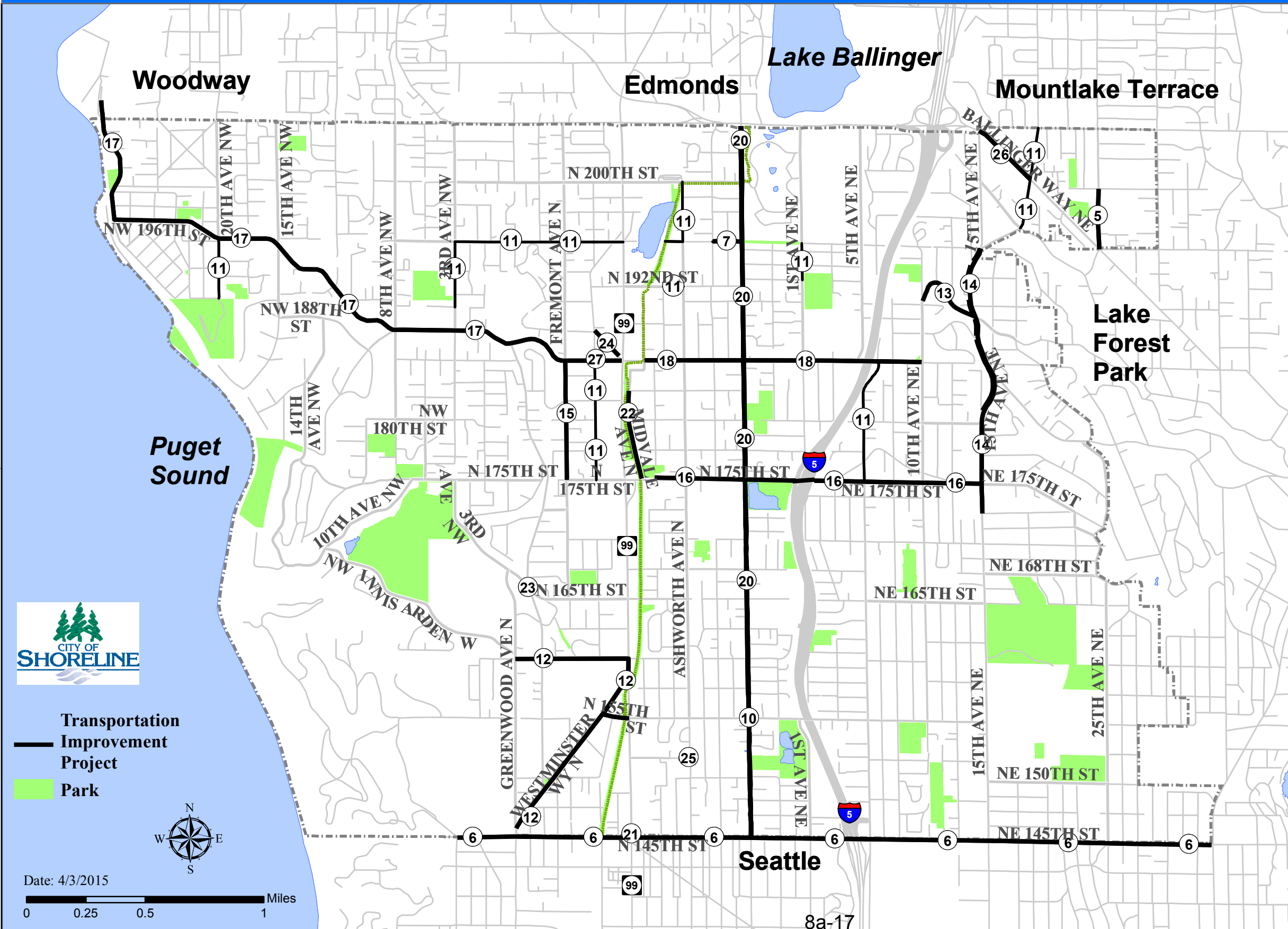
City of Shoreline Transportation Improvement Program 2016 to 2021

Project Location

5. 25th Avenue NE Sidewalk
6. 145th Street (SR 523) Corridor Improvements
7. Echo Lake Safe Routes to School
10. Meridian Avenue N and N 155th Street Intersection Phase Changes
11. New Sidewalk Projects
12. Community Renewal Area Projects
13. NE Perkins Way Improvements – 10th Avenue NE to 15th Avenue NE
14. 15th Avenue NE – NE 172nd Street to NE 195th Street
15. Fremont Avenue N – N 175th Street to N 185th Street
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24. Firlands Way N – Aurora Avenue N to Linden Ave N
25. N 152nd Street and Ashworth Avenue N Intersection Improvements
26. Ballinger Way – NE 205th Street to 19th Avenue NE – Access Control Preliminary Design
27. N 185th Street and Linden Avenue N

Citywide Improvements

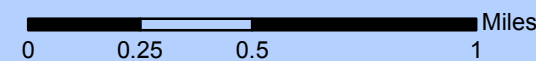
1. Curb Ramp, Gutter and Sidewalk Program
2. Traffic Safety Improvements
3. Annual Road Surface Maintenance Program
4. Traffic Signal and Intelligent Transportation System (ITS) Improvements
8. Bicycle System Plan Implementation – Minor Improvements
9. Citywide Radar Speed Signs
19. Major Pavement Rehabilitation Projects



Transportation Improvement Project
Park



Date: 4/3/2015



FUNDED PROGRAMS
(FULLY OR PARTIALLY)

Project # and Name

1. Curb Ramp, Gutter and Sidewalk Program

Scope / Narrative

The ongoing Curb Ramp, Gutter and Sidewalk Program includes design and construction of curb ramps in compliance with the Americans with Disabilities Act (ADA) standards and repairing and replacing existing cement concrete gutters and sidewalks damaged by tree roots, cracking or settlement. Curb ramp installation and sidewalk repair is often performed in advance of roadway overlay work.

Funding

FUNDING SOURCE	PARTIALLY FUNDED					UNFUNDED	2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Roads Capital	\$ 153,000	\$ 153,000	\$ 153,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,059,000

Funding Outlook

This program is currently funded through an annual transfer from the General Fund. It is underfunded, as it is known that additional work is needed to fully maintain the existing sidewalks. It is unknown how much additional funding is needed at this time. A full inventory is required in order to accurately assess the need and an inventory and condition assessment is funded in the 2015 budget. Additionally, new requirements for curb ramp upgrades associated with projects such as traffic signal improvements and pavement overlays continue to increase the costs associated with this program. It is estimated this program is less than 50% funded. Future TIPs may include this information.

Project Status

Annual program, 2016-2021. This program helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

2. Traffic Safety Improvements

Scope / Narrative

This program addresses priority traffic and pedestrian safety concerns on both arterial and local streets. The primary purpose of this program is to design and implement small spot improvement projects to improve safety and enhance the livability of neighborhoods. Projects include traffic calming devices (speed humps, radar speed display signs, etc), capital infrastructure (curb ramps, sidewalks, etc) and operational changes (bike lanes, turn lanes, school signing, etc).

Funding

FUNDING SOURCE	PARTIALLY FUNDED					UNFUNDED	2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Roads Capital	\$ 156,000	\$ 158,000	\$ 161,000	\$ 164,000	\$ 168,000	\$ 200,000	\$ 1,007,000

Funding Outlook

This program is currently underfunded. Additional improvements that could be implemented with supplemental funding include street lighting, ADA upgrades, small sidewalk projects, and projects identified in the Neighborhood Traffic Action Plans. Addressing all the projects identified as high priority by residents in the traffic plans is estimated at \$37.6 million.

Project Status

Annual program, 2016-2021. This program helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure and Goal 5: Promote and enhance the City's safe community and neighborhood initiatives and programs.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

3. Annual Road Surface Maintenance Program

Scope / Narrative

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 thicknesses of asphalt overlay and bituminous surface treatments (BST). By performing continuous maintenance with BST, the City will extend the useful life of City streets by 10-12 years, increase skid resistance of the street surface, and improve ride quality. Each year, the City identifies roadways that require maintenance through this program. Preparatory work may include roadway grinding, crack sealing, pothole filling, curb repair, curb ramp installation or replacement and sidewalk repair. As part of this program, the City reinstates pavement markings and signs covered or disturbed during the preparatory work. All projects include necessary channelization.

A portion of this project budget will be dedicated to the implementation of bicycle signing and channelization throughout Shoreline in accordance with the City's adopted Bicycle System Plan. Bicycle facilities will include dedicated lanes, sharrows and freestanding signage, as well as wayfinding signs directing riders to local and regional destinations. Interim signage or striping may be installed in areas where a larger capital project is required in order to construct the permanent improvements. Installation of new roadway markings striping will be coordinated with the City's annual restriping to eliminate duplication of efforts.

Funding

FUNDING SOURCE	PARTIALLY FUNDED					UNFUNDED	2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Roads Capital	\$ 1,315,000	\$ 1,000,000	\$ 1,100,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 7,015,000
Federal - STP	\$ 985,000						\$ 985,000
PROJECT TOTAL	\$ 2,300,000	\$ 1,000,000	\$ 1,100,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 8,000,000

Funding Outlook

This program is currently funded at approximately 50 percent. 2016 estimates include two awarded grant projects for overlay work on 15th Avenue NE (NE 147th Street - NE 155th Street) and Meridian Avenue N (N 190th Street - N 205th Street)

Project Status

Annual program 2016-2021. This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

4. Traffic Signal and Intelligent Transportation System (ITS) Improvements

Scope / Narrative

The maintenance of safe and efficient traffic signals is an important part of the City's responsibility to all users of the transportation network including drivers, pedestrians and bicyclists. New traffic signal technology provides superior functionality compared to older, obsolete equipment. Intersection improvements are one of the most cost effective ways to improve traffic flow while effective maintenance and operation of traffic signals can increase safety and extend the life of the signal, decreasing overall program costs. Examples of signalized intersection improvements include, but are not limited to:

- New controllers which can accommodate transit signal priority, dynamic emergency vehicle preemption and coordination of traffic signals along a corridor for increased efficiency.
- Functional detection to ensure signals operate dynamically, based on actual user demand.
- Back up battery systems to keep signals operational during power outages.
- Communication to a central system for efficient signal timing changes, troubleshooting, and reporting.
- Accessible Pedestrian Signals and countdown signal heads for improved safety and ADA compliance.

The ability to keep traffic signals operating and vehicles moving is a key part of Shoreline's Emergency Management Plan.

Intelligent Transportation Systems (ITS) is the application of advanced information and communications technology to transportation. ITS helps roadway users make more informed decisions about travel routes thereby improving efficiency, safety, productivity, travel time and reliability. Elements of an ITS system can include variable message signs, license plate or bluetooth/wi-fi readers, real-time traffic flow maps, traffic monitoring cameras, and communication between traffic signals and a Traffic Management Center (TMC). Existing City ITS components include fiber optic lines, traffic monitoring cameras, and a central signal system for signals along Aurora. The City began operation of a TMC in 2013 to help manage these systems which may be expanded or modified as the City's ITS system grows. This project will fully integrate all City signals, with ITS improvements where appropriate, including traffic monitoring cameras. Future expansions of the system may include coordination with traffic signals in Seattle, cities to the north, and those operated by WSDOT.

Funding

FUNDING SOURCE	PARTIALLY FUNDED					UNFUNDED	2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Roads Capital	\$ 111,000	\$ 116,000	\$ 122,000	\$ 128,000	\$ 135,000	\$ 150,000	\$ 762,000

Continued on next page

Funding Outlook

The annual funding for this project is not enough to completely rebuild two traffic signals each year, as a traffic signal rebuild typically costs \$60,000. While some signal upgrades were deferred due to the recession, the city still remains on schedule to rebuild an average of two signals each year, in part due to grant-funded CIP projects, such as the Aurora Corridor Improvement Project. The program is currently underfunded by approximately \$20,000 annually to stay on schedule for rebuilding two traffic signals each year. An additional \$750,000 is needed to complete the ITS components of this project. The ITS portion of the project is currently unfunded as well. The City currently does not have a good inventory of signal needs, however, it is expected that this inventory will be completed in 2015.

Project Status

Annual program 2016-2021. This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|---|
| <input type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

FUNDED PROJECTS
(FULLY OR PARTIALLY)

Project # and Name

5. 25th Avenue NE Sidewalk

Scope / Narrative

This project will extend sidewalks along the west side of 25th Ave NE from NE 195th Pl to NE 200th St. Sidewalk will be installed in front of the proposed Public Works Maintenance Facility and Bruggers Bog Park. Intermittent on-street parking will also be installed.

Funding

FUNDING SOURCE	FUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Roads Capital	\$ 60,000	\$ 510,000	\$ 25,000				\$ 595,000

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

6. 145th Street (SR 523) Corridor Improvements

Scope / Narrative

145th Street (SR 523) serves as the boundary between the Cities of Shoreline and Seattle. Shoreline residents utilize the roadway as a primary travel route however the right-of-way is not within the City's jurisdiction. The southern half (eastbound lanes) is in the City of Seattle and the northern half (westbound lanes) is in unincorporated King County. Seattle classifies 145th Street as a Principal Arterial from Greenwood Ave N to Bothell Way NE. The City of Shoreline is interested in annexing the roadway and has begun developing a plan for corridor improvements which will guide future design and construction. Planning work would be coordinated with the City of Seattle, the Washington State Department of Transportation, King County, Metro Transit and Sound Transit to evaluate the future transportation needs for this corridor.

This project incorporates multiple improvements along the corridor to improve safety and capacity. The first step is to perform a multi-modal corridor study for 145th Street (SR 523) from Bothell Way NE (SR 522) to 3rd Ave NW. The study will include an examination of safety, traffic, transit and non-motorized needs resulting from anticipated changes in the area such as growth, location of light rail station(s) and regional tolling. The cross-section is likely to be different in various segments of the corridor based upon issues such as traffic volumes and multi-modal needs. This project is the first phase of completing improvements to this corridor.

Upon completion of the corridor study, preliminary engineering and environmental work can proceed, followed by right-of-way acquisition and construction. Funding for these latter phases is not yet secured. Construction of transportation improvements will be coordinated with construction of the new waterline that is required as part of the City's acquisition of Seattle Public Utilities water system. Anticipated projects along the corridor include:

- Improvements to vehicular capacity, safety and traffic flow, transit speed and reliability and accessibility to I-5 and the future light rail station
- Upgrade of the existing substandard, non-ADA compliant sidewalks and construct new sidewalk for a continuous system along the corridor
- Installation of continuous illumination and landscaping,
- Bus stop improvements
- Upgrade the existing stormwater management system to improve water quality and provide flow control.

Funding

FUNDING SOURCE	FUNDED		UNFUNDED				
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2016-2021 Total
Roads Capital	\$ 330,000	\$ 330,000					\$ 660,000
Federal - STP	\$ 2,118,000	\$ 2,118,000					\$ 4,236,000
Unknown			\$ 2,000,000	\$ 5,000,000	\$ 20,000,000	\$ 20,000,000	\$ 47,000,000
PROJECT TOTAL	\$ 2,448,000	\$ 2,448,000	\$ 2,000,000	\$ 5,000,000	\$ 20,000,000	\$ 20,000,000	\$ 51,896,000

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Funding Outlook

The estimates for 2018-2021 are included as placeholders. The RDP will provide a general project design and more specific cost estimates for the project. It is anticipated that the total cost for this project will be significantly greater and that the project will continue beyond 2020. The City has submitted a total project cost estimate of \$200 million to the Puget Sound Regional Council for the purposes of regional transportation planning. The City was awarded grant funding for Plans, Specifications and Estimate as well as environmental review in 2014 (to be obligated in 2016 after completion of the RDP) for the segment from Aurora Avenue N to Interstate 5.

Project Status

Project initiated in 2014. The corridor study is scheduled for completion in December 2015. Design work for the segment from Aurora Avenue N to Interstate 5 is scheduled to begin in 2016. This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

7. Echo Lake Safe Routes to School

Scope / Narrative

This project will construct sidewalks (including curb and gutter), curb ramps, and crosswalks on N 195th Street between Meridian Avenue N and Wallingford Avenue N, directly adjacent to Echo Lake Elementary. The new sidewalk will connect to sidewalk already in place in front of the school east to the N 195th Street Trail, which connects student walkers and bicyclists to the surrounding neighborhoods.

Funding

FUNDING SOURCE	UNFUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Safe Routes to School	\$ 474,000	\$ 13,000					\$ 487,000
Roads Capital	\$ 9,000						\$ 9,000
PROJECT TOTAL	\$ 483,000	\$ 13,000	\$ -	\$ -	\$ -	\$ -	\$ 496,000

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

8. Bicycle System Plan Implementation – Minor Improvements

Scope / Narrative

Implement the majority of the City of Shoreline's adopted Bicycle System Plan through the installation of bicycle lanes, sharrows and route signage. Wayfinding signage that helps guide nonmotorized travelers to destinations throughout Shoreline and in neighboring jurisdictions will accompany the installation of facilities. Implementation will include the design of facilities, procurement of materials, construction and project management. Improvements that would be installed as part of this project do not include those that would require significant capital projects, construction or right-of-way acquisition, as these are identified as components of other projects within this TIP.

Funding

FUNDING SOURCE	UNFUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Federal - STP	\$ 547,000						\$ 547,000
Roads Capital	\$ 86,000						\$ 86,000
PROJECT TOTAL	\$ 633,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 633,000

Funding Outlook

The total cost for this project is estimated to be approximately \$643,000. The City intends to spend approximately \$10,000 in 2015.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

9. Citywide Radar Speed Signs

Scope / Narrative

This project includes the installation of speed feedback signs (radar speed signs) at the following five locations:

1. Greenwood Ave N between Westminster Way N and N 160th Street (northbound and southbound)
2. 5th Ave NE between NE 192nd Street and NE 205th Street (northbound and southbound)
3. 1st Ave NE between N 145th Street and N 155th Street (northbound and southbound)
4. 15th Ave NW between NW Richmond Beach Rd and NW 205th St (northbound and southbound)
5. NW Innis Arden Way between Greenwood Ave N and 10th Ave NW (westbound only)

Funding

FUNDING SOURCE	FUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Roads Capital	\$ 1,000						\$ 1,000
HSIP	\$ 120,000						\$ 120,000
PROJECT TOTAL	\$ 121,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 121,000

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project #9 - continued from previous page

	STREET	FROM	TO	PROJECT DESCRIPTION	FUNDING STRATEGY	COST	ESTIMATED PROJECT START YEAR
1	20 th Ave NW	Saltwater Park entrance	NW 195 th St	Construct a separated path on the east side of the street.	Park/Trail Bond, TIB – Sidewalk Program	\$700,000	2017
2	1 st Ave NE	NE 192 nd St	NE 195 th St	Construct a sidewalks to fill in gaps on the west and east sides of the street.	TIB – Sidewalk Program, CIP, Voter Approved Bond, City, General Fund,	\$955,000	2018
3	Ashworth Ave N	N 195 th St	N 200 th St	Construct sidewalks on the west side of the street from N 195 th St to 200 th St, replace the asphalt walkway on the east side of the street in front of Echo Lake Elementary school and install curb ramps at the N 195 th St intersection. This project could be combined with Sidewalk Projects #9, 10 and/or 11.	Safe Routes to School, CIP, Voter Approved Bond, City General Fund	\$890,000	2016
4	NW/N 195 th St	3 rd Ave NW	Aurora Ave N	Construct sidewalks on the south side of the street. This project could be combined with Sidewalk Project #5.	Safe Routes to School, CIP, Voter Approved Bond, City General Fund	\$1,400,000	2021
5	3 rd Ave NW	NW 189 th St	NW 195 th St	Construct sidewalks to fill in gaps on the east side of the street. This project could be combined with Sidewalk Project #4.	TIB – Sidewalk Program, CIP, Voter Approved Bond, City, General Fund	\$380,000	2021
6	5 th Ave NE	NE 175 th St	NE 185 th St	Construct sidewalks on the west and east sides of the street.	Sound Transit mitigation, CIP, Voter Approved Bond, City General Fund	\$1,500,000	2020
7	Linden Ave N	N 175 th St	N 182 nd St	Construct sidewalks to fill in gaps on the east side of the street. Update scope and budget	Safe Routes to School, Private Development Mitigation, CIP, Voter Approved Bond, City General Fund	\$776,000	2019
8	19 th Ave NE	Ballinger Way NE/NE 195 th St	NE 205 th St	Construct sidewalks to fill in gaps on the northwest side of the street.	CIP, Voter Approved Bond, City General Fund	\$330,000	2019
9	N 195 th St*	Interurban Trail	Ashworth Ave N	Construct a sidewalk on the south side of the street. This project could be combined with Sidewalk Project #3.	Safe Routes to School, CIP, Voter Approved Bond, City General Fund	\$257,000	2016
10	N 192 nd St*	Stone Ave N	Ashworth Ave N	Construct sidewalks on the south side of the street from Stone Ave N to Ashworth Ave N; narrow the Interurban Trail crossing at N 192 nd St. This project could be combined with Sidewalk Project #3.	Safe Routes to School, Parks and Recreation Bond	\$130,000	2020

*Project would only be constructed if substantially funded by grants.

Project # and Name

10. Meridian Avenue N and N 155th Street Intersection Phase Changes

Scope / Narrative

This project will revise northbound/southbound signal phasing from permissive to flashing yellow arrow operation to address at-angle collisions at the intersection of Meridian Ave N and N 155th St. It will decrease intersection radii to lower vehicle turning speeds and reduce pedestrian crossing distance for increased pedestrian safety and repair and provide vehicle and bicycle detection where needed and rebuild intersection sidewalks, curb ramps and pedestrian signal system for ADA compliance.

Funding

FUNDING SOURCE	FUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Roads Capital	\$ 7,000						\$ 7,000
HSIP	\$ 48,000	\$ 304,000					\$ 352,000
PROJECT TOTAL	\$ 55,000	\$ 304,000					\$ 359,000

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

UNFUNDED PROJECTS

Project # and Name

11. New Sidewalk Projects

Scope / Narrative

The 2011 Transportation Master Plan (TMP) includes a Pedestrian System Plan, which identifies key pedestrian corridors in Shoreline that result in a comprehensive pedestrian network throughout the City. Over 100 projects are identified in order to complete the system. These projects are prioritized in the TMP.

The City's standard design for sidewalks includes construction of an amenity zone between the curb and the sidewalk. The amenity zone provides a buffer between pedestrians and traffic and is often vegetated. The amenity zone can be utilized as a stormwater management and treatment facility through the use of low impact development techniques such as rain gardens. It is the City's policy to maintain open stormwater channels whenever possible and these are often in the right-of-way where sidewalks would be constructed. In these circumstances, the City will need to implement flexibility in its design standards to maintain these channels as much as possible.

The primary focus of the sidewalk projects listed in this TIP is to complete sidewalks on one side of a street in order to create continuous walkways along a street or corridor. The sidewalk projects listed in this TIP include a combination of projects that fill in gaps between existing segments, projects that are well qualified for grant programs and those projects that will be required as mitigation for public projects.

Funding

FUNDING SOURCE	UNFUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Unknown	\$ 183,000	\$ 1,076,000	\$ 769,000	\$ 971,000	\$ 1,359,000	\$ 2,960,000	\$ 7,318,000

Funding Outlook

In the past, the City has applied for grant funding for sidewalks from several state sources including the WSDOT Pedestrian and Bicycle Program, WSDOT Safe Routes to School and the Transportation Improvement Board as well as the federal Transportation Alternatives Program. Sidewalks have also been funded through federal Surface Transportation Program as part of larger roadway projects, such as the Aurora Corridor Improvement Project.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

12. Community Renewal Area (CRA) Roadway Improvements

Scope / Narrative

This project incorporates a series of improvements in the Community Renewal Area. Individual projects include the following:

- a. Reconstruct Greenwood/Innis Arden/160th intersection for improved operations. Project also includes sidewalks between Dayton and Greenwood.
- b. N 160th from Aurora to Dayton/Greenwood. This is a multi-phase project. N 160th will be restriped to 3-lanes and bikelanes as part of the Federally funded bicycle project in 2016. Following phases include the construction of a cycle track on the south side of the corridor, construction of new sidewalks, a gateway entrance on N 160th St for Aurora Square and a midblock pedestrian crossing. Most
- c. Intersection at N 155th St and Westminster Way N. Westminster Way N to Aurora Ave N. Improves the main vehicle intersection and increases safety for pedestrians. Includes improvements to the section of N 155th St between Westminster Way N and Aurora Ave N. Most effectively done at one time and in conjunction with the redevelopment of the Sears property.
- d. Westminster Way N (North). N 155th St to N 160th St. Envisioned as a project in the Aurora Square CRA Renewal Plan, reworking Westminster Way N in this section provides a more pedestrian and bicycle friendly section with street parking that can help unite the small triangle property to the rest of Aurora Square. Most effectively completed with the redevelopment of the triangle property. Project includes improving a bike connector from 157th to 160th.
- e. Construct N 157th St. Westminster Way N to Aurora Ave N. New street connection makes Westminster between 155th and 157th pedestrian and cycle-friendly, creates a better entrance to Aurora Square, connects the triangle property to the rest of Aurora Square, and provides on street parking for future retail. Most effectively completed with the redevelopment of the triangle property.
- f. Westminster Way N (South). N 155th St to Fremont Ave N. Frontage improvements provide little support of renewal efforts in this location.

Continued on next page

Funding							
	UNFUNDED						
FUNDING SOURCE	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2016-2021 Total
Greenwood/ N 160th St/ Innis Arden intersection		\$ 100,000	\$ 700,000	\$ 700,000			\$ 1,500,000
Re-construct N 160th from Aurora to Dayton with cycle track, sidewalks, new signalized intersection	\$100,000					\$ 7,500,000	\$ 7,600,000
N 155th St (West) including intersection at Westminster	\$150,000	\$ 2,850,000					\$ 3,000,000
Westminster Way N (North) N 157th to Aurora		\$ 1,700,000					\$ 1,700,000
Construct N 157th St	\$227,000						\$ 227,000
Westminster Way N (South)						\$ 7,000,000	\$ 7,000,000
PROJECT TOTAL	\$ 477,000	\$ 4,650,000	\$ 700,000	\$ 700,000	\$ -	\$ 14,500,000	\$ 21,027,000

Funding Outlook

Many of these projects will be constructed by private development as properties within the Aurora Square Community Renewal Area are redeveloped. The cost estimate does not include the funding needed for utility undergrounding.

Project Status

This project helps to implement City Council Goal 1: Strengthen Shoreline's economic base and Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Corridor Study |

Project # and Name

13. NE Perkins Way Improvements – 10th Avenue NE to 15th Avenue NE

Scope / Narrative

Construct bicycle and pedestrian improvements on NE Perkins Way from 10th Ave NE to 15th Ave NE. This roadway segment currently includes two travel lanes and a pedestrian walking on the north side separated from the travel lanes by jersey barriers. No bicycle facilities are present. This segment is part of the Northern Connector route from the Interurban Trail in Shoreline to the Burke-Gilman Trail in Lake Forest Park. Upon completion of the separated trail at NE 195th Street from 1st Ave NE to 5th Ave NE and installation of signage along the remainder of the route, this segment will be the remaining gap within the connector route. A study is needed to determine the appropriate scope of improvements and costs for this project.

Funding

	UNFUNDED						
FUNDING SOURCE	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2016-2021 Total
Unknown				\$ 3,681,540			\$ 3,681,540

Funding Outlook

The funding identified for this project is to identify and design the appropriate improvements for the roadway and develop cost estimates. Because construction costs are unknown at this time, a placeholder for them is identified in 2019-2020. More refined construction costs and a timeline for completion will be updated in future TIPs. This project is likely to be competitive for grant funding.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Corridor Study |

Project # and Name

14. 15th Avenue NE – NE 172nd Street to NE 195th Street

Scope / Narrative

This project would construct sidewalks and accessible bus stops on the west side of the road from NE 180th St to NE 195th St. There are significant topographic challenges related to constructing a sidewalk on the west side of this arterial. A corridor study will be performed to identify a preferred transportation solution for this roadway segment. Alternatives to accommodate bicycles will be analyzed, including rechannelization of the roadway from four lanes to three. The cross-section of the road from NE 175th St to NE 180th St would be reduced from four lanes to three and bicycle lanes would be installed. Right-of-way may need to be purchased to complete this project.

Funding

	UNFUNDED						
FUNDING SOURCE	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2016-2021 Total
Unknown				\$ 6,176,793			\$ 6,176,793

Funding Outlook

The funding identified for this project is to identify and design the appropriate improvements for the roadway and develop cost estimates. Because construction costs are unknown at this time, a placeholder for them is identified in 2019-2021. More refined construction costs and a timeline for completion will be updated in future TIPs.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Corridor Study |

Project # and Name

15. Fremont Avenue N – N 175th Street to N 185th Street

Scope / Narrative

This project incorporates a series of improvements along this corridor to improve safety and capacity including:

- Rechannelization of the roadway to a three lane cross-section (one travel lane in each direction with a center turn lane) with bicycle lanes.
- Construction of sidewalks on both sides of the street. All sidewalks would be five to eight feet wide, include curb and gutter and five foot amenity zones separating the pedestrians from the roadway.
- Perform overlay/preservation work.

These projects can be constructed individually, allowing the complete set of improvement to be phased over time.

Fremont Ave N serves as a primary route to Shorewood High School and Shoreline's Town Center. Tricia - Need updated cost estimate

Funding

FUNDING SOURCE	UNFUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Unknown				\$ 6,292,720			\$ 6,292,720

Project Status

This project helps to implement City Council Goal 1: Strengthen Shoreline's economic base and Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Funding Outlook

The funding identified for this project is to identify and design the appropriate improvements for the roadway and develop cost estimates. Because construction costs are unknown at this time, a placeholder for them is identified in 2019-2021. More refined construction costs and a timeline for completion will be updated in future TIPs.

Purpose / Goals Achieved

- | | |
|---|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

16. N/NE 175th Street Corridor Improvements

Scope / Narrative

This project incorporates a series of improvements along this corridor to improve safety and capacity. Individual projects include the following:

- a. N 175th St – Stone Ave N to Meridian Ave N* and Interstate 5 to 15th Ave NE: This project will design and construct improvements which will tie in with those recently constructed by the Aurora project. The improvements include: reconstruction of the existing street to provide two traffic lanes in each direction, a center lane with two-way left turn areas, medians and turn pockets, bicycle lanes (integrated into the sidewalk), curb, gutter, and sidewalk with planter strip where feasible, illumination, landscaping and retaining walls. Intersections with high accident rates will be improved as part of this project. The profile of the roadway between Ashworth Ave N and Stone Ave N will be lowered to meet standard sight distance requirements. This project includes improvements to the I-5 intersections, in coordination with WSDOT.
- b. N 175th St and Meridian Ave N*: Construct a northbound add lane on Meridian Ave N, which involves widening the northbound approach to include a second through lane. Rechannelize the southbound approach with a single left turn lane and increase the westbound left turn pocket length.
- c. N/NE 175th St – Meridian Ave N to the Interstate 5 on-/off-ramps*: Extend the left-turn pockets between Meridian Ave N and I-5 to provide additional storage capacity for left turning vehicles at the intersections.
- d. NE 175th St – 15th Ave NE – 25th Ave NE: Re-stripe the westbound approach to provide a dedicated left-turn pocket and shared through/right lane. With dedicated left-turn pockets, remove split-phase signal operation and optimize for eight-phase signal operation.
- e. Interchange Improvements: Projects were identified in the City's TMP to accommodate growth and maintain the City's adopted transportation level of service including several of the projects listed above. In addition to these projects, the City's travel demand model also identified the potential need to improve the interchange at NE 175th Street and I-5. Currently, this interchange experiences delays during the AM and PM peak periods, due in part to the ramp metering, and this backup affects other intersections. Reconstruction of this interchange would allow the City to improve bicycle and pedestrian safety at this location, as well as improve the operations of the nearby intersections. Because this project is not entirely within the jurisdiction of the City, it will require coordination with WSDOT.

Some of these projects can be constructed individually, allowing the complete set of improvement to be phased over time.

* Projects have been identified in the City's Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service. These projects may be funded in part by transportation impact fees.

Continued on next page

Funding							
	UNFUNDED						
FUNDING SOURCE	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2016-2021 Total
N 175 th St – Stone Ave N to Meridian Ave N* and Interstate 5 to 15 th Ave NE (a) - STP		\$ 1,640,000	\$ 1,640,000			\$ 6,660,000	\$ 9,940,000
N 175 th St – Stone Ave N to Meridian Ave N* and Interstate 5 to 15 th Ave NE (a) – impact fee						\$ 3,314,000	\$ 3,314,000
N 175 th St and Meridian Ave N (b) - STP		\$ 651,000	\$ 651,000			\$ 2,644,000	\$ 3,946,000
N 175 th St and Meridian Ave N (b) – impact fee						\$ 1,315,000	\$ 1,315,000
N/NE 175 th St – Meridian Ave N to the I-5 on-/off-ramps (c) - STP		\$ 529,000	\$ 528,000			\$ 2,146,000	\$ 3,203,000
N/NE 175 th St – Meridian Ave N to the I-5 on-/off-ramps (c) – impact fee						\$ 1,067,000	\$ 1,067,000
NE 175 th St – 15 th Ave NE – 25 th Ave NE (d) - unknown						\$ 10,000	\$ 10,000
Interchange Improvements (e)						\$ 60,000,000	\$ 60,000,000
PROJECT TOTAL	\$ -	\$ 2,820,000	\$ 2,819,000	\$ -	\$ -	\$ 77,156,000	\$ 82,795,000

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Funding Outlook

Projects identified in the City's Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by transportation impact fees. The City pursued federal grant funding for design and environmental work through the Surface Transportation Program administered by PSRC in 2014 and it is included as the first project eligible for funding on the contingency list. It is anticipated that the City will use transportation impact fees collected from private development to serve as the match for this project.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input checked="" type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Corridor Study |

Project # and Name

17. NW Richmond Beach Road and Richmond Beach Drive NW Corridor Improvements *(including NW Richmond Beach Rd at 3rd Ave NW)*

Scope / Narrative

The proposed Point Wells development in Snohomish County will result in significant traffic impacts in the City of Shoreline. The developer is currently working with the City to prepare a Transportation Corridor Study (TCS) that identifies anticipated transportation safety and capacity problems resulting from the development and the necessary mitigation to correct them. The TCS will include a defined list of transportation projects, including cost estimates. Mitigation projects for the Point Wells development will be funded or constructed by private developers. *Preliminarily* identified projects are listed below. Upon completion of the TCS, this list and the associated project costs will be updated accordingly.

a. NW Richmond Beach Rd at 3rd Ave NW: NW Richmond Beach Rd is a high-volume arterial street at this location. It traditionally has ranked at or near the top intersection with a high accident rate. This project will design and construct left-turn lanes on NW Richmond Beach Road at the intersection with 3rd Ave NW in order to improve safety and traffic flow.

b. NW 195th/196th St – Richmond Beach Dr NW to 24th Ave NW: NW 196th St and NW 195th Street are unimproved roadways with a speed limit of 25 miles per hour and two 12 foot wide lanes with limited sidewalks. Preliminary recommended improvements to the roadway should include sidewalks on one side of the street (including Richmond Beach Drive between NW 195th St/NW 196th St) and narrowing lanes to slow traffic flow and improve pedestrian comfort. This project will also include a roundabout or other traffic calming technique at the 24th Ave NW intersection.

c. NW 196th St – 24th Ave NW to 20th Ave NW: NW 196th St is a collector arterial with a speed limit of 25 miles per hour. It consists of two 12 foot wide lanes with a sidewalk on the north side and part of the south side of the street. Improvements to the roadway should include construction of a complete sidewalk on the south side of the street.

d. NW 195th St at 20th Ave NW: Construct a traffic signal at this intersection which is currently controlled by stop signs on all approaches.

e. NW Richmond Beach Road at 15th Ave NW: Improve operations and safety at the existing off-set intersection. This could include signalization or construction of roundabouts.

f. Richmond Beach Dr NW – NW 196th St to NW 205th St: Richmond Beach Dr NW is the only road to serve the Point Wells site. It is designated as a collector arterial and local secondary street. It consists of two 12 foot wide lanes with no sidewalks. Some areas on the east side are wide enough to accommodate on-street parking. Improvements to this roadway include, at a minimum, widening to help maintain traffic flow and construction of a sidewalk on one side of the street.

g. NW Richmond Beach Rd at 8th Ave NW: Improve safety and operation at this existing five legged intersection through a reconfiguration that eliminates the southwest approach or construction of a roundabout.

h. NW/N Richmond Beach Rd - Richmond Beach Dr NW to Fremont Ave N: Perform overlay/preservation work. Preservation work may occur in advance of other projects in order to maintain them until funding is available for the larger capital projects.

i. Off-Corridor Sidewalk/Pedestrian Safety Improvements: Staff and the developer are currently reviewing potential off-corridor sidewalks to improve pedestrian safety on arterial streets that connect to the corridor.

j. Traffic Calming and Bicycle Improvements: Implement traffic calming techniques to minimize cut-through traffic in the area between Richmond Beach Drive and 20th Ave NW, on NW 190th Street west of 8th Ave NW and bicycle improvements on east-west streets paralleling the Richmond Beach Road corridor.

Continued on next page

Funding							
	UNFUNDED						
FUNDING SOURCE	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2016-2021 Total
NW Richmond Beach Rd at 3 rd Ave NW (a) – developer mitigation		\$2,320,000					\$ 2,320,000
NW 195th/196 th St – Richmond Beach Dr NW to 24 th Ave NW (b) – developer mitigation						\$1,500,000	\$ 1,500,000
NW 196 th St – 24 th Ave NW to 20 th Ave NW (c) – developer mitigation						\$300,000	\$ 300,000
NW 195 th St at 20 th Ave NW (d) – developer mitigation						\$1,340,000	\$ 1,340,000
NW Richmond Beach Road at 15 th Ave NW (e) – developer mitigation						\$2,210,000	\$ 2,210,000
Richmond Beach Dr NW – NW 196 th St to NW 205 th St: (f) – developer mitigation						\$18,250,000	\$ 18,250,000
NW Richmond Beach Rd at 8 th Ave NW: (g) – developer mitigation						\$2,140,000	\$ 2,140,000
NW/N Richmond Beach Rd - Richmond Beach Dr NW to Fremont Ave N (h) – developer mitigation						\$4,000,000	\$ 4,000,000
Off-Corridor Sidewalk/Pedestrian Safety Improvements (i) – developer mitigation						\$15,050,000	\$ 15,050,000
Traffic Calming and Bicycle Improvements (j) - developer mitigation						\$700,000	\$ 700,000
PROJECT TOTAL	\$ -	\$ 2,320,000	\$ -	\$ -	\$ -	\$ 45,490,000	\$ 47,810,000

Continued on next page

Funding Outlook

Many of these projects will be funded or constructed by private developers as mitigation for the Point Wells development. It is unknown at this time when projects will be constructed. The Transportation Corridor Study will provide additional details about timing for construction.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input checked="" type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Corridor Study |

Project # and Name

18. N/NE 185th Street Corridor Improvements

Scope / Narrative

NE 185th Street at Interstate 5 is the future site of a light rail station planned as part of Sound Transit's Lynnwood Link Light Rail Extension project. With the construction of this station and the operation of light rail service, the City expects increases to traffic on N/NE 185th Street as residents will drive to access the parking garage planned as part of this facility, as well as increased bicycle, pedestrian and bus traffic. Additionally, the City anticipates that the surrounding areas will transition over time to more densely developed, mixed use neighborhoods, which will also be a source of increased multi-modal traffic. The development of the Point Wells property in Snohomish County is likely to put added pressure on this roadway as well. This project incorporates a series of improvements along this corridor to improve safety and capacity. Individual projects include the following:

- a. NE 185th St – 1st Ave NE to 7th Ave NE* and 7th Ave NE to 10th Ave NE: Rechanelize the roadway to add a center two-way left-turn lane, retain bicycle lanes and remove on-street parking.
- b. N 185th St and Meridian Ave N*: Construction of northbound and southbound add/drop lanes, which involves widening the northbound and southbound approaches to include a second through lane and receiving lane. This project also includes construction of an east to southbound right-turn pocket, which involves widening the eastbound approach. This signal will be coordinated with the signal at Meridian Ave N and 1st Ave NE.
- c. N 185th St – Midvale Ave N to Stone Ave N: Extend the second eastbound through lane from Midvale Ave N to Stone Ave N. The lane will terminate as a right-turn only lane at Stone Ave N.
- d. N/NE 185th St – Midvale Ave N – 10th Ave NE: Perform overlay/preservation work. Work may include milling the roadway and sealing the joints between the concrete panels to improve the smoothness and improve the pavement life span.
- e. N/NE 185th Street Corridor Study: Develop a corridor plan for 185th Street/10th Avenue NE/NE 180th Street that includes multi-modal transportation facilities necessary to support projected growth in the subarea, a phasing plan for implementation and a funding plan for improvements. This project is identified in the 185th Street Station Subarea Plan.

Some of these projects can be constructed individually, allowing the complete set of improvements to be phased over time. Preservation work may occur in advance of other projects in order to maintain them until funding is available for the larger capital projects.

*Projects have been identified in the City's Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service. These projects may be funded in part by transportation impact fees.

Continued on next page

Funding							
FUNDING SOURCE	UNFUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
NE 185 th St – 1 st Ave NE to 7 th Ave NE and 7 th Ave NE to 10 th Ave NE(a) - unknown						\$231,000	\$ 231,000
NE 185 th St – 1 st Ave NE to 7 th Ave NE (a) – impact fee						\$78,000	\$ 78,000
N 185 th St and Meridian Ave N(b) - unknown						\$4,110,000	\$ 4,110,000
N 185 th St and Meridian Ave N (b) – impact fee						\$1,370,000	\$ 1,370,000
N 185 th St – Midvale Ave N to Stone Ave N (c) - unknown						\$550,000	\$ 550,000
NE 185 th St – Midvale Ave N – 10 th Ave NE (d) - unknown						\$2,200,000	\$ 2,200,000
N/NE 185th Street Corridor Study (e) - unknown	\$ 500,000						\$ 500,000
PROJECT TOTAL	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 8,539,000	\$ 9,039,000

Funding Outlook

Projects identified in the City’s Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by transportation impact fees.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure. Bicycle lanes were installed in 2013. The roadway will need to be rechannelized again in order to provide the center turn lane.

- Purpose / Goals Achieved**
- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input checked="" type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

19. Major Pavement Rehabilitation Projects

Scope / Narrative

Keeping the City's physical infrastructure in good condition is a fundamental transportation capital investment. As transportation facilities age and are used, a regular schedule of rehabilitation, reconstruction and replacement is needed to keep the system usable. Timing is important: if preservation investment is deferred, costs increase dramatically. Overlay projects may include sidewalk repairs and/or upgrades to meet ADA standards.

In addition to the City's annual road surface maintenance program, several roadways in Shoreline are in need of significant maintenance work beyond the surface maintenance program. These include corridors that need complete rehabilitation or rebuilds based on the Pavement Maintenance Index and other factors. These corridors include:

- N/NE 155th St: Aurora Ave N to 15th Ave NE
- N/NE 185th St: Midvale Ave N to 10th Ave NE (costs included with Project #18)
- NW/N Richmond Beach Rd: Richmond Beach Dr NW to Fremont Ave N
(costs included with Project #17)
- Fremont Ave N: N 175th St to N 185th St (costs included with Project #15)
- Westminster Way N: N 145th St to N 155th St
- 15th Ave NE: NE 150th St to NE 172nd St (partially funded with Project #2)
- Greenwood Ave N: Westminster Way N to N Carlyle Hall Rd
- Dayton Ave N: N 160th St to N Carlyle Hall Rd
- N Carlyle Hall Rd: NW 175th St to Fremont Ave N
- 8th Ave NW: NW Richmond Beach Rd to NW 180th St
- 6th Ave NW: NW 175th St to NW 180th St
- N/NW 200th St: 3rd Ave NW to Aurora Ave N
- N/NW 195th St: 8th Ave NW to Aurora Ave N
- Linden Ave N: N 175th St to N 185th St

On roadways where both capital projects and preservation work are identified in this TIP, the preservation work may occur in advance of those projects in order to maintain them until funding is available for the larger capital projects. The costs for these projects are identified on the individual project pages.

Funding

FUNDING SOURCE	UNFUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Unknown	\$ 2,300,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 12,300,000

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Funding Outlook

The City will pursue federal grant funding for overlay work. Grant funding would be pursued for the projects that are most highly qualified. 2016 estimates include two awarded grant projects for overlay work on 15th Avenue NE (NE 147th Street - NE 155th Street) and Meridian Avenue N (N 190th Street - N 205th Street). The annual funding identified for 2017-2021 will not be adequate to perform overlay work for all of the roadways identified.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

20. Meridian Avenue N – N 145th Street to N 205th Street

Scope / Narrative

This project incorporates a series of improvements along this corridor to improve safety and capacity including:

- Rechannelize the roadway to add a center two-way left-turn lane and bicycle lanes (requires removal of on-street parking)
- Installation of traffic calming measures, such as radar speed display signs
- Repair damaged sidewalks, curbs and gutters and install new sidewalks where missing
- Installation of curb ramps to improve ADA accessibility
- Perform overlay work
- Underground utilities.

Right-of-way may need to be acquired in order to meet ADA requirements around trees. This project has been identified in the City's Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service. These projects may be funded in part by transportation impact fees. Overlay from N 190th Street - N 205th Street scheduled to occur in conjunction with Project #2. Rechannelization scheduled to occur in conjunction with Project #8.

As part of improvements to this corridor, the City may choose to incorporate additional projects identified in this TIP, such as intersection improvements at N 175th St (Project #16) or N/NE 185th St (Project #18).

Funding

FUNDING SOURCE	UNFUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Unknown						\$6,590,000	\$ 6,590,000
Roads Capital	\$ 317,000						\$ 317,000
Federal - STP	\$ 675,000						\$ 675,000
Impact Fee						\$2,527,000	\$ 2,527,000
PROJECT TOTAL	\$ 992,000	\$ -	\$ -	\$ -	\$ -	\$ 9,117,000	\$ 10,109,000

Funding Outlook

Projects identified in the City's Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by transportation impact fees. 2016 estimates include awarded grant funds for overlay work from N 190th Street - N 205th Street.

Continued on next page

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input checked="" type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

21. Aurora Avenue N at N 145th Street Dual Left Turn Lane

Scope / Narrative

This project consists of construction of an additional south to east bound left turn lane (for a total of two) at N 145th St and Aurora Ave N and construction of a new signal at N 149th St and Aurora Ave N. The N 145th St dual left turn lane will require acquisition of additional right-of-way along the western edge of Aurora Ave N (the Aurora project constructed "interim" width sidewalks in this location). Schedule of this project may be influenced by redevelopment of the northwest corner of Aurora Ave N and N 145th St, implementation of improvements to the 145th St corridor or improvements by the City of Seattle. The additional width required for this turn lane is currently under consideration by the City of Seattle as part of their Aurora Ave N project planning. Shoreline would only proceed with this project in conjunction with construction by the City of Seattle as part of their Aurora Ave N project. The new signal at N 149th St will need to meet signal warrants and receive Washington State Department of Transportation approval. This signal project should be combined with the dual left turn at N 145th St in order to address queue length demands. The 145th Street Corridor Study will include evaluation of this project for consistency with the corridor improvements.

Funding

FUNDING SOURCE	UNFUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Unknown						\$ 4,700,000	\$ 4,700,000

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|--|
| <input type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

22. Midvale Avenue N – N 175th Street to N 183rd Street

Scope / Narrative

This project will design, acquire right-of-way and reconstruct Midvale Ave N. This project will move lanes off Seattle City Light (SCL) right-of-way. The project is proposed to include undergrounding electrical distribution lines, curb, gutter, sidewalks, amenity zone and on-street parking and angle parking on the west in the SCL right-of-way. Midvale Ave N serves the City's Town Center.

Funding

	UNFUNDED						
FUNDING SOURCE	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2016-2021 Total
Unknown						\$ 510,000	\$ 510,000

Funding Outlook

Much of this project will be constructed by private development as properties within the Town Center are redeveloped. The City's primary contributions will be the construction of on-street parking and some sidewalks. The cost estimate does not include the funding needed for utility undergrounding.

Project Status

This project helps to implement City Council Goal 1: Strengthen Shoreline's economic base and Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

23. N 165th Street and Carlyle Hall Road N Sidewalk and Intersection Safety

Scope / Narrative

This project will improve an odd-shaped intersection to improve visibility and safety, as well as providing pedestrian safety features. The design has not been completed and one of the first steps will be to scope out alternatives.

Funding

FUNDING SOURCE	UNFUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Unknown						\$ 2,482,000	\$ 2,482,000

Funding Outlook

The funding identified for this project is to identify and design the appropriate improvements for the roadway and develop cost estimates. Because construction costs are unknown at this time, a placeholder for them is identified in 2021. More refined construction costs and a timeline for completion will be updated in future TIPs.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

24. Firlands Way N –Aurora Avenue N to Linden Avenue N

Scope / Narrative

Construct sidewalks and amenity zones and install angle-in on-street parking on both sides of the street. The project scope may include exposing and refurbishing the original red brick roadway surface, if it still exists and is usable. This segment of Firlands Way N is located in the City's Town Center.

Funding

FUNDING SOURCE	UNFUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Unknown						\$ 2,600,000	\$ 2,600,000

Project Status

This project helps to implement City Council Goal 1: Strengthen Shoreline's economic base and Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

25. N 152nd Street and Ashworth Avenue N Intersection Improvements

Scope / Narrative

This project will construct a sidewalk along the north side of N 152nd St from the existing sidewalk (approximately 275 feet to the west) to Ashworth Ave N and the west side of Ashworth Ave N from N 152nd St to N 153rd Street. The sidewalk will wrap around the corner and provide a connection to the pedestrian walkway to the south (scheduled for completion in 2014).

Funding

FUNDING SOURCE	UNFUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
WSDOT					\$ 25,000	\$ 320,000	\$ 345,000

Funding Outlook

This project is competitive for funding from the Pedestrian and Bicycle Safety Grant administered through WSDOT.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

**26. Ballinger Way - NE 205th St to 19th Ave NE Access Control
Preliminary Design**

Scope / Narrative

Access control improvements along this corridor are needed to address vehicular and pedestrian collisions as identified in the City's 2014 Annual Traffic Report. Preliminary design to determine the scope of access control and intersection improvements is needed as a first step. Scoping will also identify pedestrian safety improvement opportunities, specifically related to midblock crossings. Right-of-way may need to be acquired in order to provide U-turns at signals and/or at access points.

Funding

FUNDING SOURCE	PARTIALLY FUNDED					UNFUNDED	2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Unknown		\$ 200,000					\$ 200,000

Funding Outlook

This project is competitive for funding from the Citywide Safety Grant administered through WSDOT.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

27. N 185th Street and Linden Avenue N Intersection Improvements

Scope / Narrative

This project would rebuild the intersection of Linden Ave N and N 185th Street in order to revise signal phasing to address at-angle collisions as noted in the City's 2014 Annual Traffic Report. This project would also decrease intersection radii to lower vehicle turning speeds and reduce pedestrian crossing distances for increased pedestrian safety. Sidewalks, curb ramps and pedestrian signal systems for ADA compliance would also be addressed. The current signal infrastructure does not have capacity to provide these phase changes and pedestrian improvements unless the intersection is rebuilt.

Funding

FUNDING SOURCE	PARTIALLY FUNDED					UNFUNDED	2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Unknown			\$ 530,100				\$ 530,100

Funding Outlook

This project is competitive for funding from the Citywide Safety Grant administered through WSDOT.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

EMERGING PROJECTS

The City of Shoreline is currently engaged in several long range planning efforts that will identify additional transportation improvements needed in the City. Because the type and costs of potential projects will not be known until the completion of the planning stage, it is difficult to include them in the TIP at this time. Once the planning process is complete and projects more clearly defined, they can be included in future TIPs.

Community Renewal Area Projects: In 2012, the Shoreline City Council designated the 70+ acre Aurora Square area as a Community Renewal Area (CRA) where economic renewal would clearly deliver multifaceted public benefits. The associated CRA Plan adopted in 2013, outlines a vision for the CRA, as well as the need for transportation infrastructure improvements to help achieve that vision. The recently adopted Programmatic EIS for the CRA identifies needed improvements that will enhance multi-modal access to Aurora Square as well as circulation on site. Transportation projects included in the EIS include:

- Intersection improvements at:
 - N 155th Street and Westminster Way N
 - N 155th Street and Aurora Avenue N
 - N 160th Street and Linden Avenue N
 - Aurora Avenue N between Westminster Way N and N 155th Street
- Reconfiguration of Westminster Way N/connection to Aurora Avenue N
- Improvements to N 160th Street (TIP Project # 12)
- Sidewalks and bicycle facilities on streets leading/connecting to Aurora Square

Once projects are finalized, they will be included in future TIPs. It is expected that redevelopment of the CRA will occur over many years, continuing beyond the six year time frame addressed in this TIP.

Light Rail Station Area Planning:

In anticipation of the commencement of light rail service in 2023, the City is planning for land use changes around the future stations located in Shoreline at NE 145th Street and NE 185th Street. Higher residential densities and a mix of land use types near the stations, as well as transit users traveling to the stations will create an increased demand for multi-modal transportation facilities. Transportation impacts and needs associated with future land use changes as well as the necessary solutions to resolve them are outlined in the subarea plans. The redevelopment of the station areas is expected to occur over many decades. The projects needed to accommodate growth in the station areas will be incorporated into future TIPs.

Transportation Service Integration Plan

With the beginning of light rail service in Shoreline in 2023, in the City anticipates significant changes to its transit network. In preparation for this change, the City is planning to develop of a Transit Service Integration Plan (TSIP) that will address transit needs throughout Shoreline when light rail service begins and as the City's population and employment base grow. The plan will identify Shoreline's key transit corridors, evaluate the demand for parking citywide and identify transit facilities and infrastructure needed to support the City's transit network and

service and improve transit level of service, speed and reliability. This information will help identify those infrastructure improvements and capital improvement projects that will be City funded. The TSIP is scheduled for completion in 2016.

DRAFT

PROJECTS SCHEDULED FOR SUBSTANTIAL COMPLETION IN 2015

PROJECT NAME	PROJECT DESCRIPTION	COST	FUNDING SOURCES
Aurora Corridor Improvement Project – N 192 nd Street to N 205 th Street	This project began at N 192nd St and extended to N 205th St. The project scope of work included adding Business Access and Transit (BAT) lanes, curbs, gutters, landscaping/street furnishings, sidewalks on both sides. The project added a landscaped center median safety zone with left turn and U-turn provisions, interconnects traffic signals including pedestrian crosswalks, improved transit stops with new shelters and new street lighting, placed overhead utility lines underground and improved the existing storm water drainage system with natural stormwater management treatments. Improvements at major intersections to enhance east-west traffic flow were also be included in the project. This was the final phase of a three mile long project.	\$45,000,000	Roads Capital, King County Metro, CMAQ, TIB, STP, Regional Mobility, FTA, DOE, HSIP
NE 195 th Street Separated Trail – 1 st Avenue NE to 5 th Avenue NE	This project included design and construction of a ten foot wide separated bicycle and pedestrian trail on the north side of NE 195 th St. This project was the final separated trail segment of the Northern Route of the Interurban/Burke-Gilman Connector. This project connects to the separated trail located to the west between Meridian Ave N and 1 st Ave NE and leads to the pedestrian and bicycle bridge crossing I-5.	\$705,000	CMAQ, Roads Capital
Interurban/ Burke-Gilman Connectors	<p>This project constructed improvements to strengthen the connections between Shoreline’s Interurban Trail and the Burke-Gilman Trail to the east in Lake Forest Park along two routes identified cooperatively by the Cities of Shoreline and Lake Forest Park. Projects include:</p> <ul style="list-style-type: none"> • Completion of the sidewalk gap on the north side of NE 150th St between 18th Ave NE and 20th Ave NE • Rechannelization of NE 150th St from 15th Ave NE to 25th Ave NE to provide for bicycle lanes • Rechannelization of NE 155th St from 5th Ave NE to 15th Ave NE to provide for bicycle lanes • Installation of markings (lanes and sharrows) and signage for bicycles, including signage through Hamlin Park • Construction of a short pathway at N 152nd Street and Ashworth Avenue N that provides access to the connectors along N 155th Street <p>The City worked with Lake Forest Park to ensure facilities and signage were coordinated.</p>	\$540,000	WSDOT Pedestrian & Bicycle Safety Program
Safety Enhancements on Aurora Avenue N	This project improved and upgraded safety and accessibility elements on Aurora Ave N. Enhancements included relocation of pedestrian push buttons closer to some curb ramps, installation of skid resistant hand hole/junction box covers and updating street signs to meet current MUTCD standards.	\$420,000	HSIP
Einstein Safe Routes to School (NW 195 th Street)	<p>This project improved pedestrian access to Einstein Middle School through the following projects:</p> <ul style="list-style-type: none"> • Construction of sidewalks where missing on the south side of NW 195th St from 3rd Ave NW to 8th Ave NW 	\$640,000	WSDOT Safe Routes to School Program

	<ul style="list-style-type: none"> • Construction of a sidewalk on the east side of 5th Ave NW between NW 195th St and NW 196th Pl • Installation/replacement of curb ramps at the intersections with 3rd Ave NW, 5th Ave NW and 8th Ave NW • Installation of four School Zone Flashing Signs on all legs of the NW 195th St to 3rd Ave NW intersection • Improved accessibility into the school campus <p>This project connected into the existing sidewalks, resulting in a continuous sidewalk along this stretch of roadway.</p>		
145 th Street Corridor Study	<p>This project performed a multi-modal corridor study of 145th Street (SR 523) from Bothell Way NE (SR 522) to 3rd Ave NW. Work was performed in conjunction with the City of Seattle, the Washington State Department of Transportation, King County, Metro Transit and Sound Transit. The study undertook an examination of transportation needs for the corridor including safety, traffic, transit and non-motorized needs resulting from anticipated changes in the area such as growth, location of light rail station(s) and regional tolling. The process included traffic analysis, development of a base map, evaluation of multiple potential alternatives and development of a preferred alternative, robust public involvement, creation of cost estimates the various sections of the corridor and identification of a strategy for funding and implementation.</p>	\$596,000	Federal – STP, Roads Capital
10 Avenue NW Bridge Rehabilitation	<p>Hidden Lake Bridge No. 167 C, located on 10th Ave NW at Innis Arden Way was built in 1931 and is showing signs of deterioration and was in need of rehabilitation. In 2014, the bridge condition was evaluated and it was determined that certain measures could be taken to extend the life of the bridge. This project designed and constructed the improvements recommended in the May 2014 Evaluation Report, thereby protecting use of the bridge for pedestrians and vehicles.</p>	\$548,000	Roads Capital

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of Ordinance No. 711 – New Chapter for Shoreline Municipal Code 3.65 – Collection of Debt
DEPARTMENT:	Administrative Services
PRESENTED BY:	Patti Rader, Interim Administrative Services Director
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

As a result of the normal course of business, the City collects taxes, fees, and various charges for services. Some taxpayers or customers become delinquent on these payments and staff needs to have a collection process in place to attempt to fully collect on these accounts. Staff would also like the ability to use a collection agency to assist with collections and to have the ability to administratively write off smaller debts when collection efforts have not been successful or when there is no cost effective means of collecting the debt.

FINANCIAL IMPACT:

There is no direct financial impact in adopting this ordinance. In the event that the City contracts with a collection agency, all associated fees would be paid by the debtor.

RECOMMENDATION

Staff recommends that Council discuss Ordinance No. 711 to establish procedures for the collection of debt and enacting a new chapter 3.65 - Collection of Debt. Ordinance No. 711 is currently scheduled for Council adoption on May 4, 2015.

Approved By: City Manager *JN* City Attorney *MK*

INTRODUCTION

As a result of the normal course of business, the City collects taxes, fees, and various charges for services. Some taxpayers or customers become delinquent on these payments and staff needs to have a collection process in place to attempt to fully collect on these accounts. Staff would also like the ability to use a collection agency to assist with collections and to have the ability to administratively write off smaller debts when collection efforts have not been successful or when there is no cost effective means of collecting the debt.

BACKGROUND

RCW 19.16.500 authorizes cities, subject to certain procedural requirements, to retain collection agencies for the purpose of collecting outstanding accounts receivable with Council approval. The State has a contract currently in place with multiple collection agencies. The State screens the agencies and holds them to a standard that includes the use of best practices when attempting to recover debts. The contract also allows the collection agencies to pass on all costs associated with the collection of the debt to debtors, resulting in no additional cost to the contracting entity.

Staff would like to pursue reviewing collection agencies that are available to the City under the current State contract and select one that meets the City's criteria. The criteria would include not only an agency's past collection experience but also strict adherence to best debt collection practices. It is of utmost importance that debtors are not subjected to harassment or any other forms of unnecessary negative interactions with the collection agency. Collection agencies would only be used after City staff had exhausted all other means of attempting collection on unpaid debt.

Even with the use of collection agencies, there are times when certain debts either become uncollectible or it is no longer cost effective to continue to pursue collections. For those cases, staff would like the ability to administratively write-off or forgive the existing debt. For larger amounts, staff would propose bringing specific items to Council for approval to remove the items from the City's outstanding Accounts Receivable.

DISCUSSION

To enact and codify these abilities, staff is proposing that Council adopt proposed Ordinance No. 711. Adoption of this ordinance would allow for the following actions:

- Designate that the Administrative Services Director establish, maintain, and enforce procedures for the collection of debt,
- Allow the Administrative Services Director to contract with a collection agency to assist with the collection of outstanding debt,
- Allow the Administrative Services Director to write off debt that has been deemed as being uncollectable in amounts of \$1,000 or less, and
- Allow the City Manager to write off debt that has been deemed as being uncollectable in amounts between \$1,001 and \$5,000.

If Ordinance No. 711 is approved, staff will proceed with the development of a Debt Collection Policy. The policy will detail the City's procedure for collecting debts, included debts related to insufficient funds checks, damage to City property, breach of contract, code enforcement abatement costs, assessment of civil penalties, and taxes and fees. It will also include procedures to write-off or remove uncollectible debt from the City's accounts receivable.

For all uncollectible amounts of debt over \$5,000, the Administrative Services Director will bring these uncollectible amounts to Council for their approval to have the debt be written off or adjusted.

At this time, staff is estimating that there are 10 to 12 accounts that staff would like to administratively write off due to unsuccessful attempts at collection or because the debt has exceeded the applicable statute of limitations. In some cases, the debt will be referred to a collection agency for a final attempt at collection.

If Council approves Ordinance No. 711, staff would return to Council in May or June with a request to remove the debt from the City's accounts receivables for unpaid gambling taxes and penalties for the former operators of Parkers Casino. This casino ceased operations in early 2012 when the Washington State Gambling Commission suspended their license, as ownership of the casino had been transferred and the new ownership had not applied for a license to continue operations. The City entered into a promissory note with the prior ownership in 2011, and while the first payment was made, no subsequent payments were made, leaving an outstanding balance of \$149,528. The City filed a lawsuit against Parkers ownership on February 7, 2012 to recover for the breach of contract and for unpaid gambling taxes. However, staff have been unable to collect the judgment. This is currently the highest value debt on the City's accounts receivable.

FINANCIAL IMPACT

There is no direct financial impact in adopting this ordinance. In the event that the City contracts with a collection agency, all associated fees will be paid by the debtor.

RECOMMENDATION

Staff recommends that Council discuss Ordinance No. 711 to establish procedures for the collection of debt and enacting a new chapter 3.65 - Collection of Debt. Ordinance No. 711 is currently scheduled for Council adoption on May 4, 2015.

ATTACHMENTS

Attachment A: Proposed Ordinance No. 711

ORDINANCE NO. 711

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, ESTABLISHING PROCEDURES FOR THE COLLECTION OF DEBT AND USE OF COLLECTIONS AGENCIES AND ENACTING A NEW CHAPTER 3.65 COLLECTION OF DEBT, IN THE SHORELINE MUNICIPAL CODE.

WHEREAS, RCW 19.16.500 authorizes cities, subject to certain procedural requirements, to retain collection agencies for the purpose of collecting outstanding accounts receivable; and

WHEREAS, it is desirable to authorize the Administrative Services Director to refer uncollectible debts or delinquent accounts of any City department to a collection agency for collections; and

WHEREAS, it is necessary to write off certain debts or accounts if found to be uncollectible; and

WHEREAS, it is desirable to authorize the City Manager and the Administrative Services Director to write off certain accounts receivables if found to be uncollectible;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. Findings of Fact. The recitals set forth above are hereby adopted as findings of the City Council.

Section 2. New Chapter. A new chapter 3.65 Collection of Debt is added to the Shoreline Municipal Code to read as follows:

3.65.010 Establishment of Procedures

The Administrative Services Director shall establish and maintain policies and procedures relating to the collection of debt. All City departments must comply with these policies and procedures.

3.65.020 Use of Collection Agencies

The Administrative Services Director shall establish policies and procedures governing the assignment or other referral of delinquent accounts or debt to a collection agency that has entered into a contract with the City for that purpose. All City departments must comply with these policies and procedures.

3.65.030 Write-off of Amounts of \$5,000 or Less – Administrative Approval

In certain cases amounts which are due any department of the City, including its public utilities, from any individual or corporate debtor thereto under provisions of leases, contracts, other instruments or agreements, or under provisions of rate or other ordinance or resolutions, or

which are due and legally enforceable from any person, corporation or insurance company as a result of damages to city property may remain unpaid for long time periods. After the Administrative Service Director has determined that there is no cost effective means of collecting the debt, the debt may be canceled, written off, reduced or otherwise compromised as follows:

- A. Amounts due the city which are in excess of \$1,000 but which are no greater than \$5,000 may, after reasonable efforts for the collection or settlement thereof have been exhausted, be authorized by the City Manager or designee to be canceled, written off or settled in part upon recommendation of the City Attorney and Administrative Services Director.
- B. Amounts due the city which are no greater than \$1,000 may, after reasonable efforts for the collection or settlement thereof have been exhausted, be authorized by the Administrative Services Director to be canceled, written off or settled in part upon approval of the City Attorney and Administrative Services Director, based on written procedures developed by the Administrative Services Director and approved by the City Manager.

3.65.035 Write-off of Amounts in Excess of \$5,000 – Council Approval

Amounts due the city in excess of \$5,000 which are due any department of the city, including public utilities, from any individual or corporate debtor thereto under provision of leases, contracts, other instruments or agreements, or under provisions of rate or other ordinances or resolutions, or which are due and legally enforceable from any person, corporation or insurance company as a result of damages to city property, may not be canceled, written off, reduced or otherwise compromised without the authorization of the City Council upon recommendation of the City Manager.

Section 3. Effective Date. A summary of this ordinance consisting of its title shall be published in the official newspaper of the City. The ordinance shall take effect and be in full force five days after passage and publication.

APPROVED BY THE CITY COUNCIL ON MAY 4, 2015

Mayor Shari Winstead

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Margaret King
City Attorney

Publication Date:
Effective Date: